

CONTINENTAL MODELLER

AUGUST 2021 £5.20 (UK)

www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Lauwersmeer

Dutch HO



Also in this issue...



Schakummen

German HO



Lucette à Tivoli

French HOe



Kinross

Canadian HO

Latest Reviews ... and much more



PUBLISHED BY
PECO



KITTLE HOBBY



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD
(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle
P.O. Box 05, Ystalyfera, Swansea SA9 1YE
★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005
E-mail: kittlehobby@gmail.com
Website:
www.kittlehobby.com

Walthers HO USA

post and packing £3.99
ring for our illustrated lists sent post free
(all items in stock at time of going to press)



W9944 F7 N & S (Tuxedo).....£138.00



W10421 GP9 Conrail.....£138.00



10475 GP9 SPSF.....£138.00

102 GP9 Union Pacific.....£69.00

130 GP9 Pennsylvania.....£69.00



20410 GP9 N & S (S & DCC).....£170.00

9232 Western Pacific SW1.....£90.00

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



2500 GP15 BNSF.....£78.00



W10606 NW2 IHB.....£138.00

W10603 EJ & E.....£138.00

W10608 URR.....£138.00



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



10451 GP9 Santa Fe.....£138.00

Track Cleaners

1482 Denver, Rio Grande.....£28.75

1756 Union Pacific.....£28.75

1753 Burlington Northern.....£28.75

Caboose



W8757 Norfolk & Western.....£38.00

W8761 Northern Pacific.....£38.00

1520 BNSF.....£24.00

1502 Union Pacific.....£24.00

1505 CSX.....£24.00

1503 Santa Fe.....£24.00

Flats

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



6919 34' Golden West.....£27.50

7829 Grain Hopper.....£29.00

7455 PS2 'Cargill' Hopper.....£27.50

1423 Rock Island Hopper.....£17.00

1659 Pennsylvania Hopper.....£17.00

1426 Illinois Central.....£17.00

1655 Offset Hopper N & W.....£17.50

Tanks



1124 Union '76 3 Dome.....£22.50



1442 Cooks Paints.....£17.00



1613 Amoco.....£17.00

1615 Bakers Chocolate.....£17.00

Box Cars



1343 NYC 40' Box Car.....£29.50



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



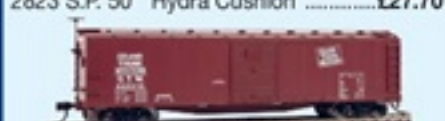
1403 NYC 40' Box Car.....£17.00

2015 CP 50' (Pacman Logo).....£21.00



1173 40' Union Pacific.....£27.00

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



40816 40' Box Car GTW.....£25.00

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

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



Walthers
HO & N
Catalogue
2021
£18.00

Opening Hours

Mon & Tues 10 a.m. to 5 p.m.
Thurs & Fri 10 a.m. to 5 p.m.
Sat 10 a.m. to 4 p.m.
Tel 01639 731005

All items IN STOCK at time of going to press!

American HO Scale Locomotives/Freight all brands



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

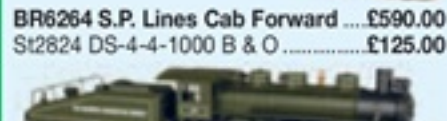


B50709 GN 0-6-0.....£115.00

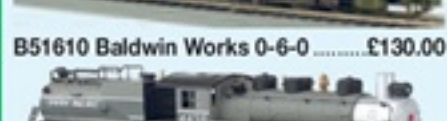


BR6264 S.P. Lines Cab Forward.....£590.00

St2824 DS-4-4-1000 B & O.....£125.00



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



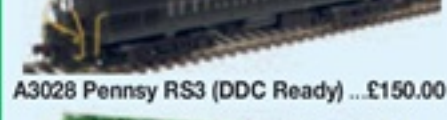
B50708 Union Pacific 0-6-0.....£145.00



St4662 Frisco VO-660.....£125.00



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



BW42701 40' Box Car Burlington.....£28.65



BW42526 Conrail Caboose.....£37.50

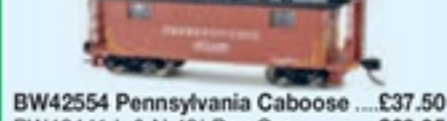


BW42554 Pennsylvania Caboose.....£37.50

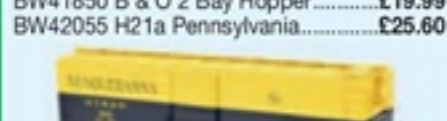
BW42441 L & N 40' Box Car.....£28.95

BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60

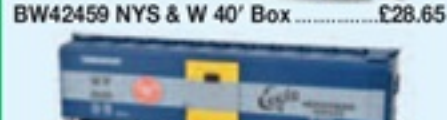


BW42459 NYS & W 40' Box.....£28.65



BW42449 M.P. 40' Box Car.....£28.65

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)



Victorian Station Kit (pre-coloured) 380mm x 120mm.....£42.45 whilst stocks last!

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

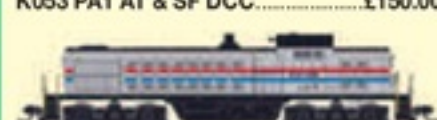
Broadway 6353 P Union Pacific

Consolidation 2-8-0.....£440.00

American N Gauge post & packing £3.99



K053 PA1 AT & SF DCC.....£150.00

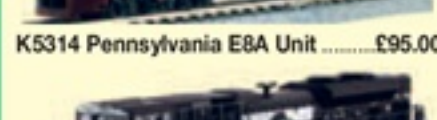


A4081 RS1 Amtrak.....£120.00

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



K9241 EMD SDP40F BNSF.....£110.00



K7035 GE AC4400CW C & NW.....£108.00

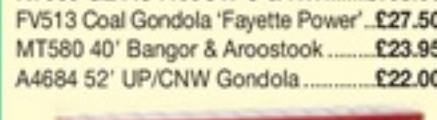
FV513 Coal Gondola 'Fayette Power'.....£27.50

