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W9944 F7 N & S (Tuxedo).....£138.00



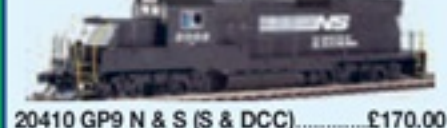
W10421 GP9 Conrail.....£138.00



9718 SD60 CSX.....£138.00

102 GP9 Union Pacific.....£68.00

130 GP9 Pennsylvania.....£68.00



20410 GP9 N & S (S & DCC).....£170.00

9232 Western Pacific SW1.....£90.00

9457 F40 Caltrain (DCC ready).....£125.00



9713 SD60 Burlington Northern.....£138.00



W10606 NW2 IHB.....£138.00



9716 BNSF SD60.....£138.00



20354 SD50 CSX (DCC & Sound).....£180.00

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19721 SD60 Union Pacific.....£138.00

10452 GP9 Santa Fe.....£138.00

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1482 Denver, Rio Grande.....£26.00

1756 Union Pacific.....£26.00

1753 Burlington Northern.....£27.50

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1503 Santa Fe.....£24.00

1520 BNSF.....£24.00

1502 Union Pacific.....£24.00

1505 CSX.....£24.00

8757 N & W Wide Vision (Blue).....£39.00

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104511 ACL 50' Pulpwood.....£21.50

104511 IC 50' Pulpwood Flat.....£21.50



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

1462 D & RG Flat Car.....£17.00

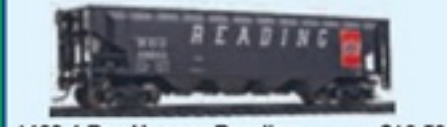
1601 Burlington Northern Flat Car.....£17.00

Hoppers



14323 Rock Island Hopper.....£17.00

1659 Pennsylvania Hopper.....£17.00



1422 4 Bay Hopper Reading.....£16.50

1655 Offset Hopper N & W.....£17.50

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1124 Union '76 3 Dome.....£22.50



1442 Cooks Paints.....£17.00



1613 Amoco.....£17.00

1615 Bakers Chocolate.....£17.00

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101605 50' N.Y.C. (Jade Green).....£18.90



1173 40' Union Pacific.....£27.50



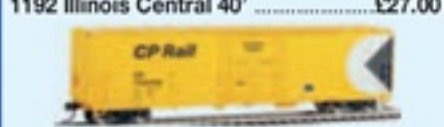
2318 50' Santa Fe 'Shock Control'.....£23.95



W1199 Rock Island 40'.....£27.50



1192 Illinois Central 40'.....£27.00



2015 CP 50' (Packman Logo).....£21.00



2711 40' Union Pacific.....£20.50

2823 S.P. 50' 'Hydra Cushion'.....£27.70



1169 Penn Central 40'.....£27.00

40804 C & NW Box Car 40'.....£27.00



1198 40' Northern Pacific.....£27.50



1163 40' Box Car Great Northern.....£27.00

Reefers

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

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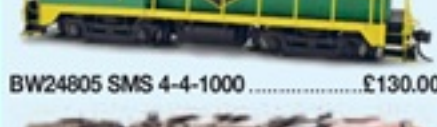
American HO Scale Locomotives/Freight all brands



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



BW24805 SMS 4-4-1000.....£130.00



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

St2824 DS-4-4-1000 B & O.....£125.00



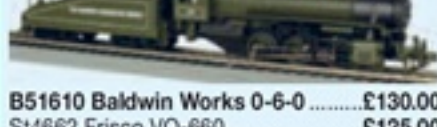
A2961 Long Island C420.....£140.00



B51610 Baldwin Works 0-6-0.....£130.00

St4662 Frisco VO-660.....£125.00

B66702 E7 Union Pacific.....£165.00



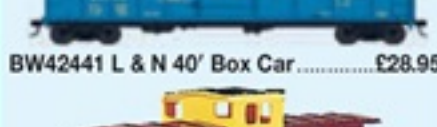
A3028 Pennsy RS3 (DCC Ready).....£150.00



BW42441 L & N 40' Box Car.....£28.95



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

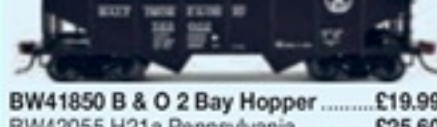


BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60



BW42385 N & W 3 Bay Hopper.....£25.80



B16149 Crane Car & Boom Tender.....£58.95



B17947 50' Tropicana Reefer.....£25.95

B19806 40' Grand Union Reefer.....£29.95

A3984 Libby's Ref Van.....£39.95

B19805 Reefer 'Pure Carbonic'.....£24.00

B19803 40' ART Reefer.....£27.00

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



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A6902 Island Platform x 2.....£35.95

MTH9097 Gate Tower BU.....£29.70

L612888 Railroad Crossing Kit.....£49.95



DPM951 Heier Kite Co.....£58.40



Lattice Footbridge.....£27.95



B33165 12 Seated People.....£16.50

B45978 Water Tower.....£25.70

AMB494 Dry Goods Store

(laser cut wood).....£46.20

A6916 Steel Water Tower.....£44.10

B45979 Coaling Tower.....£31.20

HO Scale

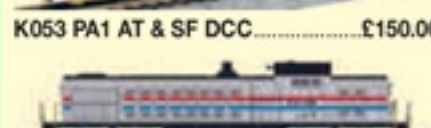
Broadway 6353 P Union Pacific

Consolidation 2-8-0.....£440.00

American N Gauge post & packing £3.99



K053 PA1 AT & SF DCC.....£150.00

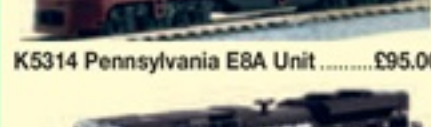


A4081 RS1 Amtrak.....£120.00

A4090 RS1 AT & SF.....£120.00



K5314 Pennsylvania E8A Unit.....£95.00



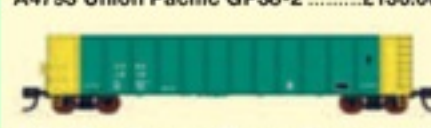
K8513 SD70 N & S.....£118.00



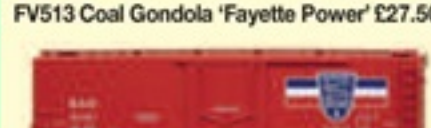
A4793 Union Pacific GP38-2.....£130.00



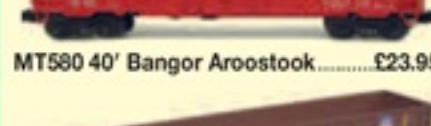
FV513 Coal Gondola 'Fayette Power'.....£27.50



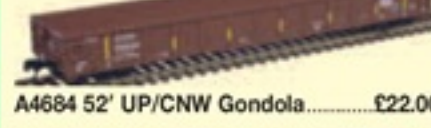
MT580 40' Bangor Aroostook.....£23.95



A4684 52' UP/CNW Gondola.....£22.00



A2540 50' MKT Box Car.....£22.68



BW879 Westmorland Coal.....£16.80



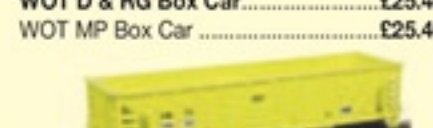
B14554 85' Str. Obs Undec.....£120.00

B14754 85' Str. Coach Undec x 2

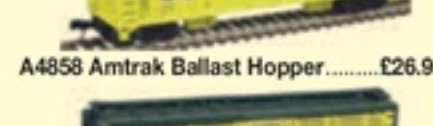
B14654 72' Str. Baggage



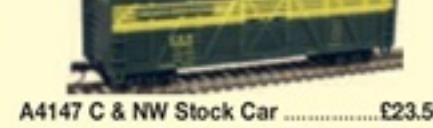
WOT D & RG Box Car.....£25.40



WOT MP Box Car.....£25.40



A4858 Amtrak Ballast Hopper.....£26.95



A4147 C & NW Stock Car.....£23.50

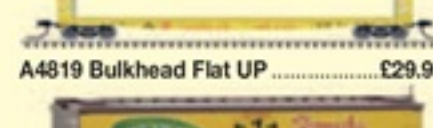
A4156 Union Pacific Stock Car.....£23.50

A4152 Pennsylvania Stock Car.....£23.50



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

MT311 D & RG Gondola & Load.....£30.95



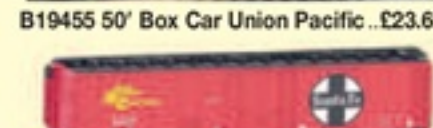
A4819 Bulkhead Flat UP.....£29.95



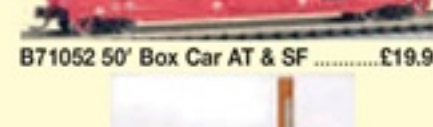
MT410 34' Ice Reefer Heinz.....£33.60



B19455 50' Box Car Union Pacific.....£23.65



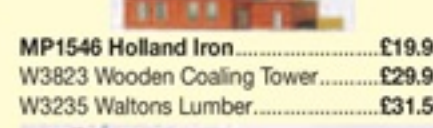
B71052 50' Box Car AT & SF.....£19.95



MP1546 Holland Iron.....£19.95

W3823 Wooden Coaling Tower.....£29.95

W3235 Waltons Lumber.....£31.50



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



M9210 Hickson's Depot.....£31.50

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.



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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SCENIC MATERIALS



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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.

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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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CAR SYSTEM

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



FAIRGROUND



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



Preiser

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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
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A range of single
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in HO Scale.



Preiser also produce value
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A scene on 'Marx Engels Platz' by Bill Roberts. Photo: Derek Shore.



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Production sample images

※The final production may differ slightly



Front view



Class 800/0 GWR



Intermediate Coach

Photo : montage

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N
1:160

ARNOLD

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£ 152,99 / £ 187,49

HN2502/HN2502D

ÖBB, electric locomotive class 1046, traffic red livery, period V

£ 152,99 / £ 187,49

SNCF Electric locomotive class BB 12000



HO
1:87

Jouef

HJ2358/HJ2358ACS

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HJ3001

Thalys PBKA, 2nd class intermediate coach, period VI - £ 53,49

HJ3002

Thalys PBKA, bar coach, period VI - £ 53,49

DRB Shunting tractor "Breuer"



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Rivarossi

HR2784

DRB, shunting tractor "Breuer" in camouflage livery (beige/brown), period II

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RENFE 2-unit diesel railcar 'Ferrobus'



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Electrotren

E3617/E3617D/E3617S

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CONTINENTAL MODELLER

May 2021
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Number 5

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RAILWAY MODELLER

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



Cover
A busy scene at Singen station,
the hub of a convincing
German N layout which offers
ample scope for operation
within a reasonable space.
Photo: Iain Baxter.

Looking forward

This issue contains the second part of our report on the planned new items for 2021, covering N, TT, Z, O, 1, narrow gauge, and G, plus selected structures and scenics. Several of the companies featured (in both sections) have indicated that there may be additional news in the course of the year, and we will naturally report when information becomes available.

Sometimes the smaller concerns try harder when it comes to providing information and images, and because they generally have smaller ranges, a higher proportion will be 'new' – and thus newsworthy – in any given year.

Now more than ever, with the disruption to production over the past year, and with still no certainty – notably in mainland Europe – it is quite possible that the delivery dates anticipated in these reports may not be achieved.

There are those in the UK who might question the point of reporting new item plans at all when it may be increasingly difficult to obtain products from Europe, for various reasons, but that is a topic for another time, hopefully when conditions are clearer.

As the UK moves cautiously forward, with a significant and increasing proportion of the population now vaccinated, the health situation in Europe still looks less certain so we may have to be patient a little longer before we can travel to exhibitions there.

Intermodellbau in Dortmund, which usually takes place in April, has been postponed (again) to November – fortunately the week before the Warley show at the NEC, which we hope will be able to go ahead.

Trainsmania, due to take place in Lille in May, has been converted to a virtual event.

Meanwhile, we continue to work from home. This has a worrying tendency to expand to fill the time available and diminish the resolve to build at least some of those many unmade kits! But we can assure readers that our situation is not as depicted in one of the new Preiser figure sets!



Magazine distribution overseas

Regrettably, we have had to discontinue distributing CM through the newsagency trade to outlets beyond the UK. This is as disappointing to us as to those readers who were accustomed to collecting a copy from their local newsagent or station bookstall (particularly common in Germany – certain UK retailers might take note!) but it was largely determined by economic circumstances – the level of wastage in the system, and the extra number of intermediaries (all requiring a commission), could no longer be sustained. For such a specialist title the volume was simply not viable. For the customer, delivery was disappointingly slow, and the price significantly higher, perhaps understandably due to the costs of shipping.

However, copies will still be available from model shops which stock Peco products, if they choose to order – and they would no doubt be encouraged to do so by customer requests.

The most obvious replacement is a direct subscription – posted as soon as the magazine is printed, at the best possible rate, and with the added advantage of also allowing access to the electronic version – instant availability, with no postal delay! Not quite the same as holding a paper copy in your hand, we know, but very convenient. For some overseas, the online-only subscription may be a practical alternative. We hate to lose any readers, so we hope you will consider it.

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304 KALKA – SHIMLA – 8

Ranjeev C. Dubey continues the guided tour of his room-filling HOe layout which reproduces several sections of this famous narrow gauge hill railway. This time: Shimla station.

308 NEW PRODUCT ANNOUNCEMENTS

The second part of our coverage deals with N, Z, TT, O, 1, narrow gauge, and G, plus selected structures and scenics.

338 NEWS



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.





Iain Baxter aimed to achieve maximum operation in reasonable space. *Photographs by the author.*

Singen

A fictional setting

My interest in model railways stems from my late father. A prolific model engineer, he started by scratchbuilding in 3-rail O gauge before fulfilling his dream, later in life, of building a 10¹/₄" gauge American outline garden railway! During my childhood he helped me to build two British N gauge layouts. Then along came university and an engineering sales career, thirty years passing before my railway modelling interests were re-kindled. I am fortunate to have travelled extensively for many years as part of my work, including numerous train journeys throughout Europe and Asia. I particularly enjoyed the railways in Japan, Switzerland, and Germany, the latter in combination with the stunning Alpine scenery. Occasionally, my mind's eye would conjure up a modern era N layout, complete with catenary, set in Bavaria! So finally, around the time of my 51st birthday, I got started.

Above

InterCity services cross at Singen, offering a convenient connection with the branch line railcar to Mühlhausen.



CONTINENTAL MODELLER

Concept and layout design

Whilst Singen is a real station in Bavaria, the layout is a purely fictional setting. The idea was to create a model railway that would hopefully be engaging to watch, with plenty of train movement, yet sufficiently compact to be set up in a small room at home as well as being transportable for possible exhibition use. As you can see, to achieve these goals necessitated a lot of 'scenic licence', but 100% realism was not the main point of the project.

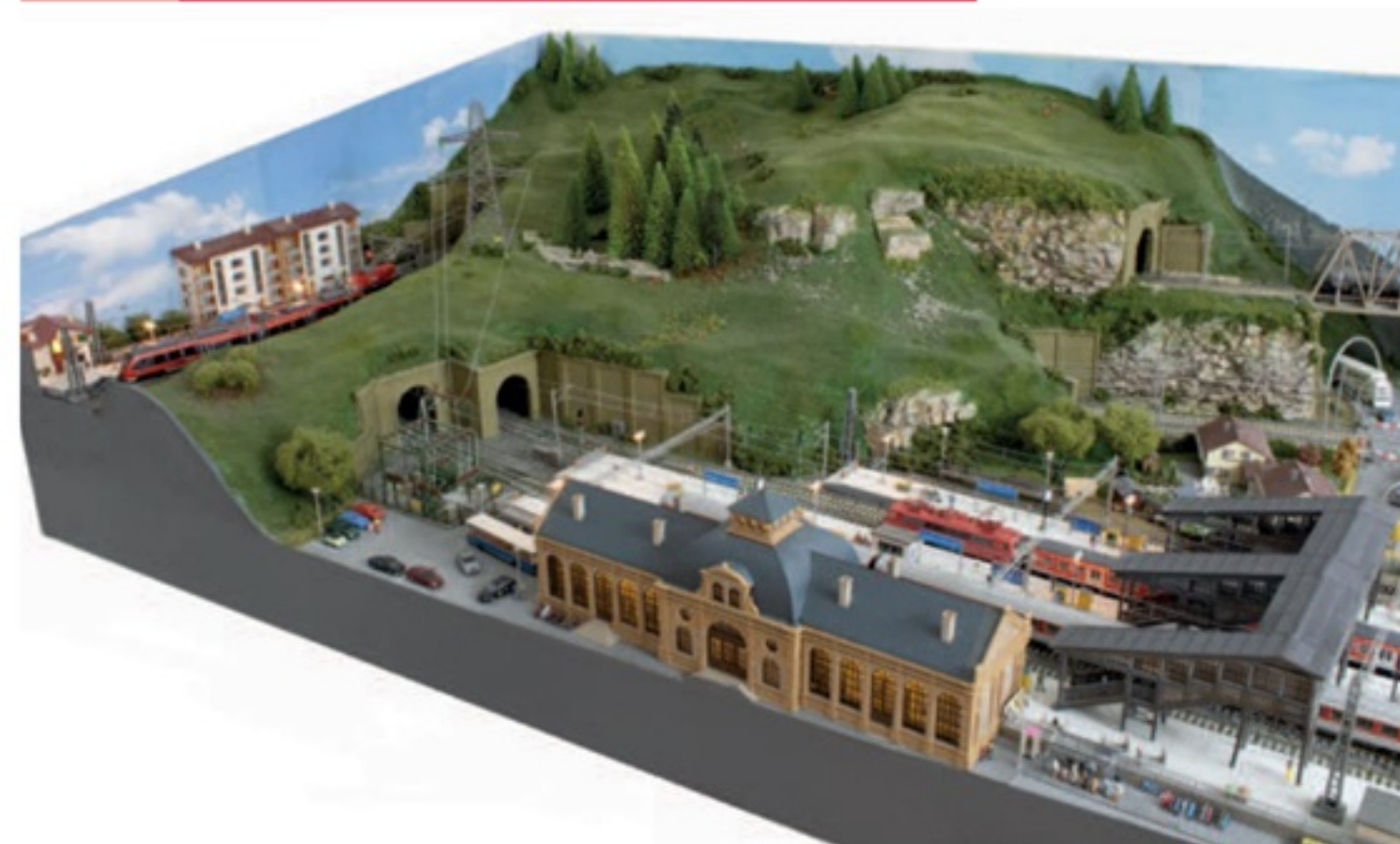
Another aspect I was keen to achieve was for the railway to be self-contained, i.e. to operate without additional base-board sections and fiddle yards.

From the outset, the preferred concept was for a fair sized rural through station as the main feature and a continuous double track main line in the form of an over-lapped figure-of-eight. This doubles the length of the running lines in a given space and makes train movement interesting to watch. The resulting main line circuit length enables four trains to run continuously on the layout, two in each direction, plus branch line train movements.

Below

Aim achieved: a junction on a double track line with a single track branch, allowing express, regional, and local passenger services plus freight traffic, in a plausible landscape within a reasonable area.





Above
Mülhausen branch terminus.



I discovered great design freeware, SCARM (Simple Computer Aided Railway Modeller), and the design gravitated towards an overall layout size of 2,440mm x 900mm, divided by a central joint into two baseboards. This provided just enough length to accommodate station platforms for rakes of five coaches, and sufficient width for the figure-of-eight elevated crossover to work with reasonable gradients whilst maintaining a minimum radius of 230mm for hidden track. With the sweeping curve of the main line, on a gradient, occupying the right-hand end of the layout, a natural space on the left-hand side lent itself to an elevated branch line terminus. This became Mülhausen, reflecting the name of the small village station I discovered on the map just to the north-west of Singen.

Construction

Armed with the layout design, off I went to the Warley show at the NEC in November 2015 to re-educate myself on layout construction, learn about DCC and, of course, to do some serious shopping! I had no model railway equipment remaining from my earlier years at all, so was starting again from scratch.

The main baseboards are 9mm plywood, with 70 x 18mm side frames and 42 x 18mm stiffeners in a grid formation, all screwed and glued. Two steel pins act as spigots engaging with drilled plates to provide accurate and durable location of the baseboards at the central joint. A 12-way nylon block type connector carries the DCC buses and lighting supplies across the joint. The layout of the stiffening framework was carefully planned in advance to ensure that point motors and other accessories would not later clash with the framework. Two large holes were created in the baseboards, one at each end, below the hill sections, to allow access to the hidden track from below. This eliminated the need to create removable sections in the landscape.

Having laid all the track at baseboard level, I turned the whole layout upside down to install the solenoid point motors, power supplies, DCC buses, point motors, and electronic cards on the underside of the baseboard.

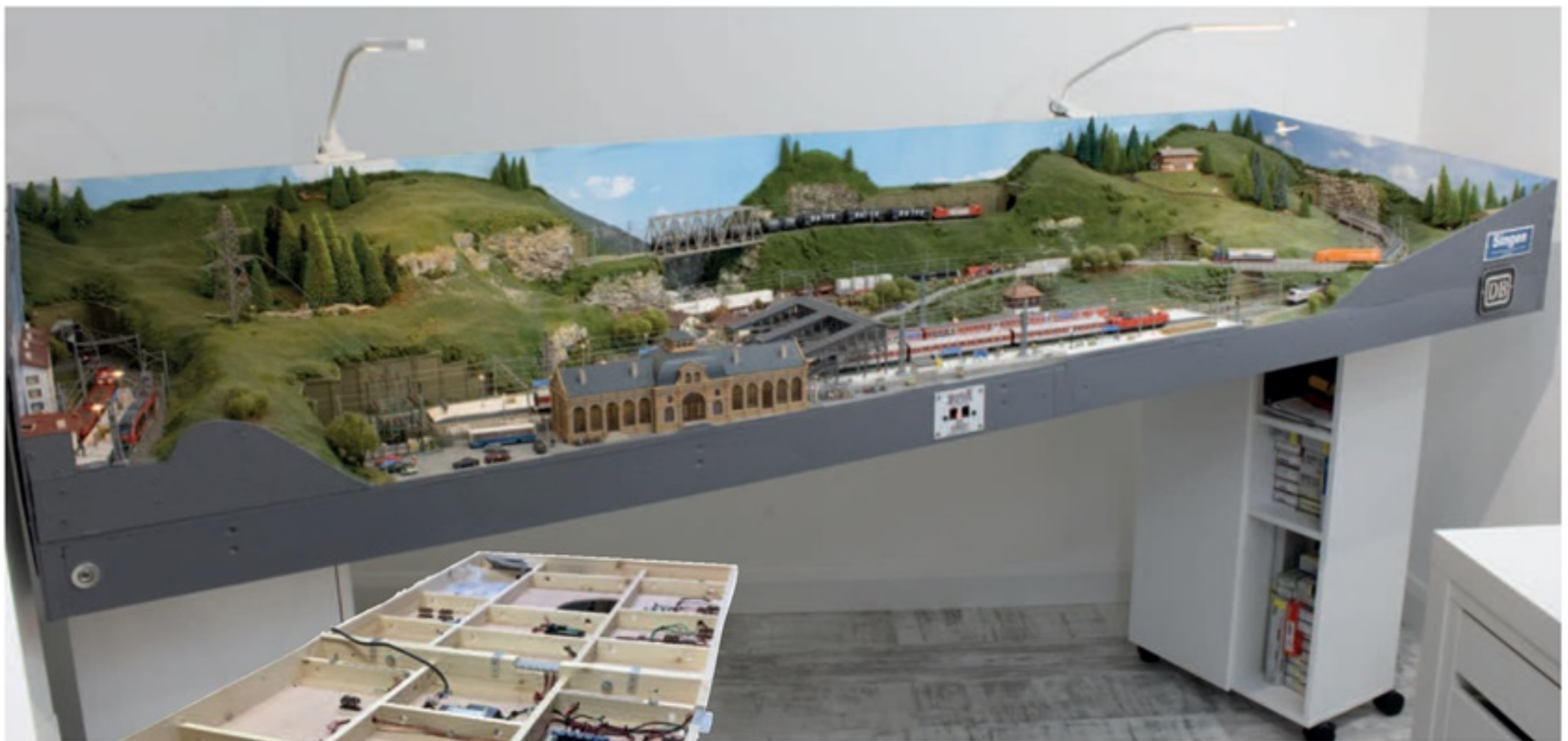
The elevated track sections and gradients were then added using mainly 6mm plywood, taking locations and heights indicated from the SCARM plans. All the trackwork was laid continuously without regard for the baseboard joint, to ensure accurate and smooth alignment. The final step was to cut through all the tracks along the line of the joint, using a Dremel power tool with a fine disk.

Trackwork and platforms

Trackwork is Peco finescale code 55 which provides a reasonable degree of realism whilst being relatively robust to work with. I made a few jigs to assist with setting track spacing, and the track was secured directly to the baseboards using PVA glue. Small wood screws were used at regular intervals to temporarily clamp the track in place whilst the glue set.

To aid reliable running I used live frog points throughout, with the exception of two Setrack small radius points off scene; all visible points are large radius.

Having made good the various sleeper gaps with loose sleepers, the plan was to lay the ballast next, before any landscaping or scenery started to restrict access. However, I did decide to cut, paint, and fit the station platforms first, which provided defined edges to assist ballast application in



Left
Under construction.

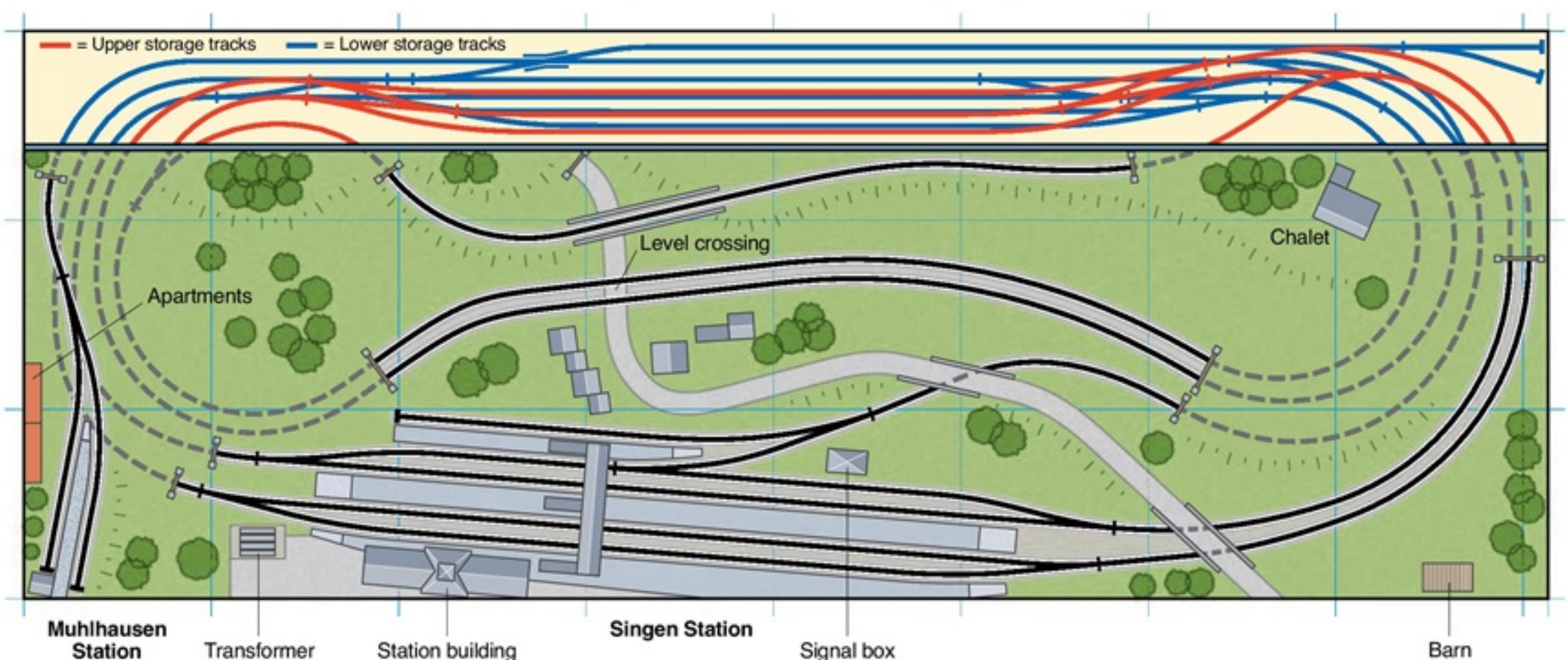
those areas. Woodland Scenics fine stone ballast was used, pre-mixed with 'Ballast Magic powder by Deluxe Materials which flows well during laying then sets nicely after spraying with water. I found this to be a great system which also helps in anchoring the visible trackwork.

Electrics

The electrical configuration and choice of equipment was based on good advice obtained from modellers and traders alike during my Warley show visit. Having chosen a Digitrax DCS 51 as the power supply and first controller, a Digitrax PM42 power manager card was used to split the DCC supply into four districts (separate track and accessory power buses, split across the two baseboards). Two CML Electronics DAC20 eight-way accessory decoders were used for main point and signal control, one card for each baseboard (These are still available but now under a new name, Sig-na Trak). These have great functionality and provided a relatively simple way to co-ordinate multiple point control and automatic signal operation for routes. Programming was via a PC interface using Locoanalyse freeware. However, following installation, I discovered that the DAC20s required a separate auxiliary power supply to provide sufficient voltage to drive solenoid point motors successfully. This auxiliary supply ended up at

SINGEN

Overall dimensions: 2,440mm x 900mm. Each grid square = 300mm





Left
The use of different levels gives the appearance of a much larger layout. Planning the gradients required some care.

Below
The station name has been created in a flower bed.



20V in order to actuate the Peco PL10-E under-baseboard units reliably, and the Peco PL-11 surface mount units on the elevated off-scene sections.

Remaining points were driven by Cobalt AD-SX two-way decoders. These were really easy to install and configure (the address # is set via a simple 'learn' switch) and they incorporate large capacitors to drive the point motors reliably without an additional power supply.

The layout has eight two-aspect Viessmann signals which are automatically controlled via block detection in combination with point positions. The signalling is far from being complete and prototypical, but provides a pleasing effect.

Block occupancy detection is achieved using Digitrax BD4 cards, one per baseboard. The four high/low outputs from the BD4s directly feed the inputs on the DAC20s (each has ten available sensor or switched inputs). A possible future project would be to enhance the signalling, adding three-aspect signals, ground signals, and some route indicators, etc.

For point control I built a compact mimic panel, minimising the number of buttons by defining route settings (courtesy of the DAC20s) and 'area reset' buttons (these are in green). The buttons on the mimic panel feed into the spare inputs on the DAC20s as well as the 'momentary' inputs on some of the Cobalt AD-SX decoders.

Above right
The service platform behind the branch line track.



Left
Behind the scenes storage and the DCC controls, with the point mimic panel on the right.



To power the live frogs whilst minimising the chance of shorts and avoiding additional polarity switching contacts, I received tips about severing the frogs from the point blades and using automated frog polarity control circuits (or 'frog juicers' by TamValleyDepot). I used this approach for all on-scene points and some off-scene, including the double slip. All worked perfectly, although later I omitted the frog juicers from several new off-scene points without detriment. This may be due to all my rolling stock being relatively new with fine wheel sets but I would be interested to hear other modellers' experiences on this.

The numerous station lights, buildings, and illuminated structures use LEDs and the layout has two further power supplies to provide 12V and 16V.

Finally, I added two further Digitrax DT500 twin throttles, connected via Loconet. All the controllers, including the mimic panel, are on long umbilicals enabling them to be flexibly positioned.

Catenary

Another goal for the layout was for a complete catenary system, albeit un-powered. I wanted this to operate with pantographs running in contact, an aspect I have always found to be a rare sight even on some of the best exhibition layouts. This was an area where limited advice seemed to be available from the usual sources and online forums for N gauge modelling. Eventually, I zoomed in on the German Sommerfeldt product range, although it was initially hard to locate, having only one UK retailer at the time. Most of the pre-manufactured contact wire catenary sections were available in 0.4mm or 0.5mm wire diameter and the former was chosen, despite some difficulty with the lack of stiffness, to keep the appearance as fine as possible.

I found there was a lot to be learned from (a) building a system like this and (b) actually making it work! It is worth an article in its own right, so for now I will just offer a couple of tips. Firstly, all the Sommerfeldt wires and components

were supplied as copper or bright metal finish respectively. Provided they are thoroughly de-greased, everything can be spray painted easily and in bulk, prior to construction, then touch ups carried out afterwards. (I also found that contact adhesive gel was a great way to secure wire joints post construction, avoiding what would have been very tricky soldering and the associated paint damage.) Secondly, whilst the manufacturing quality was very good, I learned, the hard way, that the underside of the contact wire on the catenary sections is not smooth and can literally take the pantographs clean off your locomotives! The spot-welded vertical wires forming the catenary structure actually protrude minutely below the level of the contact wire. This can be addressed before assembly by manually sanding each catenary section on a fixed fine emery block. This is far from easy to rectify after construction!

