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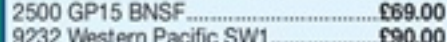
120 GP9 BNSF (Pumpkin)£68.00



451 GP9 B & M£68.00



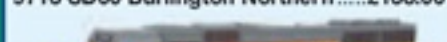
102 GP9 Union Pacific£68.00



130 GP9 Pennsylvania£68.00



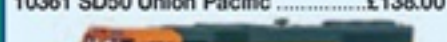
2503 GP15 CSX£69.00



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9232 Western Pacific SW1£90.00



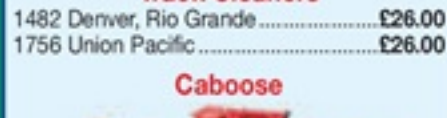
9457 F40 Caltrain (DCC ready)£125.00



9713 SD60 Burlington Northern£138.00



10361 SD50 Union Pacific£138.00



9716 BNSF SD60£138.00



9936 F7 Burlington Northern£138.00

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104505 MP 50' Pulpwood Flat£21.50



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1462 D & RG Flat Car£17.00

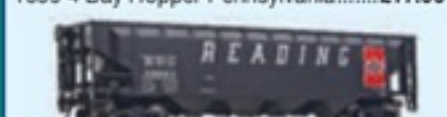
1601 Burlington Northern Flat Car£17.00

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1442 Cooks Paints£17.00



1615 Bakers Chocolate£17.00

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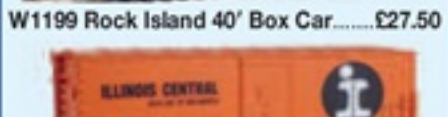


2318 50' Santa Fe 'Shock Control'£23.95

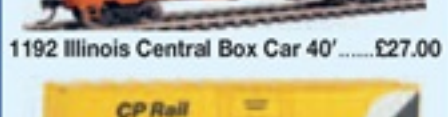
2825 50' insl. Box Car Union Pacific£24.80



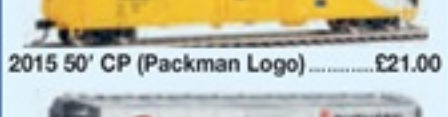
W1199 Rock Island 40' Box Car£27.50



1192 Illinois Central Box Car 40'£27.00



2015 50' CP (Packman Logo)£21.00



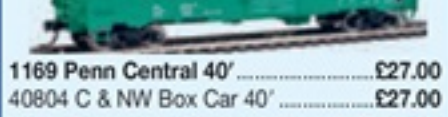
1310 40' Southern Pacific£24.50

2711 40' Union Pacific£20.50



1169 Penn Central 40'£27.00

40804 C & NW Box Car 40'£27.00



1198 40' Northern Pacific£27.00

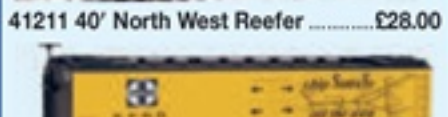


1163 GN 'Big Sky Blue' 40'£27.00

Reefers



41211 40' North West Reefer£28.00



41218 Santa Fe 40' Wood Reefer£27.70

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American HO Scale Locomotives/Freight all brands



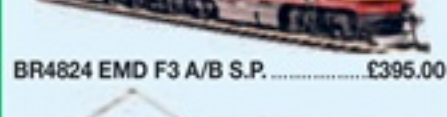
A3208 GP38 Bangor & Aroostook£165.00



BW24805 SMS 4-4-1000£130.00

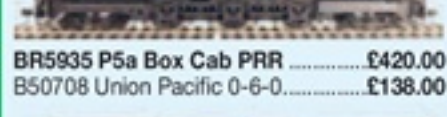


BR4824 EMD F3 A/B S.P.£395.00

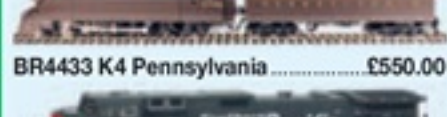


BR5935 P5a Box Cab PRR£420.00

B50708 Union Pacific 0-6-0£138.00



BR4433 K4 Pennsylvania£550.00

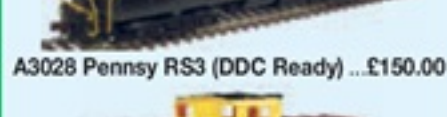


K6631 GE C44-9W S.P.£160.00

S14630 VO-660 D & RGW£125.00



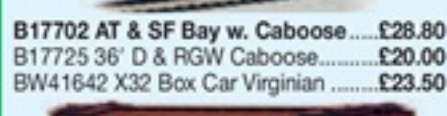
A3028 Pennsy RS3 (DCC Ready)£150.00



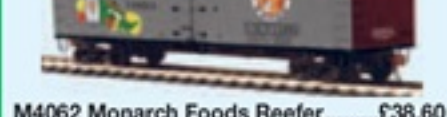
B17702 AT & SF Bay w. Caboose£28.80

B17725 36' D & RGW Caboose£20.00

BW41642 X32 Box Car Virginian£23.50

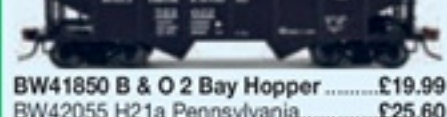


M4062 Monarch Foods Reefer£38.60

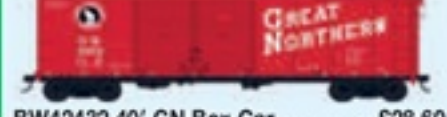


BW41850 B & O 2 Bay Hopper£19.99

BW42055 H21a Pennsylvania£25.60



BW42432 40' GN Box Car£28.60



A3984 Libby's Ref Van£39.95

B16402 Blacksmiths Car W & A£45.00

B16149 Crane Car & Boom Tender£58.95

B17947 50' Tropicana Reefer£25.95

CC19304 3 Bay Hopper Southern£18.25

CC523 3 Bay Hopper BNSF£18.25

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B19805 Reefer 'Pure Carbonic'£24.00

A3529 50' Box 'Cotton Belt'£25.95

B19803 40' ART Reefer£27.00

'O' Gauge buildings p&p £4.99 (BU - Built up)



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MTH9097 Gate Tower BU£29.70

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DPM951 Heier Kite Co.£58.40



Lattice Footbridge£26.95



Signal Box£27.95



A6902 Platform x 2£35.95

AMB49 Company House (laser cut wood)£29.65

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

American N Gauge post & packing £3.99



B63560 GP40 CSX£89.00

B63566 GP40 Conrail£89.00

B63565 GP40 N & S£89.00

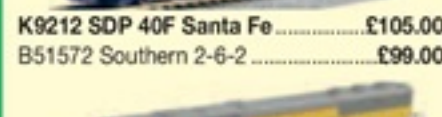


A3754 GP30 D & RG£120.00

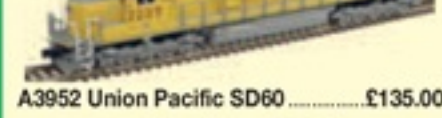


K9212 SDP 40F Santa Fe£105.00

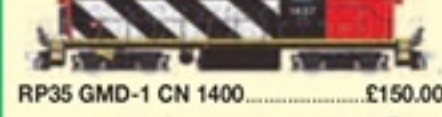
B51572 Southern 2-6-2£99.00



A3952 Union Pacific SD60£135.00



RP35 GMD-1 CN 1400£150.00



K053 PA1 AT & SF DCC£150.00



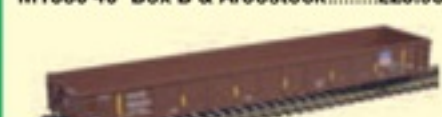
FV513 Coal Gondola 'Fayette Power'£27.50



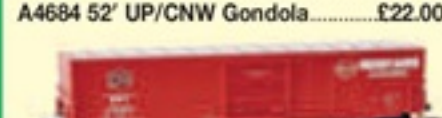
MT580 40' Box B & Aroostook£23.95



A4684 52' UP/CNW Gondola£22.00



A2540 50' MKT Box Car£22.68



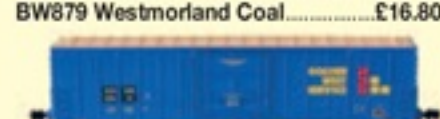
B145654 85' Str. Obs Undec£120.00

B14754 85' Str. Coach Undec x 2

B14654 72' Baggage Undec



BW879 Westmorland Coal£16.80

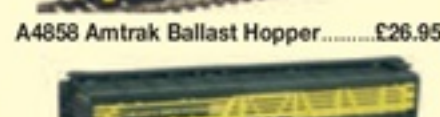


WOT194 D & RGW Box Car£25.40

WOT201 T & P Box Car£25.40

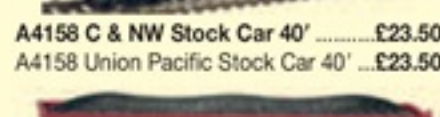


A4858 Amtrak Ballast Hopper£26.95

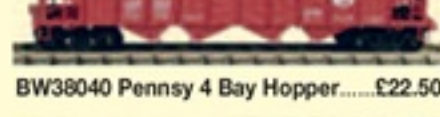


A4158 C & NW Stock Car 40'£23.50

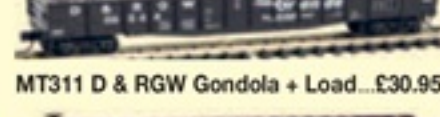
A4158 Union Pacific Stock Car 40'£23.50



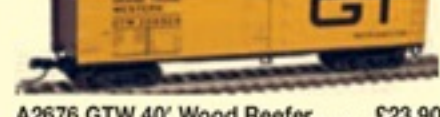
BW38040 Pennsy 4 Bay Hopper£22.50



MT311 D & RGW Gondola + Load£30.95



A2676 GTW 40' Wood Reefer£23.90



A3202 Single Dome 'Exxon'£16.90



A2780 40' Finlay Premium£16.25

A2848 Maywood Station£30.15

W3240 Clarksville Depot£32.00

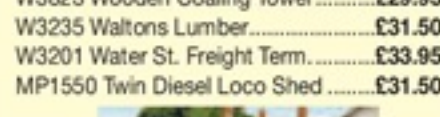
MP1546 Holland Iron£19.95

W3823 Wooden Coaling Tower£29.95

W3235 Waltons Lumber£31.50

W3201 Water St. Freight Term.£33.95

MP1550 Twin Diesel Loco Shed£31.50



M9210 Hickson's Depot£31.50

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marklin

Marklin are one of the oldest model railway companies in the world.

They have over a century of expertise, and currently produce models in Z, HO, and Gauge 1 Scales.



Z 1:220 Scale -

One of the smallest commercially available model railway scales and ideal if you only have a small space, but don't want to compromise on detail.



HO 3-Rail 1:87 Scale -

Marklin produce a unique 3-Rail system in HO Scale, with locomotives and stock spanning the eras from the dawn of railways to the present day.



Gauge 1 1:32 Scale -

The Gauge 1 stock produced by Marklin is breathtakingly detailed. Extra realism is provided by MFX-Sound decoders and smoke generators in the steam engines.

Marklin Central Station 3

The CS3 is an innovative digital controller for both DC and AC layouts. It has a high resolution touchscreen display, and many possibilities for networking. It has two locomotive controllers and a central track diagram allows simple, easy control of locomotives and the layout.



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TRIX



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MINITRIX N 1:160 Scale

Minitrix produce an extensive range of German locomotives and rolling stock, from the steam age to the modern era.

N Scale gives you the flexibility to build a complex layout in a relatively small area.



TRIX HO 1:87 Scale

The Trix range covers the majority of Europe in HO Scale, but especially Germany, spanning multiple eras and embracing DCC sound technology. A full range of locomotives and rolling stock is available.



HO 1:87 Scale C-Track

The Trix C-Track range is a robust, pre-ballasted track system that simply clips together giving a firm, reliable electrical contact between track sections - simply clip together and get your locomotives running.



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A Comprehensive Model Railway System

PIKO

Offering great value for money, PIKO is definitely the range to look at for beginners to German railways and existing collectors alike, with a variety of starter sets on offer.



PIKO G Scale (1:22.5) range covers locomotives, rolling stock, a track system, and a large range of building kits. It can be used both indoors and outdoors and is great value for money. The locomotives feature directional lighting, and some even have sound and smoke. Stock from both Europe and the USA are featured in the range and the track is high quality and robust, and easy to lay.



The PIKO HO Scale (1:87) range is split into three parts; Hobby, Classic, and Expert. The Hobby range is an inexpensive entrance into the world of model railways with high quality, robust models. The Expert range has detailed, robust DCC Ready locomotives. The Classic range mixes a high level of detail with sophisticated technology. The HO Scale A-Track has clear, simple geometry and a realistic appearance.



TT Scale (1:120) is gaining in popularity, and PIKO produce a growing range of locomotives and rolling stock, including the famous ICE High Speed Train. A good 'compromise' scale, TT offers the detail of HO Scale but the space-saving convenience of N Scale. New modellers should consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe, not just in Germany. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



SCENIC MATERIALS



A variety of grass tufts, scatters and trees to build up realistic vegetation on your layout. Just blend them together to get the desired effect.



MODEL FIGURES

Noch produce a comprehensive range of pre-painted and unpainted figures to populate your layout, from passengers to the emergency services.



LASER-CUT PLANTS

Made from Laser-Cut paper, these kits simply fold together to create realistic plants and vegetables to plant onto your layout.



DECO SCENES

A complete themed scene in a pack, ready to add life to your layout - including the new Sound Scenes range which adds an extra dimension.



Faller are world famous for their plastic building kits. With a huge range in different scales of Continental-style buildings, any layout will benefit from the inclusion of Faller kits. To compliment the buildings, Faller also produce a range of figures and accessories to enhance the atmosphere of any street scene, as well as trees and other scenic items to add to town and countryside.

CAR SYSTEM

The CAR SYSTEM range allows you to have moving vehicles on your layout with no visible tracks or wires. Automate junctions, traffic lights, and even speed cameras!



FAIRGROUND



The Faller Fairground range is produced in N and HO Scale, and is almost a separate hobby it itself! You can add sound and movement to your layout with interesting rides and attractions.

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Our range of services includes layout design and building plus workshops in iTrain, Digikeijs products, Uhlenbrock, Fleischmann/Roco, VPEB Dinamo and Zimo amongst many other leading brands. As well as working closely with our clients to provide solutions to their layouts we also work directly with the leading manufacturers providing our experience and insight during the development and testing of new products.

If you require any help or advice please call or email us and we will be more than happy to help.



This months featured dealer

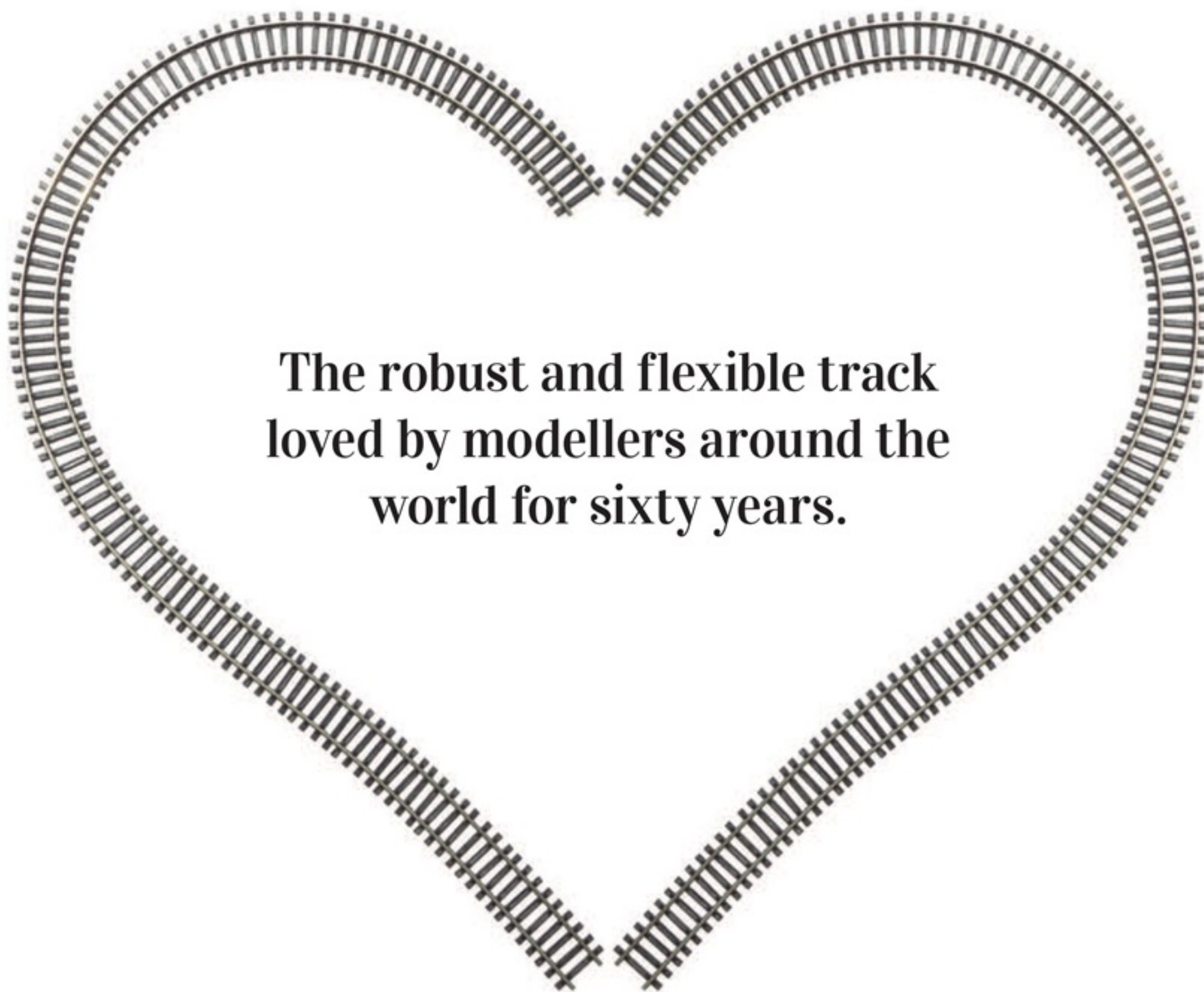
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SNCF Thalys PBKA



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HJ2358ACS

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ALEX 3-unit pack coaches type UIC-Z



Rivarossi

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ALEX, 3-unit pack passenger coaches type UIC-Z, 2nd class in grey/white livery, period VI

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Electrotren

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COMSA, electric locomotive 269-045-1, period VI

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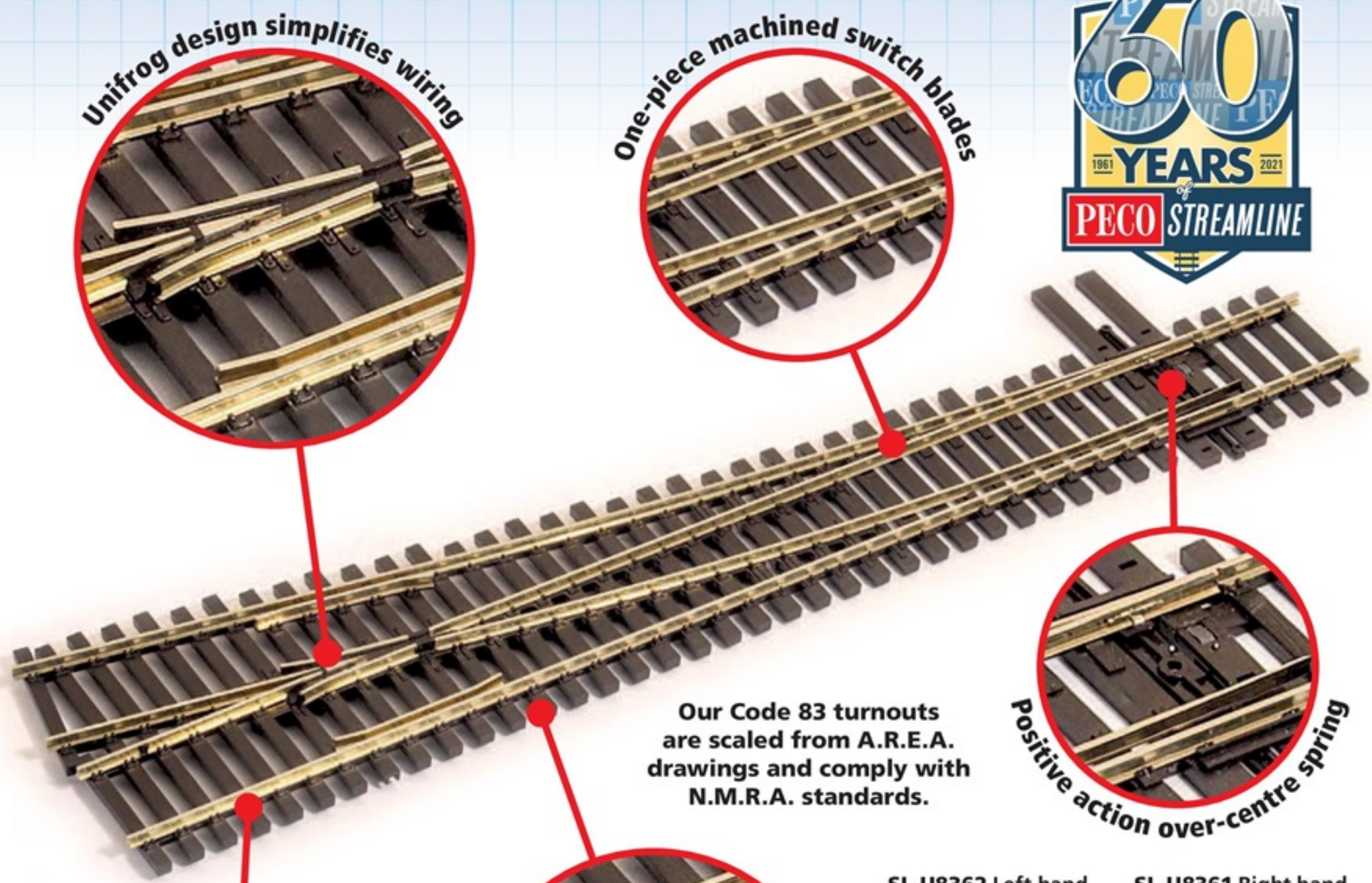
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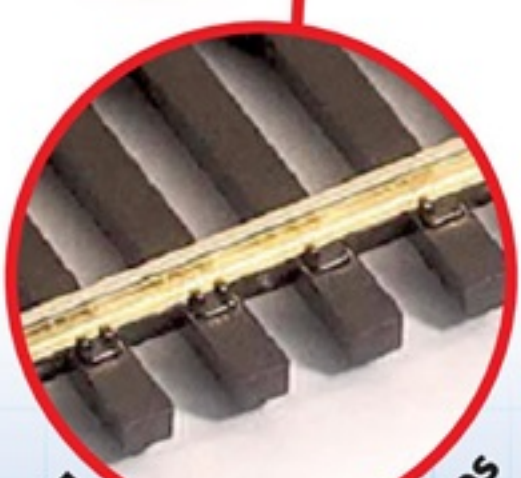


Unifrog design simplifies wiring

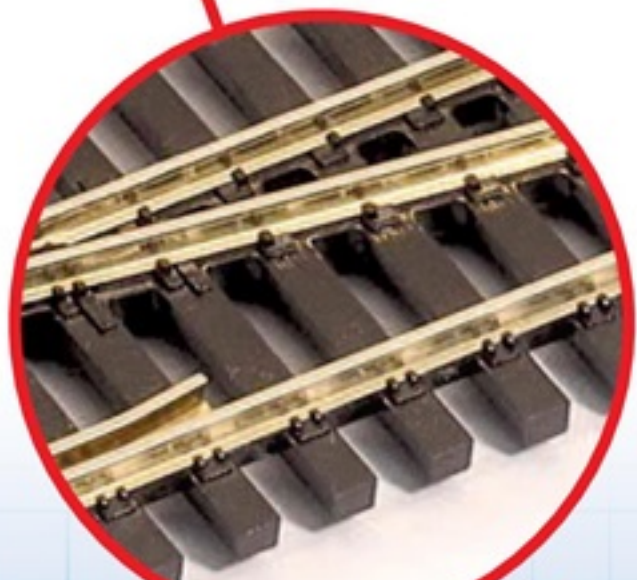
One-piece machined switch blades

Positive action over-centre spring

Our Code 83 turnouts are scaled from A.R.E.A. drawings and comply with N.M.R.A. standards.



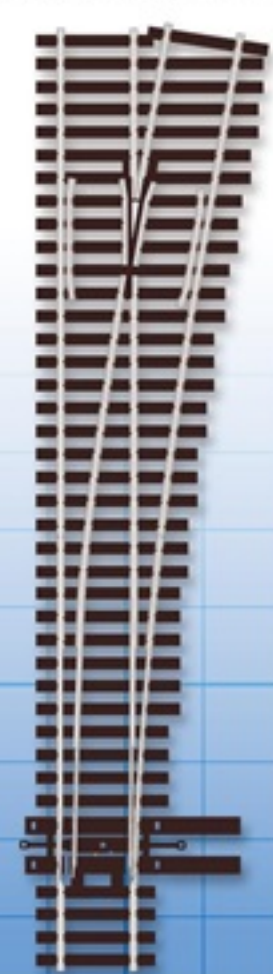
Fine scale track spikes



Correct tie spacing

SL-U8362 Left hand #6 Turnout (Unifrog)

SL-U8361 Right hand #6 Turnout (Unifrog)



THE #1 CHOICE FOR ACCURACY AND QUALITY

CONTINENTAL MODELLER

January 2021

Volume 43

Number 1

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RAILWAY MODELLER

For all modelling British railway practice.
Published on the second Thursday
of the preceding month.



Cover
Società Veneta T3 0-6-0Ts
Nos.301 and 302 double head
a heavy freight from Tolmezzo
towards Villa Santina.
Photo: Davide Raseni.

Happy new year? We hope so ...

We wish all our readers, contributors, advertisers, and suppliers a happy new year, in the sincere hope that it will be rather better than the one just past. Once again we join in thanking health service personnel and those in essential occupations for their continuing efforts as we struggle through a 'second wave'.

Restrictions on informal gatherings and club meetings remain for most even as we move from a second national lockdown to a tiered system, and it seems there is little prospect of a return to a 'normal' programme of exhibitions and events in the near future.

It has been announced that the Nürnberg Spielwarenmesse will not now take place in late January/early February as usual but has been postponed to late July – by which time we all hope the health situation will be much improved. (Assuming we attend, it will make a nice change to be there in warm weather!)

It remains to be seen what effect that will have on exhibitor attendance, as it does not fit well with the customary cycle of announcements – orders – production – delivery (with all its variables), even though that process has been disrupted to a greater or lesser extent this year, and some suppliers have been affected more than others.

Some manufacturers may choose to make announcements as usual at the start of the year (we know already that applies to one major).