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

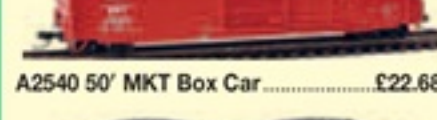
A4684 52' UP/CNW Gondola.....£22.00



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

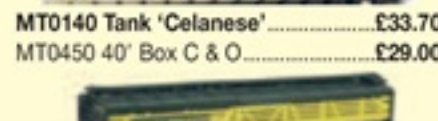
B14654 72' Str. Baggage



WOT D & RG Box Car.....£25.40

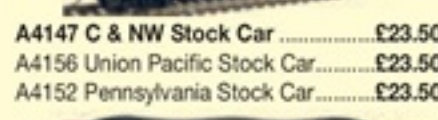


WOT MP Box Car.....£25.40



MT0140 Tank 'Celanese'.....£33.70

MT0450 40' Box C & O.....£29.00



A4147 C & NW Stock Car.....£23.50

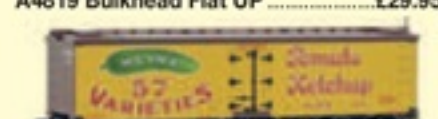
A4156 Union Pacific Stock Car.....£23.50

A4152 Pennsylvania Stock Car.....£23.50

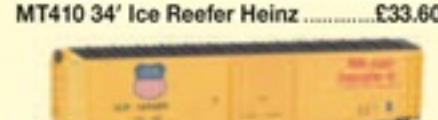


BW38040 Pennsy 4 Bay Hopper.....£22.50

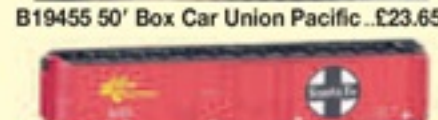
MT311 D & RG Gondola & Load.....£30.95



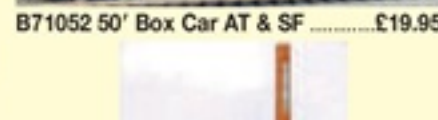
A4819 Bulkhead Flat UP.....£29.95



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



N15841 - HO Scale - **£11.50**
N36841 - N Scale - **£11.50**
6 Sunbathers Figure Set



N15849 - HO Scale - **£11.50**
N36849 - N Scale - **£11.50**
6 Bathers Figure Set



N15850 - HO Scale - **£11.50**
6 Sunbathers Figure Set



N18300 - HO Scale - **£10.25**
6 Sunbathers Figure Set



N14261 - HO Scale - **£11.25**
Changing Rooms Laser Cut Minis Kit



N14260 - HO Scale - **£13.25**
Beach Bar Laser Cut Minis Kit



N58152 - HO Scale - **£18.50**
Hard Foam Basalt Rock Fall Wall



N58462 - HO Scale - **£21.75**
Hard Foam Basalt Rock Wall



N21971 - Multi Scale - **£11.50**
Palm Profi Tree - 15cm



N21981 - Multi Scale - **£12.50**
Palm Profi Tree - 19cm



N09234 - Multi Scale - **£2.45**
250g Fine Sand



N09235 - Multi Scale - **£2.45**
250g Medium Sand



N09237 - Multi Scale - **£2.45**
250g Gravel



N08310 - Multi Scale - **£2.75**
20g 2.5mm Summer Static Grass

Building Bridges and Walking Walls



N58692 - HO Scale - **£24.25**
Hard Foam Argen Bridge



N58696 - HO Scale - **£24.25**
Hard Foam Oberdorf Bridge



N58694 - HO Scale - **£19.50**
Hard Foam Waldobel Bridge



N58690 - HO Scale - **£31.00**
Hard Foam Archtobel Bridge



N58280 - HO Scale - **£20.25**
Hard Foam Granite Walling 105 x 2cm



N58281 - HO Scale - **£20.25**
Hard Foam Basalt Walling 105 x 2cm



N58282 - HO Scale - **£20.25**
Hard Foam Sandstone Walling 105 x 2cm



N58283 - HO Scale - **£20.25**
Hard Foam Natural Stone Walling 105 x 2cm



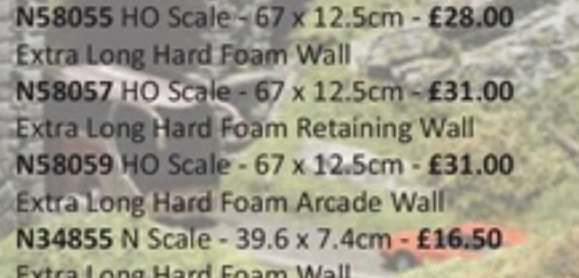
N58056 HO Scale - 33.5 x 12.5cm - **£16.00**
N34856 N Scale - 19.8 x 7.4cm - **£9.25**
Hard Foam Retaining Wall



N58058 HO Scale - 33.5 x 12.5cm - **£16.00**
N34858 N Scale - 19.8 x 7.4cm - **£9.25**
Hard Foam Arcade Wall



N58054 HO Scale - 33.5 x 12.5cm - **£14.50**
N34854 N Scale - 19.8 x 7.4cm - **£9.25**
Hard Foam Wall



N58055 HO Scale - 67 x 12.5cm - **£28.00**
Extra Long Hard Foam Wall
N58057 HO Scale - 67 x 12.5cm - **£31.00**
Extra Long Hard Foam Retaining Wall
N58059 HO Scale - 67 x 12.5cm - **£31.00**
Extra Long Hard Foam Arcade Wall
N34855 N Scale - 39.6 x 7.4cm - **£16.50**
Extra Long Hard Foam Wall
N34857 N Scale - 39.6 x 7.4cm - **£18.25**
Extra Long Hard Foam Retaining Wall
N34859 N Scale - 39.6 x 7.4cm - **£18.25**
Extra Long Hard Foam Arcade Wall

Summer is not only for spending days at the beach, it's also time for walks in the park and admiring all that nature has to offer. These trees showcase the colourful blossoms and fruit that begin to appear in the countryside and gardens at this time of year. Add them to your layout for an extra splash of colour.