Two vital aspects to making the catenary system operable lie in achieving smooth reliable transitions at the points

Above
Catenary was an essential requirement; it was made with selected components from Sommerfeldt. Signals are by Viessmann.

Below
Between trains at Singen. As well as the signals, the platform lights work and many of the buildings are also illuminated.





where the tracks go off-scene, and applying good tension. Having installed the tunnel portals, but before adding the landscaped surfaces, a strong gantry made from aluminium flat bar was installed just inside each tunnel mouth, and another at about 10cm further on, but 15mm higher than the first. These gantries were then connected by thick copper wire (mains lighting core) above each running line. This created ramps to enable the pantographs to engage and disengage the contact wire, but the gantries also provided strong anchors against which to tension the catenary.

Scenery

With the access to hidden tracks provided from the rear of the backscene, as well as via the baseboard cut-outs below, the hillsides could be easily constructed firmly in situ using chicken wire, plaster of Paris, and Polyfilla spray.

I did not have the time, nor the appetite, for scratchbuilt structures and modellers will recognise all too easily the selection of kit buildings, almost exclusively by Faller and Vollmer. Most of the buildings have interior LED lighting. You may also spot the Faller covered station footbridge covering two spans, made by adapting two single span kits. (That should ensure Faller now introduce this variant!)

I had originally intended to incorporate a small area of town with nice Bavarian multi-coloured terraced buildings in the centre of the layout, at the rear of the station. But as the area available and landscape took shape during construction it became clear this would not work in reality.

My daughter, six at the time, made her own contribution to the design when she spotted a Faller train-themed adventure playground kit as I was dragging her round an ERA exhibition one day! Combining that with three houses, detailed gardens, and a small barn/outbuilding adjacent to the level crossing created an acceptable scene that fitted the space.

The transformer next to the station car park was my wife's idea and is part of a Piko kit. The pylon is from a modified cut down UK outline card kit, having failed to find any suitable German outline products. The girder rail bridge is by Kato.

Small accessories are from a variety of brands, including Modelscene for the Platform signs, Noch Laser-Cut minis for the station kiosks and other small items, Busch for the road works and crossing lights, and Ratio for the crossing barriers. The station names, train indicator boards, and end of platform symbols were image processed on my PC, laser printed on paper, then protected with nail varnish. The working station lights and illuminated station clocks are by Viessmann.

Rolling stock

With the exception of an excellent Piko electric railcar and just three wagons, all the rolling stock is by Minitrix and Fleischmann. I am a particular fan of Minitrix locos, mainly for the ultra-slow running characteristics that other brands seem to struggle to match. Most of the current stock came new, with just three locos bought secondhand.

Lessons learned

There are a few things I would do differently if repeating a similar project. Firstly, I would be a little more thorough with the research, use more DB appropriate ballast tones (creams and browns), and would pay more attention to prototypical signalling and signal positioning. The overall appearance of the trackwork would also have benefited from browning all the rails at the outset. I am reluctant to attempt this now with the very restricted access.

During the first hot summer after construction, there was what appeared to be an expansion problem on one of the main lines, forcing the track to part from the ballast bed. This was not easy to repair and re-instate after the event, so I would allow some small expansion joints next time and limit continuous flexible track lengths.

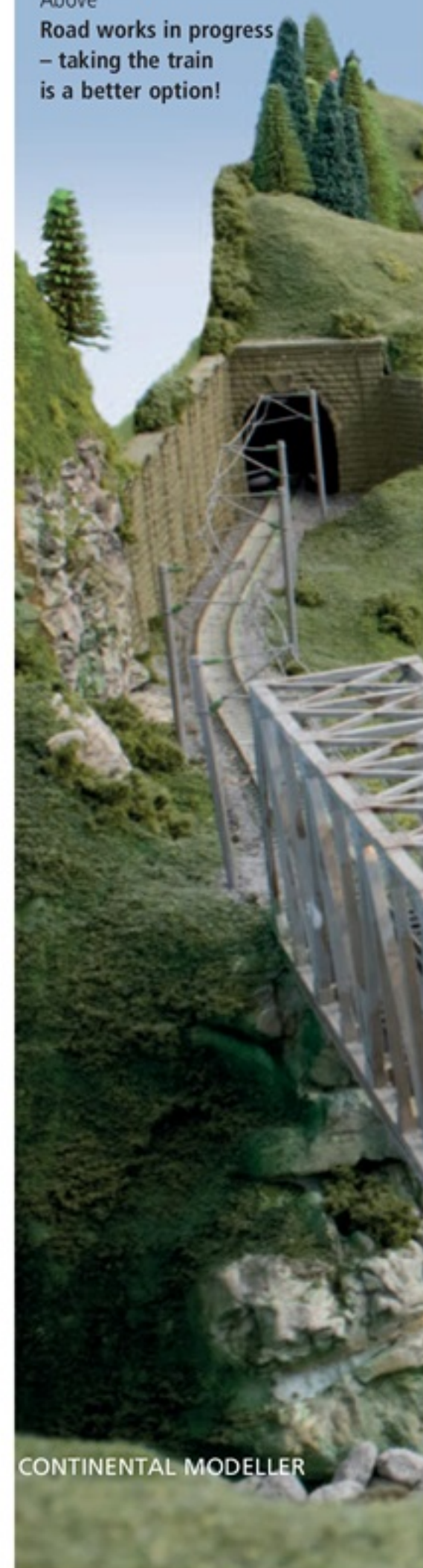
In terms of the layout's portability for exhibiting, the biggest improvement would be to avoid visible catenary at the baseboard joints. I would ensure that visible running lines

Above left
The train-themed adventure playground is from a Faller kit, found by my daughter.

Above
Road works in progress – taking the train is a better option!

Below

The station footbridge was made by combining two Faller kits.



CONTINENTAL MODELLER

pass below bridges or structures in these areas to allow concealed catenary transitions. Singen has only been moved twice so far, and having to remove and replace the nine catenary wires that cross the baseboard joint is a delicate and time-consuming process requiring a lot of patience. Despite taking great care with levels, and the baseboards being aligned via steel spigots, there have been occasional teething issues when re-commencing running.

Remaining on the theme of portability, whilst being pleased with the self-contained nature of the layout, I would be tempted in future to opt for smaller / narrower scenic area baseboard(s), with separate modules for the fiddle yards and non-scenic access tracks. This would greatly simplify construction and provide the flexibility to maybe use larger fiddle yards and/or varying configurations for exhibitions.

All the DCC and control elements have worked out well, but as mentioned earlier, the Cobalt accessory decoders are simpler and easier to implement for point control than the CML DAC20s. In future I would use the Cobalts for all point control and the DAC20s for signals and routing logic. I would definitely use frog juicers again but probably only for double slips or reversing loops – I am undecided on the merits of using them for normal live frog points.



Above

That is our family on the left – next to the transformer suggested by my wife!

Below

Details like the track gang, the road works, the barn, and the playground add interest but overall the scene is not too busy.

Conclusion

Reflecting on my goals for the project, I am pleased with the overall atmosphere and effect created, and the amount of train movement in a relatively compact space. The layout accommodates four passenger trains, five freight trains, two electric railcars, and a small works train, with no additional fiddle yard.

It remains for me to express heartfelt thanks to my wife Vincenza and daughter Alina for their inspirational input, patience, and amazing support throughout. (Vincenza also built the chalet and house kits.) You can see us standing in Singen station car park next to the blue car!



Die Kleine Rote

Part 3: Serneus, Wiesen, and the intervening landscape



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

Photographs by Gerard Tombroek.



Above

Wiesen station under construction – the slope down in the foreground has yet to be completed and provided with greenery. Given the depth of the valley, that is quite an area to do. And there are still many more trees to be placed on the ridge.





Left

The cement transfer facility near Serneus. Cement is loaded into the 'Morenkopf' silo wagons at the factory and brought to transfer sites such as this where it is stored in silos and later loaded to lorries for delivery. The cement is blown in and out of the silo with air. Work wagons are waiting on the siding for their next job.

Left

The lorry has just been loaded and is now being weighed. Diesel shunter Tm2/2 111 is arriving to collect the empty cement wagons.

Above

At the connection to the cement siding a train spotter has Ge6/6^{II} 706 *Disentis* with a long freight train in front of his camera. The path beyond the crossing is only suitable for hikers, mountain bikers, and all-terrain vehicles.

Right

A farmer has some land on the slope by the junction to the cement store and has come to check his livestock. The barn on the hillside is full of hay for the winter. On the track a little higher up the slope is a 4x4.

Cement siding

On the right, the track to Davos disappears almost immediately from Filisur into a tunnel behind which there are two sidings. Contrary to the prototype, the track to Chur goes via Serneus. That is the freedom that the builders have taken.

On the way to Serneus, trains pass a siding for cement trans-shipment. This was also invented by the layout builders, following real examples. The whole corner of the peninsula, including the Greifenstein ruin at the very tip, is not actually recreated from the real thing.





Serneus

Serneus is however completely accurate to the prototype. It is a small station on the Landquart – Davos line located between Küblis and Klosters Dorf, near Saas. There is no longer a halt there now but in the period in which the model is set, 1970s/1980s, almost every train stopped at this station. Just like in reality, Serneus still has a freight siding for loading and unloading.

Above

The wooden station building at Serneus is more or less standard from the early days of the RhB and little has changed since then. Ge4/4^{II} 617 with '50 Jahre LGB' graphics approaches the open switching frame for the overhead leading the *Glacier Express*. The 'slowest express in the world' goes from St.Moritz via Filisur, Chur, and Disentis to Zermatt. Behind the station, at a higher level, is the provincial road that follows the line. There is a parking space on that level.

Below

Serneus still has a siding for goods, with a portal crane to transfer timber from road to rail.





Above
Ge4/4^{II} 617 enters Serneus
with the *Glacier Express*.

Brombänz and Bärentritt

To the left from Filisur, the route leads to Wiesen. Along the way, the trains pass through a number of impressive ravines, including the Brombänz, with a viaduct over the Landwasser and the old road, and the narrow gorge by the 30m high Bärentritt waterfall.

Below left Ge4/4^{II} 611, with 'login' advertising, on the Brombänz viaduct. The ravine runs all the way to the other side of the layout and is about 4m long in total.

Below The Bärentritt viaduct.





Wiesen

In Wiesen, the trains from Davos and Filisur can cross. The village that appears to be glued to the mountainside above the station has not been modelled because the height difference is too great. The station itself is 140cm above the floor and about 40cm below the station is the Landwasser river.

The landscape around Wiesen was still being developed when the photos were taken. It is clear that the work is always finished to the smallest detail. This way you see the layout grow and it prevents the work from becoming monotonous.

Above

The Doppelhaus, the barn, and the Wärterhaus on the station square at Wiesen. The water pump supplies fresh mountain water.





Above

Allegra 3512 passes the transformer tower; it will soon enter Wiesen station. It seems there will be work on the overhead tonight – the grounding pole is ready, leaning against the building. On the slope above, sheep keep the tough grass short.

Left

Behind the station building are the 'Bim Statiönlì' café and the former restaurant.

Right

The white building on the left used to be a restaurant but is now a private home. In the chalet next to it there is still a small café which the manager calls 'Bim Statiönlì'. Some walkers have settled on the adjacent terrace and look out over the yard.





Above and below

The structure of the landscape can clearly be seen. Strips of styrofoam, on which plaster casts of rock formations are glued, followed by an opaque paint. Then comes umber as a base colour followed by a wash of diluted black paint, more umber, and finally the vegetation.



The landscape is created from top to bottom and from back to front. This way you avoid having to work over a landscape that is already finished.

Still to be done above the station is the edge of the forest with associated ground cover, but that can be done from the rear. In front of the station, work is still being carried out on the rocky slope down to the Landwasser. This shows how the landscape is created. The base is made up of strips of styrofoam insulation from 50 mm thick sheets. After gluing and shaping, you get a first impression of what is to come.

Plaster retaining walls and rocky outcrops are created using silicone moulds from Anita Décor, Langmesser, Spörle, and Woodland Scenics. After casting the plaster and initial curing in the moulds, they are left to dry after removal. This creates a nice stock so you can continue working when making the rocks. The pieces of rock are placed together like a puzzle and, if necessary, fitted with the aid of a hacksaw blade, plaster plane, or hobby knife. They are secured with plaster – what else? All seams are removed after which a good covering water colour is applied over the plaster to neutralise the absorption. The colour does not matter. Then comes the basic colour of the rocks. In this case, natural umber, made slightly lighter with white. This is covered by a wash of natural umber, then a wash with black. Finally, more depth is brought into the rock formation by dry brushing it with white paint from Anita Décor.

When all paintwork is finished, the finish comes with greenery from the Model Scene 'late summer' and 'early autumn' mats.

The future

After completing Wiesen, the next challenge is to build the Wiesener Viaduct, a single track limestone structure that spans the Landwasser River south-west of the town of Wiesen. It is one of the largest stone viaducts in Europe. The length is 204m, the height is 88.2m. and the span of the main arch is 55m. In 1:87, the viaduct will be approximately 2.4m long and one metre high. It will certainly be one of the largest structures on the layout.

After the viaduct there is a section with a more sloping landscape where there is space for agriculture and viticulture.

Disentis station is also planned.

However, this likely to take a few years!

Right

The Bärentritt about halfway between Davos and Wiesen is a household name on the Rhätische Bahn. The train comes out of the tunnel, goes directly over a short stone bridge, and immediately disappears into the next tunnel.

The length between the tunnel portals is only about 14m, shorter than most locomotives. The 30m high waterfall passes under the railway and flows into the Landwasser gorge. Here as elsewhere on the layout, the environment is modelled as realistically as possible, on the basis of many photos.





Luca Klobas has modelled a remote Slovenian station as it was when a diversion of the Wocheinerbahn or Transalpina line was built. *Model photographs by Davide Raseni and Paolo Visintini.*

Kreplje Junction

In the former Yugoslavia

The Wocheinerbahn or Transalpina line, between Assling/Jesenice and Triest/Trieste, was inaugurated in 1906 to connect the main port of the Austro-Hungarian empire to the central Europe as a continuation of the Karavankenbahn; in fact both lines were part of the impressive Alpenbahn programme. This was the second k.k.St.B (Austrian state railways) link to Trieste after the Herpelje – Trieste line was opened in 1887 (see CM October 2019), while the very first railway to connect the Adriatic with the rest of the empire, via the Semmering Pass, was the private Südbahn.

Built as a single track railway, the Wocheinerbahn/Transalpina climbs from the Adriatic to the karst plateau in about 16km to the station of Opicina (today the railway border between Italy and Slovenia) with a scenic route above the Gulf of Trieste.

After Opicina the line crosses the double track Südbahn between Opicina in Sežana (now abandoned after the major work for the new FS station of Villa Opicina in the 1960s) and penetrates the beautiful and peculiar karst landscape. With a fascinating route that winds past small villages, vineyards, and old castles, the line weaves toward Nova Gorica, where the more famous alpine section to Jesenice begins.

In this southern section there are two junctions, while another branch starts from the station of Prvacina.

Above

A freight train just leaving Kreplje for Nova Gorica with JŽ 36-031 (ex KPEV G12, ex DRG BR58) seen among the karst vineyards. May 1973.

Photo: Helmut Dahlhaus.

Below

On 21st December 1948 the ceremony for the opening of the new bypass between Kreplje and Sežana was immortalised by an unknown photographer. For the JDŽ it was now possible to avoid the new border with the Free Territory of Trieste and the FS railway junction of Opicina, connecting the Wocheinerbahn/Transalpina with the old Südbahn.

Photo: Archive Musej Noveiške Zgodovine Slovenije.





Above

A very rare picture of a JDŽ class 131 (ex Südbahn 60) with a ballast train near Sežana, a few days before the inauguration of the line.
Photo: Archive Muzej Noveiške Zgodovine Slovenije.

The history of Kreplje Junction is very curious and follows other similar railway situations that happened between the end of the Second World War and the beginning of the Cold War in central Europe. In 1945 the town of Trieste was occupied by Anglo-American forces after a tense challenge with Yugoslav army.

With the new boundary it became clear that Yugoslav Railways (at that time JDŽ) would operate the Wocheinerbahn/Transalpina line from Jesenice to Repentabor, a very small unknown station a few metres from the border between A and B Zones of the Free Territory of Trieste (T.L.T.), at km19+466 from the port and about 123km from Jesenice. This situation would clearly have been nonsense for the

Yugoslavs. In fact the entire line ended up in Allied territory for a few kilometers to the important JDŽ station of Sežana (along the important old Südbahn).

So a few months after the 1947 Treaty of London, Yugoslav Railways started to build a bypass of about 8km to link Sežana to Nova Gorica and Jesenice via the new junction of Kreplje. The new section was built entirely with 'pick and shovel' by young workers, JNA soldiers, and prisoners, and was inaugurated on 21st December 1948. With the new timetable the line was officially described as Jesenice – Sežana, losing its original destination. Despite this change and the end of any passenger services from Trieste, freight traffic remained heavy due to the U.N.R.R.A. trains from the

Below

This photo inspired Luca Klobas to create a diorama. On 13th May 1973 a local service from Nova Gorica to Sežana (composed of three four-wheel type Baat coaches and a luggage van hauled by JŽ 17-002) is passing Kreplje junction. It is evident that the main route was then still to Opicina in Italy and the diverging one to Sežana.
Photo: Helmut Dahlhaus.





port to the central Europe. It continued on this line between Italy and Yugoslavia through the 1960s until the end of the 1970s. The trains were hauled with JŽ steam locomotives of classes 28, 33, and 36 as far as the FS station of Poggioreale del Carso, then renamed Villa Opicina. After 1963 FS diesels of class D.141 were used to bank the heavier trains to Yugoslavia. From 1974 steam traction started to be replaced on this international section with JŽ class 644 diesel-electrics built by Macosa in Spain, due to the light axle load.

Above

A very rare colour photo taken on 22nd May 1973 with a freight train hauled by *Kriegslok* JŽ 33-110 on the section to Italy. The mixed freight has just passed Kreplje junction and is travelling on a typical karst embankment.

Photo: Helmut Dahlhaus.

Left

On 22nd May 1973 a freight hauled by JŽ 36-019 passing Kreplje direct to Sežana. On the left is the track to Italy and the old signal built in Hungary in 1906 and still in place today!

Photo: Helmut Dahlhaus

Below

A freight train from Italy behind JŽ 36-021.

Photo: Paolo Visintini.

The last couple of regular daily trains ceased in 1978. The freight traffic on the Wocheinerbahn/Transalpina between Italy and Yugoslavia via Kreplje Junction and Repentabor was discontinued until the mid-1980s, when it was definitively ended. From then a pair of historic trains travelled from Trieste to the lake of Bled in 1990, before the collapse of the Balkans. Since then there was no traffic of any kind for sixteen years. In 2006, for the centenary of the line, some important works were made on the abandoned Italian side in order to re-open the international section. In the following four years some tourist trains ran from Opicina via Repentabor and Kreplje, but there has been nothing for the past ten years.

A few years ago the Fondazione FS (the Italian railways department for historic trains and museum lines) invested to improve the track on the Italian part in order to start a project for regular international tourist services to and from Slovenia.

The diorama

The idea for this diorama started after many trips to the real location, but received the last impetus when I saw a very interesting colour picture by Helmut Dahlhaus, a German





railway enthusiast. A long time ago he immortalised a short three coach passenger train hauled by a JŽ class 17 arriving at Kreplje. This photo captured my imagination. Soon a project was started, on a base measuring 100cm x 35cm x

20cm made of 5mm plywood, to capture the essence of this junction as it was until the 1970s. At that time main line was still to Italy and the diverging route went to Sežana; today the track plan in Kreplje is exactly the opposite.

Above

Out on the real karst plateau, the diorama looks quite realistic. JŽ 33-110 (a former *Kriegslok*) looks to be in good condition (probably after a recent overhaul) and is arriving from Italy with a coal train to Nova Gorica.

Photo: Davide Raseni.

Below

The first diesels are arriving! A dramatic picture captures a brand new JŽ class 661 'Kennedy' with a freight from Sežana to Nova Gorica/Jesenice. From the mid-1970s only JŽ class 644 (with a A1A-A1A wheel arrangement) were used from Kreplje to Italy due to their lower weight. Photo: Davide Raseni.





Above
JŽ class 911 inspection railcar waiting at Kreplje Junction.
Photo: Davide Raseni.

Below
JŽ 643-042 (a MOKO model) with two JŽ Baat coaches (Klub Baat models) departing for Nova Gorica after a short stop.
Photo: Paolo Visintini.

Very few commercial products were used: only Peco code 75 track, some grass and foliage and a sheet of roof tiles from Noch. The very characteristic station building was scratchbuilt from Forex foamboard, wood, and plasticard, after carefully recording the measurements on site.

To recreate the classic karst stone in the cutting, some little pieces of real concrete found on a building site were used, reduced to smaller pieces and then assembled as needed.

The rolling stock includes some German steam locomotives as Yugoslav versions: JŽ class 36 (BR58) from Roco

and JŽ class 33 (BR52) from Liliput. A JŽ class 911 inspection railcar, nicknamed *Motorka*, has been entirely scratchbuilt in metal.

Other Yugoslav diesel locomotives seen in the photos are the excellent model of a JŽ class 643 from MOKO and the hand-crafted JŽ class 661 from Exys Models.

The two very interesting JŽ Baat coaches are products by the Slovenian manufacturer Klub Baat.

The freight wagons are commercial products from Klein Modellbahn, Bramos, Liliput, and Roco.

With this selection of models we have tried to recreate the rolling stock used in Yugoslavia at that time.

The Wocheinerbahn/Transalpina line is an amazing source of beautiful places suitable for modelling, and we hope to return to this unusual subject in future.

Below

The station building, from the narrow dirt approach road.
Photo: Davide Raseni.





Above

Hauled by JŽ 661-149, a very short train with two CSD wagons from the Anhovo cement plant near Nova Gorica is directed to Sežana. A touch of colour is provided by the JŽ *Motorka* ready to inspect the border section to Opicina.

Photo: Davide Raseni.

Below

During a warm spring afternoon, JŽ 33-110 is slowly starting the climb to Italy. The sun illuminates the realistic karst rocks made with pieces of concrete.

Photo: Davide Raseni.



Gizze and Griet Van den Eynde-Wendelen of the **MSC De Kempen** introduce the club's latest layout, a small piece of local history.



Westerloo

Vicinal trams through the market square

Members of MSC De Kempen present their latest creation, a historical reconstruction of the market square in Westerloo as it was in 1913. (Westerloo with the double o is the old spelling; it is now Westerlo).

It is located in the south of the province of Antwerp, "De Parel der Kempen". At the end of the 19th and beginning of

the 20th century the village was prosperous. It lies centrally between the cities and municipalities of Geel, Turnhout, Herentals, Heist-op-den-Berg, Aarschot, and the pilgrimage site of Scherpenheuvel. Westerlo today has about 4,200 inhabitants but one hundred years ago there were only 1,335, in 269 houses.

Above

In front of the church the tram disappeared round a sharp curve towards Herentals or Turnhout.

Photographs by the editor.





Above

The very old narrow house with a baroque 'bell' gable was unique to Westerloo. There was a tram stop in front of the Hotel Geerts. A café-bar opposite still bears the name 'Tramhalt'.

A piece of history

Partly thanks to the presence of the noble de Merode family, who have lived in Westerloo for more than five hundred years, the village has grown into the "De Parel der Kempen". The noble family owned, and still owns, a large wooded area where in previous centuries they had large avenues built lined with beech and oak trees. Now it is a wonderful and extensive walking and cycling area.

The de Merode family left its mark on the development of Westerloo. Count Charles de Merode was mayor there from 1879 to 1892. He was also president of the Belgian senate. He was succeeded in 1892 by Count Henri, who remained mayor until 1908. From 1901 he supplied Westerloo with electricity (very limited) for his castle, the houses on the market, and the church. However, only one lamp was allowed in each house! In 1907 he became Minister of State.



Left

The tracks near the buildings were for passenger traffic, the other two for freight and shunting wagons.

Right

The leftmost house on the corner was the Trinette café. The row of houses has been completely occupied by the undertaker Van Hove since the early 1950s.





The last mayor from the Merode family was Count Karel, from 1913 until his death in 1946. From 1930 he held the title of Prince of Merode. His wife, Marguerite-Marie Renée Victurnienne de Laguiche, is remembered as the driving force and chair of the Red Cross in Westerloo and nationally.

Henri's sister, Joanna (Miss Jeanne) did a lot of good work for the locals. Miss Jeanne refused the title of princess and preferred to spend her money on charities and good works in Westerloo and the surrounding area. She started a carpet weaving mill to provide work for the young girls of the poor peasant families. The carpets were widely known and were mainly sold in Brussels. A joinery, the girls school, and the old people's home were also set up thanks to Miss Jeanne.

With the Vicinal tram to Westerloo

To make Westerloo more accessible, a network of NMVB/ SNCV tram lines was created. The first route, line 284, was established in 1890 and connected Westerloo with Mechelen via Heist-op-den-Berg.

In 1898 a connection was established to Turnhout via Oosterloo and Geel. In 1905 line 284 was extended to Turnhout, and a year later line 262 was put into service, connecting Westerloo to Herentals via Tongerlo and Oevel. Due to the construction of this route, coal could be delivered to Oevel and timber from the local pine forests could be transported to the mining regions.

From 1911 Aarschot was also accessible via Herselt for the Westelaren.

To build the castle for countess Jeanne de Merode, a line was specially laid between 1909 and 1911 from the village to the new site, 500m further on. This extra track made it very easy to bring sandstone from Aarschot and the necessary wood to the castle, as well as the bricks and ironwork.

At the beginning of the 20th century, Westerloo had six breweries, a gin distillery, and seven hotels, five of which were on the market itself. There were also many cafés around the market. The tourists visiting Westerloo mainly came from Brussels.

Above
The whole scene, depicting the south side of the market.

Right
Some nuns and a priest on their way to Tongerlo abbey, a little further on.



Left
Although hardly visible to viewers, the gardens of the houses have been detailed.



Right
There used to be five hotels on the market square, of which the Hotel Geerts was the largest. De Valk, Valkenhof, and Hotel Den Hert were located on the north side of the market. Only Hotel Geerts has stood the test of time.





The layout representing this local line, which we have dubbed *Westerloo 1913*, represents line 284 passing through the market of this Kempen municipality. The inhabitants of the houses on the south side of the market were the notables of the village. The north side was mainly populated by craftsmen and tradesmen. The construction of the tram line made it easy for the 'Walemannen', the seasonal workers who went to work in the fields in Wallonia, to travel to the south of Belgium.

Construction of the layout

The layout was created with the help of the archives of the Tourist Office and the Heemkring Ansfried Westerloo vzw.

We worked from a map from the land registry to get the correct location of the village houses.

The visible part is 3.6m long and 0.6m wide, made up of three segments each measuring 1.2m.





All the buildings are fixed in place. To avoid any gaps in the transitions, black foam was fixed between the buildings. When the segments are brought together and tightened by means of bolts in captive nuts, the gap is filled by the foam. This means there are no visible gaps.

To be able to assemble and dismantle the boards as efficiently as possible, we use one uniform size for all bolts, so the screwdriver tip does not have to be constantly changed, which means considerable time savings and ease of use.

The season depicted is spring, so everything has corresponding fresh colours.

The lighting is done by means of three LED panels measuring 1.20m by 0.30m. We can dim these and also easily adjust

the colour temperature of the light with a remote control. This allows us to simulate different weather types.

Under the track there is a heavy duty cable power bus that is linked between the segments by means of 'banana' plugs.

The control has been kept simple. The trams are digitally controlled by two Roco Multimaus handsets.

The models come from Jocardis and Ferivan. The trams are equipped with Kadee couplers. Various magnets have been placed here and there in the track for uncoupling.

The points in the visible part are mechanically operated by a toggle switch that ensures the polarisation of the frog and a rod coupled to it that physically changes the points (the method used by fellow club member Peter Van Gestel).

Above

The monument was erected in honour of Mayor Henri de Merode.

Below

Children playing on the lawn by the Merode fountain under the watchful eye of the sisters.

In the background is one of the earliest cars, nicknamed 'inkwell' because of its shape.





The storage yard contains four tracks, two in each direction. To switch the points here, we use servos controlled by an Arduino micro-controller. At the front of the layout there is a control panel where the position of the points is indicated by LEDs. A camera hangs above the sidings and the image is displayed on a small screen at the front.

The houses were made on the basis of old photographs and postcards. The gardens are also represented, which allows for some nice scenes.

Modern technology has also helped: the armature for the lime tree was drawn in CAD and then 3D-printed. The tree itself was created by Jos Geurts.

The Merode fountain was sculpted by a member of the Westerlo art academy. The edge of the basin was also created by 3D-printing.

Above

A young couple is arriving at the first town hall in a horse-drawn carriage for their civil wedding. Next door is a café named 'In little Antwerp'.

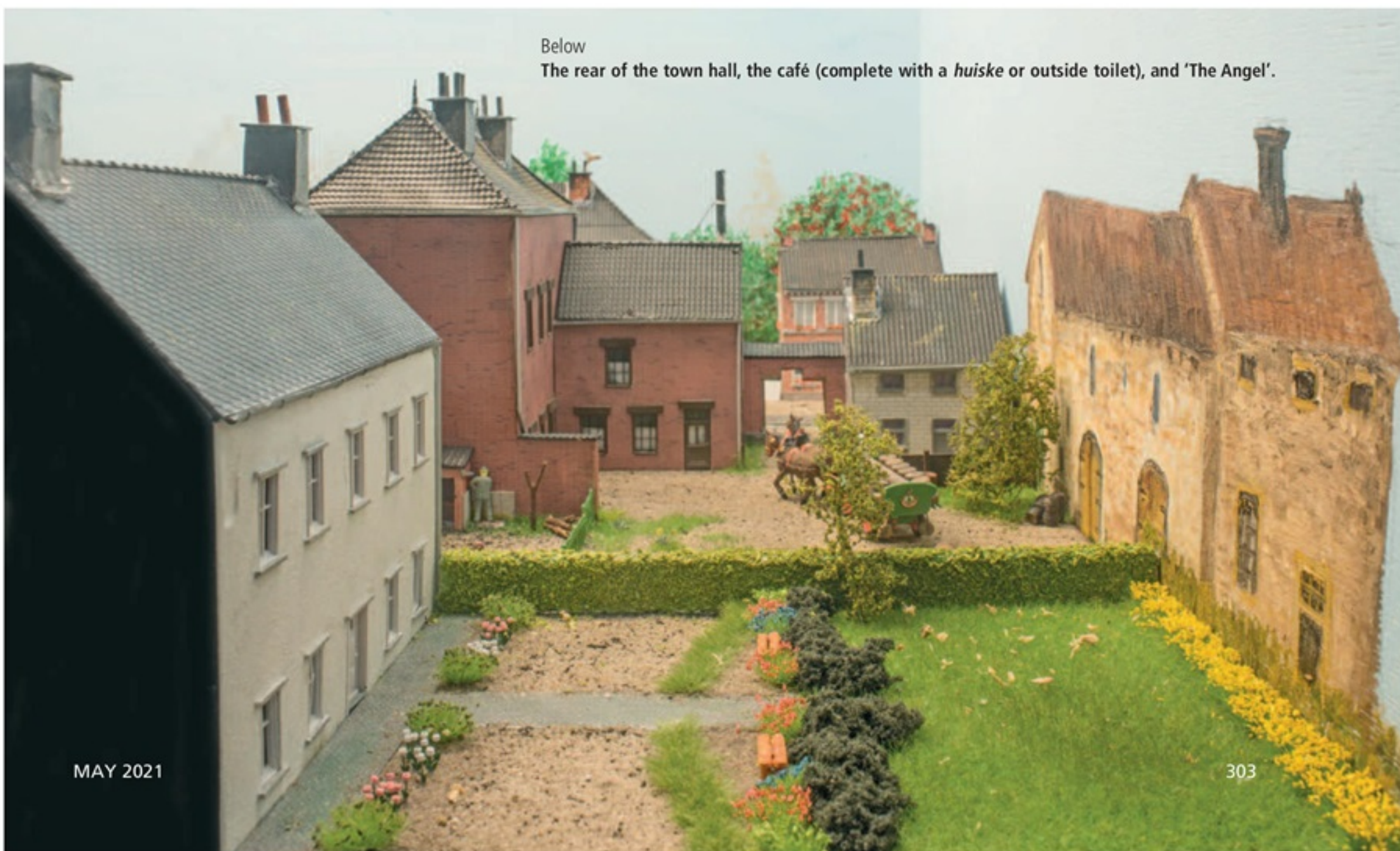
Right

The large white house is 'The Angel'; before 1600 it was 'De Cam', meaning brewery. It is still a feature of the Westerlo market. The second hotel on the south side of the market is Den Anker, later one of the first youth hostels in Belgium.