Some may take it as an opportunity to catch up, as it were, and perhaps even skip a year exhibiting at the trade fair – expecting many of their clients to do the same, quite understandably in the circumstances; these things have to be planned well in advance, and there is such uncertainty internationally.

We can further imagine there will be those who will consider carefully whether it is worth returning to the fair at all.

So at this stage we do not know exactly what form our reporting of the new items programmes will take. Without the ability to meet people, have conversations, and inspect what is on display – and often what is not on display! – the result is bound to be bit different. But as always we will try to bring you as much information as possible.

One thing is clear – reading press releases and researching on line will be nowhere near as enjoyable as being in Nürnberg – whatever the weather!

Positive outlook

On a more encouraging note, we were pleased to hear that the Rowsley (Model Railway) Group are planning to open a new permanent layout display, *Alpenbahnen*, at Peak Rail's Rowsley South Site in Derbyshire (DE4 2LF) in spring 2021, assuming the virus situation allows. We wish them every success.

Further information as it becomes available.

Also, the next *Trainsmania* event in Lille is already being advertised for May – even if it has to be held as a 'masked ball'!

CM Cup competition 2020

We invite you to make your choice for the CM Cup competition. As before, we want to know which articles you found most inspiring from all the 2020-dated editions. Remember all articles are eligible. We realise it may be a difficult task to choose, but we hope you will have a pleasant time leafing through the back issues trying to decide!

The CM Cup for 2020 will be presented to the author of the article that gains the most votes. Full details and an entry form can be found on page 67. We do appreciate your votes – without them the Cup would not have the same significance.

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Volume 43
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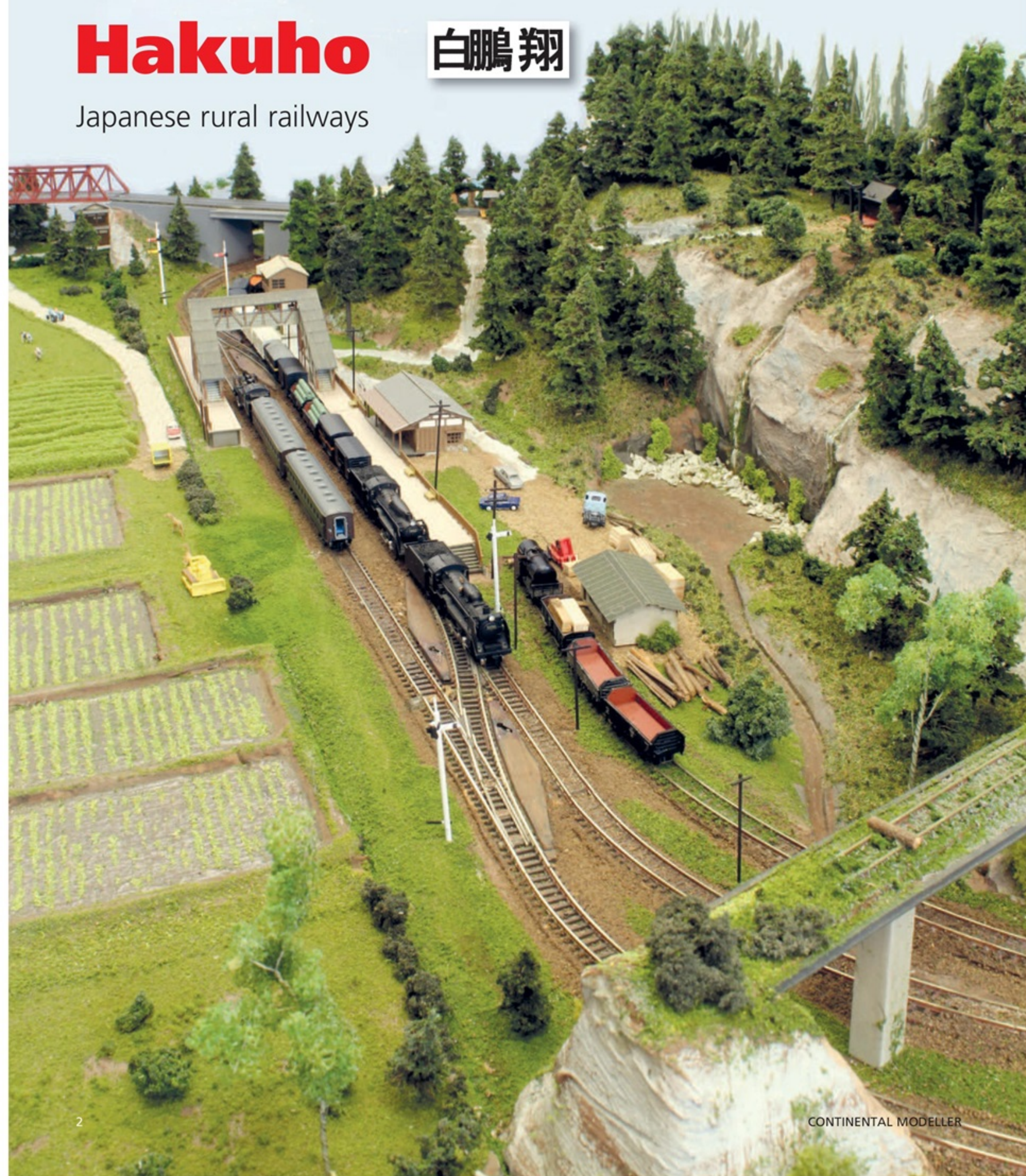


Kevin Smith describes his latest layout project, making good use of a redundant baseboard.
Photographs by the author.

Hakuho

白鵬翔

Japanese rural railways



I have been wanting to do a Japanese Z layout for a while now, ideally set at the end of the steam era so I could run the Tenshodo and Rokuhan locos I had acquired and also some of the diesels and electrics. I wanted to model a side of Japan that many people are unaware of – we are all familiar enough with the mega cities like Tokyo with its intense suburban rail network and Shinkansen ‘Bullet Trains’ but I have become enamoured of the wilderness of the northern island of Hokkaido, which is more similar to the American Pacific Northwest – sparsely populated, fantastic wildlife, mountains covered in millions of trees.

Hokkaido was one of the last strongholds of steam with D51 2-8-2s and C62 4-6-4s still in charge of prestige trains including the famous overnight Sapporo sleeper trains.

Space at home was becoming a problem with the *Cuyahoga*, *Shasta*, and *Republic Steel* American layouts fighting for room in the layout shed and with the British Z *Tapton Junction* under development a hard decision had to be made.

The 4' foot extension board for *Shasta* that had the Dunsmuir depot on it had always been a pain to take to shows and meant I had to borrow one of the vans from work to get it all in. In addition, although I have several bookings for *Shasta*, none of them are for it in its long form so it was pretty redundant.

So the decision was taken to strip the board, recover the track and points, and use it as a base for *Hakuho*, as the new layout would be called. This had the advantage that the wiring loom could easily be adapted and, most importantly, it already has a flight case and lighting rig. All of the ‘Architrees’ conifers were also recovered for re-use.



So I had 4' by 2'6" to play with. The original centre divider would be retained. The front of the layout would be Hakuho station itself nestled in the hills and forest, and I decided that the layout would be built as four scenes separated by scenic dividers so the front scene would be framed by a road overbridge at one end and an abandoned forestry line on an embankment at the other.

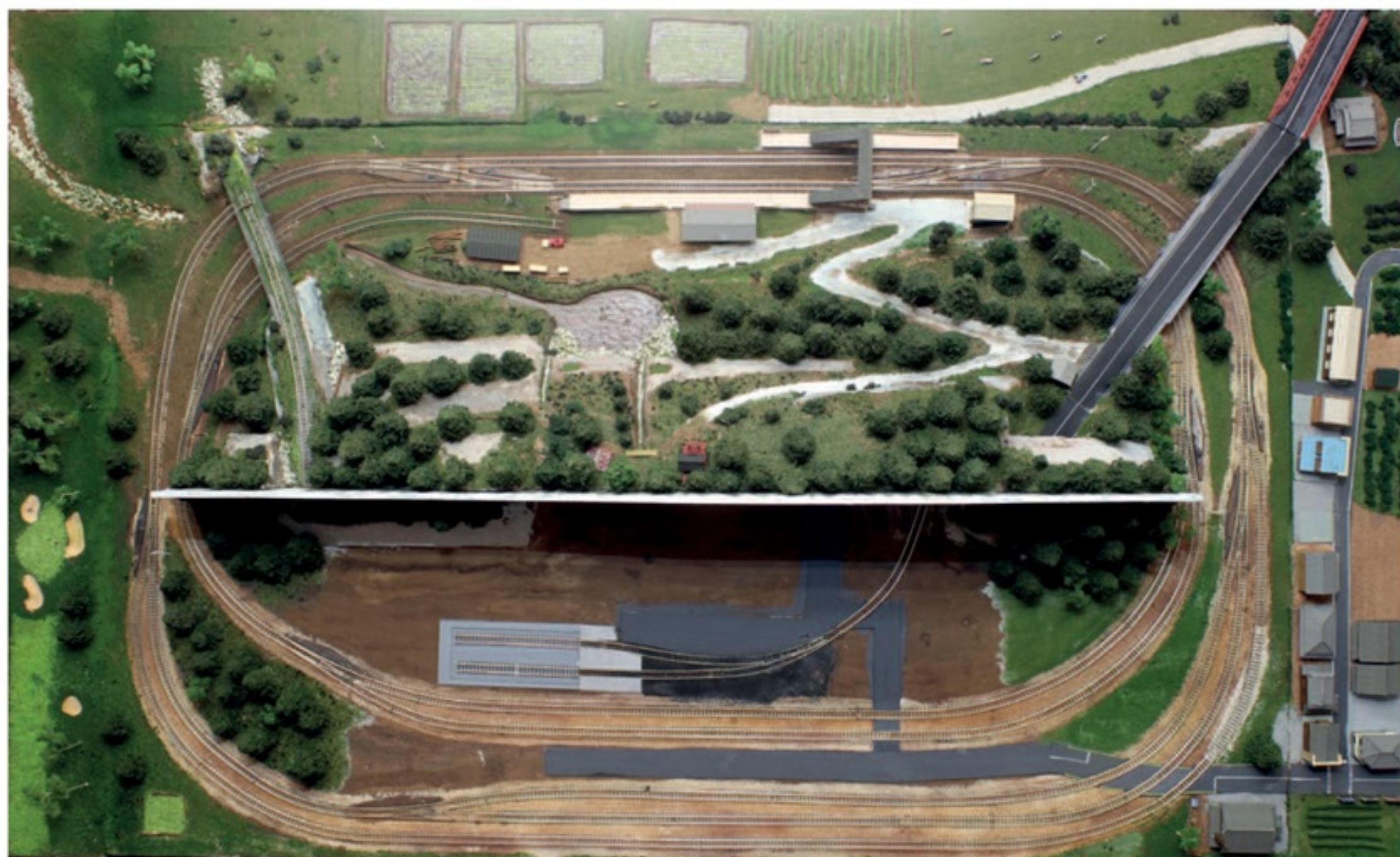
The period was to be the late 1960s – early 1970s, before steam in Japan finished forever.

Although it looks to be double track, the inner line is the local line, still steam hauled and with lower quadrant semaphore signals. The outer line will eventually be electrified with colour light signals as the main line.

Above
JNR C57 5 rounds the curve into Hakuho station at the head of a passenger train.

Left
C11 165 on a local train passes D51 542 and D51 2 double heading a long freight.

Below
This overhead view shows the whole layout and serves as a plan. The rear section is in the process of being scened.





So a start was made on tracklaying, as usual with Märklin points and Peco flexible track laid on 1/16" cork sheet, with crossovers at either end of the platforms. The platform on the main line is no longer in passenger use but is retained for the block section tablet catchers.

Once the footprint of the track was determined, I could then rough out the road overbridge and start adding the mountains using Kingspan insulating foam – this is the most used in construction in the UK and I am always rescuing off-

cuts from skips as I pass them! It is quite solid and holds the trees well but does have the disadvantage of making a lot of annoying dust when you cut it, so it is best to do that outside and wearing a mask.

A hard shell of newspaper strips and interior powder type filler mixed with combination of burnt umber, burnt sienna, and black ready mixed poster paints was built up layer by layer. The filler is coloured this way so that should it get damaged it does not show up as white.

Above
2-6-4T C11 165 trips a few wagons from the yard as Pacific C57 5 passes with a passenger service.

Above right
4-6-4 C62 15 runs through Hakuho station with a long distance express.

Left
The layout features a central divider which creates two scenes – the rear section started simply as storage sidings but is being developed as a more urban setting.



Right
Progress in the form of bogie diesel railcar KIHA 52 125 calls at Hakuho station.



Extensive track testing was then done before the sides of the rails were painted rusty and Woodland Scenics fine brown ballast added.

The original turntable pit on Dunsmuir was retained with a filler piece added under the baseboard for the waterfall and lake.

The embankment for the forest line was made curved to add a bit of interest, with a thin plywood top so there was something to hold the track pins. Once the hardshell was set, the more vertical faces were textured with tinted filler, and once they were dry the rock strata were dry-brushed.

The whole workshop then had a major cleaning blitz to get as much dust out as possible before I started to put in the waterfalls, lake, and river in with Rowneys gloss acrylic medium. This was built up layer by layer over a period of a few days and then the white foam was added before a couple of final layers.

The area where the trees were to go was painted in a mixture of burnt umber poster paint and PVA glue and Noch 'Forest Floor' scatter applied. The more open areas had Woodland Scenics fine turf.

Boulders were added at the base of the waterfalls and some cliff bottoms and after painting the scenic dividers to represent the forest background I started planting trees,

The buildings are laser-cut papercraft kits from Sankei and Advance in Japan and are absolutely exquisite but require a lot of patience to assemble. There is the station building itself, the platforms, a large signal box (too large, actually, but it will do for now), and a goods shed. There is a covered wooden footbridge that goes between the platforms.

Telegraph poles were simply soldered up from brass, as





Above
2-8-2 D51 2 with a long train of mixed four-wheel wagons. Shorter vehicles can make a layout look larger.

Above right
C62 15 rattles through with a passenger train as D51 2 backs down to collect some wagons.

Left
A local mixed train hauled by C11 165 passes an express behind C62 3.

Right
2-8-2s D51 542 and D51 612 double heading a coal train as a C11 retrieves some vans from the truncated branch.

were the British-designed lower quadrant semaphore signals that were a feature of Showa era JNR.

The two gravel tracks leading from the main road split off just by a roadside noodle bar, with one going up into the woods and the other leading down to the station.

On the hillside is a shrine and cemetery almost hidden in the trees. These were scratchbuilt based on pictures found on the internet.

I like to use temporary foreground extension boards to allow better composition when photographing my layouts; these are usually relatively flat, with grassland, etc., but for *Hakuho* they have become an integral part of the layout with farmland and rice paddy fields and a vineyard at the front. This also allowed the ends to be much more detailed. To the left of the layout the outskirts of Hakuho town start to appear with traditional houses and stores mixed in with more modern shops and a classic Sendai bath house, while on the right is the golf course

Japanese road vehicles are a problem in Z and I have ended up using generic European cars and trucks to add some life to the roads.

Eventually the fiddle yard at the rear will also be fully scenic making the layout viewable from all sides. It will feature trams in an urban setting with some larger buildings.

The control panel follows my usual style with an acrylic top showing the track plan with the lines coloured to match the feed cables to the baseboard. DC power is supplied by a Gaugemaster twin controller, with an electronic track cleaner. Unlike my other Z layouts I am not planning to use DCC with this one due to the small size of the steam locomotives.





Left

A short – and possibly over powered – passenger service hauled by C62 3 and C62 15 passes a long fast freight – mostly insulated vans – behind Pacific C57 5.

Right

The branch passenger train is now a KIHA 52 railcar; how long before the C57 must give way to a diesel?

Below far left

A C62-hauled passenger train passes under the bridge carrying the closed branch, intended as a scenic break to 'frame' the station scene. On the bridge is D51 2.

Below left

The KIHA 52 diesel railcars could haul the odd wagon; the C57 has a much more substantial load of freight.

Below

Double-headed C62 4-6-4s ensure the heavy express can pull away from the D51.

The steam fleet comprises:

Tenshodo D51 2-8-2 – 'slug' D51-2, standard D51-542, and Nagano D51-612.

Tenshodo C62 4-6-4 – Hokkaido C62-3 and C62-15.

Rokuhan C57 4-6-2 – standard C57-5.

Rokuhan C11 2-6-4T – Montetsu C11-165.

There is also a Rokuhan Kiha 52 diesel railcar in blue and grey livery.

Passenger and freight rolling stock comes from Tenshodo, Rokuhan, PRM Loco, and Plus Z, with some judicious weathering.

The layout is transportable in a large estate car; it travels in a custom built wheeled flight case. It has its own dedicated lighting rig, and sits on the folding steel trestles I use for the other layouts – it can be set up quite quickly.

There is video of the layout on my youtube channel. You can see how my ideas evolved as the build progressed.

<https://youtu.be/6B2y7EofBgl>

<https://youtu.be/vnx12687I8M>

<https://youtu.be/daHnh0NcMfl>

<https://youtu.be/tk8D3lapkvc>

https://youtu.be/_Umlcj1qM6Y



Guy Van Meroye describes how he took a rather British structure and adapted it for use on a Belgian HO layout.

Photographs by the author.



Ardennes house

A natural stone structure transported across the Channel

Britain does not have the same tradition of volume produced plastic structure kits for model railways like those from Faller, Vollmer, or Kibri. With a few exceptions, it was mainly card kits that allowed British enthusiasts to reproduce typical structures. One of the best known British manufacturers of card kits is Metcalfe. When I saw their recent kit for a 'crofter's cottage' (ref. PO259), I thought it might be adapted to suit a location in the Ardennes.

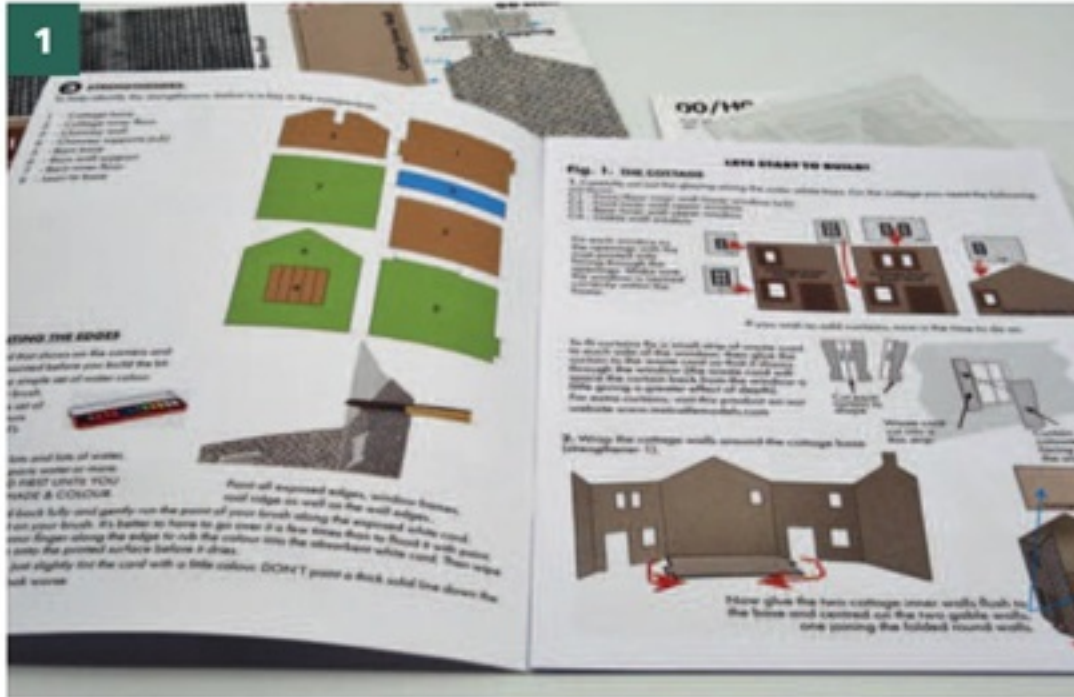
The small three-section building is made for OO, 1:76, but the Preiser HO figure shows that the proportions are acceptable. The main house measures 45mm by 60mm, the barn 60mm x 60mm, and the extension 15mm x 60mm.

Once assembled, the house was detailed with some plastic gutters and drainpipes left over from German plastic kits, which often use standard sprues that have spare components.

Below

The finished structure in its lineside setting. The Preiser 1:87 figure shows the building is quite suitable even though made for 1:76.

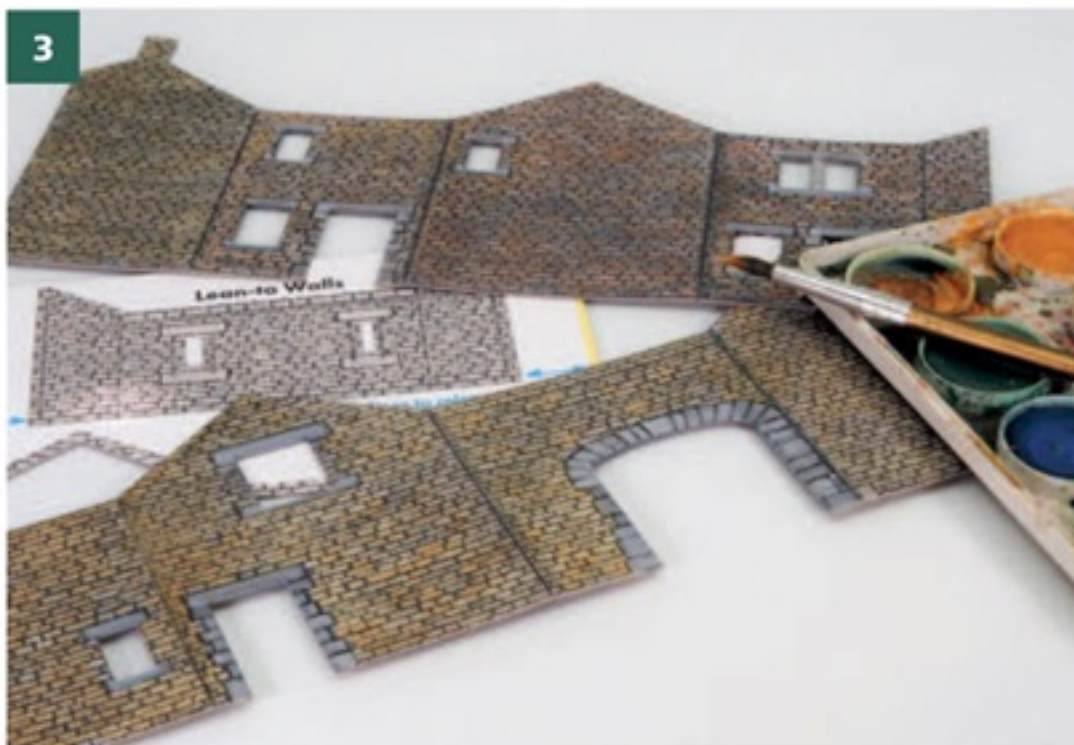




1. The kit contains very detailed instructions (in English) with illustrations to make everything clear. Read the entire description carefully before starting. Working with cardboard is quite different from a 'shake-the-box' plastic kit.



2. The building consists of three parts; the main house, the barn, and a small extension. Each section is built separately, and only joined together at a later stage. The kit consists of several different sheets of thick cardboard. The wall parts are fixed in the frame with a few lugs and can be easily detached with a sharp knife. All parts are clearly marked.



3. The natural stones are coloured with paints from a cheap set of water colours. The intention is to apply a 'wash' rather than to repaint the stones. Do not make the wash too wet, or the cardboard will soon warp.



4. At the bottom of the photo is an untreated wall – the stone effect lacks depth. To accentuate the natural stones, the joins are made a little deeper with a hard, thin pencil. The folding lines, which become visible when the walls are folded, can be coloured with grey water colour applied with a fine brush. The same applies to the bluestone lintels and window sills.



5. On the sheets that will be glued inside the walls, the woodwork of the door and window frames was painted with red-brown water colour. You could use a denser paint if you want to give the woodwork a different colour. The windows are printed on clear plastic, with clear indications of how to cut it to fit.



Roket Card Glue from Deluxe Materials was used to assemble this kit.

The walls of the main building are folded around a cardboard base, then reinforced on the inside with the supplied card inner walls.

7



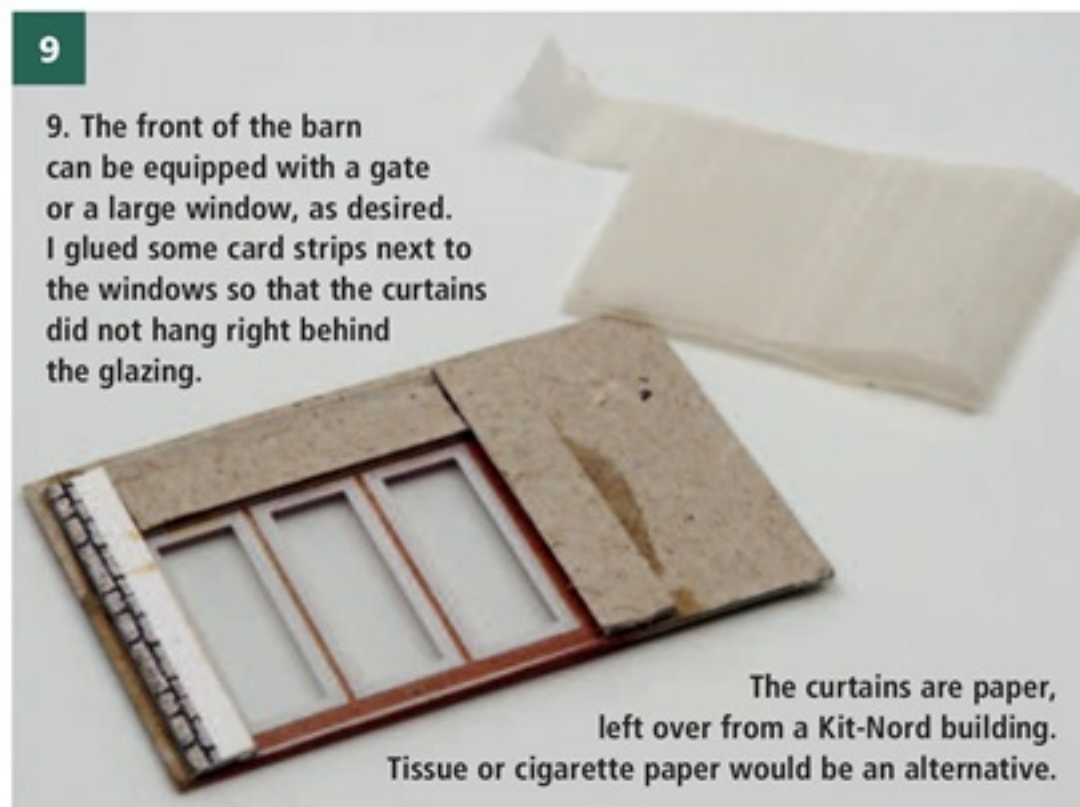
7. Visible at the rear are the blinds and curtains, which were fixed some distance behind the windows. I also replaced the original front and rear doors with plastic items from the spares box.

