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## Walthers HO USA

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10426 GP9 Montana Rail Link .....£138.00



20403 GP9 BN (S & DCC) .....£165.00



9718 SD60 CSX .....£138.00

451 GP9 B & M .....£68.00  
102 GP9 Union Pacific .....£68.00  
130 GP9 Pennsylvania .....£68.00



20410 GP9 N & S (S & DCC) .....£170.00

2500 GP15 BNSF .....£69.00  
9232 Western Pacific SW1 .....£90.00  
9457 F40 Caltrain (DCC ready) .....£125.00



9713 SD60 Burlington Northern .....£138.00



10452 GP9 'high hood' DCC Ready .....£138.00



9716 BNSF SD60 .....£138.00



20354 SD50 CSX (S & DCC) .....£180.00

### Track Cleaners

1482 Denver, Rio Grande .....£26.00  
1756 Union Pacific .....£26.00

### Caboose



1503 Santa Fe .....£24.00

1520 BNSF .....£24.00  
1502 Union Pacific .....£24.00  
1505 CSX .....£24.00

### Flats

104511 ACL 50' Pulpwood .....£21.50  
104505 MP 50' Pulpwood Flat .....£21.50



1603 Union Pacific Flat Car .....£17.00

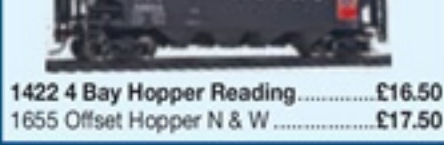
1462 D & RG Flat Car .....£17.00  
1601 Burlington Northern Flat Car .....£17.00

### Hoppers



1423 Rock Island Hopper .....£17.00

1659 4 Bay Hopper Pennsylvania .....£17.00



1422 4 Bay Hopper Reading .....£16.50

1655 Offset Hopper N & W .....£17.50

### Tanks



1124 Union '76 3 Dome .....£22.50

1441 Br. Columbia Railway .....£17.50



1442 Cooks Paints .....£17.00



1615 Bakers Chocolate .....£17.00

### Box Cars



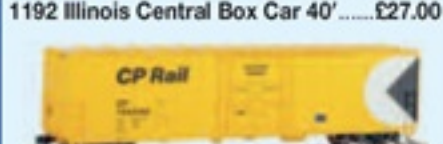
2318 50' Santa Fe 'Shock Control' .....£23.95



W1199 Rock Island 40' Box Car .....£27.50



1192 Illinois Central Box Car 40' .....£27.00



2015 50' CP (Packman Logo) .....£21.00



2823 Southern Pacific 50' .....£27.70

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

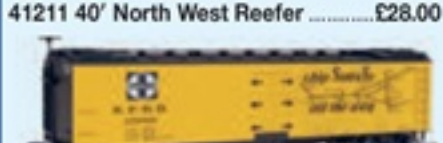


1163 GN 'Big Sky Blue' 40' .....£27.00

### Reefers



41211 40' North West Reefer .....£28.00



41218 Santa Fe 40' Wood Reefer .....£27.70

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ALL items IN STOCK at time of going to press!

### American HO Scale Locomotives/Freight all brands



A3208 GP38 Bangor & Aroostook .....£165.00



BW24805 SMS 4-4-1000 .....£130.00



BR6264 S.P. Lines Cab Forward .....£590.00



A2961 Long Island C420 .....£140.00

B50708 Union Pacific 0-6-0 .....£138.00



A3208 GP38 Bangor & Aroostook .....£170.00



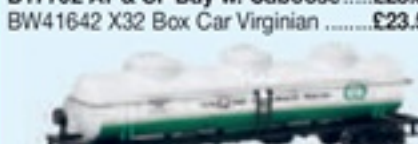
B17813 American Maize tank .....£25.95



S14630 VO-660 D & RGW .....£125.00



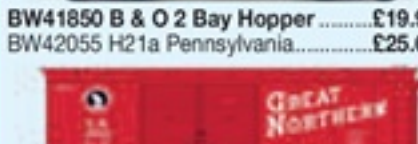
A3028 Pennsy RS3 (DCC Ready) .....£150.00



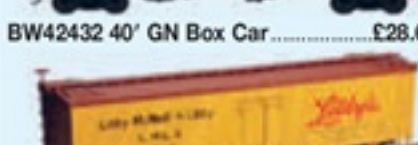
B17702 AT & SF Bay w. Caboose .....£28.80



BW41642 X32 Box Car Virginian .....£23.50



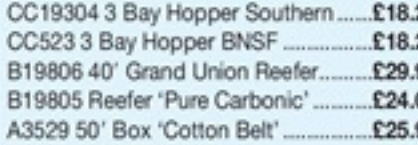
BW41850 B & O 2 Bay Hopper .....£19.99



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  
B19806 40' Grand Union Reefer .....£29.95  
B19805 Reefer 'Pure Carbonic' .....£24.00  
A3529 50' Box 'Cotton Belt' .....£25.95  
B19803 40' ART Reefer .....£27.00

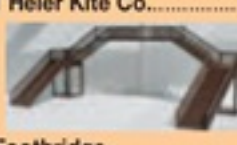
### 'O' Gauge buildings p&p £4.99 (BU - Built up)



Victorian Station Kit (pre-coloured) 380mm x 120mm .....£42.45 whilst stocks last!  
B33165 12 Seated People .....£16.50  
A6902 Island Platform x 2 .....£35.95  
MTH9097 Gate Tower BU .....£29.70  
L612888 Railroad Crossing Kit .....£49.95



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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

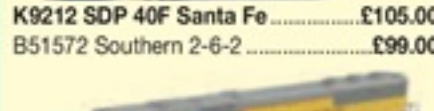


A3754 GP30 D & RG .....£120.00



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



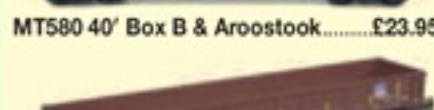
FV513 Coal Gondola 'Fayette Power' .....£27.50



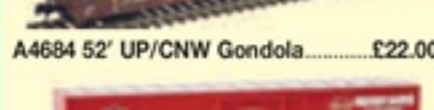
MT580 40' Box B & Aroostook .....£23.95



A4684 52' UP/CNW Gondola .....£22.00



A2540 50' MKT Box Car .....£22.68



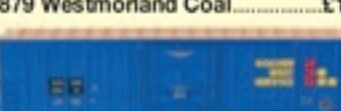
B145654 85' Str. Obs Undec .....£120.00

B14754 85' Str. Coach Undec x 2

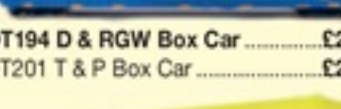
B14654 72' Baggage Undec



BW879 Westmorland Coal .....£16.80



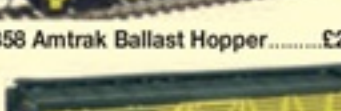
WOT194 D & RGW Box Car .....£25.40



WOT201 T & P Box Car .....£25.40



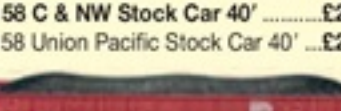
A4858 Amtrak Ballast Hopper .....£26.95



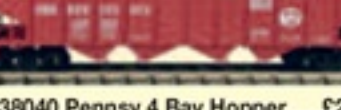
A4158 C & NW Stock Car 40' .....£23.50



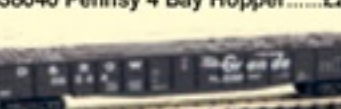
A4158 Union Pacific Stock Car 40' .....£23.50



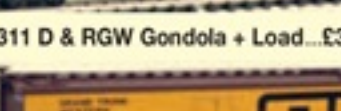
BW38040 Pennsy 4 Bay Hopper .....£22.50



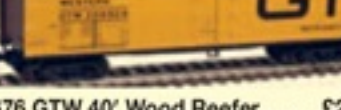
MT311 D & RGW Gondola + Load .....£30.95



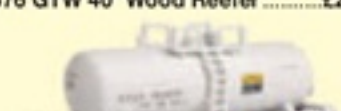
A2676 GTW 40' Wood Reefer .....£23.90



A3202 Single Dome 'Exxon' .....£16.90



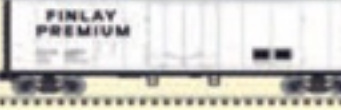
A2780 40' Finlay Premium .....£16.25



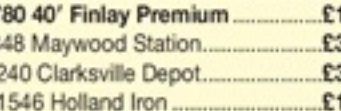
A2848 Maywood Station .....£30.15



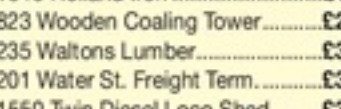
W3240 Clarksville Depot .....£32.00



MP1546 Holland Iron .....£19.95



W3823 Wooden Coaling Tower .....£29.95



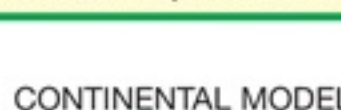
W3235 Waltons Lumber .....£31.50



W3201 Water St. Freight Term. ....£33.95



MP1550 Twin Diesel Loco Shed .....£31.50



M9210 Hickson's Depot .....£31.50



**Roco****FLEISCHMANN**

# Highlights 2021

ROCO and FLEISCHMANN welcome the new year with a wide range of new items for the H0 and N gauges! THE highlight in 2021 at ROCO is the new design of the **class 95 steam locomotive**, with the electric locomotive segment also not inferior to this by any means. With the Skoda S499.2/class 230, better known as the „**Knödelpresse**“ (dumpling press“), a multiple wish of our loyal customers will be fulfilled. All Swiss model railroad fans can also be in suspense: The electric locomotive Ae 3/6 I will be realized with just as much detail.

In the N scale range, the absolute highlight is the completely newly developed **DB V188 double diesel locomotive**. But also, the French **electric locomotive BB7200/22200** and its Dutch counterpart, the **NS 1600/1700/1800**, follow as masterful new developments in a scale model.

Discover the model railroad highlights 2021 at ROCO & FLEISCHMANN!

## ROCO

- Steam locomotive BR 95 (art. no. 71095 et seq.)
- Electric locomotive Ae 3/6 I (art. no. 70087 et seq.)
- Electric locomotive S499.2 (art. no. 71219 et seq.)
- Freight train baggage car Pwgs 41 (art. no. 74220 et seq.)
- Double pocket wagon T3000e (art. no. 77386 et seq.)
- Tank wagon Zacns (art. no. 77460 et seq.)

## FLEISCHMANN

- Double diesel locomotive V188 (art. no. 725100 et seq.)
- Electric locomotive BB 7200 (art. no. 732135 et seq.)
- Electric locomotive NS 1600 (art. no. 732100 et seq.)
- Passenger coaches UIC-X (art. no. 863920 et seq.)
- Passenger coaches EW IV (art. no. 890320 et seq.)
- Tank wagon Uahs (art. no. 825810)
- Box goods wagon Gbs 1500 (art. no. 826210)
- Sliding wall wagon Hbbillns (art. no. 826250)



CAD drawing

725100

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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



## N and HO Scale Continental Specialists

### 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.





# Preiser

## Figures for Every Scale



Preiser produce the most comprehensive range of model figures on the market. There is a vast array of different subjects available, allowing you to populate every area of your layout.

Railway Scales covered:  
Z, N, TT, HO, OO, O, G, and  
Gauge 1.



A selection of other scales  
useful to architects and  
modellers are also included  
in the range.



Useful scenic items and accessories  
are also available, allowing you to add  
the realism of street furniture and  
clutter to your layout.

Most of the range are  
pre-painted and ready  
to add to your layout,  
with unpainted packs  
available for those  
who want a bit more  
customisation.  
A range of single  
figures are available  
in HO Scale.



Preiser also produce value  
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your layout with people for a  
keen price.  
You're sure to find what you  
need in the Preiser range.



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FRONT LINE  
HER  ES 

**We Canada love Great Britain**

*- Together, we can surmount -*





## ALEX 3-unit set of coaches UIC-Z "München - Regensburg"

**N**  
1:160

**ARNOLD**

**HN4301**

ALEX, 3-unit set of coaches UIC-Z "München - Regensburg", grey/white livery, including 1 x 1st/2nd class coach and 2 x 2nd class coaches, period VI

£ 91,99



## SNCF Electric locomotive class BB 12000

**HO**  
1:87

**Jouef**

**HJ2338/HJ2338S**

SNCF, electric locomotive class BB 12000 in green/yellow livery, BB 12079, period IV

£ 212,99 / £ 299,99



## MEDITERRANEAN LINE Buildings

**HO**  
1:87

**MEDITERRANEAN LINE**

**HC8059** Small railway station with good shed £ 46,99

**HC8060** Water tank with small depot below £ 18,99

**HC8061** Small locomotive shed £ 38,49

**HC8062** Small toilet building for railway station £ 11,49



## RENFE 2-unit set luggage vans DD-8100

**HO**  
1:87

**Electrotren**

**HE4001**

RENFE, 2-unit set luggage vans DD-8100, Paquexpres red livery, period V

£ 91,49





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| 37151 container wagon BT30 DB Ep3                   | £75.00 |
| 37153 container wagon BTrhs30 DB Ep3                | £75.00 |
| 37154 container wagon BTs30 DB Ep3                  | £75.00 |
| 37159 container wagon BTs30 Schwarzkopf DB          | £75.00 |
| 37162 container wagon BTs30 open container DB       | £75.00 |
| 37170 container wagon BTs30 "Monchhof" container DB | £85.00 |
| 37210 2 axle UIC standard 1 van "Golsch" DB Ep4     | £80.00 |
| 37218 2 axle UIC van "Dole bananas" van Ep3         | £80.00 |

### HO LOCO'S

|                                                            |         |
|------------------------------------------------------------|---------|
| 40640 Rh 780 nr 78 of the WLE black livery Ep2 DC          | £240.00 |
| 40722 OBB G7.1 freight loco black DCC sound Ep3            | £395.00 |
| 40782 OBB reihe 178 steam tank DCC sound Ep3               | £325.00 |
| 40800 KPeV G10 freight loco green Analogue Ep1             | £320.00 |
| 41548 BR V90 DB Diesel DCC sound red Ep3                   | £305.00 |
| 42508 HO Akku Kof DB Ep4 "special model"                   | £85.00  |
| 42788 Voith BB10 Diesel blue analogue basic                | £210.00 |
| 43132 DR E11 002 electric green DCC sound Ep3              | £355.00 |
| 42830 Sersa Am847 Diesel DCC sound                         | £299.00 |
| 43202 BrE 75 rod drive electric Sound/functions Ep2 DRG    | £370.00 |
| 43400 BrE 44 007 DRG electric grey Ep2 analogue            | £270.00 |
| 43402 BrE 44 007 DRG electric grey Ep2 Digital extra       | £370.00 |
| 43072 BrE 7301 electric brown DCC sound DRG Ep2            | £260.00 |
| 43912 BrE 185.2 Traxx loco "LTE" green/silver DC Ep6       | £198.50 |
| 43984 TRAXX Electric BR 484 SBB Cargo red/blue Ep6         | £179.00 |
| 44402 VT762 Diesel railcar DCC Sound Ep2 green             | £265.00 |
| 44208 VT45.5 Diesel railcar + VB50 trailer DB DC Ep3       | £230.00 |
| 44720 Diesel railcar BR VT 60.5 + trailer BR VS 145 DB Ep3 | £345.00 |

### HO COACHES

|                                                         |         |
|---------------------------------------------------------|---------|
| 45212 DRG D-Zug bogie coach 3rd Ep2                     | £50.00  |
| 45213 DRG D-Zug bogie coach 1st Ep2                     | £50.00  |
| 45214 DRG D-Zug bogie coach 3rd Ep2                     | £50.00  |
| 45404 Gepackwagen Pw4u DRG Ep2                          | £50.00  |
| 45410 Pw4u Rheingold baggage coach purple Ep2           | £57.00  |
| 45609 2 axle clerestory coach Bi of WEG red/cream Ep3   | £48.00  |
| 45632 2 axle planked coach type Cu of the BBO brown Ep2 | £50.00  |
| 45633 Rake 3, 2 ax. local BBO wooden coaches Ep2        | £140.00 |
| 45637 +Bu/BPwu Lokalbahn Lambach-Haag 3 coaches Ep3     | £140.00 |
| 45808 standard local 2 axle coach Cid 24 der DRG Ep2    | £44.50  |
| 46013 centre door bogie coach turquoise/cream Ep5       | £42.00  |
| 46014 centre door bogie coach turquoise/cream Ep5       | £42.00  |
| 46015 centre door bogie coach turquoise/cream Ep5       | £42.00  |
| 46150 DRG bogie express coach BC4i-37 Ep2 green         | £53.00  |
| 46151 DRG bogie express coach C4i-36 Ep2 green          | £53.00  |
| 46251 MPw4ye-50 bogie baggage coach DB Ep3              | £62.00  |
| 46252 MPw4i & MPw4ye baggage coaches DB Ep3             | £120.00 |
| 46301 DB 2 x 3 ax. coaches BC3yge and C3yge Ep3         | £89.00  |
| 46524 DB bogie silberling coach ABn 703 silver Ep4      | £65.00  |
| 46525 DB bogie silberling coach Bn 719 silver Ep4       | £65.00  |
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| 46527 DB silberling control coach BDnf 738 silver Ep4   | £95.00  |
| 46528 DBAG bogie silberling ABnrz 403 mint/white Ep5    | £65.00  |
| 46529 DBAG bogie silberling Bnr 436 mint/white Ep5      | £65.00  |
| 46530 DBAG bogie silberling Bnrz 436 mint/white Ep5     | £65.00  |
| 46531 DBAG control coach Bnrzdf 463 mint/white Ep5      | £95.00  |

### HO WAGONS

|                                                       |         |
|-------------------------------------------------------|---------|
| 2167 Messe wagen 2 axle coach type Ci DB Ep3          | £14.00  |
| 2080 KWstB 2 axle Box van c/w brake Ep1               | £15.00  |
| 2085 K.W.St.E 2 ax. horsebox c/w brake green Ep1      | £20.00  |
| 47066 "THOERL" tanker Green DB Ep3                    | £22.50  |
| 47200 bogie Schienenwagen SSla DRG Ep2                | £28.00  |
| 47201 DB 4 axle Flat rail wagon SSla 44 DB Ep3        | £28.00  |
| 47204 bogie Schienenwagen SSla OBB Ep3                | £28.00  |
| 47209 bogie Schienenwagen Pa CSD Ep3                  | £28.00  |
| 47210 DB bogie bolster SSla 44 Ep3                    | £28.00  |
| 47212 bogie Schienenwagen SSla DR Ep3                 | £28.00  |
| 47213 bogie Schienenwagen Rmz DR Ep4                  | £28.00  |
| 47233 DB 4 ax. Flat wagon SSla 44 + wheel load        | £45.00  |
| 47279 DB 2 ax. van Glnhs 50 "Lohmann" Ep3             | £34.00  |
| 47285 DB 2 ax. steel van Glnhs 50 "Miele" brown Ep3   | £34.00  |
| 47286 DR 2 ax. van Gos [1400] "Lacufa" Grey Ep4       | £32.50  |
| 47606 DB 2 ax. refridge Ibdpls 383 "Fürstenberg" Ep4  | £32.50  |
| 47716 DRG 2 axle 3 barrel latrine wagon Ep2           | £40.50  |
| 47717 K.Sächs.St.EB 3 barrel latrine wagon Ep1        | £40.00  |
| 47722 Set 3 KWstB Latrinen wagons Ep1                 | £100.00 |
| 47815 "Ramsier" 2 axle SBB tanker Ep3                 | £50.00  |
| 47819 SBB K2 van brown with brake Ep3                 | £31.00  |
| 47839 SBB type K2 2 axle tanker "Movenpick" Ep2       | £52.00  |
| 47840 2 axle van "Berentzen" DRG Ep2                  | £52.00  |
| 47867 SBB 2 ax. K2 van "SLM Winterthur" Ep2           | £32.00  |
| 47902 KbaySts B 4 ax. well wagon + crate load Ep1     | £74.00  |
| 47906 Well wagon with container DB Ep3                | £58.00  |
| 47910 Bogie well wagon + AEG container KPEV Ep1       | £65.00  |
| 47923 Gms 30 2 axle van "ATA" blue DB Ep3             | £30.00  |
| 47926 Gms 30 2 axle van "Palmin" DB Ep3               | £30.00  |
| 47927 DB 2 ax. van Gms 30 Opole "Goggo" Ep3           | £30.00  |
| 47928 Gms 30 2 axle van "Bauknecht" white DB Ep3      | £30.00  |
| 47929 Gms 30 2 axle van "Movenpick" white DB Ep3      | £30.00  |
| 47930 Gms 30 2 axle van "Pc. Fachingen" DB Ep3        | £30.00  |
| 47931 Gms 30 Oppeln "Brandt" 2 axle van DB Ep3        | £30.00  |
| 47952 OBB 2 ax. van c/w brake platform brown Ep3      | £32.00  |
| 47974 DRG 2 ax. Oppeln Grhhs van brown Ep2            | £28.00  |
| 48022 "Pez" 2 axle Hannover van yellow DRG            | £32.00  |
| 48217 set 3 K3 SBB red cross brown vans Ep2           | £82.00  |
| 48255 BBO 2 ax. G10 van "Wein Wagon" Ep2              | £31.50  |
| 48265 Mecklenberg G 10 2 axle refrigerated van Ep1    | £32.00  |
| 48285 2 axle van G10 "Kaldewei" blue DB Ep3           | £32.50  |
| 48417 Om21 open wagon DB Ep3                          | £18.00  |
| 48429 2 axle open wagon Om21 SNCF brown Ep3           | £22.50  |
| 48504 DB AG set of 3, 4 ax. open wagons Eaos red Ep6  | £92.00  |
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| 48827 Oppeln gmsr20 2 axle brown van DB Ep3           | £30.00  |
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| 48831 Oppeln OBB 2 axle brown van Ep3                 | £30.00  |
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| 48951 3, Hbis297 und Hbis299 sliding wall vans DB Ep4 | £89.00  |
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| 48963 Sliding wall van Hbis 299 DBAG Ep5 brown        | £36.50  |

|                                                        |        |
|--------------------------------------------------------|--------|
| 48965 DB AG Sliding Wall van Hbis299 Ep6               | £36.50 |
| 48968 DB 2 ax. Sliding roof van Tbis869 "Degussa" Ep4  | £36.50 |
| 49006 Beer van BmH "Stuttgarter Hofbräu" DB Ep3        | £35.00 |
| 49007 Beer van G10 "Jever" DB Ep3                      | £35.00 |
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| 49019 2 axle van "Zipfer export" BBO cream livery Ep3  | £32.00 |
| 49020 2 axle van "Puntigamer" BBO blue livery Ep3      | £32.00 |
| 49038 G 10 van "Tucher" beer white van DB Ep3          | £33.00 |
| 49039 DB 2ax.G10 van "Sion Kolsch" Ep3                 | £32.00 |
| 49040 2 axle van G10 "Binding Bier" DB Ep3             | £32.00 |
| 49041 2 axle van "DortmunderBier" white DB Ep3         | £32.00 |
| 49042 2 axle G10 van "Schlosser Alt" bier white DB Ep3 | £32.00 |
| 49043 2 axle G10 van "Pyrazer Bier" white DB Ep3       | £32.00 |
| 49058 OBB 2 ax. van G "Anker-Brot" yellow Ep3          | £32.00 |
| 49727 SNCF 2 ax. Wf2 van "Bieres de Colmar" Ep2        | £32.00 |
| 49773 DB 2 ax.G10 van "MAN" grey Ep3                   | £32.00 |
| 49060 G10 2 axle van "Heineken" OBB Ep3                | £31.00 |
| 49086 Beer van "Schulltheiss bier" DB Ep3              | £33.00 |
| 49087 G10 "Feldschlossen" 2 axle van DR Ep4            | £29.00 |
| 49250 DR 2 ax. tanker c/w brake grey Ep4               | £28.00 |
| 49416 DB 2 ax. Baggage van Pwg 14 DB Ep3               | £46.00 |
| 49417 DR 2 ax. PWG parcels van green Ep3               | £46.00 |
| 49747 DB G10 "EUROPA SPIELWAREN" Ep3                   |        |
| 70 years                                               | £36.50 |
| 49788 K.B.sts.B. 2 axle van brown livery Ep1           | £32.50 |

### N GAUGE LOCO'S

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|------------------------------------------------|---------|
| 63012 Lokoop Ae 476 "Stoos" red livery Ep6     | £90.00  |
| 63014 Ae 476 Classic Rail red loco Ep6         | £90.00  |
| 63018 Ae477 Orient express blue livery SBB Ep4 | £100.00 |

### N COACHES

|                                                    |        |
|----------------------------------------------------|--------|
| 65220 SBB commuter EW II Bogie coach 1/2n          | £30.00 |
| 65221 SBB commuter EW II Bogie coach 1/2nd         | £30.00 |
| 65219 SBB bogie AB EW II passenger coach green Ep4 | £30.00 |

### N GOODS WAGONS

|                                                     |        |
|-----------------------------------------------------|--------|
| 67050 DB "Rheinpreussen" 4 axle tanker Ep3          | £25.00 |
| 67058 "Westfallen AG" tanker DB Ep3                 | £25.00 |
| 67075 4 axle tanker "ARAL" grey DRG Ep2             | £20.00 |
| 67110 UIC 2 ax. van Transthermos Kühlverkehr DB Ep4 | £22.00 |
| 67111 UIC Standard 1 Bell SBB Ep4                   | £22.00 |
| 67222 2 ax. Gmhs 35 van brown DB Ep3                | £25.00 |
| 67230 bogie neubaukessel wagen grey DR Ep4          | £25.00 |
| 67237 DR bogie new type tanker "Minol" grey Ep4     | £25.00 |
| 67302 GMHS 35 "Essezt" 2 axle van DB Ep3            | £35.00 |
| 67323 DRG 2 axle van "Borsig Lokomotivwerke" brown  | £35.00 |
| 67325 GMHS 35 "O&K" 2 axle van green DB Ep3         | £35.00 |
| 67415 G 10 2 axle van "Palmer's Strumpf" OBB Ep3    | £20.00 |
| 67437 G10 2 axle van white Meteor livery SNCF Ep3   | £25.00 |
| 67463 2 ax. G type van "Schwarzer Friese" Ep4       | £25.00 |
| 67467 2 ax. Gtype van "Hohenzollern" DRG Ep2        | £25.00 |
| 67469 G 10 "Krupp" 2 axle van brown DB Ep3          | £25.00 |
| 67440 KPeV Gm 2 axle van Gm brown Ep1               | £27.50 |
| 67449 2 ax. G type van "Carl Zeiss Jena" DRG Ep2    | £28.00 |
| 67451 OBB 2 ax. van c/w brake, brown Ep3            | £30.00 |
| 67454 DRG 2 ax. van c/w brake, brown Ep2            | £30.00 |
| 67455 KPeV Gm 2 axle van brown brake cab Ep1        | £30.00 |
| 67485 2 axle G type van Ritter Sport DRG Ep2        | £28.00 |
| 67492 2 axle G type van "Mercier Champagne" Ep1     | £28.00 |



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50306 – Covered Freight Car KKds 55 DB



50531 – Container Car Ucs 909 "Brandt" DB AG



50506 – Heavy Duty Freight Car SSSt 125 "RWE" DRG



41164/41156/41167 – V216 Diesel DB



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# RhB Electrical Baggage Car DS4223

N

July  
2021



#5279-1 RhB DS4223 Baggage Car

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## The first baggage car joins the RhB series in N scale

Consist:



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## From the Editor

Editor ANDREW BURNHAM

Assistant Editor TIM RAYNER

Associate Editor & Photographer STEVE FLINT

Editorial Assistants CALLUM WILLCOX, CHRIS FORD

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

General & Advertisement Manager JOHN KING  
john.king@peco.co

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions ALICIA FLINT  
subscriptions@peco.co

Chairman C.M.PRITCHARD

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## RAILWAY MODELLER

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



Cover

A freight arrives at Escoladas deep in the Douro Valley; the first wagon has barrels for the nearby *quinta* (vineyard). The attractive Portuguese HO micro layout was created by Meindert Mulder.

Photo: editor.

## New items report

This issue contains the first part of our report on the planned new items for 2021, even though there was no trade fair as usual in Nürnberg at the start of February this year.

Some companies were very quick to send information to the press, to dealers, and to post it on line; others released details to the press with an embargo on publication date; many timed the releases to when the Fair would have been. Some allowed the lack of a show appearance to give them a little leeway ... and a couple might not have published anything if not prompted by requests! In most cases, the plans are less than in a normal year, quite understandable in the circumstances, and some companies have decided not to publish their whole programme now but instead will release information as it becomes available through the year, as projects make progress. But there are exceptions, with lists as long as usual.

We should point out that the report is completely dependent on supplied information and illustrations. As usual, we have not used any prototype pictures, but we have allowed some CAD images. Once again we thank MIBA for the Märklin group photographs.

The quantity and quality of the information sent varied considerably – some companies supplied the press with more detail and images than in their (virtual) leaflets or websites, others exactly the same, while others simply directed enquiries to the website – if they responded at all. The coverage is therefore rather more patchy than we would have liked.

Overall it appears less has been announced so far; some companies have clearly restricted their plans, others have fuller schedules (though look closer and there is less new tooling), and quite a bit has been held over from last year – hardly surprising.

However, there is still enough news to merit presenting the report in two parts, as has become our custom, for two reasons – so as not to displace too many of the normal articles, and due to pressure of time. So, this edition deals with HO; the next issue will cover N, TT, Z, O, 1, narrow gauge, and G, plus selected structures and scenics.

## CM Cup Competition 2020 results

We are pleased to announce that the winner of the CONTINENTAL MODELLER Cup for 2020 is Pierre Denis for *The Albulas Line* (Rhätische Bahn HOm, as described by Yann Monbaron in June, July, and August), and by the largest margin for some years.

But if the gap between first and second place was wide, everything else was very close! In fact both second and third and fourth and fifth were distinguished only by preference position – they are *The Bridge at Remagen* by Al Turner (N, February and March), *Kalka – Shimla* by Ranjeev C.Dubey (HOe, from October), *Sankt Joseph* by Davide Raseni (HO+HOe, August and September), and *Schiffsbrücke Speyer* by the late Pierre Orbons (HO, April).

Next came a close group separated by only a few points: *Reckingen* (HOm, Jean-Pierre Muratore, January), *Grand Street & Three Rivers City* (HO, Sir Rod Stewart, January), *Rimkov* (1:32, Rik Martens and Koen Vermeulen, March), *Langental* (N, Paul Peeters, May and June), *Sulle* (N, Ian Stock, September), and *'s-Gravenhage Centraal* (HO, Pim de Moed, June). As can be seen, many prototype interests and scales/gauges are represented, and we were pleased that a large proportion of the articles published attracted some support, with very few 'formula' votes for articles all on one theme. Our thanks to all who voted.

While we believe railway modelling is a worthwhile, creative, and relaxing activity and not a competitive sport, this is a useful indication of what has been well received. This year we returned to asking for six choices (which caught out some readers!) to get a better impression. Even so, as previously, several readers commented how hard it was to choose, which we take as a compliment on behalf of all those modellers whose work was featured.



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## 248 NEW PRODUCT ANNOUNCEMENTS

The first part of our coverage deals with HO. Next month – N, Z, TT, O, 1, narrow gauge, and G, plus structures and scenics.



## 268 BOOK & VIDEO REVIEWS

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We cannot claim to have mentioned everything that is listed: we have tried to include as much as possible and what are, in our opinion, significant and interesting new products.

We should point out that all illustrations have been derived from information supplied by manufacturers, and include CAD renderings. Readers should be aware that some pictures may have been retouched, and the final models may differ in detail.

The news of many of these products is by way of advance information, and the mention of any item should not be taken to mean that it is available.

Similarly, estimates of delivery dates should only be taken as an approximate guide based on stated intentions. Readers must await coverage in our 'Latest Reviews' or announcements in retailers' advertisements which will indicate when particular models can be purchased. Enquiries should be directed to the relevant supplier, not the Editorial office!

This report has been compiled quickly and we apologise in advance for any errors or omissions. We hope such failings will be minor and not detract from your enjoyment of what we believe is the most complete English-language coverage of the model railway new product announcements.