Below

The rear of the town hall, the café (complete with a *huiske* or outside toilet), and 'The Angel'.





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.*

Part 8: Shimla station

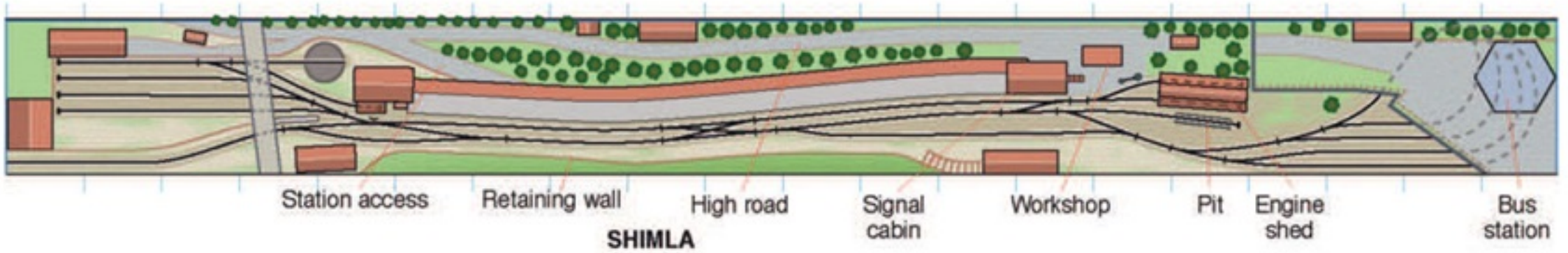
Above and above right
Overall view of Shimla, from the carriage sidings to the engine shed.

Right
ZDM3 No.159 leaves Shimla with a rake of fruit vans.

Below
The carriage sidings. On the ridge above, examples of the 'Tudorbethan' villas, homes for officials of the raj.

Below right
Railcars 5, 6, and 14 at the depot, with 5 being turned. The pedestrian bridge makes a fine vantage point.





Shimla is quintessentially raj. Much of Shimla as we know it today was dense deodar forest in the 18th century. Only Jakhoo temple existed at the time, together with a few support huts, to offer homage to the local goddess Shayamala Devi, an aspect of the goddess Kali. The British East India Company took control of the area in the wake of the Sagauli Treaty at the end of the Anglo-Nepalese war (1814-16) and had the area surveyed. In 1819, Lieutenant Ross, the Assistant Political Agent to the Hill States, set up the first wood cottage in Shimla. Three years later, his successor, Charles P. Kennedy built the first mortar-built structure in the area now called Annandale. Within a few years, many British officers started spending their entire summer vacations in Shimla. In 1827, the Governor General, Lord Amherst, stayed at Kennedy House. Next year, Lord Combermere, the Commander-in-Chief, visited Kennedy House. In 1863, John Lawrance, the Viceroy of India, declared Shimla as the new summer capital of India. From thirty houses in 1830 Shimla grew to 1,141 houses in 1881.



For the next fifty years, the capital of British India moved a thousand miles up and down the Ganges twice every year, to Calcutta and back. In 1911, Delhi was declared the new capital, and the journey between seasonal capitals was reduced to 215 miles! By then, the completed Kalka Shimla Railway was eight years old.



Left
Railcar 5 arriving at Shimla passes ZDM3 No.155 waiting to depart with the afternoon express.

Right
Railcar 5 on the loop. The building below the line is a case of gross cheating – it is a real private residence which is actually located well below the station; it gained altitude to fill an available space.



Shimla stands apart from every other human settlement in India in the sedimentary nature of its layout plan. At the apex along the ridge stand the symbols of the British Raj. There are 'Tudorbethan' buildings here, and there are neo-gothic churches. Even as the chaos of modern India creeps on up the slopes to invade its apex, it is still possible to believe that this may be some place else, maybe a slice of Chester. Below this colonial layer sprawl the 'native bazaars': steep narrow winding cobblestone paths traversing quaint hill markets, their upper storeys occupied by shop owners and staff. There too are homes of the prosperous merchants and

their cavernous warehouses stocked up for the winter. At the lowest level, we find Shimla's logistic and transportation hubs: bus station, taxi stands, parking lots for tourist vehicles, and of course the railway station. If you stand at the station, depending on your location, you can see all three layers, distinct yet syncretic, articulate yet harmonious. It is beautiful in its way.

Track emerges out of Inverarm tunnel (No.103) from Summer Hill and climbs by the side of the carriage sidings to pass under the pedestrian bridge beside the signal cabin and head directly to Platform No.1.

Left
ZDM3 No.159 ready to leave with a rake of fruit vans. The points in the foreground are part of the scissors which accesses the split platform.

Right
Railcar 14 at Shimla station. The platform was designed to hold two train lengths as there was not enough width for a second platform.

Far right
ZDM2 No.133 at Platform 2 en route to the engine shed.





It is picturesque. Most visitors to the station stand on the pedestrian overbridge and simply watch the trains come and go. Meanwhile, there is a continuous stream of shunting moves from platform to yard and, more interestingly, of railcars being turned on the small hand-operated turntable almost directly beneath the bridge. There is a single slip to allow traffic to pass from the parallel siding to the yard. It is operationally interesting, though it forced me to use a Peco N gauge single slip among track that is otherwise Peco main line narrow gauge.

I have tried to reproduce all the railway buildings in and around the coach storage tracks. That includes the pedestrian bridge that carries locals over the tracks and down the slopes without risking life and limb. I am not certain there was a concrete bridge here in 1970; but I do have pictures dating back to 1975 which show it. These pictures also show that a great many buildings in this area have remained unchanged in forty-five years.

Shimla station is long, very long. Its designers needed two platforms, and there was no way to fit them on the narrow ledge but to use a mid-station crossover. My model of Shimla is 20' long. The station is about two thirds platforms and about one third coach yard. In the coach yard area are four storage tracks and a turntable, now used exclusively by railcars. I had not the skill or motivation to scratchbuild that turntable, so again I settled for a Peco product. Sometimes the prototype is just too demanding. That said, the many handbuilt railcars passing through here help to keep visitors diverted and not pay too much attention to this crime against the prototype.

What comes next, north of the pedestrian overbridge, is a very long two train length platform – and little to relieve the tedium. Hopefully, the passing ladies in Indian garb, the yelping street dogs, and bric-a-brac from a variety of proprietary brands helps to divert attention long enough for us to arrive at the engine shed.
... to be continued.



N

Minitrix

New items in N have their own 68 page A4 size landscape format brochure. Delivery dates are not given.

There are several special limited editions for the Märklin Retailer Initiative (MRI).

The 'my hobby' programme of value models is extended with several new items.

Most new locomotives now come with a factory-fitted DCC sound decoder; this will run by default on analogue DC.

Epoch I

Bavarian R4/4 0-8-0T with combined steam and sand domes, DCC/SX decoder.

Set of five 'Palatinate' goods wagons: one refrigerated beer van with brake house, one tank car, one type Nml six-wheel van, one type Oq open, and one type Gm van, all lettered for the Palatinate section of the Royal Bavarian State Railways (K.Bay.Sts.B.).

Epoch III

Club model for 2021 – modified tooling: DB BR44 three-cylinder 2-10-0, small Witte smoke deflectors, 2'2'T30 tub tender; DCC/mfx sound decoder.

DB (Stuttgart District / based in Ulm) BR184 Pacific (class S 3/6, series k, Maffei 1924) with a type 2'2T26.4 tender; DCC/mfx sound decoder.

DB V80 B-B diesel; DCC/mfx sound decoder.

New tooling: DB "Red Bamberg" passenger coach set, two type C4ylb-43/52 streamlined limited stop fast passenger train coaches and one type C4ylf-43/52 streamlined driving trailer as around 1954 in crimson. Second pack of two type C4ylb-43/52.

New tooling: DB 'Limited Stop Fast Passenger Train in the Danube Valley' coach set: one type BPw4yg rebuild coach, one type AB4yse streamlined limited stop fast train composite, and one type B4ylwe streamlined limited stop fast second, on different bogies. An extra second will be available separately.

Display with ten four-axle Erz lld OOt41 hoppers, the variant with extended superstructure, two unloading hatches per side, and a brake platform on the end, running on welded pressed steel standard design bogie, with a beam welded on as reinforcement. Loaded with real iron ore.

Minitrix Museum Car for 2021: 'Leipzig' type Glmhs four-wheel van, painted and lettered for the firm 'Friedr. Dick' of Esslingen, c.1959. Also included is a kitchen knife by Friedr. Dick with Trix engraving and a clear blade protector.

Epoch IV

Modified tooling: DB BR44 three-cylinder 2-10-0, small Witte smoke deflectors, 2'2'T24 pulverised coal tender; DCC/mfx sound decoder.

MHI limited edition: DB BR151 Co-Co electric in blue-beige, with DCC/mfx sound decoder.

Minitrix BR44

Minitrix photos courtesy MIBA



Minitrix DB BR112 + IC142 Germania stock



DB BR112 'Bügelalte' Bo-Bo electric with continuous rain gutter, skirting, and buffer cladding, in red/cream; with DCC/mfx sound decoder.

To mark fifty years of DB InterCity services, a set to represent IC142 Germania: one type Avümz¹¹¹ compartment first (with tail lights), one type Apümz¹²¹ open first car, and a type ARümz²¹¹ half dining car with pantograph, as running in summer 1974 on the Hannover – Bielefeld – Hamm – Dortmund – Düsseldorf – Cologne route. An extra Avümz¹¹¹ will be available separately.

Set of DB Silberlinge coaches with advertising: one type Bn⁷²⁰ second, one type ABn⁷⁰³ composite, and one type Bnrz⁷²⁵ second, as run c.1991. A type Bnb⁷¹⁹ second without advertising will be available separately.

Set of two DB Post type Post mr-a mail vans, in ocean blue/ivory, c.1980.

DB MRI limited edition set of four type Kkklms⁴⁴⁰ four-wheel lowsides, two with and two without brake platforms, c.1987, all with different loads (wheelsets, bogies, steel wire coils, steel slab).

DB type Taes⁸⁹² sliding roof bogie wagon (my Hobby).

DR 'Express Freight' set: three type Gbqss-z¹⁷⁴² vans (former type Gbs¹⁵⁰⁰), c.1980.

DR type Rgs³⁹¹⁰ bogie flat carrying three 20' mail containers.

Epoch IV-V

Rhein-Ruhr line inspection set – DB VB98 railcar trailer as a type 395 line inspection car with two type Kkklms⁴⁴⁰ flats without brake platform, c.1989.

Epoch V

DR types Bimz²³³⁹ and Bimz²⁴²³ express seconds, in banded blue livery, for InterRegio IR2637 Berlin-Lichtenberg – München.

DBAG type Es⁰⁴⁵ four-wheel steel open (my Hobby).

Epoch VI

BR225 B-B diesel in AIXrail grey & green.

To mark 50 years of InterCity – modified tooling: DBAG BR218 diesel hydraulic locomotive with roof to accommodate the MTU 12V 956 TB 11 engine, with parallel exhausts and Behr cooling equipment in a V shape; with DCC/mfx sound decoder.

Also for 50 years of IC – two sets of coaches, a type Bvmz^{186.0} compartment/open second class, a type Bpmz^{857.0} open second, and a type ARkimbz Bord Bistro; and three type Bpmz express open seconds (car numbers 7, 8, 9) as used on the Dortmund – Oberstdorf route c.2004. Matching Bimdzf^{271.2} driving trailer, Avmz¹⁰⁹ first, and Apmz¹²⁵ first available separately.

DBAG regional express set – BR245 diesel with DCC/mfx sound decoder, two double-deck coaches, oval of track, accessories, and Mobile Station controller.

Minitrix DB type 395 inspection car



Minitrix AIXrail BR218



DB Regio (DB AG) class 798 (VT 98) rail bus motor car and class 998 (VS 98) control car as the 'Ulmer Spatz' (Ulm Sparrow), c.2008, in banded turquoise, with DCC/mfx sound decoder. Set of two intermediate trailers to match.

DBAG bicycle express set: one type ABnrz^{418.4} composite, one type Bnrz⁴³⁶ second, and one type Dduu^{498.1} bicycle van. Separate extras: type Bnrz^{451.4} second and type Bnrbdzf^{480.1} driving trailer.

Set of two DBAG type Rils⁶⁵² hooped tarpaulin bulkhead flats with different lettering and one type Rils for AAE/VTG, leased to Kielholz & Rybicki for Envilog. All on type Y25 bogies; one wagon has working tail lights.

Four-wheel tank wagon in 'VTG' grey (my Hobby).

Minitrix Club Car for 2021: type Ucs⁹⁰⁹ twin silo four-wheel wagon.

Switzerland

Epoch II – MHI limited edition SBB Ce6/8^{II} 'Crocodile' in brown, with DCC/mfx sound decoder.

Epoch V-VI – SBB type Habbillns high capacity sliding side van, SBB Cargo.

Epoch VI – SBB Cargo type Sgns bogie flat loaded with two co-op[®] refrigerated containers.



France

Epoch III – SNCF 150X 2-10-0 (BR44) c.1950, with DCC/mfx sound decoder.

Epoch IV – new tooling: *Le Capitole* express coach set, two type A9 first and 1 type Vru dining car.

Epoch V – BB22200 electric in 'en voyage' livery.

Epoch V-VI – two sets for the *Croisière* express: two type B9c9x couchette seconds (high roof) with one type Sru club car, and two type B9c9x couchettes.

Belgium

Epoch IV – four-wheel steel open wagon (my Hobby).

Epoch VI – two different type Sdkmms deep well intermodal flats lettered for TRW and loaded with lorry trailers from the freight forwarder 'H.Essers'.

The Netherlands

Epoch IV – class 1600 electric in yellow.

Set of three type Tds side discharge four-wheel hoppers used by 'ARMITA WAGONS'.

Four sets of two coaches to represent the EuroNight 440/441 *Venezia*, operated between Venice and Budapest, c.2009: two Russian Federation (RZD) type WLABm sleepers (one green, one red/blue); one type WLAB sleeper and one type Bc couchette painted and lettered for MÁV-START; one type WLABmee sleeper and one type Bcm couchette from Căile Ferate Române (CFR); and two type UIC-X (Bm couchettes of the Italian State Railways (FS).

Minitrix DBAG BR798/998 'Ulmer Spatz'



Fleischmann

The new items brochure is A4 size landscape format, 108 pages. It gives expected delivery quarter. Information is by simple symbol panels (user, epoch, length, couplings, lights, minimum radius, digital status), with extra remarks for just a few models.

Some projects are illustrated with prototype pictures and some with retouched photos of HO models.

A factory-fitted digital decoder is now an option for many models, often with sound, except the smaller steam locos.

Epoch I

Prussian goods train: G8² 2-8-0, one tank wagon, one acid vat wagon, one six-wheel van with brake house, one livestock wagon, and a brake van. Q4.

DRG Epoch II

New tooling: D311 (later V188) twin eight-wheel diesel in grey (graphic). Q4.

Set of three type SSy heavy duty bogie flats carrying Panther tanks (models by Artitec). Q4.

Set of four four-wheel wagons – type G10 van with raised brake house, type GI 'Dresden' van, type Om 'Breslau' open loaded with coal, and a tank wagon with brake house.

Set of two type SSk 'Köln' bogie flats with side stakes, one with brake house, loaded with timber. Q1.

Set of three small Talbot ballast hoppers. Q1.

DB Epoch III

Update: BR011⁰ Pacific, now with LED lighting and Next-18 decoder socket. Q2.

BR98⁸ (Bavarian GtL4/4) 0-8-0T. Q3.

BR78 (Prussian T18) 4-6-4T, with ventilator on cab roof and extended bunker. Q3.

E19 1-Do-1 electric in green livery. Q1.

As matching F-Zug – set of three type AB4ü-35 seconds in blue; type WR4ü-35 restaurant in 'DSG' red; type Pwg4ü-37 bogie baggage van with raised cupola lookout in blue. All Q1.

Freelance 'Alpspitzbahn' – E94 steeple cab four-wheel electric with pinion for rack track; four-wheel coach and baggage van in matching blue & white. All Q2.

DR Epoch III

V180 B-B diesel, with double white bodyside stripes. Q4.

DB Epoch IV

New tooling: BR288 double diesel, with correct period modifications (e.g. roof vents, sandboxes, Indusi), in dark red (graphic). Q4.

Premium digital train set: BR044 with Henning sound, six self-unloading bogie hoppers, z21 with wireless handset, WLAN router, power supply, and a long oval of track with passing loop. Q3.

z21 digital start set: BR151 electric, three self-unloading bogie hoppers, z21 start and multiMAUS handset, power supply, long oval of track with siding. Q1.

BR212 diesel, tool van, four-part crane set, z21 start with multiMAUS, power supply, and a long oval of track with a siding. Q3.

Update: BR065 2-8-4T (though still apparently with the incorrect arrangement of inset steps on the front tanks). Q2.

BR023 2-6-2. Q1.

BR194 Co-Co electric as 178, the only example in blue-beige. Q3.

BR140 Bo-Bo electric in green, with single lamps and rain gutter. Q4.

BR103 Co-Co electric, pre-series. Q4.

Update: BR260 0-6-0 diesel in red. Q2.

Fleischmann BR260



BR218 B-B diesel as the unique example in TEE red & cream. Q4.

BR601 Trans Europ Express diesel train, with 'Alpen-See Express' destination boards, post-1980, as a four piece basic set and three car extension pack. The digital version features sound in both power cars. Q2/Q1.

BR515 battery electric railcar and trailer in blue-beige (prototype picture). Q2.

Two sets of two *Umbau* six-wheel coaches – BD3yg second baggage and B3yg second, AB3yg composite and B3yg second. Q1.

Set of two type Post 2ss-t/13 long wheelbase four-wheel vans, one brown and one green. Q2.

Fleischmann D311 / V188 / BR288



Fleischmann DB Aüm²⁰² first



Fleischmann DB ABüm²²⁵ composite



Fleischmann DB Bm²³² second



Fleischmann DB BDüm²⁷³ second baggage



New tooling: UIC-X coaches on Minden-Deutz bogies. Set of four (Aüm²⁰² first, two Bm²³² seconds, and BDüm²⁷³ second baggage) in the so-called 'pop' colours. Q4. The three types will also be available individually in the standard colours, as well as a type ABüm²²⁵ composite and type BR4ymg-51 second/diner. Q3. The second will also be offered as Bm²³⁵ in InterCity white. Q4.

Two sets of three bogie tanks with brake platform with 'eva' branding, one black, one grey, one blue, one with Y25 bogies, one with Minden-Deutz. Q1.

Set of two four-wheel tanks with brake platform in 'Aral' blue. Q2.

New tooling: type Uahs bogie tank with 'VTG' branding (graphic), pack of two. Q3.

Type Kbs⁴⁴³ four-wheel lowside with side stakes. Q3.

Type Rmms bogie flat with side stakes and low end boards. Q3.

Set of six four-wheel wagons: type Gbs²⁵² van, type Gmhs⁵³ van with two moveable sliding doors, type Es⁰⁵⁰ open, a type Hbis²⁹⁹ sliding wall van, a type Kbs flat wagon with stakes, and a tank with brake platform. Q4.

Set of two type BTs50 four-wheel flats each carrying three house-to-house tank containers. Q4.

DB Epoch IV-V

Type Habins sliding side bogie van 'VTG Ferrywagon'. Q1.

Type Zags bogie gas tank with black sun shield used by 'LPG Margas'. Q3.

DR Epoch IV

BR44 three-cylinder 2-10-0 with small raised smoke deflectors, air pumps mounted forward, and wartime austerity cab. The digital version has separately switchable cab and running gear lights, and Henning sound. Q2.

Type Fad high capacity self unloading bogie hopper. Q1.

New tooling: set of two type Uacs-x bogie silos. Q3.

Type Kbs four-wheel lowside with side stakes, with open truss underframe. Q3.

New tooling: type Glmms (later Gbs¹⁵⁰⁰) long wheelbase four-wheel van, in several variants – Glmms with plain doors, Gbqrss¹⁷⁴² with reinforced doors and brake platform, and insulated lbbpls⁸²⁵⁸ (all graphics). Sold in pairs. Q4.

Epoch V

BR218 B-Bo diesel in orient red (prototype picture). Q4.

Type Ks⁴⁴⁶ four-wheel lowside with side stakes. Q3.

New tooling: type Glmms (later Gbs¹⁵⁰⁰) long wheelbase four-wheel van as Gbs²⁵⁸ (graphic). Q4.

Fleischmann type Uacs silo



Epoch V-VI

Update: DBAG BR363 0-6-0 diesel, as rebuilt with a Caterpillar engine and fitted with radio remote control, in traffic red. Q2.

Type Res bogie lowside with side stakes, loaded with rolls of wire. Q1.

Epoch VI

BR112.1 Bo-Bo electric in traffic red. Q2.

BR411 ICE-T with green stripe on the end cars, as three car set (two ends and restaurant). Two sets of two intermediate cars to extend the train. The model has a tilt mechanism, like the prototype. Q4.

BR193 Vectron electric, with new motor and revised gearing, in 'Lokomotion' red zebra-stripe livery. The digital version has SoundLab sound. Q1.

z21 digital start set: BR245 diesel, two double-deck coaches, z21 start and multiMAUS handset, power supply, and long oval of track with siding. Q1.

New tooling: type Hbbillns four-wheel sliding side van registered with AAE (graphic). Q2.

New tooling: set of two type Uacs bogie silos lettered for 'GATX'. Q3.

Display pack of six type Zags bogie gas tank wagons with sun shields, three each 'VTG' and 'GATX', variously white and grey, to be sold individually. Q4.

Two versions of the type Sdgmns33/T3 bogie pocket wagon registered with AAE, carrying two swap bodies, either 'paneuropa' or 'Terratrans'. Q1.

Set of seven intermodal bogie flats loaded with six curtain side trailers and four swap bodies used by the 'Winner' company: three type Sdggmrs/T2000 articulated, two type Sdgmns33/T3, and two type Sgns.

Austria

Epoch III – Rh64 2-6-2T. Q4.

Set of three four-wheel wagons (one type K hinged lid and two type Om opens, one with brake house, both carrying coal). Q4.

Epoch IV – fast train bogie coaches in fir green: AB4ipüh composite, B4ipüh second (two numbers), and D4üh baggage van. Q4.

Type Ks four-wheel lowside with side stakes, with round buffers. Q3.

Epoch IV-V – Rh1020 Co-Co electric in blood orange. Q2.

New tooling: type Uahs bogie tank with 'OMV' branding (graphic), pack of two. Q3.

Set of two type Hbis four-wheel sliding side vans used by 'Fertrans' of Wien. Q4.

Epoch V – Rh2048 B-B diesel (ex-DB V100) in red & grey. Q2.

Rh1044 Bo-Bo electric with tall roof ventilator panels, in orange. Q3.

Rollende Landstraße set – type Bmcs second couchette plus three type Saadkms low floor bogie flats; extra flats available separately. All Q1.

Type Res bogie lowside with side stakes, loaded with rolls of wire. Q1.

Epoch VI – there are plans to model the ÖBB Nightjet trains in N (and HO) as high end models.

Rh1116 Taurus Bo-Bo electric in the latest ÖBB corporate livery. Q3.

New tooling: type Hbbillns four-wheel sliding side van (graphic). Q2.

Set of two type DDm double-deck bogie car transporters in traffic red for use in Nightjet trains. Q3.

Set of two type Shimmns short bogie bulkhead flat with hooped tarpaulin cover with current 'RCW' lettering. Q4.

Fleischmann SBB type WRm restaurant



Switzerland

Epoch V – type Zags bogie gas tank without sun shield, lettered for 'Carbagas'. Q3.

Epoch VI – Re460 Bo-Bo electric in SBB standard red. Q4.

BLS Re465 Bo-Bo electric in the latest bright green (prototype picture). Q4.

SBB Cargo International BR193 Vectron Bo-Bo electric, with new motor and revised gearing, in two new versions: as 'Rotterdam' with Dutch landscape graphics (Q1) and in grey (Q3). The digital version has SoundLab sound.

Update: EWIV standard coaches now with refined window frames, extra detail on the bogies, and improved close-coupling mechanism – first, first with service compartment, second, and second driving trailer. Q4.

New tooling: to accompany the updated coaches, type WRm restaurant. Q4.

Type Res bogie lowside with side stakes, loaded with rolls of wire. Q1.

New tooling: type Hbbillns four-wheel sliding side van (graphic). Q2.

Type Sgnss bogie flat carrying two 'cargo' curtain side swap bodies. Q2.

Type Rilns long bogie bulkhead flat with hooped tarpaulin cover in 'VTG' blue. Q2.

Fleischmann type Uahs/Zags tank



Fleischmann type Glmms (Gbs¹⁵⁰⁰) van



Fleischmann type Hibbillns van



Fleischmann SNCF BB7200 body



Fleischmann NS 1600 Railion body



Type Ks four-wheel lowside with side stakes, with square buffers. Q3.

Set of two type Habbiillns sliding side bogie vans in Swiss Post yellow. Q3.

Set of two type Fccnpps (Xns) four-wheel ballast hoppers in yellow. Q3.

Rollende Autobahn set – type T2S sleeper lettered for 'ralpin' plus two type Saadkms low floor bogie flats, one with end buffer beams; extra flats available separately. All Q3.

Type Sdggmrs/T2000 articulated bogie pocket wagon registered with Wascosa carrying one 40' and two 20' containers. Q3.

Type Sgnss intermodal bogie flat registered with AAE, carrying two 'Bertschi' 20' tanktainers. Q4.

Italy

Epoch IV – type T2S sleeper in 'TEN' blue. Q3.

Type Rmms bogie flat with side stakes and low end boards. Q3.

Epoch V – type Zags bogie gas tank with sun shield. Q1.

Epoch VI – type Sdgmns33/T3 bogie pocket wagon registered with AAE, carrying an 'arcese' curtain side lorry trailer. Q4.

France

New tooling: SNCF BB7200 B-B electric in Epoch IV béton grey and Epoch V-VI 'Multiservice' two-tone grey. Q4.

Epoch III – SNCF 150X three-cylinder 2-10-0 (BR44). Q3.

Set of three goods wagons: 'STEF' insulated four-wheel van, type Gs four-wheel van, and type OO open on archbar bogies. Q4.

Epoch IV-V – type Rils long bogie bulkhead flat with hooped tarpaulin cover used by 'Vittel'. Q1.

Epoch V – type Rils long bogie bulkhead flat with hooped tarpaulin cover. Q3.

Belgium

Epoch IV – new tooling: type Uahs bogie tank with 'ermewa' branding (graphic). Q3.

Epoch IV-V – type Remms bogie lowside with side stakes and ribbed sides, on welded Y25 bogies. Q3.

Fleischmann NS 1600



The Netherlands

New tooling: NS class 1600 B-B electric in Epoch IV yellow & grey and Epoch VI Railion traffic red, with added air conditioning units (prototype pictures). Q3.

Epoch III – insulated four-wheel van with brake platform lettered for 'Van Vollhoven's' brewery. Q4.

Epoch IV – set of two type Zags bogie gas tanks with sun shield. Q1.

Epoch V – type Aimz first and type Bimz second

former German stock in NS ICK yellow & blue. Q3.

New tooling: type Zans bogie tank with Epoch VI 'GATX' branding (graphic), with round buffers, on Y25 welded bogies, pack of three. Q3.

Epoch VI – type Sdgmns33/T3 bogie pocket wagon registered with AAE, carrying a 'Wetron' curtain side lorry trailer. Q1.

Czech Republic

Epoch VI – BR193 Vectron Bo-Bo electric, with new motor and revised gearing, in Regiojet yellow. The digital version has SoundLab sound. Q3.

Set of three ex-Austrian Eurofima coaches in Regiojet yellow & black. Q3.

New tooling: type Hbbillns four-wheel sliding side van (graphic). Q2.

Type Rils long bogie bulkhead flat with hooped tarpaulin cover. Q3.

Hungary

Epoch IV-V – M62 Co-Co electric as used by the GyEV, in orange & yellow. Q4.

Type Eas bogie open use by GySEV. Q2.

Poland

Epoch V – type Zags bogie gas tank with sun shield. Q1.

New tooling: type Zas bogie tank with 'dec' branding (graphic), pack of two. Q3.

Epoch V-VI – type 24Z four-wheel lowside with side stakes, with round buffers, in blue. Q3.

Epoch VI – set of three type Falns high capacity self unloading bogie hoppers in 'PKP Cargo' blue. Q3.

Russia

Epoch VI – M62 Co-Co electric as used by RZD, in red & grey. Q1.

Denmark

Epoch IV – type Zags bogie gas tank without sun shield used by 'Kosan'. Q1.

Norway

Epoch VI – type Sdggmrs/T2000 articulated bogie pocket wagon carrying two 'Kjell Hansen' curtain side lorry trailers. Q1.

Sweden

Epoch V – type Habins sliding side bogie van with 'Nordwaggon' branding. Q1.

Spain

Epoch VI – type Zags bogie gas tank with sun shield used by 'Transfesa'. Q1.

Piko DRG E16



Piko DB 'Silberlinge'



Piko DBAG Wittenberg dvt



Piko

New items for N are noted in a separate 48 page A4 size landscape format catalogue.

Delivery quarter in brackets.

Most locos have the option of digital sound.

Epoch II

Modified tooling: E16 1-B-B-1 electric with Büchli drive in brown livery (Q3).

Set of skirted fast train second/third composite and third (Q3).

Epoch III

Skirted fast train stock composite and second (Q2).

New tooling: Silberlinge coaches, over five thousand of which were built between 1961 and 1980. The first release will be the second and composite (Q3). No doubt other types will follow.

Piko DB 216 010



Epoch IV

New tooling: as recently in HO, the unique B-B diesel 216 010 (original underframe, new body style) (Q2).

BR221 B-B diesel in blue-beige (Q1).

Epoch VI

BR221 B-B diesel in 'RTS' orange & silver (Q1).

New tooling: Silberlinge second and composite also in traffic red, and to accompany them the Wittenberg style driving trailer (Q4).

Austria

Skirted fast train second in Epoch III beige & blue (Q2).

Switzerland

Epoch IV – set of three SBB EWI coaches, two seconds with the old style lettering and a type WR self-service restaurant, with pantograph (Q3).

Set of two SBB EWI coaches, a first and a second, with the old style lettering (Q4).

Set of three BLS EWI coaches, a first and two seconds (Q3). (Only in Switzerland.)

Set of two BLS EWI coaches, a second and a type WR restaurant with pantograph in the 'Cheese Express' livery (Q3). (Only in Switzerland.)

France

Epoch VI – Corail coach in elaborate Alsace regional livery (Q3) (Only in France.)

The Netherlands

Class 1100 B-B electric in Epoch IV blue, with yellow nose (Q1).

Class 1200 Co-Co electric in Epoch IV blue (Q2).

Class 2200 Bo-Bo diesel in red, with large exhaust silencer (Q3).

Arnold DB BR181.2



Arnold DB BR181.2



Arnold

The new items are noted in the combined catalogue with Rivarossi, Jouef, Electrotren, and Lima HO and Arnold TT. New and modified tooling is noted if relevant. The expected delivery quarter is only noted on the price list. Several items on the price list (new tooling, modified tooling, and new versions) are not in the catalogue, and the price list and catalogue differ on the status of a few new items.

Epoch IV DR

BR251 Co-Co electric in original green and later Bordeaux red, with narrow stripe.

BR211 Bo-Bo electric in Bordeaux red with either broad or narrow stripe.

New versions of the long Halberstadt double centre entrance regional stock: set of two type Bmhe seconds in green; set of two type Bmhe seconds in 'StadtExpress' orange & cream.

Complementary set of Bme second and Ame first in 'StadtExpress' orange & cream.

New tooling: type DDM double deck bogie car transporter, in green (prototype picture) set of two.

New tooling: set of two type Gs four-wheel vans.

Set of two type Eaos bogie opens, loaded with scrap.

Epoch IV DB

New tooling: BR181.2 Bo-Bo multi-system electric in original Epoch IV blue, Epoch IV blue-beige, and Epoch V traffic red. Prototype picture, graphics.

New tooling: set of first, two seconds, and restaurant car in the so-called 'pop' liveries.

Set of Am³⁰³ first and Bm²³³ second in blue-beige.

Matching Bm²³⁴ second on MD36 bogies.

Wittenberg style driving trailer in 'DB Instandhaltung' yellow.

New tooling: set of four coaches in blue-beige with 'Royal Corps of Transport' lettering and Union Jack flags in place of destination boards, representing the Berliner train.

New tooling: two sets of two four-wheel gas tanks, 'BASF' and 'VTG'.

New tooling: set of two type Gs four-wheel vans.