8



8. To give the building the necessary strength, an inner wall of grey card is glued against the outer wall. There is also a floor between the ground and first floors.

9



9. The front of the barn can be equipped with a gate or a large window, as desired. I glued some card strips next to the windows so that the curtains did not hang right behind the glazing.

The curtains are paper, left over from a Kit-Nord building. Tissue or cigarette paper would be an alternative.

10



10. The main house, barn, and extension have been joined into one whole. I used the card roof supplied, but the slates lack relief, so I made a new roof overlay from old business cards.

11



11. The cards were first cut into strips. Each strip is cut halfway to make the 'separate' slates. The strips are then overlapped on top of each other.

12



12. Once all the card strips have been laid, the edges can be cut flush with the walls. I also formed the ridge tiles from card.

13

13. The slates were painted grey, and then dry-brushed.
The gutters are leftovers from a Faller kit, and the downspouts from MKD.
If you do not have any suitable spares, Auhagen offers a useful accessory kit.

14

14. The back of the finished house, facing the railway line.
The chimney pot was cut from a piece of Evergreen plastic tube.



15

15. The finished building, from the road side.
In many old farmhouses in the Ardennes, the former barn or stable has been converted into a living space with large windows.
The beautiful fir on the right comes from the Silhouette range.

All in all, a successful project, hours of modeling fun for modest cost, and something a bit different from German kits without having to scratchbuild.



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Luca Klobas created a diorama as an exact reproduction of a scenic section of the now closed Carnia – Tolmezzo – Villa Santina line in the eastern Italian Alps. *Model photographs by Davide Raseni.*

Società Veneta

Memories of an independent company

Below
Double headed by T3 0-6-0T
No.301 (Trix, detailed
to represent more closely
a Società Veneta example)
and No.302 (Fleischmann,
likewise), a heavy freight
(made up of wagons by
Model 71) from Carnia
is seen on the stone bridge.



Those interested in Italian railways will know very well the Ferrovie dello Stato (FS) network and its rolling stock. But Italian railways were not, and are not, just the FS.

For example, there was a large network of railways and tramways, in many cases not connected, and split over different regions, which was managed by the Società Veneta (SV). Founded in Padua in 1872, this company soon became a big player in the construction of regional lines in the Veneto and Emilia-Romagna regions, as well as in the centre of Italy. Its history is very complicated because it evolved in different phases through the last century with a slow decline from the second half of the 1950s until the final closure in 1987. It was a history of constructions, concessions, and acquisitions of a mixture of railways and tramways of different gauge, some with rack sections, with steam, diesel, and electric traction. However, the common denominator was the regional character of the lines, which connected often lost mountain or rural villages with main regional towns, mainly in the north-east of Italy. It was a world of idyllic stations, short trains, and trams working in a timeless provincial atmosphere that really was the spirit of an important part of Italy, now completely lost.

Right

This rare picture of Società Veneta T3 0-6-0T No.321 was taken in the mid-1960s in Villa Santina, terminus of the line. These German locomotives were a classic on SV metals. On the Carnia –Tolmezzo – Villa Santina line it was the only class used until closure and they were very well maintained by the staff until the last days of service. Photo: collection G.Tomaselli.





Above left

A short freight hauled by T3 No.301. Wood traffic was very important on this line for the industries around Tolmezzo and wagons loaded with tree trunks were a common sight.

Above

A train approaching the only tunnel on the line. The retaining walls outside the tunnel portal were scratchbuilt from Forex.

Left

The keeper's house, an old Rivarossi kit modified and detailed. The two storey building houses an SV employee and his family. A small but well kept kitchen garden is an important aid to the domestic economy in the years after the Second World War.

Below

A Moto Guzzi 'Ercole' moto carro (a S.A.G.I. model) has arrived with the monthly delivery of wood fuel for the house stove. By the track the keeper is awaiting a train with his red flag.

Below

Coming competition – a Fiat lorry (another S.A.G.I model) is travelling along the unsurfaced parallel road.



The Carnia – Tolmezzo – Villa Santina line

The Carnia – Tolmezzo – Villa Santina railway is one of the lesser known lines of northern Italy, even among Italian railfans. Opened on the 9th May 1910 after a four years of planning and construction, this c.19km long line connected the important Pontebbana line (from Udine to Austria) with the Carnia region, a poor and isolated area of the eastern Alps. Overwhelmed by the First World War – two 750mm gauge Italian military lines ran from Tolmezzo and Villa Santina to Moscardo and Comeglians respectively – the line helped to develop the Carnia region and made an important contribute during the 1920s and 1930s. In this period SV transported all kinds of freight, especially wood and paper (from the important paper mills situated in the area). After the damage of the Second World War – as a curiosity, this region was named *Kosakenland* by the Germans (from 1943 to 1945) due to the presence of their allied Cossacks – the SV railways helped the Carnia region to recover once again.

With the country's renaissance and the development of road transport, the passenger service rapidly declined and was ended in 1960. SV continued to operate freight trains until 1967 when the line was finally closed.

After the 1976 earthquake, to help the economy to flourish again, the line was rebuilt and reopened in 1987 as far as a new industrial zone at Tolmezzo. The section between Villa Santina and Tolmezzo had been dismantled many years before. Freight service was discontinued after 1998 when a flood seriously damaged this unlucky railway.

After an uncertain attempt to rebuild the line for freight, and an idea to transform it into a museum line, the track will be probably dismantled to create a green way for bicycles.

The diorama

I wanted to recreate the atmosphere of the line during the early spring in the 1950s when the line was still in full operation with both freight and passenger trains. Some years ago I walked along the rusty tracks of the remaining line from Carnia to Tolmezzo to discover hidden places that could be the inspiration for a diorama. After I passed the only tunnel on the entire line, near Mount Amarianute, I arrived at the bridge over the Gose torrent. For me it was love at first sight. Within a few hundred metres there was a tunnel portal, a stone arch bridge, the remains of an old crossing keeper's house, and a road – a perfect mix of elements for a compact diorama.

Back at home I found an old picture of the same location, probably taken around the 1930s, and so I started to plan a diorama of about 100cm x 35cm x 38cm (the highest point over the tunnel).

The structure was made as a classic 5mm plywood box, with the sides shaped to follow the real contours of the place. This required returning to the site a few times to take measurements.

The slopes and the hills were made with a mix of plaster, paper, and polystyrene sheet carefully shaped.

The three arch bridge, the tunnel portal, and the retaining walls were made with Forex board incised with a thin cutter to simulate the stones.

The keeper's house is an old Rivarossi kit, heavily modified and detailed.

The track Peco code 75.

A few commercial accessories came from Auhagen and Noch.

Modelling is a great way to remember railways that have been lost forever, and this little scene is intended to be a tribute to this unfortunate, forgotten, but very nice line.

Below

A mixed train on the way from Tolmezzo to Villa Santina. The livery of the coaches and wagon was the classic SV green. The beautiful four-wheel third class coach is another product from Model 71.



Peter Marriott discovered a pleasant location in the Dordogne, and suggests it would make a good basis for a simple yet attractive layout.

Photographs by the author.

Les Eyzies

A French rural wayside station





Above
The platform shelter and the station building, which is in good condition. The trees – on the other side of the access road – make a convenient backdrop.

Above left
Detail over the central door on the platform side of the station building.

Below
The modern signage is functional but less stylish.



Left
An Agen bound service approaching the station.

On a holiday in the Dordogne I was pleasantly surprised to come across a station offering an important local and tourist service using X73500 *autorails* on the single track line from Agen to Périgueux.

The passenger schedules for these services are to be found in table 308 in the European Rail Timetable (www.europeanrailtimetable.eu) with up to eight trains a day in either direction between 07.30 and 21.00, operated by SNCF New Aquitaine region.

For more information and timetables, see the website www.ter.sncf.com/nouvelle-aquitaine.

More regular train services (TER) run on the main railway line through the Dordogne area between Bordeaux, Libourne, St.Émilion, Bergerac, Le Buisson, and Sarlat (ETT timetable 318). It takes about 2 hours 30 minutes to travel the full length of the line from Bordeaux. Change at Le Buisson for Les Eyzies.

Up to a million visitors per year visit the village of Les Eyzies which is in the heart of the Vézère valley and surrounded by many caves with prehistoric drawings and remain. The nearby National Prehistory Museum houses one of the world's most extensive collections of prehistoric artifacts. The cave-lined Vézère valley has been classified as a heritage site by UNESCO, and it was near to Les Eyzies that Cro-Magnon man was discovered at the end of the 19th century.



Les Eyzies is at the centre of a scenically beautiful area with many cliff and rock formations, and surrounded by rivers, hills, and tranquil countryside. The railway winds its way through lush countryside with the town itself lying mostly along a main street with the cliffs looming up above the village. The houses and shops are a pleasant mix of stone and half-timber, with lots of bars and restaurants.

The station is at one end of the main road with a level crossing on an angle near the Cro-Magnon Hotel. The station has two platforms and a passing loop, with level crossings at both ends of the station. There were no freight wagons in the very weed-grown sidings on the three days I visited the site in August 2019, and I saw no freight workings passing through the station.

While the length of the platform dwarfed the single unit diesel *autorails*, the station was well kept. The main passenger building has two storeys, with a ticket office and waiting room. A foot crossing connects the platforms. There is a separate toilet block, and a goods shed (no longer rail served) plus a side loading platform that appears not to have been used for a long time.

Above right
Looking towards PN310 at the Périgueux end of the station.

Right
Standard railway-built cottage next to level crossing PN310.

Below
Signal cabin and levers at the Périgueux end of the station.

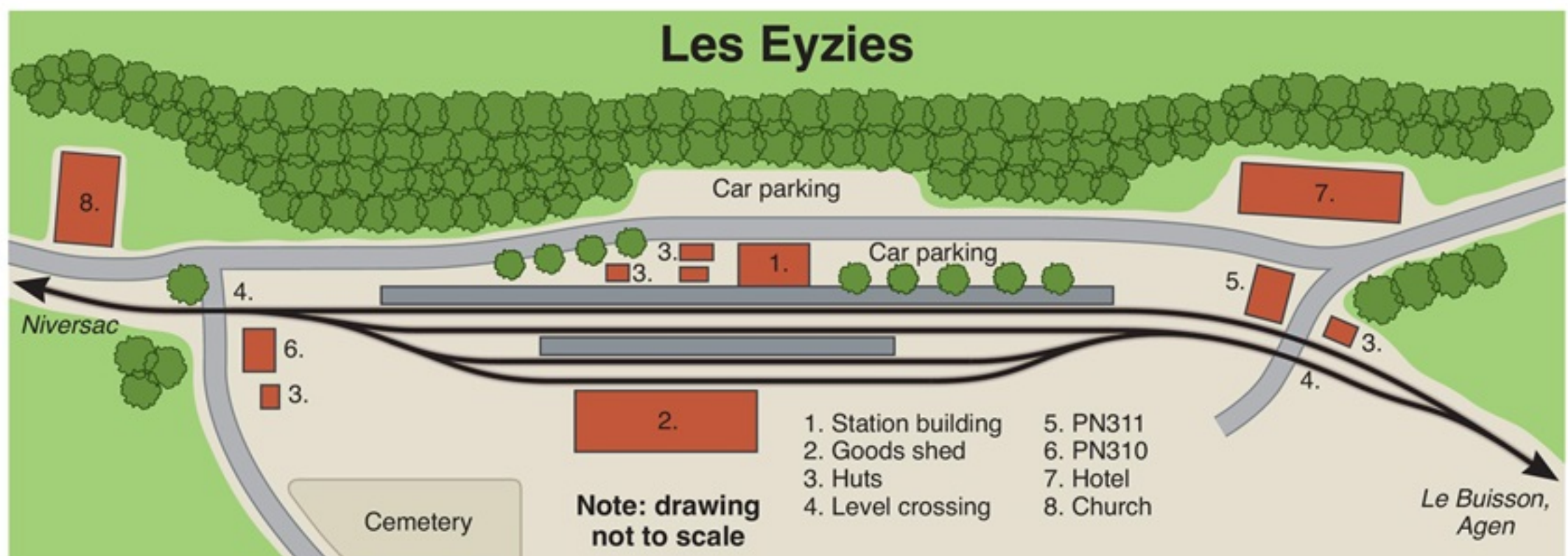


Modelling the station

The main railway structures could be based on Hornby International resin buildings, with some modifications, and kits from various French specialists might be used, but for a completely accurate model it will be necessary to scratch-build the buildings.

The nearby houses could be modelled using plastic and laser-cut kits available from a number of manufacturers including Architecture et Passion, Regions & Compagnies, Auhagen, Busch, Faller, Kibri, Minifer, Noch, and Vollmer.

Many companies make model figures. Some come ready painted, others not. Noch now has French railway personnel in HO relating to the period before day-glo jackets and privatised uniforms, so they are useful for the end of steam and the first part of the modern image years. Figures can be fixed down with a drop of white glue, but recently I have used



Below Looking from the level crossing at the Périgueux end of the yard towards the station.

Below right The disused loops and goods shed opposite the station building, from the other side.,

Deluxe Materials 'Tacky Wax' or Woodland Scenics 'Scenic Accents' glue which allow for repositioning figures without reapplying the adhesive.

Posters and signage on the station platforms and buildings will help define the period that a model of the station is intended to represent. Current posters and general station posters can be made-to-measure by taking digital pictures of the posters you want then reducing them to scale on screen and printing them in colour. If you are modelling a previous period when this is not possible, there are various accessory companies offering scale posters and signage.





Left
X73781 in Limousin livery
pauses briefly at Les Eyzies
on its way to Agen.

Below left
The station building.

Below
Clearly marked foot crossing
between the two platforms.

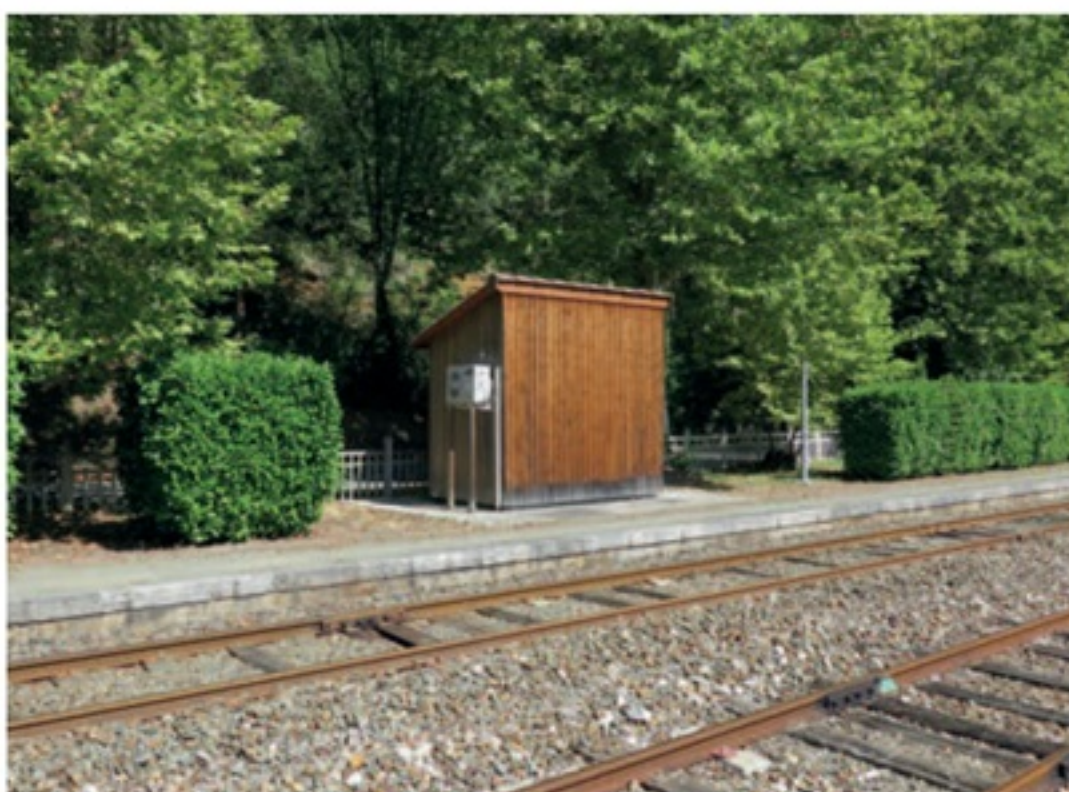
Foot of page, left
Control box on the platform.

Foot of page, right
Waiting shelter
and toilet block.



Signals are available from a number of companies including Disque Rouge, Viessmann, and Schneider.

I noticed there were a lot of cars parked on the station approach road, and I wondered if there was significant commuter traffic. They could be represented with vehicles by Busch, Kibri, Rietze, SAI, Wiking, and others.





Above
The station building from the Agen end of the site.

Below
As busy as it gets now at Les Eyzie, with passing services. To the left is the disused goods shed.





Above, left, and below left
Level crossing PN311 with another standard railway cottage.
The approach to the station is on the right.
This is a wider road but the crossing only has half barriers.
Although the long loop is no longer needed,
both tracks still cross the road.

A layout like this will require a lot of trees dotted around the station and the surrounding area. Suitable examples are available ready-made from various companies, including The Model Tree Shop and Woodland Scenics (usual disclaimer).

French rolling stock in HO is available from a number of manufacturers, including Jouef (Hornby International), REE, LS Models, A.C.M.E., Piko, and Roco. A certain amount is also produced for N.

More information

My sources for this article have information have been tourist offices, various guidebooks, Wikipedia, and my own observations.

Anyone interested in French railways, prototype or model, is recommended to join the French Railways Society (www.frenchrailwaysociety.org) – their quarterly journal is excellent, containing information about prototype and modelling developments (in English).

The *CONTINENTAL MODELLER Guide to Modelling French Railways* will be helpful.

There is a wealth of information about France's railways on the Railfaneurope website –

www.railfaneurope.net/list/france.html

It has an overview of the lines plus a large number of links to other websites.

A handbook to French Railways motive power, with English text, railway map, and colour photographs, is produced by Platform 5 Publishing Ltd.

The bi-monthly European video series by Lineside Video Productions (www.linesidevideos.co.uk) covers various European countries including France. Another good source of DVDs is Ticket to Ride (www.tickettoride.co.uk), with many productions about French railways. There are also lots of videos on You Tube about the railways of France.



Right
X73781 departs for Agen.
The rock faces and trees
would make an excellent
backdrop for a layout.

Below right
X73807 in Poitou Charentes
livery leaving for Agen.
There must have been a cross
with the Périgueux bound
train using the other track.

Bottom right
Beyond the level crossing,
looking towards Agen.

Below (2)
The small signal cabin
(unoccupied) next to the
PN311 level crossing.



Getting to the region by rail is possible using Eurostar from London St.Pancras International to Paris, then changing to Paris Montparnasse for the high speed line to Bordeaux. For a good explanation of this, see www.seat61.com/France.

Conclusion

These notes are based on three visits to the station. It would definitely be a good location to model if you like running modern X73500 *autorails* through lush countryside. The platform lengths could be reduced if space was an issue, and some rock faces with caves near the station would add to the atmosphere.



The 'usual suspects' are back – the **Escadrille Saint Michel** have another new layout! As always, compact, detailed industrial narrow gauge, with an ingenious working feature. *Photographs by the editor.*

Pürmalt GmbH

A small stone cutting factory in the former East Germany

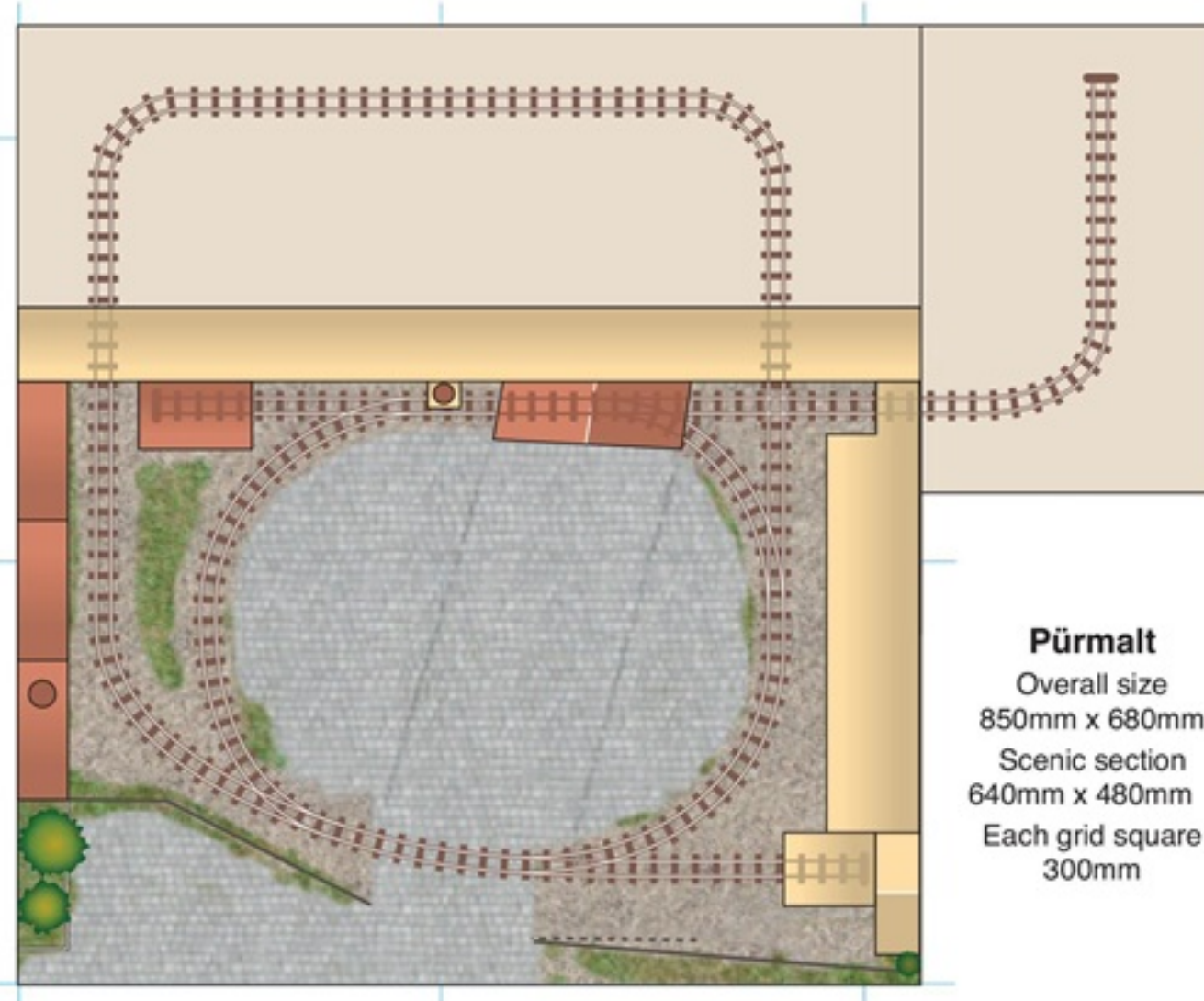
This layout looks back at a lost country, East Germany. It is a way of bringing the past into the present, with of course some benefit of hindsight – like any layout it can only be a personal interpretation, with its qualities and its faults.

So let us take a closer look at this small enclave in Germany. We are in search of ghosts from the past, a few years before the fall of the wall – probably around the early 1980s.

Welcome to the Pürmalt GmbH factory, which specialises in stone cutting. GmbH (Gesellschaft mit beschränkter Haftung) means Limited Liability Company.

It is a very ordinary factory yard surrounded by buildings. It is an industrial site which – like many others – is showing its age. Time has weathered the walls – they are more and more grey, more and more worn. The business is in decline.

A 60cm gauge railway makes an irregular circuit around a paved area. This allows easy access to the different places of production. The narrow gauge is well suited to transporting heavy loads in restricted spaces.





Large blocks of granite are stored in this yard. In the factory they are cut into pieces that will fit easily onto a railway wagon or road vehicle. In fact, a small Barkas 1000 lorry is parked on the paved area.

In the front corner, at end of a siding wedged in and almost hidden between the perimeter wall and a building is a tippler which is used to empty wagons which arrive loaded with stone waste from cutting the granite blocks.

Above
A lot of activity in the yard.

Below
A train passes – slowly.





Above
Granite blocks are stored in the factory courtyard, and the railway is the ideal way of moving them around. The small grey diesel is a Lokomotivbau Karl Marx (LKM) Ns1 of just 15hp.

Left
What is this locomotive? It is not a known machine and must have been locally manufactured – it seems to be a Schöma chassis with a body put together by the factory workshop.

Above right
A small spot of colour in the factory yard. These small Barkas lorries were known all over the Eastern bloc countries.

Right
One end of a wagon poking out of the small repair shop. Notice the company name.



The tipping takes place along the axis of the track. A clever system keeps the wagon on the track while it is upturned.

Of course the wagons are not pushed by hand – two small diesel locomotives share the work.

There is a small grey NS1 with a red frame. This was built by the Lokomotivbau Karl Marx (LKM) located in Babelsberg, near Potsdam in the DDR. It is only 15hp and struggles to haul a train of three wagons loaded with granite. No speed-

ing is possible as it is limited to 8km/h – the main thing is not to drive fast but to arrive at your destination.

The origin of the second locomotive is more difficult to determine – little is known about this 'in house' construction, which seems to have made use of a frame salvaged from a Schöma, a patiently repaired engine, and a bit of sheet metal, painted green: the factory gained a 'new' locomotive inexpensively.

Below

A crossing and two points within a small space. The curves have a very tight radius. The advantage of the narrow gauge is the ability to access such small areas.





Above Two Trabants, those legendary East German vehicles, are parked near the fence.

Left

A wagon of stone waste to be emptied is placed on the tippler at the end of the dead-end siding tucked in behind the wall.

Inset left

The rails are curved up at the end of the tippler deck and a simple frame arrangement holds the wagon in place.

The whole layout is just 0.85m x 0.68m, so does not need a lot of space – a corner of a table may suffice.

The scenic section measures 0.64m x 0.48m. This actually scales out to 27.84m by 20.88m – just a little bit bigger than a basketball court.

It was built during long winter evenings. When there is nothing interesting on television – as so often – occupying yourself with modelling is a solution!

In common with most of our layouts, the track layout is quite complicated for such a small space, in order to achieve interesting operation. There are five points and a crossing. All the track was hand built – again as usual for us. You will notice that the turnout radius is very small because the area is limited, so only four-wheel vehicles can be used. This is quite sufficient for transporting small blocks of stone.

Looking at the layout, the viewer sees only an irregular oval circling the cobbled courtyard. In fact there is a second outer loop which allows access to the hidden area.