NEW 2021



N14009 - HO Scale - £10.50
12 Flower Boxes with Red, Yellow and White Flowering Plants

NEW 2021



N14010 - HO Scale - £10.50
12 Flower Boxes with Red Flowering Plants



N14885 - HO Scale - £12.50
27 Empty Flowerpots Accessory Set



N14022 - HO Scale - £12.25
2 Thuja Bushes, Rose in Pot and Rose Flower Arch



N14050 - HO Scale - £12.25
17 Laser Cut Mini+ Garden Flowers



N14056 - HO Scale - £12.25
17 Laser Cut Mini+ Wild Flowers



N14357 - HO Scale - £7.25
Greenhouse Laser Cut Minis Kit



N14358 - HO Scale - £7.25
2 Cold Frames Laser Cut Minis Kit



N21550 - Multi Scale - £7.25
Green Fruit Profi Tree 7.5cm



N21560 - Multi Scale - £7.25
Apple Profi Tree 7.5cm



N21570 - Multi Scale - £7.25
Flowering Fruit Profi Tree 7.5cm



N21600 - Multi Scale - £7.25
Green Pear Profi Tree 7.5cm

Bring Your Forests to Life This Summer with Sound and Motion



N15745 - HO Scale - £13.50
N36745 - N Scale - £12.50
Forest Animals Figure Set Pack of 12



N15775 - HO Scale - £12.50
12 Birds with 3 Nests Figure Pack



N15061 - HO Scale - £12.50
N36061 - N Scale - £12.50
Pack of 6 Forest Worker



N15059 - HO Scale - £14.75
N36059 - N Scale - £14.75
Pack of 6 Hunters & Foresters and 2 Dogs

NEW 2021



N12843 - HO Scale - £32.00
N12956 - N Scale - New for 2021 - £37.50
Felling Trees Sound Module and Figures.



N21765 - HO Scale - £21.75
N21766 - N Scale (Ladder Not Inc) - £20.75
Oak Tree with Treehouse.



N21782 - HO Scale - £45.50
Tree with Tweeting Bird Sound Module

NEW 2021



N21768 - HO Scale - £65.00
Micromotion Tree with working Swing

These products are distributed in the UK by Gaugemaster Controls Ltd. and are available from your local model shop, or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com

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.



TRIX PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com/trix



All The Fun of The Fair

Capture all the fun of a day out at the fair with these kits from Faller. All of the kits come supplied with motors (where applicable) to bring movement to your models. These kits can be further enhanced with specially designed lighting units, and fairground guests are available in the range.



FA140418 Daemonium Haunted House Kit - HO Scale - £475.00

Scary spectacle in XXL format. This is a digitally printed, functional model of a large, mobile 3-level ghost train based on the original model 'Daemonium' by the showman Martin Blume, a ride constructed by the company 'Mack'. The single track ride leads in cage-like gondolas through a bizarre torture chamber from the Inquisition period.

The decorative painting of the castle-like facade 'Art Studio Bernhardt', the moving lettering and the imaginatively designed figures in the outside area show elaborate horror scenarios. 4 motors are included to drive the ghost train. Gondolas cannot be rotated.



FA140422 - HO Scale - £180.00
Star Drive Dodgem Fairground Kit - V



FA140420 - HO Scale - £255.00
Fun-Schiff Swing Boat Fairground Kit - V



FA140316 - HO Scale - £67.00
Childrens Merry Go Round Kit - IV



FA140336 - HO Scale - £115.00
SALA Motordrome Wall Of Death Kit



FA14046 - HO Scale - £37.50
Ducky Pond / Fishing Game Booths Kit - IV



FA140464 - HO Scale - £29.00
Hot Dog Man / Power Balls Booths Kit - V



FA140335 - HO Scale - £98.00
Ferris Wheel Fair Kit



FA140335 - HO Scale - £42.00
Dog Rose Tea Cups Ride Motorised Kit

FA130820 - HO Scale - £695.00
Bran Castle Kit Limited Edition 75 Year Anniversary Kit - I

The castle, which is now used as a museum, is closely connected to the myth of the vampire Count Dracula. True to the original building of the Bran Castle built in the 14th century in the municipality of Bran in Transylvania, Romania, as a fortification and later converted into a royal residence. The multifaceted building arrangement of the castle, with an irregular floor plan and an elaborate tiled roof landscape, was created through multiple modifications and extensions over the centuries.



Dracula's Castle

NEW 2021

These products are distributed in the UK by Gaugemaster Controls Ltd. and are available from your local model shop, or, in case of difficulty, direct from ourselves.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com

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.



marklin

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

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



Z 1:220 Scale -

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



HO 3-Rail 1:87 Scale -

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



Gauge 1 1:32 Scale -

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

Marklin Central Station 3

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



MARKLIN PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com/marklin



SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE
VALUATION
ON YOUR
COLLECTION

HORNBY

BACHMANN
EUROPE PLC

dapol

GAUGEMASTER

PECO

HELJAN

**GRAHAM
FARISH**
by BACHMANN

Lima

**MAINLINE
RAILWAYS**

**OXFORD
RAIL**
00 GAUGE

ViTrains
models

KATO
PRECISION RAILROAD MODELS

Get cash for your items in just four easy steps...



1. List

Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal.**

Find out more at www.hattonsmodelmoney.com

Call us on **0151 305 1755** or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ
Phone opening times: Mon to Sun 9:30am - 5:30pm.

July 2021

N

An electric locomotive with "British Railways" emblem from the 1940's to the mid 1960's. Its compact body has a powerful motor units which can easily operate in a smaller layouts.

Details



September
2021

ICE4 #9034



- #10-1542 4-car Basic Set
- #10-1543 3-car Add-on Set
- #10-1544 5-car Add-on Set
- #10-017 4-car Starter set

©Deutsche Bahn

Official
Distributor



Available from your local model shop

www.unitrack-kato.com/wheretogot



DCC TRAIN AUTOMATION

The first stop on your journey to model railway digital control solutions

Z21 Model train control

Roco **FLEISCHMANN**

Z21

Digital Allrounder

Gauge N–G

BEMO



Unit 16, Bowdens Farm, Hambridge, Somerset, TA10 0BP
www.dcctrainautomation.co.uk
01823 429309

Come aboard and have fun with Hornby International!

ARNOLD

Jouef

Electrotren

Rivarossi

DB 4-unit set of coaches "Popwagen"

N
1:160



ARNOLD

HN4298

DB, 4-unit set of coaches "Popwagen", blue/grey and red/grey livery, including 1 x 1st class coach, 2 x 2nd class coaches and 1 x restaurant car, period IV

£ 114,49

SNCF Electric locomotive class BB 12000

HO
1:87



Jouef

HJ2338 / HJ2338S

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

£ 212,99 / £ 299,99

FS Luggage coach UIC-X type '70T

HO
1:87



Rivarossi

HR4248

FS, Luggage coach UIC-X type '70T in XMPR livery for "Navetta" shuttle services, period V

£ 40,49

RENFE EMU S-490 "Alaris"

HO
1:87



Electrotren

E3465 / E3465S

RENFE, high speed EMU S-490 "Alaris" in original blue and white livery, epoch V

£ 258,99 / £ 345,99

Visit **Hornby.com** to find your nearest retailer or call **01843 233525**



/Arnold.Modelleisenbahnen
/Rivarossimodels

/Jouef
/Electrotren

HORNBY
HOBBIES
Official Product

THANK YOU,
FRONT LINE
HER  ES 

We Canada love Great Britain

- Together, we can surmount -



L'Hôpital du Gros-Bois modelled by the RM25 club of Besançon



Bastogne modelled by Phil Colton



CONTINENTAL MODELLER

August 2021

Volume 43

Number 8

From the Editor

Editor ANDREW BURNHAM

Associate Editor & Photographer CRAIG TILEY

Associate Editor & Photographer STEVE FLINT

Editorial Assistants CALLUM WILLCOX, CHRIS FORD

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

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

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions ALICIA FLINT
subscriptions@peco.co

Chairman C.M.PRITCHARD

**Published on the third Thursday
of the preceding month by**

Peco Publications & Publicity Ltd.,
Beer, Seaton, Devon, EX12 3NA, England.