Set of two type Eaos bogie opens, loaded with scrap.

Epoch V

New versions of the DR long Halberstadt double centre entrance regional stock in banded mint green, as set of three: type ABy composite, By second, and BDty second baggage driving trailer.

Set of three compartment coaches in band mint green regional livery, two type Bom seconds and one type ABDomsb composite baggage.

New tooling: type DDM double deck bogie car transporter, in grey (prototype picture), set of two.

Arnold FS ETR610 'Frecciargento'



Arnold FS E.656 body shell mouldings



Epoch V-VI

Set of two type Zans bogie tanks operated by NACCO in 'Amberger Kaolinwerke' blue.

Epoch VI

ICE3 as eight-car set, in the blue stripe Europa livery, and with green stripes on the end cars.

Type ARm²¹⁷ restaurant car in 'ALEX' blue & white (prototype picture).

Former Rheingold dome observation in Railadventure 'Luxon' grey.

Set of three coaches in Mitteldeutsche Regio Bahn (MRB) blue a& grey, two type Bom and one type Bybdzf driving trailer (prototype picture).

New tooling: type DDM double deck bogie car transporter, in traffic red (prototype picture), set of two.

Display pack of six bogie tank wagons in different colour 'BASF' liveries.

Set of two bogie tanks, one grey, one blue, with 'ERR' branding.

Düwag GT6 articulated tram in Heidelberg blue & white and in 'Coca-Cola' advertising red.

CIWL

New tooling: type T2S sleeper – DB Epoch IV, SNCF Epoch IV-V (cap logo), SNCF Epoch V-VI (carmillon logo), all in packs of two. RENFE Epoch IV set of three, two T2 and a restaurant; Epoch IV set of three, two T2 and DB baggage van.

Austria

Epoch IV – Rh2050 diesel in blood orange.

Epoch V – Rh2050 diesel in 'heritage' green.

Epoch IV-V – Rh1046 electric in blood orange.

Epoch V – Rh1046 electric as rebuilt, in red/white/grey.

Set of three Schlieren coaches (two seconds and a second baggage) in Epoch IV green; set of two seconds in Epoch IV 'jaffa' and Epoch V red & grey, with a second baggage available separately in both liveries.

Epoch V-VI – set of two type Eaos bogie opens in STLB grey.

Switzerland

Epoch VI – new tooling: ETR610 four-car high speed train as SBB RABe502 in white livery, also a three car extension pack.

Set of two bogie tanks in 'Pannonia Ethanol' grey and singly in 'wascosa' blue.

Type Sgnss 60' bogie flat registered with HUPAC carrying a 'one' 45' container, or registered with wascosa loaded with two 'Kehrli & Oeler' 20' containers.

Italy

New tooling: E.656 tri-bo electric – fourth series in Epoch IV-V blue & grey, fifth series in Epoch V blue & grey, and second series in Epoch V-VI XMPR livery. Prototype picture, graphics, but body shells shown.

New tooling: ETR610 four-car high speed train in Epoch VI 'Cispalino' and 'Frecciargento' liveries, both two versions; for each also a three car extension pack.

Arnold DB type Gs van



Arnold CIWL type T2S sleeper



New tooling: UIC-X 1964 coaches in sets of three (first and two seconds) in original Epoch IV grey and later Epoch V red & grey.

Epoch IV-V – set of three type Falns self-unloading high capacity bogie hoppers.

Epoch V – set of two type Zags/Zas bogie tanks operated by 'Sogetank'; set of two type Zagkks bogie tanks used for 'Air Liquide'.

Set of two type Uagpps curved side bogie silos in blue with different 'Monfer' branding, Epoch V-VI.

Epoch V-VI – type Sgnss 60' bogie flats each carrying a 45' container, 'Trenitalia' and 'Samskip'.

France

New tooling: SNCF 141R, oil fired, all or partial BoxPok drivers, four number/livery versions, all Epoch III. Advance samples shown.

New sets of DEV Inox stainless steel coaches – A9 first with two B10 seconds; A9 first, A5 first/bar, and B10 second, in Epoch III and IV versions; there will also be a set of two seconds with replacement rubber corridor connections.

New tooling: type DD DEV 66 double deck bogie car transporter, in green, with markings for Epochs IV, V, and VI (prototype pictures), sets of two.

New tooling: sets of two four-wheel vans, in Epoch III dark brown classified K and Epoch IV brown as G4. The plain (rather than planked) version is also planned (graphic).

Epoch IV – new tooling: two sets of two four-wheel gas tanks, 'Antargaz' and 'SATI'.

Set of two type Eaos bogie opens in grey.

Set of two type Uagpps bogie hoppers, one curved side, one flat side, 'Piéto Lamballe'.

Epoch V – set of two type V four-wheel flats loaded with concrete sleepers.

Type Sgss 60' bogie flats carrying 45' 'CMA CGM' and 'CNC' containers.

Epoch V-VI – set of two type Uagpps curved side bogie hoppers 'Soufflet'.

Epoch VI – type Sgss 60' bogie flat carrying a 'Rouch' 45' container.

Belgium

New tooling: type DD DEV 66 double deck bogie car transporter, in blue, Epoch IV-V (prototype pictures), set of two.

Spain

Class 277 Co-Co electric in Epoch IV green, two versions.

New tooling: class 279 Bo-Bo electric in Epoch III green (as 7900), Epoch IV green, and as 269 in Epoch IV blue & yellow. Prototype picture, graphics.

Arnold FS UIC-X 1964 first



Arnold FS UIC-X 1964 second



Arnold SNCF 141R



New tooling: class 440 three car electric set in original Epoch IV blue (both windscreen styles), Epoch V regional liveries (two versions), and Epoch V-VI commuter.

New tooling: AVE S-114 high speed train (derived from the ETR610) as a four-car set.

Modified tooling: class 592 three-car diesel in Cercanias Operadora livery.

New tooling: sets of four type 8000 bogie coaches (first, two seconds, and baggage) in green and 'Estrella' two-tone brown (both Epoch IV).

New tooling: set of four type 15000 bogie coaches in different colourful 'Chartren' liveries (Epoch IV).

New tooling: type DDMA double deck bogie car transporter, in Epoch IV green and Epoch V white (prototype pictures), sets of two.

New tooling: three sets of two type J2 four-wheel

vans with Epoch III-IV and IV markings, and the type J3 variant (with cross bracing on the ends), in various older liveries.

New tooling: four sets of two four-wheel gas tanks, Epoch III type PR 'Butano S.A.', Epoch IV type Zgkk 'Butano S.A.' (early and later styles), and 'Repsol Butano'.

Epoch IV – type MMC 60' bogie flat carrying two 20' containers, 'Contenemar' and 'RENFE'.

Type Uagpps curved side bogie silo with 'Sucran' branding.

New tooling: three sets of three type JPD long wheelbase four-wheel vans, two for Epoch IV, one with 'Toro y Betolaza' lettering, and one Epoch V in 'Estrella Damm' red.

Epoch VI – type MMC 60' bogie flat carrying a 'Marcotran' 45' container.

Arnold gas tanks



Arnold RENFE type J3 vans



Arnold RENFE class 440 e.m.u.



Arnold RENFE class 279





Liliput DR type Sas⁴⁸⁵⁰

Liliput

No new product news had been posted on the website by our April issue press date, but information and photos were eventually sent in response to a request.

In N, there is no mention of the two new projects announced last year – the Deutsche Bundesbahn Köf III four-wheel diesel shunter, in various versions, factory-fitted with a decoder and remote uncoupling, or the DB BR628.0 twin unit diesel railcars, with corrugated sides, dating from 1974.

Noted as new tooling is the type Sas⁴⁸⁵⁰ six-axle heavy-duty flat originally developed in the mid-1970s for the Deutsche Reichsbahn. Almost 1,600 had been delivered by 1978. They were originally supposed to be able to transport tanks as well as carrying sand, but the construction was not optimal and even after a few improvements tank transport was only possible to a limited extent. The wagons were reclassified to Sas⁴⁸⁶⁰ and then in 1980 Samms⁴⁸⁶⁰. They are versatile as they can be loaded to different heights and optionally fitted with low sides, end walls, or stanchions. Equipped with Niesky bogies, they can transport heavy loads such as slab steel so are equally suitable for regular service or for special transport, and construction work. The current classification is Samms-u⁴⁵⁴. Some have passed to private companies and are mainly used in construction trains. All the models feature fine shunters' grabs under the buffers, and accurate brake controls. Several versions are proposed:

Epoch IV – set of two DR type Sas⁴⁸⁵⁰, c.1979.

Set of two DR type Samms⁴⁸⁶⁰, c.1986.

Epoch V – set of two DBAG type Samms-u⁴⁵⁴, c.1998.

Set of two DBAG type Samms-u⁴⁵⁴, traffic red, c.2003.

Type Samms-u⁴⁵⁴ in Deutsche Bahn Gleisbau yellow, c.2010.



Liliput DBG type Samms-u⁴⁵⁴

As in HO, 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, stationed in Düsseldorf-Derendorf.

– with 'Grünzweig + Hartmann' lettering, c.1966, stationed in Ludwigshafen or Speyer.

– 'Lithosan', stationed in Dortmund c.1972.

– lettered 'SOGEGA', c.1988, based in Düsseldorf-Derendorf.

Set of three DB type Gmmhs57 vans, c.1961, different details, one with a brake platform, two without.

Set of three type Gos-uv²⁵³ vans used for "high-proof" goods, with 'Jägermeister', 'Scharlachberg', and 'Doornkaat' advertising, with different design details, one with a brake platform, all lightly weathered.

Limited edition – DB type Gbs²⁵³ van with 'EDUSCHO' branding, lightly weathered.



Liliput DBG type TThs43

New bogie refrigerated vans developed from 1942 for transporting frozen goods, with an arched roof and roof hatches for ice. Interrupted by the war, development did not resume until 1949 but only twenty-one were built.

These vehicles were initially classified TThs Berlin and TThs43 after 1951 but they did not have a very long service life – most were retired in 1963 and only a few made it into Epoch IV and were taken out of service by 1977 or were only used by various beverage manufacturers for a few years under the designation lachs⁴¹⁷.

Epoch III – type TThs Berlin, c.1950.

Type TThs43 branded 'TRANSTHERMOS', c.1961.

Epoch IV – type lachs⁴¹⁷ with 'STAATL. FACHINGEN' lettering, c.1983, lightly weathered and with touch up spots.

Brawa

N occupies only two pages of the A4 size 70 page new items brochure.

Expected delivery quarter is not given; they will be posted on the website when known.

The only new items are further versions of the 'Ludmilla' BR132 Co-Co diesel – two DR Epoch IV and one DBAG Epoch VI, all Bordeaux red.

Brawa DR BR132 'Ludmilla'



Liliput DB type Gmmhs57

Hobbytrain BLS Bt



Hobbytrain BLS KISS



Hobbytrain CIWL stock



Hobbytrain SBB Vectron



Lemke Collection Hobbytrain

New tooling: the Stadler KISS (more comfortable, more innovative, faster S-Bahn train) electric double-deck multiple unit of between two and eight cars. The largest operator is SBB, with four and six car sets classified RABe 511. The Bern Lötchsberg Simplon has 39 sets, but with new crash-optimised ends. In 2019, Deutsche Bahn AG bought 17 from the Austrian Westbahn and adapted them for intercity traffic – these IC2 trains run from Rostock to Dresden and Vienna. Other operators include the Westfalenbahn, the ODEG, CFL, and MÁV.

Initially SBB, BLS, and DBAG versions are planned, illustrated with prototype pictures and a graphic.

New tooling: Uerdingen 30m³ lightweight four-wheel tank wagon, over 3,700 constructed from 1941 with some in use until the early 2000s. The first model versions will be: DB Epoch III 'eva' green and 'Aral' grey (the latter with brake house); DB Epoch IV 'VTG/Shell' dark grey and 'Esso' white; PKP Epoch IV-V 'Petrochemia' blue. Graphics.

New tooling: SBB type L6 four-wheel open wagons, over a thousand of which were built between 1918 and 1923, in sets of two: Epoch IIIa wooden bodies with brake platform; Epoch IV steel bodies, one with brake house. Graphics.

New tooling: SBB type Fbkk high capacity four-wheel open wagons, 318 built, used for logs and scrap, in sets of three (two with brake platform, one without), Epoch IV markings, one set with SBB logo. Graphics.

New tooling: type Sggns 80' container flat, built by Tatravagonka and Greenbrier Europe and used by (amongst others) Metrans, VTG, Boxxpress, RailCargoAustria, SETG, GATX, and StLB, to carry two 40' containers. Initial versions of the model are Metrans brown with two 'MAERSK' containers, RCA red with 'Beacon' and 'NYK Logistik' containers, and Boxxpress grey with 'Hamburg Süd' and 'Hapag Lloyd' containers. Graphics.

New versions of the BR193 Vectron Bo-Bo electric – SBB Cargo International AlpPiercer 2 (limited edition), Railpool as used on the Alpen-Sylt Express, TXL 'Wir brennen ...', Wiener Lokalbahn Cargo, and as DSB litra EB in traffic red. Mostly graphics.

BR192 Smartron Bo-Bo electric in RheinCargo eco green livery. Graphic.

BR247 Vectron Bo-Bo diesel in DB Cargo traffic red and Autozug Sylt blue.

Vossloh G1000BB in Captrain silver & green.

CIWL teak bodied coaches in blue livery in two limited edition sets – baggage with two sleepers, baggage with sleeper and diner.

New tooling: Bern Lötchsberg Simplon EWI driving trailer, as type Bt second for passenger trains and type BDt second baggage for the car shuttles, the latter in a set with two four-wheel flats (by Liliput) as the entry/exit wagons. A set of four car-carrying four-wheel flats (with canopy) is also offered.

Hobbytrain diesel Vectrons



Jägerndorfer ÖBB Rh5045 'Blauer Blitz'



REE SNCF ANF tank



Kato

BR412 ICE4 in latest livery with green stripe on the end cars. Four car base set with three and five car extension packs, the latter including a second powered car.

Thalys PBKA as a ten car set in the latest livery (prototype picture).

LS Models

Two limited edition sets to represent 'Flixbus' services – BR193 Vectron electric leased from MRCE and two type Bmmz coaches; three further type Bmmz coaches.

Limited edition set of five couchettes (Bvcm^{248.5} and Bvcm^{249.1}) to represent the Alpen Sylt Express.

Jägerndorfer ÖBB Rh5145



Jägerndorfer

New items in N have their own 20 page A4 size landscape format brochure.

New tooling: E33 1-C-1 jackshaft drive rod-coupled electric, four Epoch II and Epoch III (as Rh1073) versions. Prototype pictures.

ÖBB Rh5045 'Blauer Blitz' four-car diesel train, in original Epoch III-IV form with four front windows, three headlights, and high roof, and in Epoch IV rebuilt form with three windows and low roof as two-car sets, with droplight windows, in either blue & cream or 'Valousek' blue/white/red.

Jägerndorfer

ÖBB Rh4010



ÖBB Rh4010 'Transalpin' six-car electric train in Epoch III blue & ivory, Epoch IV blue & ivory, and Epoch V red & white, with relevant detail differences (e.g. restaurant car).

New versions of the double-deck stock, in packs of three (two seconds and a driving trailer), with either 'Wiesel' or 'Autoschleuse Tauernbahn' graphics; a pack of two 'Wiesel' seconds is offered to extend the train.

New versions of the internal service bogie coaches: sets of two seconds in Epoch IV jaffa orange & cream, economy red & white, or with 'City Shuttle' lettering; also sets of three (two seconds and a driving trailer) in economy red & white, with 'City Shuttle' lettering and new logo, and in MÁV blue & grey.

New sets of UIC-X bogie coaches (two seconds or two seconds and a composite) in Epoch III green, Epoch IV orange, and Epoch IV 'jaffa' orange & cream.

More bogie ballast hoppers in sets of three: 'Weiacher' (two styles), 'Holcim', 'Kitzbühel', and ÖBB (all Epoch III-IV). There will also be two sets exclusively for Lemke – 'RAG' and 'sersa'.

Two new versions of the SBB Ce6/8II 'Crocodile' in final condition, in either brown or green livery.

NME 102m³ type Tagnpps

NME

The model of the Henschel DHG 500C industrial six-wheel diesel, 63 of which were built between 1963 and 1972, and the more powerful 700C variant, 20 built between 1965 and 1971, has a five-pole motor, two flywheels, LED lighting, and a DCC decoder as standard (with automatic analogue operation). New versions – as a typical mine loco in black, and as a works loco or as preserved in either blue or red (Q3). These should be followed by 'RAG' orange, 'Kali + Salz Heringen' orange, 'sersa' white, and 'S-Bahn Rhein-Ruhr' traffic red (Q4).

Modified tooling: variant of the 102m³ type Tagnpps bogie hopper used primarily for grain, with new body, six (Epoch VI) numbers (Q3).

New version of the 101m³ type Tagnpps bogie hopper, seven numbers for 'NACCO' in yellow (Epoch VI) (Q3).

ASM (Arndt)

Coaches to represent the EuroCity 100 Jože Plečnik between Ljubljana and Prague via Graz and Linz, inaugurated in December 2005. In 2006 it included a type Ampz first, a type WRmz⁸¹⁵ dining car, and three type Bmz seconds, in the as-delivered red & grey livery.

The models are exactly to scale, with fine details such as the folding steps, the fan grilles, and skirts. The transformer and air conditioning unit are separate parts to reproduce different versions as per prototype.

The interiors are detailed and painted in multiple colours. Lighting kits are in preparation; current collection is friction-free, via the axles. The coaches have NEM coupler pockets on close coupling mounts.

Delivery is expected at the beginning of the third quarter.

Jägerndorfer ÖBB UIC-X stock

ASM (Arndt) CD type WRmz⁸¹⁵

REE Mikado Train

Only a basic delivery schedule (for HO and N) has been published.

ANF bogie tank wagons – first run February, second run spring.

Type Sggmmr^{ss} articulated intermodal flat – first run summer.

EAD X4500 autorail – first run summer.

UIC couchette coaches – first and second runs autumn.

X2800 autorail – fifth run December.

Mabar track cleaner van



Mabar

SNCF A1A A1A 62000 diesel, two new versions. Drawing.

RENFE class 1300 Alco diesel, eight new versions – RENFE Epoch III, RENFE Epoch IV (five numbers), CP Epoch IV, and unpainted. (The design is very close to the New South Wales 45 class and South Australian 600 class, and was exported elsewhere.) Drawing.

Track cleaning wagon, with three functions (cleaning liquid, vacuum, and polishing disk) in several versions: RENFE, DB, SBB-CFF, FS, SNCF, and NS.

Fulgurex SNCF Bugatti railcar



Fulgurex

Bugatti 'Présidentiel' railcar with four 200hp engines, capable of 110km/h, now in five versions: État Zzy 1933 grey & ruby red, PLM ZZA 1934 blue & cream (pair), SNCF XB 1938 grey & red, SNCF XB 1949 red & cream with 'moustache', and SNCF XB c.1950 grey & ruby red (pair). January 2021 - soon to be delivered.

Still shown: Bodensee-Toggenburg Be4/4 electric dating from 1929; eight almost identical machines were supplied to the Emmentaler-Burgdorf-Thun and two to the Solothurn-Münster-Bahn. Eight models are envisaged: BT green c.1931, BT green c.1965, BT preserved, in brown, c.1989; BT 'historic' green c.1994; BT green as on the DVZO museum line, c.2002; EBT green c.1963; EBT 'historic' green c.1997; and SMB green c.1966.

All Fulgurex models now have the option of a DCC decoder.

REE SNCF EAD X4500 autorail



Tillig

New items are presented in an 80-page catalogue, in the usual shorter than A4 format.

There are quite a large number limited editions, most of which had to be ordered by dealers before the end of March.

The expected delivery quarter is given.

Epoch I

Prussian four-wheel coaches – clerestory roof closed vestibule third and third/fourth composite (Q1), open balcony third (Q1), and clerestory roof baggage (Q2).

Second limited edition set of three Mecklenburg six-wheel clerestory roof coaches, one open fourth and two compartment thirds with raised brake house. Q3.

Four-wheel enclosed tank car with brake house used by 'Chem. Fabrik Goldenberg, Geromont & Cie' registered with the K.P.E.V. Q1.

Two versions of the four-wheel tank car with brake house used by 'Jacques Paucker, Bukarest (Saxony) and 'Badische Anilin-Sodafabrik, Werk Merseburg (Bavaria). Both Q1.

DRG Epoch II

BR78 4-6-4T (shown with CAD image). Q4.

Second limited edition set of three Ruhr Schnellverkehr clerestory roof compartment bogie coaches in red & cream, composite with raised brake house, third with raised brake house, and third. Q3.

Insulated four-wheel beer van with raised brake house 'Schwabenbräu'. Q1.

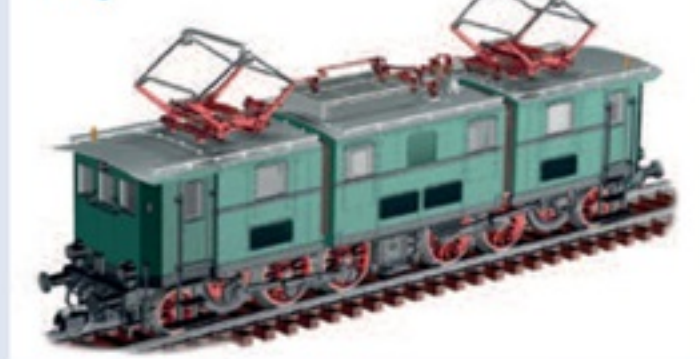
Four-wheel tank car with brake house used by 'Deutsche Gasolin'. Q1.

Type Om Ludwigshafen four-wheel open with brake house. Q1.

Type Gr Kassel four-wheel van. Q1.

Type G four-wheel van with raised brake house, two new versions, lettered for Eutin-Lübecker Eisenbahn or Halberstadt-Blankenburger Eisenbahn. Both Q3.

Tillig DR E77



DR Epoch III

BR38.10 4-6-0. Q2.

BR86 2-8-2T. Q2.

New tooling – BR42 with tub tender. Prototype picture. Q3.

New tooling – E77 1-B+B-1 rod coupled electric. CAD image. Q3.

Limited edition: V60 0-8-0 diesel as 270 155 of the VEB Kalikombinat Werra. Q4.

Six-wheel baggage van with raised cupola lookout, new running number. Q2.

Modified tooling – type G four-wheel van with peaked roof, with brake house. CAD image. Q3.

Type G four-wheel van with raised brake house. Q1.

Type Ocu four-wheel open. Q1.

Tillig DR type G van



Tillig DB V162



DB Epoch III

New tooling: BR42 2-10-0 with tube tender. Prototype picture. Q3.

BR78 4-6-4T. CAD image. Q4.

Modified tooling: V162 B-B diesel with correct roof details (vents, exhausts, etc.). Q1.

E10 Bo-Bo electric in blue. Q1.

Limited edition: type B4y express bogie coach with 'USTC' markings. Q4.

Digital start set – V100 B-B diesel, two lowsides, van, and guards van, Uhlenbrock handset, central unit, oval of track with siding, accessories. Q3.

Type G10 four-wheel van. Q1.

Type G four-wheel van used by 'Wekawe Weintransporte Mainz'. Q1.

New tooling: set of two type Kmmgks58 sliding roof/side four-wheel wagons. These have angled side panels – the previous variant had reinforcing ribs. Q2.

New tooling: set of three different steel four-wheel opens (one with brake house) loaded with coal. Q2.

Tillig DB open wagon set



New tooling: set of three different steel four-wheel opens from the EUROP pool, one DB, one SBB, and one DSB. Q2.

Type Otmm70 (Facs) four-wheel hopper, new number. Q3.

DR Epoch IV

BR50⁴⁰ 2-10-0. Q1.

BR78 4-6-4T with small smoke deflectors. CAD image. Q4.

BR86 2-8-2T in service with VEB Steinkohlekokerei Zwickau. Q4.

V60 0-8-0 diesel as used by VEB Chemische Werke Buna. Q1.

BR118 B-B diesel. Q1.

Limited edition: second media salon coach for the DDR government train. Q4.

Type Post me-bl/24.2 bogie post van. Q1.

New tooling: set of two type Tims⁵⁷⁵⁶ sliding roof/side wagons, used by 'VEB Bandstahlkombinat Eisenhüttenstadt'. Q1.

Type Eas⁵⁹⁷¹ bogie open. Q1.

Type Z four-wheel tank with brake platform used by 'VEB Chemische Werke Buna'. Q1.

Peaked and round roof four-wheel vans in green as construction train equipment wagons. Both Q2.

Type Eds-u four-wheel hopper, loaded with coal. Q3.

Limited edition set to mark 75 years of TT – DR BR107 diesel with three type EK-4 refrigerated bogie vans lettered for 'Pilsner Urquell', 'Landskron Bier', and 'Berliner Biere'. Q4.

DB Epoch IV

BR001 Pacific. Q1.

BR118 1-Do-1 electric in blue-beige. Q2.

BR103 Co-Co electric. Q1.

Tillig DR type Tims⁵⁷⁵⁶



Tillig DR BR155



Limited edition: set of three exhibition train coaches in blue-beige with 'Die neue Bahn' lettering. Prototype pictures. Q3.

New tooling: limited edition set of two pairs of six-wheel *Umbauwagen* in 'Deutsche Weinstraße' blue & white. Prototype pictures. Q3.

To match – type WGye⁸³⁹ *Gesellschaftswagen* bogie coach, also as a limited edition. Prototype picture. Q3.

Limited edition – type WGMz⁸²⁵ *Gesellschaftswagen* bogie coach in blue-beige.

New tooling: type Tims⁸⁵⁸ sliding roof/side four-wheel wagon. Q1.

Type Ucs⁹⁰⁹ tall twin silo four-wheel wagon used by 'Franken Zucker' (prototype picture). Q3.

Type Tds⁹³⁰ swing roof four-wheel hopper 'Südzucker'. Q3.

Type Kcs⁰⁹² four-wheel hopper 'Preussag Anthrazit', loaded with coal. Q3.

Bogie gas tank with sun shield operated by 'SOGEGA Wagonvermietung'. Q3.

Epoch V

New tooling: BR155 Co-Co electric with DR markings in Bordeaux red. Q2.

BR143 Bo-Bo electric with DR markings in traffic red. Q1.

BR112.1 Bo-Bo electric with DBAG logos in traffic red. Q1.

Former DR V60 0-8-0 diesel as Werklok 02 of the PBSV-Verkehrs-GmbH. Q1.

Limited edition: type WGMz⁸²⁵ *Gesellschaftswagen* in colourful tourist train livery. Prototype picture. Q3.

Coaches in banded red InterCity livery – Avnz¹⁰⁷ first and Bvmz¹⁸⁵ second, two numbers (all Q1), and Bpmz²⁹³ second, two numbers (both Q3).

Halberstadt type ABom²²¹ composite and type Bom^{280.1} second in banded mint green regional livery (both Q3).

Type Rils⁶⁵² bogie bulkhead flat with hooped tarpaulin cover in traffic red. Q2.

Type Sggnos⁷¹⁵ articulated Kombiwaggon carrying four 'Deutrans' containers. Q3.

Type Tims⁸⁵⁸ sliding roof/side four-wheel wagon (with ribbed sides). Q3.

Tillig Vectron dual mode



Epoch VI

New tooling: dual mode Vectron as BR248 in demonstrator livery. Q2.

DB Cargo BR193 Vectron Bo-Bo electric with 'I am European' graphics. Q2.

Vectron electric in Eisenbahn Gesellschaft Potsdam mbH (EGP) blue and 'Flixbahn' green. Both Q2.

Limited edition: Vectron electric in 'Flixbahn Europa' blue livery. Prototype picture. Q4.

Taurus electric as BR183 in 'rail adventure' grey. Q2.

Limited edition: BR642 diesel railcar set in 'Trilex' Koleje Dolnoslaskie livery. Prototype picture. Q3.

Limited edition: BR218 diesel in Regio Infra Service Sachsen GmbH grey livery. Prototype picture. Q3.

Tillig DBAG type Tims⁸⁵⁸



Tillig type Faccns



Limited edition: V36 0-6-0 diesel as preserved at Bruchhausen-Vilsen. Prototype picture. Q4.

Two limited editions of the BR228 diesel – as in service with Cargo-Logistik Rail Service GmbH, and as used by Mitteldeutschen Eisenbahn GmbH (MEG). Both prototype pictures. Both Q4.

Limited edition: BR106 0-8-0 diesel in ITL orange livery with 'Bahnbetriebswerk Kamenz' graphics. Prototype picture. Q4.

Limited edition: Nohab diesel MY 1142 (ex DSB) now of the Braunschweiger Bahn Service GmbH. Q4.

Limited edition: BR142 electric in heritage green livery now in service with Eisenbahn Gesellschaft Potsdam mbH (EGP). Prototype picture. Q4.

Limited edition: BR143 electric in DBAG Rhein-Ruhr Express bright blue livery. Q4. Prototype picture. Q4.

Limited edition: BR114 electric in service with DB Systemtechnik. Prototype picture. Q4.

Limited edition: set of measuring coach and driving trailer used by DB Netz Instandhaltung. Prototype pictures. Q4.

Limited edition: set of three coaches in DBAG traffic red with 'Schleswig-Holstein Express' branding. Prototype pictures. Q4.

Set of three Halberstadt coaches in 'Flixbus' green, one with large lettering on the roof. Q3.

Limited edition: third set of two Halberstadt coaches in Stadt-Express orange & cream used on heritage trains by Erfurter Bahn service GmbH. Prototype pictures. Q4.

Limited edition: set of two couchette second in EN 'Jan Kiepura' Nachtzug blue & white. Q4.

Limited edition: former Rheingold dome observation coach as 'Luxon' operated by Rail Adventure. Q4.

Modified tooling: set of two type Ealos-x bogie opens with extended sides. Q1.

Tillig type Ealos-x



Type Ealos bogie opens use by AAE, one with 'VTG' branding. Both Q2.

Type Hbis-tt sliding side four-wheel van in traffic red. Q2.

Type Res bogie lowside in European Rail Rent (ERR) blue. Q2.

Type Sggmrs articulated intermodal flat used by ERR carrying two 40' containers. Q2.

New tooling: type Sggmrs articulated intermodal flat used by Rail Re Lease carrying two 45' containers. Q2.

New tooling: type Lgs four-wheel flat in traffic red with 20' 'Hapag Lloyd' container. Q3.

Type Laaps four-wheel bulkhead flat with heavy duty side stakes, in traffic red. Q3.

Type Taems rolling roof bogie wagon. Q3.

Type Rs⁶⁸⁹ bogie flat with folding side stakes. Q3.

Type Uacs bogie silo in 'Max Aicher' green. Q3.

New tooling: two sets of two type Faccns side discharge bogie hoppers, 'GATX' and 'hvl'. Both Q3.

Looking ahead to 2022 – Wittenberg style driving trailer (prototype pictures).

Tillig type Lgs



Tillig type Sggmrs with 45' containers



Switzerland

Epoch IV – new tooling: type Es four-wheel steel open (flat sides, braced doors) with SBB markings (Q1) and as used by the Bern-Lötschberg-Simplon (Q2).

New tooling: type E037 four-wheel steel open (angled sides, plain doors) with SBB markings. Q2.

Epoch VI – start set: BR245 Traxx diesel in 'cargo' blue & red, two type Hbis-tt sliding side vans, and a type Sggmrs bogie flat with 40' container, oval of track and controller. Q2.

Type Hbis-tt four-wheel sliding side van with 'cargo' branding. Q2.

Set of three type Habbiillns bogie sliding side vans with different Swiss Post slogans. Q1.

Type Sggmrs articulated intermodal flat used by Hupac carrying two 40' 'P&O Nedlloyd' containers. Q3.

Austria

Epoch III – Rh638 (P8/BR38) 4-6-0. Q2

Type Pw4üh bogie baggage van. Q2.

Four-wheel tank with brake platform with 'ÖMV' logos. Q3.

Epoch IV – type Bp second and type D bogie baggage with raised cupola lookout in 'jaffa' orange & cream. Both Q2.

Type E four-wheel steel open. Q3.

Type Fcs four-wheel hopper, loaded with coal. Q3.

Epoch V – limited edition: Rh86 2-8-2T as preserved by the ÖGEG. Prototype picture. Q4.

Halberstadt couchette coach in 'Rola' grey & red for accommodating driver in 'rolling road' lorry trains. Q3.

Epoch VI – limited edition: Vectron diesel as in service with Stern & Hafferl. Prototype picture. Q4.

Limited edition: Taurus electric in service with the Steiermark Bahn. Prototype picture. Q4.

Type Eanos bogie open registered with the ÖBB and used by AAE. Q2.

Type Hbis-tt sliding side four-wheel van 'Rail Cargo Austria'. Q2

Italy

Epoch II – type Fc peaked roof four-wheel van in grey. Q2.