In practice, operation at exhibitions sees one train running round the courtyard circuit. From time to time, a wagon of stone waste is brought out of the right-hand side of the main building, shunted into the dead-end siding, unloaded using the tippler, and then taken back empty into the door on the other end of the building.

The operation of the wagon tippler is manually controlled. The mechanism is nothing fancy, just a crank and a few gears. A small box under the board collects the stone debris from the wagon, which can then be re-loaded out of sight behind the factory.

The wagons are from KBscale. It is not easy to find typical German industrial narrow gauge wagons, perhaps surprisingly, so we did not have much choice, but the kits are very nice and well suited to this application.

The LKM NS1 was made from a kit from Truckteur, a small craftsman who has unfortunately ceased production.

The layout is digitally controlled, using a Roco Multimaus handset.

The buildings are of classic construction with a thick cardboard shell with Redutex self-adhesive textured sheets reproducing bricks, roof tiles, and paving stones are used to dress the surfaces. The cement façades are carefully weathered paper. The consistency of the colours and the moderate weathering over the whole layout creates a realistic atmosphere.

There is very little vegetation, weeds and scrubby grass – after all, it is a factory courtyard and not a wooded park.

A few industrial accessories (pipes, boards, etc.) decorate the yard to give the whole thing a little extra life.

And finally

The name of the layout continues our tradition of alcohol-related puns. It would certainly appeal to my Scottish cousin, who loves the invigorating drink produced in the distilleries of his beautiful region. There is no need to translate it – we just added an umlaut to the u to make it more German, but that does not change the pronunciation – or the appeal of the product!



Above Unloading begins – the wagon is tipped forward.

Below The wagon is rotated through 180°, which allows it to be emptied completely.



Below The wagon is now empty, and ready to be taken back.



Warren Miller adds some distinctive South African stock to his international collection.

Photographs by the author.

The Blue Train

An inspiring journey and some resulting models



Above

The headboard carried on steam locos prior to the launch of the 1972 train.



South Africa's *Blue Train* has the distinction of having originated with a railway operator, and has retained that connection. This distinguishes it from many of the well-known luxury trains of today, which are creations of the leisure industry rather than the rail transport industry (though none the less enjoyable because of that).

The history of the *Blue Train* goes back to the 1920s. It was been covered in CM previously (January 1999) so I will only outline it briefly here.

The train's origins were the *Union Express* and *Union Limited* which operated between Cape Town and Johannesburg and vice versa to connect with the ships from Britain. These were South African Railways' premier trains, and were progressively upgraded. An observation car was added in 1925, and articulated coaches in 1928 with luxurious accommodation incorporating hot and cold water in the bathrooms, fans, and an attendant in each coach. The high point was the addition of a new kitchen car and dining car in 1933. The dining car, named *Protea*, was finished in a livery of azure blue and cream, and the whole train received this colour scheme in 1936. Four years later the train was upgraded with new all-

steel stock, fully air conditioned, and soon became widely referred to as 'The Blue Train'. Although the service was suspended during the war, the train resumed in 1946, with the name *Blue Train* being officially adopted.

After three decades, SAR decided it was time to further renew the *Blue Train*. By the mid-1960s the train's amenities and furnishings were seeming a little dated, and in 1965 SAR called tenders for construction of a completely new train, with facilities equal to the world's best. The contract went to the Union Carriage and Wagon Company (a South African firm originally founded by Commonwealth Engineering Ltd. of Australia, who later sold their majority shareholding).



Above

Promotional material for the *Blue Train* over the years, from steam-hauled in the 1950s to the present day.

Right

The headboard now carried on the locomotives.



The new *Blue Train* entered service in 1972. It featured four types of cabins, ranging from type A (a three-room suite) to type D (compartments or coupés with shared shower and toilet facilities at the end of the carriage). A unique feature of this train is that the carriage corridors are all on the same side of the train, and the vestibules between the carriages are in line with the corridors and thus are off-centre. The objective was to have the corridor always on the western side (on what is primarily a north-south journey) so that the compartments would not face the afternoon sun. (Notwithstanding this, the corridor was on the eastern side when we travelled in late 2019.)

In the early 1990s the train was given a substantial refurbishment at a cost of 5 million Rand. During this period the train's distinctive logo, of a stylised leaping springbok, was replaced with an equally attractive stylised script letter 'B'.

In 1995 Spoornet, as the railway administration had become, decided on a complete renewal of the train to

bring its décor and facilities up to the latest contemporary standards. Ownership subsequently passed to Transnet, the South African government's transport and logistics business.

In 1996 the Pretoria workshops gutted the trainsets for a substantial re-build.

In the course of this the range of accommodation was re-evaluated and only two types of compartment were used; de-luxe, with en-suite toilet and shower, and luxury, a slightly larger compartment incorporating a full bathroom, some with a full size bath, others with a shower. The dining and lounge cars were similarly updated.

There are two *Blue Train* sets – simply referred to as Train Set 1 and Train Set 2. The former can accommodate a maximum of 54 guests and is available for use on charters. Train Set 2 is the scheduled train running between Pretoria and Cape Town and accommodates a maximum of 82 guests. Set 2 includes a conference/observation car which was created during the 1997 re-build.

Above
At Kimberley station. From the front: luggage van, power car, staff car, and the club/smoking car. The train carries twenty-eight crew and two technicians.

Left
The train is now hauled throughout by two class 20E dual voltage electric locos, here 20075 and 20051 in standard Transnet livery.

Below
The current logo, on the dining car, awaiting departure from Cape Town. The azure blue and white colour scheme is spotless.





The journey

In 2019 my wife and I booked a tour to South Africa. A major attraction was a trip on the *Blue Train*, along with others (Cape Town, game parks, etc.).

The *Blue Train* timetable has been adjusted to reflect its focus on tourism. Originally a single overnight and part-day journey, it has now been re-cast to cover two nights, with some sightseeing en-route. Departure from Cape Town was at 4.00pm and after being welcomed on the train and exploring our compartment (gold-plated taps in the bathroom!), we settled down in the lounge car to enjoy the scenery of the Western Cape. Darkness was falling when we reached Worcester, so when the train entered the 13.5km Hex River Tunnel, it was hardly noticed, although during the passage through the tunnel, the lights of the crossing loop in the centre of the tunnel came as a surprise. The dining car has two sittings which comfortably accommodates the full complement of passengers. The meal was outstanding, and the comfort of the compartments ensured a sound sleep, helped no doubt by good trackwork.

Below

Furnishings in the dining car embody a tasteful interpretation of the browns and reds of African landscapes. The tables are set for breakfast.



Waking in the morning as the sun reached over the horizon, the train was crossing the great Karoo desert. To an Australian there are some similarities to the Nullarbor Plain. At that hour the observation car at the rear of the train was virtually deserted, so it was possible to bask in the low morning sun and watch the rails unwind to the horizon behind us. On returning to the sunlit dining car, breakfast was up to the high culinary standard set the previous evening.

There were no stops to speak of during the morning and early afternoon, and many passengers chose to enjoy the scenery from the lounge or observation cars. Interestingly, despite the train running with a full complement of passengers, these carriages never felt crowded. The individual chairs and lounges were well designed and carefully placed to make the best use of space (and the carriage interiors are 85mm wider than standard SAR stock, resulting from the design of thinner walls in the 1972 construction).

Above left

Welcome to the lounge car. In my model, the furniture arrangement is as close as possible to the real thing.

Above

The small buffet counter near the middle of the dining area, which is used at breakfast for cold dishes. Hot dishes are prepared to order.

Below

The view from the conference/observation car at the rear of the train as the rails stretch away into the distance while crossing the Karoo.





Above

Two Lima *Blue Train* locos – the class 5E electric and class 34 diesel; both are quite good models. Diesels would not have been used on the *Blue Train* since the completion of electrification between Kimberley and De Aar.

In mid-afternoon the train arrived at Kimberley, where there was a break of a few hours for a rewarding visit to the 'big hole' and museum of the Kimberly diamond mines. The museum includes the De Beers directors' carriage, a veteran built by the Pullman company in America. Back at Kimberley station there was time for a look around the railway museum in the station, mostly models and interesting small exhibits, but there was also a class 25NC steam loco, No.3411, preserved on the platform.

The stop at Kimberley provided an opportunity to stroll to the front of the train. The locos were class 20Es; the same two locos hauled the train over its entire journey. These are dual voltage machines (3kV dc and 25kV ac). The first ten were imported from the Zhuzhou Electric Locomotive Company of China in 2013. The next fifteen were assembled locally from Chinese components, and the remainder were built in South Africa with 60% local content. Two of the class were painted in the *Blue Train* colours for use on that service, but on our trip the locos were in the standard red colour scheme, carrying the *Blue Train* headboard.

Leaving Kimberley the train manager drew passengers' attention to the thousands of flamingos in the waters of the nearby Campher dam.

Dinner was another memorable event. Everyone was happy to observe the requested dress code – jackets and smart evening wear.

The following morning the arrival at Pretoria was scheduled for around 10.00am, but a long delay was encountered at the suburban station of Olifantsfontein, about 20km from the city, apparently due to a lengthy section of single line working, while we awaited the arrival of a suburban electric service. The *Blue Train* reached Pretoria around midday.

Credit should be given to all the train staff for making the trip truly outstanding, and the friendliness and quality of service was faultless.

Commercial HO models of the *Blue Train*

Given that the *Blue Train* is a unique service, it is perhaps surprising that it has received a reasonable amount of attention from model manufacturers. The first and probably best known are the models by Lima, released as part of their range of South African models in the 1970s. Two locomotives were offered in *Blue Train* colours a class 5E Bo-Bo electric and a class 34 Co-Co diesel: both were re-paints of models already released in standard South African Railways red/brown livery. The 5E was provided with *Blue Train* headboards (at both ends). For the coaches, Lima resorted to use of their French 'grand confort' stock from the early 1970s. These were the type used on *Le Capitole*. (To be fair, Lima also produced a good selection of accurate South African passenger coaches and goods wagons, and probably found it hard to justify producing new tooling for a specialised subject such as the *Blue Train*.) The French coaches were not very similar to the 1972 *Blue Train* stock, but they had sealed windows, and when painted in the distinctive blue livery they created a reasonable impression.

A lesser known model was produced by a Hong Kong based manufacturer under the brand name Life-Like. This company was then focused on lower cost models, often closely based on those of Lima or other established manufacturers. In the 1980s they produced a South African class 6E Bo-Bo electric loco and a single *Blue Train* coach. Unlike Lima, the Life-Like coach was an accurate model, albeit with fairly basic detailing and a crude lighting installation. Oddly, the logo was printed in reverse.

Unfortunately a full train of these coaches would not be prototypical, as the various carriage configurations used on the *Blue Train* meant that there was a variety of window patterns on different coaches. It seems likely that Life-Like was hoping to compete with Lima in the rather limited market for South African models.

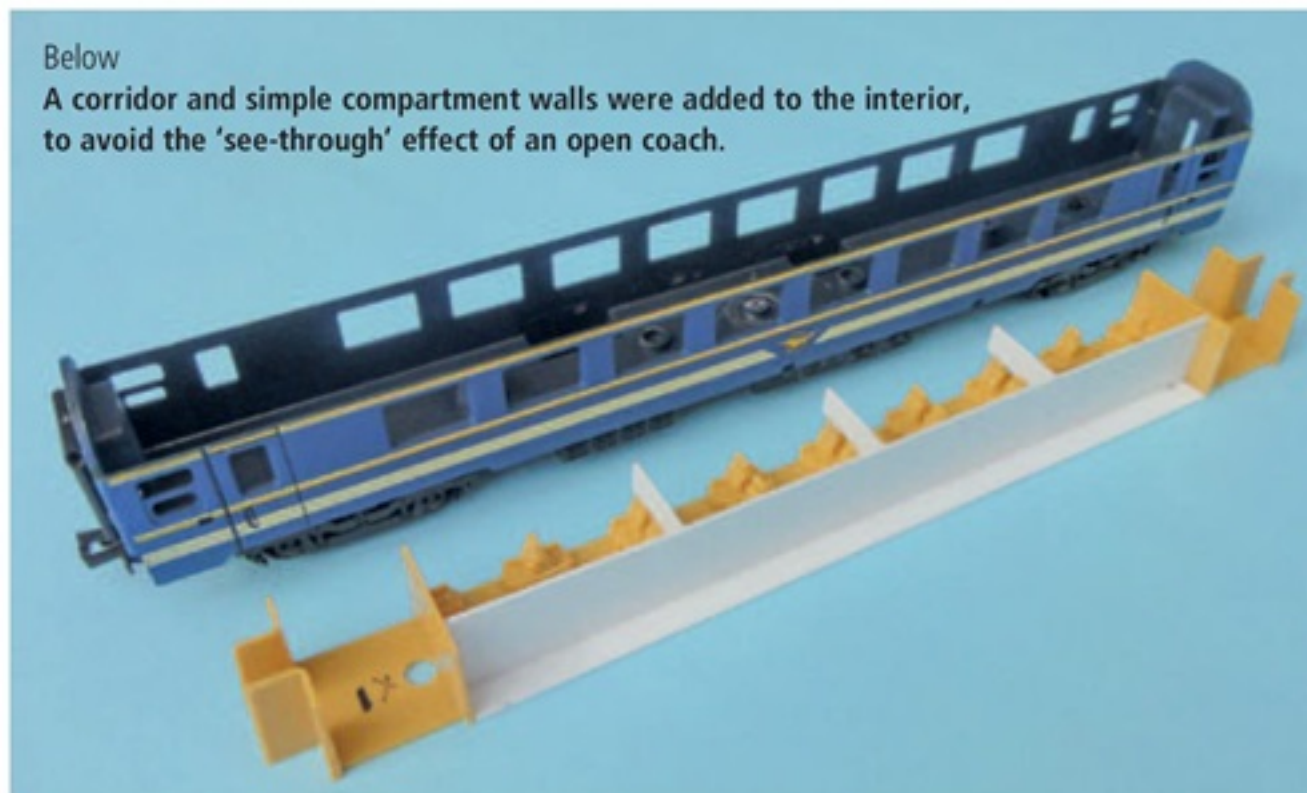


Left

The Lima coach (left) and the Life-like model (right) do not match very well, unfortunately.

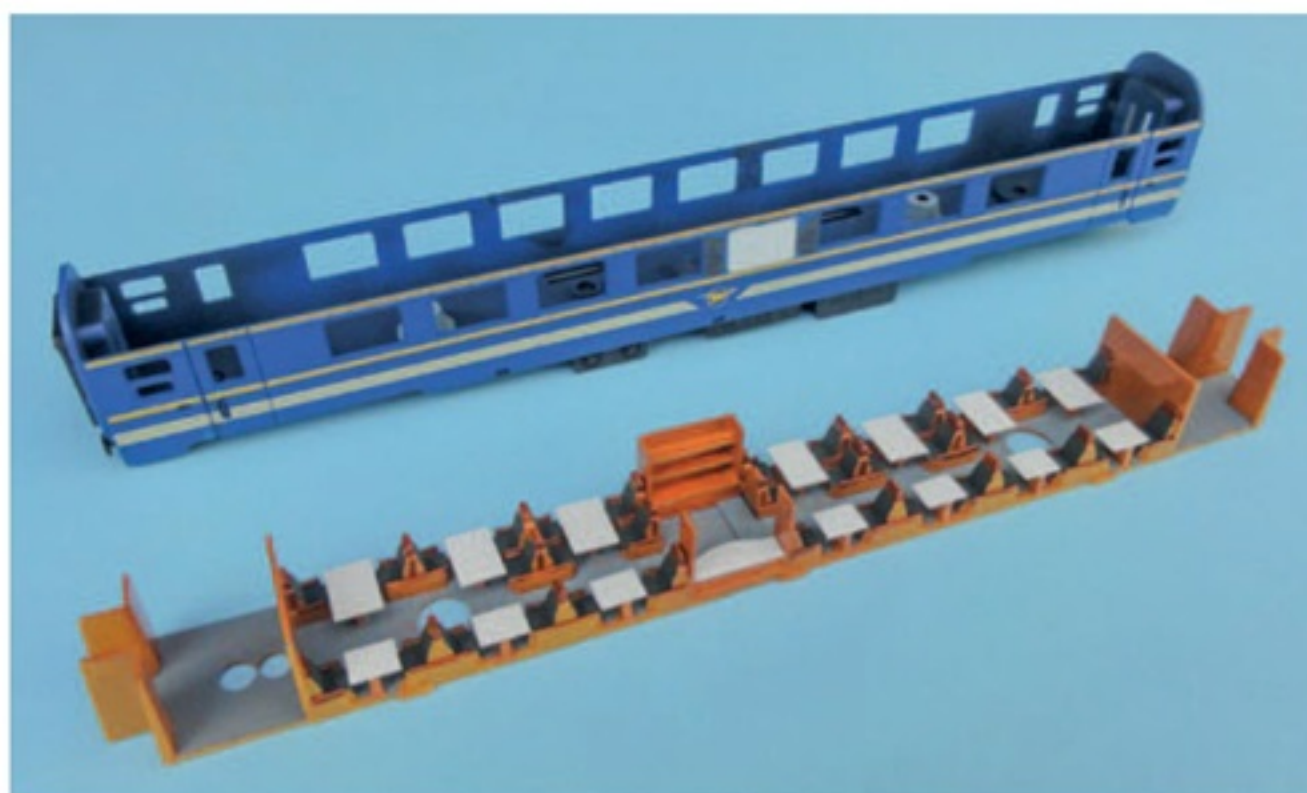
Below

A corridor and simple compartment walls were added to the interior, to avoid the 'see-through' effect of an open coach.



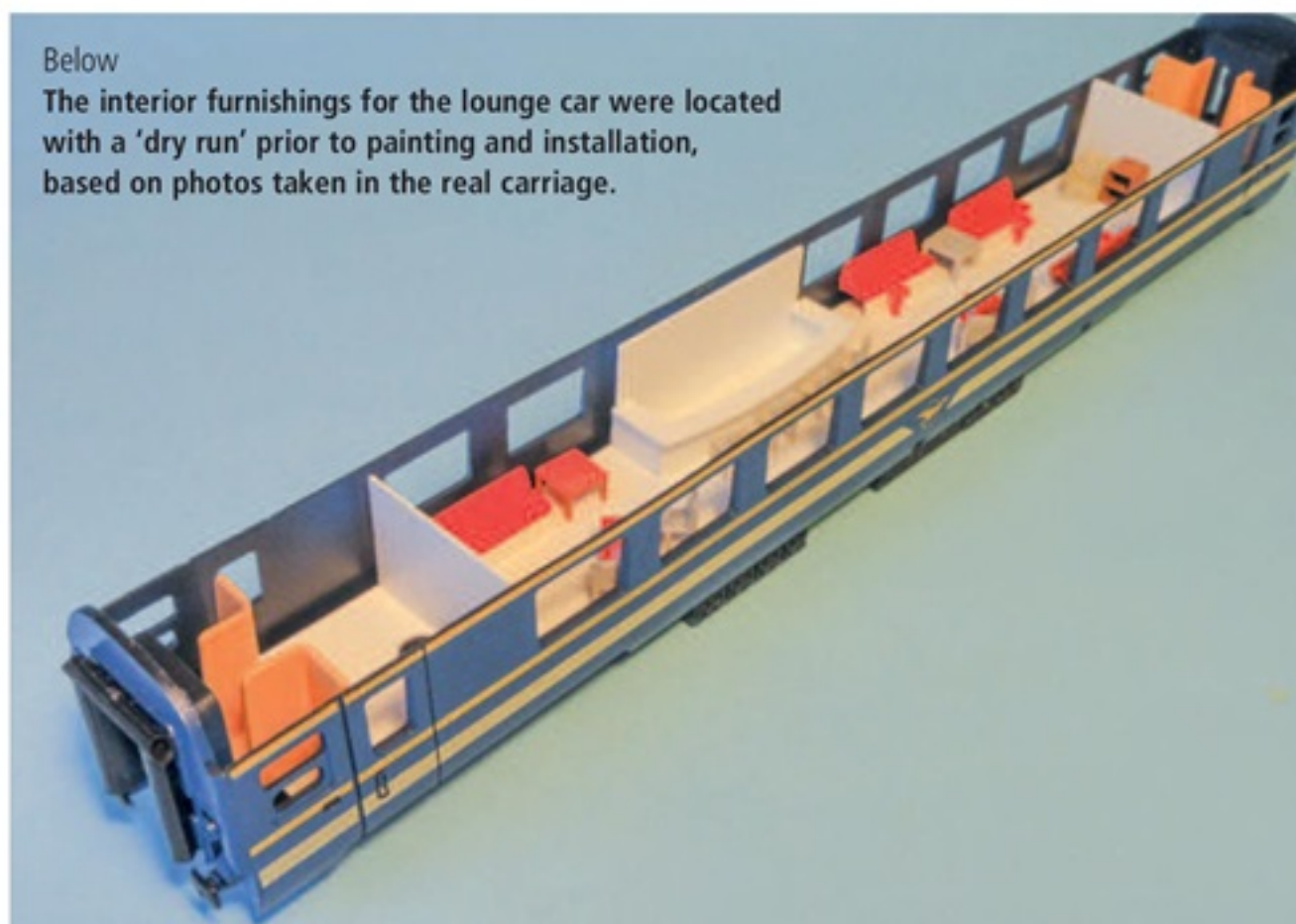
Below

For the interior of the dining car, tables were added to the existing seating, and shelving and a servery were added where appropriate. One window, behind the shelving, was blanked off.



Below

The interior furnishings for the lounge car were located with a 'dry run' prior to painting and installation, based on photos taken in the real carriage.



Most recently, a South African supplier, SAR Scale Models, has produced a range of South African rolling stock, including good models of a representative selection of *Blue Train* coaches. They are not cheap, but would allow a convincing model of the train to be assembled.

Lastly, on board the *Blue Train* itself, the list of souvenirs available includes a set of a locomotive and two coaches. However, when I travelled in 2019, the train staff could not find this item in their stock. It would be interesting to know what this set comprised. From the price I guess that it may have been the SAR Scale Models products.

Improving the Lima model

Prior to the trip, I already possessed a few Lima *Blue Train* models, a 5E electric loco and a couple of coaches. With this as a basis, I decided that, although the coach was an indicative, rather than accurate, representation, I would like a more substantial set as a souvenir of the trip. A second (non-powered) loco and several coaches were obtained without too much difficulty or expense via the internet, and I considered what improvements could be made.

The locos are quite good models and little was needed beyond painting the roof and pantographs dull grey, and weathering lightly.

The coaches, however, were never going to be a truly accurate model unless completely re-built, which would be a scratchbuilding exercise. The most obvious point of difference was that they were open coaches, clearly evident through the large windows, whereas all except the dining and lounge cars in the *Blue Train* are corridor stock and it should not be possible to see through the carriages. Hence I installed a simple interior with corridor and compartment partitions. This was straightforward as the models had 2+1 seating, so I removed the single seats and replaced them with a corridor.

Given the large windows, I felt that more detailed interiors for the dining and lounge cars would be worthwhile. In each case some windows needed to be blanked out, which also gave variety to the train's appearance.

The dining car has 2+1 seating, so it was simply a matter of adding tables to the existing seats, and in one bay replacing them with shelving and a buffet counter. The resulting number of places in the dining car (42) is actually correct.

I felt I could do without a kitchen car on what is only an approximate model.

The lounge car required a complete new interior, and this was furnished with various chairs and tables from the spares box, mostly from Jouef and similar building kits. The bar was scratchbuilt and the overall layout of the car follows the original fairly faithfully, and is seen to good effect through the large windows.

Where the windows were to be filled in (e.g. behind the bar in the lounge car) they were filled with polystyrene sheet and filler. To match the blue paint scheme on the carriages, experiment showed that a 50/50 mix of Humbrol 14 gloss French blue and Tamiya XF-8 flat blue gave a near-perfect match for the Lima paintwork.

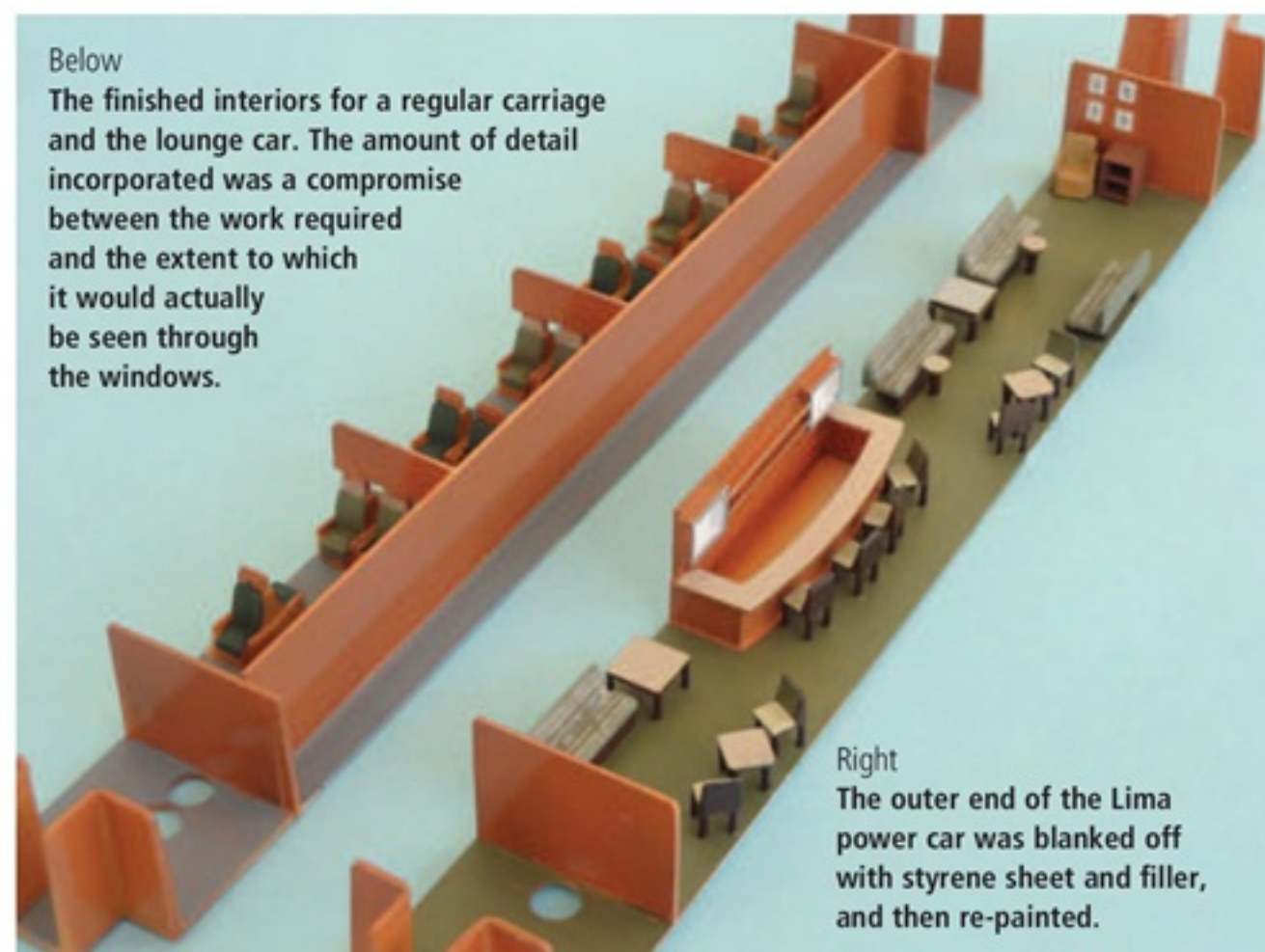
The only other modification was removing the vestibule connection from the end carriages and blanking it off. As the



Blue Train is a fixed set, it does not have vestibule connections at the outer end of the baggage car and the composite car which formed the ends of the 1997 train. (The current train has the conference/observation car at one end). On the Lima model the composite is in fact the French 'grand confort' power car, but it is generally similar if one overlooks the raised roof section.