Telephone: 01297 21542

E-mail: cm-editor@btconnect.com

Website: www.pecopublications.co.uk

*Distribution to the model trade, & direct subscriptions:
(Home & Overseas): Pritchard Patent Product Co.Ltd.
(address and telephone as above)*

*Distribution to the newsagency trade:
Marketforce (UK),
Second Floor, 5, Churchill Place, Canary Wharf, London, E14 5HU.*

*Printed by
William Gibbons & Sons Ltd., P.O.Box 103,
26, Planetary Road, Willenhall, West Midlands, WV13 3XT.*

© Peco Publications & Publicity Ltd. 2021

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior permission in writing from the copyright owners. Multiple copying of the contents of this magazine without prior written approval is not permitted.

The magazine shall not without the written consent of the publishers be lent, resold, hired out, or otherwise disposed of by way of trade at a price in excess of the recommended maximum price, or in mutilated condition, or in any unauthorised cover, or affixed to or as part of any publication or advertising matter whatsoever.

Views expressed by contributors are not necessarily those of the publishers.

While every care is taken to ensure that the contents of the magazine are correct, the publishers cannot be held responsible for any errors that may occur in the editorial or advertisements nor for the actions of the advertisers.

ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £49.00 (paid by Direct Debit), post free.
Overseas (including Eire) £79.00.
Back numbers – for information, see
the classified advertisement under 'Trade Sales Books'.*

RAILWAY MODELLER

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



Cover

A class 500/600 diesel shunter with just two tank wagons crosses the road on its way to the Kloosterman V.O.F. Storage & Transport siding opposite Lauwersmeer station. Photo: Gerard Tombroek.

International interests

We recently became aware of problems with the delivery of certain German and French magazines to the UK as a result of Brexit: our attention was drawn to this by the lack of the usual exchange copies, but we understand some subscribers have also been affected. In one case distribution had been sub-contracted and the block had been imposed at that stage, and the publisher was unaware until notified that administrative action might be required on their part. Yet another of the unforeseen consequences, alongside the new procedures – and extra costs – in obtaining models.

The interest among British enthusiasts in overseas railways is not paralleled elsewhere, with some exceptions: American creeps in everywhere, and Swiss metre gauge, plus to a lesser extent Austrian narrow gauge, is popular with modellers – they run through attractive scenery, in holiday areas, and can be quite successfully represented in limited space. Otherwise most Europeans tend to model their 'local' system, perhaps with the addition of through-running stock where appropriate.

The Dutch probably come closest to our wider outlook and in recent years this influence has extended to Belgium and northern France, as reflected by articles in CM, featuring layouts often initially discovered at exhibitions. They would presumably not be shown if the event organisers did not think they would be popular with a general audience.

Yet the British in general are famously reluctant to learn other languages. In the (model) railway world this has prompted the foundation and flourishing of specialist societies, in large part to assist enthusiasts here to access what might be plentiful information published in the language of the country concerned. The societies devoted to Swiss, French, and now German railways have all celebrated forty years. (We will be marking the GRS anniversary with an article next month.) And there are others – Austrian, Benelux, Italian, Scandinavian, and previously also Iberian, Czech & Slovak, Hungarian, and Russian. In our experience, manufacturers, publishers, and other enthusiasts in Europe are amazed to discover amongst British modellers this level of interest in the railways – though not the languages.

(We should not forget the National Model Railroad Association – British Region: it could be argued they are also striving to overcome a language barrier!)

These groups were often initially based on the interests and efforts of just a few individuals; sometimes they prosper, sometimes not so much.

And we should remember that this is all done by volunteers, giving up time that would otherwise be used for the hobby itself.

The society journals, along with 'zoom' and similar online links, have helped to keep members in contact during lockdown, and no doubt all are looking forward to being able to resume meetings when it is possible.

Of course the same underlying conditions also made it possible to publish CM, then as now, and like the societies it has helped promote and develop those interests.

The interest is no less now, even with so much information available on the internet, and 'instant' translations possible on line – though you often have to be wary of the accuracy of the information, and the translation! This is not least because of the specialised vocabulary and technical railway and model railway terms, which can confuse even the most fluent linguists. (We are reminded that, in his French A level examination, a school friend – not a railway enthusiast – unexpectedly had to translate 'shunting locomotive': his attempt was *une locomotive errante* because, to the uninformed observer, the engine just seemed to wander about the yard ... he passed!)

Finally, we were pleased to note the announcement of a trade deal between Britain and Australia – will this mean there are no surcharges on model railway equipment?!

CONTINENTAL MODELLER

August 2021
Volume 43
Number 8

Contents

478



478 LAUWERSMEER – RAILWAY OF THE MONTH

As might be expected of a professional railwayman, Robbert Jan de Vries has created an authentically detailed Netherlands HO layout in an area of just 240cm x 60cm.

486 RELICS REVIVED – 2

Emmanuel Nouaillier illustrates more examples of his highly detailed and realistic scenic modelling, creating representative parts of the French urban scene. This time: more scenes enhanced for use in new displays.

490 SCHAKUMMEN – PLAN OF THE MONTH

East Prussia, July 1914: Jim Trotman built a new HO layout exploring an older period which was new to him.

498 SUGAR BEET AND GRAFFITI

Peter Marriott shows how he spent a few hours enhancing a Roco HO Swiss type Eaos bogie open wagon.

486



498





504 FROM THE TIVOLI LAUNDRY TO THE LUCETTE MINE
Gaëlle and Olivier Taniou present French HOe modules constructed to participate in a particular exhibition and subsequently shown in different arrangements.

514 DETAILING A WEAVER ACF HOPPER
Mike Watson shows how with some basic materials he improved a proprietary American O gauge model.