Epoch III – limited edition: Gr.675 (P8/BR38) 4-6-0. Q4.

Limited edition: Gr.236 (V60) 0-6-0 diesel. Q4.

Type F peaked roof four-wheel van in brown. Q2.

Modified tooling: type Fc peaked roof four-wheel van with brake house, in brown. Q3.

Epoch V – first and second (two numbers) skirted compartment coaches in XMPR livery. Q1 and Q2.

Epoch VI – limited edition: BR189 electric as Re474 in DB Cargo Italia traffic red. Q4.

France

Epoch IV – limited edition: second set of three coaches for the 'Train Militaire Français de Berlin' (first, second, and second baggage). Graphics. Q4.

To accompany, a limited edition set of two refrigerated four-wheel vans. Q4.

Type Rs bogie flat with side stakes and low ends. Q2.

Type Uahs bogie gas tank with brake platform with 'Algeco' lettering. Q3.

Belgium

Epoch II – limited edition: class 64 (P8/BR38) 4-6-0 in lined green. Q4.

Epoch IV – type Eds four-wheel hopper, loaded with coal. Q3.

Epoch V – second class skirted compartment coach in Memling livery. Q3.

Luxembourg

Epoch IV – type Es four-wheel steel open. Q2.

Type Fcs four-wheel hopper, loaded with coal. Q3.

Epoch V – type Eanos bogie open. Q2.

The Netherlands

Epoch IV – type Fcs four-wheel hopper, loaded with coal. Q3.

Type Tds swing roof four-wheel hopper, in blue. Q3.

Denmark

Epoch III – four-wheel enclosed tank car with brake house used by 'Dansk Sojakagefabrik, København'. Q2.

Type Zf four-wheel van lettered for 'Dansk Andels Ørredesport'. Q2.

Sweden

Epoch VI – type Eanos bogie open used by Green Cargo. Q3.

Czechoslovakia

Epoch III – type Ut wooden body four-wheel open with brake house. Q1.

Epoch IV – limited edition: another second class compartment coach for the Vindobona service. Q4.

New tooling: set of two type Utz/Tms sliding roof four-wheel wagons, with dimpled doors. Graphic. Q3.

Czech Republic

Epoch VI – double-deck type DABz⁷⁵⁵ composite and type DBz⁷⁵⁰ second with 'Regiojet' branding, in ex-DBAG traffic red. Both Q1.

CD type Bmz²²⁹ second with children's area. Q2.

Type Ealos-t bogie open with extended ends lettered for 'Financial Found a.s. Ostrava'. Q3.

Limited edition: type Eas-u bogie open used by CD Cargo, with different graphics on each side. Q3.

Slovakia

Epoch V – type Sggmrs articulated intermodal flat. Q2.

Epoch VI – Vectron electric as class 383 in S Rail Lease red livery. Q2.

Hungary

Epoch III – type Kz wooden body four-wheel open with brake house. Q2.

Epoch IV – new tooling: type Tcs sliding roof four-wheel wagon, with dimpled doors. Graphic. Q3.

Type Es four-wheel steel open. Q3.

Epoch VI – start set: BR245 Traxx diesel in 'MÁV Trakció' blue, two type Hbis-tt sliding side vans, and a type Sggmrs bogie flat with 40' container, oval of track and controller. Q2.

Romania

Epoch IV – type Elmo wooden body four-wheel open. Q3.

Epoch V – second class compartment coach. Q1.

Epoch VI – modified tooling: type Ealos bogie open with extended sides in 'DB Schenker Romania' traffic red. Q1.

Type Rils bogie bulkhead flat with hooped tarpaulin cover 'CFR Marfa'. Q2.

Poland

Epoch II – mixed set of three four-wheel wagons: PKP tank with brake house, CSD open with brake house, and UWHJ van with raised brake house. Q1.

Epoch III – type ABhxx composite skirted express coach. Q2.

'Thunderbox' open platform four-wheel ABi composite and Bi second. Q3.

Epoch VI – type Tads bogie swing roof hopper used by the Azoty group. Q1.

Bulgaria

Epoch III – type Jf wooden body four-wheel open with brake house. Q3.



Piko BR8310



Arnold BR95

Piko

There is no separate new items leaflet for TT, but new items are noted in the 40 page A4 size landscape format full catalogue. Most locos now have the option of digital sound. Delivery quarter in brackets.

DR Epoch III

V180 diesel B-B variant. (Q4)

New tooling: type G02 four wheel van, with and without raised brake house. (Q3)

Set of two (one each type) with advertising on the doors. (Q4)



Piko type G02



Piko type G02

DR Epoch IV

New tooling: as in HO, BR8310 2-8-4T, twenty-seven built for branch line work, entering service in 1955 and allocated to Halle and Magdeburg. After initial problems were solved, they proved powerful and smooth running. The last was withdrawn in 1972. (Q4)

BR131 Co-Co diesel. (Q1)

BR119 C-C diesel with third headlight above the windscreens. (Q2)

Type Lgs four-wheel flat carrying a 'Deutrans' 40' container. (Q2)

Epoch V

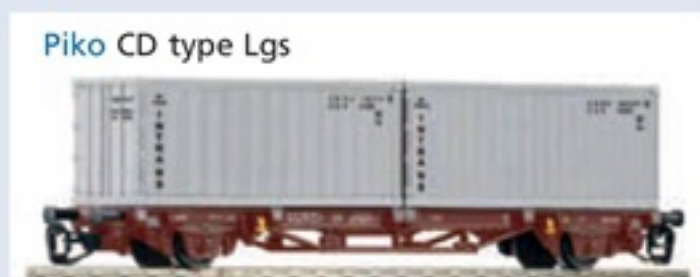
BR150 Co-Co electric in blue-beige with DBAG logos. (Q1)

Epoch VI

BR182 Taurus Bo-Bo electric in traffic red. (Q2)



Piko DBAG BR182 Taurus



Piko CD type Lgs

Piko DBAG ICE3



Piko DR V180

ICE3 as a four-car set with green stripes on the end cars. (Q3)

Czechoslovakia

Epoch IV – type Lgs four-wheel flat carrying two 'Intrans' 20' containers. (Q1)

Epoch VI – TGK2 Russian-built four-wheel diesel as industrial loco in blue. (Q3)

Hungary

Epoch III – class 431 (G7.1/BR55) 0-8-0. (Q2)

Russia

Epoch IV – TGK2-M four-wheel diesel in SZD green. (Q3)

Arnold

New tooling: G12 three-cylinder 2-10-0 as Saxon XIII H and BR58 in DRG Epoch II, DR Epoch III, and DB Epoch IV versions, the latter with a four-dome boiler. Graphics.

Two new DR versions of the BR95 2-10-2T, with either Epoch III or IV markings. Prototype pictures and graphics.

Kühn

Given the delays in the past year to existing projects, Kühn have decided to keep any new announcements until later in the year.

Meanwhile, new versions of the type ZZr bogie tank wagons are now in stock: Epoch III with brake house and Epoch IV with brake platform ('ITL' orange, 'Minol' yellow, and 'BUNA' blue).

The new model of the DB BR111 electric should be delivered very soon, in both blue-beige and traffic red.

Kühn DB BR111



Kühn DBAG BR111



Kühn type ZZr



Kühn type ZZr



Busch

New tooling: DR type Ks³³⁰⁰ four-wheel lowside with optional side stakes, three numbers. The floor is real wood, as per prototype.

New versions: type Samm⁴⁸¹⁸ heavy duty six-axle lowside, DR Epoch IV carrying concrete rings and DBAG Epoch V.

Bogie flat carrying three limestone tubs, 'Buna' and 'Zeitz' on Y-25 bogies, 'Leuna' on Niesky bogies.

Kinked tank bogie wagon in 'Minol' purple, DBAG Epoch V.

A number of models announced last year have been delayed and are now due this year.

PSK Modellbouw

The injection moulding machine broke down and could not be repaired due to its age. After a long wait, a new machine was delivered. But a new machine also means a new kind of work, and all existing moulds had to be adapted. Unfortunately, the moulds for the Meiningen four-wheel flat wagon could not be adapted and therefore it had to be deleted from the range.

Of the three new models announced previously, the coil transport wagon could not be completed – there are still problems with the mould that cannot be solved, so the model has been abandoned.

On the positive side, both DR and DB versions of the type SSt66 / Uaik⁷⁶¹ heavy-duty six-axle well wagon were delivered, and were very well received.

Gütsold BR65¹⁰ Leuna

Gütsold / Fischer

A new batch of the BR65¹⁰ 2-8-4T is planned for the fourth quarter, in Epoch III, IV, and as preserved versions. The model has new electronics and lights, and is now powered by a coreless motor. DC, DCC, and sound versions are offered, the latter using Zimo decoders and Henning sound files.

A limited edition as Leuna Werke 41 is planned for the second quarter.

Looking well ahead – to the third quarter of 2023! – the BR24 2-6-0 is planned.

Under the **Fischer** label, the Prussian T12 / BR744-13 2-6-0T is expected in the third quarter in Epoch I and III versions.

There will be further Epoch III and IV batches of the BR41 2-8-2 in the first quarter of 2022.

For Swiss fans, the Re4/4^{II} electric is planned in SBB red as refurbished under the LION programme as

Fischer DR Plasser & Theurer tamper



Re420 and as Re421 in 'cargo' blue & red (prototype pictures)(Q3).

A new version of the Plasser & Theurer tamper will be produced in DR Epoch IV orange alongside re-runs of the DR yellow, DR blue, and DB versions (Q2).

Z

Märklin

Epoch II

E18 1-Do-1 electric in grey, now with coreless motor.

To accompany – a set of five express skirted coaches, one type AB4ü composite, one type ABC4ü tri-composite, two type C4ü thirds, and one 'Mitropa' type WR4üe dining car.

Set of three type K Wuppertal wagons with hinged hatches, handbrakes, and brake house.

Set of two type O10 opens with a Tempo A400 three-wheeled delivery van.

Epoch III

BR64 2-6-2T

E18 in DB blue, now with coreless motor.

New tooling: Insider Club model – DB V188 double diesel, as modified with Maybach motors without roof extensions, four sandboxes each side of each half, and mushroom-shaped Webasto exhaust, as based at Gemünden/Main.

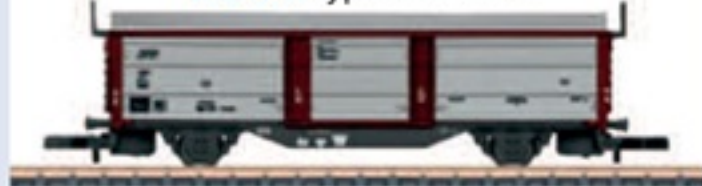
'Thunderbox' four-wheel coaches, individually – two Bi seconds, BCi composite, and Pwi baggage.

Type O10 open with a Fuchs type 300 mobile crane with coal grab.

Three four-wheel tanks with brake platform, 'Hobum', 'EVA', and 'F.Thörl'.

New tooling: set of two type Tbes-t-68 four-wheel sliding roof/side wagons with raised end platforms.

Märklin type Tbes-t-58



Museum model 2021 – type Gl11 van (former Dresden design) with advertising for 'Friedr. Dick' of Esslingen, with a utility knife. Limited edition, only from Märklin shop in Göppingen.

V200.0 diesel hydraulic, limited edition presentation model with body cast in bronze.

Type VH14 livestock wagon with raised brake house, limited edition presentation model with body and floor cast in bronze.

Märklin V188



DR Epoch IV

BR37 2-6-0 (former BR24) with large Wagner smoke deflectors and a six-wheel tender, as in c.1970 shortly after being renumbered.

Set of four different four-wheel coaches in bottle green: one type Daai baggage and three type Baai open seconds.

Set of three four-wheel wagons, one type Klms³⁴³⁰ lowside and two type Gbkl vans, one for transporting tetraethyl lead with appropriate warning signs.

DB Epoch IV

BR042 2-8-2 with new high-performance boiler and a 2'2T34 oil tender.

BR212 B-B diesel in crimson as MHI limited edition.

BR220 diesel in the elegant crimson & grey.

BR218.4 diesel locomotive and two pairs of type WG3yge six-wheel *Umbau* seconds with advertising for 'Deutsche Weinstraße'.

MHI limited edition – railway maintenance set, consisting of crew and workshop vehicles (type BD3yg *Umbau* second/baggage), rest coach (type B3yg *Umbau* second), tool van, type Klm⁴⁴¹ lowside, and type E⁰³⁷ open.

Track laying add-on set – crane, match truck, and lowside. The crane has hand operated working functions. MHI limited edition.

New tooling: set of four type Tbis⁸⁷¹ (Klmmgks 68) four-wheel sliding roof/sliding side wagons with raised end platforms, with patched paintwork.

Type DDm⁹¹⁵ car carrying double-deck bogie wagon in chrome oxide green

Insider club 2021 limited edition model – four-wheel type Uc twin silo wagon, lettered for 'Hoechst'.

Epoch V

DB Cargo BR232 'Ludmilla' Co-Co diesel, still in Bordeaux red.

Set of six container flats, two type Sgs⁶⁹³, one with three 20' containers, two 'Hapag Lloyd' and one 'DB TFG', the other one 20' 'Hanjin' and one 40'

'Evergreen', plus four type Lgjs⁵⁹⁸ four-wheelers, two with 'Maersk Sealand' and 'Capital' 40' containers two each with two 20' 'Hoyer' tanks.

DB Cargo type Shimmns⁷¹⁸ bogie bulkhead flat for transporting rolled steel.

Epoch VI

O-6-0 diesel V 36 108, as preserved by the DB Museum in Nürnberg, as a limited edition in a wooden presentation box.

Former DB V200.1/BR221 diesel as V 270.09 painted and lettered for Rail Freight Logistics, Inc. Supplied in a wooden presentation box.

Bombardier TRAXX BR285 diesel electric in Pressnitztalbahn (Press) blue.

Set of two DB Cargo type Shimmns-tu⁷¹⁸ bogie bulkhead flat for rolled steel, one with advertising.

Switzerland

Epoch VI – SBB Re420 electric in current condition following the LION modernisation project.

Type Hbbins sliding side four-wheel van, privately owned by the Swiss paper company Saber of Balsthal, with advertising for Tela-Kimberly.

Set of three type Habbillnss high-capacity sliding side four-wheel vans – 'SBB Cargo', 'Transwaggon', and 'Rail Cargo Austria'.

Austria

Epoch VI – set of two ÖBB type DDm⁹¹⁵ double-deck carriers in the orange livery for cross border services.

France

Epoch V – set of three SNCF type Rils bogie bulkhead flats with hooped tarpaulin cover, version with single piece tarp and rectangular buffers, with advertising for 'Evian', 'Vittel', and 'Contrex'.

Poland

Epoch VI – set of five PKP type Falns bogie hoppers, used for cross-border coal transport.

Märklin type Tbis⁸⁷¹

Lenz

The plans for the O gauge range are presented in a six page landscape format *Anzeiger*.

The current loco project is the BR01 Pacific. Like all Lenz O gauge locomotives, it is of mixed metal and plastic construction, with remote controllable couplings, a smoke generator, wheel-synchronised 'steam' output, digital decoder, original sound, USP and energy storage, and ABC braking. Eight versions are scheduled initially, DB and DR, with either large Wagner or small Witte smoke deflectors, with detail differences appropriate to period and number, all with a 2'2'T34. One version will only be available in a limited set with three Group 29 express bogie coaches – AB4üe-28 composite, AB4üe-28 reclassified second, and a dining car, all in the dark blue Epoch IIIa livery.

Lenz DB E41



Lenz Group 29 stock



Lenz BR01



The next loco project offers a contrast – the BR98⁸ 0-8-0T (Bavarian GtL4/4), supplied in 1923 and lasting to the late 1960s. DRG Epoch II and DB Epoch III versions are proposed.

To suit this loco, there will be a new set of three of the short four-wheel local coaches, with new running numbers.

The Group 29 coaches (AB4üe-28 first, AB4üe-28 second, C4üe-28 third, and Pw4üe-29 baggage van) are listed in green, long with a dining car.

There will be further runs of the DB six-wheel and bogie *Umbauwagen* – composite, second, and second baggage – in Epoch III and IV versions. If there is sufficient interest, special editions could be produced of both types in Tegernsee blue and the six-wheelers in 'Deutsche Weinstraße' blue & white.

The first electric loco in the range, the DB E41 'universal' mixed traffic machine, is initially offered in four finishes: Epoch III steel blue or chrome dioxide green, Epoch IV cobalt blue or chrome dioxide green. Other variants (with twin lamps, rectangular vents, with and without rain gutters, etc.) are in planning.

There will be five new versions of the BR218 diesel with Epoch IV markings in original red, blue-beige, red-beige, orient red, and traffic red.

There will be a set with a BR218 in original red plus three bogie *Umbauwagen* (composite, second, and second baggage) with Epoch IV markings.

If there is sufficient demand, special editions are possible: Epoch IV orient red with unique 'bibs', Epoch IV City-Bahn orange & grey, and contemporary Press blue, all with accurate numbers.

Lenz BR98⁸



KM1 BR70



KM1 BR75¹¹



KM1 BR85 DRG



KM1

The O gauge range is presented in a 64 page landscape format brochure with much background information and many illustrations (though the models shown are mostly Gauge 1 examples). The models are generally offered with different numbers and period markings, with appropriate detail differences, and often including a preserved example. The planned new items are:

KM1 Group 36 stock



KM1 Pwü36/37 baggage



KM1 BR85 DB





KM1 DB VT11.5 TEE

DB VT11.5 TEE diesel train set, four versions. Vectron (BR193) Bo-Bo electric, in thirteen versions covering DB, ÖBB, SBB, BLS, Lokomotion, CD, PKP, Hectorrail, and MRCE. Mostly CAD drawings.



KM1 Vectron

Most of these parallel existing Gauge 1 models (which have provided many of the model illustrations), except the Vectron – which is also new in the larger scale this year, and the first modern loco from KM1. The T3 bogie intermodal wagon will also be produced in both scales. Both loco and wagon allow a wide range of users and liveries. 20' and 40' containers, 20' tanktainers, and curtain side trailers are proposed as loads.

D36 express bogie coaches (ABC4ü36 tri-composite, C4ü36 third, and Pwü36/37 baggage van), naturally all in various versions. The models will have full interior detail.

There will also be accessories and figures.

A new track system is also taking shape, made in Germany, with real wooden sleepers. Samples are already in the works. Steel sleeper track as a nice visual alternative is also planned, with a weatherproof plastic base.



MBW BR86

MBW

The company intends to concentrate on Gauge 1 over the next couple of years but a number of O gauge projects are still under way. Most of the previously announced projects are now fully subscribed.

V90/BR290/294/295 diesel in Epoch 3 to 6 – a few left, for delivery from mid 2021.

BR85 2-10-2T – a few left.

There will be another run of the BR86 2-8-2T with new numbers.

New announcements:

BR03 lightweight Pacific (prototype pictures), few left.

BR56²⁰⁻²⁹ 2-8-0 (prototype pictures), orders open.

BR03¹⁰ lightweight three-cylinder Pacific (prototype pictures), orders open, expected in 2022.



MBW BR85 DB

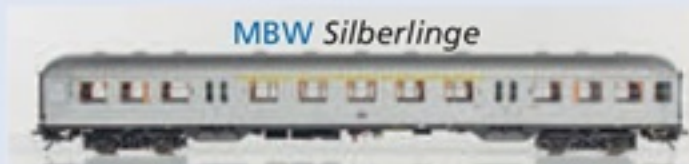


NMJ Topline NSB Di3 Nohab

Also looking forward to 2022, the BR01 Pacific with short tender in both original and new boiler forms (prototype pictures).

Revised models of the *Silberlinge* are expected in 2021, as is the Pw4i-31 bogie baggage van, with and without raised cupola lookout, in several versions.

The Group 36 fast train coaches are also listed.



MBW Silberlinge

Schnellenkamp

The O gauge specialist will have a new batch of the Rmms33 four-wheel lowside produced for delivery in summer.

Parallel to this will be work on the Kö1 shunter, for delivery in autumn.

Toolmaking for the Italian type 28 and 29 peaked roof vans announced last year will now begin in the summer, with delivery planned for December. There will be variants with four, two, or no (DR version) ventilators in the sides, and some will have a brake house. Various markings will be offered.

The next project will be the UIC standard refrigerated van type 2, classified Tehs50. Large numbers were used in Epochs III and IV, also for a long time as Tgmehs⁴⁰⁷ operated by 'Transthermos'. Prototype pictures. The models will have three-point suspension, sprung buffers, and NEM couplings (with original couplers also included). Versions are still to be decided, and delivery date is not fixed.

There will be second runs of the type O11 standard short four-wheel metal bodied coal wagon, and the K15 variant with hinged lids, with brake house, brake platform, or without, with DB Epoch III markings, for delivery in 2022.



Schnellenkamp Kö1



Schnellenkamp type O11



NMJ Topline SNCB/NMBS 5200 AFB



NMJ Topline CFL 1600 AFB

NMJ

Nohab/AFB diesel in the Topline plastic range, as NSB Di3 plus Belgian series 5200 and Luxemburg 1600, with option of digital sound – the speaker is already mounted. Front skirts/snowploughs with either scale or Lenz couplings supplied. Nohab and AFB machines differ in some body details (e.g. headlights), the fuel tanks, the battery boxes, and the bogie frames.

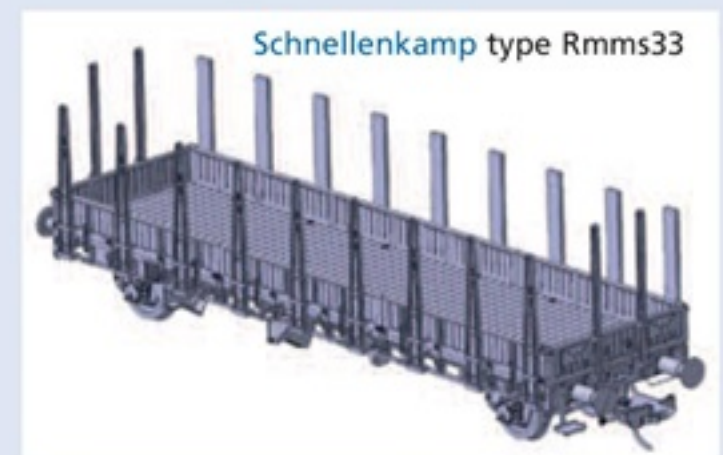
No new Superline brass models in O.

Fulgurex

Bern Lötschberg Simplon Be6/8 (later Ae6/8), both the 1926 Breda and 1941 Séchéron variants. Four versions are listed, two from each batch, with one or two pantographs; only forty have been made.

New to the list: BLS Re4/4 electric, five numbers and names across Epochs III and IV, the latter with reinforced pantographs, and one with single arm pantographs. Prototype pictures. Expected 2022.

The Nord/SNCF 221 Atlantic is still listed in six versions – Nord brown with regular six-wheel or 37m³ bogie tender, Paris - Orléans grey, État black, MIDI green, and SNCF green. Prototype picture.



Schnellenkamp type Rmms33



Schnellenkamp type K15

Gauge 1

Märklin

Gauge 1 occupies 30 pages in the full catalogue.

Most models are designed to run on a standard minimum radius of 1,020mm.

Epoch III

Museum model of the year – DB type G11 van (former 'Dresden') four-wheel van with advertising for 'Friedr. Dick' of Esslingen, supplied with a utility knife made by that firm, as a limited edition only available from the Märklineum shop in Göppingen.

Epoch IV

DB type Sgjs⁷¹⁶ bogie flat loaded with three 20' 'DB-TFB' (TFG Transfreight) containers.

Epoch VI

DBAG type Eaos¹⁰⁶ bogie open, two numbers.

Type Kls four-wheel lowside used by the track laying firm H.F.Wiebe, carrying a construction container.

Switzerland

New tooling: class Ce6/8¹ 14201 as currently preserved by SBB Historic in dark brown.

In 1919, four locomotives were delivered to be tested for electric operation over the Gotthard, among them Fc2x3/4 (after 1920 Ce6/8¹) intended for freight.

The model will have directionally-controlled head and tail lights, separately switchable in digital mode, a digital decoder with extensive sound features, double-arm pantographs that can be raised and lowered with servo motors in digital operation, and remote controlled Telex couplers at each end. Switchable features on digital locos depend on the controller used.



KM1 BR89

KM1 Modellbau

A landscape format A4 size 32 page brochure details future projects.

They offer high quality, highly detailed models, fitted as standard with a sound decoder plus a patented synchronised smoke generator, with separate functions to issue 'steam' from the cylinders and (on the latest products) even the whistle. They have directional headlights, running gear lights, cab lights, and firebox glow (also synchronised). All functions are also switchable. Fine scale wheels are an option at extra cost. The axles are sprung, and like the drive carried in roller bearings, driven by a powerful Maxon motor. Buffers are sprung, and scale couplings fitted (though these can be changed for claw couplers). Loco and tender are close coupled. They are not all intended to cope with the Märklin minimum radius of 1,020mm.

KM1 type Tnfhs32



Märklin SBB Ce6/8¹

photo courtesy MIBA



The brochure illustrates some samples of current projects close to delivery: Prussian T3 / BR89 0-6-0T; the unique DR Pacific 18 201; type Tnfhs32 refrigerated four-wheel van; type Glm(g)hs36 Leipzig four-wheel van; type Gllm(ghs)37 Leig-Einheit close-coupled pair of four-wheel vans; type MCI substitute coach (converted from four-wheel van), with complete interior.

KM1 has traditionally produced historic vehicles from Epochs I to IV; modern locomotives and wagons have not been the subject of announced projects so far. Now, however, they are breaking new ground with the Vectron Bo-Bo electric and the T3 intermodal pocket wagon.

KM1 Vectron



The Vectron / BR193 is planned in no fewer than twelve different finishes – DBAG, ÖBB, SBB, BLS, CD, PKP, MRCE, Locomotion and Hectorrail. The model is an all-metal construction with a frame die-cast zinc and a brass body, equipped for digital operation.

The standard T3 pocket wagon is much used for block trains. They were procured from manufacturers all over Europe in the early 1990s and are still in use today. They can accommodate containers, tank containers, swap bodies, and lorry trailers, with a load capacity of 69 tons. The models will be under the Classic Edition label, of die-cast zinc composite construction. Different variants as well as three different

loads, all with different markings, allow for many versions. The range is to be expanded further. So far it is illustrated with HO examples (acknowledged).

Other items new to the programme this year are illustrated with prototype pictures.

The V20 0-4-0 jackshaft drive diesel will be in the successful Classic Edition series, as an all-metal model with brass body and die-cast zinc chassis, with digital sound. It should be ideally suited for shunting on small layouts. There will be many versions from Epoch IIc up to existing museum locos.

The E69 four-wheel steeple cab electric is planned in two body styles, E69 03 and the larger E69 05. These well-known machines should be a popular addition to the range of electric locos. With the E69, small trains are credible on domestic layouts. The handcrafted brass models will be under the Premium Edition label. Ten variants will be available for different periods, liveries, and markings.

In addition to the variants of the BR03¹⁰ lightweight three-cylinder Pacific already announced, the last operational locomotive of the class is now offered: 03 1010 will soon be arriving as a limited edition of fifty. The extension of the previously announced series was made possible by the postponement of the project. The loco is in Epoch IIIb form, coal fired with a new boiler and surface preheater. It will be a handcrafted brass model in the Limited Edition range, fully equipped as usual.

To supplement the DB service and construction train vehicles already available, there will be a workshop van and an equipment stores van in three versions based on the previously announced Umbau 3yg six-wheel coaches. The models are made entirely of brass and have all period specific details, as well as a function decoder for interior and exterior lighting.

KM1 type Gllm(g)hs37 Leig-Einheit



KM1 type Gim(g)hs36



KM1 type MCI



MBW

Although known up to now mostly for O gauge, the company intends to concentrate on Gauge 1 over the next couple of years.

The G8.2 / BR56 2-8-0 was due to be delivered in January (there were a few left) and the BR80 is expected in May (fully subscribed).

The V160/BR216 B-B diesel, known by the nickname 'Lollo', comes as a metal model with two Faulhaber motors in autumn 2021, in several versions.

The BR52 condenser and BR52⁸⁰ 2-10-0 should be delivered in September. Orders are still possible, though some versions are running short.

The same applies to:

BR41 2-8-2 – end 2021.

BR38¹⁰⁻⁴⁰ 4-6-0 different variants from Epochs I to IV, early to mid 2022, including the BR78¹⁰ variant.

BR03¹⁰ lightweight three-cylinder Pacific (including streamlined forms) – spring 2022.

In late summer 2022, brass models of the Lübeck-Buchener Eisenbahn double-deck coaches.

Orders are not yet open for the DB VT10.5 *Senator* and *Komet* diesel trains, only fifty of each to be made, for mid-2022 delivery, and the E95 electric (just 95 examples) driven by four Faulhaber motors and controlled by two of the latest ESU XL decoders, due at the end of 2022.

Planned rolling stock is all shown with graphics; there is no ordering information yet. The list includes: Group 36 fast train coaches; type MDy makeshift bogie baggage van; type Tbis^{870/871} sliding roof/side four-wheel wagon; type Hbis²⁹⁹ sliding side four-wheel van; and Krupp eight-wheel tank wagons.

MBW KPEV G8.2 (BR56)



MBW Group 36 fast train stock



MBW BR38¹⁰⁻⁴⁰



Mo-Miniatur

Best known for road vehicles, and industrial or agricultural machinery.

The powered model of the DB Kl^v12 inspection *draisine*, which lasted in service until 1997, should be available soon. It represents the best known variant, with rounded bonnet. The model will include a multi-protocol sound decoder with several light functions.

A small four-wheel trailer is also being developed.

The *Schi-Stra* road-rail bus remains available.

Fulgurex

Order forms are still available for the Gotthardbahn (later SBB) A3/5 4-6-0, in five versions.

Likewise two sets of four appropriate Gotthardbahn bogie coaches, reported as in production now.

Still listed, shown with prototype pictures:

- BLS Ce4/6, later (from 1950) 4/4, 1-B-B-1 rod-coupled bogie electric, seventeen of which were introduced from 1924, in five versions: c.1925 brown; c.1958 green, with one pantograph; c.1960 brown; c.1952, rebuilt, green; c.1961 rebuilt, brown.

- SBB Fe4/4, later (after 1963) De4/4, baggage rail-car dating from 1927/8, in five versions: c.1929 green; c.1931 blue & white, the so-called 'Zürich' livery; c.1950 Seetal red-brown; c.1963 green, modified with one pantograph; and c.1964 Seetal red-brown, also with one pantograph.

MBW BR41



Mo-Miniatur DB Kl^v12



Mo-Miniatur DB Kl^v12 trailer



Fulgurex GB/SBB A3/5



Narrow gauge

German narrow gauge in HOm/e

Tillig

The narrow gauge range again has its own leaflet, 12 pages this year.

The planned Harz Mallet is still under way, but delivery is not now likely until late 2021.

Harz T1 four-wheel railcar as "Neustädter Kreisbahn" VT1 in green & cream. Q1.

New tooling: Harz type KBtr seven window modernised bogie coach with luggage space. Q2.

Type KB eight-window rebuilt bogie coach in HSB Epoch V-VI red & cream. Q3.

Type KBD regauged bogie second baggage with modernised windows in HSB Epoch V-VI red. Q2.

Type KB4ip unrebuilt bogie coach in DR Epoch IV red & cream. Q2.

Four-wheel van as an equipment store, DR Epoch IV. Q2.

Limited editions (to be ordered by dealers before the end of March):

- set of three four-wheel clerestory roof coaches, two open balcony and one closed vestibule, in green livery as if preserved. Q3.

- four-wheel clerestory roof open balcony coach in Sylter Inselbahn two-tone blue (Epoch III). Q3.

- type KB4ip bogie coach in DR Epoch IV 'Harzer Roller' two-tone green, choice of two numbers, to extend existing set. Q3.

All vehicles are offered in HOm and HOe.

Bemo Sachsen IK



Bemo

After a rather long break there will be a new run of the IK 0-6-0T as a kit and as an assembled model, in three versions – Nos.30 and 27 in black, DR Schmiedeberg works loco No.12, and the modern replica No.54 in green.

There will be a new edition of the modernised bogie coaches, both six and seven window types, with or without luggage space, with different numbers.

Roco

Analogue start set – 0-6-0T, four V skips, two U tubs, oval of track c.90cm x 60cm, and simple controller. Q3.

Weinert

A kit for DBEG diesel railcar VT302 and trailer VB400, it was built in 1938 by the Wismar wagon factory as the T4 on 785mm gauge on the Rhein-Sieg-Eisenbahn (Bröltalbahn). After that closed, it was acquired by the

Weinert VT302 + VB400



Weinert HSA 588



DEBG in 1960, thoroughly overhauled, and re-gauged to 750mm for use on the Jagsttalbahn. The main frame is whitmetal, the body shells brass, with brass detailing parts, and a pre-assembled mechanism. The model is only listed for the proper HOe. An interior kit is available separately.