### A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

**EPOCH I** – approximately 1870 to 1920; vehicles in the liveries of the separate state and private railways.

**EPOCH II** – approximately 1920 to 1945, from the formation of the large national state networks (DRG, BBÖ, SBB, etc).

**EPOCH III** – approximately 1945 to 1968.

**EPOCH IV** – approximately 1968 to 1994; vehicles with UIC computer numbering.

**EPOCH V** – 1994 to 2006, from the foundation of DBAG, formation of private railway operating companies, and Europe-wide liberalisation of railway traffic.

**EPOCH VI** – introduction of new Europe-wide UIC vehicle numbers with a country-specific code, starting 2007.





To accommodate a varied collection of stock, **Neville White** has modelled a German town, rebuilding his former exhibition layout in a permanent home environment.

*Photographs by the author.*

# Nebenstrad







## Background

I re-started modelling seriously back in the late 1980s and had an exhibition layout, *Nebenstrad I* which was featured in the August 1990 CM. After scrapping the main front module and creating a new one, *Nebenstrad II* was in the July 1995 edition. Both configurations were exhibited locally around Newcastle and in Sydney. They were created as I was working away through the week and modelling helped wile away the hours at night. *Nebenstrad II* was sold when I changed employment, but most of the rolling stock was retained and can now be seen on the present *Nebenstrad*, which is now a permanent home layout as opposed to an exhibition layout.

Again, jobs which required working away really hindered my modelling for several years until a new job was taken in my home town which allowed more time. Later early retirement put the icing on the cake.

Over this time many configurations were attempted in the garage and were pulled down as they proved in practical, as sharing it next to the car just did not work. So a car port was built and the garage divided in half to provide a dedicated train room; the other half still had the other car in it. The train room was fully lined, and long windows were installed high to allow the layout space to run around the walls. So in 2000 *Nebenstrad* was born, but it has taken many changes to get to the present.

Originally it looped over itself and you had to duck under the track to get to the centre the layout, but as we are getting older this too was scrapped.

Next came a point-to-point that was in a U shape, with hidden storage tracks underneath a hinged station area that lifted to allow access. This again proved well intended but was not practical. Operationally it did not allow continuous running. The original reason why it stopped was due to a

Above

**A Deutsche Bundesbahn VT04 diesel railcar rounds the curve adjacent to the oil storage facilities.**

Left

**A BR38 (former Prussian P8) with a set of Ruhr Express coaches pulls into Nebenstrad station.**





cupboard at the end of the station area, so the cupboard was cut down to below track level and the two tracks looped together. This added scope for a new extended town area and a continuous run. This loop near the lake / bridge limits the train room door slightly but its hindrances are minor and improve the layout by adding the upper town area and of course continuous running. Thus the basis of the current layout was finalised. Out came the hidden tracks under the station and a single return track loop was left. The hinged station was now not required so things could be made more permanent in that area. Finally, again after years of on/off activity, I got the bug again and re-joined my local model railway club.

After some minor tweaks to trackwork, I embarked on the wiring of a separate controller for the lower shunting and brewery area on the left. This would allow me to run a train continuously on the main line and shunt on both sides of the lower yard / brewery / industrial area. This was done and the track ballasted. This new lower area control panel also includes the controls to the tracks around the turntable area.

Like the two exhibition layouts, *Nebenstrad* is a fictitious German setting, based on what kits and models were available at the time. Most of what is on the layout was purchased in the 1980s and 1990s, but other things have been sourced more recently.

The predominant period is Era II/III, 1920 to 1968. Unfortunately, I cannot install overhead catenary, which I had on *Nebenstrad II*, as although I have some pieces of Sommerfeldt left over, time and cost prevent completing this, at least on the main lines at this stage. The lovely German electric locos and railcars still get a run, though.

It is DC only as nearly all my locomotives were purchased before DCC was readily available, though some can have plug in chips fitted, but I have not done this due to the small size of the layout.

The track is all Peco code 100, as I already had a fair bit of it, and some of the older models do not have the finer wheels of current models. All points are switched by hand, due the track simplicity and easy access from the centre of the layout.

Above left  
**The farm on the hill above the Löwenbräu brewery.**

Above  
**The Löwenbräu brewery.**

Below left  
**The farm beyond the brewery is over the return loop back to the lower area.**

Below  
**The wharf area, with the brewery in the background.**







Above

The train room was designed with the windows set high to allow the layout to run all around the walls.

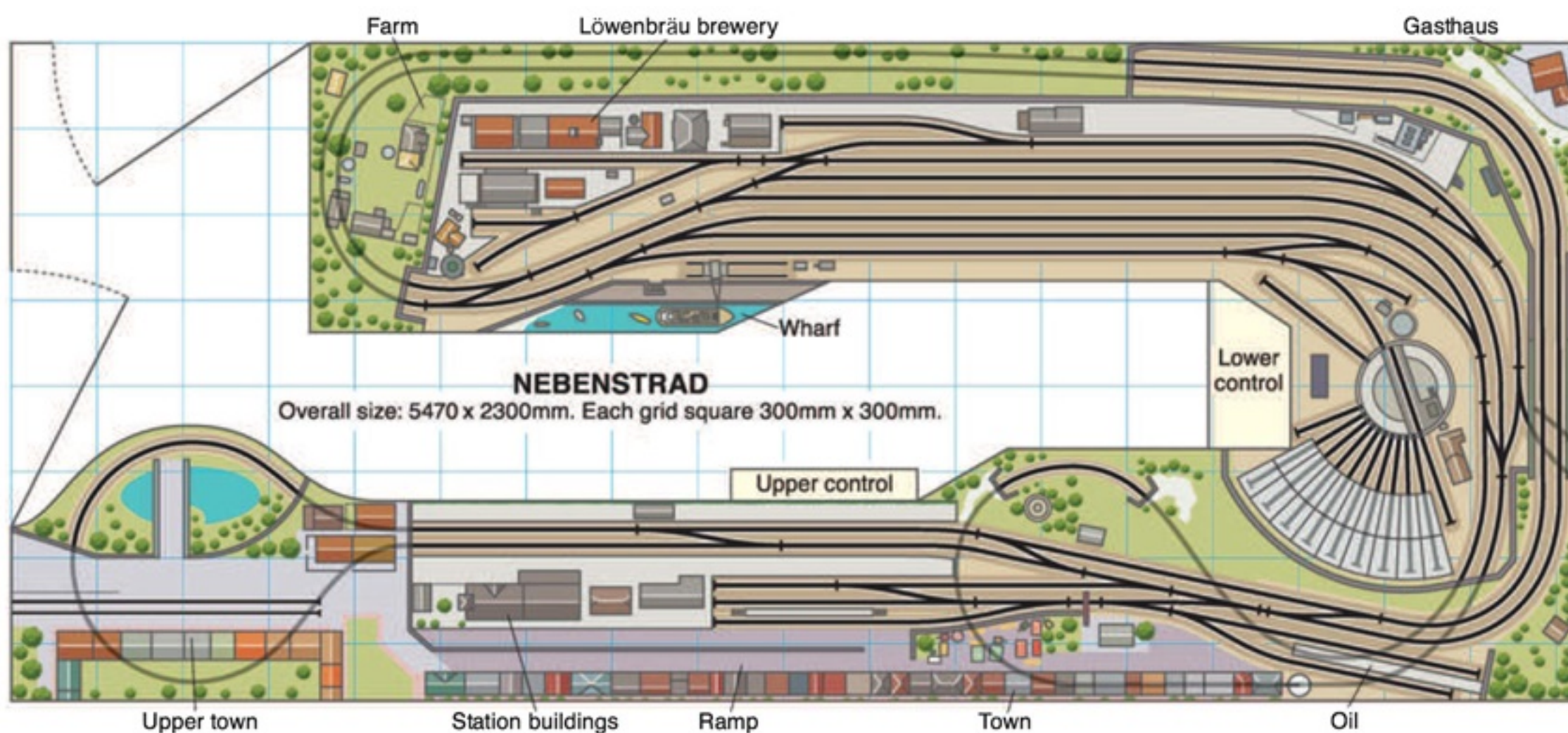
### Construction

I thought that I finally knew what I wanted when I decided to separate the garage and fully line it. I installed windows high up to allow light and let the scenery to go up to the wall. I installed a backscene, using the Faller Oberstdorf sheets. This was partially successful but as the backscene board was curved at the corners of the layout, some imperfections/bubbles are present, but you live with it. There are always better ways that you find out later.

The layout frame is bolted to the wall all round and metal legs place support the front edges. I have spaced these to

allow chests of drawers and other items on roll out legs to fit in between. This also allowed the wiring to be accessed when required. Putting the cupboards underneath like this allows all the items you need to be stored conveniently close. My wife made some black curtains which slide on wire to cover the area under the layout.

The gradient was limited to 3%, and lift-out sections were fitted in the straight hill area that cover the downhill run to the tunnel on the lower level, behind the brewery, to allow access if required, for cleaning or derailments. Similar cut-outs were made to allow access to the return loop under the







## Detailing

Figures add that extra dimension and life to a layout, along with lorries and cars, so these are placed as small cameos all over the layout. People and animals include a bird on the crane and another on the river barge cabin roof. Cars, motor bikes, pedal bikes, fork lifts, and lorries are present in appropriate places.

The wharf area was an afterthought as I could not resist buying a model of the crane, which just had to be included somewhere. The river barge was a N scale kit that I cut up and added a new superstructure. I made new loads for the three holds as the originals were coal. It is moored at the wharf under the crane waiting to be unloaded, together with some local fishing and sailing boats.

I have added many details, things such as power poles, street lights, point indicators (dummy ones that I made myself), items left in and around the track, such as piles of sleepers and stacks of track sections. Cable drums, with and without wire, tools, oil drums, boxes, and lengths of rail on various frames. Yard lights are also important as railways operate around the clock and in all weathers.

station and under the twin tracks under the farmhouse area. The station/upper town area can be lifted off if required for access to the return loop.

I have ensured that the track can be reached from the centre operating/viewing area.

The corners were filled with scenic details prior to finishing the track.

I am a great believer that railways are minimalistic. Railway companies only built what was required. Too many layouts have far too much track for no reason. What I have tried, tried being the operative word, is to have a reason for the tracks, and to have the landscape allow the track to look like it should be there. As such ground levels should appear to suit the track alignment.

## Scenery

The layout is basically Era III, but having said that the houses have been around for a long time, so you can even run Era I. The only real changes are the people and road vehicles.

I used blocks of styrene to form the landscape, and then covered it with plaster, coloured with brown oxide, as used in cement, which provides a good anchor when placing the trees.

There can never be enough trees – there are over six hundred.

All the scenic products are from the usual suppliers, with some added twigs from trees in my back yard.

All the stone walls were made of plaster using a couple of moulds that I made up, and I just cut and joined them and touched them up with plaster and painted them grey.

There are over a hundred structure kits on the layout, a surprising number when you add it up. I have used some kit fronts and backs separately to make two houses. I bought quite a few cheap Heljan house kits and cut down the building height and altered the roof configurations; these can be seen behind the shunting area of Nebenstrad station. I have repainted all the buildings and added detail.

The water is Faller plastic sheet, which suits small areas.







Above left  
A DB V36 0-6-0 diesel with cab roof extension pulls into the lower yard by the wharf with small container wagons.

Left  
A travel weary ETA177 battery electric railcar on a local service.

Above  
A DB VT06 diesel railcar set runs down the embankment from Nebenstrad, passing the Gasthaus.

Left  
A track maintenance crew at work cleaning up removed sleepers.

Right  
Lübeck-Büchener Eisenbahn streamlined 2-4-2T (later DRG BR60) with early double-deck coaches.







Left

The café is popular, busy with thirsty passengers from the recently arrived vintage N type tram.

Many of the wagons have made up separate loads, from coal to general items, for added realism. Loads of pipes, boiler piping, timber, general goods, tractors and even trucks just make the wagons more realistic. These are tied down and wheels chocked as required.

After finishing the upper town, or so I thought, I thought that if I could not have catenary on the main lines, then at least I could have a tramway in this part. I laid a length of Peco code 75 track and used various thicknesses of balsa sheet to build the track into the roadway, moving the houses



Left

The market, with mostly women shopping; the men are probably in the model railway shop opposite!

Above right

The shed and turntable area with a snow plough being stored after maintenance. On the main line above, a DB VT11.5 Trans Europ Express is leaving Nebenstrad.

Right

A BR96 leaving the shed to carry out banking duties.









Above  
The TEE set passing through Nebenstrad as a BR57 0-10-0 shunts in the goods yard.

back to allow this. I made my own tram masts, similar to the Sommerfeldt design. It can be operated just as a novelty or left looking good with either a modern or an old type N tram just sitting waiting to leave.

### Rolling stock

I was fortunate to have been able to purchase stock for my chose my periods when I did as the main manufacturers seem to have been producing mainly later stock over the last few years.

Below  
DB 98 308 'Glaskasten' leaves Nebenstrad station.



German stock has seen service through many periods, and been renumbered accordingly.

We all acquire much more stock that can ever put on a layout at any one time, and so it is with me, and I could run Era I through to Era IV. The road vehicles and people are what really gives the date away.

It is unfortunate that I cannot realistically run the many electric locomotives and railcars that I have, but maybe later. Without catenary, the 'Glass Train' electric railcar has to be towed by a VT98 or alternatives, as in real life, but there are more than enough railcars, diesels, and steam locomotives to ensure an authentic operating session.

I have been lucky and on several trips to the UK and Europe in the last few years I always seem to find a convenient hobby shop during our city visits, so I come back with another item or two for the collection, carried carefully in my hand luggage.

### What next?

There are always many things that need to be done.

1. Add some signalling.
2. Add extra detail in several areas.
3. Put all those extra detail parts on the rolling stock.
4. Get some of the purchases out of their boxes and onto the layout.
5. Weathering more of the stock.

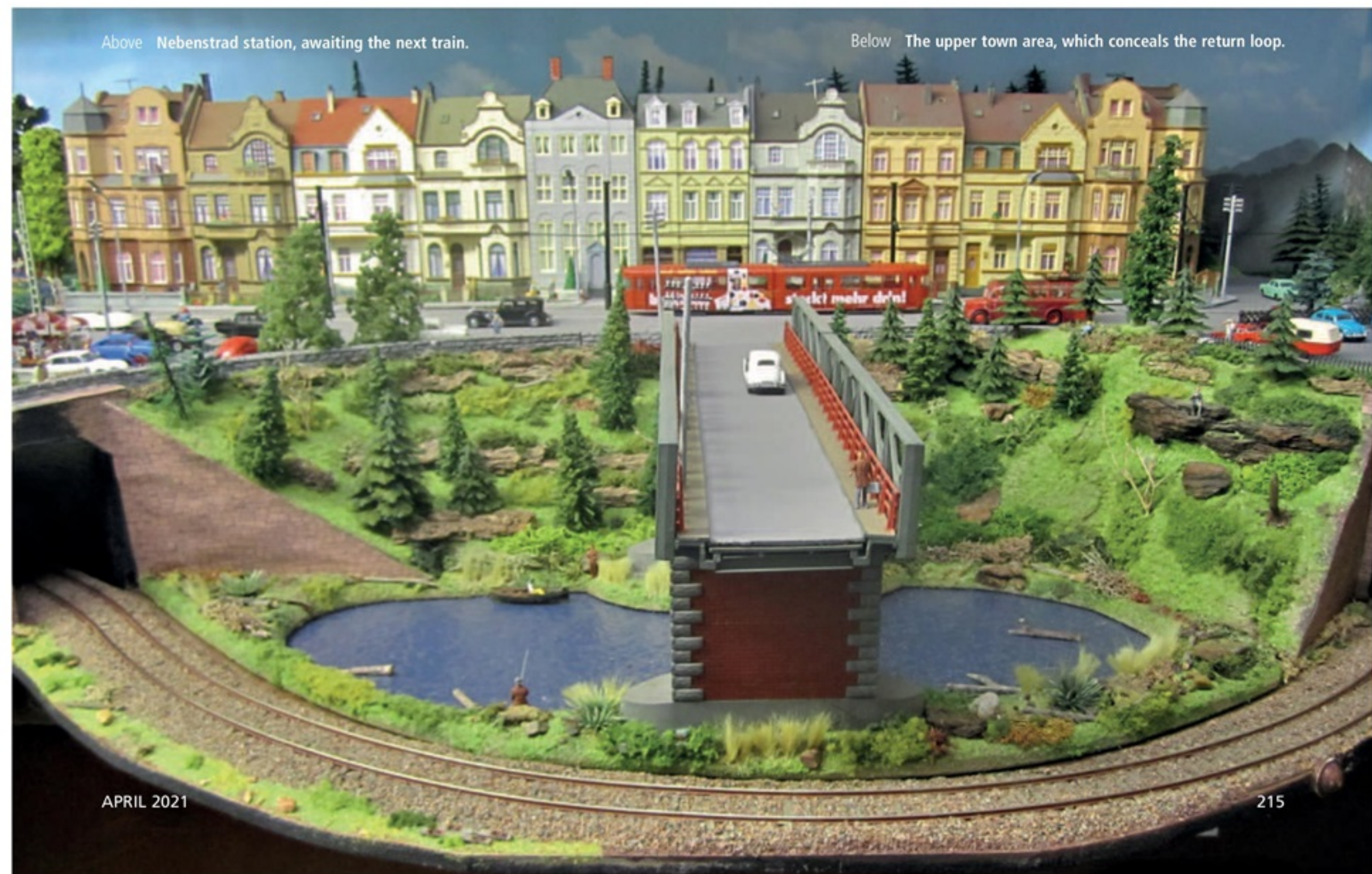
However, most importantly, it is now time to run trains, relax, and enjoy myself.





Above Nebenstrad station, awaiting the next train.

Below The upper town area, which conceals the return loop.





**Emmanuel Nouaillier** continues his campaign to encourage detailed modelling of urban architecture. *Photographs by the author.*

## Urban decay – 2

### More city scenes observed and modelled

In the previous article (December 2020) I mentioned some projects aiming to evoke structures made up of odds and ends, and more particularly very typical façades that could easily find a place in the urban or industrial landscape. Taking certain structures as an example, it is not difficult to extrapolate from them to create other perfectly plausible buildings which might be attractive to the eye even if not based on a specific example. I had already worked on buildings like this several times in HO, incorporating them into mini-scenes; such adaptation is often necessary make a structure suit the space on a layout. I have since taken up this idea, notably with two miniature scenes in a larger scale.

As for the previous creations, I concentrated on preparing visually attractive structures, really allowing myself considerable freedom. As this approach was really beyond the scope of the standard techniques usually employed, I did not feel constrained to adhere to a strict sequence, and from time to time using a few steps which appearing here for the first time. This allowed greater freedom of execution in the effects of weathering, by incorporating certain novel methods, though the overall aim remains unchanged.

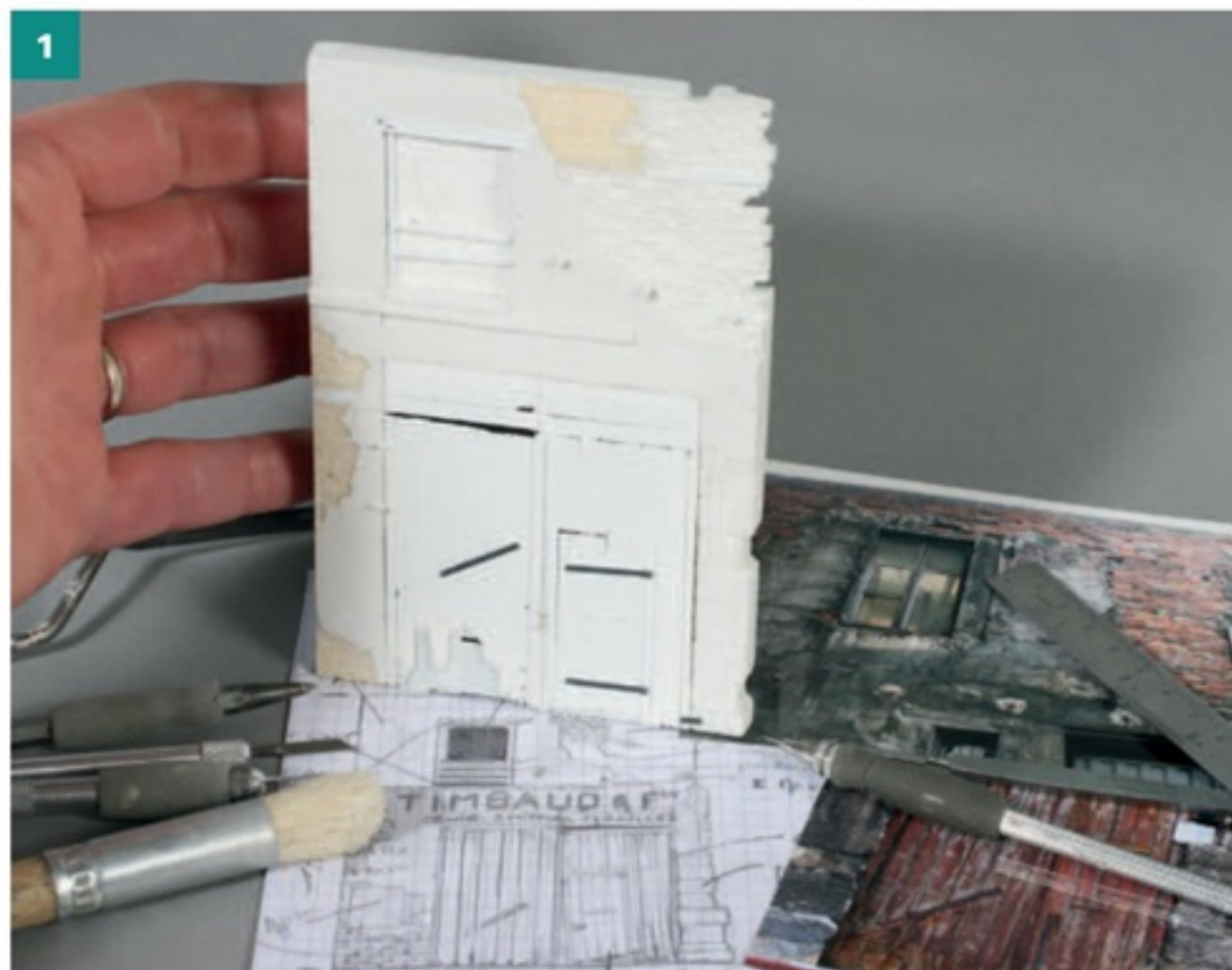
Below

**Stores, garages, and workshops – such a motley combination of structures, made up of a jumble of materials, makes this situation a real source of inspiration. Reality sometimes goes beyond fiction.**



#### Step 1

The first façade was made by combining inspiration from three different situations. Mixing multiple construction materials, the structure was modelled using the usual products – featherboard, plasticard, and filler to imitate stucco. Note the resin parts incorporated into the assembly, imitating a type of brick. The model was first sketched on paper, with all the main details to be simulated noted.



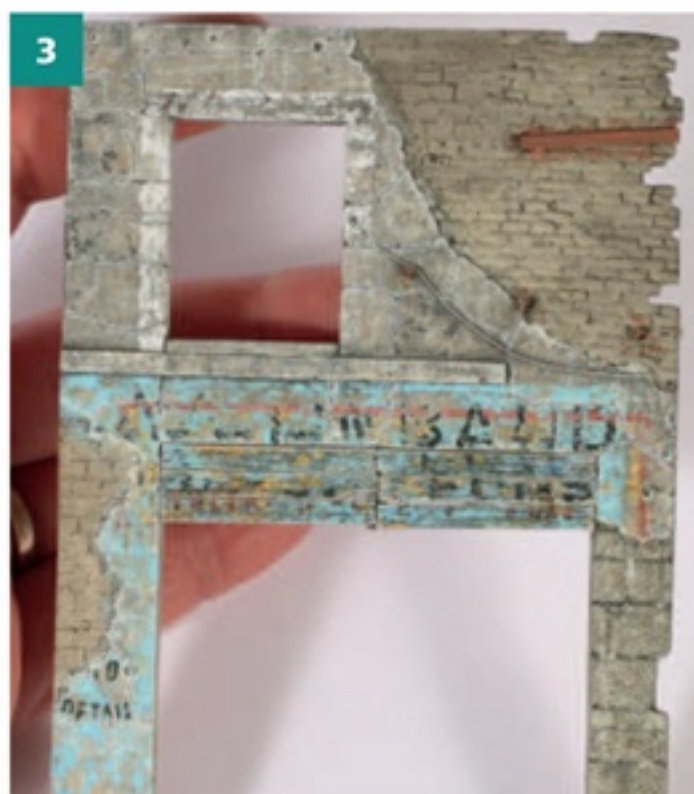


## Step 2



After various applications of Humbrol enamel paints by dry brushing and dabbing with a sponge, then a first matte acrylic black, a few first fragments of lettering were simulated using old dry transfers. Notice the subtle yellow tint, created simply by dry brushing.

## Step 3



I continue using acrylic paints after applying chipping fluid or hair spray at certain points. This was the case with the base, window surround, and sign area, reworked to imitate superimposed lettering. The aim was to make the whole thing ultimately indecipherable but full of contrast, as can sometimes be observed in reality.

## Step 4



Red brick and plastered areas were then coloured and weathered, as usual. The structure begins to take on its almost final appearance, even though it still lacks a lot of detail and effects. At this stage, we can see the important work of scribing and alteration carried out beforehand during construction, which allows numerous effects to be generated.

## Step 5

Note the brickwork blocking the window opening as well as tiny details like old torn posters or the electric cable. It is at this point that I start to work on reproducing different drips and streaks using mainly two AK Interactive enamel washes, 'neutral gray' and 'rust streaks'.



## Step 6

As the door is one of the main elements, considerable care was taken in its development as well as its colouring. For ages, I have been using scribed plastic to imitate wood, and there is no change here with this seemingly shaky or at least heavily damaged assembly. After a coat of Humbrol 'chocolate' much diluted with thinner, a simple wash of Vallejo black acrylic was applied to obtain this look. You can clearly make out the result of scribing the wood grain, highlighted by the wash.



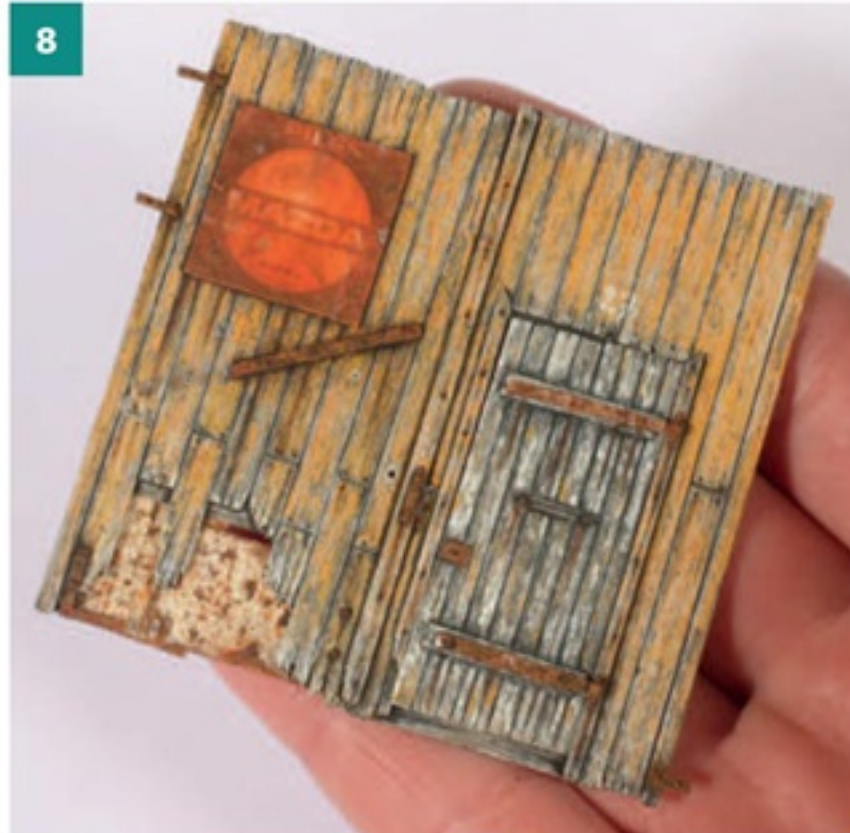
## Step 7

As if by magic, a few hours later the door takes on this look, again achieved using the chipping technique. Note the double contrast on the small access door, creating additional variation. Yellow and white paints were applied at the same time before chipping to mimic this layering.





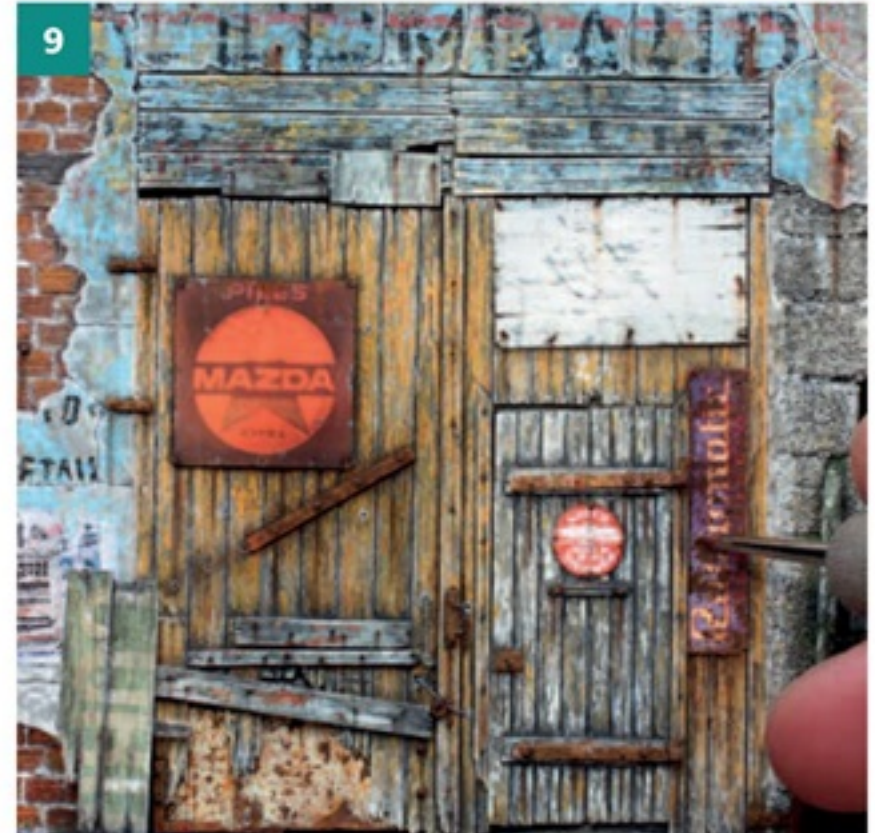
### Step 8



8. Rusted reinforcements and advertising plates complete the assembly temporarily; later I will add other even finer details. Note the door number '27' painted roughly freehand with a fine brush.

9. Lastly, the entrance is completed by other contrasting elements, nailed planks, painted sheet metal by way of reinforcement, padlocks, etc. The subject allows you to have fun with DIY repairs, almost anything being plausible in this area.

### Step 9



### Step 10

To complete this scene, this closer look at the upper part highlights the work done on the broken zinc flashing. Here the weathering has been pushed to its limit, using very simply a Vallejo ref.76506 'rust' acrylic wash and pigments to obtain the shade streaks.



### Step 11

Another scene of exactly identical dimensions. This also highlights the DIY aspect. Again it begins with a diagram, this time made directly on the foamboard.



### Step 12

With the openings quickly cut, the work of scribing the various materials into the foam is undertaken using the usual array of tools. Nothing very complicated. This could easily be repeated in any scale, with the same amount of detail.



### Step 13

However, the advantage of larger scales is that you can mimic certain effects more easily or at least give them more presence. This is particularly the case with cement applied roughly with a float as a filler, or with mortar between the bricks. A little water-based filler works perfectly, possibly dabbing with an old brush when it starts to harden to give it a grainy appearance.



### Step 14

Clamps, brackets, old nails, and other pieces of scrap metal of all kinds are welcome on this type of surface made of very old brick or covered with old stucco. Left-overs from etched metal accessories or salvaged copper wire always work very well ...