516 NYTORP – 3
Anthony Horne describes a remarkable long term project building an extensive G scale outdoor system in Sweden which accommodates a wide range of varied rolling stock. This third instalment looks at the lower garden.

522 A PAIR OF CORPETS
Classic French metre gauge motive power in HOm: Peter Dale made a couple of typical steam locomotives.

524 KINROSS
James Hilton explains why and how he designed and built this Canadian HO diorama set on Prince Edward Island.

528 ERSATZDAMPFLOK – SCALE DRAWINGS
Daniel Wells was prompted to develop a model in HOe of the Deutsche Reichsbahn 2-8-2T proposed in the 1950s as a replacement for the Sachsen IVK but never built.

532 PRODUCT REVIEWS

538 BOOK REVIEWS

540 VIDEO REVIEWS

542 NEWS



Robbert Jan de Vries was responsible for *Sauwerd*, featured in the CM Dutch Special. But it was far from being his first Netherlands layout. Report and photographs by Gerard Tombroek.

Lauwersmeer

Lots of activity in just 240cm x 60cm

This layout was shown in public for the first time at the RAIL show at Houten in 2011. It since been dismantled but even now, some ten years later, it will still appeal to many people.

Sauwerd recreated a real station in the province of Groningen. Lauwersmeer is also a real place, but you will search in vain for a railway station there today. There used to be two terminus stations near the lake, which was then still

the Lauwerszee. On the Groningen side there was Zoutkamp and on the Frisian side Anjum. However, Anjum was closed on 15th May 1935 and Zoutkamp on 26th October 1942. These stations do not have the slightest resemblance to the Lauwersmeer layout, which is completely fictional. It does, however, radiate the atmosphere of a typical Groningen countryside station in around 1950 – 1960.





Left
While the passenger train has just got the signal for departure, a class 500/600 diesel shunter is on its way to the Kloosterman V.O.F. Storage & Transport siding with two tank wagons.

Above
The brand new 'Blue Angel' diesel railcar is by Artitec. Some of the freight sidings are cleverly separated from the through lines by a road. This makes the layout look deeper than it actually is and also allows a good view of the numerous details around the sidings.

Below
The characteristic Esso petrol station was made from a kit by Busch and given a prominent spot at the front of the layout. More than a hundred of these installations, designed by the architect Willem Marinus Dudok, were built in 1953. Main line diesel 2201 is a Roco model enhanced with brass number plates and handrails. The silencer was also removed to backdate the model to the period of the layout.

The track plan is compact but provides numerous running and shunting options. In addition to two platform tracks for the passenger service, there is a freight track to a general cargo shed, a connection to a VAM transfer station for the disposal of household waste, and a connection to the 'Kloosterman V.O.F. Storage & Transport' company, where a few tank wagons are regularly placed. Taken together, the yard has no fewer than seven sidings – plenty of space to park wagons, and plenty of options for shunting activity.

The only concession is that the tracks are quite short for the sake of space. This limits the length of the hauled passenger trains to two coaches, but as a rule the station is served by a Plan X DE1 diesel-electric train set, more commonly known as a 'Blue Angel'.

To keep the layout portable with a view to participating in exhibitions, it was made in sections. Two boards, each 120cm x 60cm, form the scenic area, complete with background, valance, and lighting.



On the left is a fairly extensive fiddle yard and on the other side a single track. Part of the fiddle yard was designed as a sliding traverser using drawer runners. The fiddle yard also features a simple home-made turntable so tender locomotives can always run chimney first. For the same reason, the 'escape' track beyond the other side of the layout can be rotated completely.

Above
The Dudok petrol station on the left; on the right the Kloosterman V.O.F. Storage & Transport warehouse.





Right

On its way to the industrial estate, the short goods train crosses the road, protected by the flashing lights. In accordance with prototype practice, while shunting the loco shows a single headlight.



Below and left

NS No.521 has reached its destination. Because of the rectangular shape, railwaymen gave these locomotives the nickname 'Bakkie' (little loaf). Notice the Deutsche Bundesbahn Silberlinge coaches on a through working.





The track is Tillig Elite, with a rail height of 2.1mm (code 83), giving a very realistic appearance. An additional advantage of the Tillig points is that the sleeper layout is similar to that of the Nederlandse Spoorwegen. This is in contrast to turnouts from other German manufacturers, which have double sleepers at the start of the turnout, near the frog, and at the end of the turnout, which is more common in Germany.

The well-known Tortoise motors were used to work the points. They are operated in analogue mode with switches recessed into the leading edge of the layout close to the relevant points. This is very useful for shunting – the locomotive is DCC controlled with a Roco MultiMaus, and as the points are changed with the switches the operator does not have

to be constantly changing the MultiMaus between running and operating the points.

Some of the buildings came from the Artitec range, others were completely scratchbuilt.

The station building is almost an antique. It is based on the State Railway fourth class station, of which more than thirty were built throughout The Netherlands around 1900. The model was produced by DRM in the 1980s following the prototype of Goor, and re-released by Holland Scale in 2018 after a long absence. *Lauwersmeer* has the older DRM version, which did not have the level of detail that we are now used to. By realistically painting and detailing the building, like all the other structures on the layout, it could stand comparison.





Above

The 'Blue Angel' railcar is a model from Artitec. For years, the north of The Netherlands was the domain of these Plan X DE1 units. The level crossing barriers work, operated by servo motors.