Hoya Syke Asendorf bogie coach No.558, built by the Uerdinger Waggonfabrik in 1899. The kit will make the coach either as built or as converted for use as a railcar trailer. HOm or HOe. An interior kit is available separately.

Rollböcke (transporter bogies) with couplings for automatic loading of standard gauge wagons using a pit, with folding axle holders as per prototype. HOm or HOe.

Weinert Rollböcke



pmt (formerly Technomodel)

No new announcements for 2021, as they work to catch up with last year's models and orders for existing products, all delayed by the effects of the virus situation and staff shortages.

Veit

Veit is announcing only a few new products this year, as due to the virus situation they have not been able to produce all that was planned in the last few years, and they apologise to customers for the longer waiting time. But none of the planned products are cancelled.

The Sachsen 5.50m and 8.0m transporter wagons will be produced with air brakes as used on the Trusetalbahnhof, ready to run, with different numbers. From 1906, over five hundred of the 5.5m type were built to carry standard gauge wagons, equipped with typical box bogies. Many were later adapted to new requirements by increasing them to 8.0m.

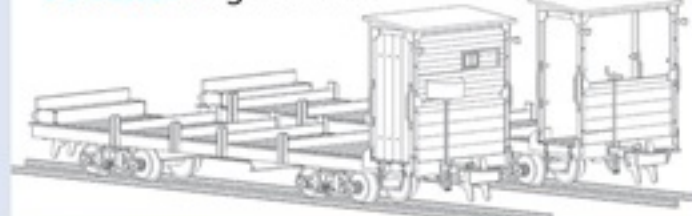
TTe – Sachsen style snow plough, DR 97-09-58, in Epoch III black, as based at Thum and also used at

Weinert



HSA 588 interior

Schlosser Prignitz flats



Schönheide. The ready to run model features a track cleaning insert but this can be removed to minimise friction.

Lok-Schlosserei

This maker produces high quality etched brass models with cast brass details, offered either as kits, with transfers and full instructions, or assembled.

Prignitz bogie flats with side stakes – 97-55-01 with a partly open brake house, 97-55-16 with enclosed brake house – will be available as a kit or as a finished model from the beginning of the 2nd quarter.

They should be followed at the end of the second quarter by the Prignitz four-wheel refrigerated milk van Gkw 72.

The DR standard Sachsen bogie coaches, previously announced but only to be made if enough were ordered, will now definitely be produced. The following are available: B4 sa 29 second with open solebar, B4 sa 30 second and C4 sa 30 third both with enclosed solebar. Delivery is scheduled for the second quarter.

The accompanying D4 sa 29 baggage van will also be available from the end of the third quarter.

All vehicles are accurate to scale length and width, especially notable for the baggage van.

A model of the new diesel railcars built for the Harz network, 187 016 – 019, was announced some time ago and will finally be available from the second half of the year, either as a kit (with drive fully assembled) or as a finished model, powered by two coreless motors with flywheels. It will be offered in HOe as well as authentic HOm. (The design was intended for narrow as well as metre gauge, though none were built.)

Schlosser DR Sachsen coaches



Tillig DR/HSB type KBtr





Minitrains Schöma diesel + coaches



Minitrains Schöma diesel + tank wagon



Ferivan type SM



Ferivan AR.286



Ferivan goods train brake van

make the coach 'heavier' to pull, and the drag on several coaches with lights will cause problems for the loco. To solve this, Tramfabriek has developed magno-electro couplings especially, but not uniquely, for the popular Liliput and Tillig coaches. Now only one coach needs to have wheel contacts, and the others take power from that one. The train will now be lighter, the coaches can also be closer coupled, at a realistic distance. Thanks to the hook on top of the coupling, they couple easily to standard hoop couplings.

The motorised belt-drive mechanism for the HTM & SHM No.8 Ooievaar tram loco has been developed and the etched nickel-silver body with small parts cast in brass and a finely detailed 3D-printed boiler is finished. Finally a sound decoder has been found that fits, and progress is made on a fitting a stay-alive power pack. Getting the right sized electronic parts has been the biggest problem, but new releases from third parties have advanced the project. As it is a small production, custom electronics were not feasible. The mechanism will be supplied ready to run; it runs realistically slowly, and has working headlights. Standard couplings are fitted. Release date is still not known.

There has been little progress on the bogie coaches with post compartment TNHT Y1-3, later NZH BY1-3, built by the Belgian manufacturer Métallurgique in 1896, and the Dürener Dampfstraßenbahn steam tram 'RUR', but these projects have not been abandoned.



Tramfabriek re-motored Egger locos



Tramfabriek magno-electro couplings

Minitrains

New in HOe this year is a modern 60hp four-wheel Schöma diesel, representing Vf2 Untersberg presently on the Salzburg Museum Railway, along with the matching passenger coaches.

Similar locomotives can also be found on the Rührmoor oil railway in northern Germany, where they haul large tank wagons with water for cooling the oil pumps. Several of the other wagons already in range would be suitable for this line, which would make an interesting theme for a layout. A specific wagon from the line is also under consideration. 3D-printed samples were shown; the current plan is to have the new items in stock in April.

A further run of the Decauville coaches (which sold out quickly) has already been.

There will also be repeats of the German Brigadelok 0-8-0T and the long sold out Stainz 0-4-0T.

Busch

Five new HOf Feldbahn start sets with battery controller and 275mm x 250mm oval of track:

Decauville type 3 0-4-0T and a bogie flat with end walls with a brake platform and a load of wood.

LKM Ns2f four-wheel diesel with cab, dark green with black chassis, bogie flat with tree trunks, and a wooden body lowside.

Gmeinder 15/18 four-wheel diesel with cab, with working headlights, with two brick transport wagons.

Cabless Gmeinder in blue with two flat wagons loaded with general goods.

Deutz OMZ 122F four-wheel rod-coupled diesel and three tipping skip, one with a brake platform.

More new items will be announced in the summer.

REE

The four-wheel wagons (van, open and flat) proved very popular and a new batch is now expected in April.

The Billard A80D diesel autorail, dating from 1936, is now due in the spring. It will have working head and tail lights, and interior lighting. DCC sound is an option, recorded on the CF du Vivarais. Four number/livery versions are proposed initially: CFD 313 and 314 in Epoch III red and pearl grey; CFV ruby & cream with aluminium roof, as in tourist service (Epoch IV); and CFV red & grey (Epoch IV-V).

The BB-400 diesel with rod-coupled bogies, is now scheduled for release in 2022. Four versions are proposed: Vivarais, Provence, P-O Corrèze, and Corsica.

Ferivan

The range of Belgian Vicinal stock in HOm is now run by Jan Martens.

All vehicles are only offered in authentic HOm.

New will be models of autorail AR.286 and motor car type SM (metro), both either as ready painted kits or finished models (with motor). A goods train brake van, with balcony, is offered as a finished model.

Tramfabriek

The 23 page brochure includes quite a number of narrow gauge items.

There is a motor upgrade for the famous Egger-Bahn, and later Jouef, models: a motor has been made specially for these classic models, that avoids a bulky, inaccurate casings. The motor is now mounted on a bracket and simply replaces the original. The models now run very well at slow speeds. The conversion is available as a kit or, for easy installation, pre-assembled. As there are no replacements available for the worm, and the diameter of the motor shaft is different on some models, the old worm has to be taken off and to be fitted with the supplied adaptors.

To complete the upgrade and add more detail, etched coupling rods are available separately. These are not only an excellent addition to, for example, the OEG steam tram loco and Ruhr-Lippe steam railcar but also some of the modern Minitrains models. You might think the rods would be covered by the side skirts, but the moving motion can clearly be seen through the holes. A simple but worthwhile upgrade.

To assist, Tramfabriek have also designed a neat quartering tool. Not all the wheels are quartered correctly (with no rods, they did not need to be). This clever tool makes it easy to align them – just turn the handles until the holes on both wheels are in line with each other. The coupling rod on one side should be mounted at 90° to the other side.

Narrow gauge normally means light locomotives. When you fit lighting to a coach, contacts on the wheels are needed. These press on the wheels and



Tramfabriek Egger re-motor



Tramfabriek quartering tool



Roco NÖVOG V15

Austrian narrow gauge in HOe

Roco

ÖBB Rh1099 C-C electric in Epoch IV red & cream as 1099.012-5 'Hofstetten/Grünau'. Q4.

Rh2095 B-B diesel as NÖVOG V15, as recently restored in the original Simmering-Graz-Pauker two-tone blue demonstrator livery, with 'winged wheel' emblem. Q4.

Rh2095 B-B diesel as the current Vs72 of the Pinzgaubahn named 'Wald im Pinzgau'. Q4.

Set of two type SSm/s bogie flats with side stakes loaded with logs, ÖBB Epoch IV-V. Q4.

Set of two type GGM/s bogie vans, with brake house, ÖBB Epoch IV-V. Q4.

Liliput

Zillertalbahn Epoch III set, consisting of four-wheel coaches Bi14, Bi16, and van Gwk101.

Set of four ÖBB four-wheel coaches, Bi/s 3612 and Bi/s 3614 with barrel roof and wooden windows, Bi/s with canopy roof and wooden windows, and baggage van D/s 6407.

ÖBB four-wheel wooden bodied baggage van D/s 6408.

ÖBB four-wheel steel bodied baggage van D/s 6501.

Zillertal four-wheel machine van P52 (former baggage van) in Epoch VI red.

Three further four-wheel coaches for the Waldviertelbahn, including No.901 'Jausenstüberl'. Epoch VI.

Ferro-Train

A new version of the 5090 diesel railcar as StLB VT35 will be available for the first time in over a decade. In addition to small adjustments to the printing, the modern circuit board with NEM651 decoder socket is the biggest upgrade.

A few years ago the Pinzgauer Lokalbahn acquired the unused 4090 series electric train sets from the Mariazellerbahn. The coaches are being comprehensively refurbished. The first in operation on the PLB is VBs 211. The model is based on the 4090 from Stängl Modellbahn and has been extensively renewed just like the original.

There will be a revised new edition of the Mariazellerbahn *Himmelstreppe* electric trains. It is planned to reissue all numbers. The opportunity is of course being taken to update the model, with new lighting to show off the extremely detailed interior. A new edition of the matching panorama car is planned for next year.

Further plans for the second half of the year include the ÖBB Rh2091 diesel, new models of the StLB diesels VL 12 – 16, new hopper wagons, bogie wagons and vans, and new rack railways.



Liliput ÖBB coach set



Liliput ÖBB D/s 6408



Liliput ÖBB D/s 6501



Bemo Furka Oberalp railcar

Swiss metre gauge in HOm

Bemo

The four-page A4 leaflet may not include all that will be announced in the course of the year. There will be further bulletins in the summer and the autumn.

Most proposals are illustrated with prototype pictures.

Most motive power now has the option of a factory-fitted ESU multi-protocol sound decoder.

There has been progress on project announced previously, and supplied illustrations show either earlier productions or samples made from parts which are not yet fully approved.

Due to be delivered in the first half of the year are the Furka Oberalp railcar announced some time ago and four-wheel tank wagons announced last year, in both RhB and MOB versions.

The model of the year (which must be ordered by the May 1st) is a Metal Collection model of the Matterhorn Gotthard Bahn Tea2/2 801-802 tailor-made bimodal battery electrics from Stadler for shunting and light freight services, which are stationed in Brig and Zermatt. The MGB is also renewing its fleet of service and shunting locos with very similar diesels, with or without rack gear. The model will have LED lighting and a Next18 (NEM 662) decoder socket; the digital model comes with sound.

Bemo RhB Geaf2/2



Bemo also offer the very similar RhB Geaf2/2 20603 shunter, based on the tender from MGB. The seven locos (numbered 20601 – 20607) delivered in 2020 are superior to the old shunters they are replacing in terms of economy, reliability, environmental pollution, and noise and exhaust emissions. Radio remote control, the possibility of installing an automatic coupling and a spacious central driver's cab are further features.

Two new versions of the Ge6/6^{II} 'universal' locos, most recently used for freight trains, soon to be withdrawn as more Capricorn sets are commissioned and release Ge44^{II} units – 701 with round headlights and 703 in current condition with rectangular headlights. The models have a revised circuit board, LED headlights, and Next18 (NEM 662) decoder socket. The digital versions have sound for the first time.

Two new advertising liveries reflecting recent prototype developments – Ge4/4^{III} 612 'Burkhalter group' and Ge4/4^{III} 649 'Jorimann/Schneider' (two of the construction companies already involved in the 'Hinterrheinbrücke Reichenau' extended the rental of the advertising space).

A regional passenger train as could be seen between Davos and Filisur, for example, in the 1970s in green livery: Ge4/4^{III} 615 *Klosters* with three EWI coaches (a first and two seconds). To expand the train there will also be a steel coach, a centre entry coach, and a four-wheel baggage van (with yellow RhB logo). In addition, a second D2 baggage van with the older RhB lettering.

The delivery of the Capricorn sets will also mean the withdrawal of the Chur suburban commuter shuttles. So after a long break two of these compositions will be offered again: Be4/4 516 + B2416 + B2411 + ABDt1711 in the penultimate livery variant with a thin decorative line and small 'Engadin' letters; the railcar has rectangular, the driving trailer round headlights. Be4/4 514 + B2414 + B2415 + ABDt1715 is offered in the current 'Allegra' livery. The sets must be ordered by 1st May.

In 2020 WR-S 3821 'STIVA RETICA' got a new livery in the style of a wooden log cabin, as suitable for the nickname 'Rolling Bündnerstube'.

Bemo RhB type P tank



Bemo MOB type P tank



Ferro-Train NÖVOG *Himmelstreppe*

Ferro-Train PLB VBs 211

Ferro-Train StMLB VT35

Bemo RhB Be4/4 shuttle railcar



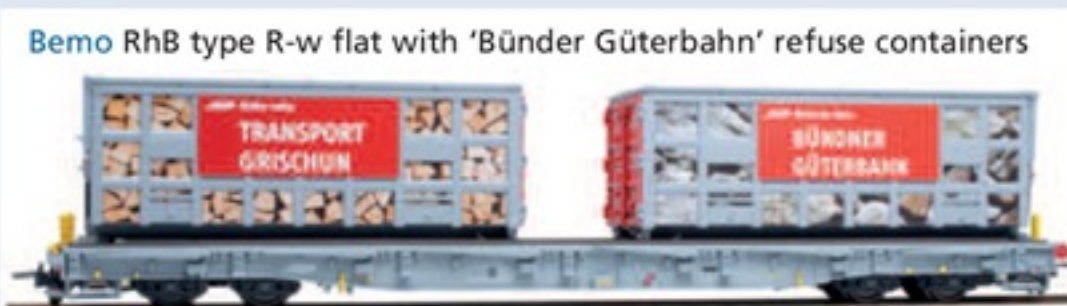
Bemo RhB ABDt shuttle driving trailer



Bemo RhB type Za kinked tank



Bemo RhB type R-w flat with 'Bündner Güterbahn' refuse containers



A panoramic coach once used in the *Glacier Express*, Bp 525 24, was put into service by the Furka Oberalp as AS 4026. In 2018 it was converted to A-WSp 59101 in a striking blue 'InnoTren' livery, and can be booked as a rolling meeting room for a maximum of fifteen people.

In 2017, RhB and MGB initiated a realignment of the *Glacier Express* (GEX) as a result of changes in passenger behaviour. The main points include a renewal of the panoramic stock, the introduction of an Excellence class (classified Aps), and a change in the train service. The two Aps panoramic coaches 1321 and 4046 were converted from RhB Bp 2538 and MGB Bp 4068, with adapted interior fittings as well as serious changes to one end of the vehicle. They can be recognised from the outside by the golden stripe.

For the first time, Bemo are offering the kinked tank wagons with leaf spring bogies, with a choice of three numbers. Although they are not even twenty years old, of the eighteen built only five are currently available. After the commissioning of new tank wagons, many have already been dismantled or sold.

The first edition of the type R-w bogie flats with 'Bündner Güterbahn' refuse containers sold out very quickly, so two more, with new containers, are planned – 8207 with apple + wood and 8210 with apple + harbour.

The type R-w is also planned with four numbers each carrying two of the new Valser water "railCare" swap bodies introduced from 2016. (In 2020, these replaced the trains of sliding side vans which had been for so long a feature in the Rhine gorge between Ilanz and Untervaz.)

MOB old railcars CFZe4/4 1004 and 1005 will be produced in the light grey & white livery as they were before conversion to service vehicles in 1956. They are also offered red oxide which as Xe4/4 21 and 22 they

Fulgurex ASD ABFe4/4 11 railcar



wore from 1956 until they were scrapped in 1967 and 1970 respectively. 21 will be in a paler shade. The model have LED headlights and a Next18 (NEM 662) decoder socket. The digital versions have sound for the first time. Order must be placed by 1st May.

The Dampf Furka Bergstrecke has expanded its fleet with more two four-wheel coaches, one BD 2503 from the Furka Oberalp modified with a luggage compartment, the other WR-S 2027 'Steam Pub', refitted after being taken over from the Brig Visp Zermatt last year.

Fulgurex

Having been shown last year as an unpainted sample, the Aigle-Sépey-Diablerets (ASD) ABFe4/4 railcar No.11 is now available. It is sold in sets with a type K van and a type M lowside, with different numbers. Type K vans, type L opens, and type M low-sides with stakes are available separately, in original grey and later brown.

The next project will be Nyon-St.Cergue-Morez ABDe4/4 1 – 10 and the appropriate coaches (B4 2 – 6). Delivery is anticipated in 2022.

Fulgurex ASD type K van



Fulgurex ASD type M lowside



Fulgurex ASD type L open





Kato RhB BEX panoramic stock



Kato RhB open observation

Nn

Kato

Rhätische Bahn 1:150 scale running on 9mm (N) track.

New items include another version of the Ge4/4^{III}, in Unesco livery; further runs of the EWI coaches; *Bernina Express* panoramic coaches in sets of three and four; a four-wheel open observation coach (choice of two numbers and markings); and baggage van DS4223 equipped with a pantograph to supply power for heating and air conditioning (*below*).



Nm

AB-Modell

This specialist offers further finishes on the Kato models. They can also adapt the locos and stock to 6.5mm gauge. Their own product line consists of hand-crafted metal models of metre gauge locos and rolling stock to the correct 1:160 scale on 6.5mm gauge.

The Rhätische Bahn Ge4/4^{II} has been revised and appears with round headlights, in green as 612 *Thusis* with raised side letters; 616 *Filisur* is in preparation. It is also offered in red as 617 *Ilanz*, 627 *Reichenau-Tamins*, and 629 *Tiefencastel*. All come with reworked pantographs with double contacts, as was usual in the 1970s and 1980s.

The RhB Ge4/4^{III} appears as 647 with advertising for 'A&M Recycling AG', as carried from 2013 to 2017. This livery will also be available on a Kato model.

EWI coaches will be produced in green to match the Ge4/4^{II}, with typical 1980s lettering with white lines and yellow lettering, and already with the modern RhB logo. There will be three numbers for first class, six for second class, and three for the composites.



AB-Modell RhB EWII stock

The bogie baggage van with two large sliding doors each side also appears in green with yellow lettering to match the coaches; three numbers are planned.

The freight wagon fleet is increased with two more container wagons, the four-wheel type Lb-v and bogie



AB-Modell RhB Ge4/II



Bemo RhB EWI stock

well type Sbk-v. This year they carry Co-op swap bodies with 'Gerbera' graphics (Minitrix models).

The bogie wagon (with a different number) is also due carrying an Aldi Suisse container.

Two small four-wheel lowsides complete the list – Xk9309 and Xk9370, loaded with skips (from DM-Toys). The skips are available in four colours with two different loads; they are held on magnetically.

A new venture is models of Jungfraubahn stock. It is still at the project stage, but already quite advanced. The He2/2 loco is proposed, with two coaches with driving cabs. The models are etched nickel-silver, coloured by hand to show the teak panelling. Coupling is by miniature magnetic couplers, specially developed for the purpose. The old style pantograph, also developed especially for the model, is very fine and without function. The locos are motorised and, with appropriate track, can manage gradients of up to 250‰. The drive is from Busch, with the magnetic grip feature. The models can run on conventional Z track, but due to the light weight require an additional metal underlay (not possible in combination with ballasted tracks). This is included in the range, as is a replica rack.

On request the model can be equipped with a 12V motor from sb-modellbau.

The project is expected to be ready for series production from around the summer. The loco will be available with two numbers, 9 and 10, with light teak panelling and raised lettering. There will be four numbers for the coaches.

The models are only suitable for N narrow gauge and cannot be used on standard gauge track.

Lok-Schlosserei

The main new items are the Rhätische Bahn EWI standard coaches, first, composite, and second, produced using a combination of etched metal and 3D-printed parts.

Also planned is the modern RhB Post van (from the Z 91 – 99 series) in the version with sliding doors.



AB-Modell Jungfraubahn He2/2



AB-Modell Jungfraubahn coach

Right
Jungfraubahn rack track

Om

Bemo

The RhB EWI coaches announced previously should be delivered in the summer.

To replace the cement transport wagons with a red band (now sold out), two more wagons are planned with new numbers and, in some cases, additional details on the silo. There will also be a new version with a white BCU panel.

There will be two new items based on the standard four-wheel goods van – D2 4074, adapted as a baggage van for passenger trains, and Xk 9344, a service vehicle (the first in the Om range).



Schnellenkamp O&K MV8

Schnellenkamp

The O gauge specialist has started a new range of metre gauge material.

In development is an Orenstein & Koppel MV8 diesel – final samples are illustrated. Versions include Hohenlimburger Kleinbahn (two numbers), Sauerländer Kleinbahn, Wandsbeker Industriebahn, Steinhuder Meerbahn, and Appenzeller Bahn, with detail differences, the main being the cab: there are straight and recessed side panels. Delivery should be this autumn.

To accompany the loco is a highly detailed replica of a 7.2m transporter wagon made by Both & Tilmann GmbH of Dortmund. The model is made of metal and plastic, and supplied ready to run, painted grey and but not lettered, so each modeller can replicate their own railway. Each model comes with a sheet of waterslide transfers with different numbers. To prevent the standard gauge wagon being carried from rolling away, four wheel chocks are included, held onto the running surface with small magnets.

For 2022, a steam locomotive is planned – Hohenlimburger Kleinbahn 0-6-OT 1 or 4, as a metal model, with a Maxon motor, lights, and sound, and suitable for 400mm minimum radius.

Track and points (1m radius) (using Peco code 100 rail) are available. 1.7m radius points are in development and may be ready in the autumn.



Schnellenkamp Rollwagen



LGB RhB Ge4/4i

LGB RhB Ge6/6i 'Crocodile'



Photos courtesy MIBA

LGB

New items are presented in a 52-page A4 landscape format brochure.

Swiss metre gauge

New tooling: RhB Ge4/4i, in green, digital, sound, servo operated pantographs.

To mark one hundred years of the legendary RhB Ge6/6i 'Crocodile', a limited edition as a finely detailed 'high end' model mostly constructed of metal with many separately applied details. With digital sound, and working pantographs (using servos). There will be two versions – 414 as preserved, in brown, and 412 in the blue carried between 2005 and 2008, with LGB and Bemo logos.

The standard plastic bodied model of the Croc will be produced as 415, in brown, the other preserved unit.

Panoramic coach in 'InnoTren' blue livery, as converted to a versatile meeting and function space. With LED interior lighting.

Set of two Alpine Classic Pullman Express bogie coaches in blue & ivory, unchanged re-issue.

Four-wheel open balcony coaches in green, as LD C 32 and RhB C 66.

Type K1 four-wheel van, as preserved in grey livery and used in historic trains for baggage and bicycles.

New tooling: type Sb-t bogie well wagon for containers, the variant with a column handbrake on one end platform. Carrying a Swiss Post container.

LGB RhB type Sb-t



Type Haikqq-uy sliding side bogie van with refrigeration equipment as a limited edition for LGB club members. The refrigeration equipment is new tooling.

Dampf Furka Bergstrecke four-wheel coach in red 'Steam Pub' livery.

LGB RhB type Haikqq-uy



German narrow gauge

DR 0-4-OT 99 5016, freelance but similar to shunters used on the Harz. Fully digital with sound and smoke.

HSB fire extinguishing water tank, a standard gauge wagon on a transporter ready to be moved quickly to the site of any fires. (Transporters are already available.)

The Museum wagon for the year, only available from the Märklineum in Göppingen, is a four-wheel van with raised brake house decorated for the Dampfbahn Route Sachsen, with different graphics each side.

The DR IVK 99 587 and matchboard side bogie coaches and baggage van announced last year were delayed but should now be delivered in 2021.

The same applies to the Harz 2-10-2T 99 236 with commemorative '65 years' markings on the side tanks, and the Kitzschbachbahn four-wheel tram and trailer.

Track cleaning locomotive with two cleaning wheels. The wheelsets and the cleaning wheels are driven by separate powerful Bühler motors. The unit has an mfx/DCC sound decoder for the first time with many light and sound functions.

French metre gauge

The MTV red livery version of the Corpet Louvet 0-6-0T, together with a four-wheel coach and a van, announced last year were delayed but should now be delivered in 2021.

America

Special editions to mark fifty years of Amtrak.

GM-EMD F7 A and B unit diesels in Amtrak silver livery, with mfx sound decoder. The B unit is not powered but does have a speaker.

Also baggage, passenger cars (two numbers), diner, dome observation, and tail end observation, all with interiors and lighting.

The small rod-coupled four-wheel diesel switcher will also be painted to match, for the first time with mfx sound decoder.

The track cleaning loco is offered in Union Pacific 'armour yellow'.

The well-known Mogul will be lettered 'Durango & Silverton', and there will be matching passenger cars both maroon and green.

Piko

There is a 12-page A4 landscape format leaflet for new items, plus separate European and American full catalogues.

Most are standard gauge prototypes. Delivery quarters are not given.

Epoch II

DRG BR50 2-10-0 with large Wagner smoke deflectors. The digital model features a diminishing coal supply as the loco is run.

DRG third class open balcony four-wheel coach.

DRG type Om Ludwigshafen four-wheel open and type Gr Kassel four-wheel van with brake platform.

Epoch III

DR V60.12 second series 0-8-0 diesel (with revised cab) in red.

DR V180 B-B diesel in red with double bodyside stripes.

DR reko short bogie coaches – second and second baggage in green plus 'Mitropa' diner in red.

DR reko six-wheel coaches – second, second with luggage space, second baggage, and a four-wheel second.

DR type Z four-wheel acid vat wagon with brake house.

Epoch IV

New tooling: DB ET491 'Glass Train' electric railcar. The glazed body allows for a full view of the detailed interior, which includes factory-installed figures and lighting. The control stand is also illuminated. The head and tail lights change from red to white with the direction of travel. For operation in Austria, an SBS 65 single-arm pantograph was installed in 1976 and the model includes this. Other roof equipment (cables and insulators) is faithfully reproduced. Prototype picture.

DB BR260 0-6-0 diesel in blue-beige.

DB four-wheel van with brake platform.

DR type Ek-u (Ommu) four-wheel open.

New tooling: DR type Pwg88 four-wheel baggage van with raised cupola lookout. In the late 1950s the Deutsche Reichsbahn ordered 240 from the VEB Bautzen works; they were built from 1956 to 1959. Some remained in use until the 1990s. CAD.

FS type Eaos bogie open.

Epoch VI

Former DB BR103 Co-Co electric in 'railadventure' grey.

ÖBB Rh1116 Bo-Bo electric in Railjet livery. Prototype picture.

Matching first and second class coaches.

DBAG type Sgns bogie flat in traffic red carrying two 'DB Schenker' 20' containers.

Type Shimmns-tu⁷¹⁸ short bogie bulkhead flat with hooped tarpaulin cover used by 'wascosa'.

America

2-6-0ST lettered for the Pennsylvania RR.

Three new versions of the Mogul – PRR maroon, D&RG black, and in ornate old Union Pacific livery.

Two passenger cars, combine, and drovers caboose to match.

Steel box car 'Santa Fe'.

Tank car 'Sunoco'.

Ballast hopper – PRR, Santa Fe, UP, and Rio Grande.

Two-bay ribbed side hopper with coal load – C&O, PRR, Santa Fe, UP, and Rio Grande.

Flat car with side stakes in packs of two, for SF and UP.

Piko DR type Pwg88



Structures & scenics

Faller HO RhB Bever



Faller HO Burgschwabach



Faller

A 48 page A4 brochure presents new items in all scales and ranges. Delivery month in brackets.

HO

Rhätische Bahn Bever station building (January)
RhB Zernez transformer tower (April)
Mühlen station building, weathered (March)
Neuenkirchen signal box, weathered (March)
Huttenberg station building (May)
over-track signal box (March)
brick-built signal box (June)
goods shed, weathered (January)
coal merchant, weathered (February)
joinery workshop (February)
porcelain factory (February)
modern 'Jet' filling station (March)
garage workshop equipment set (February)
motorcycle workshop, weathered (February)
bus depot and garage (May)
town hall with fire station (April)
three-storey old town house (March)
historic town house (April)
'small town' three storey buildings: two end of terrace houses (March); two houses and one end of row (March); end of terrace house (March); two half-relief houses (April).
castle mill (with water wheel) (April)
'Romersberg' promotional set of six old town houses, available for a limited time only (April)
St. Andreas church (May)
Kirchstraße 3 – parsonage
Kirchstraße 5 – detached house (both March)
modern architect-designed detached house (April)
Black Forest farm set – farmhouse, barn, bakery, and chapel (May)
mobile home (April)
holiday home (April)
To mark 75 years of Faller, a limited edition premium model of Bran castle (September)
'Rapunzel' round tower (March)
pair of electricity pylons (February)
Models of the month:
January – Burgschwabach station building
February – bell foundry
March – small windmill
April – seasonal wine tavern
May – sawmill and house
June – bus depot

Mini dioramas: beach and mountains, small scenes (190mm x 142mm) with figures and accessories (both May).

Faller HO below + below right signal boxes



Faller HO above goods shed; below trolley



Small accessories

Type RO8-12 electric platform trolley and trailer (February). Extra trailers in either orange or grey.

A range of working LED street and park lights, single and double fittings, old and new styles, among them a couple of tall lattice mast yard lamps. (All July.)

DHL Packstation (June)
construction equipment set (compressor, compact-or, cement mixer, etc.) (April)
old clothes recycling bin (March)
bathroom fittings (April)
traditional gym equipment (March)
beer mugs and ashtrays (March)
soft drink crates (April)

Figure sets

Epoch V railway staff (February)
steam loco personnel (February)
track laying crew (February)
passengers waiting and on the platform
firemen
in the garden (February)
in the park (February)
Figure sets with sound module – station staff, track workers, storks, cows, and sheep. (All May.)

Faller HO station staff



Faller HO steam loco personnel



Faller HO above RhB Zernez; below Mühlen



Faller above Huttenberg; below Neuenkirchen



Right Faller N concrete rail bridge

Scenics

HO – lavender field, hop field with poles, ten small apple trees, turnips, and pot plants. (All May.)

Scenic materials: 2C model water – two component casting resin (February)

N

Modern concrete rail bridge, with abutments (April)
wine growing estate (March)
organic farm (April)
factory premises (four building set) (model of the month for March)
factory wall available separately (February)
mountain chalet (model of the month for June)
airship with 'Sparkasse' advertising (May)
a range of working LED street and park lights, single and double fittings, old and new styles. (All July.)

Figure sets

Parcel delivery personnel, forestry workers and hunters (April), deer (March), cows (brown, Friesen, and grey) (all March), sheep with shepherd and dog (February).

Figure sets with sound module – cows, and sheep (both May).

Z

Oberneuland windmill (May).

Figures – passers-by.

Pola G

12-page A4 leaflet.

All weatherproof and suitable for use outdoors as well as inside.

Branch line single track loco shed, stone (May).

Set of depot and lineside sheds and accessories (November).

Small block post (November).

Half-timbered house, and matching stable (both September).

Small bakery (October).

House under construction, and a set of scaffolding and accessories (both April).

Beverage retailer (June).

Snack bar (June).

Two small wooden bridges (October).

Lanz caterpillar tractor (May).

Figures: sets of between two and six – signalmen, track workers, seated passengers, pedestrians, and rambles (all March).

Pola G station staff, track workers



Pola G below loco shed; right block post



Auhagen

16 page A4 leaflet.

Delivery month in brackets.

HO

Track maintenance depot, with loading ramp (March).

Set of track maintenance equipment (March).

T172 mobile crane loader with girder jib and bucket grab as DR service vehicle (March).

M22 Multicar as DR service vehicle (March).

Four more buildings for the 'Schmidt Street' range of town houses, in pairs – a shoe shop and a house being renovated, and an off-licence/tobacconist and a SERO recycling shop (both September).

Set of stackable tables and chairs (September).

TT

Railwayman's lineside house and outbuildings, typical of Saxony (July).