The overall result is hardly an accurate model but it is immediately recognisable as the *Blue Train* and it is a stand-out attraction among the other South African stock that I like to run from time to time.

Above and right
The Lima *Blue Train* stock looks quite convincing on the layout (featured in CM June and July 2020). The scenery is fairly generic, so with a bit of imagination, it might be in the wine regions near Cape Town. The bridge does not represent a specific location, it is simply a dramatic setting to display my trains.



Below
The finished interiors for a regular carriage and the lounge car. The amount of detail incorporated was a compromise between the work required and the extent to which it would actually be seen through the windows.

Right
The outer end of the Lima power car was blanked off with styrene sheet and filler, and then re-painted.



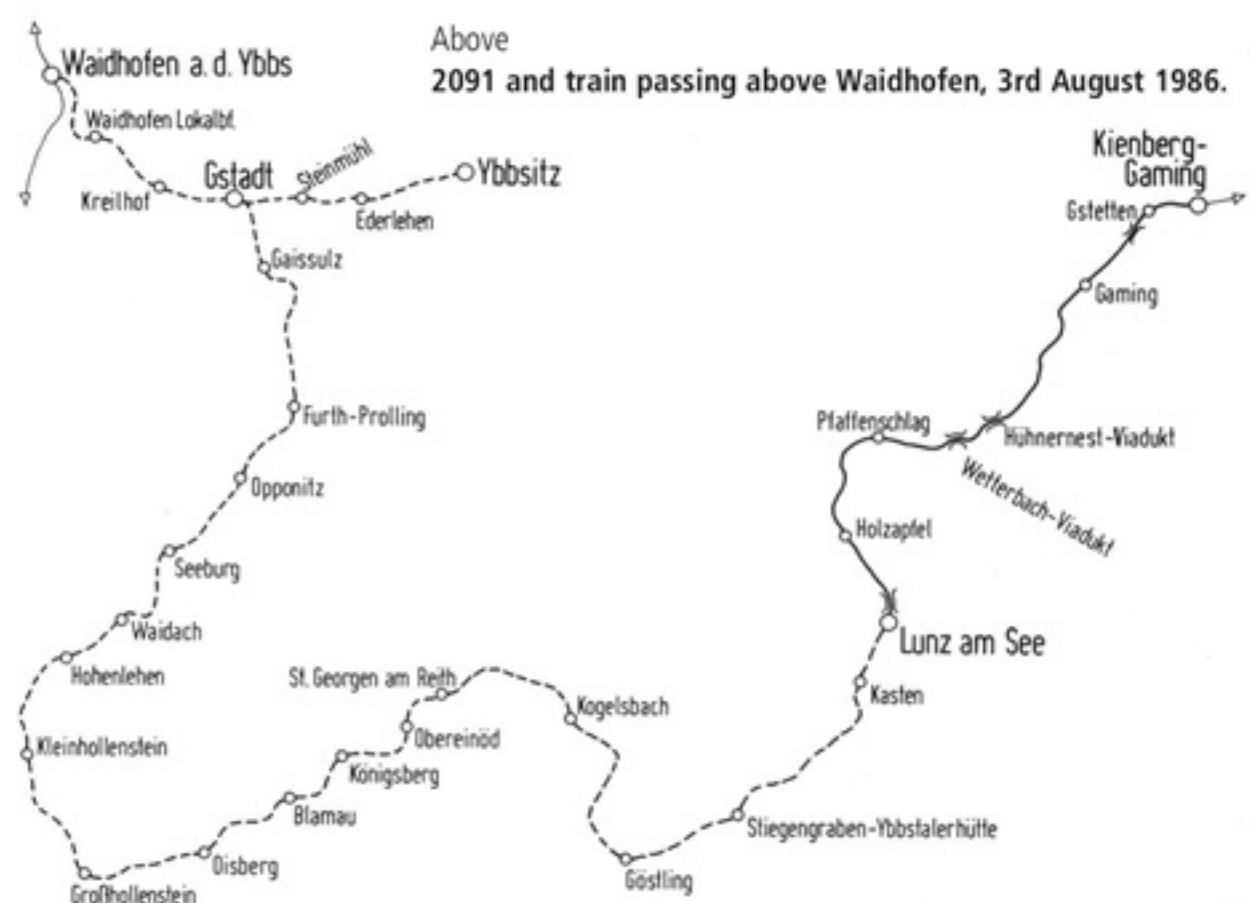


Peter Dale offers more vintage slides from his visits to railways in Austria, in all seasons.

Ybbstalbahn

A classic mountain narrow gauge route

When I described my visits to the railways of Austria in the 1970s (see CM May 2020), I mentioned that in the mid-1980s I was lucky enough to live there for two years. I realised as soon as I was asked to transfer there that this would give me a fantastic opportunity to get to know the Austrian narrow gauge much better, most of which was still running passenger and goods services seven days a week, all year around, unlike the preserved lines in so many other places. Having said that, the closest narrow gauge line to me was by then preserved, the Steyrtalbahn, but I had travelled the full length of it as an ÖBB operation on one of my previous visits.





Above
Combined services hauled by a 2095
and a 2091 forming the 1225 to Ybbsitz and Lunz.
The train will be divided at Gstadt. 3rd January 1987.

Right
A typical short train headed by a 2091
entering Waidhofen. 3rd January 1987.





Above
2091 01 approaching Ybbsitz.
27th December 1987.

Left
2091 08 near Gstadt
on the Ybbsitz branch.
3rd January 1987.

Left
The usual 2091 hauled train
near Steinmühl
on the Ybbsitz branch.
27th December 1987.

Below
2091 007 at Ybbsitz station.
December 1987.

I was living in Enns in Upper Austria, so the lines in the Steiermark and the Tyrol were quite a way away but there were several ÖBB lines much closer: the Ybbstalbahn, the Waldviertelbahn, and the Mariazellerbahn with its long, meandering branch to Gresten via Wieselburg. There were also several Stern & Hafferl lines of interest.

The Waldviertelbahn was my favourite of the ÖBB lines but the Ybbstalbahn was the closest, only about a 40 minute drive to its junction with the Amstetten – Bischofshofen line at Waidhofen a.d. Ybbs. It appeared to start from outside the station as the standard gauge was on the other side of the station building, and from there the line crossed above the town on an impressive viaduct on to the *Lokalbahn* station before coming to Gstadt, the junction for the 6km branch to Ybbsitz.

It continued winding along the floor of the valley another 48km to Lunz am See. This section had a number of bridges and the only tunnel on the line, 87m long, near Opponitz. The section from Lunz to Kienberg-Gaming included two impressive bridges and added a further 17km, making a total length of 71km.

Kienberg-Gaming was the junction with the terminus of the ÖBB standard gauge branch from Pochlarn and had an unusual feature in the form of a mixed gauge turntable.





Above
2091 010 near Ederlehen
on the Ybbsitz branch.
27th December 1987.

Left
The dual gauge turntable
at Kienberg-Gaming.
November 1988.

Below
A 2095 B-B diesel on the
1342 mixed from Lunz.
2nd January 1987.

This was known as the *Bergstrecke* (mountain section) – in the 54km from Waidhofen, the line had climbed along the valley floor from a height of 356m to 585m at Lunz. Then in the 6km to Pfaffenschlag it climbed to 694m, but the real climb was in the opposite direction: climbing from Kienberg (387m) to 694m at Pfaffenschlag in 10km – 1 in 33.

The line had opened in stages: Waidhofen to Grosshollenstein on 15th July 1896, Grosshollenstein to Lunz on 15th May 1898, and Lunz to Kienberg-Gaming on 12th November 1898. The branch to Ybbsitz opened on 9th March 1899. There were proposals for a link to the Mariazellerbahn with a line from Lunz to Gusswerk. In the





Left
2095 010 near Kasten on the 1408 mixed from Lunz.
August 1989.

Below left
2095 010 at Blamau on the 1408 mixed from Lunz
with waiting wood and milk traffic. August 1989.

Above
2095 009 and 2095 008 at Lunz am See. October 1987.

Above right
2095 008 on the 1309 mixed from Lunz. 8th April 1987.

Right
The 0812 mixed from Waidhofen. August 1989.



1950s a third rail was laid along the standard gauge branch from Wieselburg (on the branch of the Mariazellerbahn) to Kienberg so that stock could be passed between the two systems, but there was no sign of it in the 1980s.

For the opening of the line the three examples of the Yv class of 0-6-4T (two-cylinder compounds) were built by Krauss of Linz to a design by the famous Austrian engineer Karl Gölsdorf. Three of the well-known U class 0-6-2T locos were also supplied by the same manufacturer in 1898. Other classes to be found there included the UV and Uh.

Internal combustion locos were introduced gradually, with the appearance of the four-wheel 1927-built 120hp petrol-electric Warchalowski 2090.01, which was a regular performer after it had been bought by the State Railway in 1930. I was surprised to see an unusual loco at the far end





Left
Yv2 (598.02) and special
on the Wetterbachbrücke.
21st June 1986.

Above
Yv2 (598.02) at Waidhofen.
22nd June 1986.

of Waidhofen station when driving by one day, and a visit soon after showed this to be 2090.01 in use as station pilot.

The unique Grazer Waggonfabrik 1930-built 200hp diesel Bo-Bo 2093.01 was there for about thirty years.

As they became available members of the 210hp 1-Bo-1 2041 (later 2091) class appeared.

The arrival in the late 1950s of the much more powerful (600hp) Rh2095 B-B diesels led to the end of regular steam workings in 1962 and later enabled the running time from Waidhofen to Lunz to be reduced from 2hr 23min to 1hr 50min.

Below
Plinthed Yv1 and passing
train, Waidhofen.
December 1987.

Below right
Yv3 disguised as a shed
at Waidhofen Lokalbahn.
27th April 1986.

All three original members of the Yv class still survived on the line in the mid-1980s, Yv1 plinthed just outside Waidhofen station, Yv2 preserved and available for special trains, and Yv3 (bearing the number 598.03) at Waidhofen Lokalbahn camouflaged as a shed!!

Waidhofen was close enough that, occasionally, on a quiet weekend I drove there and caught the 12:23 to Lunz, returning on the 15:31 to get back to Waidhofen at 17:02. The service comprised trains all the way from Waidhofen to Kienberg-Gaming which often included a section for Ybbsitz, so the train would be split at Gstadt. Some services terminated at Lunz but there were also short workings to Kienberg-Gaming from both Grosshollenstein and Göstling a.d.Ybbs (where there was a loco shed). Additionally there were a number of Waidhofen – Ybbsitz services.

The most interesting of these various services were, for me, the mixed trains from Waidhofen which were allowed over two hours for the 54km to Lunz, considerably more than the normal allotted time to allow for shunting en route. Mixed trains are commonly mentioned in railway literature and seen in the timetables of secondary lines but for me they were mythical beasts as I had never before encountered one.





Above Yv2 with a special train at Göstling a.d. Ybbs. 21st June 1986.

At that time it seemed the line would go on forever: it had good levels of traffic, both passenger and goods, with considerable amounts of timber and a lot of milk churns being carried. However, it was not to be: there were various road improvements and the section from Lunz to Kienberg closed in May 1988. It was re-opened as a preserved line in 1990 run by the ÖGEG (Austrian Club for Railway History). The rest of the line closed in December 2010, but the section between Waidhofen and Gstadt was re-opened as the Waidhofen Citybahn and now has quite an intensive service. There have been proposals to re-open other sections as preserved lines.



Far left
Point control shed with indicators on the roof,
Göstling a.d. Ybbs. 1st January 1987.

Left
The interior of the point control shed at Lunz. August 1989.

Below left and below
2090 001 working as station pilot at Waidhofen. 8th April 1987.





Above

The sidings in the yard are more or less level, while the through line is steeply graded. 5507 and a sister loco are working hard up the hill with a heavy coal train.

Above right

This short train of vans should not tax 201 001. The SNCB/NMBS ordered 55 of these Bo-Bos which were assembled at the John Cockerill factories in Seraing. The first were delivered in December 1954. They were first used on light lines of the northern plains of Sambre and the Meuse.

Right

210 001 rolls downhill with a passenger train.

Left

The difference in level is not only realistic but also helps to disguise the exit of the line into the fiddle yard. 210 101 tops the gradient with a train of vans. Note the different lining and headlight clusters.

Diesel days at Hamsart



Peter Van Gestel can operate his Ardennes layout with either steam or diesel traction. While the initial article (CM December 2020) showed mainly steam, here are some diesel services.





Above left
Bogie railcar 4510
coming from Spa
coasts to a halt ...

Above
... and after a brief pause
allowing the few passengers
to alight and board
continues on its way.

Left
Small four-wheel railcars
551.12 and 553.34 pass
at Hamsart station.

All photographs by the author.

Below left
6002 (formerly 210 002)
shunts a cement silo wagon.
With sidings facing both ways,
the yard can be something
of a challenge to work.

Below
Brossel railcar 553.34
at the platform, seen from
across the end loading dock.



CONTINENTAL MODELLER



Left
Brossel railcar 553.34
caught in the cutting
labouring up the gradient.

Above and below
210 001 on passenger services, there and back again.
The turntable fiddle yards allowed a quick turnround
without the need to handle the stock – ideal for exhibitions.





Ranjeev C.Dubey continues the description of his layout which reproduces scenes along this famous narrow gauge hill railway. *Photographs by the author.*

Kalka – Shimla

Part 4: Solan station

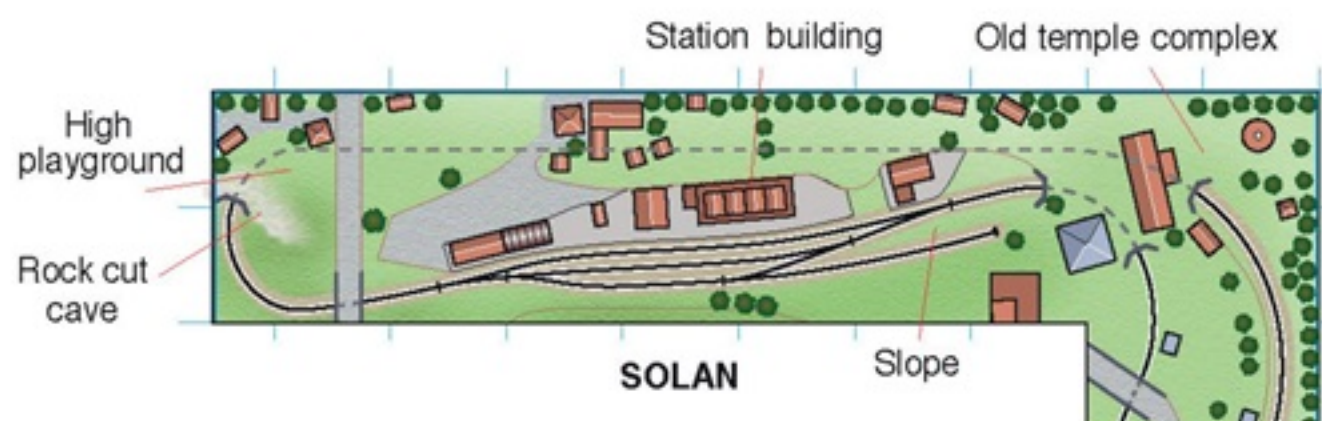
After a long run, the tracks north of Barog finally burst out of Solan's south tunnel some 25' later. Solan used to be the perfect Himalayan small town high up above the station. It had a charming main bazaar with many wooden structures, wayside 'chai' shops serving fried Indian savouries, and a succession of general merchants selling everything from sugar to cricket bats. It had petite temples to a myriad variety of hill goddesses, summer houses of wealthy families from the plains, offices of the local government, and so forth. It has all gone now, replaced by a nightmare of haphazard concrete structures gouged out indiscriminately from former fields of gold in a complete exorcism of its character. I have modelled the station substantially to the prototype in 1970. The main station building and its associated passenger facilities have survived unscathed but the old goods shed is gone. I have a picture of the siding rails being lifted in the winter of 1988. I also have turn of century pictures of Solan station showing a track layout that bears only limited resemblance to the layout of my period. The moral of the story, if any, is that where I lacked evidence and used logic to make up a result, I am very likely to have made a mistake. I have every intention of correcting these mistakes should anyone care to share better information with me.

Heading north from Solan, the tracks loop back behind the station for the third time and climb up to Solan Brewery. After thirty years of model railways, I fear hidden trackage more than any other aspect of the hobby but again there was no choice because Solan station and Solan Brewery sit adjacent to each other but face opposite sides of the mountain.

... to be continued.



Above
An inspection trolley on the southern siding at Solan.



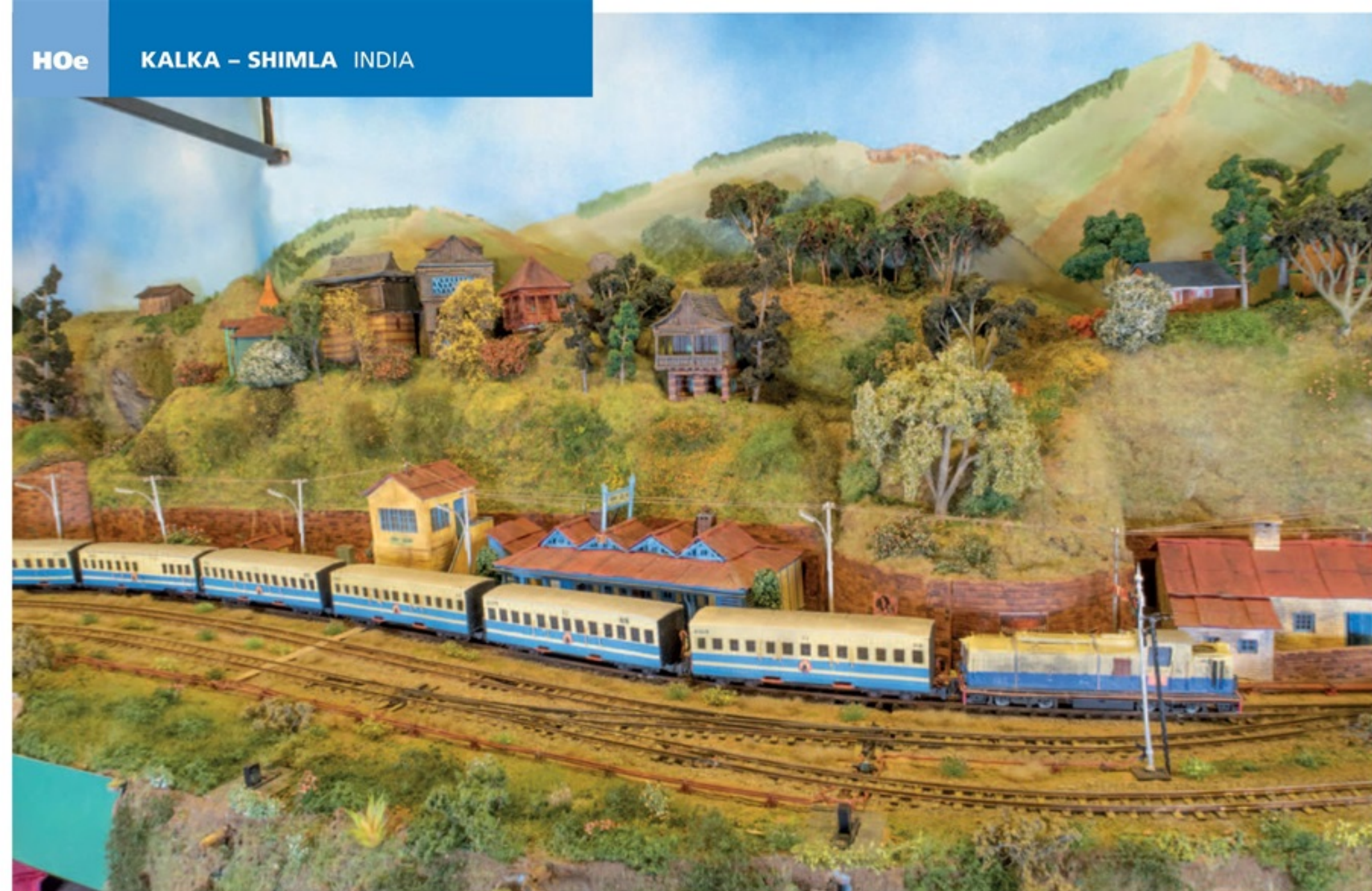


Above KC 2-6-2T No.520 with a southbound freight.

Right ZDM2 No.130 hauls a freight through the station.

Below Solan goods shed.





Top
ZDM3 No.155 brings the afternoon express into Solan.

Above
Railcar No.14 coasts to a halt at Solan station platform.

Above right
ZDM2 No.132 pulls a freight train through Solan station.

Right
ZF 2-6-2T No.119 runs light through Solan station.



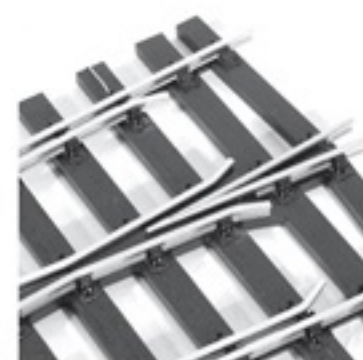
Above
Safeworking procedures
completed, ZDM3 No.155
heads south from Solan.

Left
Railcar No.14 enters Solan.

Right
The southern end
of Solan station yard.
Note the very British houses
on the hill above the line.

Below
KC No.521 and ZF No.119
drag a freight through Solan.





N

Nederlandse Spoorwegen class 1100 new from Piko

The 1100 class Bo-Bo electrics were acquired by the Nederlandse Spoorwegen as part of the extensive post-war rebuilding and 1,500v DC electrification programme. Ordered from Alstom in 1948, they were derived from and similar to the SNCF BB 8100 class. They were built in France, the first fifty between 1948 and 1952, then ten more in 1956.

They were delivered in the NS turquoise livery but this proved a problem to keep clean so they were repainted dark Prussian blue in the mid-1950s. In the 1970s they got the grey & yellow livery.

With a top speed of 130km/h they formed the backbone of loco-hauled services for many years. They were eventually rebuilt with crash-protection cab fronts, which changed the appearance radically; all surviving machines (58) had been done by 1981. In the course of the 1980s they were ousted by the new 1600 class. The last was withdrawn in 1999.

Piko have recently produced a brand new model of this distinctive type, in original form (before the ends were rebuilt) with two headlights, in the classic blue livery with metal beading and cast plates but with the new NS logo added.

It is very accurate in all dimensions and details, according to published data and illustrations. Length over buffers is 88mm.

Added components include the detailed roof equipment, separate hand-rails, and steps.



Full brake hoses and dummy scale couplers are provided for the modeller to fit for display. These are tiny parts, likely to require a magnifier and a steady hand!

The pantographs are fine, and sprung, but not wired for current collection from the overhead.

All glazing is flush with neat frames, and there is interior detail in the cabs and the machine room.

The head and tail lights change according to the direction of travel, using LEDs. Under digital control, cab and machine room lights can be switched separately.

The bogie sideframes exhibit very crisp moulded features, with added details such as the sandboxes and cab

steps, realistic springs, and brake gear, plus accurate representations of the buffer beams on the ends of the bogie frames, as per prototype.

The loco has a cast metal chassis carrying a can-type motor with flywheel, driving both axles in both bogies via cardan shafts and reduction gearing. Current is collected by wipers on all wheels.

The model is equipped with a NEM662 Next18 socket for a digital decoder. A DCC sound version is also available.

As delivered, the model has no traction tyres but two alternative wheelsets with tyres (one on each inner axle) are supplied.

A weight of c.61g should provide enough pulling power.

Performance is quiet, smooth, and controllable, with the top speed slightly more than the prototype.

Standard couplers are fitted in NEM pockets flexibly mounted on the bogies.



The minimum recommended radius is 192mm.

Another quality product from Piko.

We can no doubt expect original turquoise and later grey & yellow livery versions in due course.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.40370 £215.00.



As early as 1956, the Deutsche Bundesbahn diesel locomotive programme included the V160 B-B for light duties on main lines. Delivery of the pre-series locomotives began in 1960, and the curvaceous ends of the body design quickly earned them the nickname 'Lollo', after the then popular Italian film star Gina Lollobrigida.

However, the last of the pre-series locomotives, V160 010, was given the angular body design that was to characterise the rest of the locomotive 'family', which grew to hundreds of units. It was thus unique, with the original frame and the new body.

Piko have released a brand new Expert series model of this singleton, with Epoch IV markings as 216 010-9, based at Gelsenkirchen-Bismarck depot in the Essen administrative area with an overhaul date of 28th June 1973. It is believed to be the first time this unique machine has been offered as a mass-produced model, and certainly to current standards of accuracy, detail, finish, and technical specification. It closes a gap in the range of available models of milestones in locomotive development.

The finish is excellent, with dense, even main colours, distinct definition, and very clearly printed markings, right down to the smallest data.

The moulded plastic body shell is accurate in main measurements and small details, according to published information. Panels, grilles, and louvres are neatly reproduced.

It is enhanced with an abundance of separately attached components, including resilient plastic handrails and grabs on the ends and etched metal windscreen wipers, shunters' steps, and running plates. Windows fit flush, with neat black or metallic frames as appropriate.

The cab interior is detailed (though no driver is present) and there is even control desk as well as cab interior light-

ing, both of which can be separately switched under digital control.

The body side windows allow a good view of the interior with very detailed machine room equipment; here too the internal lighting is digitally switchable.

The underframe is augmented with cut-down brake hoses and coupling hooks (to allow working model couplers), steps, and the correct fuel tank, complete with fuel level indicators. Sprues with finely moulded black plastic dummy scale couplings, full brake hoses, and heating connectors are provided for the modeller to install if required; they fit well and no adhesive should be required. We find a slight chamfering of the mounting spigot aids installation.

The bogies are extremely well detailed, with spring assemblies and suspension components represented in deep relief, complete with sandboxes, brake shoes, axlebox covers, and the Indusi signalling magnet.