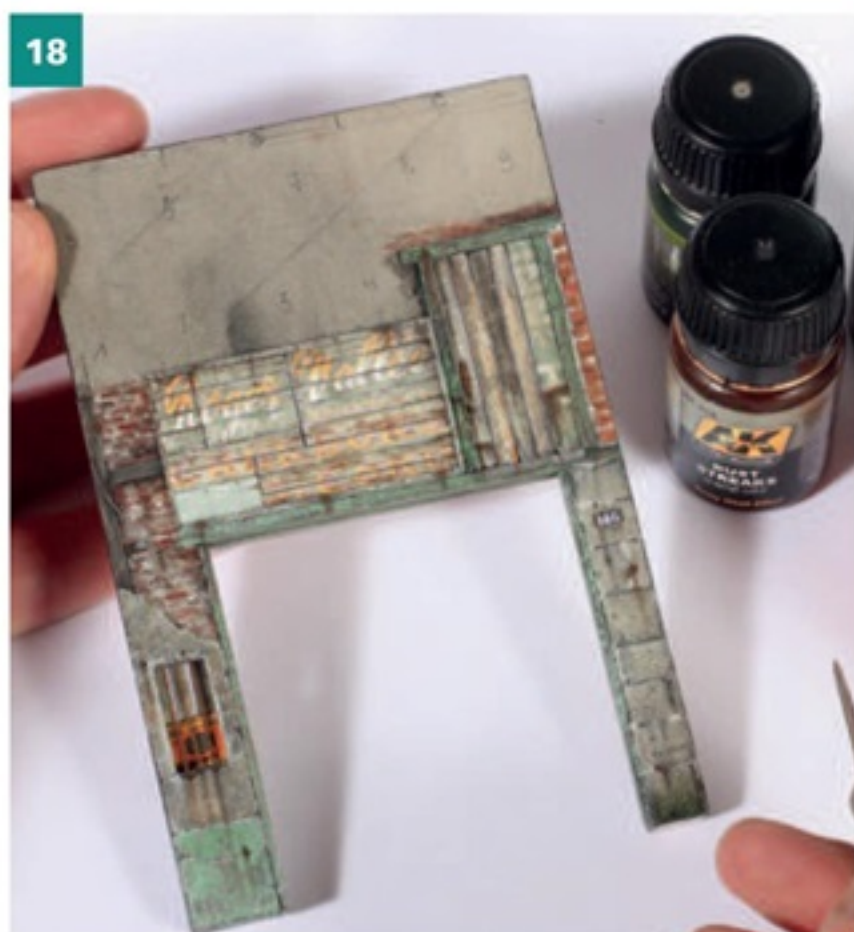


## Step 15



... or you can use of very thin square Evergreen strips to imitate bars preventing access through this opening.

## Steps 18 & 19



As usual, significant chipping and micro-painting work, combined with the use of enamel washes, allows the simulation of a very realistic aspect, given time. There is no mystery to this: 'quick' and 'good' cannot co-exist in this area.



## Step 16



The assembled underlying structure. The upper part will be covered with a long beam and a collection of individually made wooden sheets, here simply marked in black pencil to guide subsequent installation without errors.

## Step 17



Some of the larger wooden components, produced separately, carefully coloured and weathered. Techniques acquired and developed over decades of practice find full expression here. As these reflect personal skills and tastes, it is no exaggeration to say this is much art as modelling.



The finished item.



**Meindert Mulder** describes his attractive diorama which was created as an entry for the micro layout competition at the Leuven show.

# Quinta das Escoladas

A wine-growing hamlet in north-east Portugal

**T**his layout depicts the last day of operation for a fictitious station located on the Douro valley line in northern Portugal.

The station has been closed to travellers for years but the line was still used for freight. Eventually the last freight runs and finally there is a farewell extra passenger train.

In the late 1970s I started photographing trains and for years I have been active in the Dutch preservation world, culminating in the purchase, together with two others, of the former NS diesel shunter No.162 (WD 70033).

After shooting many slides and having eaten enough rust, five years ago I had the idea of building a layout set in the northern Netherlands in the late 1950s/early 1960s.

Below

The station of Escoladas is named after the local *quinta* (vineyard). A rail tour topped and tailed by 1400 class diesels marks the end of services on this rural branch line.







Above  
A short mixed freight  
passes through Escoladas.  
The station is long closed  
but the goods shed was  
open until the last day.

Right  
The line follows the river  
and has to cut through  
frequent rocky outcrops.

Photographs by the editor.

In order to get the momentum going, I participated in a number of Wolfgang Langmessa's courses for creating landscape and trees.

About two years later, I thought it would be a good plan to enter the micro layout competition in Leuven to put what I had learned into practice.

My first thought was a piece of the DDR. But because I had been on holiday many times in Portugal and the fact that I already had two CP 1400 class diesels by Sudexpress, the idea changed to building something Portuguese.

What could be built? A dilapidated station with goods shed in the Alentejo? The landscape is too boring. A small station with shed and water tower in a part of the Serra Estrela?

In the end I chose to create a station on the Douro Valley line in the middle of a vineyard (quinta). The intention was to show the grape harvest and processing, complete with tread of the grapes in the *lageres* (granite bins) and the dispatch of the barrels of port by train to Vila Nova da Gaia, where it is further processed.

I started in the spring of 2014, making the baseboard out of plywood. Onto this a layer of hard foam was glued, and in this I carved the river bed. The contours were shaped with a hot wire cutter, defining the mountain and the vineyard in the insulation material. Nine ready-made pieces of different thicknesses were then glued together. The mountain and vineyard were worked further with a rasp. Then I made the necessary holes in the mountain with a screwdriver. Then a very wet plaster layer was applied which flows into the holes. Only then could I make the mountain from firmer plaster. This was applied with a spatula and later carved with a very old chisel until the right shape was obtained.

The stone walls at the vineyard were carved by hand into 5mm thick hard foam. Only the tunnel portal and the stone wall by the river were cast in plaster in Langmessa moulds.

Then it was time to make the station building. As a prototype I chose the desolate station of Casevel in the Alentejo, though due to lack of space both wings were omitted.











I quite liked the matching toilet building, but it was rather plain and boring. Instead I opted for the one from the station at Almendra, on the now closed portion of the Douro line between Barca d'Alva and Pocinho.

The main building in the vineyard is just slightly modified from Quinta da Foz at Calém Pinhao.

All the buildings were made from styrene sheet and sections, with roof material by Auhagen.

After these buildings were finished, I covered them with one coat of Vallejo primer to simulate the stucco. Then the details could be painted. I like the bricks and tiles used on the station building and toilet block.

The goods shed is a kit from the Portuguese brand MaketForYou which I ordered from a model railway shop in Portugal. The only change was to improve the roof by applying laser-cut roof tiles.

One fine day I put the model in the garden and treated the mountain with a coat of Heki granite paint. The next day I applied a very dilute dark wash, then removed it partly with a sponge. The bright sun dried the paint very quickly and I could repeat the procedure with washes until I got the desired effect.

I then coated the mountain with diluted glue and scattered forest soil over it.

Last but not least I added the tunnel portal and the (already painted) walls.

Then came what I find the most tedious part of the work, laying the track and point (Roco), installing the point motor, and applying ballast.

Above left  
**Everywhere in Portugal are abandoned stations which are gradually falling into disrepair. The station building was scratchbuilt on the basis of photos of the desolate station of Casevel. The toilet block can be found in real life at Almendra station.**

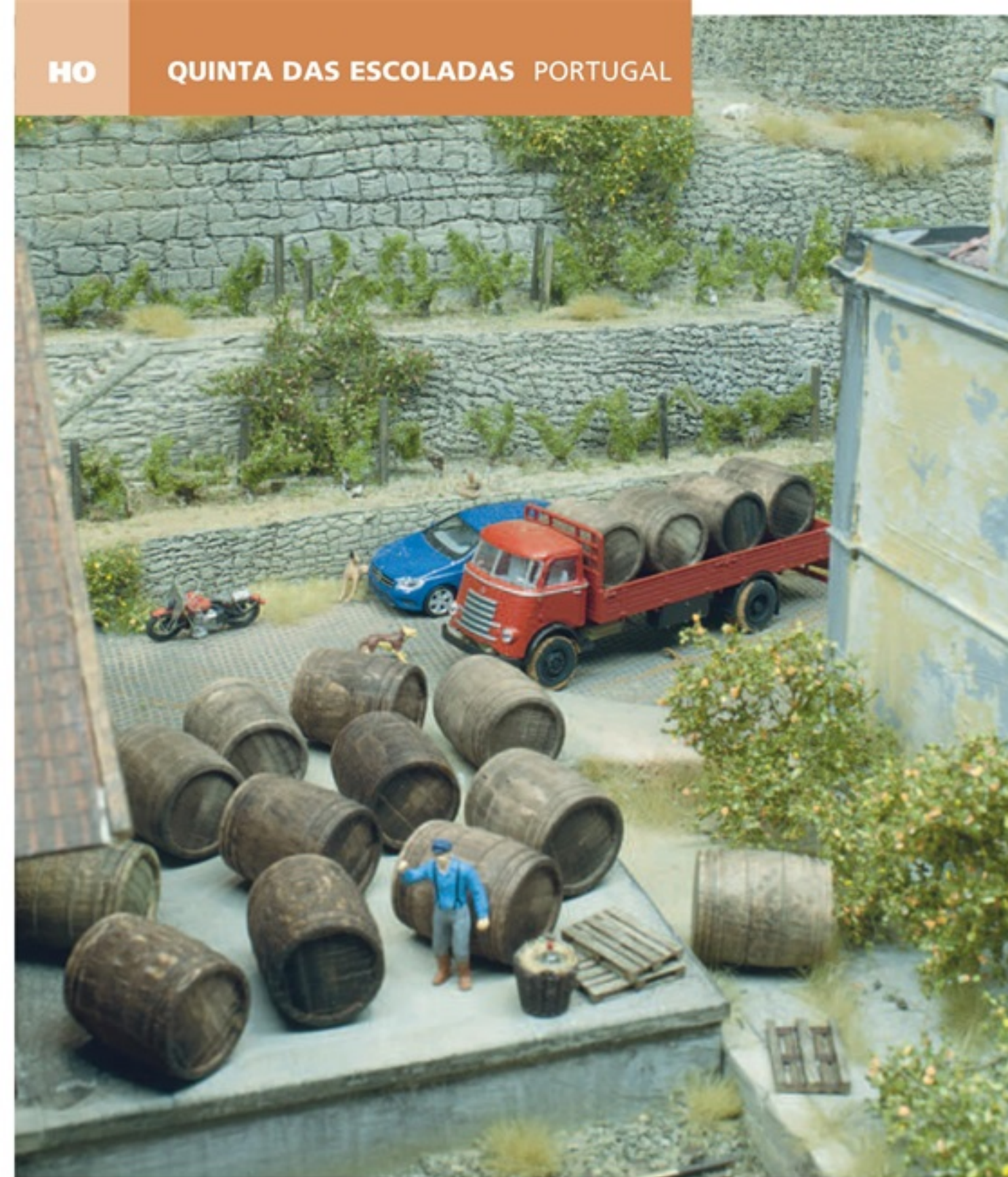
Above  
**The prototype of the goods shed is located at Mosteiro on the Douro line. The small Portuguese firm MaketForYou has produced a beautiful wooden model.**

Left  
**Naturally large barrels – empties in and fulls out – are a large part of the traffic.**

Right  
**The station occupies a narrow site between the river and the hillside.**







The roadbed could now be weathered – I achieved this with various Vallejo powders. The pigments were rubbed in with a broad round brush, bought for €1 in Portugal!

The advantage of this method is that any stones that are not firmly attached are loosened and disappear into the vacuum cleaner.

Now came the real fun: finishing off the landscape. The platform was weathered and rather wildly overgrown with weeds from MiniNatur.

The rocky outcrop was provided with excellent shrubs from MiniNatur.

The ground in the vineyard was made with slate grit, and into this were planted more than two hundred vines which I made myself. A few were even detailed with grapes from Model-Scene.

On the left I modelled a disused piece of vineyard, like those built in the 19th century but affected by disease. These 'mortorios' or dead terraces are no longer used for wine production; you can still find them today in the Douro valley. I decorated this section with bushes and clumps of grass from MiniNatur, thickets by Model-Scene, and trees from Anita Décor.

The bottom of the river was made with pieces of slate, and for imitating water I used synthetic resin from Langmesser.

Left

**The barrels could perhaps be better organised ...**

Below

**The railway enthusiasts are eventually rewarded with the sight of CP 1607 in heritage livery. The models are by Sudexpress.**





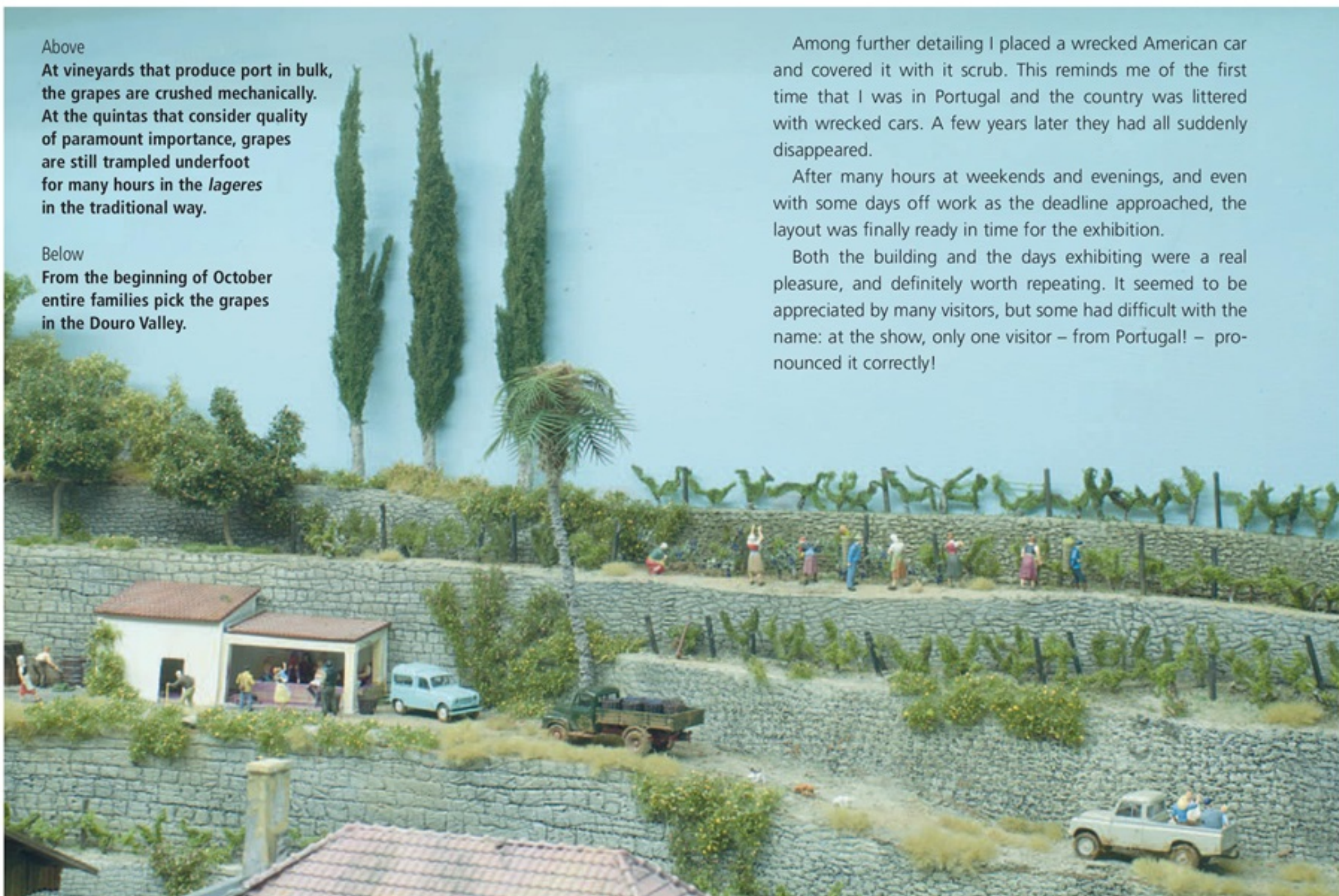


Above

At vineyards that produce port in bulk, the grapes are crushed mechanically. At the quintas that consider quality of paramount importance, grapes are still trampled underfoot for many hours in the *lageres* in the traditional way.

Below

From the beginning of October entire families pick the grapes in the Douro Valley.



Among further detailing I placed a wrecked American car and covered it with it scrub. This reminds me of the first time that I was in Portugal and the country was littered with wrecked cars. A few years later they had all suddenly disappeared.

After many hours at weekends and evenings, and even with some days off work as the deadline approached, the layout was finally ready in time for the exhibition.

Both the building and the days exhibiting were a real pleasure, and definitely worth repeating. It seemed to be appreciated by many visitors, but some had difficulty with the name: at the show, only one visitor – from Portugal! – pronounced it correctly!



**James Hilton** shows how he filled a gap in the Canadian diesel roster with a loco which was required for his planned switching layout.

*Photographs by the author.*

# MLW S13u switcher

Modelling a particular Montreal Locomotive Works type



Where some see ugly utility, some see beauty. Although perhaps more associated with steam locomotives, I would suggest this extends to early diesels around the world, and in North America there is no better example than switchers by Alco ... or in this case their Canadian counterparts, the Montreal Locomotive Works.

MLW was founded in 1883, purchased by Alco in 1904, and by Bombardier in 1975 but ceased locomotive construction in 1985. By the 1950s the works was mostly building Alco-based designs for Canada. Protective tariffs meant that it was a necessary way of selling Alco products north of the border, and early units were largely similar to their American

Below

The resin parts are well detailed and can be prepared with a sharp knife and sanding boards, but be careful with the dust – wear a mask when sanding.



Left

The cast resin detail parts are on a backing sheet and have to be carefully cut free. The instructions do not identify the parts, so you will need to refer to photos to work out where items go – a good practice anyway to ensure you are modelling a real loco, not a caricature.





Right and below right

**The Bachmann chassis was modified by removing material at each end and along the length to ensure a tight fit in the body. The trucks were fitted with the roller bearing axleboxes.**

counterparts but with specific Canadian details. However, by the late 1950s MLW began producing a series of switchers for Canadian National of a new design, the S12 (eleven built) and S13 (fifty-six). These 1,000hp units were built for switching rather than road service (unlike the rival GM-EMD SW1200RS, although MLW did build a similar road switcher for Canadian Pacific and Pacific Great Eastern, the RS23). During their long career they underwent several rebuilds and renumbering, some being modified for hump service and others being re-conditioned for continued switching in the Maritimes.

My interest in the Atlantic Region of Canadian National in the 1990s meant one of these units would be an interesting and important model for my collection.

There is something about these units, with the stepped running board and high stance, cleaner bodywork with those air filters, and the distinctive screens dotted along the hood.

Kaslo Shops in Canada offer a resin kit for the model, and its sister the RS23, and I imported one from Canada and sourced a Bachmann Alco S4 to provide a mechanism. The Bachmann chassis is well engineered but a little noisy in operation; however the price makes it attractive for this project.

The model was completely dismantled to allow the cast chassis to be cut down to fit the body – the ends were cut off first, and then the chassis was thinned down to fit within the shell and allow the resin side frames to be glued to the side of the chassis block. This was then re-assembled and tested before any further work was undertaken.

Resin is an interesting material to work with – it allows highly detailed models to be produced, but it can be a little brittle, and the dust can be harmful if inhaled. When sanding, wear a mask, and be careful when cutting as a knife can easily slip.

The body did not need a great deal of work. The detail parts have to be cut from the backing. Sparing use of superglue will see the majority of parts fitted to the body.

I replaced the corner steps with scratchbuilt styrene examples as I wanted a late S13u – those provided appear to be as built.

Careful study of photographs allowed me to settle on #8704 as my prototype and then add specific details such as the extra door on the hood and the small boxes each side of the cab on the long hood.

The fit of the etched parts was superb, well thought out and easy to form, with spares of some of the smaller items.

I was concerned about the robustness of the handrail stanchions, but they are folded construction and a lot stronger than you might imagine. 0.3mm brass wire was used for the handrails, a touch under scale but beautifully fine.

I added a set of horns from my parts box, as these were not supplied, and I chose to modify the fuel tank area to more closely match the prototype using some EMD fuel tank parts (by Cannon & Co.) left over from a previous project; styrene sections and brass rod could be used.



Left

The fuel tank casting is plain, and not quite accurate for the period I am modelling, so I used Cannon & Co. EMD parts and scraps of styrene and filler to match photos.

Below

The body shell with all the etched metal parts fitted, along with additional items in styrene and brass wire.







In the meantime I sourced a set of transfers that included the correct gold-edged light grey numbers for the cab side; it also included the correct sized 'noodle'. The set came from Canuck Model Products but I believe may now be out of production, though it should be possible to find the required markings from Micro-scale and Highball Graphics sets.

Transfers were applied using Micro-set and Micro-sol, allowing the carrier film to become completely invisible.

At this stage the last of the hood door handles were added and the air filter screens painted light grey and fitted in place. Handrails on the corners and cab were picked out in a light grey rather than white.

Once thoroughly dry, the model was sealed with a light coat of Testors Dull-cote.



A coat of primer pulls the finish together and allows you to check the bodywork for blemishes, filling and smoothing as required prior to painting the model.

I use Humbrol enamels and started with satin red (ref.174) on the cab front, rear, and hood front. Leaving it for a few days to cure, I then carefully masked this before spraying the rest of the model in gloss black (ref.21), and then left it in an air-tight box for a week to harden.

Top  
All the etched parts fitted,  
plus some extra details in  
white styrene and brass wire.

Above and right  
Priming is an exciting step and  
begins to show the promise  
of the finished model.  
It allows you to check the  
bodywork for any blemishes  
that need attention  
before the final paintwork.





Right

The model was carefully sealed with Testors Dull-cote to protect the transfers and dull the finish for weathering.



Weathering is where the model comes to life, and probably my favourite stage. Working from prototype photos, the chassis was painted with a mix of Humbrol matt black (ref.33) and matt chocolate (ref.98), and then a wash was mixed using the same base colours with some white spirit and used to paint the flat surfaces of the body, namely the footplate and pilots, as well as micro-painting stains and drips along the yellow stripe on the footplate sides. Humbrol metallic gunmetal (ref.53) was used to dry brush the steps and underframe to out the details before a mix of two parts Humbrol Metal-cote gunmetal (ref.27004) to one part matt blue/grey (ref.245) and satin brown (ref.133) was airbrushed over the whole model to tie the various finishes together into a coherent whole.



Above & left

Weathering is an art and this loco used four main stages to achieve a realistic and care-worn appearance, bringing the model to life.

Below

The subtle weathering suggests a hard-working but well maintained machine. The jewel headlights work well for stationary photos, but could easily be replaced if working lights are wanted.



The result, I hope, is a believable and realistic model with the feel of a hard-working but reliable workhorse ready for action on planned Canadian switching layout.

I find working on locomotive and rolling stock projects such as this a useful and enjoyable pastime whilst the main layout is designed and created; as soon as track is down you have some realistic and personal models to enjoy operating as the scenery is put together around them.





**Henk Scherpenzeel** reports on an ambitious new Swiss metre gauge layout depicting selected parts of the Rhätische Bahn.

*Photographs by Gerard Tombroek.*

# Die Kleine Rote

Part two – Filisur







In the March edition we described the first part of the large Rhätische Bahn HOm project by Paul van Westrhenen, Bart Verkuijssen, and Henk Scherpenzeel. This second instalment focuses on the core of this fantastic layout, which depicts Filisur station.

Even in a space of approximately 70m<sup>2</sup>, it would be impossible to model the entire RhB. For the layout, a selection of stations and routes was chosen that the builders found beautiful or interesting, mainly because of the track plans yards or the locations.

On the basis of original track plans and numerous photos taken on site by Paul, the stations and the landscape have been recreated as closely as possible to scale. Naturally, all buildings are also to scale. The stations and other railway buildings are mostly kits from Pirovino Modellbau-Atelier (Sopa). The buildings beyond the stations include kits from Kibri, Tilly, and some unknown, plus some scratchbuilt.

The catenary is Sommerfeldt, using standard overhead line with contact wires of 0.7mm and hanging wires of 0.5mm. The switch installations are also from Sommerfeldt. Assembling them turned out to be a nice job for a rainy Saturday afternoon – and sometimes two ...

Tillig track was used in the visible areas, with points from Tillig and Bemo. Peco curved points have also been used in the hidden sidings.

Left

**ABe8/12 Allegra arrives with the *Bernina Express* from Chur and after a stop will continue its journey towards Tirano.**

Above

**A shuttle service from Davos, with railcar Be4/4 515 in front, approaches Filisur station.**





Above

There was a scissors crossing in Filisur; the layout shows the track plan before the rationalisation of 2003.

Left

Ge4/4<sup>II</sup> 611 passes the transformer station as it leaves Filisur station; it will arrive in Davos in just a few minutes. The train includes vans used for the transport of foodstuffs for well-known Swiss supermarkets.

Right

G4/5 2-8-0 107 *Albula* (a Bemo Metal Collection model) departs from track 1 with nostalgic stock forming a special to St.Moritz. Behind it is the shuttle train from Davos.





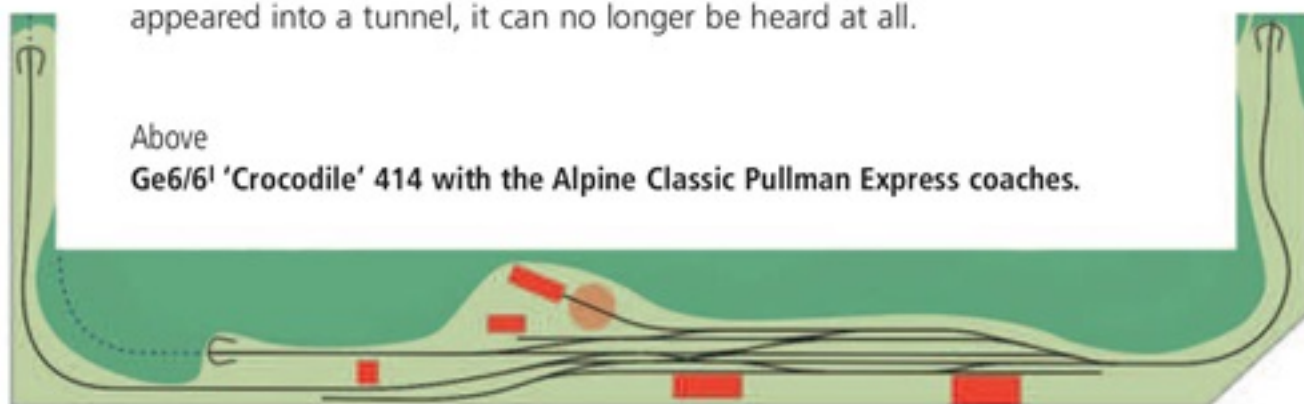
The point motors are from Bemo, Fulgurex, and Cobalt.

To damp the noise, a thin layer of neoprene rubber was placed between the tracks and the substructure.

The grey ballast is Woodland Scenics Medium B1394, glued with special permanent elastic gravel adhesive. The effect is very convincing. A realistic soft sound from the rolling wheels on the track is maintained, but is not disturbed or drowned out by other sounds. As soon as a train has disappeared into a tunnel, it can no longer be heard at all.

Above

Ge6/6' 'Crocodile' 414 with the Alpine Classic Pullman Express coaches.



## Filisur

Filisur is a junction – from the north the lines come from Chur via Thusis and Landquart via Davos. From the south the line comes from St. Moritz and Bergün. Both the *Glacier Express* and the *Bernina Express* call at Filisur.

The track plan and surroundings have been modelled as close as possible to the real thing, with the situation of the track before the major renovation and rationalisation in 2003, working from photos, books with illustrations, a track plan from the RhB, and a visit to the station. The characteristic features are the double track connection with a scissors crossover, the five tracks in the station, and the turntable with locomotive shed. The turntable was originally intended to turn the steam locos used over the steep gradient towards the Albula tunnel. After the steam traction ended, the turntable remained in use for turning the snow plough.







Above

The Hotel Grischuna was built from a kit from Pirovino Modellbau-Atelier and is exactly to scale. Bart provided the building with a complete interior and the necessary lighting. In reality, the rooms on the track side are more expensive than on the valley side!

Left

The south end of Filisur with a waiting *Bernina Express* and the Davos shuttle train.



Right

The *Bernina Express* heading south from Filisur station. There really is a farm here, but in a different form: the landscape has been adapted to suit the layout.



Right

The grass has been cut on the slope to the right of the farm and has now dried. It is being raked forward and placed on frames to dry completely.

Below

Filisur station building dates back to the beginning of the last century and has not changed much, though there is new technology, such as a ticket machine placed by the end wall.







Above

After leaving Filisur station, railcar Be4/4 515 curves past the farm and then goes over a small stone viaduct. You can walk from Filisur to this viaduct and go under the railway.

Right

Ge4/4<sup>1</sup> 603 *Badus* on a train of sliding side vans carrying Valsler mineral water. Over the whole layout, the landscape has been kept subtle, using muted colours, so that the colourful rolling stock contrasts beautifully with the surroundings.











Above

On the layout this ravine is approximately 4m long. The landscape is rugged, and deciduous trees grow less tall than conifers.

Right

Ge6/6i 'Crocodile' 414 hauling the Alpine Classic Pullman Express crosses a tributary of the Landwasser on the way to Filisur. The driver will not be impressed as he has passed the bridge many times.

Left

The fictional village above Filisur station is no more than a few houses, a path, and a church, yet it is very convincing. You can still see these little hamlets in the mountains.









**Tim Somers** immediately entered the Modelspoor micro layout competition in 2018 momentarily losing sight of the fact that he was already deeply involved with a club project. *Photographs by Bruno Marschang, unless otherwise noted.*

# Gare de Muno

## A small station in Belgium

Anyone who knows me knows that I can sometimes react impulsively. This was the case with the announcement of the Modelspoor micro layout in 2018: I promptly registered, for a moment losing sight of the fact that I was also actively involved in the construction of the new MSC Het Spoor new exhibition layout which also had to be ready for the exhibition in Leuven/Louvain.

In retrospect, the combination of working on a private layout as well as a club project turned out to be not a very bright idea. There was a bit of pressure both at home and at the club, but it was a relief when in the end both *Gare de Muno* and *Château Migraine* (see CM December 2018) were finished nicely in time.

My inspiration for this project was the station at Muno on line 163a, located in the south of Wallonia, just over the border with France, at the transition from the Ardennes to the Gaume. Although I have never been there, I felt that I knew the area.







Above  
**The whole scene.**  
**The raised bank at the front**  
**was not such a good idea.**  
 Photo: editor.

Left  
**The station building, made**  
**for me by Jeroen Nieuwlaat.**

Below left  
**A type 15 4-4-2T approaches;**  
**just one passenger awaits.**

Below  
**A type 53 0-8-0T waits as a**  
**type 98 0-10-0T runs through**  
**with a freight.**

I found a lot of photographs and background information via Google. The website [www.trekkings.be/L163ASainteCecileMuno.htm](http://www.trekkings.be/L163ASainteCecileMuno.htm), about long-distance walking and hiking trails in Belgium, provided an enormous amount of visual material.

Of course, you have to make choices. I wanted the station building from 1939 but the track plan of 1900. The loading dock made the project look somewhat overcrowded, so I consciously chose to leave it out.

### Structure

Weight was an important factor. In one of the *Loco-Revue Hors Séries* specials a lightweight timber construction was described. Poplar plywood was used to make two sides of 0.60m x 0.60m, with six 1.18m battens in between, and a base of 0.60m x 1.20m. Fitting the hardboard background

to give rounded corners was quite a wrestling match. This structure was also the basis for *Château Migraine*.

Four adjustable trestles support the micro layout.

The fiddle yard allows me to drive trains round the circuit and store rolling stock behind the scene.

### Track

A second big factor was that I wanted to use what I had in stock. In the visible part, the track and points are RocoLine code 83, while Piko code 100 A-track was used for the fiddle yard. A special intermediate piece makes the transition between the different rail profiles.

There is no electronic automatic operation – everything is done manually. However, a unfortunate accident while setting up at the exhibition on the Friday prevented me from using the point in the visible part.







Above  
One short goods train  
waits on the siding ...

### Scenery

With this little layout I mainly wanted to experiment with the scenery. I had hardly any experience with this, and I am sure there is more to learn.

I wanted a design that was a bit different. A scene which you could look into was a new idea for me, though for the public and photographers it turned out not to be so useful.



Above  
The isolated loading chute hints at the former goods yard  
which could not be modelled in full in this small space.



Above  
... for another to pass.

Photos (3): editor.