Multicar M24-0 with box body (July).

Multicar M22 as dumper truck (July).

N

Wagon weighbridge (September).

Multicar M22, flatbed and dump truck (September).

Stucco walling sheets (suitable for HO or TT) in yellow and grey (July).

Foam strip to make embankments, along with ramp pieces, in HO (September), TT (July), and N (September).

Lightweight foam sheets, various thicknesses, for landscaping (October).

Water-based scenic modelling paints, 100ml – black, white, off-white, grey, brown, green, and ochre (all October).



Auhagen HO rail maintenance depot



Auhagen HO track maintenance equipment



Auhagen HO railwayman's lineside house

Auhagen N weighbridge



Märklin Z

Laser-cut card kit for the body of an MCI-43 van converted to passenger use, as a lineside hut. With detail such as planks, steel struts, and arched roof.

Märklin Z grounded van body



Vollmer HO Willingen



Vollmer

HO – new tooling: Willingen station building, to mark 75 years of Vollmer. The construction of the original station building began in July 1913, but it was completely destroyed in 1945. Rebuilt, it was getting on in years and in the end was no longer appropriate for a community that lives from tourism. After long negotiations, the grounds were acquired by the community and the present station was built.

- Wooden toys factory.
- Weighbridge cabin.
- Construction site mobile huts.
- Shop with illuminated interior.

Kibri

HO – Modern track maintenance workshop, two track, with access pits. Modular construction, and extension pack proposed. The roof is removable.

Modern industrial building extension (to match existing item).

- Two storey office area, for within factory.
- Set of heavy duty storage shelves
- Set of accessories for an alpine landscape
- N – windmills.

Joswood

New items in 8 page A4 size brochure. Gives dimensions of all items.

Laser-cut architectural card, ready coloured, from sustainable sources and environmentally friendly.

Mostly HO, with a few O and N.

Structures and accessories for the industries often served by rail, notably coal, steel, and chemicals

Developing a modular range to enable modellers to mix and match to create structures to suit a site or situation.

Round end of train markers for buffers, pack of 15.

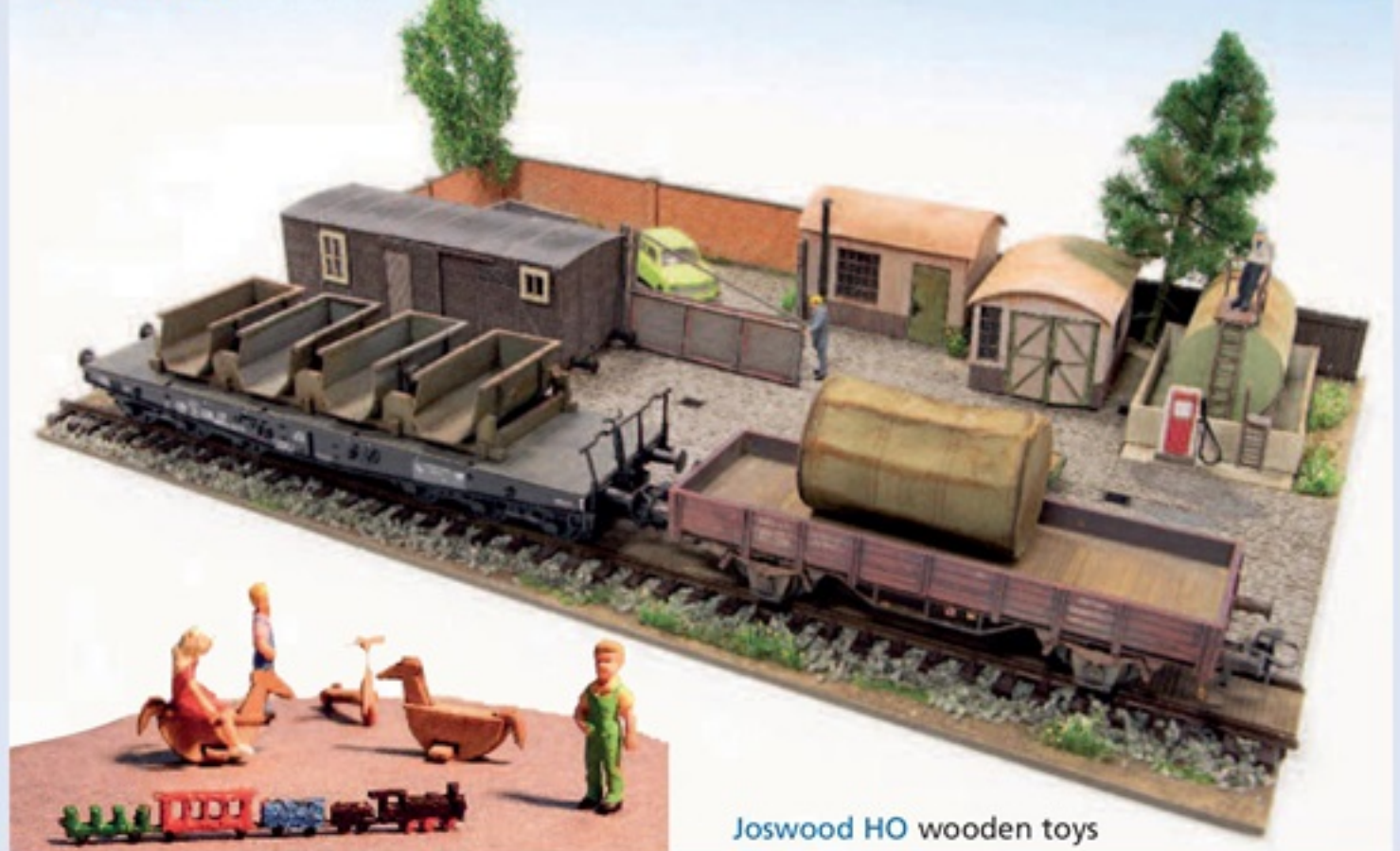
A kit for creating a small diorama of a goods loading area, with cobblestones, manhole cover, and two small corrugated iron huts, a large gate, a tank with spill protection, track, gravel, chequer plate, an old wagon body on planks, fence, wall, and greenery are included. (Rolling stock, figures, and trees not included.)

Storage bins for various materials in industry or in

Kibri HO modern workshop



Joswood HO diorama kit



Joswood HO wooden toys

the building trade. Versatile construction, with base plate. The wooden boards have an authentic wood structure on both sides and can be inserted at various heights.

Workshop or warehouse with a loading ramp and an attached staircase. The back is smooth plaster, the front and side are tiled, first and second floor with half-timbering.

Small motor workshop from the 1950s, with two large gates and an office extension, simply plastered.

Double garage – typical building from the 1960s, neat wooden gates with diagonal boards, separate door entrance.

Another element in the industrial modular system in the Bauhaus style. Can also be built as a corner.

Metal railings, from the Erin mineshaft tower in Castrop-Rauxel.

'The Gate' – another modern city building in "the new station district" series. The base is constructed so that a double track railway or road can run through the building.

Buildings from the historic open air museum at Hagen:

- half-timbered post inn with a coach room, stable, and space for carriages.
- a smithy from Hilchenbach-Allendorf; main house from 1788, extension from 1855. The unusually small water wheel was used to drive the grinding stone and polishing wheel in the small extension.
- a weighbridge which stood at a fuel dealer in Hagen until 1976; the wooden weighing surface had a load capacity of 15 tons. The model also works well as a garden shed or small shed.

In the Scandinavian series, a villa from Ulvik (Norway) with tower and balcony, and elaborate wooden decoration.

A further selection of small, medium, and large wooden packing crates, with various brand names, including Deutz, Krupp, Lanz, MWM (Motorenwerke Mannheim), O&K, and Volvo. Some also in N and O. Locks to secure them on wagons.

Other possible loads – a small thermal container (also in O); two large rotary saw blades on a frame.

Loewe HO large wooden crates



Children's toys – wooden pull-along train, rocking horse, and scooter.

Tiled floor (red/white) as self-adhesive paper – useful for interiors.

N

Large cooling tower for industrial plants (colliery, steel, or power plant).

Large workshop or machine hall, green steel framework with dark brick, based on the Zollern colliery.

Loewe

12 page new items leaflet. A range of structures and accessories, cast resin, ready painted, with added details such as gutters and downpipes.

HO

Former type Glms²⁰⁷ four-wheel van as *Bahnhofswagen*, serving as fixed storage or recreation rooms; could enhance an otherwise boring siding, or serve as additional storage space in a depot. Eight versions/colours. Prototype pictures and graphics.

Factory building and extension: the case and wood goods factory 'Lieberknecht & Schurg' in Coburg was founded in 1906 as a manufacturer of haberdashery goods.

Bismarck tower, octagonal pavilion, and an extraordinary dairy house located in Neuses, a district of the market town of Wendelstein near Nurnberg.

All drawings/prototype pictures.

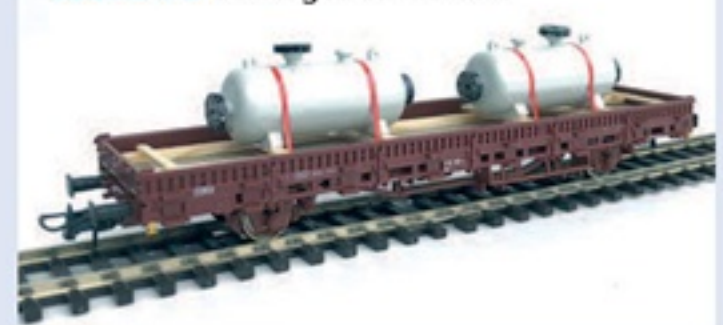
Loads

HO

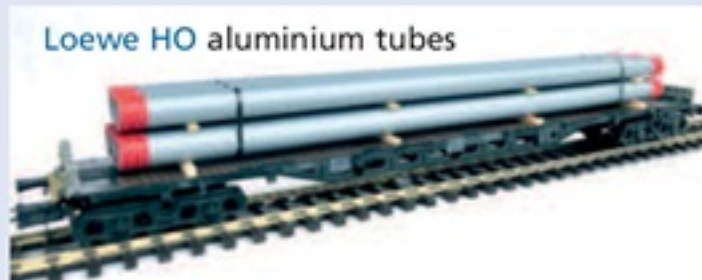
For four-wheel flats – telegraph poles, treated timber, pit props and packing case, U-section girder, two large packing cases, machine base.

For four-wheel lowsides – large cable drums, concrete pipes, waste pipes, aluminium tubes, large black metal pipes, two small gas containers, gears and packing case, 'AEG' transformer, three refrigeration units (two versions), portal crane cross beam, empty cable drums, two old diesel engines.

Loewe HO small gas containers



Loewe HO aluminium tubes



Loewe HO large gears



For bogie flats – tower crane girder and packing case (two versions), aluminium tubes, large pipes (with various brands), U-section girder, three large packing cases, two gas containers, chemical reactor.

For heavy duty bogie flats – gas container, gas tank, large diesel engine, three large gears, thermal hood,

For large road trailers – 'Treplog' long container, made from high quality architectural cardboard. Treplog in Remscheid are specialists in the transport of large and heavy loads, such as film rolls, pipes, profiles, rods, carriers and anything that is long and bulky. These modern logistics boxes are designed to be flexible and are made specifically for each item.

Heavy-duty transport box letter 'KWU' (Kraftwerk Union Mulheim / Ruhr) for export. Made of real wood and lightly weathered.

TT

For four-wheel flats – three large cable drums, aluminium pipes, three large gears.

For bogie lowsides – long pipes (black or yellow), long aluminium pipes, U-section girder, machine base, empty cable drums.

N

For four-wheel lowsides – old low pressure tank.

For bogie flats – two old low pressure tanks, large pipe.

Bauer HO rusty coils of steel wire



Bauer Ladegüter

Bauer has the usual interesting and carefully crafted selection of loads in various scales. These often make use of wood for the packing or support framework, and have realistic lashings and fixings. As appropriate, they come authentically weathered. All HO this year.

For four-wheel lowsides – 1 gas separator; 3 chemical tank; 4 stacks of planks; 10 stainless steel slabs; 15 rusty coils of wire crosswise; 16 rusty coils of wire lengthwise.

For bogie stake wagons – 7 special pipes for power stations.

Bauer HO stacks of planks



Bauer HO pipes & corners



NMJ

NMJ offer a growing range of finished, painted, ready-to-place models of Norwegian lineside structures and accessories.

New is a crossing keeper's house or lineside hut for track crews and maintenance staff, in two different colour versions, in packs of two.

There are also two types of level crossing, with gates. The small set contains two short gates (for a country road, farm track, or path), one card template for easy fastening of the gates, two ramps and one piece for between the rails, and ten electricity poles or telephone masts. The larger set consists of two large gates (for busier roads) and a crossing keeper's house in addition.

Bauer HO real coal



NMJ HO level crossing, keeper's hut, telegraph poles



For heavy duty bogie flats – 2 concrete cabin; 8 and 17 double pack U-profile retaining wall sections; 12 old transformer; 18 steel coils.

For bogie opens – 14 broken bricks.

For bogie hoppers – 13 real coal load.

Sets – for four-wheel lowside and bogie flat: 5 bundles of tubes; for bogie stake wagon and heavy duty flat: 6 steel slabs, 10 large steel slabs, 9 pipes and corners.

General: 22 stacks of planks; 23 heating pipes; 24 pipe with protective end caps; 25 U-profile retaining wall sections.

For road trailers – 19 old iron supports; 20 old riveted bridge girders; 21 flanged pipes.

The electricity poles/telephone masts are available in packs of ten and twenty – no Norwegian landscape is without these typical masts that were primarily laid next to railway lines where possible. Sitting on the train you see these wires going up and down outside the windows. Indispensable on all Norwegian layouts.

ASM (Arndt)

The first structure model from Arndt in N is a laser-cut kit for a small Scandinavian homestead with a main house and ancillary building, called 'Lyngstad gård'. The design puts special emphasis on realistic features, such as the typical battens and the characteristic stone foundation. The model has interior walls so that each room can be illuminated individually. The buildings will be available in three colours: red, yellow/beige, and blue. The illustrations show first prototypes – the production models will differ in details. Delivery is scheduled for the second quarter.

ASM (Arndt) N Lyngstad gård house



ASM (Arndt) N Lyngstad gård outhouse



AB-Modell N Alpenblick



AB-Modell N Alpenrose



AB-Modell N Bergkristall



AB-Modell

New chalets based on a Swiss prototype have been produced as highly detailed kits in N by NordModell using the laser cut process. Four different designs will be delivered this year. Both Alpenblick and Alpenrose and the somewhat smaller houses Bergkristall and Bergsee have identical outer dimensions, so that a variety of different structures can be created by exchanging sides and ends. Even though most of the buildings are partly built on a slope, all four outer walls have been designed to allow for a wide range of installation options.

The accurately fitting parts are laser-cut from dyed card and real wood, supplemented by 3D-printed parts; they come with detailed instructions. Only glue, some paint if necessary, and time have to be contributed by the modeller.

The range of N/Nm catenary is extended with two new very finely etched cantilever types – a curved boom, based on the Bernese Oberland style, with the contact wire in the middle, pulled outwards or inwards, and a typical early Bernina arm. The etched nickel-silver etched parts are very fine and not suitable for the installation of working catenary.

AB-Modell 1:160 curved boom



AB-Modell 1:45 curved arm



The arms fit 2mm round masts, either a suitable wooden pole or the well-known Sommerfeldt concrete masts.

All kits come with finely etched insulators, e.g. for the representation of a telephone line, as well as the typical floor brackets. Detailed step-by-step instructions help with assembly.

For many years AB-Modell has also offered catenary in 1:45. New this year is a curved catenary arm, etched from 0.4mm nickel-silver, doubled and soldered, offering enormous stability. The kit is offered in three lengths and contains five or six outriggers, depending on size. The mast bracket is made in such a way that the boom can be securely attached to a Sommerfeldt lattice mast as well as to typical wooden masts. Additional mast and various catenary clamps complete the kit to simulate a wide range of situations.

From the beginning of the 1:45 range, the conical bases with tube brackets have been available in one kit. Now both bases and cantilevers will be offered individually in different set sizes.

Artitec

Accessories and details are now mostly supplied ready-made, but some are still offered as kits.

NS 1950s level crossing (as kit). Level crossing watch post W32 (as kit) Bus shelter from the east of The Netherlands (also as kit). Green PTT telephone kiosk (also as kit). Industrial diesel engine on transport pallet (pack of two). Workshop tool cabinets. Welding equipment. Household appliances (washing machines, refrigerator, etc.). Living room furniture set, and accessories (lamp, radio, hi-fi, etc.)

Ford Model AA open lorry; 7 ton fork lift (also as kit); ex-military half track converted with dragline excavator; Latil H14 TL10 forestry tractor; Latil road-rail tractor, with buffer beams for shunting.

Most of the above will also be available in N.

Double beam lifting drawbridge (as a kit); ship lock (harbour entrance, single set of gates) (as a kit); large marker buoy; two small marker buoys; four small marker buoys as waterline models; quayside accessories; double and single bollards; lifebuoys, on simple posts and in cases. There are also kits for all these accessories.

Boats: historic Dutch 'Zeepunter' and 'Hoogaars' small sailing vessels; German Zeesenboot; shark boat, either full hull or waterline.

Asoa

Available now from these Gauge 1 accessory specialists is a standard wartime 5 ton trailer, left over after the conflict in large quantities and widely used. The ready made model is based on a plastic kit by Das Werk.



Asoa 1:32 5 ton trailer

Artitec HO NS level crossing & watch post



Artitec HO lifting drawbridge



Artitec HO & N 7 ton fork lift



Artitec HO & N Latil shunting tractor





Tillig

HO steel buffer stop, as a kit, pack of four, in either grey or yellow.

Mafen/N-Train/87-Train

A wide range of colour light signals, catenary, lights, and small accessories, many in etched brass. 12 page brochure of new items.

HO – DB colour light signals.

N – DB Re160 catenary lattice masts and cross spans, suspended box girder lattice masts.

DSB type 1963 signals, SNCB/NMBS signals.

Modern RENFE concrete buffer stop, with and without buffers, and choice of beams (wood, red/white, yellow/black).

Accessories (most in both HO and N) – recycling bins of various types, salt and grit bins, manhole covers, television aerials, satellite dishes, barbecue and picnic tables with benches and rubbish bins, beer kegs, crates of bottles (brown, green, and clear), drinking fountains, beehives, fire extinguishers, water tank on pallet, concrete blocks on pallet, cement mixer and wheelbarrow set, skips, ladders, portable toilet cubicles.



Noch HO stone pines



Tillig HO buffer stops



Noch

The 64 page A4 brochure again includes some QR-code links to video clips and modelling demonstrations.

Andreastal 'easy TRACK' layout base, with trackbed and risers, with track plans for Märklin C and K, Trix C, Piko A, and RocoLine track; 120 page instruction book (German or English versions) sold separately (October). Oddly the overall size is not given.

Laser-cut card kits

Allgäu farm, plus separate first floor access ramp (in HO and N). In HO only, agricultural outbuilding and open side storage shed (all October). In addition the existing horse riding ring will be available with a moving horse and rider, with sound module.

Laser-Cut minis – transformer stations (in TT and N as well as HO); garden pavilion; covered wooden pedestrian bridge; hen house; apiary (all September).

Hard foam items

Roman baths archaeological site (designed by Manfred Luft) and dinosaur excavation (both July); cemetery (August). Small single lane road bridges: single and double arch random stone, and single arch dressed blocks (all November).

Figures

Some already available, others expected July.

HO – parcel carriers, archaeologists, shoppers hoarding goods, farming family, sheep shearing,

HO, TT, and N – shunters, track workers, road workers, fire brigade (not TT), hunters and foresters, drunk people, children playing football, children in the snow, bathers, St. Nicholas and acolytes, brown cows, deer.

TT and N – racing cyclists.

G – station staff, shunters, passengers, sitting people (December).

Noch HO track workers



Noch G station staff



Noch HO Andreastal layout base



Figure sets with sound module – tree felling (HO and N), chickens (HO) (December).

Market themed figure sets with accessories in HO – vegetable stall, fruit stall, flower stall, ice cream and hotdog stalls, coffee stall, fish stall (September).

Window boxes (with various colour flowers) and flower pots (June).

Scatter grass – medium green 4mm, medium green 9mm, and golden yellow 9mm (March).

Ground cover foliage – medium green, olive green, dark green, green/beige, green/brown, meadow (with either yellow, white, or red flowers)(August).

Natur+ mini mats – lush meadow, reed meadow, natural meadow, heath, grass steppe (September).

Vegetation starter sets – meadow, forest, wayside, riverbank, railway embankment (October).

Trees – stone pine (2), olive (2), almond (2), cypress (3), and palms (two, individually) (June).

Tree with tree house in HO, TT, and N (June).

Deciduous tree (175mm high) with working swing (October).

Artificial water, and water colouring set (both May).

Set of six marker pens for highlighting details (black, white, red, yellow, silver, and rust)(May).

Set of seven weathering powders (5g each teal, leaf green, terracotta, russet, ash, sand, and soot) in a wooden stand/mixing bench, and also suitable spray & fix adhesive (both September).

Noch HO shunters



Noch G shunters



Busch HO HS 091 silos



Busch

48 page A4 landscape format brochure.

The LPG is an agricultural production cooperative from the DDR and a symbol of the East German economy. Since 2008 Busch has been producing suitable buildings, accessories, and vehicles for this topic. Suitable workshops and stables are being added this year. The Marienberger hall was originally manufactured by VEB Vereinigte Holzindustrie Marienberg from the mid-1960s. The wooden structure serves as a storage area and shelter for agricultural equipment, as a sheepfold, and a potato sorting area, etc.

Busch HO Marienberg hall



The Bergehalle is for the safe storage of hay, straw, fodder and machines. The concrete construction is authentically represented by special coloured card.

The architectural style makes these structures suitable as industrial buildings in other settings.

Set of two type HS 091 tall cylindrical concrete silos with domed tops.

Refuelling point for agricultural machines.

With the new dairy cattle plant, milk production can be realistically represented, from the delivery of the raw material for feed production to the delivery of the milk to the consumer. The model is based on the DDR large dairy cattle farms from the 1970s, but modern farm buildings are also offered. Many of the buildings and technical equipment in this new series can be used universally and are suitable for agricultural scenarios in all regions of the country.

Modern concrete and wood hall for storage of hay, straw, fodder, and machines.

Modern open stable.

Busch HO modern storage hall



Type FG 35-310 mobile conveyor blower with conveyor belt, motors, and control cabinet.

Busch HO FG 35-310 conveyor



Heki HO espalier fruit trees



Type RA7 access ramp by the Saxon company Max Grumbach used for tipping road vehicle loads sideways.

All the above are offered in both HO and TT.

Accessories mostly only in HO – vet (also TT); calf feeding (also TT); veal enclosures; milk sales stall; shepherd's mobile hut; sheep shearing; harvesters taking a break; harvest crates; tractor repair; dog chasing cat over a hay bale; playing cats; racoons.

Forestry theme: forester's house; forestry office; mobile hut on trailer (green, brown, or grey).

Appropriate 'action sets' – reforestation; hunter on a lookout; hunter taking refuge up a tree from a wild boar; hunter with boar being butchered.

New in the HO village series: old half-timbered house, with crumbling plaster; another similar house, with outbuildings; a half-timbered shed; old railway van body in use as a shed (also in TT).

'Minol' filling station. (HO and TT.)

Car workshop. (HO and TT.)

Trabant advertising sign (HO).

Action sets in HO (with figures and relevant accessories): postman with bicycle, and dog; dog chasing postman; pasting up a poster; hanging a sign on a lamppost; workmen down a manhole; stealing a bicycle; breaking into a house; garden barbecue (illuminated); girl and dog in park with frisbee; e-scooters plus park bench, waste bin, and poplar tree; slack-line between two trees.

East German fire brigade – three firemen with accessories (hose and tools); fireman with hose storage trailer; fireman with equipment trailer.

Sheets for brick and plaster walls, weathered to different degrees.

Rapeseed field.

Grass clumps: spring, late summer, and autumn all 2mm, 4mm, and 6mm lengths. Weeds in spring and summer, blossom in spring and summer.

Apple trees, in blossom and fruit; small oak or fruit tree, deciduous tree, and aspen, all in either spring or summer green, with realistic leaves.

Spruce just struck by lightning (illuminated).

More new items will be announced in the summer.

Preiser

The 4 page A4 size leaflet is marked 1/2021, which suggests there may be more later in the year.

Sets of six figures, sometimes with small accessories.

HO: at the car wash; in the bakery; having a sauna; fire brigade (both blue and beige uniforms); hunters with helpers and dogs; crime scene investigation; American city policemen.

HO individual: postman; post woman on a scooter; woman delivering newspapers; working from home; man with pressure washer; fireman rescuing a child (both blue and beige uniforms); hunter with dog and off-road vehicle. Statue of St. Boniface.

Accessories: hunting equipment. Pack of four luggage trolley trailers in yellow, orange, or grey.

G – set of three people reading, in various poses; set of three mushroom pickers; Beethoven.

Preiser HO platform trolley trailers



Heki HO vines



Heki HO birches



Heki HO poplars



Heki

4 page A4 leaflet.

The new Super Artline trees can be used for all scales from HO to Z, for HO as young trees or as normal trees in the smaller scales: five leafy trees; five plum trees; five apple trees.

Super Artline trees for HO and TT – two hornbeams, three mulberry trees, four plum trees.

Realistic series – five fruit trees; four birch trees; four poplars; single chestnut.

Espalier fruit trees, with support poles.

Grape vines, with support poles.

Rose bushes and hedges.

Bushes and hedges.

Heki HO chestnut



Preiser HO postman, postwoman



Silhouette lime, spring



Silhouette apple, summer



Silhouette plane, early autumn



Silhouette aspen, late autumn



MiniNatur / Silhouette

New items are shown in a 4 page A4 leaflet. This concern is famous for fine and realistic foliage, with specific leaf shapes, and colours to suit all seasons.

These include aspen, beech, copper beech, moor birch, weeping birch, lime, oak, poplar, plane, silver

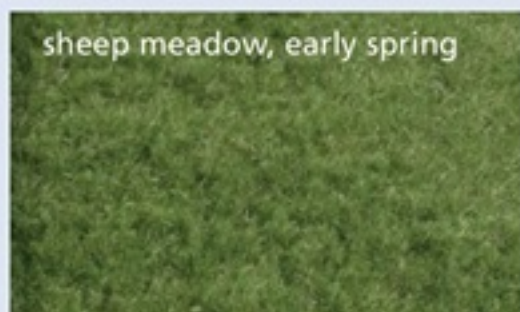
willow, weeping willow, fir, spruce, apple, pear, and plum, with appropriate seasonal variations.

Loose blossom in single colours and an assortment of five, as well as single and mixed flowers.

Foliage mats: cattle pasture, chalk meadow, overgrown dark ground, forest floor, and overgrown forest

floor, all in spring, summer, early autumn, and later autumn. New in the range: mats on foil, in 500 x 300mm and 140 x 90mm sheets: cattle pasture and sheep pasture each in spring, summer, and early autumn, plus fertile plain meadow in spring, summer, early autumn, and late autumn.

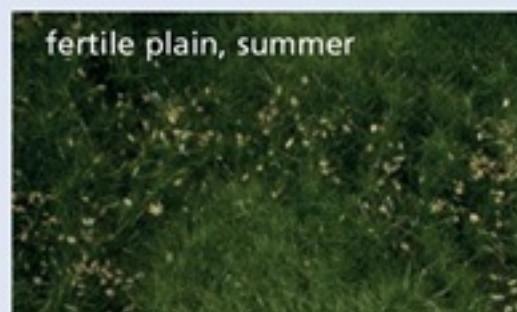
sheep meadow, early spring



chalk meadow, spring



fertile plain, summer



cow pasture, autumn



Useful addresses

The following list gives the addresses of firms mentioned in our report whose products may not be widely known or readily available in the UK. Brands which should be familiar from regular advertisements and reviews in the magazine have been omitted. Websites are included if known, or an e-mail address if available. If contacting companies in Europe, it should not be assumed that English is understood.

A.C.M.E.

Viale Lombardia 27, I-20131 Milano, Italy
www.acmetreni.it

Amintiri Feroviare

Str. Erou Slt. Olaru Cristian, Nr.34, Barlad, Romania, 731076
www.amintiriferoviare.com

ASM (Arndt Spezial-Modell)

Auf der Rübekuhle 23A,
D-21335 Lüneburg, Germany
https://as-modell.de

Artitec Models

Papaverweg 29b,
NL-1032 KE, Amsterdam, The Netherlands
www.artitec.nl

Asoa Pro Eins (Klaus Holl)

Postfach 44 01 40, D-80750 München, Germany
www.asoa.de

B-Models (Van Biervliet)

Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com
www.b-models.be

Bauer Ladegüter

Kirchenstraße 6,
D-93142 Maxhütte-Haidhof, Germany
www.ladegueter-bauer.de

ESU (electronic solutions ulm)

Edisonallee 29, D-89231 Neu-Ulm, Germany
www.esu.eu

Exact-train

Ijsvogellaan 15,
NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Fulgurex

Ch. du Reposoir 16, CH-1007 Lausanne, Switzerland
www.fulgurex.ch

Heris Modelleisenbahn

Kaesbachstraße 17,
D-41063 Mönchengladbach, Germany
www.heris-modelleisenbahn.de

Jägerndorfer Spielwaren GmbH

Bundesstrasse 20, A-2563 Pottenstein, Austria
www.jaegerndorfer.at

Joswood – Jörg Schmidt

Steinbeck 54 (Hinterhaus),
D-42119 Wuppertal, Germany
www.joswood-gmbh.de

Kato/Hobbytrain – see Lemke

KM1 Modellbau

Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Kühn

Maarweg 48b, D-53619 Rheinbreitbach, Germany
www.kuehn-modell.de

Lemke (Kato/Hobbytrain/Mehano)

Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

Loewe Modellbahnzubehör

Steinschrotweg 7, D-96450 Coburg, Germany
www.loewe-modellbahnzubehoer.de

LS Models

Rue Bosfagnes 31, B-4950 Sourbrodt, Belgium
www.lsmodels.com

Mabar

Av. de Cabrera 36 - 5^a floor,
E-08302 Mataró, Barcelona, Spain
www.mabar.es

Mafen

Model FAB Trains S.L., Avda. Cognost, 37 Nave 7,
E-08760 Martorell, Barcelona, Spain
www.mafen.eu

MBW

Wolfsbank 6, D-45472 Mülheim, Germany
https://mbw-modellbahnen.de

MiniNatur / Silhouette

Buschingstraße 5, D-82216 Maisach-Gernlinden, Germany
www.mininatur.de

Minitrains (Standard Light GmbH)

Werftstraße 12, D-76189 Karlsruhe, Germany
www.minitrains.eu

MO-Miniatur

Gustl-Waldaur-Str.42, D-84030 Ergolding, Germany
www.mo-miniatur.com

NME (Nürnberger ModellEisenbahnen GmbH)

Röthensteig 5, D-90408 Nürnberg, Germany
www.nme-online.de

NMJ (Norsk Modell Jernbane)

Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

Pi.R.A.T.A.

21.10 Srl – Via Montonale Basso, 5/G,
I-25015 Desenzano del Garda (Brescia), Italy
www.piratamodels.it

Profi Model Thyrow (pmt)

Thyrower Bahnhofstraße 6,
D-14959 Trebbin OT Thyrow, Germany
www.pmt-modelle.de

REE Modèles / Mikado Train

46, Route de Paris, F-77370 Nangis, France
www.ree-modeles.com

Schlosser (Lok-Schlosserei)

Lengsfelder Straße 1b, D-36460 Dietlas, Germany
www.lok-schlosserei.de

Schnellenkamp

Treiser Pfad 1, D-35418 Buseck, Germany
spur-0-kaufhaus.de

Veit Modellbau

Volkshausstraße 1,
D-08297 Zwönitz (OT Brünlos), Germany
www.modellbau-veit.de

Weinert

Mittlewending 7, D-28833 Weyhe/Dreye, Germany
www.weinert-modellbau.de



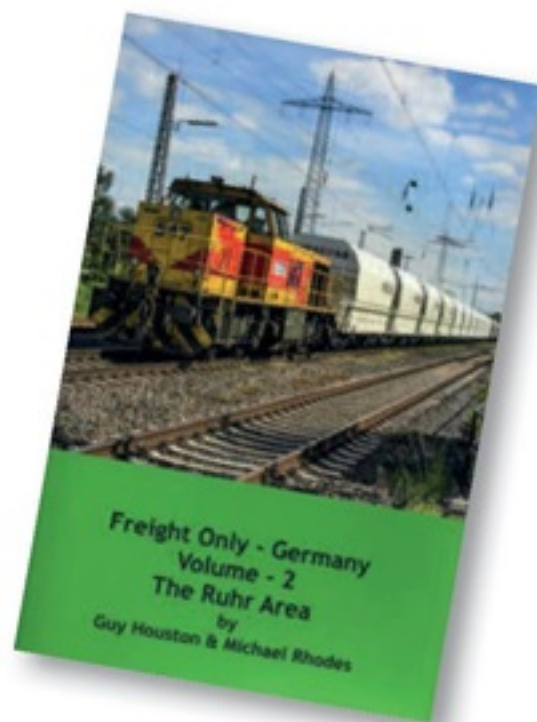
Freight only – Germany Volume 2 – the Ruhr area

This 188 page 230mm x 150mm book is the second in what will probably be a five volume series aimed at covering current railway freight operations in Germany. The first volume covered northern Germany; this one deals with the dense freight network in the Ruhr area, from Osnabrück in the north to Düsseldorf in the south. Guides for the busiest 'hot-spots' around Hamm, Kreuztal, Oberhausen, Duisburg, and Düsseldorf are included, as well as details of the busy mixed freight yards at Hagen, Wanne-Eickel, and Oberhausen Osterfeld.