The model is driven by a powerful motor with two flywheels carried in a cast metal frame, through reduction

gears in the bogies to all axles. There are two traction tyres, on one inner wheel of each bogie, and with a substantial weight of 468g pulling power should not be a problem.

All wheels collect current.

The directional white head and red tail lights are achieved using LEDs.

The model has a PluX22 socket for easily fitting a digital decoder, and there is also space for a loudspeaker.

A DCC sound fitted model is also offered, with sounds specially sampled for the pre-series locomotive.

The model comes fitted with standard couplers in NEM pockets on close-coupling mounts.

Full marks to Piko not just for such a high quality model but for the courage to replicate a one-off.



Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.52400 £150.00.



In the 1970s, several European railway administrations jointly ordered a new series of passenger coaches for international traffic offering improved comfort. A new livery (orange with grey bands) was created for a uniform appearance, but this was not used by all railway administrations. Also, the DB, SBB, and SNCF only ordered first class coaches to supplement their respective wagon fleets.

Piko have recently augmented the selection of Deutsche Bundesbahn skirted InterCity coaches with a brand new model of a Eurofima compartment first as DB type Avmz²⁰⁷ in red & beige livery with Epoch IV markings as number 19-90 541-2, based at München-

Pasing and used in IC 586 *Ernst Barlach* (München to Hamburg-Altona via Würzburg and Hannover), with legible destination boards, thus complementing the existing IC coaches.

The finish has dense, even main colours, clearly separated, with sharply printed markings.

The scale length body has most features moulded integrally – roof ribs, door handles, grilles, and skirt panels with vents.

Added parts include the corridor connections and fall plates, the buffers, and the side door handrails, along with optional door steps, which restrict use to R2 (422mm) minimum radius curves.

The glazing is flush, and tinted, with printed frames, and there are full interior fittings.

An optional LED internal lighting kit is available (ref.56294), as are tail lights (ref.56296).

The underframe has major components (battery boxes, tanks, air reservoirs, brake equipment) moulded in place and toilet downpipes added.

The Fiat bogie side frames are in deep relief, with well detailed axleboxes and suspension components. The magnetic rail brakes, roll dampers, and shock absorbers are added parts.

The model rolls freely on blackened metal disc wheels on pinpoint metal

axles, insulated one side by a plastic centre bush.

Standard couplers are provided in NEM pockets on close-coupling mounts.

Fitting Piko close couplings (ref.56046 or 56047 current conducting) is possible.

Swiss, Austrian, and Italian versions are also planned.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.58530 £59.00.

The class 215 was a version of the original V160, equipped with a steam heating boiler for the train and built on a longer frame to enable eventual conversion to class 218, then in development but not ready for series production. From 1968, 150 were built.

The class were used on all types of train; the main area of use was in the Eifel (Köln to Trier), in the Lower Rhine, and in Baden-Württemberg down to Lake Constance. The last scheduled working of the 215s was on the DB Regio Hessen trains, which ended in April 2003. Afterwards some were kept on standby for the DB Regio Rheinland Regionalbahn trains.

Roco have recently released another new variant of their model, representing a machine in original condition with additional shunters' handrail and buffer footstep but no UIC standard multiple unit connectors, which were not installed until 1976/7.

The new model is in Epoch IV crimson red. The finish is excellent, with all markings very neatly printed, as 215 101-7, based at Ulm, in the Stuttgart administrative area, with an overhaul date of 12-11-70.

Small features such as the Henschel works plate, the fuel fillers, and even markings on the sandboxes are typical of the attention to detail.

The moulded plastic body shell model is accurate according to published dimensions and photos, with well-formed vents and window openings, and correctly represented roof features.

Other separately-applied detail parts include cab door and nose handrails and grabs, and UIC control cable sockets.

The windows are flush fitting, with neat black or silver frames, as appropriate.



The cabs have interiors, with detailed control desks, and there is a driver figure at one end. The buffer beams are fully equipped, and the steps at each corner (moulded in resilient plastic) have open mesh treads.

Parts provided for the modeller to install include fine etched metal windscreen wipers (though the instructions show these ready fitted) as well as buffer beam equipment – brake hoses, steam heat hoses, and dummy scale couplings.



The bogie side frames are well detailed, moulded in deep relief with spring units and cabling added.

Between the fuel tanks and air reservoirs is a representation of the final drive box and output shafts, detailed although only visible from below.

The mechanism is built on the proven cast metal frame, with a central open-frame skew-wound five-pole motor, twin flywheels, and cardan shafts to reduction gearing on each bogie. All wheels collect current. Running is smooth, quiet, and controllable across the speed range.

There are two traction tyres, on one outer wheelset, which with a considerable weight of 490gr ensures good pulling power.

The wheels have low profile flanges.

A minimum radius of 358mm (R2) is recommended.

The working head and tail lights are illuminated by small LEDs, and change according to the direction of travel. The cab interiors are also illuminated. Two small switches on the printed circuit board allow for the lights at one or other end to be isolated; this can also be achieved in digital mode. These switches

can be accessed by lifting the exhaust panel; there is no need to remove the body.

The model is available as analogue DC, with a Plux-22 decoder socket, or digital with sound.

The model has NEM pockets on close-coupling mounts. It comes fitted with attenuated brake hoses and dummy scale couplers to accommodate the working couplings; full fittings are provided if the model is only required for display. Standard couplings are fitted.

Manufactured by

Roco, Modelleisenbahnen GmbH, A-5101 Bergheim, Austria.
www.roco.cc

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.72181 £180.00.





The Eaos steel-bodied bogie open wagons with side doors among the most important types of freight wagons in Europe. They are used to transport all kinds of bulk goods that are not sensitive to the weather, such as wood, stone, steel, scrap, sugar beet, and much more. The wagons were created due to UIC standardisation at the beginning of the 1970s. The first series was the Eaos¹⁰⁶. In the course of time, wagons were equipped with a steel floor and

reclassified Eaos-x⁰⁵¹. Others were built new in this form. Later, further variations appeared through conversion and modification, so the Eaos¹⁰⁶ wagons that remained until 2003 were listed as Eaos-x⁰⁷⁵. Some wagons have a hand-brake that can be operated from the ground, others have a brake platform at one end.

All the wagons have side doors, but the size and position varies.

Lashing straps can be attached to secure the load.

Piko have recently released a brand new accurate scale model of these common, versatile, and widely-used wagons. They are initially being marketed in twin packs, and our samples (ref.58380) have



DB Epoch IV markings as numbers 11 80 534 5 348-6 and 11 80 534 4 119-2.

A second set (ref.58381) is available with different numbers, and there are also DBAG Epoch V (ref.58383) and FS Epoch V (ref.58382) versions. No doubt more will follow.

The markings are very clearly printed, with even the smallest data legible.

The plastic body has the reinforcing ribs and door detail moulded in place, and is augmented with separately added handrails and grab handles. The wooden floor is simulated within.

On the underframe, the shunters' steps, lashing hooks, and buffer heads are added components, along with the brake cylinder, air reservoir, and rodding and pipework underneath.

Finely moulded black plastic dummy scale couplings and brake hoses are provided for the modeller to fit if working model couplers are not required.

The Y25 bogie side frames are excellently formed, with axleboxes and coil springs represented; the brake rigging is added, with brake shoes in line with the wheel treads.

The models run freely on blackened disc wheels on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are fitted in NEM pockets on close-coupling mounts. Close couplers (ref.56046) can be fitted.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.58380 £59.00 (pair).



New from Tillig are models of the Deutsche Bundesbahn type Tims-ww⁸⁵⁸ sliding side/roof four-wheel wagons.

Between 1957 and 1966, the DB procured a total of 4,005 of these 5.4m wheelbase, 10m long (10.5m with brake platform) wagons as multi-purpose vehicles for the transport of goods that could not be exposed in open wagons. They were designed to be easier to load with fork lifts and cranes than conventional vans. Originally classified Kmmgks⁵⁸, the underframe and roof construction was derived from the Kmmks⁵¹. When opening, the panels are pushed over one another and almost half the loading length is thus available. The two-part lifting and sliding roof is supported by the sides and central spars.

They had a capacity 60m³, 26.5/27 tonnes.

The wagons built up to 1961 (c.750) have sides curved outward, for rigidity. From 1962 flat sliding sides with reinforcing profiles welded on were used instead, as it was found that loads could slip sideways in transit and sometimes prevented the sliding sides from opening.

Between 1965 and 1968 the Kmmgks⁵⁸ was reclassified Tis⁸⁵⁸, and this was changed again between 1980 and 1984 to Tims⁸⁵⁸. Five hundred were equipped with spark guards and classified Tims-ww⁸⁵⁸.

In 1994, 729 wagons were taken over by DBAG but by the end of 1999 only about three Tims and fifteen Tims-ww were left, and they were all due to be withdrawn by the end of 2002 and 2003 respectively.

The new model is initially offered in packs of two, one with and one without brake platform. Both are classified Tims-ww⁸⁵⁸, but naturally have different numbers. All the markings are neatly printed.

The wagons also have different side

panels – one the original curved, the other the later flat with reinforcing ribs.

The moulded plastic bodies correspond closely to published dimensions.

Freestanding details include the handrails, lamp holders, ladders, grab handles, and top access platforms, as well as the shunters' steps and lashing hooks.

The underframe is nicely detailed, with the main components added. The brake rigging is separate, with shoes in line with the wheel treads.

A standard sprue of short and long coupling hooks, brake hoses, and steam heat hoses is supplied to detail the buffer beams if desired.



The models roll freely on blackened metal disc wheels, insulated one side with a plastic centre bush.

Close couplers are fitted in NEM pockets on close-coupling mounts.



Manufactured by

Tillig Modelleisenbahnen GmbH,
Promenade 1,
D-01855 Sebnitz, Germany.
www.tillig.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.01020 £68.09 (pair).



1959 Peugeot 403 limousine new from SAI

In their *Les Classiques* range, French accessory specialist SAI has released a new model representing a Peugeot 403 8hp limousine dating from 1959.

The model is plastic, with all the chrome trim neatly painted – even the exhaust pipe underneath is picked out. The rear light clusters and number plates (left blank) are also painted.

The shaped glazing fits flush, and there is interior detail.



The tyres are simulated rubber. This example is in ivory, with white-wall tyres; the model is also offered in



black (also with white-wall tyres), pale green, and ruby red, plus as a taxi in beige (at extra cost).

Manufactured for

SAI Collections
ZA du Bussoy,
F-45290 Varennes-Changy,
France.
www.sai-collections.fr

PRICE ref.6201 €21.90.



Ten twinette sleeping cars coded FAM were built in 1975/6 by Commonwealth Engineering of Granville NSW for the *Brisbane Limited* and *Gold Coast Motorail* services; they were based on the 1970 design for the *Indian Pacific*, and numbered 2382 to 2391. The capacity was eighteen sleeping passengers or twenty-seven sitting in nine compartments.

By March 1990 FAM sleepers released from the withdrawn North Coast services replaced the older NAM cars on the *Sydney/Melbourne Express*. Usually just one or two were required.

In 1991 some FAM sleepers were used on the *Indian Pacific* to Perth.

Most were withdrawn in 1994 following the introduction of the XPT between Sydney and Melbourne.

The withdrawn cars were stored and subsequently put up for auction in August 1994.

2382, 2383, and 2384 were converted to track inspection cars coded AK and are still in use.

2386 was assigned to the Broadmeadow breakdown train and 2389 was adapted for the Lithgow breakdown train; it was subsequently used as a crew car by Bluebird Rail.

2391 has been preserved at the NSW Rail Transport Museum at Thirlmere.

The new models from Auscision are a previously unannounced extra to their recent sets of *Indian Pacific* stock. They are supplied ready-to-run, factory painted and decorated to suit two different periods – 1975-1984, with blue/black L7



logo (ref.NPS-53, pack of four – numbers 2382, 2384, 2385, and 2386), and 1983-1994 (ref.NPS-56, pack of four – numbers 2383, 2387, 2388, and 2391).

The finish is excellent.

The few markings are clearly printed, with the correct shadowed characters. There are even warning notices on the corridor doors.

The basis of the model is a plastic (ABS) body and roof, adorned with roof ribs and bodyside fluting, with a number of panels and grilles integrally moulded. This shell is enhanced with separately applied parts – roof vent, lift rings, corridor connection springs, metal coupler cut handles, metal handrails, and metal footsteps (suitably robust in this vulnerable position).

There is a detailed interior, and aqua colour effect in all the flush-fitting windows, which have excellent representations of the blinds.

The corridor connections are sprung, and there are resilient plastic air hoses.

The handbrake is located in the corridor connection at one end.

The underframe is highly detailed – battery boxes, switch box, air conditioning units, air reservoirs, brake cylinder and links, triple valve, brake rods and controls, pipework, equipment boxes, dynamo, electrical conduits and connectors.

The type 2CP bogie side frames are detailed in deep relief and have the brake shoes in line with the wheel treads.

The models run smoothly on scale 36" diameter blackened metal RP25-110 profile disc wheels. They should operate on code 70, 83, and 100 rail.

The bogies are allowed some fore-and-aft leeway for optimum trackholding. As delivered the coaches have a

recommended minimum radius of 24"; they will run round 18" radius curves if the long shank couplers (provided) are fitted.

The metal couplers have scale size knuckles and magnetic 'tails' for uncoupling. Experience has shown that the scale size heads are more sensitive to variations in rail level.

There is no advice on how to open the model to place passengers or install internal lighting.

These fine models are only available in boxes of four; four in one train would probably only have been seen early in their careers.

Manufactured for

Auscision Models
P.O.Box 1791, Castle Hill,
New South Wales 1765,
Australia.
www.auscisionmodels.com.au

PRICE pack of four A\$600.00.
Shipping extra.
Note customs duty and tax
may be levied on import.



Auhagen have been busy with new releases recently, as expected from the programme announced at Nürnberg at the start of the year.

They start with three items designed to stop rolling stock - buffer stops.

First is a stockade of old sleepers, mounted vertically, filled with 'earth', which can be used from Epoch I. (ref.41665, £11.80). This is a finished model measuring 18mm x 22mm x 16mm which comes ready to place, the mound covered with grass fibres. The sleepers are laser-cut from real wood, and a signal Sh0 (track block) is included.

Next is a kit to make two curved rail-built buffer stops, also usable from Epoch I (ref.41664, £10.90). A short section of track is provided; each buffer unit measures 54mm x 30mm x 21mm. The parts are very finely moulded in plastic, with no flash, and assembly should be straightforward following the sequence of clear diagrams. The parts fit together very well, with locating pins. The volute spring open frame buffers are separate parts; the most fiddly operation is locating the Sh0 track blocking signal board behind one of them. Note the placing of the flat and domed buffer heads. The sprues include extra Sh0 boards, but only one set is printed.

Last in the trio is a rather more modern (Epoch II) and substantial rail-built buffer stop, again in a kit to make two (ref.41663, £8.10). Each measures 24mm x 29mm x 18mm. They are designed to mount on the rails, and alternative parts are supplied to suit different rail sections. Each is equipped with the obligatory Sh0 signal board.

Assembly should present no problems, taking care to use the correct matching gussets for each rail type.

Sand is one of the necessary supplies for the operation of every locomotive: to increase the friction between wheel and rail when starting and braking, especially in difficult weather conditions, it is delivered from containers on the locomotive through pipes between the wheel and the rail. Sand is provided at depots along with coal and water or diesel fuel.

The new Auhagen kit (ref. 11461, £27.20) is based on a standard East German design which was – and is – in use at depots such as Berlin-Schöneeweide and Lutherstadt Wittenberg.



Most of the parts are plastic, and as expected of Auhagen are very fine, with no flash, and fit together perfectly. (In general with Auhagen kits, if it does not fit, it is you not putting it in the right place!)

The ladder and railings are thin black laser-cut card, and it must be said that this is very delicate. For example, the hoops supporting the ladder cage have half thickness cut-outs to locate the long vertical bars and this makes them very prone to distortion when handling.

To fit on a reasonable sheet, the railings are in several sections: getting a good join can be fiddly (there is no means of physical interlocking), and the result is fragile. A one piece fold-up would have been better. Better still, the laser-cut parts should have been etched metal, with the option of solder assembly, offering a much more robust but equally fine result. This would have been worth the extra cost. An opportunity for an after-market accessory?

The instructions take the usual form

of a series of fifteen clear diagrams on four A4 pages (one folded A3 sheet). There are drawings of the sprues so the parts can be identified. The moulding feeds are so fine that several parts were loose in the box.

Note there is a right way to combine parts 6 and 7, following the drawing – the fit is not keyed and will allow them to be inadvertently reversed.

It is easier to fix the small parts 12, 13, and 15 to the upright girder frames (4 and 5) while they are separate (i.e. before they are attached to the base of the sub-assembly created in step 3).

It would be worth carefully drilling out the pipe ends (parts 26, 40, and 43) if the flexible hose is not attached.

The kit includes optional delivery pipes for filling the sand domes on top of steam locomotive boilers. The long hoses at each side would be for foot-plate level containers, or the bodyside or bogie mounted sandboxes on diesels and electrics.

Extra blocks are provided to raise the tower for use with ballast base set track.

The storage tank next to the tower can be positioned as required; the connection is made using a flexible hose.

The main tower measures 80mm x 40mm x 141mm; the storage tank 37mm x 28mm x 55mm.

Manufactured by

Auhagen GmbH,
OT Hüttengrund,
D-09496 Marienberg/Erzgebirge,
Germany.
www.auhagen.de

DISTRIBUTED BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com



MIBA-Spezial 126 Keine Bahn ohne Plan

Edited by Martin Knaden

VGB - Verlagsgruppe Bahn GmbH, MIBA-Verlag,
Am Fohlenhof 9a,
D-82256 Fürstfeldbruck, Germany.
www.miba.de

295mm x 210mm 104pp

Softback €12.00

ISSN 0938-1775

ref.12012620 German text

The latest special from MIBA returns to the perennially popular subject of layout planning. It seems that the German market has an almost boundless appetite for inspiration, information, and advice. How many will ever get built but only remain armchair dreams is another matter ...

When building a layout, you could just let it grow organically as you go along. However, this does not make sense because it is far more difficult to implement changes to the model than on paper. So if you do not want to get annoyed with yourself later, you should create a comprehensive plan in advance. This applies just as much – if not more – to freelance layouts as to those based on actual locations. To ensure authenticity, reference to a prototype is of course recommended.

To be successful, a layout design must not only look good and fit the available space but also be capable of satisfying operation. Too often shortcomings in this area only become apparent when the layout is built and run – and then it is very awkward to change things.

To help avoid any difficulties, in planning or construction, the experienced experts at MIBA have worked out a number of suggestions for this special which could be implemented by anyone. Contributors include such well-known and well respected names as Ivo Cordes, Reinhold Barkhoff, and Berthold Langer.

Contents include one approach to Hamburg Hauptbahnhof, in N; harbour quays with shunting as the central feature of a larger layout; the interchange between a private industrial line and the state system; a local railway town terminus which would be ideal for a start in O gauge; a multi-level scheme in HO for a 4m x 2.5m room; a scheme to build a shelf layout around room in stages; suggestions for modular scenes, some of which have been built and are illustrated; a hump shunting yard; through the Chiemgau to Aschau, a classic Bavarian branch; the choice of points as a factor in layout design, with particular reference to the authentic geometry of the Weinert *mein Gleis*, noted for its accurate appearance and high quality; and the terminus – dream or nightmare?

Termini are always an operational peculiarity with the necessary locomotive exchanges and many other shunting tasks. The collection is completed by a station with a loop and tunnel – a junction in Slovakia where a branch climbs and turns back over the main line.

Some of these schemes are for a specific scale or gauge, but most should be easily adaptable.

One or two ideas are presented as novel which might seem commonplace to a British reader – for example, a traverser fiddle yard. (We can teach as well as learn!) On the other hand, the use of multiple levels is common in these plans but rarer in British designs.

There are over 200 illustrations. The photographs are mostly in colour, with some historic black & white, all very well reproduced on good quality paper, supported by a large number of drawings and diagrams. There are many good old-fashioned water-colour artist's impressions as well as computer-generated images, and two are reproduced large either side of a foldout sheet.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours. There are some summary information panels, and occasional use of tinted back-



grounds to define separate sections for clarity.

Some grasp of German will help to get the full benefit, but the strong pictorial element makes it worth while.

The issue includes the equivalent of eleven pages of advertisements; most are for other MIBA and VGB publications, but some promote relevant suppliers and selected retailers.

Observing how the 'locals' design and plan layouts is undoubtedly a good way of achieving a convincing result if your aim is similar.

Loco-Revue Hors Serie 75 Construisons Massy-sur Aisne!

by Aurelien Prévot

Éditions Loco Revue,
BP 30 104, F-56401 Auray Cedex, France.
www.locorevue.com

297mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

The title of the latest special from the leading French model railway magazine Loco-Revue, dated October 2020, can be translated "Let's build Massy-sur-Aisne!". This is a so-called starter layout based on a design from one of the same publisher's plan books. It measures only around 2.7m x 1.2m so is very achievable, in terms of space, time, and resources.

It offers the opportunity to try, practice, and refine all aspects of layout building.

It is designed for HO (using Peco Setrack), and the clever design does not look cramped in the limited space. A central scenic divider makes it look larger than it is, and the track plan allows for extensions.

All stages of the process are covered: design, base-board carpentry, civil engineering (tunnel and bridge), track laying, ballasting, wiring, landscape, scenery, vegetation (wild and cultivated), ground cover, backdrop, structures, details (such vehicles and figures), control (DCC is used, but analogue DC would work just as well), and operation.

As well as the station (made from plans provided), there is a village and a sawmill, assembled from commercially-available kits.

The work is copiously illustrated with more than 350 photos and diagrams, many in easy-to-follow sequences. Both the step-by-step and finished model photos are technically competent and clear; all are in colour and well reproduced on good quality glossy paper.

The presentation is clear and straightforward, with restrained use of different fonts and colours for the



chapter titles and subheadings. There are occasional tinted panels with supplementary details and lists of tools and materials for each project, plus a few tips or points of interest highlighted on tinted circles.

The last eight pages contain actual size plans and templates for the main structures and features.

A reasonable knowledge of French will be required to get the most from the text but the strong pictorial content should assist anyone modelling the French scene, especially newcomers.

The book includes just two pages of advertisements.

All you need to create a small but enjoyable layout. Although aimed at French beginners, it could be 'converted' to other prototypes.



Zeunert's Schmalspur Bahnen Band 46

Edited by Dirk Endisch

Verlag Dirk Endisch
Yorckstraße 12a, D-39576 Stendal, Germany.
dirk.endisch@t-online.de

240mm x 165mm 96pp

Softback €18.50

ISBN 978-3-947691-46-3 German text

This issue is not dated, but the reports seem to cover up to July 2020.

There are thirteen pages presenting brief news items from all over Germany, including the Döllnitzbahn, Kleinbahn Kreis Jerichow 1 (KJI), Mansfelder Bergwerksbahn, Mecklenburgische Bäderbahn Molli, Museumsbahn Schönheide, Preßnitztalbahn, Rügensch Bäderbahn, SDG – Fichtelbergbahn, Löbnitzgrundbahn, and Weißeritztalbahn, and the SOEG, plus six pages devoted to news from the Harz, not least progress on the new workshops.

Le Train – spécial 102 2/2020

Les EuroCity

Tome 2: Le matériel moteur – automotrices, automoteurs et locomotives

by Jean-Pierre Malaspina

Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.

www.lettrain.com

295mm x 210mm 100pp

Softback €16.50

ISSN 1267-5008 French text

This new special from *Le Train* is concerned with the motive power used on EuroCity services (see also spécial 99 of 3/19) – powered train sets (such as the TGV and Cisalpino), railcars, and locomotives.

Locomotives are divided into electrics and diesels used on the day trains, and those employed on over-night services.

It covers rather more ground than you might expect – from the French TGV sets through to Czech diesels, and underlines how wide the concept of the EuroCity services spread, and how varied were the trains that were employed. There are examples from France, Switzerland, Italy, Germany, Austria, Belgium, The Netherlands, Denmark, Norway, Sweden, Spain, the Czech Republic and Slovakia, Poland, Hungary, Romania, and the constituents of the former Yugoslavia. The range of liveries, from state systems to private operators, makes for a very colourful collection!

Among a few surprises are the NS ICM three-car 'Koploper' sets (running in multiple) as they form the connection to the ferry for two services to Great Britain, and the corresponding class 86 there.

Some of the services have long histories (and are still running), others only ran for a brief period.

As usual, the work is built around an excellent collection of 149 illustrations; the photographs are all in colour and mostly very well reproduced. If a couple slip below the customary standard, they are no doubt justified by their relevance and/or rarity. They range in date from 1991 to 2020.

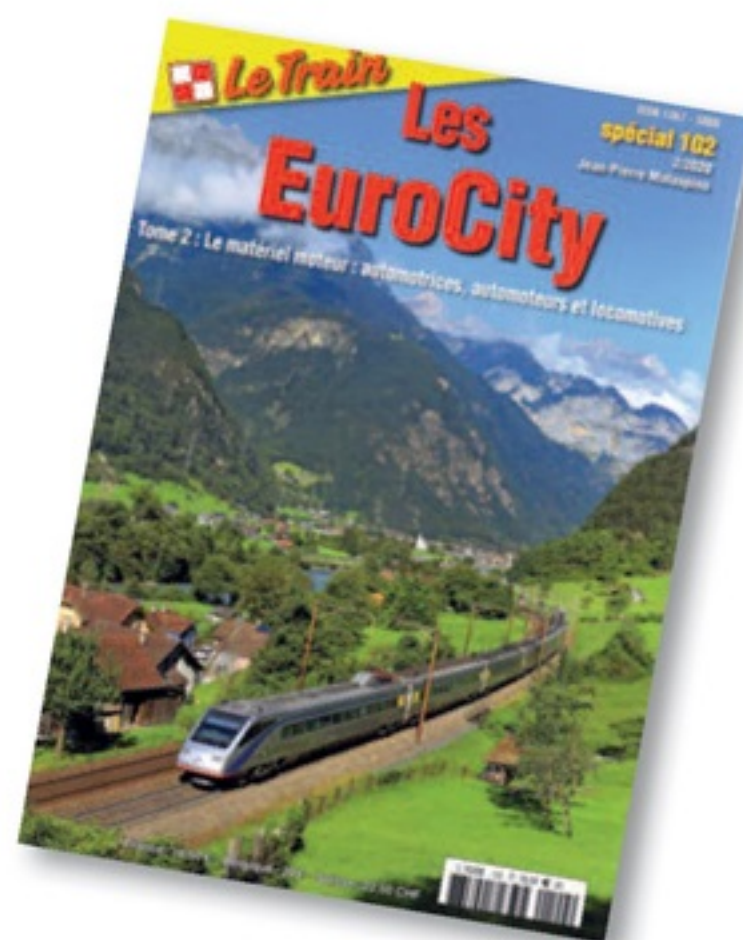
The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

The photos are augmented by a series of miniature graphics illustrating the tables of technical data for each type, helpfully shown in all the possible liveries, reminiscent of the offerings for train simulator programs. The graphics for the train sets note the classification of each vehicle, with symbols for the facilities.