The characteristic scenery elements were a retaining wall, plenty of trees, shrubs, and grass, and a platform that was fully visible. So not that much work – but enough to fill a summer holiday.

For the record, the station building was built by my usual 'partner-in-crime' Jeroen Nieuwlaat.

### Operation and rolling stock

The operation had to be simple. I started with a small Lenz digital controller, and installed a heavy two-wire bus under the track and connected two wires everywhere.

As mentioned, one of the factors was to (re)use what I already had. So many of the freight wagons that had already been weathered were available.

Steam motive power during the exhibition consisted of SNCB/NMBS types 53 0-8-0T (Olaerts), 98 0-10-0T (Fleischmann), and 71 0-8-0 (Piko). I also planned to use an Olaerts type 15 4-4-2T (*below*) – ideal for this line – but unfortunately I found that it would not go round the sharp curves each side and so could not be run.



Above

**The small station building was more than adequate.**

Below

**This unkind angle reveals the essential 'hole in the sky'.**

Photos (2): editor.

### Conclusion

Despite the pressures, I really enjoyed the construction, the experience gained, and the exhibition weekend itself, and I will certainly do it again.

Meanwhile, *Gare de Muno* has been sold to the AMSAC club in Ghent.







# Kalka – Shimla

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

Above  
ZDM3 No.155 and train  
passing Koksar dhaba  
on the 'main line'.  
The inner and outer tracks  
here form a return loop –  
useful but not prototypical.

## Part 7: Koksar dhaba and Homage Hill



Left and below  
Busy traffic at Koksar dhaba.





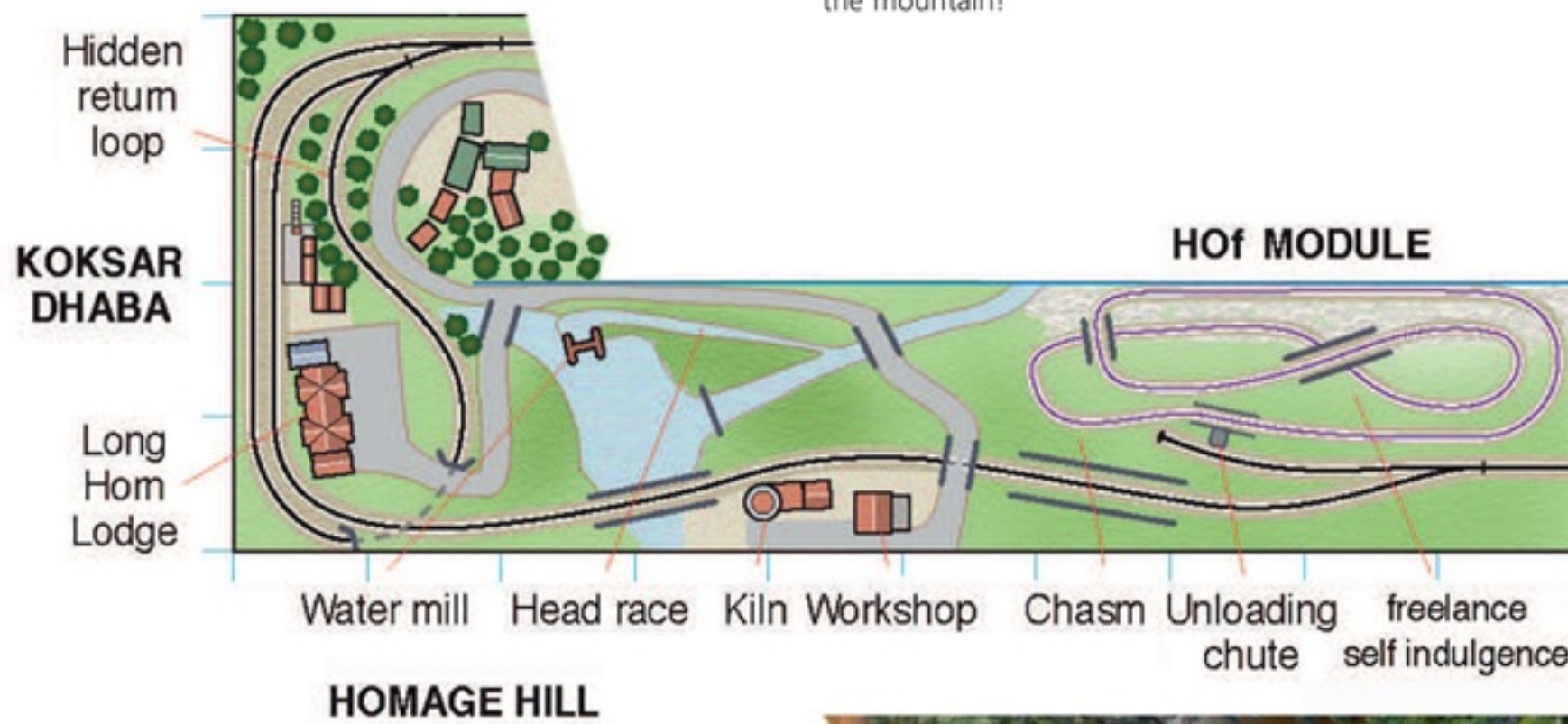


The tracks emerge from the other end of Taradevi north tunnel to a freelance area that cries out for attention. There is something charming about Himalayan roadside dhabas. The heavily spiced curries laced with pure ghee (clarified butter) served in these places accompanied by a wide variety of unleavened over-baked or pan fried stuffed breads are universally loved, notwithstanding the dodgy hygienic standards.

Koksar dhaba is my homage to a very great Indian institution and this stretch of the layout does double duty by also featuring a generic version of the kind of faux English 'resorts' you will find all over the Shivalik hills with evocative names like 'Rockrose', 'Bonzo's', and so forth.

This 4' x 2' area also features a hidden return loop I used to turn trains around here for some years while I dithered over whether I wanted to build any more of that railway up the mountain!

Above  
**Homage Hill overall view.**  
Note the narrow gauge industrial line top right – not an authentic feature and due to be replaced in time.



Below and right  
Railcar No.6 passing Long Horn Lodge.







In time, I realised I had stopped too soon. In the process, the road to building more freelance stuff had bitten me. What was available at the time was another 8' by 2' section above Barog station, perfect for building Summer Hill station. Summer Hill is just a passing loop with a siding in support, but it has character. On another day, I would have built the station but what I really wanted was a generic scene with some of those picturesque stone bridges that so define this railway.

Above

**ZDM3 No.155 with an express in the Homage Hill area.**

Left

**ZDM1 No.704 passes the kiln with a freight.**

Below

**The water wheels in the rocky outcrop are from a plaster kit by master scenic modeller Manfred Luft.**

Below

**The kiln and adjacent workshop are also from Luft kits.**







Above  
Railcar No.6 on the shorter  
Homage south viaduct.

Right  
Railcar No.6 crossing  
the longer northern viaduct.  
The industrial line  
with loading chute  
visible in the background  
is a freelance indulgence.

Below  
Railcar No.14 on the Homage  
south viaduct.  
Beyond are the flags  
outside Long Horn Lodge.

Below right  
Railcar No.14 crossing  
the Homage north viaduct.



Then again, I felt I needed to pay homage to the great German plaster modeller Manfred Luft so I picked up some of his kits and put them in the scene. These are the only kits I have used on this layout.

The problem with this attitude is that if you allow yourself to get away from the prototype, you have no idea where you will end up. I have ended up with a figure-of-eight mining layout (or is it a forest railway?) constructed with the Busch HOf system (which is a nightmare to keep clean at the best of times). It is autonomous and removable, and that remains an irresistible temptation. Someday, I am just going to sweep away this momentary lapse of prototypical fidelity and build Summer Hill!

*... to be continued.*



### Märklin / Trix



Märklin / Trix BR194

Märklin / Trix E44.5

Märklin / Trix photos courtesy MIBA



The Märklin and Trix new items programmes are again closely co-ordinated, with Trix providing two-rail versions of most of the new models. There are only a few separate Trix items, and only a few Märklin not (yet) duplicated.

Trix versions of rolling stock that is also in the Märklin range usually have different running numbers, and as exchange wheelsets are available for both more variety can be achieved.

Most of the planned motive power is coming as standard with a digital decoder with enhanced functions, and often sound, though they will still work basically on analogue supplies. These decoders can identify themselves to the appropriate controller so the loco address does not need to be entered, simply selected.

The mfx+ 'World of Operation' decoders offer not only control of motion, lights, and sound, but also the option of some operational parameters, such as use of coal and water or diesel fuel, and require visits to the appropriate facilities to replenish the capacity.

Many of the releases, especially those for export markets, are described as one-off series or limited editions: the limitation may be as much one of time, in that the model will only be made this year, and/or in response to advance orders from retailers as of absolute quantity.

#### Epoch II

Kruckenber propeller-driven 'Rail Zeppelin' as a limited edition for the Märklin Dealer Initiative (MHI), with mfx sound decoder, factory-installed LED interior lighting, cab lighting, powered propeller, driver figure in the cab and passenger figures.

#### Epoch III

DB BR78 (former Prussian T18) 4-6-4T, with three domes (steam/steam/sand), the sand dome rectangular, riveted water tanks, cab roof with a rectangular vent, triple headlights with DB reflex glass lamps, c.1965. The model will have the mfx+ decoder. Also Trix.

### Märklin Rheinfeil stock



DB BR01 Pacific with small Witte smoke deflectors and a type 2'2T34 coal tender, c.1965. The model has an mfx+ sound decoder.

DB BR562-8 (Prussian G 8<sup>1</sup> rebuilt with pony truck) 2-8-0 with type 3T16,5 coal tender, DRG lanterns on the locomotive and tender, no bell, new smokebox door, c.1950. mfx+ decoder with extensive operational and sound functions. Also Trix.

To represent the 1963 Rheinfeil there will be an E10.12 electric (now with working pantographs) and two sets of express passenger coaches with interior lighting. All are MHI limited editions.

The Insider model for the year is a brand new model of the DB E44.5 electric, with mfx decoder. Also Trix.

To accompany it there will be a set of five different coaches in the basic bottle green livery: two standard four-wheel compartment cars, type Be (Cd-21b) second and type ABe (BC-21) composite, two standard four-wheel Donnerbüchsen ('Thunderboxes'), type ABiwe (BCi-28) composite and type Bie (Ci-28) second, and a type Pw4üe (Pw4ü-30) bogie baggage van, all assigned to Freilassing in c.1960. Also Trix.

### Märklin BR01



The DB bogie Umbauwagen will be re-issued in 1959 green livery now with current conducting couplers – type AB4yge composite, type B4yge second, and type BD4yge second/baggage.

Also new versions of the DB centre entrance type AB4ym(b)-51 composite, type B4ym(b)-51 second, and type BPw4ymgf-54 second/baggage driving trailer without a side corridor. The driving trailer has working head and tail lights and an mfx decoder.

All the above coaches also appear in the Trix list.

The museum model of the year is a DB type GI22 boxcar (former DRG 'Dresden'), the short variant without a handbrake, brake platform, or brake house, and without end doors, carrying advertising for Friedr. Dick of Esslingen. The limited edition comes in a metal tin, with a utility knife, and is only available from the Märklineum shop in Göppingen.

#### DB Epoch IV

BR043 2-10-0 heavy freight locomotive with a type 2'2T34 oil tender. This variant has two cab side windows, small Witte smoke deflectors, no central smoke-

### Märklin / Trix BR78



### Märklin / Trix Kruckenberg 'Rail Zeppelin'



### Märklin / Trix BR103.1





Märklin / Trix SBB Ae3/6II



Märklin / Trix ÖBB Rh1189



Märklin BR280



box door lock, spoked wheels in the pony truck, and Indusi magnets on both sides, as in c.1971. The model has an mfx+ sound decoder. Also Trix.

New tooling – BR194 heavy freight Co-Co electric, in chrome oxide green, c.1982, with mfx+ sound decoder. There will also be a Trix version.

BR280 B-B diesel hydraulic as it looked at the beginning of the 1970; with mfx+ sound decoder.

BR724 railcar (former VT95.9) as Wuppertal-based maintenance vehicle, with World of Operation mfx+ decoder, as a limited edition for the MHI.

Type Avümz<sup>111</sup> compartment first, in crimson/ivory, with steeply pitched roof ends to the roofs, running on Minden-Deutz heavy bogies with disk brakes and magnetic rail brakes. Three numbers, c.1973.

Also a type Apümz<sup>121</sup> open first and type WRümz<sup>135</sup> dining car, with single-arm pantograph and small roof transformer.

To accompany the BR43, a pack of twelve type Fad<sup>155</sup> (former OÖtz 41) 'Erz III'd' high side hoppers, with two unloading hatches per side and end brake platforms, used to transport iron ore, running on standard welded pressed sheet metal bogies with girders welded in place as reinforcement. Also Trix.

To accompany the BR194, a set of five different wagons: one type Lgjs four-wheel container flat with a 40' container, one type Kbs four-wheel flat with stakes with a load, one four-wheel refrigerated van lettered for the brewery Paulaner Brauerei of Munich, one type Tbis four-wheel sliding roof/sliding side van, and one bogie gas tank.

Type Eaos<sup>106</sup> high-side open in red-brown, with rectangular buffers, without handbrake or brake platform, on type Y25 welded bogies.

Type Ucs<sup>908</sup> twin silo wagon, with a new number.

The Insider club model for the year is a four-wheel refrigerated beer van with smooth sides and no high platforms at the ends but still with icing hatches, lettered for the Paulaner Brauerei of Munich.

#### DR Epoch IV

The new model of the E94 heavy freight Co-Co electric as a BR254 in bottle green with a black frame and red bogies, c.1989. Also in the Trix range.

From Trix – set of three type Fcs 6450 side discharge four-wheel hoppers, loaded with real scale-sized coal and authentically weathered.

#### Epoch VI

BR103.1 in (fictional) DBAG InterCity white, to mark fifty years of IC services, as a limited edition, with mfx+ sound decoder. Also Trix.

DBAG BR189 multi-system electric with four pantographs for cross-border freight service, with World of Operation mfx+ sound decoder. Also from Trix.

DB Cargo class 232 'Ludmilla' diesel in traffic red with a large white warning 'bib' on the ends, c.2015, with mfx sound decoder.

DBAG BR143 electric in traffic red, with round buffers, c.2016. The model now has all-wheel drive and comes with the mfx+ sound decoder.

DBAG double-deck coaches in traffic red c.2017, at 1:100 length: type DABza<sup>756</sup> composite, type DBza<sup>751.0</sup> second, and type DBbzfa<sup>761</sup> second driving trailer.

A set of three DBAG type Snps<sup>719</sup> flats, c.2017, with finely detailed fixed double stakes with tension levers; two are loaded with two short stacks of logs and one with a long stack. Also Trix.

DBAG type Samms<sup>709</sup> six-axle heavy-duty flat loaded with a Bundeswehr type 2000 tank howitzer (model by Schuco) – two numbers available.

Two type Rlmmps heavy-duty flats, one loaded with a Bundeswehr M113 armoured personnel carrier (Schuco) and one with a Bundeswehr MAN 10t GL lorry (Schuco). Also from Trix.

DBAG type Facns<sup>133</sup> four-axle hopper, with a new number.

Type Zans 95m<sup>3</sup>/25,096g bogie tank with an uninsulated tank and a ladder on the end, on modern type Y25 Lsd1 bogies with double brake shoes, operated by 'On Rail'. Also Trix.

Three short type Shimmns sliding tarpaulin bogie bulkhead flats lettered for 'Wascosa'.

Three short type Shimmns sliding tarpaulin bogie bulkhead flats lettered for 'NACCO' registered in The Netherlands.

Type Sggrss80 articulated container flat, black, privately owned by RailReLease B.V., empty.

Type Sggrss80 articulated container flat, privately owned by MFD Rail in Switzerland, with two 40' containers.

Two type Sdgmns deep well flat cars used by AAE Cargo carrying 'DSV' curtain-side lorry trailers.

Type Ibopqs privately owned refrigerated beer van used by the Hirschbrauerei Schilling brewery of Römerstein-Böhringen, Germany, with "BÖHRINGER – Mein Bier!" graphics

Plasser & Theurer Unimat 09-4x4/4S E3 ballast tamping machine, used for either laying new track or relaying existing track. Digital only model, in co-operation with Viessmann.

As usual, the programme includes a number of prototypes from beyond Germany.

#### Switzerland

**Epoch II** – SBB Ae3/6II express electric in brown, number 10435, c.1927, with mfx+ sound decoder.

**Epoch III** – SBB Be4/6 electric from the first production series, in green with grey running gear, number 12306, c.1950, with older buffers, end cab doors with fall plates, sanding equipment, oncoming train light, inductive magnet, and horizontal cooling lines with six vertical mounting brackets. The model has the mfx+ sound decoder. Also Trix.

**Epoch V** – three type Fals hoppers lettered for Jura Cement Factory, Aarau.

**Epoch VI** – new tooling: SBB RAe4/8 1021 'Churchill Arrow' electric double rail car, as preserved in red and used for charters and excursions. Also Trix.

SBB Re4/4II electric as Re421, in SBB Cargo red & blue, c.2018. The model has an mfx+ sound decoder. Also Trix.

Bern-Lötschberg-Simplon Re465 electric in the latest livery, with mfx+ sound decoder. Also Trix.

Type JT42CWRM diesel electric, better known as Class 77, as operated by Crossrail, c.2012, with mfx+ sound decoder. Also Trix.

SBB type Apm express Panoramic first, as used on the Gotthard Panorama Express.

SBB type Hbbllns high-capacity van with sliding sides. Two type Saadkmms low floor bogie flats lettered for RAlpin, for 'Rollende Landstraße' trains.

#### Austria

**Epoch IV** – new tooling: ÖBB Rh1189 'Crocodile' electric in fir green, early to mid-1970s. The model has an mfx+ sound decoder. Also Trix.

To accompany: three ÖBB type Fad (former OÖtz 43) bogie hoppers, with medium height superstructure and brake platforms, used to transport limestone, running on standard pressed sheet bogies without lower beams welded on as reinforcement. Also Trix.

**Epoch VI** – ÖBB type Ampz modernised Eurofima first, not air-tight, and type Bmz second, both re-issued with new numbers.

#### France

**Epoch VI** – modified tooling: SNCF TGV Euroduplex high-speed train, as in service between Paris and Munich, with two powered end cars, one first class bi-level transition car (R1), and one second class bi-level transition car (R8). Three add-on packs of two cars are available to make up the full train. Also Trix.

Märklin / Trix SNCF TGV Duplex





## The Netherlands

**Epoch III** – old four-wheel tank wagon with brake cab, privately owned by the 'Zoutindustrie Hengelo Boekelo'.

**Epoch IV** – NS class 1200 electric, mid-1970s, with new vent arrangement. The model has an mfx+ sound decoder with World of Operation mode.

Five type Tds hoppers with hinged roof lettered for 'Armita Wagons Amsterdam B.V.' used on the NS.

**Epoch V** – five NS type Fals hoppers used for 'Kalksteen' (limestone), with loads.

## Belgium

**Epoch III** – to accompany the recent new model of the SNCB/NMBS class 1 Pacific, a set of two different type M2 coaches, first and composite, in moss green, with factory-installed LED interior lighting. Also **Trix**.

**Epoch V** – a pair of class 55 diesels representing the TVM sets for rescuing the TGV, Thalys, etc. Only one is powered, with a decoder.

Maintenance wagon set – three different wagons: one type Ks four-wheel flat with stakes, one type Res 19.9m bogie flat with stakes, and one type Gbs van.

## Luxembourg

**Epoch VI** – ROBEL powered track maintenance vehicle based on the CFL class 700, as in 2020. With a movable loading crane, digitally controlled. The model has an mfx+ sound decoder and was produced in collaboration with Viessmann.

Three CFL type Tds hoppers and two type lettered for 'Wagon Care Capital (WCB)', all loaded with ballast.

## Italy

**Epoch V** – Servizi Ferroviari (SerFer) V 142 diesel (former DB V100), number V 142-23, as in 2002. The model has an mfx+ sound decoder. Also **Trix**.

**Epoch VI** – two FS type Res low side bogie wagons with ribbed steel side sides and stakes that can be turned down, both loaded with rolls of wire. Also **Trix**.

## Denmark

**Epoch V** – ten DSB type Tdgrrs hinged roof hoppers, five permanently coupled pairs, as per prototype. The roof covers can be opened.

Two DSB type Slmmps heavy-duty flats loaded with Leopard 1A5 combat tanks (Schuco).

**Epoch VI** – ROBEL 54.22 powered track maintenance vehicle as ARAIL 70004 'Pernille' of the track construction company Aarsleff Rail. With a movable loading crane, digitally controlled; the model has an mfx+ sound decoder. In collaboration with Viessmann.

Type Kls four-wheel lowside lettered for Aarsleff Rail, loaded with a 20' container.

## Sweden

**Epoch V** – two SJ type Ucs twin spherical silo four-wheel wagons.

**Epoch VI** – modified tooling: type JT42CWR diesel electric, better known as Class 66, used by RushRail. The model has an mfx+ sound decoder and a smoke generator with dynamic exhaust. Also **Trix**.

Four KLV type Sgns<sup>88</sup> bogie flats in grey, owned by AAE Cargo and leased to Rush Rail, with ExTe SR12 load frames, support beams, and end grilles, for transporting logs.

## Norway

**Epoch IV** – NSB class Di5 0-6-0 diesel shunter (former DB V60), now with Telex couplers front and rear which can be controlled separately in digital operation from the mfx+ World of Operation decoder with light and sound functions.

AC wheelsets are available for most rolling stock.

## Trix

**DB Epoch III** – the Trix H0 Museum wagon for 2021 is a type GI four-wheel van with brake house, owned by Friedr. Dick, of Esslingen, in c.1960 condition. The model has sliding doors that can be opened. The limited edition is available only in the Märklineum Shop in Göppingen, and comes attractively packaged in a metal tin with a kitchen knife with Trix engraving and a blade protector.

**DB Epoch IV** – the Trix H0 Club wagon for 2021 is a heavy oil bogie tank car with a brake platform owned by Aral of Bochum.

## Czech Republic

**Epoch VI** – type Sgrrs 80 articulated double container flat, in grey, operated by Ermewa, loaded with two 40' containers.

## Poland

**Epoch IV** – set of two PKP type 24Z (Ks-x) four-wheel lowsides, without brake platform and without a storage box for side stakes on the underframe, each loaded with a 20' container.

**Epoch V** – type Hbbins high-capacity sliding side bogie van, with brake handwheels, owned by AAE and leased to PKP.

## Roco

The new items brochure is once again an A4-size perfect bound landscape format publication of 220 pages (24 more than last year), and covers HO and HOe (though again there is little of the latter). Locos are separated into steam, electric, and diesel, grouped by country, and within these arranged roughly chronologically.

Comprehensive feature symbols, now indicating administration, country, period, overall length, minimum radius, LED lighting, type of decoder socket, and presence of buffer capacitor, plus sound or AC versions when relevant. Several of the digital sound models use sound files from Henning or Soundlab.

The expected delivery quarter is noted (shown here in brackets), but prices are not given.

Rolling stock classifications are shown for most but not all wagons.

Several items have supplementary notes.

As usual, the brochure illustrates many of the significant proposals with prototype pictures.

More former Fleischmann HO models are re-appearing in the Roco range.

## Epoch I

The train pack for the year contains a Prussian class G8<sup>2</sup> 2-8-0, a baggage van, a tank wagon, an acid vat wagon, a small livestock wagon, and a six-wheel van with raised brake house (Q4).

Bavarian PtL2/2 'Glaskasten' (Q2).

To accompany – a local train of four four-wheel coaches (two thirds, a post van, and a baggage)(Q1).

## Epoch II

BR01<sup>10</sup> streamlined three-cylinder Pacific with 2'3T38 tender in theoretical red livery (Q3).

BR50 2-10-0 with large Wagner smoke deflectors in photographic grey (Q4).

1935 bogie express stock – 1st/2nd, 1st/2nd/3rd, 3rd, restaurant, and baggage (Q3).

Set of three type Bzb bogie tank wagons (Q4).

## Epoch III DR

BR86 2-8-2T, short cut-out welded tanks and clasp brakes (Q4).

V180 C-C diesel (Q2).

Type GI long wheelbase four-wheel van (Q1).

## Epoch III DB

New tooling – BR38 (former Prussian P8) 4-6-0, with small Witte smoke deflectors and riveted tender. Represented with prototype pictures, due in 2022.

BR03<sup>10</sup> three-cylinder Pacific as rebuilt with new boiler (Q2).

BR85 2-10-2T from the Höllental line (Q2).

BR52 2-10-0 *Kriegslok* with tub tender but no smoke deflectors (Q2).

BR70<sup>0</sup> 2-4-0T (Q4).

To accompany – set of three four-wheel coaches (two thirds and post/baggage)(Q4).

New tooling – Pwgs41 four-wheel baggage van, shown with a drawing at this stage (Q4).

Post train set – type Post4ü clerestory roof bogie van, type Post3 clerestory roof six-wheel van with raised brake house, type Gmhs30 short wheelbase four-wheel van, and type Glmhs50 long wheelbase four-wheel van (Q2).

Freelance 'Alp Spitz Bahn' rack railway stock – 2-6-0T (BR91) in blue, four-wheel electric (E69), bogie coach with open end platforms (of Swiss origin), and a four-wheel baggage van (Bavarian)(Q2).

## Epoch IV DR

New tooling – BR38 4-6-0, with large Wagner smoke deflectors and riveted tender. Represented with prototype pictures, due in 2022.

New tooling – BR95 2-10-2T, modelled for the first time with a new boiler (Q3).

BR37 2-6-0 (former BR24), with large Wagner smoke deflectors and disk wheel pony truck (Q1)

BR86 2-8-2T, with long cut-out tanks and bell (Q1).

BR01<sup>5</sup> semi-streamlined rebuilt Pacific (Q3).

BR52 2-10-0 *Kriegslok*, with original boiler and snow plough (Q3).

BR55 0-8-0 with glazed lamps for the first time in the Roco range, supplied with two sets of number plates for the modeller to fit (Q2).

Modified tooling – BR106 0-8-0 diesel in orange, with projecting lamps mounted on brackets, rain protection roof over the side windows, and frost protection covers on the ventilation grilles, which can be mounted open or closed (Q3).

BR111 B-B diesel in orange (Q3).

EDK750 rail crane in blue (fully working digital model)(Q3).

Set of three support vehicles – two four-wheel vans for equipment and a bogie second/baggage for the crew (Q3).

Two sets of three short reko coaches, one of three six-wheel seconds, one with luggage capacity, all in dark green; the other one six-wheel and two four-wheel seconds, one of the latter in lighter green. All Q1.

The new Pwgs41 will also form part of train pack which also includes a type E four-wheel open with coal load, a type Eas bogie open with coal load, a type Tds swing roof four-wheel hopper, a type Zkk four-wheel tank, and a type Gos1400 four-wheel van (with working tail lights)(Q4).

Type ZZh bogie tank (Q1).

Set of two type lbbhqss refrigerated four-wheel vans (Q2).

Set of two type Shimmns telescopic hood bogie bulkhead flats (Q2).





Type Ks four-wheel lowside carrying two 'Deutrans' 20' containers (Q3).

Set of three type Tds swing roof hoppers, with patched paintwork (Q3).

**Epoch IV-V DR** – coach set to represent the D374/375 *Vindobona/Hungaria* trains (Berlin <-> Budapest): first, second, baggage, and Mitropa diner (Q2).

New tooling – BR230 Bo-Bo electric (= Czech 372), illustrated with prototype pictures and graphics (Q4).

#### Epoch IV DB

Modified tooling – BR086 2-8-2T with long cut-out welded tanks and De Limon wheel flange lubrication (Q1).

BR023 2-6-2, digital version for the first time with authentic sound (Q1).

ET491 glass train electric railcar in red & beige (Q3).

BR144 electric, as equipped for push-pull working (Q2).

BR160 electric shunter, as preserved at Freilassing (Q3). Over the coming years, selected models are to be reproduced under the label "Edition Freilassing".

Karlsruhe train – BR141 electric with second and second baggage driving trailer in experimental blue & white livery (Q4). A pack of two *Silberlinge* (composite and second) available to extend the train.

BR103 electric with short cabs and scissors pantographs, with silver contrast areas beyond the side grilles. Q1. For hauling the TEE 74/75 *Roland* between Bremen and Milan (c.1969)(Q1).

Appropriate sets of coaches – two Avümh<sup>111</sup> compartment firsts and ARDümh<sup>105</sup> first restaurant; two Avümh<sup>111</sup> firsts and WRümh<sup>132</sup> restaurant; Avümh<sup>111</sup> and Apümh<sup>121</sup> open firsts. (All Q1.)

Modified tooling: BR218.1 in 'City-Bahn' pebble grey & orange, now with Plux22 decoder socket (Q2).

Henschel DHG 500 six-wheel industrial diesel, in either freelance blue or Rheinpreußen AG red (both Q4). In co-operation with **Huppertz Model Bau**.

*Silberlinge* coaches – composite, second, and second baggage driving trailer, the latter now updated with LED lights and a decoder socket (Q1).

Type Dye973 bogie baggage with raised cupola lookout (Q1).

Type Gbrs-v<sup>245</sup> four-wheel van (Q1).

Type Kbs four-wheel lowside with side stakes (Q2).

Set of two type Ibbks<sup>398</sup> refrigerated vans (Q2).

Set of two bogie tank wagons 'Texaco', one grey, one green (Q3).

Type Rmrso<sup>31</sup> four-wheel lowside (Q3).

Set of three type Ucs<sup>909</sup> tall twin silo wagons (Q4).

#### Epoch IV-V DB

Set of two type Shimmns telescopic hood bogie bulkhead flats (Q2).

Insulated four-wheel van for banana transport (Q3).

#### Epoch V

BR218.4 in the colourful 'Touristik' livery, now with Plux22 decoder socket. Supplied with 'Südostbayernbahn' transfers to represent its use on that regional network between 2003 and 2006 (Q4).

BR141 electric in traffic red (Q4).

Former *Silberlinge* stock to match – set of two seconds and a composite, with second baggage driving trailer available separately. (All Q4.)

**Epoch V-VI** – set of two type Tamns rolling cover bogie wagons (Q4).



Roco BR95



Roco DR BR230 / DBAG BR180 / CSD 372

#### Epoch VI

New tooling – BR180 Bo-Bo electric (= DR BR230, Czech 372) in traffic red. Prototype pictures and graphics. (Q4.)

Update – BR152 electric, for the first time with Plux22 decoder socket and sound (Q4).

BR186 electric in Lokomotion red zebra stripe livery (Q1).

BR186 electric in Alpha Trains green & silver, now owned by Railpool (Q1).

BR193 electric operated by 'boxXpress.de' (Q2).

BR193 Vectron electric in DB Cargo black 'backbone' livery, exclusive to Roco (Q3).

BR193 electric in LWR livery, leased from MRCE, exclusive to Roco (Q3).

BR192 Smartron electric in 'RTB Cargo' livery (Q4).

BR182 Taurus electric in TX-Logistik 'flame' livery, exclusive to Roco (Q3).

BR383 Vectron electric operated by 'Metrans', based in Prague (Q3).

ICE4 BR407 Velaro for the first time with green stripe and current lettering as four-car set, with two sets of two intermediate coaches (Q1).

BR335 Köf diesel shunter in traffic red (Q1).

BR233 'Ludmilla' Co-Co diesel named 'Tiger' in DB Bahnbau yellow (Q2).

BR218 diesel in 'PRESS' blue livery (Q2).

BR628 diesel railcar and trailer in red & white with 'Sylt Shuttle Plus' markings (Q1).

Update: BR650 RegioShuttle diesel railcar, now with Plux22 decoder socket, in both traffic red and Agilis grey & yellow, as used on non-electrified local lines in Upper Franconia around the cities of Bamberg, Bayreuth, Coburg, and Hof. (Both Q4.)

Set of three double-deck coaches used on the Südostbayernbahn network, two seconds in traffic red and a driving trailer in 'Bahnland-Bayern' blue. A second will also be available separately. (All Q2.) In co-operation with **Huppertz Model Bau**.

Likewise a set of three used on the Rhein-Weser-Express, two seconds and driving trailer in traffic red, plus a set of second and composite. (All Q4.)

Pair of second couchettes used by 'Bahn Touristik Express' (Q3).

Set of three DBAG type Shimmns hooped tarpaulin cover short bogie bulkhead flats in traffic red (Q3).