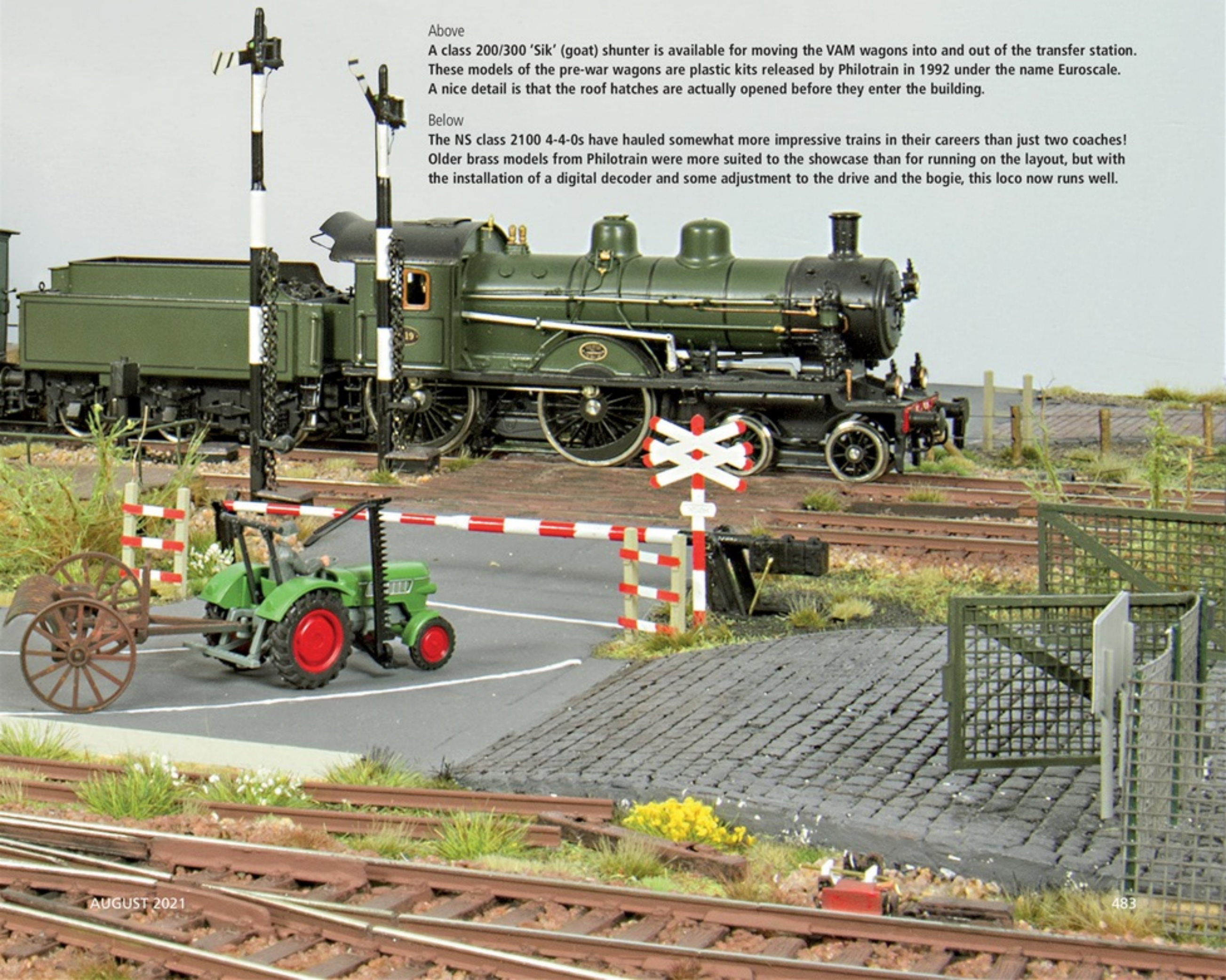


Above

A class 200/300 'Sik' (goat) shunter is available for moving the VAM wagons into and out of the transfer station. These models of the pre-war wagons are plastic kits released by Philotrain in 1992 under the name Euroscale. A nice detail is that the roof hatches are actually opened before they enter the building.

Below

The NS class 2100 4-4-0s have hauled somewhat more impressive trains in their careers than just two coaches! Older brass models from Philotrain were more suited to the showcase than for running on the layout, but with the installation of a digital decoder and some adjustment to the drive and the bogie, this loco now runs well.





Left

The canal forms the natural boundary of the yard. The crane on the quay was scratchbuilt from skewers, brass tube, and wire. Robbert Jan found out from an old skipper how such a crane worked and was constructed.

Right

2427 will have little trouble with this short freight. The locomotive displays the reverse L headlights.

Below

General goods sheds were still standard at rural stations in the 1950s and 1960s. The model is from Artitec.

The X signal is a so-called 'mourning letter', a lantern for giving shunting orders.





The VAM transfer station, which was designed and scratchbuilt by Robert Jan, is also accurate.

The bridges over the drainage canal are also scratchbuilt.

A lot of attention was given to the signalling. The semaphore signals are driven by servo motors. No detail is missing, even the transition from the steel pull wires to the chains with which a right angle is made are simulated.

The level crossing barriers also move smoothly with the help of servo motors.

Everything on the layout shows that Robbert is a real railwayman, from the smallest details of the mechanical signalling system to the simplest signs, such as the small blue wave warning triangles by the canal bridges.



Emmanuel Nouaillier

presents more highly detailed modelling of decaying urban architecture as miniature works of art.

Photographs by the author.

Relics

Scenes of urban decay – 2

In the previous article (June), I presented a first selection of miniature scenes based on a theme which allowed me to go to town with very weathered and decayed structures. These require very fine degrees of weathering to underline and highlight certain aspects, making them meaningful from the first glance. A miniature recreation of reality must immediately immerse the viewer and capture the attention. The essential character is expressed with a wealth of details and varied effects within just a few square centimetres.

I will continue in the same vein with some photographs of two specific structures.

1

There are various situations which appeal to me as potential subjects for modelling, and this is an example of a recurring theme – a mechanical repair shop for cycles or cars, as might be found at the far end of certain streets.



2

Using simple materials such as card, plaster, and plasticard, as usual, I scratchbuilt a façade incorporating a multitude of materials and so, in the long term, various effects. There is wooden siding, stucco, plasterboard, brick, and several openings which allow effects to be applied to wood and metal doors and frames. The theme of the workshop also makes it feasible to add various advertising plaques.

3

At a more advanced stage, with the base almost ready for colouring. The doors, made from scratch from plasticard, have been placed just to check that they fit properly. The upper part of the 1mm plasticard batten is ready to be engraved using the V-groove and common tools to imitate wood. Despite the larger scale, I have kept to this technique rather than using real wood.



2



3



4

The doors and frames have to be prepared with just as much if not more care for the weathering and the various added elements: broken tiles, old stickers, makeshift plaques, or even tape – everything helps to give the scene life where it seems that it has disappeared.



5

For the corporate name of such a modest building, I chose to model an almost illegible metal plate, weathered with a large range of rusty tones. The result is a name appearing almost as though a ghostly filter, quite appropriate for an abandoned building!



6

This opening has been carefully crafted, with a makeshift shutter that we can imagine was made from an old advertising panel, as the lettering is upside down. Note the old boards blocking a couple of holes and the cable keeping the shutter closed (made from 2mm diameter copper wire).



7

Weathering in progress, with certain elements already added. All or some of the techniques explained so far can achieve this result, except that here I have opted to use Vallejo acrylic washes to try out certain effects in phases, with some success.