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases where images overlap, and graphic devices restricted to coloured chapter and section headings, along with frames and tinted backgrounds for the tables and information panels to aid clarity.

There are seven pages of advertisements for other *Le Train* publications.

The publication is perfect bound, using high quality



glossy paper between heavier varnished covers.

As usual, some knowledge of French will help to get the full benefit from the text, but the captions and tabular information should be clear enough and the publication can be appreciated for the illustrations.

It would seem from the photo credits that the editor has been able to get about to quite a few lines this year, in between pandemic restrictions!

The Austrian section occupies four pages, with reports on the Bregenzerwaldbahn (from Markus Strässle) and the troubled Achenseeabahn (from Gunter Mackinger).

There are three longer features.

The lead article, by the editor, looks at narrow gauge loco depots in the former East Germany (25 pages).

Twelve were established between 1949 and 1951, originally independent of their standard gauge counterparts. The article looks at the reasoning for this, and examines two in some detail, Krauschwitz (Waldeisenbahn Muskau, 600mm gauge) and Wernigerode Westerntor (Harz, metre gauge). (Others will be considered in future editions.)

Martin Ristau and Dirk Endisch also consider the fate of those East German narrow gauge locos (over 140) taken to the Soviet Union between 1945 and 1947 as reparations after the Second World War (18 pages). Much of the information is in tabular form.

Moving from east to west, there is another of the 'memories' series from Dieter Riehemann, looking at the 750mm gauge Öchsle, the last narrow gauge route operated by the Deutsche Bundesbahn, closed in 1983 but now a museum line. Here it is shown when there was still reasonable goods traffic. (16 pages)

There are seven pages devoted to modelling, featuring locos, rolling stock, and accessories from major manufacturers and small specialist suppliers, compiled by Heinz Hofmann, mostly using supplied illustrations.

Just one page presents a book review and notes half a dozen other releases of narrow gauge interest.

The work is copiously illustrated with black & white and colour photos, all well reproduced on high quality paper.

Presentation is straightforward: there are one or two pictures on each page, with brief but informative captions adjacent. One image forms a double page spread (to introduce the main article).

The photo content means that even those with just basic German should be able to appreciate this book.

There are just three pages of advertising, for other Endisch publications, and half a page previewing the next issue.

Perhaps not surprisingly given the new publisher and editor's existing interests, ZSB has tended more towards German, and particularly East German, topics, but it remains an excellent source of information and inspiration for modellers. Recommended.

Die spoorwegen in Nederlands-Indië 1864 – 1942

by Guus Veenendaal

W Books,

Boerendanserdijk 33a,

NL-8024 AE Zwolle, The Netherlands.

www.wbooks.com

265mm x 200mm 280pp

Hardback €34.95

ISBN 978 94 625 8409 9 Dutch text

While dozens of studies have been written about the railways in The Netherlands, covering almost every aspect, there is no similar coverage of the railways and tramways in the former Dutch East Indies. There have been some serious studies describing and documenting certain parts, such as the stations or the steam locomotives, but a general overview of the origin and methods of operation of those railways related to the political and economic circumstances was lacking.

Why did the railways get there so late, why not sooner? Why a line from A to B and not from C to D? Why construction and operation by the State and not by private entrepreneurs? This book tries to provide answers to these questions. The impressive rail networks on Java and Sumatra built by Dutch engineers and Indonesian workers in the 'colonial' era deserve this attention.

It should be no surprise that the first comprehensive work on these railways comes from a Dutch publisher and author.

The author could hardly be better qualified: our longstanding contributor Guus Veenendaal is not only a railway enthusiast and modeller (his *Old Dutch* HO layout was in the first ever CM back in 1979!) but by profession an academic historian, greatly respected in The Netherlands, and ultimately official historian to the NS. Here he combines his railway interests with his professional skill, to great effect. However detailed the archive sources, a 'normal' historian might not appreciate the significance of the railway technicalities; by the same token, many enthusiasts would be diverted by the locomotives, rolling stock, or indeed in the case of many of these lines the awesome civil engineering and fail to place them in a wider economical or political context. Mr Veenendaal is able to steer the middle course and bring evidence not only from the essential Dutch sources but much wider – the first page of his introduction cites writers such as C.S.Small, P.Ransome



Wallis, P.B.Whitehouse, and W.J.K.Davies.

In fact, CM readers were treated to a preview of this mammoth project with articles in June and July 2006 – which give some idea of how long the work has taken.

The story is told in fifteen chapters, plus an epilogue.

The text is illustrated with around 120 black & white photos, a large number of them previously unpublished, and all reproduced very well. The page layout is simple and uncluttered, as befits such a work of history. A few of the photos, or rather selected parts of them, are used again, enlarged, as chapter headings or section spacers.

Scholarly footnotes and references are placed at the end of each chapter, and the whole book is rounded off with a long list of literature consulted, references to the sources of the illustrations, and a comprehensive general index.

Appendices provide seventeen excellent clear maps specially drawn by Dick van de Spek, a glossary of place names to identify old and new usage, and a list of abbreviations used.

We cannot pretend any competence in the language, but the quality of the design and production is evident.

We understand an English language version is in preparation, in collaboration with Indiana University Press.

A taste of German diesels

by Doug Tompkins

German Railway Society

GRS Sales,

4, Woodmere Avenue, Croydon, Surrey, CR0 7PA.

www.grs-uk.org

300mm x 215mm 28pp

Softback £6.00 incl.p&p.

The latest album in the range of basic booklets from the German Railway Society looking at aspects of German railways offers a selection of fifty-one photos of German diesel locomotives by Doug Tompkins – not for nothing widely known as ‘Diesel Doug’!

‘Taste’ is perhaps not the right word – perhaps ‘whiff’ would have been more appropriate!

All the subjects depicted are Deutsche Bundesbahn machines, and mostly diesel-hydraulics. They range from diminutive Kö shunters to the impressive BR221.

They are mostly shown in portrait shots, at stations, in yards, on shed, or in museums, with some views out on the line, and a few details – such as a control console or a bogie side.

The photos were taken between 1979 and the present day, as 35mm transparencies or negatives. None were taken with a digital camera. The only processing that has been done, apparently, was limited to basic shadow reduction; several of the images would have benefited from a little more work. In general, however, the quality is reasonable and the best are very good.

The pictures are presented large, just two to a page.

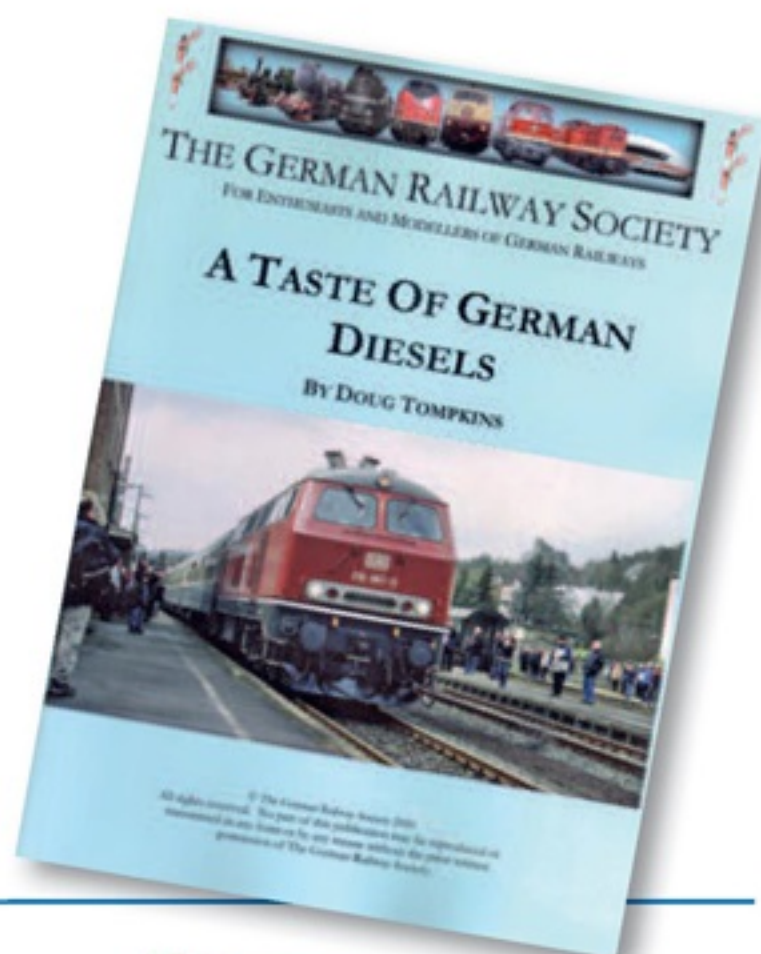
The captions simply identify the loco, the location, the date (usually specifically), and (where known) the service operated. No technical details are provided.

In keeping with other booklets in this series, the arrangement is random – not by date, geography, or loco class. Further, there are no page numbers, no contents list, and no index, all of which does not make reference to a particular image easy.

The style of presentation is straightforward, and the captions are of reasonable size, in a clear font.

The inside front cover gives general information about the Society and its activities.

At the price, good value.



German Narrow Gauge Steam

by Bryan Tozer

German Railway Society

GRS Sales,

4, Woodmere Avenue, Croydon, Surrey, CR0 7PA.

www.grs-uk.org

300mm x 215mm 28pp

Softback £6.00 incl.p&p.

The German Railway Society has produced a further album of fifty-one photos from the slide collection of the late David Odd. These take us on a tour of East German narrow gauge, trying to cover less well-known lines: these include many of the noted 750mm gauge routes in Saxony and on the island of Rügen, plus the 900mm gauge Molli on the Baltic coast. The metre gauge Harz has been avoided, though there are few on the Selketalbahn, at Gernrode, Alexisbad (four), Magdesprung, and Stiege – it could be maintained that this line was certainly less well known than the main Harzquerbahn (Wernigerode to Nordhausen) or the branch from that up the Brocken – which was closed to all but military traffic during most of the photographer's trips. There are two of the Dresden park miniature line.

David Odd seems to have travelled widely in East Germany during quite lengthy trips.

There are several photos from May 1977, but the majority are from visits in April 1978, August 1983, and

April 1996, plus a few each from July 1985, August 1988, May 1993, May 1995, and May 2000.

So the majority of the photos were taken long before the general use of digital cameras. Processing for publication has been limited to basic shadow reduction and colour improvement, and while some of the images would have benefited from a little more work, we are pleased to note there is much less evidence of dust or dirt which detracted from the previous collection of standard gauge subjects; only a few have minor marks remaining.

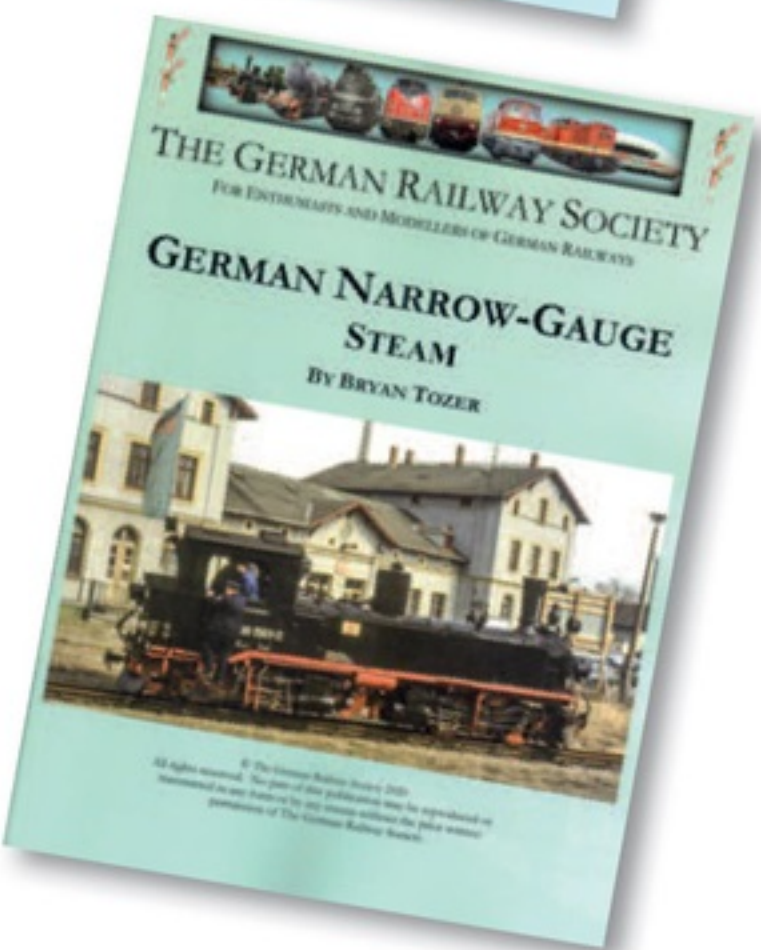
In general, the image quality is reasonable to good, given the age of the slides, and gives a fair impression of the state of the railways in the DDR at the time.

The captions simply identify the loco, the train (where known), the location, and the date. One or two place names are slightly mis-spelled – this may reflect the photographer's original notes but would have been better corrected. One date is clearly a decade out (DBAG 099 739 at Friedewald Bad must be 1996, not 1986) – an easy slip of the finger!

The pictures are presented large, just two to a page.

As before, the arrangement is random – not by date, geography, or loco class. Further, there are no page numbers, no contents list, and no index, all of which does not make reference to a particular image easy. A more structured arrangement would, we feel, have made this interesting topic even more accessible to those not already familiar with it.

The style of presentation is straightforward, and the captions are of reasonable size, in a clear font.



The inside front cover of the book gives general information about the Society and its activities. At the price, it must be considered good value.

Das Bahnbetriebswerk Mügeln

by Dirk Endisch

Verlag Dirk Endisch

Yorckstraße 12a, D-39576 Stendal, Germany.

dirk.endisch@t-online.de

240mm x 177mm 192pp

Hardback €29.00

ISBN 978-3-935893-65-6 German text

The loco facility at Mügeln (once famed as the largest narrow gauge station in Europe) is one of the best-known Deutsche Reichsbahn depots. Its origins go back to 1884/85, when the Royal Saxon State Railways (K.Sächs.Sts.E.B.) had the first locomotive shed built here – such installations were usually called ‘boiler houses’ by the railway staff in Saxony. With the progressive expansion of the narrow gauge network based around Mügeln, known as the ‘Wild Robert’, the loco depot facilities had to be adapted and expanded again and again. From 1st April 1951 Mügeln had the status of an independent depot. It was only with the gradual closure of the local routes that the depot lost its importance. From 1st November 1967, it was a sub-shed of Nossen.

From 1897, the famous IVK articulated locomotives (later DRG 9951-60) were stationed in Mügeln, and remained the main motive power for over a century as the track was never made substantial enough to accommodate the significantly heavier VIK 0-10-0T and Einheits 2-10-2T types, despite considerable freight traffic, especially kaolin from Kemnitz to the main line interchange at Oschatz, carried in standard gauge wagons on transporters. The final short but steep gradient into Oschatz yard often required double heading.

On 17th December 1993, Döllnitzbahn GmbH took over the ‘Wild Robert’ from DBAG and with it the depot in Mügeln, which is still in use today serving both diesels and railcars and preserved steam locos.

This book describes in detail for the first time the history and operations of Mügeln depot and its outstations at Döbeln Nord, Lommatzsch, Neichen, Oschatz, Strehla, and Wermsdorf, bringing the story right up to the present – the former Austrian Rh5090 bogie diesel railcar, now VT137 515, which arrived on the line in December 2018, is included.

The author/publisher is well known for his authoritative work on all aspects of the DR.

The text is augmented with much information in clear tables (109 in all), and illustrated with five drawings, twelve track plans, and 171 photos, 38 of them in



colour, and all well reproduced.

The scenery of this region may not be as dramatic as the mountain areas further south and east but the rail operations are no less interesting, and there is much here to inspire the modeller.



Die Rügensch Kleinbahnen

Ton Pruissen DVD c.55mins £18.25 + £2.52 UK p&p

In this programme the noted Dutch railway film maker Ton Pruissen shows the results of several visits to the island of Rügen on the Baltic coast of East Germany.

Germany's largest island, Rügen has long been a popular holiday destination, with a standard gauge railway link now by bridge (originally by ferry) to the mainland. This runs to the main towns of Bergen and Saßnitz (whence there are ferries to Scandinavia and Russia), with branches to Putbus and Binz serving the attractions of the island's south and east coasts. Bergen and Putbus were also the centres of two

fascinating narrow gauge routes which had little in common other than the 750mm gauge, though operated by one company.

The first part of the southern system opened in 1885, largely following the coast from Altefähr east via Putbus to the seaside resorts of the southeast coast, ending at Göhren. Long trains of bogie stock carried hordes of holidaymakers in the high summer season.

The second system was more concerned with local traffic, and four-wheel vehicles sufficed. It ran north from an interchange with the standard gauge at Bergen in the centre of the island to Wittower Fähre and a real rarity, a narrow gauge train ferry, before continuing to its northern terminus at Altenkirchen, with a couple of branches to Wieck harbour and Bug.

The Görlitz counterweight brake was used for most of this line's existence.

When Ton Pruissen took this film both lines were intact, but shortly afterwards the northern system was abandoned and the southern one reduced to the section from Putbus to Göhren, which still operates today as the *Rasender Roland*.

The programme opens with brief footage from the legendary East German railway photographer Günter Meyer, starting the journey from Altefähr. By chance Ton Pruissen was there four days later, but they never met. All three of the Vulcan type Mh 0-8-0Ts built for the island, latterly 99 4631, 99 4632, and 99 4633, are seen on shed at Putbus. We watch a dual departure of trains for Altefähr and Göhren, one behind an 0-8-0T, the other hauled by one of the elegant 2-8-0 tanks brought in after the closure of the Kreis Jerichow I system. We follow the train to Altefähr, observing it at several lineside locations, but Pruissen was careful not to film at the main station, though in the loco depot there was no difficulty.

On a subsequent visit, in June 1968, he chose to document the route from Putbus to Göhren, following 2-8-0T 99 4801. The train is very busy with holidaymakers coming off the standard gauge en route to the beach resorts, their luggage – and drums of ice cream powder! At this period, with few private cars, the railway performed a genuine transport function rather than the heritage outing it is today – though just as busy, and no less appreciated. The train is nine coaches and two vans, and it is observed at Jagdschloss, Sellin, Baabe, and passing through Philippshagen before reaching the terminus.

The next journey is on the northern section, in July 1968, in very different weather conditions – strong winds and squally showers. The horizontal exhaust from the locos says it all ... as few days later the weather has improved and we are able to see more of the line between Altenkirchen and Fährhof, along with shunting around the harbour at Wieck. The ferry operation is shown in detail. Barrier wagons had to be

used to get the stock on and off the boat as the heavy loco was not allowed on the bridge; in some cases the whole train was used. Empty wagons might be pushed by hand. Only goods wagons were transported on the ferry; passengers went on foot, seemingly unsheltered, and boarded other coaches on the other side, while road vehicles were carried when there was space, and generally not together with wagons; rail traffic seem to have taken precedence. (Locos were periodically exchanged when maintenance was necessary, presumably carried on the ferry under ideal conditions and with no other load.)

At this period the northern line used three former Heeresfeldbahn 0-6-0 tender-tank locos (one at a time) and IVK Meyers transferred from Saxony (the latter only south of the ferry), though the Vulcan 0-8-0Ts were not unknown, as shown on a couple of trains.

Trent was the main intermediate point where trains were timetabled to cross; we see locos taking water here from a standpipe using a pulsometer.

The condition of the track on this section in particular causes the stock to roll and wallow alarmingly as it passes at what seems like an inadvisable speed!

Around Bergen some standard gauge traffic was also observed, between narrow gauge shunting.

During the summer of 1968 Pruissen again crossed using the ferry – he still has the ticket, which we see on screen! – and in better weather obtained some colour footage of the northern line.

Pruissen and his companions not only rode the trains but chased them by moped; it was easy to follow and get ahead of them to find the next photo location, and the northern line ran along the roadside for much of its length. In some cases the footage from two cameras has been cleverly combined.

There is a good balance of loco portraits, trains in the landscape – generally flat and often bleak! – and observation of detail and railway operation.

The second chapter consists of around seven minutes of colour film taken by a couple of members of an enthusiast group from Hannover who visited the lines in August 1966. The cameramen rode the train from Altefähr to Putbus, but observed the Bergen to Wittower Fähre route from the lineside.

A map of the system is provided on a folded A4 sheet within the case.

Most of the film is black and white, but the latter parts are in colour.

Picture quality is very good throughout, and the sequences have been edited together well to form a narrative.

The sound was mostly recorded on location and has been meticulously dubbed matching sound to the image to create convincing effects, in stereo – a Pruissen speciality.

The commentary is in English, the result of co-operation between Camden and Pruissen. It is informative, giving details of the locos shown, and the locations; it is clearly delivered by Ton Pruissen himself – his English is excellent, with just a slight accent. A little music is used in a few places.

The first screen offers the choice of the two chapters, with or without commentary. Just the chosen chapter is played, then the menu is shown again.

There are also numerous trailers for many other Pruissen productions, amounting to over half-an-hour's viewing.

Once again, a fascinating record of lost operations, a glimpse into a world long past. Wonderful.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. www.camdenmin.co.uk



Wilsdruff and Mügeln

Ton Pruissen DVD c.54mins £18.25 + £2.52 UK p&p

Ton Pruissen and his friends made a number of visits to these two 750mm gauge systems to the north-west of Dresden between 1966 and 1977. The material has been cleverly compiled to make a cohesive narrative, geographically following each route, using film from different visits (the dates are clearly mentioned in the commentary) and multiple cameramen, some of whom were using colour film, and it is a little disconcerting when the same scene transforms from black & white to colour – and back again! The use of two (or more) cameras also means that another photographer sometimes appears in shot.

The first film (c.28 minutes) covers the more southerly Wilsdruff system. Wilsdruff was the centre of a web of lines – to Nossen, Lommatzsch, Döbeln (where there was a connection with the Mügeln system), Freital-Potschappel (and the link to Weißeritztalbahn), and Klingenberg-Colmnitz, with the further branch to Frauenstein. The condition of the track on parts of this section was dire, as we see when Pruissen follows a mixed train, and it is no surprise to know it was closed not long after.

There is detailed observation of the route though Mohorn and Oberdittmannsdorf to Nossen, though the main station there was avoided due to the risk of transport police. In the countryside things seem more relaxed, though the cameraman does get a few odd looks from railway personnel.

Motive power is exclusively VIK 0-10-0 tanks, most of them reboilered or 'reconstructed' (*reko*), which amounted to a rebuild. Trains vary from two to five bogie coaches and a van, and most freight seems to have been standard gauge wagons on transporters, though glimpses into the vans indicate considerable packet traffic.

The second film (c.25 minutes) is of the system radiating from Mügeln, the first line to the standard gauge interchange at Oschatz (which survives as the Döllnitztalbahn) and on from there to Strehla, passing under the main Leipzig - Dresden line on the way; this is long gone. The second route went to Wermsdorf (until 1972) and Neichen (closed 1967; we see the last trains courtesy of film from Günter Meyer.) This had a branch to Kropitz which served the kaolin works at Kemnitz, one of the main reasons why the system survived.

At one point we get an interesting view from the first coach over the cab of the loco, and there is also a roadside pacing shot.

The line from Mügeln to Döbeln (the link to the Wilsdruff system) was not filmed.

At this time the Mügeln network still used the old Heberlein cable brake system, which is seen in action – remarkably it lasted until 1988! Here too most of the freight is on transporters. Old van bodies are noted as garden sheds by the lineside at Schweta – one wonders if they have since been recovered for preservation?

All the locomotives seen are Saxon IV K class 0-4+4-0T Meyers, again mostly reboilered or *reko* but with a couple of originals noted. These lines were never upgraded to take heavier machines.

Convenient maps of both systems are provided inside the sleeve.

The technical aspects are identical to the Rügen DVD.



New large scale decoder by Zimo

The hardware for the MS990 large scale decoder has been completed and the software development is in progress. This will be the new flagship of the Zimo decoder range, and will be available either with pin headers or screw terminals as connectors.

It offers more than previous Zimo large scale decoders and can do everything that is possible today at reasonable cost: 6A motor/total current with synchronous rectifier to avoid waste heat; fifteen function outputs; three 'stay-alive' super-capacitors, two independent loudspeaker outputs, each 10W; two independent connections for smoke generators without their own electronics, each with its own fans; six three-pole servo connections; one gyroscopic sensor; and two independent SUSI interfaces with auxiliary operating modes.

Zimo also produce a smaller large scale decoder, the MS950, especially for O gauge or for space is limited in G.



Zimo does not use the term 'sound decoder' to describe these items as they believe sound should be integral as a matter of course in larger scales. Splitting the functionality into 'control decoder' and 'sound module' is superfluous with current technology, which is why Zimo do not offer separate (SUSI) sound modules.

www.zimo.at



New French structures from Cités Miniatures

The range of city buildings in N has been expanded with a typical two-storey corner building (ref.BV-010-2-N).

This has been derived from versions already offered in 1:87.

Like most N kits from Cités Miniatures, interior fittings are included.

The model is offered either as a shop on the ground floor (façade included) or with a classic residential ground floor.

In HO, at the request of a customer, a conversion kit has been developed to create a four-sided tiled roof for the small signal box (ref.ED-026-3). This conversion kit (ref.ED-026-3-4p-HO) radically transforms the appearance of this small railway building.



Interior boxes

Fitting out and lighting room interiors can be fiddly and time consuming. Cités Miniatures propose light boxes as simple cubes to be assembled by folding and double-sided gluing. They have openings in the 'ceiling' to accommodate a single LED or a group of two to four ribbon LEDs. After fitting out and decorating as desired, the box is simply attached to the back of the building façade.

Three sizes are offered initially: single (small room / one window), double (large room / two windows) and vertical (to illuminate a stair well).

The boxes are available in both HO and O (refs.ED-135-HO and ED-135-O respectively).

Cités Miniatures

145 Avenue Henri GINOUX,
F-92120 Montrouge, France.
www.cites-miniatures.com



New Alpenbahnen layout planned



The Rowsley (Model Railway) Group are planning to open a new permanent layout display at Peak Rail's Rowsley South Site in Derbyshire (DE4 2LF) in spring 2021, assuming the virus situation allows.

The exhibition will cater for all interested in European railways, with a lay-

out that allows visitors to follow the trains from Lake Constance in Germany through Switzerland over the Gotthard into Ticino and the Lake Lugano area. It should be quite something.

The group is lead by Axel Klobenbücher of the European Railways Association. Further information when available.