Set of two 'Ermewa' type Shimmns hooped tarpaulin cover short bogie bulkhead flats (Q2).

AAE type Sdggmrs articulated bogie intermodal flat with four 'Wetron' 20' swap bodies (Q2).

AAE type Sggmns33 bogie intermodal wagon with 'ONE' 40' container (Q2).

AAE type Sggmns33 bogie intermodal wagon with 'Nor-Cargo' lorry trailer (Q2).

'Winner' forwarding company intermodal block train of bogie flats – one Sgns, two Sdgmns<sup>33</sup>/T3, one Sdggmrs/T2000, and three Sdggmrs<sup>738</sup>/T3000e, fully loaded with different swap bodies and trailers (Q3).

New tooling – T3000e articulated double container flat, to be produced in many different versions as running in Germany, Switzerland, Austria, and Italy, registered with DBAG, ÖBB, ATX, Wascosa, Kombiverkehr, HUPAC, and CEMAT, with various loads – 45' curtain side swap bodies, lorry trailers, 20' tanktainers. (Q2 -> Q4.)

New tooling – type Zacns bogie tank, 95m3 capacity, in various versions: ermewa, GATX (single and twin pack), wascosa (twin pack), and GATX/DHL (triple pack) (Q3/Q4.)



Roco Zacns



Roco T3000e





## Switzerland

New tooling: Ae3/6<sup>I</sup> with Büchli drive, as a third series machine in Epoch III-IV brown livery and as a second series machine in Epoch V green. Illustrated with prototype pictures and due in 2022.

**Epoch II-III** – set of two type K3 four-wheel vans, one with brake house (Q4).

Small four-wheel tank wagon ‘Butan-Schweiz’ (Q4).

**Epoch IV** – SBB Re10/10 set, consisting of Re6/6 11672 with coat of arms ‘Balerna’ and Re4/4<sup>III</sup> 11361, both in red. Both are powered models. (Q3.)

Modified tooling – Re4/4<sup>II</sup> 11251 based at Lausanne, with modified sides, in TEE red & cream (Q2).

Type Laeks double-deck articulated car carrier (Q3).

**Epoch IV-V** – BLS Ae8/8 double electric, for the first time with new, finely-detailed type BBC 350/2 pantographs. Both locomotive halves powered. (Q2.)

Type Hbikks-tt sliding side four-wheel van (Q4).

Set of one type Taehms roll roof and one type Taems swing roof bogie wagons, registered with DBAG but hired to SBB for transporting clay from Germany to Italy (Q3).

BLS type Db ‘Sputnik’ brake van (Q2).

**Epoch V** – type Hbbllns sliding side van with ‘PanGas’ branding, prototype picture (Q3).

Type Z2 four-wheel post van with special ‘Postzentrum Luzern’ graphics (Q4).

Type Db ‘Sputnik’ brake van (Q4).

**Epoch V-VI** – EWII coaches (first, second, and baggage) in the ‘parrot’ grey/green/blue livery. (All Q1.)

Type Sgnss bogie container flat with two 20’ ‘Bell’ containers (Q4.)

**Epoch VI** – SBB 421 electric in blue ‘Zürich – München’ livery (Q3).

SBB Re460 in current red with separately applied SBB logo and extra front handrail (Q1).

BLS Re465 electric in the post-refit light green livery, prototype picture (Q3).

BLS Re465 in ‘Kambly’ advertising livery (Q3).

Class 193 Vectron electric in SBB Cargo International ‘Dutch landscape’ livery with a long rain gutter and raised cabs for use in Italy (Q2).

Also in standard grey livery, prototype picture (Q4).

Henschel DHG 500 six-wheel industrial diesel as Em3/3 in ‘Makies’ green (Q4). In co-operation with Huppertz Model Bau.

SBB Intercity coaches (first, second, and restaurant) in current operating condition (all Q3).

‘Wascosa’ type Sdggmrs/T2000 articulated container flat with one 45’ and two 20’ containers (Q1).

Type Hbbiins bogie sliding side wagon ‘Transwaggon’ (Q1).

Type Eaos bogie open in grey (Q1).

Type Eaos bogie open with extended ends in red oxide (Q2).

Type Sgnss bogie container flat with two 20’ curtain side ‘cargo’ containers (Q2).

Type Sgnss bogie container flat registered with AAE with two 20’ tanktainers (Q2).

Type Zces four-wheel tank ‘wascosa’ (Q3).

Type Uacs bogie silo ‘Holcim’ (Q3).

Type Rilns hooped tarpaulin covered bogie bulkhead flat, leased by SBB from VTG (Q4).

Type Saadkmms low floor ‘rolling road’ bogie flats (two numbers, and the end wagon) operated by ‘ralpin’ (Q4).

Matching type T2s sleeper (for lorry drivers)(Q4).



## Italy

**Epoch IV** – E.444 electric in two-tone blue, for hauling the TEE 74/75 *Roland* between Bremen and Milan, c.1969 (Q1).

Update – E.646 Bo-Bo electric in green & grey, for the first time with PluX16 decoder socket (Q1).

**Epoch IV-V** – type Ks four-wheel lowside with side stakes (Q2).

**Epoch V** – type Ealos bogie open with extended sides for wood chips and sawdust (Q3)

Type Zags pressurised gas bogie tank (Q2).

**Epoch VI** – class 193 Vectron electric leased by MRCE to FS Mercitalia Rail (Q2).

Type Hbbllns four-wheel siding side van in Mercitalia green (Q4).

## Austria

**Epoch I** – Rh85 0-4-0T (= Bavarian DVI)(Q3).

To accompany – set of four different four-wheel planked side coaches (Q4), and set of three four-wheel goods wagons (open, van, and guards van)(Q1).

**Epoch II** – Südbahn class 209 4-6-0 (Q2).

**Epoch III** – Rh2045 Bo-Bo diesel in green but with one hood in red oxide primer (Q1).

Rh2062 four-wheel diesel shunter in green (Q3).

New tooling – the Pwgs41 four-wheel baggage van, with specific Austrian details (Q4).

Type TDs insulated four-wheel van (Q1).

**Epoch IV** – Rh1043 electric in original ‘Swedish’ livery (Q4).

Two sets of three coaches (three ÖBB, and two ÖBB with one DB) representing train E712 between Villach and Salzburg c.1985/6 (Q4).

Type Hkr-v close-coupled pair of four-wheel vans (Q2).

**Epoch IV-V** – Rh1042 electric, variant with curved corner windows (Q3).

Rh2143 Bo-Bo diesel, suitable for hauling the *Vindobona/Hungaria* trains (Q2).

Type Hbbllns-u sliding side wagon (Q2).

Set of three type Tms sliding roof wagons (Q2).

**Epoch V** – Rh1020 electric in fir green livery (Q2).

Rh4010 six car electric train in ‘Valousek’ livery, without restaurant car and with cab corner windows filled in (Q4).

Rh2067 0-6-0 diesel shunter in ‘Valousek’ livery (Q2).

Schlieren bogie coaches in simplified economy ‘jaffa’ orange & cream livery: first, second, and second/baggage, plus a new composite and second/buffet. (All Q3.)

Set of two type Rs bogie flats and one type Kbs four-wheel flat loaded with rusty steel products (Q1).

Set of three type Tds swing roof four-wheel hoppers (Q2).

**Epoch VI** – Rh1142 electric with long UIC number (Q3).

Rh1116 Taurus electric in special livery to commemorate 25 years of Austria’s membership of the EU, limited edition (Q1).

Rh1116 Taurus electric in special ‘Bundesheer’ livery, limited edition (Q2).

Modified tooling – class 193 Vectron multi-system locomotive for operation across Europe with authentic modifications to the roof and underfloor equipment (Q4).

Rh1142 electric in the livery of Grampetcargo Austria GmbH, a subsidiary of a Romanian group which has acquired several former ÖBB 1142s and had them overhauled in Romania for use in goods traffic (Q2).

Rh2016 ‘Herkules’ diesel (Siemens ER20 Eurorunner) with current branding (Q1).

Type Uacs triple silo bogie wagon used by ‘Pultrans’ (Q1).

Type Kbs four-wheel stake flat carrying coils of steel wire (Q2).



## Czechoslovakia

**Epoch III** – BR50 2-10-0 as CSD class 555 (Q2).

Set of three four-wheel wagons (type Z van, type Vd lowside, and type R tank)(Q3).

New tooling – class 372 Bo-Bo electric (= DR BR230), illustrated with prototype pictures and graphics, expected in Epoch IV red & yellow and Epoch VI two-tone blue CD Cargo (Q4).

**Epoch IV** – class T478.1 ‘Bardotka’ diesel, third series with full corrugated sides, in red (Q4).

Class 478.3 ‘Goggles’ diesel, in red (Q2).

EDK750 rail crane in CSD blue (Q2).

Set of three support vehicles – two four-wheel vans and bogie baggage van (Q3).

**Epoch IV-V** – coach set to represent the D375 *Vindobona* trains (Berlin <-> Wien), three CSD couchettes (Q2).

**Epoch V-VI** – type Tds swing roof four-wheel hopper (Q4).

**Epoch VI** – Rh1216 Taurus electric in CD ‘Railjet’ blue & grey (Q1).

Two sets of coaches (three seconds, and two seconds, first/restaurant, and first driving trailer) for the Railjet *Vindobona* (Q1).

Vectron class 193 electric in ‘Regiojet’ yellow (Q2).

Matching set of three Eurofima coaches (two ex-ÖBB firsts and an ex-DB second)(Q2).

Class 810 four-wheel diesel railcar and trailer in latest CD blue & white ‘Najbrt’ livery (Q1).

## Slovakia

**Epoch VI** – Vectron electric with long rain gutter as ZSSK class 383 (Q2).

## Hungary

**Epoch IV-V** – coach set to represent the D374/375 *Vindobona/Hungaria* trains (Berlin <-> Budapest), three MÁV couchettes (Q2).

GySEV type Eas bogie open (Q1).

**Epoch VI** – ‘Ludmilla’ Co-Co diesel as GySEV class 648, exclusive to Roco, prototype picture (Q4).

Rail Cargo Hungary type Tadgs swing roof bogie hopper (Q1).

## Poland

**Epoch III** – set of two type K15 hinged lid four-wheel wagons, one with brake house (Q1).

Type Snh four-wheel livestock wagon with raised brake house (Q2).

**Epoch III-IV** – German BR24 2-6-0 as PKP class Oi2; 34 remained in Poland after the war and were in service until 1976 (Q4).

**Epoch V** – set of two type Eaos bogie opens (Q2).

**Epoch V-VI** – Czech class 810 four-wheel diesel railcar in ‘Shortlines.pl’ red & grey livery (Q1).

**Epoch VI** – Taurus electric as PKP class 370 in Intercity livery (Q1).

EU45 multi-system electric in PKP Cargo blue (Q4).

ST44 Co-Co diesel (M62) in current ‘retro’ green livery (Q3).

Double-deck coaches – set of three used by Koleje Mazowieckie, two seconds and driving trailer in green & white. A second is also available separately. (All Q2.) In co-operation with **Huppertz Model Bau**.

Type Sdggmrs articulated bogie flat operated by CLIP carrying two ‘Westerman’ 45’ containers (Q3).

## Romania

**Epoch VI** – type Ks four-wheel lowside with side stakes (Q3).

## France

**Epoch III** – 231E Pacific in green “finally back in the Roco range” (Q2).

**Epoch IV** – X2800 diesel *autorail* and standard trailer



Roco DSB Vectron



(sold separately) in red & cream (Q2). "Finally back in this version in the Roco range".

Set of two type Ibbes 'Interfrigo' refrigerated vans (Q1).

Set of three type Tds swing roof hoppers 'Transcéréales' (Q2).

**Epoch IV-V** – Y8400 four-wheel diesel shunter in grey & orange (Q4).

**Epoch VI** – BB22XXX in béton (concrete) grey with 'carmillon' logo (Q2).

Corail coaches – A10rtu first (two numbers), B10rtu second (two numbers), B11tu second, and B10tu second, prototype pictures (all Q4).

## Belgium

Kriegslok 2-10-0 as SNCB/NMBS class 26, as presently preserved (Q3).

**Epoch III** – former 'Oppeln' four-wheel van (Q1).

## The Netherlands

**Epoch III** – 'Van Vollenhoven' beer van with brake platform (Q2).

**Epoch IV** – Plan V e.m.u. (Q4).

Class 2400 diesel in maroon, with blue warning beacons (Q4).

Type Rs bogie flat carrying two 'United States Lines' 20' containers (Q4).

**Epoch IV-V** – former NS/SBB TEE diesel train in Ontario Northland blue & yellow (Q2). The set was test run in The Netherlands in this livery before export to Canada.

**Epoch V** – small four-wheel tank wagon in 'Akzo Zout Chemi' blue (Q3).

**Epoch VI** – BAM Rail type Rs bogie flat with side stakes (Q3).

AAE type Sggmns<sup>33</sup> bogie intermodal wagon with 'P&O' container (Q2).

AAE type Sggmns<sup>33</sup> bogie intermodal wagon with 'Wolter Koops' trailer (Q4).

## Denmark

**Epoch V-VI** – BR605 diesel ICE as used by DSB between Hamburg and Copenhagen (Q4).

**Epoch VI** – modified tooling: DSB Litra EB Vectron electric, with additional handrails on the doors, as per prototype (Q4).

## Norway

**Epoch VI** – EL18 electric (Swiss 460) with scenic side panels (Q1).

In co-operation with **NMJ** – Cargonet train pack: EL16 electric with three type Lgns four-wheel container flats, loaded with five different 20' containers (Q4).

## Sweden

**Epoch VI** – TRAXX electric as 'Hectorrail' class 241 (Q3).

Type Hbbins sliding side four-wheel van (Q3).

## Russia

**Epoch IV** – M62 Co-Co diesel with central buffer couplings and winterisation covers over the side grilles (Q1).

**Epoch IV-V** – Austrian Rh2062 four-wheel diesel shunter as exported to Russia, classified MG2 by the RZD (Q3).

## Spain

**Epoch VI** – type Shimmns hooped tarpaulin cover short bogie bulkhead flat 'Tramesa Steel' (Q1).

Brawa SSt125 heavy load transporter



## Brawa

Most new items do not give an anticipated delivery date but refer potential customers to the website.

A few items are noted as already available; these are not included here.

Although the first versions have not yet been released (they are scheduled for the second quarter), there will be four more versions of the BR01 Pacific – DB Epoch III pre-series (longer cab), DB Epoch III, DB Epoch IV (all with small Witte smoke deflectors) and DR Epoch III (with large Wagner deflectors). All are illustrated with prototype pictures.

The major new locomotive project will be the BR147/187 TRAXX 3 Bo-Bo electrics, initially in three Epoch VI versions, traffic red and InterCity white. All illustrated with prototype pictures.

Other new locos are limited to further versions of the DR BR242 electric in Epoch IV red and the DB BR290 diesel in Epoch IV red.

There will also be an improved model of the DB BR216 diesel, in Epoch IV blue-beige.

Brawa DB 26.4m centre entrance stock



### Passenger stock

New numbers for the *Rheingold* salon and salon with kitchen in Epoch II purple & ivory; also further DB Epoch III and IV versions of the first, second, baggage, and dining car.

'Hecht' (Pike) first, second/third, and third class coaches in DB and DR Epoch IIIa, IIIb, and IV versions.

More DB bogie *Umbau* coaches – composite, second, and baggage in green and second in maroon, all Epoch III.

New tooling – DB 26.4m centre entrance stock: composite, second, and second baggage in Epoch III and IV markings, the latter both green and blue-beige.

New tooling – DR type WRge *reko* dining cars, in four Epoch IV versions: Mitropa red and brown/cream plus StadtExpress orange/cream.

Four more numbers for the DR *reko* type Bgwhe second in green.

More DR Halberstadt double centre entrance seconds with Epoch IV markings – green with either grey or brown roof, and green & cream, each two numbers.

More DB *Silberlinge* stock in Epoch III metallic and Epoch V (not IV as listed) banded mint green with DBAG logo, also Epoch V metallic with blue-beige cab. In each livery there will be a composite and two seconds each with appropriate type of driving trailer.

### Freight stock

New tooling – type SSt125 heavy load transporter, carrying a large transformer. There will be Epoch II, III, and IV variants, with correct period details. Illustrated with graphics at this stage.

New tooling – type K lidded four-wheel steel 'open' wagon, with and without brake house; versions for Epochs II, III, and IV, DRG, DR, and DB, plus ÖBB. Illustrated with graphics at this stage.

New tooling – DB type Kds54/56 twin silo four-wheel wagon, later Ucs<sup>908/909</sup>, short and tall variants, initially one Epoch III, ten Epoch IV, and three Epoch V versions.

Brawa K15 lidded wagon



New versions of the type Remms bogie lowside with side stakes – DB Epoch VI, SNCF Epoch V, FS Epoch V. DR type Samm-u six-axle bogie lowside, one Epoch III and two Epoch IV, one carrying a large wooden crate.

DB Epoch III versions of the type X four-wheel maintenance lowside wagon.

Various insulated four-wheel vans for DB Epoch III and IV, and as Pschorr beer.

The variant with external bracing is offered for Kulmbacher and Paulaner beers as well as plain (all Epoch IV), plus DSB Epoch III.

Four new versions of the type ZZ (P) bogie tank (two DR Epoch III, plus DB Epoch III and IV).

Four new versions of the type Zas bogie tank with different branding (one Epoch V, three Epoch VI).

Six new versions of the Swiss type K2 four-wheel van with brake house, across Epochs II to IV.

A new Epoch I Bavarian version of the type G four-wheel van used by the Tucher brewery of Nürnberg.

New versions of the type G10 four-wheel van – Bavaria, Württemberg, DRG, DR, DB 'Elefanten Schuh' and 'Glanzer Erdal', DR Epoch IV, as SBB K3 (Epoch II), and ÖBB 'Niemetz Schwedenbomben' (Epoch III). The variant with raised brake house is planned as Baden, DRG 'Elefantenbräu', 'Mignon', and 'VEB Schlachtwagen', DB and 'Henkel's IMI', ÖBB 'Gösser' and 'Wieselburger' beers (both Epoch III), CSD type Go (Epoch II), and SNCF 'Kronenbourg' and 'Mutzig' beers (both Epoch III).

DB four-wheel steel open as type Omm52 Epoch III and type E 037 Epoch IV.

DB four-wheel sliding roof wagon as type Kmmks52 Epoch III and type Tms<sup>851</sup> Epoch IV.

Four-wheel hopper – Epoch IV DR, Epoch VI 'Wiebe', and ÖBB (the latter with swing roof).

DR type GGh bogie van with Epoch III and IV markings, and as CFR Epoch III.

Type Glt long wheelbase four-wheel van in further DRG, DR, DB, and ÖBB versions.

DB type KKds four-silo bogie wagon, two Epoch III and two Epoch V.

DB type Gs four-wheel van with ventilators, with panel sides – Epoch III with brake platform and Epochs IV and V without; with planked sides – SBB, FS, and SNCF, the latter with brake platform (all Epoch III), CFL and DSB (Epoch IV), SBB and NS (Epoch V).

Brawa DR reko restaurant car



Refrigerated four-wheel vans DB 'Interfrigo' and SNCF 'Badoit' (both Epoch III).

Type ZZd(P) six-axle tank wagon DRG Epoch II and DB Epoch III.

DB type Gos-uv253 four-wheel van 'Peugeot-Talbot' (Epoch IV).

Type Gms short four-wheel van DB Epoch III plain and 'Maggi', DR Epoch III 'Bananen' and Epoch IV plain (with brake platform), ÖBB Epoch IV, and NS Epoch III 'Frico' (with brake platform).

Type Sffggmrss Megafret double low floor container flat, AAE and FS (both Epoch VI).

Brawa Kds54 twin silo wagon





Most new models are once again in the Expert range, unless otherwise noted (Classic or Hobby).

There is a new Expert plus designation, for models with a factory-fitted sound decoder.

The anticipated delivery quarter is given in the new items brochure.

Some extra new items (mostly 'export' models) are noted in the main HO catalogue, without a delivery date.

## Epoch II DRG

Four-wheel van with raised brake house, decorated for 'Mönchshof' beer (Classic)(Q1).

## Epoch III DB

New tooling – E32 1-C-1 electric, illustrated with a prototype picture (Q2).

Modified tooling – E91 C+C rod-coupled electric, illustrated with a graphic (Q3).

Piko E91



Modified tooling – E18 1-Do-1 electric, illustrated with a prototype picture (Q2).

Modified tooling – V160 B-B diesel, illustrated with a prototype picture (Q2).

Four-wheel acid vat wagon with brake house (Classic)(Q1).

Set of three four-wheel beer vans, one with raised brake house, decorated for north German breweries (Classic)(Q2).

## Epoch III DR

A new version of the V75 diesel in red; prototype picture (Q2).

Type G02 four-wheel vans, with raised brake house, decorated for 'Hexenkuss' and 'Born Senf' (Classic) (Q1).

Piko BR78



## Epoch IV DB

Modified tooling – BR078 4-6-4T (Q3).

BR082 0-10-0T (Classic)(Q3).

Modified tooling – BR216 B-B diesel in blue-beige, prototype picture (Q3).

BR218 diesel in blue-beige (Hobby)(Q3).

Modified tooling – BR140 electric, prototype picture (Q3).

Modified tooling – BR181.2 electric in blue-beige (Q2).

Piko DB BR181.2



Piko BR8310

Piko DB BR120



Modified tooling – BR120 pre-series electric, graphic, Q2.

Eurofima first class coach in banded red livery, Q3.

## Epoch IV DR

New tooling – BR8310 2-8-4T (Q1); digital sound to follow (Q4).

Modified tooling – BR118 diesel with the angular glass fibre cab front, prototype picture (Q2).

Modified tooling – BR243 electric, prototype picture (Q2).

BR230 electric (Classic)(Q2).

M62 Co-Co diesel as DR BR220, prototype picture (Q2).

'Ludmilla' Co-Co diesel as DR BR142, prototype picture (Q3).

Modified tooling – BR171 'Ferkeltaxe' four-wheel diesel railcar and trailer, with 'panoramic' windscreen, prototype picture (Q2).

New tooling – type Y long distance bogie coaches, first, composite, and second, individually and in packs of three, one of which seems to include a restaurant car which is not available separately (Q3 and 4).

Type Uahk<sup>0768</sup> bogie gas tank (Q2).

## Epoch V

Modified tooling – BR360 0-6-0 diesel shunter in blue, graphic (Q2).

BR111 electric in CityBahn pebble grey & orange (Q3).

Set of three -x coaches (second, composite, and driving trailer) in Rhein-Ruhr orange & beige (Q2).

Type Gbs<sup>258</sup> long wheelbase van (Classic)(Q1).

Set of two type Eaos bogie opens with graffiti, exclusive to Shop System dealers, prototype picture (Q1).

## Epoch VI

DB diesel hydraulic V200 033 as preserved, exclusive to Shop System dealers (Q4).

Modified tooling – BR143 (former DR BR243) electric in traffic red, graphic (Q2).

New tooling – DBAG BR101 electric, prototype picture (Q4).

BR120 electric with 'Bahn Kompetenz' graphics, prototype picture (Q2).

BR185 electric with 'HSL' graphics, prototype picture (Q3).

BR232 'Ludmilla' Co-Co diesel in traffic red with graffiti (different each side), exclusive to Shop System dealers (Q1).

Vectron diesel as BR247 operated by 'EGP', prototype picture (Q3).

ER20 Herkules diesel in 'evb Logistik' blue, prototype picture (Hobby)(Q3).

BR218 diesel in 'PRESS' blue (Hobby)(Q4).

Vossloh G6 industrial diesel (Cummins engine variant) in blue & silver (Expert plus)(Q4).

Modified tooling – BR442 Talent 2 electric railcar in traffic red (Q3).

BR612 diesel railcar set in Baden-Württemberg regional yellow & white livery (Q2).

ICE4 now with the green stripes on the fronts of the end cars – as a four car set, with extension packs (three, two, and one) to make a twelve car train.

Wittenberg driving trailer in 'TRI' livery, prototype picture (Q1).

Set representing the Franken-Thüringen Express, two Vectron electrics in 'Railpool' silver livery either end of a train of traffic red double-deck coaches (just a composite and a second)(Hobby).

Piko DBAG BR360



Piko DBAG BR143



Piko DR type Y coaches





## Switzerland

**Epoch III** – modified tooling: Re4/4<sup>I</sup> with end doors, in green, exclusive for Switzerland, prototype picture.

**Epoch IV** – new tooling: Ae6/6 in red, exclusive for Switzerland, prototype picture.

Modified tool: Re4/4<sup>I</sup> in red, exclusive for Switzerland.

Set of three EWI coaches (first and two seconds) in green (Q4).

EWI buffet with pantograph with 'Calanda Land' markings.

Two sets of EWI coaches in BLS blue & white with the 'omega' logo, composite and second, and first with two seconds, prototype pictures.

**Epoch IV-V** – type SImmnps tank transport flat (Q4).

**Epoch V** – RBe4/4 electric railcar and driving trailer set in NPZ blue & grey (Q3).

Eurofima first class coach, prototype picture (Q3).

**Epoch VI** – new tooling: Ae6/6 in green, exclusive for Switzerland, prototype picture.

'cargo' type Hbbillnss sliding side four-wheel van with graffiti, different each side (Q1).

Set of two SBB type Eaos bogie opens in pink (Q1).

Set of two SBB type Eaos bogie opens in grey, with wood load, exclusive to Switzerland.

Bogie kinked tank 'Pannonia Ethanol' (Q1).

Type Uacns bogie silo operated by Wascosa with 'Alpha' logo (Q2).

Type T3000e articulated intermodal flat operated by Wascosa carrying two 'Walter' trailers (Q3).

Set of two type Shimmns hooped tarpaulin covered short bogie bulkhead flats 'Wascosa' (Q3).

Type SImmnps-y tank transport bogie flat (Q3).

## Austria

**Epoch III** – Rh1118 1-Do-1 electric in green (Q2).

**Epoch IV** – new tooling: Rh1044 electric, prototype picture.

Rh1041 electric, prototype picture (Q1).

Modified tool: Rh1010 electric, prototype picture (Q3).

Set of three Eurofima coaches, first and two seconds, prototype pictures (Q2).

**Epoch V** – set of two bogie kinked tanks 'OEVA' (Q1).

Type Eaos bogie open (Hobby)(Q1).

**Epoch VI** – modified tooling: Rh1144 electric, prototype picture (Q4).

ÖBB Desiro new livery, prototype picture (Classic)(Q2).

Type Shimmns hooped tarpaulin covered short bogie bulkhead flat 'Rail Cargo Austria' with graffiti, different each side (Q2).

Type Lgns four-wheel flat with 'Rail Cargo Austria' 40' container (Hobby)(Q2).

## Italy

**Epoch III** – bogie gas tank with sun shield, in 'pibi gas' green (Q2) and 'Butan Gas' yellow (Q4).

**Epoch IV** – FS D.141 Bo-Bo diesel, Expert plus, prototype picture (Q4).

Set of three Eurofima first and second class coaches, prototype picture (Q2).

Short bogie tank wagon with brake house in green 'BP' livery (Classic)(Q1).

Four-wheel tank wagon with 'Agip' branding (Hobby)(Q3).

**Epoch IV and V** – two versions of FS D.145 diesel, in orange (Q3 and 4 respectively).

**Epoch V** – bogie kinked tank 'Esso' (Q1).

**Epoch VI** – BR191 Vectron electric in 'InRail' pattern livery (Q1).

BR191.1 Vectron electric in 'InRail' grey & blue, prototype picture (Q3).

BR193 Vectron electric in MRCE 'Mercitalia Rail' black (Q3).

BR186 electric in 'Medway' yellow, prototype picture (Q3).

Type Shimmns hooped tarpaulin covered short bogie bulkhead flat 'Mercitalia Rail' (Q2); also a set of two with patched paintwork (Q4).

## Czechoslovakia

**Epoch III** – former German third class compartment bogie coach (Classic)(Q1).

**Epoch IV** – M62 Co-Co diesel as CSD T679.1 (Q2).

Steel-body four-wheel open (Classic)(Q3).

Piko SBB Re4/4<sup>I</sup>



**Epoch VI** – Vectron electric in 'Regiojet' yellow (Q1).

Modified tooling – class 240 electric in CD Cargo blue, prototype picture (Q2).

Modified tooling – class 240 electric in Slovakian red & white, prototype picture (Q4).

Modified tooling – CD T720 diesel (Q4).

Stadler GTW2/6 diesel railcar in CD blue & white, prototype picture (Q3).

Modified tooling – Eurofima first and second class coaches in 'Regiojet' yellow, prototype picture (Q1 & 2).

Type Eaos bogie open 'CD Cargo' (Hobby)(Q1).

## Poland

**Epoch III** – modified tooling: German BR78 4-6-4T as PKP Oko1 (Q3).

Former Saxon short bogie coaches, compartment first and second, as PKP types Ax and Bx (Classic)(Q1).

Former German type Pw4i-32 bogie baggage van with cupola lookout as PKP type Dhx (Classic)(Q1).

Former German 'Ulm' four-wheel lowside with side stakes (Classic)(Q1).

**Epoch IV** – new tooling: ET21 electric, prototype picture.

Type Idr (Slr) former German type Gkn insulated four-wheel van (Classic)(Q2).

Type Uah(RRh) short bogie tank wagon with brake house (Classic)(Q3).

Type 401Ka (Gags/KKyt) high capacity bogie van (Q4).

Set of two type 401Ka bogie vans (Gags-tx) (Q4).

**Epoch V** – new tooling, planned for 2022: type EN57 electric multiple unit, prototype picture.

Modified tooling – ET21 electric in two-tone green.

SP45 diesel in two-tone green (Q3).

SU46 diesel in two-tone green, prototype picture (Q3).

Type 113A restaurant car in red and type 110A couchette in blue (both Q2, shown as graphics but not noted as new tooling).

Type 104af composite, prototype picture (Q2).

Two packs of these coaches – 111A and 112A (Q3), two 111A (Q4).

Set of two type Eams (401ZI) bogie opens, prototype picture (Q4).

Type Zaes (406Ra) bogie tank 'DEC' (Q2).

**Epoch VI** – SM42 diesel in PKP IC blue livery (Q3).

M62 Co-Co diesel as PKP ST44 in green, prototype picture (Q4).

EP08 electric in PKP blue, prototype picture (Q3).

EU07 electric in PKP Cargo blue, prototype picture (Q4).

BR186 electric in 'PCC Intermodal' blue & orange (Q3).

Long wheelbase four-wheel van as digital measuring vehicle, Expert plus (Q1).

Type Zas (406Rb) bogie tank 'GATX' (Q2).

Set of two type Zaes (406Ra) bogie tanks lettered for 'CTL Logistics', prototype picture (Q3).

Set of two type 401Ka bogie vans (Gags-t and Gas) (Q3, graphic but not noted as new tooling).

Type Gbs long wheelbase four-wheel van in PKP Cargo blue (Classic)(Q3).

## Hungary

**Epoch III** – M62 Co-Co diesel, prototype picture, exclusive for Hungary (Q2).

**Epoch IV** – Polish type 111A coach with MÁV markings (Q2, graphic but not marked as new tooling).

**Epoch VI** – new tooling: MÁV class V43 electric, prototype picture (Q4). The first specifically Hungarian loco model from Piko.

## France

**Epoch IV** – SNCF BB8100 electric in beton grey, prototype picture, exclusive for France.

SNCF CC20001 electric in final condition, prototype picture, exclusive for France.

SNCF BB67600 diesel in red, exclusive for France.

Piko PKP ET21



**Epoch V** – SNCF Corail Vtu second in Intercités and TER Rhône-Alpes liveries, exclusive for France.

Type Shimmns hooped tarpaulin covered short bogie bulkhead flat, with cover opened and steel coil load, exclusive for France.

**Epoch VI** – SNCF BB46000 diesel in 'Fret' green & grey (Q4).

Corail BC10ux couchette in Luneau two-tone blue, exclusive for France.

## Belgium

**Epoch III** – two further versions of the class 553/554 bogie diesel railcar, prototype pictures.

Two further versions of the short bogie tank with brake platform, 'Purfina' and 'BP', both exclusive to Belgium.

## The Netherlands

**Epoch III** – new tooling: class 2000 diesel (ex-USATC), prototype picture (Q3).

Four-wheel acid vat wagon with brake house (Classic)(Q1).

Short four-wheel van (Hobby)(Q2).