8



9

Modelling in larger scales allows us to place almost anything that can be imagined – here an old Shell oil can (found in a military modelling set) is weathered using oil paints.



The old greasy rag under the oil can was made with a thin piece of tissue paper. The projecting sign was treated in the same way as the company name board.

10

The recesses and doors in this style of building also provide excellent opportunities for adding a multitude of elements, as here with a metal paint can made using aluminum foil and copper wire.



11

When completed, although it is not large the finished piece recalls a typical façade which I might have photographed at some time during my various wanderings.



12

The finished scene framed for display. To keep the display pieces to a uniform size, it can often be difficult to include all I would like, so every element must contribute to the effect.



13

The second scene has a completely different atmosphere, with what one could imagine to be the side of a warehouse dedicated to the storage of seeds and fertilisers. Here I opted for a combination of cement and stucco covering. This was based on several situations noted in south-west France, a structure for agricultural trade located on the outskirts of a town. As usual, while based on real buildings, it can be an exact example or just suggest effects ...



14

Elements from different prototypes observed in reality can be combined to create a composite model which looks convincing. This entrance to a building is similar to the one being reproduced in miniature.



15

This old type of painted wooden street name is rarely seen nowadays, though in isolated villages you can be pleasantly surprised to find them. I always try to photograph them in case I can use them a miniature reproduction at some time.



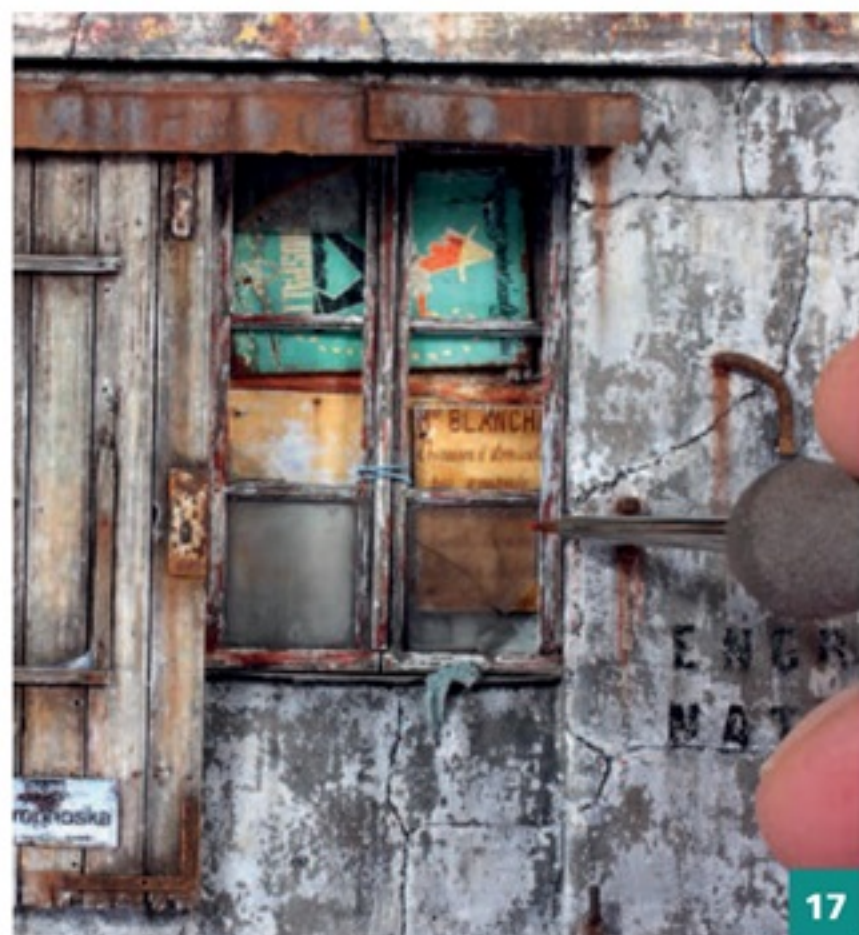
16

A wooden framed window blocked with an old sign, and with some painted panes, can help to relieve the monotony of a simple dusty wall. It is a nice suggestion for enhancing a scene.



17

The window was literally worked out like a graphic composition. After various tests with a selection of signs, I finally arrived at this arrangement, which required a great deal of patience and time. But I think it was worth it.



18

The surrounding ground area may be minimal, but the fact remains that it requires equally careful attention. As mentioned previously, a cluster of heterogeneous objects makes the icing on the cake. Notice the old pot of varnish, and the panes of glass from the window, some of which still have the old glazier's putty round the edge, and more.



19

What could be better than an item like this old zinc watering can filled with rotten wood to finish the picture?



20

For me no piece is ever really completed, but you have to stop somewhere! The scene is ready for framing.



21

The finished scene framed for display.

Jim Trotman built a new layout on old boards, exploring an older period which was new to him. *Photographs by the author.*

Schakummen

East Prussia, July 1914

Why base a layout on a village station at the edge of Imperial Germany's most easterly province? This may appear to be an odd choice but I was able to visit former East Prussia in the early 1990s and this resulted in a series of *Along the Ostbahn* articles in CM (January, May, August, and November 1996). My visit was mostly to the Königsberg/Kaliningrad and Samland areas of East Prussia rather than to the east of the province where I have selected a place to model. I had wanted to make a layout based on East Prussia back then but at that time there

were few models of Prussian trains in Epoch I livery and the few that existed were painted in incorrect colours. Most model buildings from the main German manufacturers were of southern German prototypes and would have been very out of place for a location far to the north and east of Bavaria or Baden-Württemberg. I had never built an Epoch I layout before and so this layout was a challenge for many reasons.

I chose the village of Schakummen for a number of reasons. First, it no longer exists so nobody can prove how right or wrong my version of the village may be.

Above
A KPEV T3 0-6-0T delivers a beer van to the goods shed.

Below
An express arrives at Schakummen, hauled by a Prussian S6 4-4-0.





Many of the border areas were damaged in the Russian invasion of August 1914 and the whole area was devastated during the advance of the Red Army across the Prussian border from October 1944. Now there is nothing left of this and about six hundred other settlements that existed in what is now the Kaliningrad area of the Russian Federation. The Red Army reached this border railway that ran from Gumbinnen (Gusew) to Goldap via Tollmigkehmen (Tschistyje Prudy) and Szittkehmen (Zytkeijmy) in late October 1944 and there was fierce fighting. An ammunition wagon in the nearby station at Perkallen was hit by Russian artillery fire and exploded levelling the whole station site. The whole line was so badly damaged that the remaining tracks were all lifted in the Russian and Polish sectors after 1945. Only isolated ruins and some spectacular viaducts remain as evidence of the line or the surrounding settlements. At Schakummen (also spelled Schackummen and Gross Schackummen, and now called Jemeljanowka) there now appear to be only trees and a bridge across a stream remaining. Even larger towns like Schirwindt have never been rebuilt or resettled.