The Train on the Beach – new edition

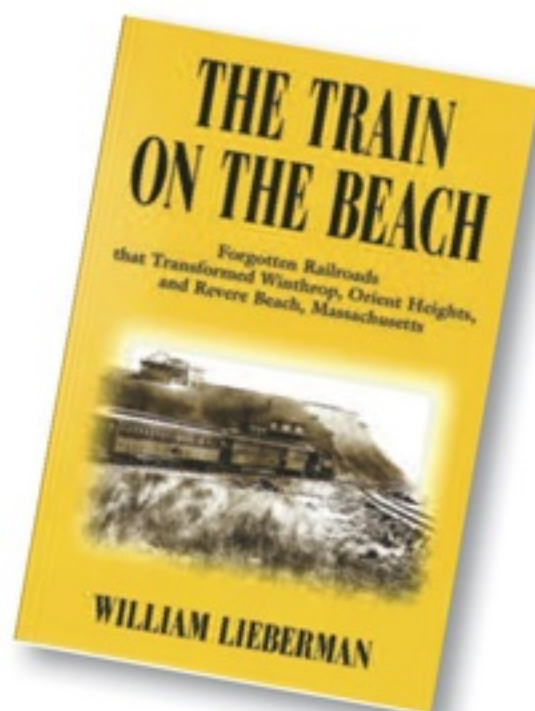
In the September 2018 issue we reviewed *The Train on the Beach* by William Lieberman. We noted that the quality of the illustrations could have been improved, and a revised edition is now available – the illustrations are slightly larger, and the paper has been changed from ivory to white to improve the contrast. Also added are a couple of pages of text, one additional photo, and many corrections.

It is also available as a hardback.

The book can be ordered through Amazon or the publisher, Booklocker.com.

In addition, readers can download free a multi-colour map of these railroads by visiting the website sponsored by the Town of Winthrop:

<https://winthropmemorials.org/books/the-train-on-the-beach/>



After the Sernam lettering for the goods shed, a Calberson sign is available in both 1:87 and 1:160 (refs.ED-042-HO and ED-042-N respectively). In N the letter supports have been slightly thickened compared to HO to be able to withstand a little more rough handling.

Modular city pavements in O

These pavements (ref.ED-080-20-O) were first developed in 1:87. The change to 1:43 allowed more details to be added (rainwater drain grids, PTT, gas, and sewer cover plates, etc.).

As standard they are 40mm wide and 3mm thick, but on request can be made according to individual needs (at slight additional cost) – thickness 3 or 4mm, width 30, 35, or 40mm, for example. As in HO, 90° and 135° corners are also available.



New HO projects from Rapido



Rapido Trains have announced they are working a new HO model of the Pennsylvania Railroad F30 series of flat cars, with planned release in late 2021.

The PRR F30A flats were one of the most numerous classes of flats on the railroad, with 1,500 being built between 1933 and 1934. They used a massive one-piece steel casting, and that sturdy construction meant that many lasted an incredibly long time. They were so successful that the PRR built another 250 nearly identical copies in 1951, classified F30D.

Starting in 1954, many F30D flats were converted for early 'piggyback' service. They were fitted with perforated side rub rails, end loading ramps, and four side posts. Eighty-six were transferred to the new Trailer Train Company (TTX) between 1957 and 1958. These cars got additional upgrades in the form of ACF trailer hitches and revised side rails and improved end ramps, and the trucks were converted to roller bearings. Classified F30G, these cars were used by TTX into the 1980s, many being upgraded with full roller bearing trucks and many painted in TTX yellow.

The models will feature: die-cast deck and chassis for optimum weight; separate grab irons; correct piggyback equipment; full brake rigging; correct trucks (PRR 2E-F10, roller bearing converted or full roller bearing); turned metal wheels; Kadee #158 semi-scale couplers.

There will be six numbers in each paint scheme, which will include: Pennsylvania F30A as delivered, 1950s, and 1960s; Penn Central F30A; Conrail (MOW) F30A; Lehigh Valley F30A; Pennsylvania F30D as delivered; TTX F30D early red, late red, and F30G yellow.

Undecorated single cars (F30A, F30D TOFC early style, F30D TOFC late style) will also be available.

The MSRP is US\$49.95/Can\$59.95 for singles, US\$299.70/Can\$359.70 for six-packs (one paint scheme, six different numbers).

Rapido are also working on the first of many productions of the quintessential bi-level commuter car in HO.

These were originally designed in the mid-1970s by Hawker Siddeley Canada and Dofasco with input from GO Transit at the request of the Government of Ontario to develop high-capacity stock for the commuter trains in the Greater Toronto area. The first coaches entered service in 1976, and the first cab cars in 1983.

In 1989, the first bi-level cars were introduced to the United States by Tri-Rail in the Miami area. In 1992, Metrolink in the Los Angeles area introduced them to the West Coast. By the 2000s, more agencies across North America began using them for new commuter operations, such as Sound Transit (Sonder) in Seattle, FrontRunner in Salt Lake City, RailRunner in Albuquerque, and West Coast Express in Vancouver, just to name a few. By late 2020, fourteen agencies across North America operate fleets totalling almost 1,500 bi-level commuter cars.

The models will feature: accurate body shells, with or without rivet detail; five or four windows on the lower level, as appropriate; tinted windows; metal side grab irons; full interior and underbody detail; constant interior lighting in DC and DCC; controllable cab car lighting in both DC and DCC; free-rolling, highly detailed inside bearing trucks with roller bearing axles and metal wheels; minimum 22" radius curves.

First release paint schemes should include: Agence Métropolitaine de Transport (Montreal); GO Transit (early scheme); Metrolink (Los Angeles); Trinity Rail Express (Dallas/Fort Worth); TriRail (Miami); West Coast Express (Vancouver). Series I, III, and IV coaches and series I, II, and IV cab coaches will also be available undecorated.)

Delivery is expected in 2021.
<https://rapidotrains.com>



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6. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
7. Entry into the competition implies acceptance of these rules.

New Austrian HOe by Ferro-Train



Wälderbähnle coaches

The original Bregenz-Waldsee narrow-gauge railway, known locally the Wälderbähnle, connected Bregenz on Lake Constance with Bezau in the Bregenzerwald in Vorarlberg. The 35km long 760mm gauge line operated from 1902 to 1983.

The Bregenz-Waldsee Museumsbahn club was founded to retain the railway and to operate it as a museum line. It now runs from the end of May to mid-October at weekends and on some weekdays. Special seasonal trips are also run, and charters for special occasions.

The original passenger stock had all been removed, and the operation now uses restored stock from other lines.

B4ip/s coaches 3113 and 3145 were previously on the Mariazeller line, in brown livery, before they were acquired from NÖVOG and completely overhauled by the Wälderbähnle.

B4ip/s 3143 and 3153 originate from the first of the Ötscherbär nostalgic trains and came to the BWB in 2015.

BD4ip/s 4230 was part of the same historic train, but made a detour via the Steyrtal until it was reunited with the other coaches.



The new models are based on the popular Stängl products and correspond exactly to the current livery and lettering of the Wälderbähnle. 3113 and 3143 also have the large WÄLDERBÄHNLE lettering.

Unpainted coach kits

The popular models of the Austrian narrow gauge 32xx series coaches have been manufactured over the decades in many livery and number versions, and are almost as diverse as the real thing – or almost!

For the example that has not yet been produced, or for modellers with their own freelance line, or even for other small series suppliers, these coaches are now available as a kit of unpainted parts, complete with embossed metallic window frames, fine metal couplings, and high precision wheelsets. As traditional for such kits from Ferro-Train, there are no assembly instructions.

Ferro-Train / Leopold Halling
Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at



French shop signs by Matho Models

New from Matho Models is a pack of old French commercial signs (ref.35117), a sheet of various waterslide decals.

The images are separate on the film (they come off automatically one-by-one, with no need to cut to the edges). High definition printing gives a crisp result, even for the smallest details, and the colours are accurate and stable. The finish is semi-matt. The ultra-thin backing decal should adapt well to any surface.

They are not weathered, so you can apply the level of weathering that you like.

They are made for 1:35, but could be used for other scales.



Matho Models
Erfgoedlaan 7,
B-9800 Deinze, Belgium.
www.mathomodels.com



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Michel Gachet describes his French HO exhibition layout, depicting a small wayside station at high altitude on the cross-country line between Bonson and Sembadel.

• Jimm Lemonade

A Belgian factory served by internal narrow gauge and a standard gauge siding – Roderik Vanderkelen describes his HO/HOe entry for a micro layout contest.

• A small town in Bavaria

David Cox was drawn back to a familiar theme for his latest HO layout – a branch line terminus in Bavaria between the mid-1950s and early 1960s.

• Williamstown, Montana

Josh Williams thought about modelling a US scene in N and eventually decided to start with a simple test project.

• Sânpetru

Myles Munsey brings to life memories of Romania in 2005 and created this small scene in HO, representing a remote station in the Banat, near the Hungarian border.

... and much more!

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RECENT!

Les Tramways de Valenciennes & les lignes rurales des C.E.N. au temps de la vapeur • Wagner • £33.75

If ever a book's cover mis-sold it, it is this one! The cover suggests this is only about the electric trams of Valenciennes - the subtitle reveals that much of this brilliant book is devoted to steam trams. The Valenciennes system itself was steam powered from the opening of its first line in 1881 until after World War I when it was progressively electrified, this system lasting until 1966 when buses took over. The system's owner, the C.E.N. (*Chemins de fer Économique du Nord*) also operated a number of initially steam operated tramways in the Nord, Pas-de-Calais, Haute Savoie and Isère regions and these are also covered. Plus there is a chapter on the steam tram engines, all built by Tubize or Blanc-Misseron, with basic drawings. 143 pages. French text. Around 300 illustrations and photos, inc some colour. Hardbound.



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Gari la Moshi - Steam Locomotives of the East African Railways • Ramaer • £41.20

Detail history of the development and service of all the steam locomotive classes which served on the railways of Kenya, Uganda and Tanganyika (Tanzania). This is largely the very modern fleet of what had been East African Railways, where steam survived well into the 1970s, but also includes the locomotives of the German railways in Tanganyika up to 1918. Briefly also covered are the sub-metre gauge lines of Tanganyika, and the Zanzibar Railway. 216 pages. Very well written, with considerable assistance from EAR personnel, and profusely illustrated with photos, drawings of each class, maps and a 15 page colour section. Hardbound.



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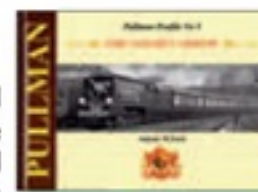
50 ans de Trains Miniatures HO en France • Robein • £52.90

French manufacturers stayed loyal to O gauge for longer than those elsewhere, the first major French firm switching being JEP who started a range closer to OO than HO in 1948. In 1954 Jouef launched their under-scale toy-like range, followed by Hornby-achO in 1960 which was the first close to scale French product; Jouef then started producing generally very fine models of French prototypes at reasonable prices. All this time Marklin, Fleischmann, Rivarossi and Lima were producing some French models, and smaller French concerns - France Trains, VB, RMA and others were producing various close scale coaches and rolling stock, plus kits. The whole subject is looked at in considerable detail in this French language book, which goes way beyond the locomotives and rolling stock to buildings and accessories. If you have ever modelled French railways this 318 page book will be of interest, as it will to anyone interested in the history of railway modelling. French text. Vast quantities of excellent colour photographs. Hardback.



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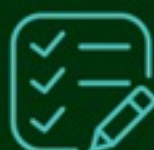
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FOR CASH

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STEP
01



STEP
02

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honest valuation and offer



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STEP
03



STEP
04

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Picture credit Andrew Burnham & Continental Modeller

Continued from the previous page

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22048 BAV 2-4-0 BVA, green, DCC + sound		£260.00
22042 BAV D10 0-4-2T, green (Zimo chp)		£125.00
22059 BAV Ep3v4 4-6-2 Electric, 20103, green/cream		£135.00
22704 BAV D10 2-4-4T, lined green (Zimo chp)		£135.00
3430 BAV D03 2-4-4T, lined green		£125.00
22557 BAV EP3v6 Electric, 4-6-2 K0102, lined green/cream		£135.00
22702 BAV D10 2-4-4T, lined green (DCC)		£85.00
22032 DB 112 310-4T, red, redcream (DCC/Sound)	E456.00	£165.00
22031 DB 296 0-6-3, ch-DCC/sound		£125.00
22006 DB 290 0-6-1, maroon		£125.00
2047 DB Cargo Kof1f B035, red, digital		£75.00
22558 DB Cargo 152 0-6-2, red		£75.00
2172 DB ET111, green		£145.00
22184 DBAG 120 0-6-7, red/cream		£135.00
22603 DBAG 120 125-0, rust not red		£95.00
22604 DBAG 141 0-6-2, red		£115.00
22605 DBAG 180 0-9-0, red with ET15	E446.00	£155.00
1300 DB Adler loco + 3 x coach set		£120.00
22003 DR B5 0-6-1, 2-10-2T		£110.00
22514 DR 44 039, 2-10-0, grey		£135.00
22541 DR V188 0-0-1 double decker unit, green		£125.00
22590 DRG 96 018, 0-6-0, black (DCC sound)		£250.00
22919 DRG E19 12, electric, glass red (DCC/sound)		£250.00
22186 DRG ET194 loco + 2 x wagon (DCC + sound)		£135.00
22187 DRG ET194 loco + 2 x wagon (DCC)	New E176.00	£65.00
2138 KfD 1 F713 green, blue (DCC)	New E166.00	£75.00
21222 Kof. green, Ruben Kapricorn, DCC	New E166.00	£75.00
22108 KPEV T3 0-6-0T, #K130, green		£110.00
22722 NS/Railon Mk4 diesel #6033, grey/yellow/red weathered	E140.00	£95.00
22168 NS Railon Logistics/alpro 6000 diesel, blue		£95.00
22296 Railon Railon Logistics/alpro 6800, red, and digital couplings	E140.00	£95.00
22297 Railon Railon Logistics/alpro 6804, red/weathered		£95.00
22547 SBB Eab 5 2-6-2T		£110.00
22335 SBB Eab3 #15067, brown		£115.00
2148 SBB Re4/4, TE1 #11290, red/cream		£115.00
37341 SBB Re4/4, green #12364 (among box) (DCC fitted)		£150.00
37342 SBB Re4/4, TE1 #1161, red/cream (DCC fitted)		£150.00
21224 Wurt Loco Esslingen + 2 x coach + 2 x wagon (from 1859) set + 803		£150.00
22019 BAV 2nd/3rd/4th, lined green		£25.00
22020 BAV 3rd/4th, lined green		£25.00
22017 BAV bogie 3rd, Express, lined green		£25.00
22018 BAV 2nd/3rd, 4th, gondola ends, lined green		£30.00
22174 BAV 6th bogie, Express, lined green		£30.00
43363 BAV 3rd Bogie Express, lined green		£20.00
22016 BAV Bogie, 6th, lined green		£20.00
22015 BAV 2nd/3rd 4th LHR, lined green		£20.00
22023 BAV 1st/2nd Express lined green		£35.00
22474 CWL sleeper, wooden, brown/cream		£15.00
22992 DB 4th bogie, green		£38.00

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20337 DRG Express Bogle Baggage with Gopula, green	£450.00 £35.00	20636 BAV wood lewisde, Ragenberg, green	£12.00	20913 RHB G62011 van, Bas Materik, orange	£22.00
20338 DR Express Bogle Baggage with Gopula, green	£450.00 £35.00	20637 BAV wood lewisde, Ragenberg, green	£12.00	20914 RHB G62012 van, Bas Materik, orange	£22.00
20339 DR 4x4 x Lang Schwabacher stoff bogie coach, green	£75.00	20638 BAV wood lewisde, Ragenberg, green	£12.00	20915 RHB G62013 van, Bas Materik, orange	£22.00
20340 DRG Baggage bogie w/wood, green	£650.00 £20.00	20639 BAV wood lewisde, Ragenberg, green	£12.00	20916 RHB G62014 van, Bas Materik, orange	£22.00
20341 MTRIPA Dren, 6 axle, wooden, brown	£30.00	20640 BAV wood lewisde, Ragenberg, green	£12.00	20917 RHB G62015 van, Bas Materik, orange	£22.00
20342 AAE 2 x lewisde car set with 7 x AAVLOCO, Cast, epv1	£30.00	20641 BAV wood lewisde, Ragenberg, green	£12.00	20918 RHB G62016 van, Bas Materik, orange	£22.00
20343 AODAS wagon + van (Museum set 2003)	£25.00	20642 BAV wood lewisde, Ragenberg, green	£12.00	20919 RHB G62017 van, Bas Materik, orange	£22.00
20344 Augsburg bogie stake with pole (Prof Club 2009)	£25.00	20643 BAV wood lewisde, Ragenberg, green	£12.00	20920 RHB G62018 van, Bas Materik, orange	£22.00
20345 BAV 6 axle, green	£12.00	20644 BAV wood lewisde, Ragenberg, green	£12.00	20921 RHB G62019 van, Bas Materik, orange	£22.00
20346 BAV Guards van, green	£12.00	20645 BAV wood lewisde, Ragenberg, green	£12.00	20922 RHB G62020 van, Bas Materik, orange	£22.00
20347 BAV lewisde, green	£12.00	20646 BAV wood lewisde, Ragenberg, green	£12.00	20923 RHB G62021 van, Bas Materik, orange	£22.00
20348 BAV Spalt beer van with brake hub, white/leather	£15.00	20647 BAV wood lewisde, Ragenberg, green	£12.00	20924 RHB G62022 van, Bas Materik, orange	£22.00
20349 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20648 BAV wood lewisde, Ragenberg, green	£12.00	20925 RHB G62023 van, Bas Materik, orange	£22.00
20350 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20649 BAV wood lewisde, Ragenberg, green	£12.00	20926 RHB G62024 van, Bas Materik, orange	£22.00
20351 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20650 BAV wood lewisde, Ragenberg, green	£12.00	20927 RHB G62025 van, Bas Materik, orange	£22.00
20352 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20651 BAV wood lewisde, Ragenberg, green	£12.00	20928 RHB G62026 van, Bas Materik, orange	£22.00
20353 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20652 BAV wood lewisde, Ragenberg, green	£12.00	20929 RHB G62027 van, Bas Materik, orange	£22.00
20354 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20653 BAV wood lewisde, Ragenberg, green	£12.00	20930 RHB G62028 van, Bas Materik, orange	£22.00
20355 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20654 BAV wood lewisde, Ragenberg, green	£12.00	20931 RHB G62029 van, Bas Materik, orange	£22.00
20356 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20655 BAV wood lewisde, Ragenberg, green	£12.00	20932 RHB G62030 van, Bas Materik, orange	£22.00
20357 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20656 BAV wood lewisde, Ragenberg, green	£12.00	20933 RHB G62031 van, Bas Materik, orange	£22.00
20358 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20657 BAV wood lewisde, Ragenberg, green	£12.00	20934 RHB G62032 van, Bas Materik, orange	£22.00
20359 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20658 BAV wood lewisde, Ragenberg, green	£12.00	20935 RHB G62033 van, Bas Materik, orange	£22.00
20360 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20659 BAV wood lewisde, Ragenberg, green	£12.00	20936 RHB G62034 van, Bas Materik, orange	£22.00
20361 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20660 BAV wood lewisde, Ragenberg, green	£12.00	20937 RHB G62035 van, Bas Materik, orange	£22.00
20362 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20661 BAV wood lewisde, Ragenberg, green	£12.00	20938 RHB G62036 van, Bas Materik, orange	£22.00
20363 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20662 BAV wood lewisde, Ragenberg, green	£12.00	20939 RHB G62037 van, Bas Materik, orange	£22.00
20364 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20663 BAV wood lewisde, Ragenberg, green	£12.00	20940 RHB G62038 van, Bas Materik, orange	£22.00
20365 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20664 BAV wood lewisde, Ragenberg, green	£12.00	20941 RHB G62039 van, Bas Materik, orange	£22.00
20366 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20665 BAV wood lewisde, Ragenberg, green	£12.00	20942 RHB G62040 van, Bas Materik, orange	£22.00
20367 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20666 BAV wood lewisde, Ragenberg, green	£12.00	20943 RHB G62041 van, Bas Materik, orange	£22.00
20368 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20667 BAV wood lewisde, Ragenberg, green	£12.00	20944 RHB G62042 van, Bas Materik, orange	£22.00
20369 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20668 BAV wood lewisde, Ragenberg, green	£12.00	20945 RHB G62043 van, Bas Materik, orange	£22.00
20370 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20669 BAV wood lewisde, Ragenberg, green	£12.00	20946 RHB G62044 van, Bas Materik, orange	£22.00
20371 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20670 BAV wood lewisde, Ragenberg, green	£12.00	20947 RHB G62045 van, Bas Materik, orange	£22.00
20372 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20671 BAV wood lewisde, Ragenberg, green	£12.00	20948 RHB G62046 van, Bas Materik, orange	£22.00
20373 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20672 BAV wood lewisde, Ragenberg, green	£12.00	20949 RHB G62047 van, Bas Materik, orange	£22.00
20374 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20673 BAV wood lewisde, Ragenberg, green	£12.00	20950 RHB G62048 van, Bas Materik, orange	£22.00
20375 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20674 BAV wood lewisde, Ragenberg, green	£12.00	20951 RHB G62049 van, Bas Materik, orange	£22.00
20376 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20675 BAV wood lewisde, Ragenberg, green	£12.00	20952 RHB G62050 van, Bas Materik, orange	£22.00
20377 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20676 BAV wood lewisde, Ragenberg, green	£12.00	20953 RHB G62051 van, Bas Materik, orange	£22.00
20378 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20677 BAV wood lewisde, Ragenberg, green	£12.00	20954 RHB G62052 van, Bas Materik, orange	£22.00
20379 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20678 BAV wood lewisde, Ragenberg, green	£12.00	20955 RHB G62053 van, Bas Materik, orange	£22.00
20380 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20679 BAV wood lewisde, Ragenberg, green	£12.00	20956 RHB G62054 van, Bas Materik, orange	£22.00
20381 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20680 BAV wood lewisde, Ragenberg, green	£12.00	20957 RHB G62055 van, Bas Materik, orange	£22.00
20382 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20681 BAV wood lewisde, Ragenberg, green	£12.00	20958 RHB G62056 van, Bas Materik, orange	£22.00
20383 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20682 BAV wood lewisde, Ragenberg, green	£12.00	20959 RHB G62057 van, Bas Materik, orange	£22.00
20384 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20683 BAV wood lewisde, Ragenberg, green	£12.00	20960 RHB G62058 van, Bas Materik, orange	£22.00
20385 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20684 BAV wood lewisde, Ragenberg, green	£12.00	20961 RHB G62059 van, Bas Materik, orange	£22.00
20386 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20685 BAV wood lewisde, Ragenberg, green	£12.00	20962 RHB G62060 van, Bas Materik, orange	£22.00
20387 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20686 BAV wood lewisde, Ragenberg, green	£12.00	20963 RHB G62061 van, Bas Materik, orange	£22.00
20388 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20687 BAV wood lewisde, Ragenberg, green	£12.00	20964 RHB G62062 van, Bas Materik, orange	£22.00
20389 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20688 BAV wood lewisde, Ragenberg, green	£12.00	20965 RHB G62063 van, Bas Materik, orange	£22.00
20390 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20689 BAV wood lewisde, Ragenberg, green	£12.00	20966 RHB G62064 van, Bas Materik, orange	£22.00
20391 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20690 BAV wood lewisde, Ragenberg, green	£12.00	20967 RHB G62065 van, Bas Materik, orange	£22.00
20392 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20691 BAV wood lewisde, Ragenberg, green	£12.00	20968 RHB G62066 van, Bas Materik, orange	£22.00
20393 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20692 BAV wood lewisde, Ragenberg, green	£12.00	20969 RHB G62067 van, Bas Materik, orange	£22.00
20394 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20693 BAV wood lewisde, Ragenberg, green	£12.00	20970 RHB G62068 van, Bas Materik, orange	£22.00
20395 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20694 BAV wood lewisde, Ragenberg, green	£12.00	20971 RHB G62069 van, Bas Materik, orange	£22.00
20396 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20695 BAV wood lewisde, Ragenberg, green	£12.00	20972 RHB G62070 van, Bas Materik, orange	£22.00
20397 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20696 BAV wood lewisde, Ragenberg, green	£12.00	20973 RHB G62071 van, Bas Materik, orange	£22.00
20398 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20697 BAV wood lewisde, Ragenberg, green	£12.00	20974 RHB G62072 van, Bas Materik, orange	£22.00
20399 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20698 BAV wood lewisde, Ragenberg, green	£12.00	20975 RHB G62073 van, Bas Materik, orange	£22.00
20400 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20699 BAV wood lewisde, Ragenberg, green	£12.00	20976 RHB G62074 van, Bas Materik, orange	£22.00
20401 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20700 BAV wood lewisde, Ragenberg, green	£12.00	20977 RHB G62075 van, Bas Materik, orange	£22.00
20402 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20701 BAV wood lewisde, Ragenberg, green	£12.00	20978 RHB G62076 van, Bas Materik, orange	£22.00
20403 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20702 BAV wood lewisde, Ragenberg, green	£12.00	20979 RHB G62077 van, Bas Materik, orange	£22.00
20404 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20703 BAV wood lewisde, Ragenberg, green	£12.00	20980 RHB G62078 van, Bas Materik, orange	£22.00
20405 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20704 BAV wood lewisde, Ragenberg, green	£12.00	20981 RHB G62079 van, Bas Materik, orange	£22.00
20406 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20705 BAV wood lewisde, Ragenberg, green	£12.00	20982 RHB G62080 van, Bas Materik, orange	£22.00
20407 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20706 BAV wood lewisde, Ragenberg, green	£12.00	20983 RHB G62081 van, Bas Materik, orange	£22.00
20408 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20707 BAV wood lewisde, Ragenberg, green	£12.00	20984 RHB G62082 van, Bas Materik, orange	£22.00
20409 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20708 BAV wood lewisde, Ragenberg, green	£12.00	20985 RHB G62083 van, Bas Materik, orange	£22.00
20410 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20709 BAV wood lewisde, Ragenberg, green	£12.00	20986 RHB G62084 van, Bas Materik, orange	£22.00
20411 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20710 BAV wood lewisde, Ragenberg, green	£12.00	20987 RHB G62085 van, Bas Materik, orange	£22.00
20412 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20711 BAV wood lewisde, Ragenberg, green	£12.00	20988 RHB G62086 van, Bas Materik, orange	£22.00
20413 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20712 BAV wood lewisde, Ragenberg, green	£12.00	20989 RHB G62087 van, Bas Materik, orange	£22.00
20414 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20713 BAV wood lewisde, Ragenberg, green	£12.00	20990 RHB G62088 van, Bas Materik, orange	£22.00
20415 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20714 BAV wood lewisde, Ragenberg, green	£12.00	20991 RHB G62089 van, Bas Materik, orange	£22.00
20416 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20715 BAV wood lewisde, Ragenberg, green	£12.00	20992 RHB G62090 van, Bas Materik, orange	£22.00
20417 BAV 4x4 tanker with brake hub, grey/silver	£15.00	20716 BAV wood lewisde, Ragenberg, green	£12.00	20993 RHB G62091 van, Bas Materik, orange	£22.00
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