Insulated van with brake house decorated for 'Brouwerij Drie Hoefijzers' (Classic)(Q3).

Short bogie tank wagon with used by 'NAM' (Classic)(Q1).

**Epoch IV** – 2200 diesel in red-brown with exhaust silencer (Q2).

Unrebuilt 1100 electric in grey & yellow (Q4).

**Epoch V** – type Shimmns hooped tarpaulin covered short bogie bulkhead flat in 'Railion' red with graffiti, different each side (Q3).

Type Eaos bogie open in blue (Hobby)(Q1).

**Epoch VI** – Stadler GTW2/8 electric railcar in 'R-NET Q-BUZZ' red & grey, prototype picture (Q4).

Type Lgns four-wheel flat with 'One' 40' container (Hobby) Q2.

'GATX' bogie kinked tank for chemicals (Q3).

## Denmark

**Epoch III** – former German 'Ulm' four-wheel lowside with side stakes (Classic)(Q1).

Type G02 four-wheel vans, with and without raised brake house, decorated for 'Tuborg' beer (Classic)(Q1).

**Epoch VI** – TRAXX electric in 'green cargo' livery (Q3).

BR193 Vectron electric as DSB Litra EB 3200 in red (Q1).

## Russia

**Epoch IV** – modified tooling: Czech T720 diesel as SZD ThME2 (no buffers, knuckle couplers), illustrated with a graphic (Q4).

TGK2M four-wheel diesel shunter in green (Q2).

## USA

**Epoch II** – new tooling: USATC diesel, illustrated with a graphic (Q3).

**Epoch VI** – modified tooling: Desiro Sprinter as in service with 'North County Transit District' (California), prototype picture (Classic)(Q4).

Piko NS 2000 ex-USATC





## Hornby



Rivarossi Prussian G81 / BR5525



Rivarossi Prussian G81 / BR5525

The International brands are all detailed in a 332 page catalogue: Arnold N (110 pages), Arnold TT (10), Jouef (60), Electrotren (30), Rivarossi (82), and Lima (including toys)(22).

Some items are illustrated with prototype pictures even when not noted as new.

## Rivarossi

### Germany

New tooling, as previously announced: Prussian G81 0-8-0, in KPEV green/black (Epoch I) and in DRG (Epoch II), DR, and DB BR5525 versions (Epoch III).

E33 electric in Deutsche Bundesbahn Epoch III-IV green.

Modified tooling: Deutsche Reichsbahn four-car set of double-deck coaches with six air-vent roofs in dark green (Epoch III). Epoch IV variant: four-car set with driving cab for push-pull working.

Two packs of three DR coaches in green – one with a first, a composite, and a couchette, the other two seconds and a red Mitropa restaurant; all Epoch III.

Two packs of three DB, coaches to form the 'TEE Helvetia' (Hamburg – Zürich) in red & cream – one with ARDümh<sup>105</sup> first/buffet, Apümh<sup>121</sup> first, and Avümh<sup>111</sup> first, the other with one WRmh<sup>132</sup> restaurant and two Avmz<sup>111</sup> firsts; all Epoch IV.

Modified tooling: DB type Gmhs55 four-wheel van with working (battery powered) tail light (Epoch III). There will also be a DR version as type Gs with Epoch IV markings.

New tooling: type Res bogie flat in brown with DR Epoch IV markings. There will also be a DB version in black & grey, and a pack of two coded Remms loaded with large 'Thyssen' tubes (both Epoch IV).

Modified tooling: pack of two DB/SNCB flat sided bogie hoppers with 'STIV' branding (Epoch IV).

Pack of three DR type Fal-22 self-discharging bogie hoppers in brown (Epoch IV).

Pack of three DBAG type Fals<sup>164</sup> self-discharging bogie hoppers brown (Epoch V).

Pack of two type Zags bogie gas tanks used by 'VTG' for vinyl chloride transport, grey with orange stripe (Epoch V).

New tooling: type Res bogie flat in 'DB Cargo' traffic red (Epoch V-VI).

Type Sg bogie flat used by ERR loaded with two 'CMA CGM' 20' containers (Epoch VI).

Display pack of six 'BASf' bogie tank, all different colours, and different numbers from the previous set (Epoch VI).

Type Laads articulated low floor vehicle carrier used by Transwaggon, loaded with Sprinter vans, in both blue and brown (Epoch V-VI).

K5 rail-mounted large gun in winter camouflage (Epoch II).

Düweg trams – Gt8 in Dortmund brown/beige and Gt6 in Bogestra beige, both Epoch IV, both prototype pictures. The Gt6 will also be produced in 'Coca-Cola' livery (Epoch IV-V).

Rivarossi DB E33 (ÖBB Rh1073)



### Austria

Rh1073 electric in green, Epoch III-IV.

Rh2050 diesel, with steam heating boiler, in green, Epoch IV.

Rh2050 diesel in blood orange, Epoch IV-V.

Rh4061 electric in blood orange, Epoch IV.

Rh1046 electric in Epoch IV-V 'Valousek' livery and Epoch V red/grey.

New tooling: pack of two type Res bogie flats, brown, loaded with wire coils, Epoch V-VI.

### Switzerland

Modified tooling: pack of two BLS/SEZ Re4/4 electrics in brown, BLS No.173 'Lötschental' and SEZ No.177 'Zweisimmen', Epoch IV. Both powered.

BLS Re4/4 as No.161 'Domodossola', brown, Epoch IV-V, and as No.195 'Unterseen', brown, Epoch V.

SBB type Res bogie flat in grey, loaded with two 'Kehrli & Oeler' 20' containers, Epoch VI; graphic.

Rivarossi SBB type Res



### Italy

New tooling: FS Gr.460 0-8-0 (former Prussian G81) with three-dome boiler, in Epoch II black with red trim and white markings, prototype pictures.

Modified tooling: FS Gr.835 0-6-0T in several Epoch III-IV versions – oil lamps, riveted tanks; oil lamps, welded tanks; electric lamps, small Westinghouse pump; electric lamps, large Westinghouse pump. Modifications include a new mechanism and motor, incorporating a Next18 decoder socket and provision for sound with a 'sugar cube' loudspeaker (also

allowing factory-fitted digital sound); working electric lights for the first time; 'shunting mode' light option (always on in both directions); NEM 362 coupler pocket at the front; more details on the running boards and boiler for greater realism.

Modified tooling: FS E.645/646 tri-bo electric, second series, in several versions: 'Treno Azzurro' livery (Epoch IIIb); green/grey with aluminium strips (Epoch IIIb); green/grey with aluminium strips and black bogies (Epoch IV); castano/isabella two-tone brown with aluminium strips and black bogies (Epoch IV); push-pull 'Navetta' MDVC livery with dark grey roof (Epoch IVb); castano/isabella, with original front windows (Epoch IV-V). All prototype pictures. The models have new bodies representing the original second series variant, with mouldings and embossed front emblem, offering accurate reproduction of all the characteristic details, according to period – cab side windows, front drains and pantograph switches, narrow or wide shunters' steps, side vents original or modified, low or raised doors on the equipment side, horn on the cab roof or not, windscreen wipers on the side or under the front windows, original or automotive type lights, presence or not of the damper between the body halves, presence or not of the signalling equipment, short or long roof handrails, different panels, and brown or black bogies.

FS E.632 electric with type 52 pantographs, in blue/grey with the 'lozenge' logo, Epoch V, prototype picture.

Set of two E.633 200 series electrics in Epoch IV-V blue/grey, both motorised.

Modified tooling: FS D.245 diesel, in several versions – Epoch IV green, Epoch IV-V green, and Epoch V green with modern handrails (two numbers). The models have a new mechanism, with gear drive to all axles, a new electrical system with Next18 decoder socket and provision for a sound system with a 'sugar cube' speaker, allowing factory-fitted DCC sound, 'shunting mode' light option (always on in both directions), improved detail on the body and frame, and finer photo-etched handrails.

The Badoni (Breuer) 'Sogliola' shunting tractor is offered in yellow along with two four-wheel 'Agip' tank wagons.

There will also be versions as FS Gr.206 in green and Gr.208 in yellow (both Epoch IV).

Rivarossi FS Gr.835



Rivarossi FS D.245



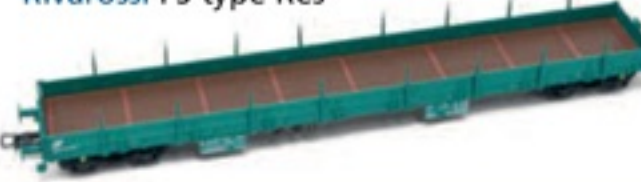
Rivarossi DB type Res



Rivarossi DBAG type Res



Rivarossi FS type Res





New tooling: 1946 coaches. Set of four for the 'Treno Azzurro' coaches, two Az13025 firsts and two Bz33010 seconds, one with 'ristoro' compartment (Epoch IIIb).

Set of three, one Az13010 first and two Cz33010 thirds in castano/isabella brown (Epoch III).

Set of three, one Az13010 first and two Bz33010 seconds in Epoch IV grey.

All illustrated with prototype pictures.

The new moulds faithfully reproduce all the differences of the various groups, with full interiors according to class, full underframe equipment, type 27 bogies, corridor connections either extended and closed, and all bare and electrical connections, according to the type and period.

Type Dz83000 luggage van on type 27 bogies in Epoch III castano/isabella and Epoch IV grey.

A set of three coaches representing an Epoch IV 'Celerone' service, one Ulz 1400 mail van in grey, one DUz 93100 luggage/mail van in grey, and one type Hcs-uvwy van with corridor connections. Illustrated with graphics. The so-called 'Celeroni' were special trains for the rapid transport of parcels, post, couriered items, luggage, and small/medium-sized goods, using similar timetables to passenger services. The composition of these trains could be very heterogeneous, including baggage, baggage/post, and post vehicles of all types as well as goods vans, generally equipped with corridor connections for inclusion in passenger trains. Almost any type of loco could be used, subject to availability. Such services were operated out by the FS until the end of the 1980s.

New tooling: four-wheel 27m<sup>3</sup> tank wagon, two sets of two type Mbe (with and without brake house), 'Esso' and 'Agip'; pair of type Mop in 'Shell' silver, with different logos; pair of type Md lettered 'Montecatini'; pack of three (one with brake house, two without); all Epoch III. Pack of three classified VZkk (one with brake house, two without), Epoch IV; pack of three as type VZekk, silver with black stripe, Epoch IV-V.

Modified tooling: type Gs wooden body four-wheel van with working (battery powered) tail light, Epoch III.

Type Zaes bogie tank in silver/blue 'Montedison' livery, Epoch IV.

Type Rgs bogie flat, loaded with two 20' 'Fiat' containers, Epoch IV-V.

Pack of two type Ghs planked body four-wheel vans with lowered ventilators, brown, Epoch IV-V.

Modified tooling: pack of two type Gs with plywood sides, brown, Epoch IV-V.

Pack of two service wagons, one VGs van with ply sides in brown and one VGhs van with planked side and lowered vents in grey, Epoch V.

Modified tooling: pack of two type Rhmms-x bogie flats, loaded with coils, Epoch V.

Pack of two type Habils sliding side bogie vans with the FS 'television' logo, Epoch V.

Pack of two type Zagkks bogie gas tanks, 'ermewa Autogas' and 'Autogas', with orange stripe, Epoch V.

Type Zaes bogies tank in 'GATX - FS Cargo Chemical' black livery, Epoch VI.

New tooling: type Res bogie flat, with handbrake, in green, Epoch V-VI, prototype picture. The wagon will also be available loaded with covered bogies.

New tooling: former Czech 'Goggles' diesel as Rail Cargo Italia diesel D.753.7, in red/light grey, Epoch V-VI, and as NordCargo diesel DE 520 with UIC markings, in green/white, Epoch VI.

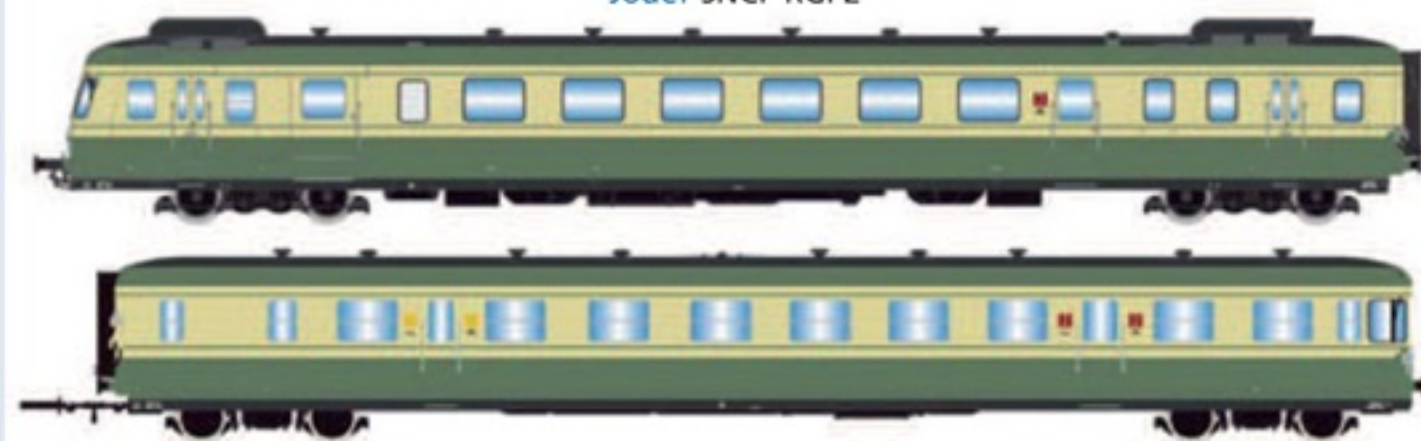
## Poland

New tooling: former Czech 'Goggles' diesel as PKP Cargo International 753.7, in blue/light green, Epoch V-VI.

Rivarossi D753 'Goggles'



Jouef SNCF RGP2



Pack of two type Fals self-discharging bogie hoppers in 'PKP Cargo' blue; prototype picture (Epoch V).

Pack of three type Eaos bogie opens in blue, loaded with scrap (Epoch V-VI).

## America

Three new versions of the two-truck Heisler - 'West Side Lumber Co.' #2, 'The Curtiss Lumber Co.' #2, 'Pickering Lumber Corp.' #3, and 'Northern Redwood Lumber Company' #4.

Two twin packs of log cars for both 'Westside Lumber Co.' and 'Pickering Lumber Corp.' and one for 'The Curtiss Lumber Co.'

AMTRAK 'Acela' electric train set, with controller, oval of track, and track mat, either mains or battery powered (prototype picture).

## Jouef

New tooling: SNCF 140C 2-8-0 in three number/depot/livery versions (black, black with red lines and brass boiler bands, and black/green yellow lines and brass boiler bands). All prototype pictures.

New tooling: former Prussian G81 0-8-0 with three-dome boiler as SNCF Nord 040D in black, and also as SNCB/NMBS class 81 in dark green. Both prototype pictures.

BB12000 electric in original two-tone blue livery without added filters, Epoch III.

BB13000 second series in green livery, Epoch III-IV.

BB12000 fourth series, with added filters, in green, Epoch IV.

BB66000 diesel, second sub-series, in Epoch III blue/yellow and Epoch IV blue/white.

New tooling: RGP2 X2700 two unit railcar, in green/cream and orange/silver (two numbers), all Epoch IV.

Jouef SNCF ABJ2



Jouef SNCF ABJ3



Jouef SNCF ABJ4



Modified tooling: ABJ 2 *autorail*, red/beige with beige roof, Epoch III; ABJ 2 in red/beige with red roof, Epoch IV; ABJ 3 (with raised radiator at one end) in red/beige with red roof, Epoch IV; ABJ 4 in red/beige with red roof, Epoch IV.

Modified tooling: CC6500 electric in béton grey, Epoch IV; in green/white, Epoch IV; and in béton red, Epoch V.

CC21001 electric in original livery, Epoch IV.

Modified tooling: TGV Sud-Est in orange commem-

orating the 'World Record 26th February 1981: 380km/h'.

TGV Duplex new in Epoch VI 'Ouigo' livery, as a four car set (two ends, two intermediate coaches) with an extension pack of three cars (two firsts and bar).

Pack of two DEV Inox coaches, A7D first and B10 second, Epoch III.

Pack of three DEV Inox coaches, A9 first, B10 second, and A5 first/bar, Epoch III.

Pack of three 'TEE L'Arbalète' coaches, A8tu first, A8u first, and A4Dtux first/baggage, Epoch IV.

Pack of two DEV AO couchettes, in green with grey doors, A4c4B5c5 composite and B10c10 second, Epoch IV.

Maintenance train pack consisting of a B10 bogie coach and a G4 four-wheel van, Epoch IV-V.

RIB 70 stock is offered as a pack of three coaches in original Epoch IV stainless steel, with another available separately. The vehicles are also to be issued in original livery with red access doors (Epoch IV-V) and as RIO 82 PACA II (Nice area) with blue window band (Epoch V).

The range of CIWL stock is augmented with a pack of two - 'Côte d'Azur' bar No.4148 and 'Train Bleu' salon No.4160 (Epoch V-VI), and a pack of three - 'Riviera' coach No.2979, 'Anatolie' coach No.2869, and 'Flèche d'Or' coach No.4159 (Epoch V-VI), all illustrated with prototype pictures.

Modified tooling: four-wheel van now with working rear light, as type K (Epoch III) and type G4 (Epoch IV).

A type G4 is also offered olive green (Epoch IV-V).

Modified tooling: the type Ladks articulated six-wheel vehicle carrier now has metal handrails, a brake handwheel, and close couplings. New versions include STVA grey, loaded with four yellow 'La Poste' Citroën 2CV vans (Epoch IV), GEFCO grey (Epoch IV-V), and GEFCO blue, loaded with four Sprinter vans (Epoch V-VI).

Pack of two type Lgs four-wheel flats loaded with 'CNC Kargo70' containers (Epoch IV).

Pack of two bogie hoppers, one with rounded and one with flat sides, use by 'Piéto Lamballe' (Epoch IV).

Flat side bogie hopper 'Unicopa' (Epoch IV).

New tooling: type Res bogie lowside with side stakes, with Epoch IV markings empty and loaded with wire coils, and for Epoch V loaded with concrete sleepers. All prototype pictures.

Type Habis sliding side bogie van in 'Kronembourg' red (Epoch IV-V).

Type Rils tarpaulin covered bulkhead flat in 'Kronembourg' red, 'Fret' grey, and 'Fret' green (all Epoch V).

Type Sgss bogie container flat with refrigerated containers - 'Medina', '3 Suisses', and 'Transalliance' (all Epoch V) and 'Froidcombi' (Epoch V-VI).

Two Epoch VI packs of two type EF60 bogie coal hoppers, 'MILLET' and 'EDF'.

Type Uagps flat side hopper in 'Ermewa' livery (Epoch VI).

Jouef SNCF CC6500







Electrotren RENFE 591 'Ferrobus'

## Electrotren

New tooling: RENFE 'Ferrobus' class 591.300, three-car diesel railcar in original livery, with Epoch III markings (prototype picture). It will also be offered with Epoch IV UIC markings as special edition to mark the 70th anniversary of Electrotren.

A two-car variant will also be produced in original livery with UIC markings, as class 591.500 in 'Estrella' livery, (both Epoch IV, prototype picture) and in Epoch V 'Regionales' livery.

New tooling: in the Hobby range, as previously announced, the class 596 diesel railcar in Epoch V 'Regionales R1', 'Regionales R2', and 'Media Distancia' liveries, two numbers each (prototype pictures).

New tooling: in the Hobby range, the type S-114 AVE high speed train (just four cars), in standard livery and with '75 years RENFE' markings (both Epoch VI).

New tooling: to celebrate the 70th anniversary of Electrotren, two sets of three coaches for the 'Al-Andalus' express, two former CIWL type WL and a RENFE 7100, two former CIWL restaurants and a luggage van, with Epoch IV markings.

Set of three coaches in Epoch IV 'Estrella' livery on original bogies, two Bc11x-11600 couchettes and one WL26x-7100 sleeper.

Bogie luggage vans in 'Estrella' (Epoch IV) and 'Largo Recorrido' blue & white (Epoch V).

Set of two type PX four-wheel vans in R.N. Epoch III grey lettered for 'Ensidesa'. This van will also be produced with 'Osborne' brandy markings.

New tooling: six-wheel tank wagons, sold in packs of two – Campsa (Epoch III)(for the anniversary), 'Koipe' and 'Elosua' (both Epoch IV); all prototype pictures.

Two packs of two four-wheel tank wagons, 'Savin S.A.' (Epoch III) and 'Koipe' (Epoch IV).

Modified tooling: pairs of type J2 four-wheel vans with 'Vagón Aislante' markings, one with a working (battery powered) red rear light. (Epoch IV, prototype pictures). The type J2 van with working light will also be offered alone with open shutters in Epoch IV brown (prototype picture), and in green/yellow 'Tren Taller Oviedo' livery (Epoch IV).

Type MC1 four-wheel flat in red oxide loaded with two 20' refrigerated containers, 'Renfe' or 'Contenemar' (Epoch IV).

Type Ladks articulated vehicle carrier in yellow 'Semat' livery, loaded with four yellow 'Correos' Citroën 2CV vans (Epoch IV).



Electrotren RENFE 'Al-Andalus' express coaches

Type MMQ bogie flat loaded with wire coils and as type MMQC carrying a 'Pescanova' refrigerated container (both Epoch IV).

Type Uagpps curved side bogie hopper in original 'Metransa' livery (Epoch IV).

Type Uahs bogie silo lettered for 'Saltra Explosivos de Rio Tinto' (Epoch IV).

Type Zas bogie tank for wine in 'Savesa' grey (Epoch IV-V).

## Lima Expert Italy

Modified tooling: FS D.445 diesel – fist series in original green/isabella brown (Epoch IV-V); third series in MDVC livery (Epoch V); third series in XMPR livery with red/green Trenitalia logo (Epoch VI). The models have a new electrical system with NEM660 21-pin decoder socket, a new sound system arrangement, with space for a 'sugar cube' speaker with simple installation on the main printed circuit board, photo-etched handrails and windscreen wipers, and new details on the ends (buffers, dummy scale coupling, brake hoses, electrical connections, and either full or cut-away skirts).

New tooling: E.464 electric in FS Trenitalia DPR livery, in XMPR livery, and as used by Trenord (all Epoch VI); all prototype pictures.

New tooling: to accompany the E.464, sets of three coaches (driving trailer and two intermediates) in FS Trenitalia DPR livery, in 'Vivalto' white with green/blue stripes, and as used by Trenord (all Epoch VI); all prototype pictures.

## Germany

New tooling: DBAG ICE 1 BR401 as a four unit set (powered end, dummy end, and two intermediate coaches) in Epoch IV-V, V-VI, and VI versions.

## Australia

New tooling (but not noted as such): New South Wales non-streamlined C38 Pacific #3806 in black and green. This is not the old Lima model but a new product made for Australian Railway Models and distributed in Europe by Hornby.

Modified tooling: to accompany the C38, the former Lima models of NSW 72'6" twelve-wheeled coaches have been re-introduced – MFE second, MBE first, and TAM sleeper – now equipped with NEM 362 coupler pockets to accept appropriate couplers.



Lima Expert NSW TAM



Lima Expert FS D.445



Electrotren Hobby RENFE AVE S-114



Tillig Elna 0-8-0T



Tillig DDR government train media coach



## Tillig

New items are shown in a 16 page brochure, just smaller than A4. Most of the new items are new versions; the only new tooling in HO standard gauge this year is the delayed Elna and the DR government train media coach.

Expected delivery quarter in brackets.

### Epoch I

Four-wheel refrigerator van used by the Molkerei- und Milchhandels-Genossenschaft Neu-Ruppin, of the Paulinaue-Neuruppiner Eisenbahn (Q2).

### Epoch III

Further versions of the Elna type 6 industrial 0-8-0T as a DR 92.29 (prototype picture) and limited edition (to be ordered by 31st March) as No.4 of the Hersfelder Kreisbahn (graphic). (Both Q3.)

DR type Thrs refrigerated four-wheel van (Q2).

DB version lettered 'Transthermos Kühlverkehr' (Q2).

### Epoch IV

New tooling: DR government train press and radio coach (graphic)(Q2).

Deutsche Post type Post me-bl/24,2 bogie van (Q2).

DR type Baa four-wheel railcar trailer in red & cream (Q2).

DR 'INTERFRIGO' mechanical refrigerator bogie van (Q1).

DR type Z four-wheel tank with brake house used by 'VEB Chemische Werke Buna' (Q1).

DR type Gkm four-wheel van (Q2).

DR construction train set, three four-wheel vans in green (Q2).

DB type Ichqrs<sup>377</sup> 'INTERFRIGO' four-wheel refrigerated van (Q2).

'INTERFRIGO' set of three four-wheel refrigerated vans registered with the DR, DB, and MÁV (Q2).

### Epoch VI

Set of three Halberstadt coaches operated by 'Flixtrain', one with the name large on the roof (Q2).

DBAG type Taems rolling roof bogie wagon (Q1).

AAE Cargo type Eanos bogie open (Q1).

### Switzerland

Epoch III – SBB four-wheel acid vat wagon with brake house used by 'CIBA AG' (Q1).

SBB four-wheel twin wine barrel wagon with brake house used by 'C. Auguste Egli & Cie.' (Q3).

### Poland

Epoch III – PKP type Slms refrigerated van (Q4).

### Czech Republic

Epoch II – CSD four-wheel tank with brake house lettered for the 'VACUUM OIL COMPANY' (Q4).

Epoch IV – CSD type lcs refrigerated van (Q4).

Epoch V – CD type Y bogie coaches: A 150 first, B 250 second, and a ČESKÁ POŠTA (freelance) mail van (all Q2).

Type DABz<sup>755</sup> composite and type DBz<sup>750</sup> second class double-deck coaches operated by RegioJet but still in DBAG traffic red (Q3).

### Hungary

Epoch IV – MÁV type Da baggage van (freelance)(Q2). MÁV type lchs refrigerated van (Q4).

### Romania

CFR Bautzen-built type Bmee second class coach (Q3).

CFR type Rsfw/c refrigerated van (Q4).

### Denmark

Epoch III – Køge-Ringsted Banen type Pj four-wheel open with brake house (Q1).

DSB type ZE four-wheel tank car with brake platform lettered for 'A/S Luxol Kemiske Fabrikker' (Q1).

## NME

New items are presented in a 48 page A4 format brochure covering HO and N. The expected delivery quarter is given.

NME are now distributing selected Mabar and Mafen products from Spain in Germany.

Many wagons are now also available with working tail light.

Modified tooling: the type Tagnpps 102m<sup>3</sup> capacity six outlet bogie silo wagon for grain transport, new body with modified roof mechanism, 'VTG' blue, six numbers (Q3).

NME type Tagnpps 102m<sup>3</sup> modified

New runs of successful models –

The type Uagpps 101m<sup>3</sup> bogie silo wagon for grain in grey with 'Agro Terminal' green stripe, six numbers, available now.

The type Tagnpps 130m<sup>3</sup> capacity bogie grain silo, in 'Wascosa' orange, three numbers, available now.

The type Tagnpps 101m<sup>3</sup> capacity bogie silo in 'Nacco' yellow, six numbers, and 'Nacco-RTI', three numbers, Q3. Also six numbers in 'ermewa' grey.

The type Tagnpps 96.5m<sup>3</sup> capacity bogie silo wagon with strengthening ribs, used by SBB for sugar, three numbers, Q4.

The type Uagpps 80m<sup>3</sup> bogie silo wagon for grain in 'Railco' grey, six numbers, Q4.

The type Laads TWA 1060 close-coupled pair of low floor four-wheel flats, metal frame with real wooden deck, two numbers in 'Transwaggon' brown (Q2) and six in blue (Q3).

The type Laadks TWA 800A close-coupled pair of low floor four-wheel flats operated by 'Transwaggon', six Epoch IV numbers, Q4.

The type Laaps variant, six Epoch IV numbers, Q4.

New tooling announced last year: type Eamnos short bogie open, 'Captrain', six numbers, Q4. Graphic

NME type Laads TWA 1060



Gützold DR BR250



Likewise the 15.74m long type Tamns 80m<sup>3</sup> bogie wagon with split swing roof, six numbers in 'VTG' blue. Prototype picture.

NME are still working on the Bern Lötschberg Simplan car shuttle bogie wagons (all three variants – end of train with protective arch, partly roofed, and fully roofed). Placed in service between 1972 and 1974, the fleet was overhauled between 2010 and 2012 to extend its life until 2025. At peak times eight sets can be in use between Kandersteg and Goppenstein. The models were due in the second quarter but are now planned for the fourth. The associated driving trailer will be produced by Mabar, with a choice of three numbers. Orders must be in by the end of May. All prototype pictures so far.

All models are also available with AC wheelsets.

Gützold DR BR65<sup>10</sup>

## Gützold

Although this company has not exhibited at Nürnberg for some time, they are still active under new ownership (Fischer). The last year has been difficult, with considerable delays in all planned projects, partly due to the corona pandemic and partly because they had to find new premises at short notice. Fortunately, new accommodation was quickly found nearby. Things will now continue at the KRES Elektronik + Service GmbH site in a new production hall; it is planned to consolidate production there under the umbrella of the KRES company.

The DR BR65<sup>10</sup> 2-8-4T has now been equipped with a coreless motor and is offered in four new versions: Epoch III, Epoch IV, Epoch VI as preserved, and in industrial service with LEUNA. (All Q2.)

Gützold DR BR52



The BR52 *Kriegslok* 2-10-0 variants are planned in a number of limited editions: DB Epoch III, DR pulverised coal fired Epochs III and IV, DR reko Epochs III and IV, and as preserved. (All Q4.)

The DR BR58 rebuilt three-cylinder 2-10-0 is due as a limited edition but not until late 2022.

The DR BR250 Co-Co electric now also has a coreless motor; there will be two further Epoch IV numbers and one as now operated by Railpool (as BR155, Epoch VI) (Q3).

Similarly equipped with a coreless motor is the DR BR252 (later BR156) Co-Co electric, due in Epoch IV, IV-V, and V (two) versions, plus as used by MEG (Epoch VI)(all Q3).

Gützold DR BR252





ESU Vossloh G1000BB



ESU Vossloh G1000BB MRCE



ESU Vossloh G1000BB SBB Am842



## ESU

Under the Engineering Edition label, ESU offer accurate and highly detailed models, packed with digital technology – lights, sound, smoke, working pantographs (if appropriate), stay-alive capacitor, and RailComPlus®.

New tooling: Vossloh G1000BB diesel.

In the early 2000s, the ÖBB ordered 90 shunting locomotives as class 2070 from Maschinenbau Kiel (MaK), using a 12-cylinder Caterpillar engine with an output of 738kW. These were designated G880BB by MaK. Loco construction in Kiel was taken over by Vossloh and further developed. A more powerful version, the G1000, equipped with an MTU 8-cylinder engine, was launched on the same chassis. Between 2002 and 2016, Vossloh delivered 103 of these to operators in Germany, France, Italy, Luxembourg, and Switzerland. Deutsche Bahn was also interested and rented locos from various companies for several years. These locos are used in heavy shunting and for local freights, for works transport in large industrial companies, at ports, and on construction trains. Even after the Voith Gravita BR260/261 was delivered, DBAG occasionally used borrowed G1000s.

The new model has a metal body and frame, open fan grilles and steps, separate handrails, detailed cab, country-specific arrangement of the control panels and exhausts. It is powered by a five-pole motor with two flywheels, with drive via cardan shafts and gears to all axles; two traction tyres are fitted.

The latest LokSound 5 decoder allows for DCC, Motorola®, M4, and Selectrix operation, and the loco will identify itself to controllers with RailComPlus® or mfx. It has a PowerPack capacitor for uninterruptible power supply, and a loudspeaker in a large enclosure. The sounds are from a real Vossloh G1000BB, and advanced features include sensor-controlled cornering noises when cornering slowly and even sparks when braking sharply! As well as directional head and tail lights, the train end lights can be switched off, and the high beam, shunting, cab and control desk, and step lights can be separately switched.

The initial versions will be MRCE black, RheinCargo silver, HGK red, Northrail orange, ECR light grey, SBB Cargo Am842 blue/red, and Vossloh light grey, and these should be available already.

Heris DB flat



Heris DB type X05 lowside



## Heris

There will be new variants of the popular four-wheel beer van with raised brake house:

Epoch I – Brauerei Forst, Meran, B.M.B.; Djordje Vajfert of Belgrade, CES (Serbian Railways).