The price is £22.00

The third volume will cover the area around Köln, along with the routes down to Mainz, Frankfurt, and beyond.

Volume 1 is still available and is now cheaper as it has been moved off Blurb and onto the ST Publications website, where postage is free.



www.stpublications.co.uk

HO layout sought for video tests



Pocket Rocket Media, who were responsible for some of the impressive layout footage in Channel 5's 'The Great Model Railway Challenge', are looking for an HO continental layout on which they can conduct some tests with new miniature cameras.

As the Covid situation appears to be easing, they would like anyone who might be able to assist to contact them to a make arrangements for when circumstances allow. They currently follow BBC Studios guidance for location filming. All filming is a very low key affair, with a crew of just two. Only one person is required to be present (2m distanced) to run trains.

Although primarily based in Kent and the Midlands, they would be prepared to travel further if necessary. A copy of the resulting footage would be donated to the club or individual involved for their help.

To give an idea of their work, the following is a link to a short sequence showing some of the OO footage from the GMRC programmes:

<https://vimeo.com/477698026/47c3019178>

Richard Hetherington richard@pocketrocket.media 07932 110918

89' auto rack new in HO by Atlas

In 2013, Greenbrier Companies introduced a new design of 89' auto rack, the Multi-Max™. It allowed for changing the configuration from a bi-level to a tri-level (and back) without adding or removing decks. To date, most of these racks have been built on Greenbrier Companies' own specially designed 89' flat cars. These cars are commonly seen in cuts of other similar auto rack cars or in a solid unit train of auto rack cars. Currently, almost ten thousand auto rack cars are running in North America.

The Atlas HO Multi-Max™ uses all new flat car and superstructure tooling, and newly tooled trucks. Four body variations match different prototype configurations, with appropriate details, notably highly detailed side screens. Metal couplers are fitted. The latest run includes some all new paint schemes, with accurate painting and lettering: BNSF (black wedge), Canadian Pacific (beaver), KCS (white), TTX yellow, TTX white, and Utah Central Railway (white).

www.atlasrr.com



Atlas acquires MTH O scale range

Atlas is pleased to announce the purchase of selected tooling from the MTH Premier O scale locomotive and rolling stock lines.

Locos include the E6A/B and E8A/B, 44 tonner, Amtrak P42 Genesis, Dash 9, SD45, F40, U30C, SD70M-2 with SD70Ace, GP38-2, SD70ACe, SD70MAC, GP40, S2, SD40-2, GP30, ES44AC&DC with ES44DC and GEVO ES-44.

Rolling stock includes the 4-bay hopper, Coalporter hopper, PS2CD high side hopper, 40' PS1 box car, 55' all door box car, 2-bay Centerflow hopper, 3-bay Centerflow hopper, steel caboose, 50' High Cube box car, PS2 2-bay hopper, 20,000 gallon tank car, 50' Airslide hopper, Russell Plow, 8,000 gallon tank car, Funnel Flow tank car, modern tank car, crane, crane tender, 100 ton hot metal car, rapid discharge hopper, 75' depressed center flat car, scale test car, 2-bay offset hopper, operating coal and log dump cars, Premiere 70' heavy-weight passenger cars, Premiere 70' streamline passenger cars, and Amfleet cars.

In addition, Atlas has also acquired accessories from the MTH Railking range, including: water column, 22 figure sets, operating traffic light, motorcycle pack, pedestrian crosswalk, floodlight tower, sanding tower, road signs, telephone poles, and the operating modern crossing signal.

Atlas has also acquired a license for the MTH Proto-Sound 3 Sound & Control electronics boards, which adds realistic sounds to locos and allows control through the Locos Command System. The license gives Atlas the option to sell DCS components.

Atlas will be working closely with the existing supplier to ensure that models are produced and delivered in a timely fashion.

M.T.H. Electric Trains was founded in 1980 by Mike Wolf as a mail order business. Over the years it grew into a full manufacturing operation with ranges of O, S, and HO trains. In June 2020, Mike Wolf announced he was retiring and that M.T.H. would be closing in May 2021.

www.atlasrr.com

Geoff Endacott

September 1958 – February 2021

Geoffrey Frederick Endacott passed away suddenly and unexpectedly on Friday 19th February.

He was the founding member of the Bentley Model Railway Group based in Calne, Wiltshire. He started the club whilst a pupil at the secondary school from which the name was derived. Subsequently it became a group of former pupils who would regularly come together to build and exhibit a series of layouts. Over the years Geoff guided the growth of this group into the current club of some thirty members, which now is fortunate to own its own club room in Calne.

Geoff held the office of club treasurer but what he did went far beyond that. He worked to not only ensure the survival of the club but also to enable it to grow and address the diverse interests of its steadily increasing membership.

Geoff is probably best known to the wider model railway community for the two model railway shows he organised each year, the first being a local show held in Calne in January and the second the much larger Trainwest held in April,

most recently in nearby Corsham. Geoff did this with apparent ease but it will be difficult to replace the competence and commitment he brought to the task.

The shows often included overseas outline layouts, and even on occasion layouts brought from the continent which Geoff had seen in CM.

Others might know Geoff from his active participation in online forums where he would regularly share his knowledge, and humour.

Beyond railways, both model and real, Geoff was a keen cricket fan. He played for many years in the local club and would frequently travel to Taunton to watch Somerset county matches.

Geoff's organisational skills were not restricted to model railway shows. He was always actively engaged in local arts and music events in and around his home town of Chippenham.

Geoff will be missed not just as a friend and the core of the club but also as a quiet mentor and enabler for those less confident members that joined us new to the hobby.

Chris White
Chairman, Bentley MRG.

Latest from American Z Line



8,000 gallon tank car

AZL announces a new body style – the 8,000 gallon tank cars introduced in 1917 by the General American Tank Car Company. Designed for bulk liquid shippers, these cars were not insulated. They carried a wide range of products.

The models feature added detail parts, fine printing, Bettendorf trucks, blackened metal wheels, and AZL AutoLatch™ couplers.

The first release is for 'ROMA WINE', offered as a twin pack and single cars.

R-70-20 reefer

The recent model of the R-70-20 reefer is now available in another road name – Union Pacific Fruit Express (UPFE) – in four-packs, two-packs, and singly.



EMD GP38-2 – Union Pacific

There will be another number for the UP GP38-2 – 2002.

The body shells are from the first run, but the chassis is the improved 2020 version. Supplies are extremely limited.

The models have a coreless motor, dual flywheels, traction tyres, standard DCC-ready PCB board, directional LED lights, and AutoLatch™ couplers.

<http://ztrackdistribution.com>



New for HOe from Ferro-Train



The Austrian 'jaffa' colour scheme got its nickname from the British jaffa cake. With the unflattering 'Pflatsch' logo, it symbolises an entire epoch of Austrian railway history. It started at the beginning of the 1970s, and was applied as stock was gradually overhauled and repainted. It lasted until the 1990s when it was replaced by the Valousek design.

Ferro-Train / Halling are now producing their HOe model of the 3200 series stock in this livery.

Each coach is unique and made exactly according to photos from the relevant period. The first batch, like the prototypes, does not have a computer check digit in the number, even though this would have been brought into use at the beginning of the 1980s.

Each of the cars is a little different.

Not only is the lettering implemented in an exemplary manner, the frames and bogies, roofs, and the type of Webasto heating were also carefully matched.

The detail extends to 'faulty' stickers in some windows.

With modern model production methods it is now possible to do justice to the abundance of possible models.

Each number will only be made in very limited quantities.

The current production plan provides for over twenty different models from all stages in the life of the coaches, so there is hardly any possibility of a re-run if one number should sell out.

Ferro-Train / Leopold Halling

Leopoldgasse 15-17,
A-1230 Wien, Austria.

www.halling.at



New tank cars in HO by San Juan

The San Juan Model Company of Arvada, Colorado, designs and produces accurate parts, kits, decals, and accessories for the discerning modeller. It is a consolidation of several well-known names, including San Juan Details (formerly Grandt Line), Leadville Shops, San Juan Car Co., San Juan Decals, Railgraphics, and American Limited.

Under the American Limited brand they have just released a third run of the popular General American Tank Car (GATC) welded tank car.

New features include two new road names, including Spokane Portland & Seattle (SP&S), Northern Pacific (NP),

and new lading colour bands for the Atchison Topeka & Santa Fe (AT&SF).

There are ten major variants across the three different roads. Models feature details specific to the road name and periods.

These include walkway variants: 'as delivered' with high walkways and body mounted handrails, or 'rebuilt' with walkways cut and safety handrails lowered.

There is a choice of trucks: as delivered with Bettendorfs or as later modernised with roller bearing 70-ton trucks, which even have rotating bearing caps.

The cars are equipped with either a

conventional or lower shelf coupler as per prototype.

The AT&SF versions have six paint schemes for various commodities. Each commodity had a different colour band applied to the end of the tank.

1. Orange band – journal oil service, with 1970s Santa Fe logo lettering.
2. Reclaimed diesel fuel service, with 1970s Santa Fe logo lettering.
3. Orange/white band – solvent service, early lettering.
4. Grey band – diesel fuel service, with 1970s Santa Fe logo lettering.
5. Yellow band – gasoline service, early lettering.
6. Grey band – diesel fuel service, early lettering.

The SP&S and NP versions reflect both 'as delivered' and 'post merger' eras.

A group of the NP cars was assigned to the Montana Rail Link, with additional lettering.

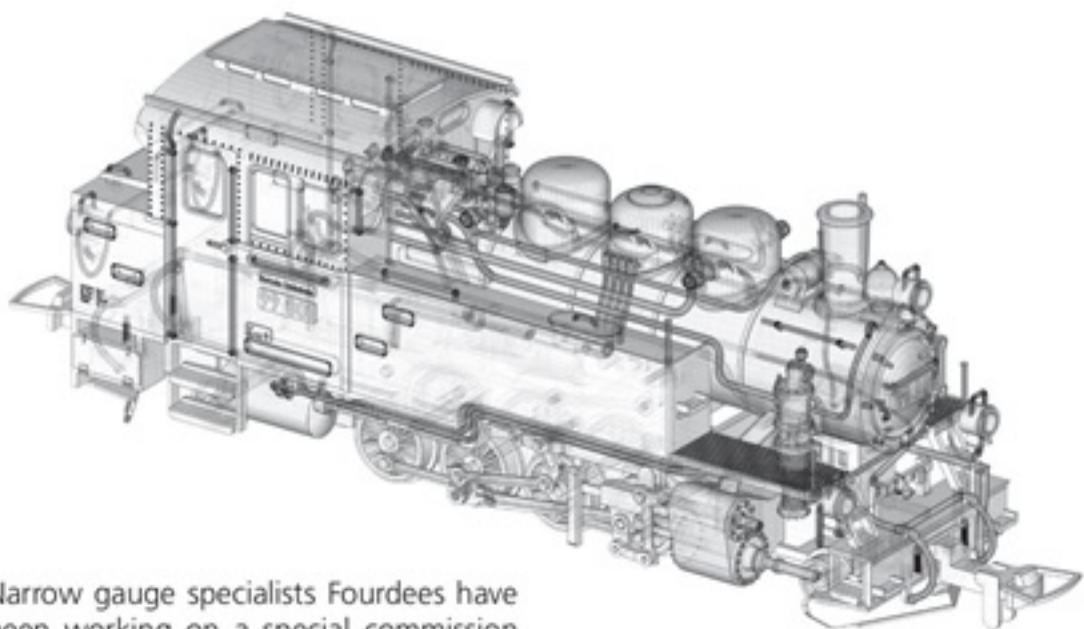
The price is US\$64.95, and the models should be available from hobby stores.

Orders may also be directed to

www.americanlimitedmodels.com



Special HOe project by Fourdees



Narrow gauge specialists Fourdees have been working on a special commission for a limited edition model.

It represents the 2-8-2T which was designed by the Deutsche Reichsbahn in the 1950s as a replacement for the ageing Saxon IVK Meyers, for use where the heavier axle load VIK 0-10-0T and standard 2-10-2T could not be deployed.

Specifically, it depicts the second, smaller, proposal, for which drawings were prepared; dimensions of the initial scheme indicate merely a shortened 2-10-2T which would still have been too heavy.

In fact, the whole project came to nothing – expenditure on new locos, especially new steam locos, could not be justified. Instead, when a parallel diesel project proved abortive, a comprehensive programme of rebuilding the IVKs was undertaken, with the costs concealed as repairs, with the fortunate result that so many survive today.

See CM April 2011.

Fourdees started from the drawings produced for that article and developed an entirely new model, with their own CAD, researched as thoroughly as possible (in which process we were pleased to assist), with a level of detail to match Bemo, Weinert, Veit, and Tillig products.

The body is assembled from 3D-printed parts (not simply formed in one piece), along with a number of chassis components, plus etched metal parts.

The mechanism is derived from a quality Fleischmann N gauge BR86, modified with re-mounted pony trucks, new cylinders, and significantly re-arranged motion.

It is a long way from simply putting a one-piece body on an existing chassis.

The complexity of the model, and the cost of the mechanism (by comparison with the Farish and Kato chassis on which Fourdees have previously based their models), means that the price (still to be finalised) will be relatively high (even by Fourdees usual standards) – but should compare with the likes of Bemo, Weinert, and Veit, and the result will be a very distinctive hand-made model, and one of only a handful produced.

The model will not form part of the Fourdees offering in future, as they intend to concentrate on developing their OO9 range. They are keen to stress it does not mean a general move in European HOe. (Shame!)

It is intended that each model will carry a different running number (in the 99 8XX series, following on from the *Einheits* 2-10-2Ts). The model will be supplied with an additional sheet of waterslide transfers so the modeller can choose to change the number and direction/shed allocation if required. Custom finishes may be possible for orders placed before the batch is completed.

Our illustration shows a sample assembled from test parts to check the build; the production models will differ in some details as a result of experience gained in this process.

Fourdees Limited,
57, Wentworth Road,
Blacker Hill, Barnsley, S74 0RP.
info@fourdees.co.uk

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German HO



Also in this issue...

Nytorp garden line



Antwerpen Luchtbal



Hrubieszów



Latest Reviews ... and much more

PECO

• Lichtenhain

A challenge from Thüringia – Ton Janssen has modelled in HO the upper terminus of an unusual funicular and the first part of the standard gauge line it serves.

• Nytorp garden railway

Anthony Horne describes a remarkable long term project, what is believed to be the largest G scale garden railway in Sweden, which continues to grow and be developed.

• Antwerpen Luchtbal

Jan Martens is primarily a tram fan, but on the top floor of his house there is not only a German tramway layout but also a Belgian HO city scene with trains and trams.

• Hrubieszów

A town in eastern Poland before the war: Peter Kornicki describes his HO layout, which commemorates an aspect of family history.

• Osterburken

Paul Peeters reports how he converted some storage sidings on his German N layout into a new scenic section.

... and much more!



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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

LOWESTOFT, Parris, 252 London Road South, Kirkley for PECO PRODUCTS and MODELLING TOOLS and many other lines. Tel: 01502 565695.

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

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CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Price for UK Residents £3 per issue, Europe £3 per issue plus £2 postage sent Airsaver Post and rest of the World £3.00 per issue plus £3 postage sent Airsaver Post. Airmail – please enquire.

Wanted (Trade)

This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British and American N and OO/HO scales plus Continental HO model railway equipment. British and American O-scale also considered along with interesting items of railwayana. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

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WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

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LARGE, COMPREHENSIVE, FULLY DETAILED, MULTI-LEVEL, CONTINENTAL N GAUGE LAYOUT WANTED. Max size 2m by 3m. 'L Shape' preferred. No locos or rolling stock needed. Will collect. Email Alex at p24ba@aol.com

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NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

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Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

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NscaleCH

The Rowsley (Model Railway) Group at Peak Rail's Rowsley South Site

Welcome to our exhibition catering for all interested in European Railways.



New Alpenbahnen Layout on Show

Opening in 2021 subject to Peak Rail being operational. Follow the trains from Lake Constance in Germany to Switzerland over the Gotthard into Ticino and Lake Lugano. Peak Rail in Derbyshire at Rowsley South Site (DE4 2LF)

Cancellation of Mirfield Show

The model railway show due to be held on Saturday May 15th 2021 will now be held on the same weekend in 2022 due to the national pandemic.

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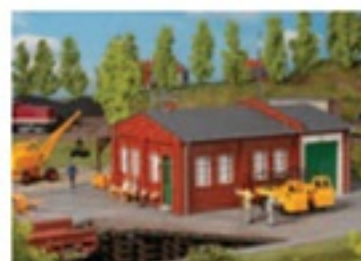
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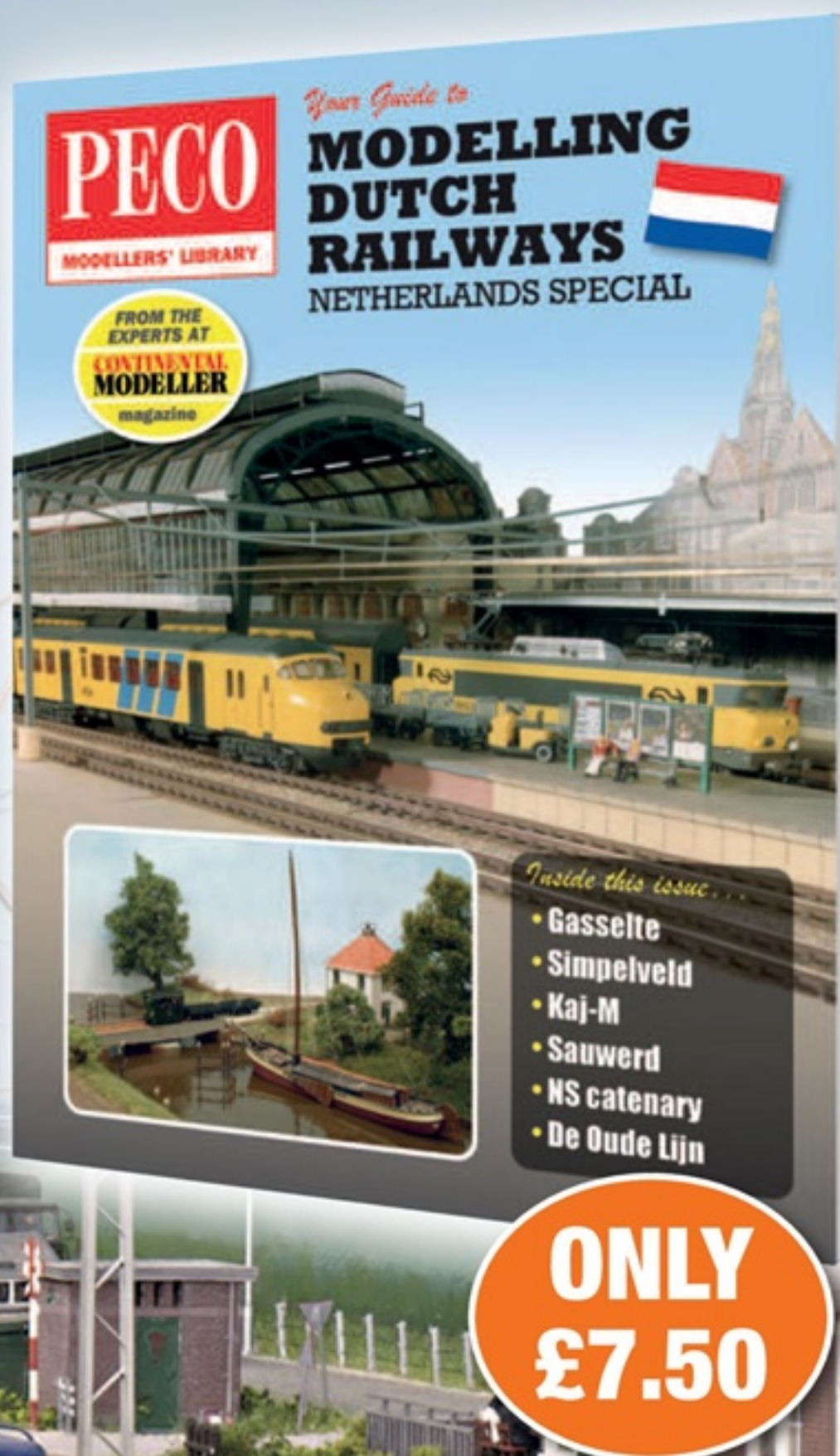
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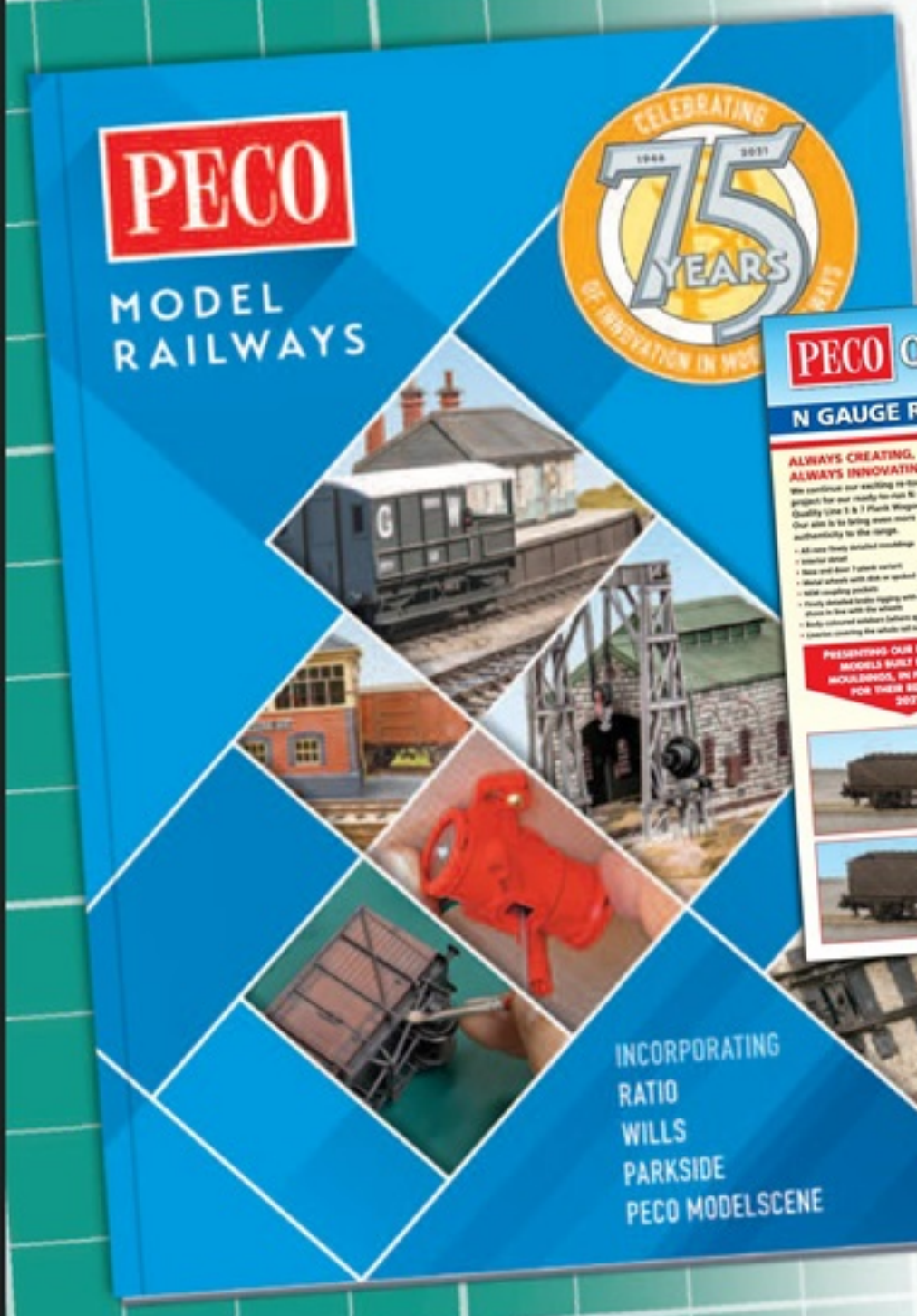
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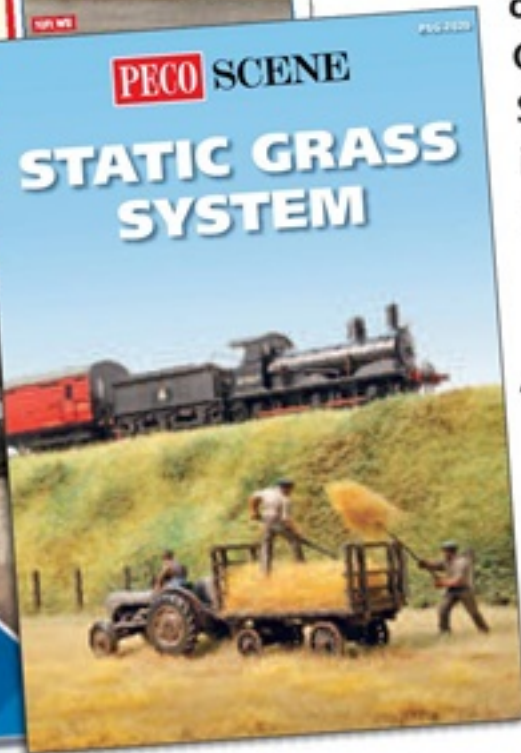
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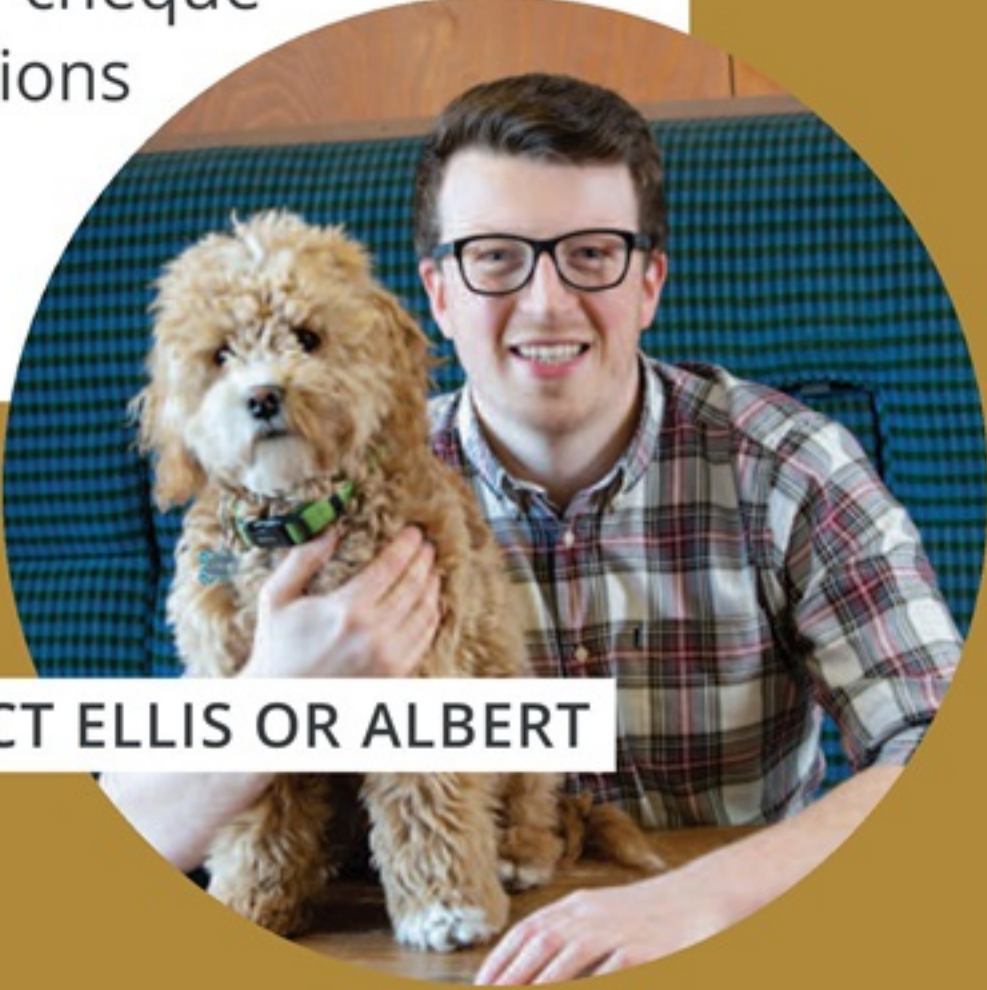
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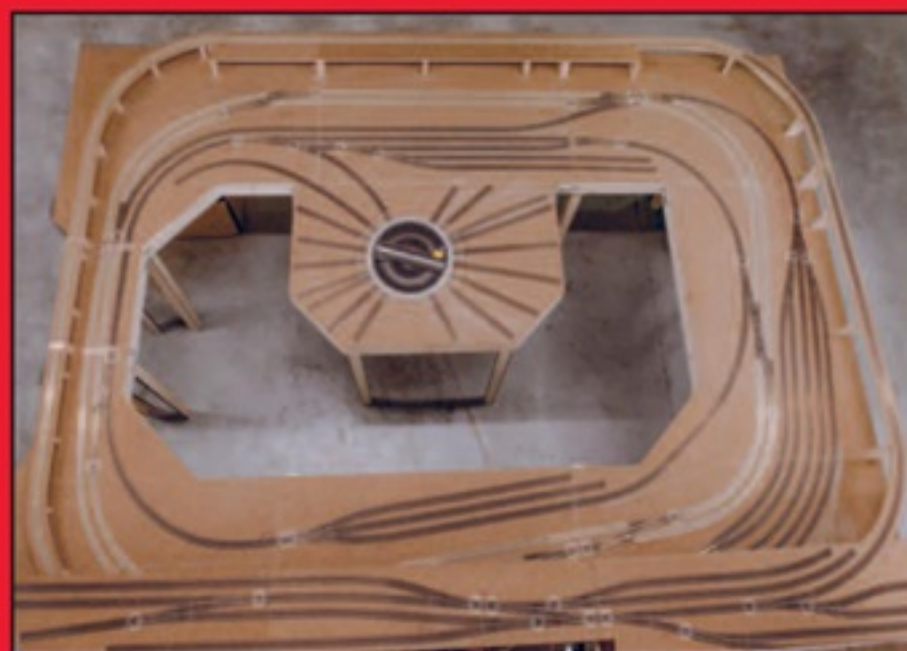
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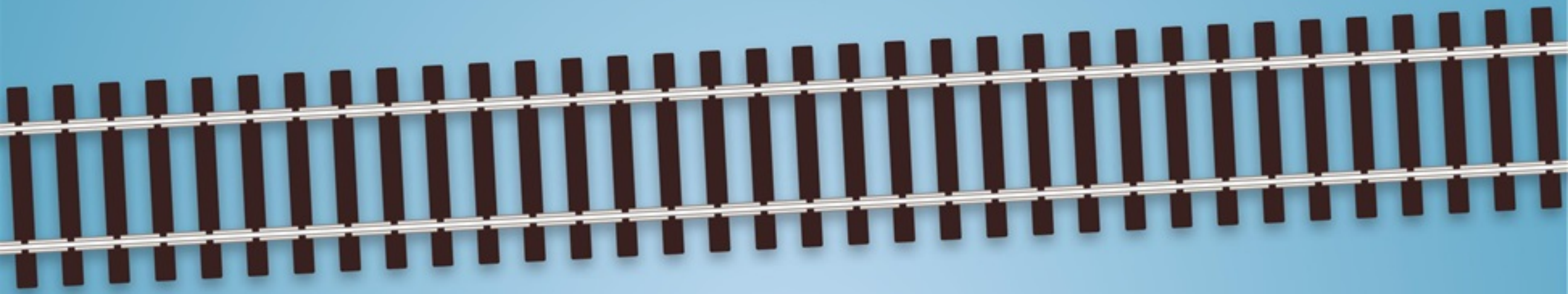
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