Epoch II – CSD: Strassmannbräu, with lettering in two languages; Budejovicke pivo, with red lettering; Urquell Pilsen, with green lettering in two languages. All shown with prototype pictures or drawings.

Goods wagons using a common four-wheel chassis:

Epoch I – Prussian type Otmmk Kattowitz high side steel open with brake platform.

Epoch II – DRG makeshift tank wagon.

Epoch III – DB type X05 lowside car, often converted from older vehicles; basic flat.

In development: welded tank on a four-wheel chassis with brake house, standard inter-operable design. These new tanks were sometimes mounted on old underframes. DRG, DR, and DB version are possible. Illustrated with a scale drawing.

Epoch IV – DB generator van with advertising. Advertising or information trains sometimes made trips around Germany, stopping in stations or goods yards so companies or organisations could present information to the public. The local power supply may have been insufficient for the train's needs, or there was simply no such connection, so generator vans were converted from existing vehicles. The exterior could be decorated differently for each use. Prototype picture.

## Sweden

SJ type C06/B06 bogie coaches. 171 were built and used for almost fifty years, initially as third class, then after c.1956 as seconds until about 1970; from then the end of the 1980s they were reserve vehicles. The first release will be a set of two in Epoch II brown.

Heris DRG makeshift tank



## Lemke Collection

New items are shown in a twenty-page leaflet which covers HO and N.

## LS Models

New tooling: the Smartron (BR192) from Siemens was introduced in March 2018 as a simplified version of the Vectron. To reduce costs, it is only offered in a version that has already received approval for operation in Germany. Approvals for Romania and Bulgaria are pending.

The model is completely new, and promises to be the most detailed and accurate offered in HO, with all the relevant design differences considered and drive to all axles, directional lights, suitable for overhead line operation, MTC21 decoder socket, option of factory installed sound, and switchable low beam, high beam, shunting light, and cab lighting.

Versions proposed are EGP, EVB, and RTB Cargo (all illustrated with graphics).

## Hobbytrain

Two sets to represent the DB express D83/84 München – Hamburg as it was in the 1950s. At that time, the new -m coaches were to be found scattered in trains all over Germany, and complete trains of them were rather rare, but there were enough in Hamburg to equip a full

Heris Prussian type Otmmk



Heris SJ type C05/B05





Mehano (Lemke) SNCF BB37000



train. The first set of five coaches (three C4ümg-54 + B4ümg-54 + BR4ümg-55) depicts the primary service, while the second set (two C4ümg-54 + BC4ümg-55) is the supplementary Stuttgart – Würzburg – Hamburg section. Both are limited editions of 250. Graphics.

### Mehano

Further versions of the BB37000 Alstom Prima EL3U/4 electric, in SNCF 'Fret' silver & green and Akiem silver.

The type Sggmrss 90 articulated container flat is now offered with two 45' containers, not previously available, in several versions: PKP Cargo with 'ONE' und 'MAERSK'; CBR with 'DHL' and 'ZIH'; GTS with 'GTS Barilla'; AAE with 'Acotrail'; and AAE with 'UNIT45.com'. There will also be further versions with 40' containers and 20' tanktainers. Illustrated with either models or graphics.

Mehano (Lemke) type Sggmrss 90 with 45' containers



Jägerndorfer ÖBB Rh1280



### Jägerndorfer

This year there are separate A4 landscape format catalogues for N and HO, the latter 36 pages.

New project – ÖBB Rh2050 diesel, metal body, various finishes: Epoch IV green, Epoch IV 'Valousek', Epoch IV/V blood orange, Epoch VI preserved green. Prototype pictures at this early stage. It is not expected until the third quarter of 2022.

The ÖBB Rh1280 0-10-0 electric, with Kando rod-coupled drive, is practically complete and a sample was shown in 2020. Built for the expanding electrification of the Westbahn, the rod drive did not prove reliable and they were relegated to shunting in the 1930s, though the last was not withdrawn until 1975. Three Epoch II and one Epoch III versions are listed. The model represents the second batch; a model of the first batch is possible if there is sufficient demand, as both DRG E88.2 and ÖBB Rh1280. Illustrated with CAD graphics, due Q2.

The ÖBB Rh5044 (initially VT44) bogie diesel railcar dating from 1937 is proposed in two variants: original form with large single pane windows (as the preserved example) and as operating in Epoch IV with half window droplights. Four versions planned from Epoch II to IV, illustrated at this stage with graphics. Q4.

Also still to come – the Siemens Vectron Bo-Bo electric as ÖBB Rh1293, now three numbers in red plus with 'EL Lorean' graphics operated by TX Logistik, in 'Voestalpine' blue leased from CargoServ, 'Railpool' silver & blue, 'MRCE' black, and 'DB Cargo' traffic red. All illustrated at this stage with prototype pictures and graphics. The model will have a metal body. Q4.

Jägerndorfer Vectron



Jägerndorfer Taurus electrics for Pi.R.A.T.A.



Jägerndorfer ÖBB Rh1062



Two new versions of the Rh1062 electric shunter, in Epoch III green and Epoch IV orange. Q1.

Two new versions of the Rh1063 centre cab bogie electric shunter, Epochs IV and VI. Q2.

Three new versions of the Rh1822 electric, one in ÖBB livery and two numbers in 'Adria Transport' silver & blue. Q2.

New Epoch VI versions of the new metal bodied model of the ÖBB Rh2070 Bo-Bo diesel shunter, built by Vossloh, in 'Northrail' orange, Siemens blue, and 'Chemion' traffic red. Prototype pictures. Q3.

Four new versions of the Taurus Bo-Bo electric, as Rh1216 in 'Railjet' red & grey (2) (both Q2), Rh1116 in 'Nightjet' blue and as StB 183 717 (both Q3). Also still

scheduled are two Italian E.190 versions, in FUC red, white, and blue, and in InRail blue, grey, and red, exclusively for Pi.R.A.T.A. (Q1).

Two new versions of the ÖBB Rh4020 three-car electric train sets, in Epoch IV blue & cream and Epoch V blue & white. Q3.

Further versions of the ÖBB CityJet double-deck stock and with 'Autoschleuse Tauernbahn' lettering and graphics, in sets – driving trailer plus two coaches, and two further coaches. Q1.

The ÖBB UIC-X pre-series first and second class coaches, either Epoch III green or Epoch IV orange and 'jaffa' orange & cream, singly and in sets of two, are still in development. Q3. There will be another three-pack of the standard UIC-X seconds, one green and two orange. The second is also offered in the 'economy' orange & cream and in 'Gewerkschaft der Eisenbahner' blue & pink (prototype picture). All Q3.

Work continues on the ÖBB type BiH Spantenwagen, constructed using standard body components on old four-wheel underframes. They will be sold in packs of three, with either full of half pane windows. Q3.

Jägerndorfer ÖBB UIC-X



Jägerndorfer ÖBB Rh1063



Jägerndorfer ÖBB Rh2070







Liliput BR42



Liliput DRG 'Supply Transport'

## Liliput

DRG 'Troop Transport' set, consisting of a BR42 2-10-0, a 1st/2nd class coach for officers, and two 3rd class coaches, in camouflage colours. The railway has always played a significant role in the transport of troops, who were brought to the front in a wide variety of trains, often quickly (and provisionally) converted from existing wagons or even just repainted.

DRG 'Supply Transport' set, consisting of two four-wheel coaches in camouflage colours.

BR42 *Kriegslok* 2-10-0 in Epoch III condition with 'Allied Forces - British' inscriptions. Most German locos were confiscated by the Allies at the end of the war and distributed or assigned accordingly, with markings on the front of the smokebox and also on the cab sides.

BR84 2-10-2T in DRG Epoch II c.1936 and DR Epoch III c.1960 versions.



Liliput BR84

ÖBB Rh5146 diesel railcar in ultramarine blue & ivory with ivory roof and 'Pflatsch' emblem, c.1988.

There will be several new versions of the DB type Hbbks high capacity four-wheel van:

- a set of two with 'METZELER' branding, c.1976. At the beginning of the 1970s, SOGEFA Waggonvermietung GmbH rented around twenty blue vans to Metzeler Gummiwerke AG, a manufacturer of motor cycle tyres, and they could be seen all over Germany. All were stationed in Düsseldorf-Derendorf.

- with 'Grünzweig + Hartmann' lettering, c.1966. This company was among the first to receive twenty wagons from manufacturer Talbot. For the first six months or so the wagons were painted plain white with no advertising, but then the company name and the brand name 'Sillan' was added. They were stationed in Ludwigshafen or Speyer.

- in the early 1970s, the Dortmund company Hermann Habs bought one of the short vans for transporting their own 'Lithosan' brand products within Germany. They company specialised in dry stone cleaning and building insulation. The wagon was stationed in Dortmund. However, after a few years the wagon was sold. The model depicts it c.1972.

- lettered 'SOGEFA', c.1988. SOGEFA Waggonvermietung GmbH hired all white and blue vans to various companies, but not all put advertising on the sides, especially if the wagon was only rented for a short time. The model is one of the neutral blue vans, all of which were based in Düsseldorf-Derendorf.



Liliput ÖBB Rh5146



Viessmann Robel CFL

## Viessmann

Robel track motor car 54.22 with motorised crane, functional model. New versions - CFL (Luxembourg) and Aarsleff Rail (Denmark).



LS Models SNCF BB9400

## LS Models

This French/Belgian concern does not appear to have issued a formal new items list, but some information can be gleaned from their websites.

Most of the pages/documents in the 'new' section are dated 2020.

There will be further versions of the Vectron electric, with four pantographs, in ÖBB livery, two numbers, one with the graphics noting Siemens 500th loco for the ÖBB. Orders had to be placed by 12th February. Graphics.

The type T2s sleeper will be offered as used by ralphin for lorry drivers on 'rolling road' trains, with authentic modifications. Prototype pictures. (Q2)



LS Models SNCF BB22300

The 'prototypes' gallery includes photos of the Swiss EWI type WR buffet coaches, long and short versions, in several variants, and some French electrics (BB9400, BB15000, and BB22300), indicating progress with already announced projects.



LS Models SNCF BB15000



LS Models SNCF BB15000



LS Models SBB EWI WR



Models World As2



Models World As2 interior

Under the associated **Models World** label they offer themed sets of coaches, usually four to eight vehicles, in limited editions (usually 150) to represent particular trains. Noted as available to order are:

Croisière day train (carmillon logo)(2005-2008) Q1.  
Express 297 Liège - Luxembourg (1984) Q1.  
EC102/103 Grand Ducal Brussels - Luxembourg (1989-1991) Q1.

1280 *Camino Azul* Brussels - Port Bou (2001) Q1.  
EC96 *Iris* Chur - Bruxelles (1990) Q1.  
EC97 *Iris* Brussels - Strasbourg - Zürich (1996-1998) Q2.  
EC114/115 *Arbalète* Paris - Basel - Zürich (1994-1998) Q2.

EC91 *Vauban* Brussels - Milan (2016) last connections Q2.

E318/E319 Cologne - Ostend (1978) Q3.  
1439/1440 *Camino Azul* Brussels - Port Bou, Railtour II (1974-1982)(200 sets) Q3.  
IC163 *Bavaria* Zürich - München (1985) Q3.

Noted as in preparation  
1439/1440 *Camino Azul* set 2 Brussels - Port Bou, Railtour III (1984-1992) Q3.  
1290/1291 *Freccia del Sole* set 2 Brussels - Rimini, Railtour III (1984-1992) Q3.

Individual vehicles:  
PLM C7t six-wheel compartment third, single and in sets, Epoch II and III versions, Q1.

OCEM PL B10 second with working tail light, choice or period markings Q1

OCEM RA A8 first, B9 second Q1; B10 second Q2. various periods, some in sets.

Various sets of other existing OCEM coaches with new numbers expected during the year.

OCEM 32 four-wheel baggage van, Epoch II (État) and III versions, Q1

Former PLM rebuilt six-wheel steel baggage van Q2  
Dqds2m four-wheel rebuilt steel baggage van, with tail light, for *Le Capitole* from 1960 to 1967

Coming soon: État A2s *Transatlantique* coaches.

## Euro Passion Models (EPM)

This French company is often on the LS Models stand.

The second version of RTG turbo train (Epoch IV five car sets) with smooth roof was delivered in December 2020; the digital sound and AC models are due in the first quarter of 2021. (The ribbed roof variant is already out.)



LS Models SBB EWI WR





REE Moyse locomotive



REE DU65 draisine

## REE

This French concern also has no formal list of new items but there is a schedule of expected deliveries – all appear to be further runs of existing models in the extensive range, or already announced projects.

Moyse locomotive (third run) February.  
DU65 draisine (third run, with DCC sound) February.  
Type EX bogie hopper (fifth run) February.  
PLM main line bogie fourgon (second run) March.  
Type 16m post van (second run) April.  
BB9200 MTE electric (first run) April - May.  
Type UFR vehicle-carrying wagon (first run) April - May.  
Type F70 hopper – first run April - May, second run spring.  
Type ANF tank wagon (eighth run) spring.  
231G Pacific (sixth run) summer.  
BB9200 MTE electric (second run) summer.



REE 231G



REE Bacalan coaches



REE ANF tanks

## Artitec NS Plan E



## REE SNCF BB67000/673000



030TU 0-6-0T (second and third runs) summer.  
Bacalan coaches (third run) summer.  
OCEM 29 fourgon (third run) summer.  
231G Pacific (seventh run) autumn.  
BB16000 MTE electric (first run) autumn.  
BB 67000/67300 diesel (fifth run) autumn.  
Y2100 locomotive (first run) autumn.  
Former German T16<sup>1</sup> 0-10-0T (first run) end of the year.  
Berliet GLC6 lorry (first run) - 2022.

## Artitec

There will be a new edition of the NS Plan E bogie coaches – five in the DE variant: the well-known “Clog train”! In Epoch IV dark blue with the three light blue ‘flashes’ (which were intended for advertising).

## Exact-Train

New items are packed onto a twelve-page A4 landscape format leaflet.

The prototypes of these highly detailed models have been chosen as widely used vehicles built in quantity which allow a very large number of versions through time and across various railway administrations and operators.

Some are offered in pairs.

The most important new items are:

DB/DR type Gbs<sup>254</sup> van with and without brake platform Epoch III/IV/V. Q1.

NS type GS van Epoch III/IV. Q1.

DB Gs<sup>211/212/213</sup> vans Epoch III/IV/V. Q1 and 2.

Various 24m<sup>3</sup> and 30m<sup>3</sup> capacity four-wheel tanks DRG, DR, DB, NS, ÖBB, SBB, SNCF, and CSD Epochs II/III/IV. Q1 and 2.

Type Gbs vans DR, NS, and SBB Epoch III/IV/V. Q1 and 3.

UIC type Gs vans DB, DR, CFL, Saar, SNCF, FS, SB, PKP, and MÁV Epoch III/IV/V. Q1 to 3.

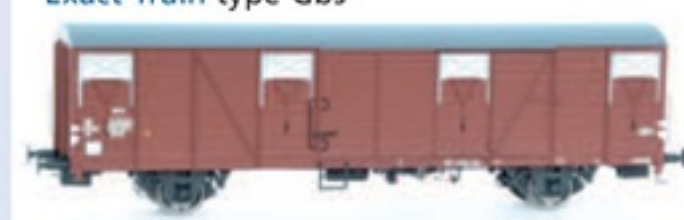
Klagenfurt and Duisburg opens DRG, DR, DB, SNCF, SNCB/NMBS, ÖBB, CSD, PKP, CFR, and NSB Epoch II/III/IV. Q1 and 3.

Linz and Villach opens Epoch III/IV. Q3.

DB type Offehss55 car carrier Epoch III/IV. Q4.

Selected wagons will be offered weathered. Q2.

## Exact-Train type Gbs



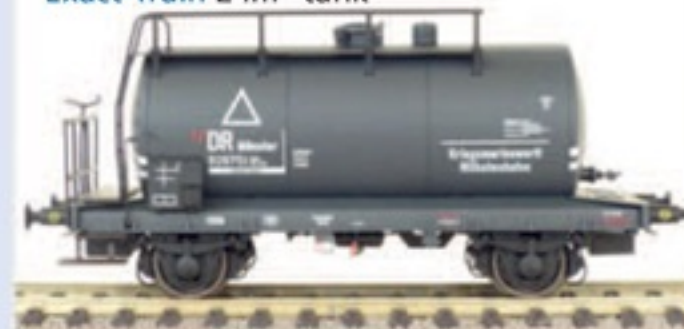
## Exact-Train UIC type Gs



## Exact-Train 30m<sup>3</sup> tank



## Exact-Train 24m<sup>3</sup> tank



## Exact-Train Klagenfurt open



## Exact-Train type Offehss55





Weinert BR41 DRG T32 tender



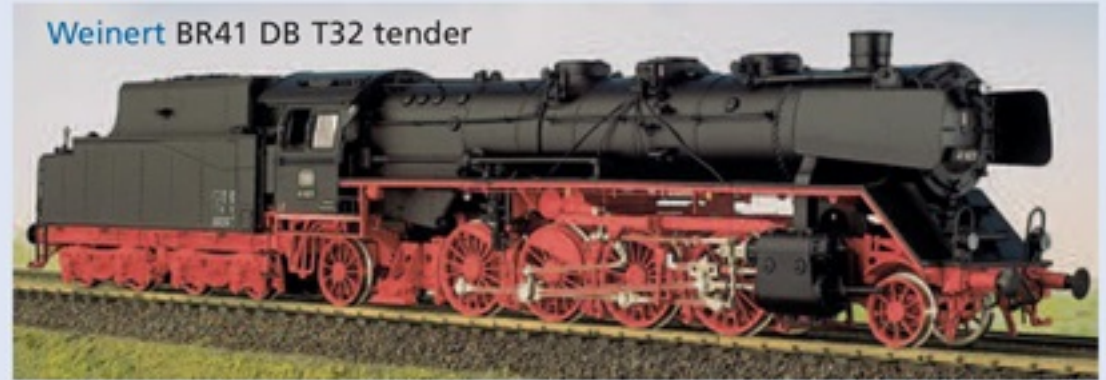
Weinert BR41 DRG T34 tender



Weinert BR41 DB T30 short tender



Weinert BR41 DB T32 tender



Weinert BR41 DB T34 oil tender



Weinert BR41 DR reko T34 tender



## Weinert

The major new items this year are kits for the BR41 2-8-2 covering many different variants, from DRG Epoch II to DB and DR Epoch IV: old boiler, DB rebuild or DR *reko*; large Wagner or small Witte smoke deflectors; riveted 2'2'T30 short tender; riveted 2'2'T32 tender; welded 2'2'T34 tender; and 2'2'T34 oil tender. Note each kit is for a specific type.

Weinert kits use a Faulhaber motor with flywheel. The main body parts are whitmetal, with many fine cast and etched brass details and plates. The gearbox

is supplied ready assembled, and the bronze bar frames can be bolted together, with sprung driving axles. Wheels can be NEM, RP25, or fine 25 scale.

A set of replacement RP25 wheels is offered for the Roco BR41 (loco only).

Also new is a kit for a six-wheel coal loading crane, with either lattice or girder jib.

The Klv51 track maintenance vehicle, with Atlas hydraulic crane, will be available as an assembled model using a Motraxx motor. The Kla01 four-wheel trailer is also planned.

## NMJ

NMJ markets a large range of high quality models of Norwegian and Swedish prototypes.

There is no new catalogue yet this year as the company has been working under Covid restrictions, and dealing with increased demand.

The new items are therefore mostly models which have recently come into stock.

## Norway

In the Superline series of highly detailed limited edition brass models, the NSB short wheelbase four-wheel T3 flats with side stakes and small brake platform and the L4 (later Elo) open wagons, along with the Lt4 variant with extended sides for woodchips.

In the Topline plastic-bodied range, there will be more versions of the famous GM-engined Nohab/AFB diesels. New versions include NSB Di3a as modernised in the new red livery, and in Ofotban green.

E114 electric in NSB new red and 'Cargonet' grey, the latter in stock with choice of two numbers.

In collaboration with **Sudexpress**, the Euro 4000 diesel in 'Cargonet' grey is now in stock.

The CB2 coaches are due in red with the blue 'Intercity Special' flash.

In collaboration with **Exact-Train**, NSB versions of the Klagfurt four-wheel open are now in stock.

Weinert coaling crane, lattice jib



Weinert coaling crane, girder jib



Weinert DB Klv51



Weinert DB Kla01



NMJ Superline NSB L4



NMJ Superline NSB L4/Lt4 underframe





NMJ Superline NSB T3



NMJ Superline NSB Lt4



NMJ Superline NSB Lt4



NMJ Topline NSB Di3a



NMJ Topline Ofotban Di3a



NMJ Topline NSB EI14



NMJ Topline NSB EI14



### Sweden

Further versions of the Y1 bogie diesel railcar, built between 1979 and 1981, in orange, blue, and blue InterRegio.

Under the **Jeco-NMJ** label, X2000 Lillestrøm tilting train set. Prototype picture.

### MÁV coaches

In collaboration with **Robo**, type Ao coaches in the blue & grey livery.

Models of the CAF-built first, second, couchette, and restaurant cars in the current MÁV-Start two-tone blue & grey. Although illustrated with prototype pictures and/or graphics, they are apparently in stock.

NMJ / Exact-Train Klagenfurt opens



NMJ / Sudexpress Euro 4000



NMJ Topline SJ Y1 railcar



NMJ Topline SJ Y1 railcar



NMJ Topline NSB type CB2 coach



NMJ / Robo MÁV type Ao coach







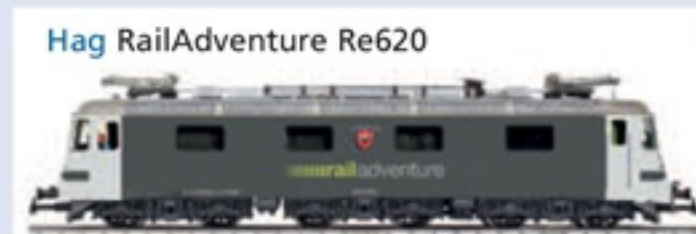
Mabar SBB TmIV 232



Mabar SBB TmIV 232



Hag BLS Re465 Simplon



Hag RailAdventure Re620

## Mabar

This Spanish specialist has locomotives, rolling stock, and accessories in both HO and N.

SBB TmIV 232 four-wheel diesel shunter, in brown, red, and 'Cargo' blue & red, each with a choice of two numbers and the option of DCC sound. The digital/sound version has four light functions according to Swiss rules, and automatic couplers.

RENFE 1900 diesel – two new Epoch III numbers in DC and DCC sound.

Mabar RENFE 1900



Transfesa type Hfs/Hfhs long wheelbase four-wheel vans for the transport of fruit, which circulated through many countries in Europe. Several versions are planned:

- with brake house RENFE type PJfhv, Epoch III
- with brake platform RENFE type PJfhv, Epoch III/IV
- standard van RENFE type PJfv, Epoch IV
- with end doors RENFE type PJfhv, Epoch IV
- standard van registered with DB, Epoch III/IV
- special set of six with 'TRANSFESA' lettering, Epoch III/IV.

Prototype pictures.

Type Hbbills sliding side four-wheel van registered with ÖBB, with graffiti, different each side, set of two.

There will also be two new sets registered with the SBB with a new cooling compressor.

In collaboration with NME, Mabar will produce the Bern Lötschberg Simplon type Bdt driving trailer used on car shuttle trains. The model will have working end and interior lights. Three versions are planned: No.942 old logo and target windows Epoch V, No.944 new logo and target windows Epoch VI, and No.957 new numbering and new logo Epoch VI. Prototype picture.



Mabar ÖBB type Hbbills 'graffiti' 1



Hag SBB Re420 'Sparbillette'



## Hag

All Hag metal-bodied models are now fitted with new LED lighting and feature authentic Swiss 3+1 directionally controlled front and rear lights. Some are available with either one or two motors.

A number of popular recent products will get a second run due to demand.

The SBB Re420 is expected in three advertising liveries: MAILAND, SPARBILLETTE, and SPARTAGESKARTE (Q1).

This will be followed by the Re421 as operated by Trans Rail in both the blue & cream and TEE red & cream liveries (Q2).

The BLS Re465 is to be re-run with KAMBLY adver-

tising, and there will be a limited quantity special edition in the elaborate SIMPLON/SEMPIONE livery (both Q2).

Finally, the Re620 appears in RAIL ADVENTURE grey (Q2).

Delivery dates are estimates.

The order dates for some of these items may have already passed but they may still be found at retailers.

## Amintiri Feroviare

From Romania, linked with ACME and now with connections to Tillig and Liliput for stock with CFR markings. New items are shown in an eight page leaflet.

The Liliput model of the BR52 *Kriegslok* 2-10-0 as CFR 150, with additional top headlight, characteristic supplementary fuel tank on the tub tender, and all appropriate plates. Epoch III. Announced last year.

CFR Calatori 060-EA electric in Epoch IV Express blue & grey, in Epoch IV white with red cabs decorated with pixel figure graphics, Epoch IV dark blue\*, Epoch V-VI yellow (re-run, model photo), Epoch VI blue & grey, and Epoch VI red & grey\*. Most prototype pictures. \* exclusive to particular dealers.

060-DA diesel in Epoch IV CFR two-tone grey, Epoch IV CFR Calatori white with blue cabs, and Epoch V CFR Infrastructura blue & grey. All prototype pictures.

Set of three type Y A/B70 coaches (by Tillig), one first and two seconds, in green.

Other coaches as last year, all Epoch V – type AVA200 second class coach in red livery with old CFR logo or later 'CFR Calatori' lettering, and in blue & grey livery.

Type MU sleeper in red livery.

Former DB type Bcm couchette second in CFR red and later blue & grey (with a choice of two numbers).

New – set of three type AVA200 coaches, first and two seconds, in Astra Trans Carpatian green & yellow, Epoch VI. Prototype picture.

Three sets of three (Tillig) type Rsfwc refrigerated four-wheel vans, Epoch III. Graphics.

Two new Epoch V versions of the type Zack's bogie tank wagon, with and without sun shade, for anhydrous ammonia plus in 'ROMPETROL' yellow, with 'PETROM' branding (for propane), and lettered for 'Grup Feroviar Roman' (the latter three announced last year).



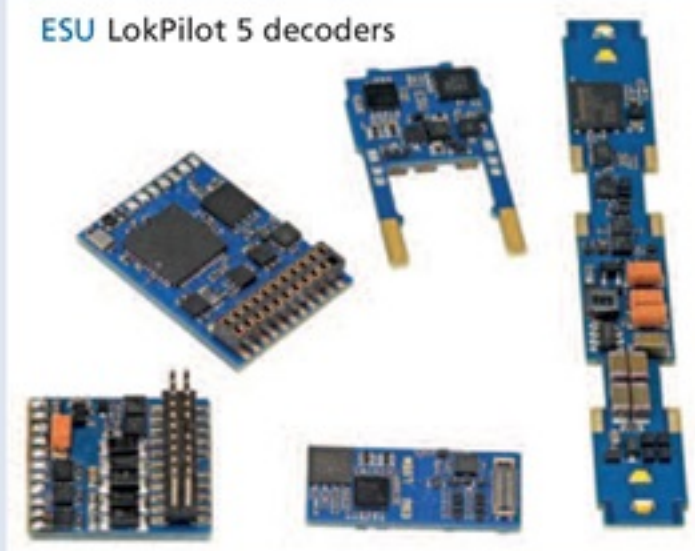
Mabar SBB type Hbbills



Amintiri Feroviare / Liliput CFR150



### ESU LokPilot 5 decoders



## ESU

The LokPilot 5 decoder family has been newly developed from the ground up, offering high reliability in difficult conditions, diverse application possibilities thanks to multi-protocol capability, and unrivalled flexible function key mapping. Delivery will start in the first quarter of 2021.

### LokPilot 5 Basic

Universal DCC decoder for HO and O, with RailComPlus, with either 8-pin NEM 652 or 21MTC connectors. Motor current 900 mA, 6 function outputs with 8-pin interface, 8 function outputs with 21MTC; function mapping F0-F3; constant braking distance adjustable, ABC braking technology; Autotune calibration function; PowerPack storage capacitor can be connected. Dimensions: 25.5mm x 15.5mm x 4.5mm

### LokPilot 5 FX

For servos and SUSI modules. Choice of connectors: 8-pin NEM 652, PluX22 NEM 658, 21MTC NEM 660.

Depending on the connector, up to six amplified outputs for special functions, and two logic level SUSI (both can also be used as servo outputs). PowerPack storage capacitor can be connected. Dimensions: 8.0mm x 7.0mm x 2.4mm with cables; 13.0mm x 9.2mm x 2.9mm with Next18 and PluX16. Q1.

The LokSound 5 Nano can be used in small HO, TT, and N vehicles, measuring just 19.5mm x 8.4mm and 3.1mm thick. Q2.

### LokSound 5 micro DCC direct

Various N gauge locomotives can easily be digitised and equipped with sound with three new circuit boards. Ref.58721 can be used with the standard circuit boards of many American N locomotives with minimal effort, while ref.58731 and 58741 have been specially designed for Kato products. Q2.

### LokSound 5 Fx

In response to popular requests, the LokSound 5 Fx is the first function decoder from ESU with sound but no motor output, for use in non-motorised end cars (e.g. DB VT11.5) or in dummy locos (e.g. in multiple lash-ups). Q2.

### SwitchPilot 3 family

The third generation of the successful SwitchPilot solenoid accessory decoder family considerably simplifies the configuration that was previously rather cumbersome. SwitchPilot 3, the newly introduced SwitchPilot 3 Plus, and the SwitchPilot Servo now have an innovative operating concept consisting of a four-line illuminated OLED display and three input buttons. All settings can be checked directly on the decoder at any time using the display and changed if desired. Programming with a central unit is not necessary.

The SwitchPilot 3 has eight transistor outputs each with a load capacity of 1.5A (2.5A for 100ms) arranged in four double groups for switching up to four double-coil solenoids, with short circuit and overload protection. Q2.

The SwitchPilot 3 Plus has sixteen transistor outputs for switching up to eight double-coil solenoid items (e.g. switches) or accessories such as uncoupling

tracks or light bulbs. Each output can be programmed individually and is electronically protected against overload and short circuit. The SwitchPilot 3 Plus can be powered either directly from the digital system or from an external DC or AC supply voltage source, but does not have a feedback function. Q1.

The third in the group is the SwitchPilot Servo, which has eight outputs for controlling servos. Precise control makes slow movements possible, and the decoder is very easy to set using the buttons and the display. Q2.

### Dual Mini smoke generator

The compact Dual Mini smoke generator is intended for O gauge steam locomotives, and emits both exhaust and cylinder steam. Even smaller locomotives can now be retrofitted with cylinder steam. LokSound decoders provide perfect control. The circuit board is attached to the housing, but can be mounted separately. The circuit includes protection so the device cannot burn out when the tank is empty. Q2.

## Zimo

The five main types of MS sound decoders and accessories for N, TT, and HO are available with a choice of connectors: PluX22, 21MTC, Next18, NEM 651, NEM 652, and free wires. Further types will be introduced, for large scale as well as a particularly miniaturised decoder for N and the first HO 'stereo' decoder. Planned for release in the first half of the year are:

### MS990K and MS990L

New large scale sound decoders for Gauge 1 and G, optionally available with screw terminals (-K) or pin connectors (-L). As well as the well-known MS features highlights are two speaker outputs that can be assigned with different sounds for 2 x 10 watt 'stereo' sound; three 'stay-alive' super capacitors; six three-pole servo connections (instead of four); combined gyro and acceleration sensor (for future sound effects). 50mm x 40mm x 13mm, 6A motor/total current, 15 function outputs, 2 independent SUSI connections, connections for two separately controllable simple inexpensive smoke generators, each with its own fans.

### MS955

Sound decoder for O and smaller vehicles in Gauge 1 or G, compatible with the ESU V.5L decoders with regard to the pin arrangement so can be plugged into ESU locomotive circuit boards. The highlights are similar the MS990 but in a smaller unit (50mm x 26mm x 13mm), with 2 x 5 watt sound, 4A motor/total current, and 11 function outputs.

### MS950

An alternative sound decoder for O (and for smaller vehicles in 1 or G), more economical than the MS955. As well as being 3mm narrower, the differences are only 2 x 3 Watt sound, and no connections for external volume control and smoke unit temperature sensors.

### LOKPL990, LOKPL950, LOKPL955

Adaptor boards with sockets for the large scale and O sound decoders which can be permanently wired (using solder pads) into the vehicles to accept the appropriate decoder.

### ESU SwitchPilot 3 decoders

#### + Dual Mini smoke unit



### MS500

The smallest Zimo sound decoder, optionally available with NEM 651 (six-pole) connector and wires for the speaker or all wires. Technically it corresponds to the already available MS490. 14mm x 10mm x 2.9mm, 700mA motor/total current, four function outputs, 1 Watt sound.

### MS460

This sound decoder for HO is largely derived from the MS450 (the best seller among the MS decoders) but has two independent loudspeaker outputs so it can be used as 2 x 3 watt 'stereo' or in mono operation with double the power. 30mm x 18mm x 4mm, with either a PluX-like 26-pin interface or wires, 1.2A motor/total current, and 11 function outputs (some suitable for LEDs or servos).

### MSTAPK and MSTAPG

Successors of the test and connection board MXTAP for the MS range, available in separate versions for small and large decoders, with current interfaces such as 21MTC using the now standard connectors.

The MX33 handset is a modern version of the MX32 controller. The ergonomic upgrade includes a larger (2.8") screen with capacitive multi-touch glass, additional buttons (east-west direction and two 'stops'), all-colour LEDs, and re-arranged scroll wheel. The microprocessor and memory are many times more powerful than in the MX32, which means a lot of potential for expansion through future software updates, e.g. large databases for pictures, vehicles, and accessory panels, fast search processes, etc.

### Smoke generator for O

A two-chamber smoke generator with two heating elements, two fans, and two temperature sensors. It does not need its own electronics board, as the MS955 sound decoder is used for control, with sufficient power to operate all components. This combination is therefore a particularly economical way to digitise O gauge locomotives.

### Reversing loop module MX70

MX70 will replace the MX7, which was an innovative product in its day but is now dated. In the future, reversing loops should not be pushed to the limits of performance, even on garden railways. The 'reverse polarity by short-circuit detection' method will be retained, but supplemented by possibilities of advance detection for the purpose of spark avoidance.





## MIBA-Spezial 127 Modellbahn digital 2021

Edited by Martin Knaden

VGB - Verlagsgruppe Bahn GmbH, MIBA-Verlag,  
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www.miba.de

295mm x 210mm 108pp

Softback €12.00

ISBN 978-3-96807-948-6

German text ref.07948

The latest special from MIBA should appeal to modelers who operate their layout with digital control and also use a computer to run many trains, accessories, and effects – and to those who would like to know how.

To draw us in and show some of the possibilities, the collection opens with a portrait of an extensive and elaborate private digitally controlled layout, which has evolved over time as the capabilities of digital systems developed. The illustrations clearly show that the technology serves the layout, and scenery and structures have not taken second place.

A very useful article considers the pros and cons of most of the commonly available software for use on a computer to control a layout (through the necessary interface).

Another feature explores more basic computer-aided control of the layout, perhaps a more comfortable and technically less complex place to start.

There is also a comprehensive article on how the computer can also be used as a practical and convenient tool to program decoders in locomotives and stock to suit individual requirements, which introduces various systems. A description of how various systems deal with programmed station stops looks very useful.

For those using the Selectrix digital system, once well-regarded but now effectively discontinued, there is a guide to compatibility with multi-protocol DCC equipment.

A rather technical piece sets out to explain how decoders store information in memory banks, and how understanding how this works can permit the best way to adjust CV values to obtain the desired effect.

Several practical articles show how to equip specific locos with digitally controlled lighting and sound, among them a Märklin BR111 electric, a Piko BR204 diesel, and a V51 diesel by LGB, while another describes fitting lighting devices to passenger coaches and explains some possibilities.

There is a detailed review of the new multi-protocol digital central unit from Tams, designed to operate with various handsets.

Contributors include Markus Tiedtke, Heiko Herholz, Maik Möritz, and Dr Bernd Schneider.

The work is supported with over 200 illustrations. The photographs are all in colour, very well reproduced on good quality paper, augmented by a large number of screenshots and diagrams.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, differ-



ent type sizes, or colours. There are some summary information panels, and occasional use of tinted backgrounds to define separate sections for clarity.

A good knowledge of German will be necessary as some of the subject matter is inevitably quite technical.

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

## Das Bw Wilsdruff

by Marko Rost and Dietmar Schlegel

Eisenbahn Kurier Verlag,  
Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 192pp

Hardback €39.90

ISBN 978-3-8446-6427-0

German text order no.6427

This substantial publication deals with the operating depot for the locomotives of the central Saxon narrow gauge network. The small town of Wilsdruff, west of Dresden, is quite well known to railway enthusiasts. It was located at the hub of several 750mm gauge lines, collectively forming the Wilsdruff network. The volume of traffic was correspondingly high, which made the establishment of a depot at this junction necessary, originally as a subsidiary of larger standard gauge installations. From 1952 to 1976 it was an independent shed, responsible for the management of the Freital-Potschappel – Wilsdruff – Nossen, Klingenberg-Colmnitz – Oberdittmannsdorf, Klingenberg-Colmnitz – Frauenstein, and Wilsdruff – Meißen-Triebischtal – Döbeln-Gartitz lines. Until autumn 1972 it was also dealing with the Freital-Hainsberg – Kurort Kipsdorf (linked by the so-called connecting line) and Radebeul Ost – Radeburg lines. In all, quite a wide 'empire', and all areas are represented in this book.

After the last train between Freital-Hainsberg and Nossen ran in May 1972, from October that year the sheds at Radebeul Ost and Freital-Hainsberg became subsidiary to Nossen.

Wilsdruff works remained active until the network was closed at the end of January 1976.

The authors look back at the interesting history of both the depot and the various lines as well as the locos and rolling stock used, even down to the wagons used for ash disposal (among them V skips mounted on spare transporter wagons – surely something for the modeller to adapt from existing products!). All aspects of operation and administration are covered.

Although noted latterly for the allocation of VIK 0-10-0T locomotives (99<sup>64-71</sup>), which naturally feature very prominently, at various times Wilsdruff also accommodated examples of classes 99<sup>51-60</sup> (IVK), 99<sup>73-76</sup> (Einheits 2-10-2T) and 99<sup>77-79</sup> (Neubau 2-10-2T).

The ill-fated V36<sup>48</sup> diesels were also tested here, and the diesel railcar VT137 600 (rebuilt from Latvian components seized in the war but under-powered for Saxon terrain) also gets a brief mention.

The work is supported with around three hundred and sixty illustrations. Most of the images are presented large, two or at most three to the page, with several full page. Most of the photographs are black & white, but there is a significant colour section (32 pages) at the end of the book. The earliest colour images are from spring 1962 and go through to summer 1972.



Photos range from classic views of locos on shed and in action out on the line to details and records of activity and personnel which might not be included in a standard class portrait or line history. Some have been drawn from railway archives, others have come from enthusiasts – these form a remarkable collection given that railway photography was officially not permitted in the DDR for most of the period concerned. The standard of reproduction is excellent, and every image is fully captioned and credited. In addition there are ground plans and track diagrams, plus old documents such as working timetables in facsimile.

Wilsdruff works itself has now been restored as a heritage centre, as have some of the former sub-sheds, and these are featured.

This book is not just for existing fans of the Saxon narrow gauge railways – though for them it should be essential reading! – it should also appeal to anyone with an interest in the steam railways of East Germany, and indeed steam railways generally.



Left  
The former loco shed and workshop at Wilsdruff, restored as the centre of a heritage project, in August 2010. Since then much progress has been made and track has been relaid with the aim of having a working line as far as Wilsdruff Haltepunkt.

Photo: editor.





## Die Baureihe V90

EK Eisenbahn-Videothek DVD c.58mins ref.8485 €19.80

Around 450 of the V90 'family' were built in various forms by almost all the notable German locomotive builders between 1964 and 1974. Primarily constructed for heavy shunting in marshalling yards, they were essentially an enlarged V100. From 1968, when Deutsche Bundesbahn introduced the new computer numbering scheme, these locos became classes 290 and 291; many are still to be seen in service today with Deutsche Bahn as classes 290, 291, 294, 295, and 296. Many have been rebuilt with new power units and radio remote control (*Funkfernsteuerung*) equipment. This programme

delves into the archives to show these dependable diesel-hydraulics at work for DB, DB AG, and private operators.

The programme opens with lineside scenes of V90s on a variety of different freight workings sporting DB AG traffic red and the earlier DB ocean blue & beige liveries.

We next see film of METRANS-owned 295 082 in blue running light, followed by further scenes of traffic red examples with RAILION lettering shunting wagons in large freight yards, with some scenes filmed from the cab. A driver is seen shutting down the power unit of 290 591 before restarting it and moving off with a train of bogie flat wagons. Further film of this train was shot from the lineside.

Next are scenes from the control tower at a marshalling yard showing traffic red 290s with DB Cargo markings shunting wagons over the hump. 290 137 is seen on a train of hopper wagons before archive DB film is shown of V90s in the original DB crimson red and the later ocean blue & beige, including 290 135, which is seen running light and then at the head of a train of bogie tank wagons. Another ocean blue & beige-liveried 290 is seen on a ballast train, and this is followed by film of examples in orient red, including 294 158 and 294 342 in the yard at Seelze.

In the main works at Cottbus, locomotives are seen undergoing overhauls with some close-up shots of the power units and in the cabs. Freshly overhauled 290 513 is seen in traffic red on the works turntable.

At Saalfeld 290 764 is seen shunting a mixed freight train and at Seelze 294 771 in traffic red with RAILION lettering is seen at the head of a train of bogie flat wagons. Another was filmed passing through Recklinghausen on a long mixed goods working.

At Oberhausen-Osterfeld Süd a traffic red 294 is shown shunting a single wagon over the hump in the marshalling yard before departing later with a long train of tank wagons. Others were filmed from the lineside on a variety of freight trains, including 294 645 with four-wheel hopper wagons.

In Kornwestheim near Stuttgart wagons are shown being shunted at the marshalling yard by further RAILION branded locos. This is followed by scenes filmed from the lineside of 294s on various freights, including 294 64. At Narburg 294 902 is seen on a train of bogie tank wagons and the power unit can be heard working hard as the it accelerates away from a stop. Others are seen at Emden on car trains, 294 746 is shown on shed at Mannheim, and others on shed in Nürnberg.

More DB archive film shows V90s in crimson red and ocean blue & beige at the large marshalling yard at Maschen near Hamburg. More recent film shows 291 037 in traffic red at Bremerhaven and similarly-liveried 295 007 is seen on a train of containers. Others are seen on mixed freights, including 296 023.

The next section shows locos now in use with private operators, including SUNRAIL 291 038 and ocean blue & beige-liveried 295 041 and 295 088 now owned by Railsystems. Scenes show 295 087, in classic DB crimson red livery, worked remotely by radio control, with further scenes of the loco being started up, undergoing a brake test, and at the head of a sugar beet working. This loco is one of those now fitted with a so-called joy stick throttle in place of the original control wheel. Next we see HSL's 290 127 in ocean blue & beige at the head of a train of bogie tank wagons, and another in this livery was filmed from the lineside.

290 371 in classic crimson red with 'Keks' emblem is shown running light en route for refuelling. 290 677 with RAILION lettering is also seen running light, with further examples shown shunting wagons. At Mukran 290 524 and other withdrawn units are shown awaiting their fate, followed by a 290 with RAILION lettering filmed from the lineside on a train of bogie flat wagons.

The programme closes with film of 294 723 on a train of bogie flat wagons with a container load at Coburg.

Very little background music is used, and it is not too intrusive, mainly at the start and finish.

Around eight minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)

Below DB 221 131-6 and 291 002-4 in Hamburg-Wilhelmsburg yard in 1976.

Photo: Benno Wiesmüller.



## Kleinloks der DR

EK-Eisenbahn-Videothek DVD c.58mins ref.8494 €19.80

By the start of the 1950s the acute shortage of locomotives on the Deutsche Reichsbahn in East Germany led to the development of a successor to the Kö I and Kö II diesel shunters. In 1955 LKM Babelsberg introduced the 150hp type V15. With detail differences, and some with a more powerful engine, they remained in production until 1966. These were followed by the class V22 – on the basis of the previous types – and in 1968 by a totally new construction, the V23, with a 220hp power unit. From 1970 these were reclassified 102.0 and 102.1-2 and from 1992 312.0 and 312.1-2. None are still in service with Deutsche Bahn AG but many have found new homes

on preserved railways and with private operators. This programme shows V15, V22, and V23s still working today, together with archive footage of them in use with DR.

Coverage begins with scenes of an orange class 312 on the turntable at a locomotive depot, followed by another drawing a rake of green coaches off a train ferry at Warnemünde Hafen. We then see 311 632 in the same livery at Meiningen, followed by the first V15 built, the now preserved V15 1001, in blue, running light at Dresden during the *Dampflokfest* (steam locomotive festival). 102 001 and 102 084 are also seen in blue.

At Waggonbau Görlitz a blue ex DR V15 numbered 3 is seen moving double-deck coaches, and a red example is seen at the LEW works at Hennigsdorf. Further V15 and

Class 102 locomotives are shown, including preserved V15 2065, 102 002, followed by film of steam locomotive 52 9900 being moved by black Köf II 310 734. Later scenes show 310 432 and 310 500, with others on shunting duties at Bw Nossen and at Werk Dessau.

We next see archive colour film of DR diesel shunters, including V15 and V60, under construction. Further footage shows V15s in use working engineers' trains, shunting, and on shed. At Warnemünde Hafen a 302 is seen running onto a train ferry and then moving off hauling a rake of Inter-Regio coaches. Other 302s are shown, including one now converted to remote radio control operation (*Funkfernsteuerung*) on the Regentalbahn.

More V15s are then seen, including scenes shot at Unter den Linden on the Berlin S-Bahn, and from the lineside and the cab. An orange V15 is also seen at Halle (Saale) shunting Pacific 18 201, with another being used to move 2-10-0 58 3049 onto the turntable at Bw.Schwarzenberg. Berlin Eisenbahnfreunde e.V. V22 082 in blue is seen shunting Pacific 03 1010, an orange V15 is seen with a train of hopper wagons working for Stadtwerke Nordhausen, with further V15s working at LEW Hennigsdorf and Waggonbau Görlitz. The final scenes at Halberstadt, where orange 312 114 shunts a diesel railcar, followed by black Kö I 0128 at Bhf.Schönow.

Some background music is used but it is not too intrusive.

Around eight minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)





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Substation to simulate a functioning power distribution grid. The hand-painted and detailed structure includes features such as insulators, cables, and a circuit breaker. It comes with a control building, to monitor operation.

The Chain Link Fence (not included) enhances the realism of the scene. The label includes additional signs.

Utility System – MSRP N and HO single US\$19.99, double US\$24.99; O single US\$24.99, double US\$29.99.

Transformer connection set – MSRP N and HO US\$14.99, O US\$19.99

Substation – MSRP N US\$69.99, HO US\$114.99, O US\$189.99.

[www.woodlandscenics.com](http://www.woodlandscenics.com)

## BORHT Zoom talks

At the AGM of the British Overseas Railways Historical Trust (BORHT) it was suggested that in the current conditions the usual meetings should be replaced with Zoom talks as a good opportunity for those who cannot get to London easily to meet fellow members.

The first took place on Tuesday 9th February when Michael Bailey gave a talk entitled 'Samson and Albion in Nova Scotia: New Light on Early Locomotive Exports'.

The second has been scheduled for 19:00 GMT on Tuesday 13th April, when Julian Rainbow will show his collection of First World War HO and OO locomotive and rolling stock models.

As numbers are limited, anyone wishing to 'attend' is asked to contact [borht.org@gmail.com](mailto:borht.org@gmail.com)

Two further possibilities for talks are railway construction photographs from Ceylon from c.1860, and the BORHT Jaekel Nigeria collection.

## Derek Milby

We were very sad to hear that Derek Milby died on the 9th February after having contracted Covid-19 in January. He would have been 80 this year.

He started work as a seaman on the Irish boats working out of Heysham, then transferred to working on the Windermere steamers, becoming the long-time engineer on *MV Tern* before forming part of the relief crew who worked on all three remaining steamers after 1981.

He soon became a member of the Lakeside Railway Society which was supporting the initiative to open and operate the Lakeside & Haverthwaite Railway. Although unable to have much time off during the summer sailing season, he was a regular at the Sunday winter maintenance working parties. Despite that limited availability during the running season, he became a loco fireman.

His cheerful demeanour when meeting visitors to both the railway and the boats resulted in him forming many lasting friendships. He also travelled widely in the low season, making friends at many heritage railways, and he also had a wide circle of friends within the model railway world. He was a founder member Furness Model Railway Club (in 1956) and very active in the National Model Railroad Association – British Region. For his services over the years in 2013 he was granted 'The Freedom of the Region' – effectively Honorary Life Membership, which is only rarely awarded, for exceptional service over many years.

The meets organised in his home town of Ulverston became legendary for the quality of the modelling and the warmth of the hospitality, as we know from experience. Ulverston is not exactly on the beaten track, but it was always worth the trip!

His natural organising skills also led him to organise many weekend trips away to heritage railways, often involving a vintage bus, a good pub, and live music!

Derek was presented with a video camera on his retirement from Windermere Lake Cruises which he soon mastered. He set about recording steam specials, generously providing his many friends with copies of the resulting DVDs.

In November 2012 he suffered the first of two strokes. Fortunately, as a result of swift action and the fact that the exact timing of the stroke was known, he was able to receive the latest treatment and subsequently, after moving into sheltered accommodation in Ulverston, he was able to resume his hobbies, albeit with some loss of use of his right hand.

Derek will be remembered as a cheerful man with a great sense of humour.

We offer our sincere condolences to his brothers, and his many friends.

The funeral was due to take place on Friday 19th February in Barrow, before burial at Ulverston Cemetery.

Thanks to Ian Edwards and Russ Peters of Furness MRC and Neil Smith and Tim Owen of the Furness Railway Trust for information. Editor.

## Latest from American Z Line



The iconic Santa Fe 'Super Chief' is now available in Z. AZL has released two eight car sets, and two four car sets, to model a complete train of twelve cars, representing the 1953 summer consist.

Each eight car set contains a baggage, RPO, 10-6 sleeper, 4-4-2 sleeper, dome, diner, dormitory, and observation car. The two sets offer different numbers and names.

Each four car add-on set contains two 10-6 sleepers and two 4-4-2 sleepers, again with different names.

To haul these trains, AZL is releasing two EMD F7 A-B-B-A sets. The road numbers selected represent the actual locos used to pull these trains. Single locos are also available:

The EMD F7s feature prototypical details, a 7mm motor, directional controlled LED lights, blackened metal wheels, optional replacement truck with truck mounted coupler, draw bar (A units only), and come DCC ready.

<http://ztrackdistribution.com>





## Rapido – new HO announcement and progress



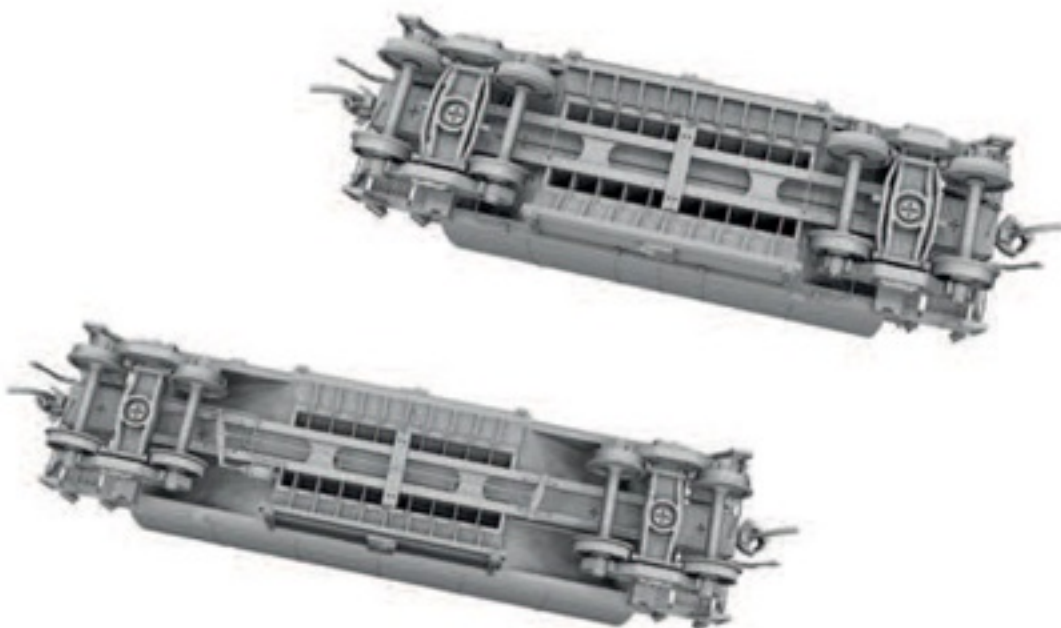
Rapido Trains have announced their intention to produce the barrel ore hoppers which ran in block trains from two mines owned by Dofasco in Northern Ontario to their facility in Hamilton, Ontario. At first glance these cars look like a shrunken cylindrical hopper. The reason for the round shape and covered hatches was to keep the processed iron ore pellets, which were the size of marbles, from becoming frozen or damp, to aid quicker unloading. The hoppers had an unusual tyre-like mechanism that would be forced open at the loadout.

There were two styles: the 35' 'Short Barrel' and the 42' 'Long Barrel', built in 1967 and 1971, respectively. Of the 382 cars built (both long and short versions) Canadian National owned 75% while Ontario Northland owned 25%. This was proportional to the mileage over which these cars. Each version had its own features.

Rapido propose both types, with many specific-to-the-car details:

- see-through etched metal end platforms;
- full end detail, with uncoupling levers;
- separate grab irons;
- different unloading wheels for long and short cars;
- different end platform equipment on long and short cars;
- super-detailed underbody including all separate air and brake piping;
- hopper bays with detailed gates;
- Barber S-2 100-ton trucks with metal wheels;
- short cars have prototypical truck-mounted brake cylinders; long cars have body-mounted cylinders;
- Kadee #158 couplers.

The models will be available in CN brown and red, and ON green and blue, in packs of six (\$359.70), three (\$179.85) or singly (\$59.95).



### Evans X72 and X72A box cars

This project is making good progress.

The highly detailed models were designed from original blueprints and drawings, with artwork sourced from original design drawings and photos. They feature separate door posts, door

latches, and coupler cut levers, along with a fully detailed underframe including separate piping and brake equipment, plus detailed cushion draft gear fitted with Kadee #158 whisker couplers. They ride on detailed 70-ton trucks with 33" diameter metal wheels.



### GLA hopper – new samples

Although the GLA hoppers were only recently announced and orders are still open, the tooling has already been approved and decorated samples seen, so production should not be far off.

The Pennsylvania Railroad built the first GLA hopper car in 1904 and eventually had nearly 30,000. By the 1960s more than 7,000 remained in service, and many lasted even longer in MoW service, well into the PC era.

The model was scaled from original blueprints, and while it might be small, it has plenty of detail: die-cast frame and floor for optimum weight; full interior rivet and bracing; factory installed wire grab irons; K- or AB-brake gear as appropriate; Kadee #158 couplers in narrow draft gear box; turned metal wheels in correct PRR 12D-F8 trucks.

### First CPR D10 tooling sample

The first pre-production tooling sample of the Canadian Pacific D10 4-6-0 has arrived for approval. Most textures (rivets, etc.) still need to be added but it is well on its way to completion. It was tested pulling ten cars on a layout, without any trouble.

The D10 Ten Wheeler was the most numerous type of steam loco not only on the CPR but in Canada. Five hundred and two of these useful 4-6-0s were built between 1905 and 1913, and many lasted until the end of CP steam service in 1961. They were employed in freight and passenger work across Canada and into the United States on CP's many lines. There is truly no more useful locomotive for any steam era CPR layout.

<https://rapidotrains.com>





## New from Ferro-Train / Halling



### 2095 in demonstrator livery in HOe

At the Vienna Autumn Fair in September 1958, the LDU 600/s diesel-hydraulic locomotive developed by Simmering-Graz-Pauker of Vienna was presented to the public for the first time. At 600hp and with a top speed of 60km/h, it was at that time the most powerful and fastest narrow gauge diesel locomotive in the world.

The machine, later to become the ÖBB Rh2095, was shown in a two-tone blue 'demonstrator' livery that was not used on a working loco – until last year.

In 2020, NÖVOG rediscovered the livery, adapted it, and refurbished the first of three locos in the colours of the Niederösterreich region.

As at the original autumn fair, the model will be supplied without lettering. An extensive set of decals will allow various identities, including ÖBB, and the modern V10 and V15, as well as freelance.

As usual with Ferro-Train 2095 models, which employ the classic Stängl drive, this can be further upgraded with a Faulhaber precision motor, and the models can be supplied fitted with a digital decoder, and sound (from a real 2095).

### New Pinzgau coach in HOe

In the mid-1990s a new generation of vehicles was procured for the electrified 760mm gauge Mariazellerbahn in Austria. It was decided to move away from the tried and tested concept of loco-hauled stock and instead introduce multiple units or railcars. The result was the ÖBB 4090 series. Due to the unique power system (single phase 6.5kV 25Hz AC), they could only be used on that line. Seven vehicles were built, three railcars, three intermediate coaches, and one driving trailer. These formed two sets – one with two power cars and two intermediate coaches, the other with a power car, a coach, and the driving trailer. Due to reliability problems, various combinations were used over time.

In 2013, these two sets became superfluous after the delivery to NÖVOG of the new ET 1 to 9 electric trains, the so-called *Himmelstreppe*. After long deliberations, it was finally decided to hand over all the 4090 vehicles to the Pinzgauer Lokalbahn. It was planned to put the intermediate coaches and driving trailer into service with the line's diesels and to convert the railcars to battery operation. However, in September 2020 the power cars were scrapped.

One intermediate coach has been in use on the Pinzgauer Lokalbahn since 2019 with one of the existing low-floor driving trailers, and the ex-Mariazell driving trailer is presently being prepared.

The new model of VB 211 is based on the intermediate coach from the 4090 set by Stängl Modellbahnen and has been carefully and comprehensively renewed like its prototype. It was necessary to completely overhaul the twenty-year-old model, revising the bogies and adapting the ends like the prototype with the use of resin components. A spring-loaded functional close-coupling was designed with great care as this is essential for using the coach outside the 4090 train set. Naturally the markings reflect the current status.

### Vienna U-bahn type V stock in HO

The type V is the second generation of high-floor vehicles for the Vienna underground. Since 2005, this Siemens stock has been running over the entire Vienna network (except line U6). The six car trains are successors to the type U. Porsche Design was responsible for the external design of the sets.

The latest batch of models incorporates some updates: the motorised units now have improved running, revised electronics, and a PluX16 socket for a digital decoder. The models can now be ordered with a decoder fitted.

All parts of the multiple unit are offered individually or as sets of control cars and intermediate cars.

Decals are included to enable operation on different lines with several car numbers.

[www.halling.at](http://www.halling.at)



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

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## • Singen

Iain Baxter has modelled a fictional German location in N with the aim of maximum operation in reasonable space.

## • Kreplje Junction

Luca Klobas recreates a remote station in Slovenia in HO as it was when the Transalpina line was diverted.

## • Westerloo

Belgian Vicinal trams through the market square – members of the MSC De Kempen introduce the club's latest HOm layout, a small piece of local history.

## • Shimla

The famous Indian hill railway modelled in HOe – Ranjeev C.Dubey reaches the terminus station, though not quite the end of the line.

## • new product announcements

The second part of our report on new items programmes which would in normal circumstances have been revealed at the major international toy and hobby fair in Nürnberg features N, TT, Z, O, 1, narrow gauge, G, and scenics.

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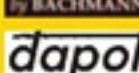


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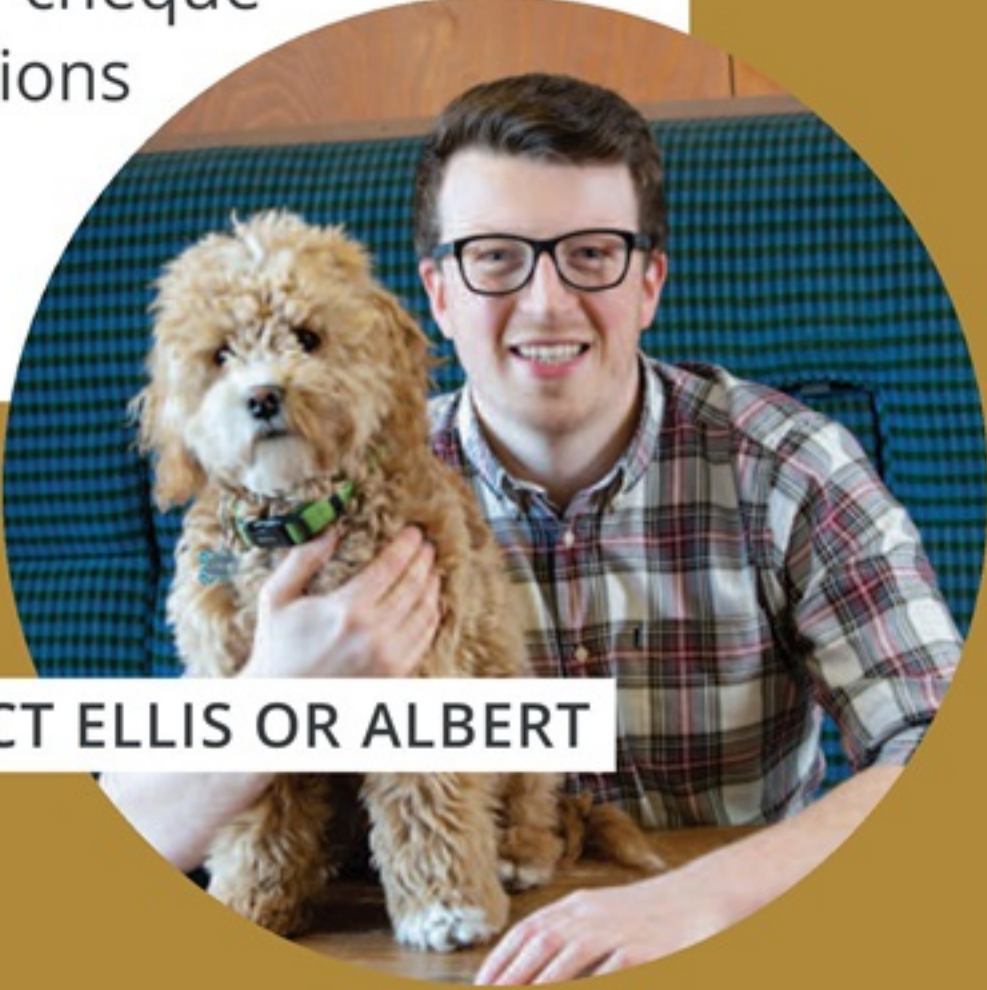
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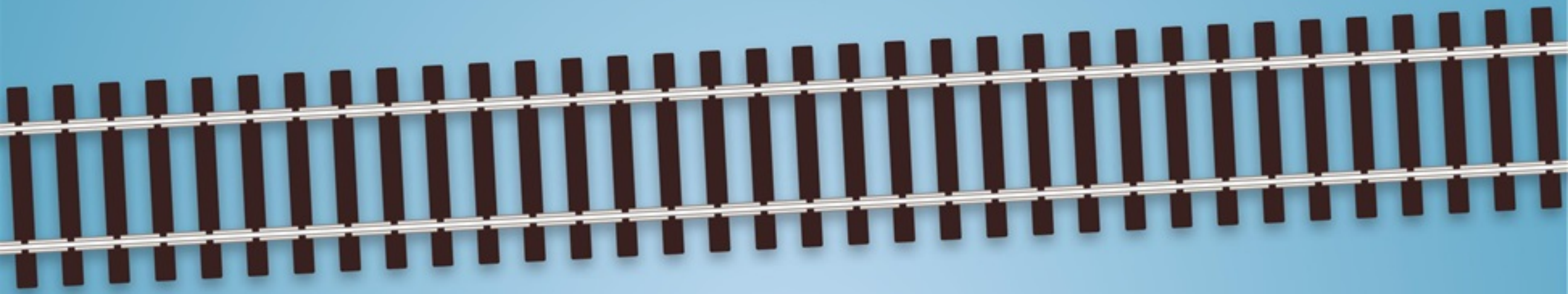
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