The province had a very dense rail network by 1914, partly built for strategic reasons, and this gave me a wide choice of locations for the model. Much of this network has now gone and trying to recreate a small part would be a challenge. It was by using the dense and interconnecting rail network that the smaller German army managed to out-manoeuvre and drive out the Russian First and Second armies in 1915, and help evacuate some of the population in 1944-5.

Secondly, the station was used by the ruling elites of imperial and pre-1945 Germany. The nearby Rominten forest and heath had the hunting lodges of Kaiser Wilhelm II and Hermann Göring and so I could legitimately run express trains from Berlin to this remote village station which they used on occasions. Göring finally left by train from Schakummen/

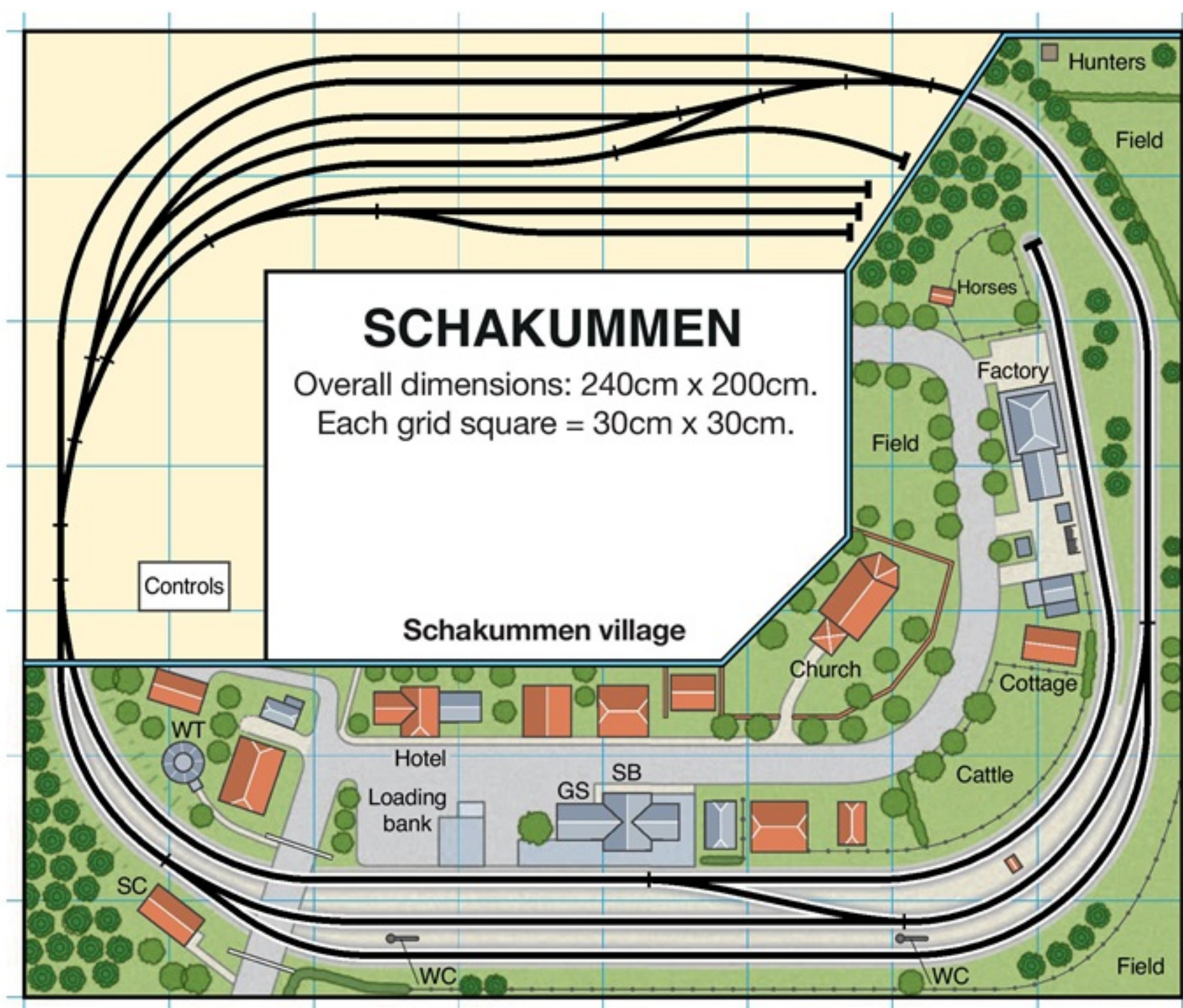
Eichkamp station a couple of weeks before the Red Army arrived. It had a population of only 231 in 1938 and these people were evacuated by train just ahead of the devastation that took place a only couple of days after they left forever.

Thirdly, there are very few pictures of Schakummen even in German railway books or on the internet. Some pictures show the station as expanded and rebuilt to accommodate Göring's train after 1938 when the village was renamed as Eichkamp. One Russian aerial reconnaissance picture shows FLAK wagons from Göring's train in the station. Research has shown that there was a small woodworking factory there in the early 1900s, but there is little other evidence for the local buildings. My layout has a wood working factory, based on an Auhagen kit with added outbuildings and coal storage.

Above
Local services are formed with short four-wheel stock.

Below
In both Prussian and DRG periods express coaches could be seen at Schakummen as the elite travelled to nearby hunting lodges.





Right
In the DRG period, standard 'Thunderboxes' formed most local trains, here hauled by a BR91³ (KPEV T9³) 2-6-0T. Kits provided the basis for the signal box (Faller), water tower (Auhagen), and workers' house (Kibri). The low level platforms were made from cork tiles. Note the car being delivered – motor vehicles were rare.

Right
Located across the road from the station is the hotel (seen from inside the layout), made from an Auhagen kit.

Construction

The layout is built on re-used plywood boards and measures 2.4m x 2m (c.8' x 6'6") with an operating well in the centre.

The track at the front and in the station area is Fleischmann Profi-track and the track behind the scenes is all Peco, with points manually operated.

I have kept the plan simple with just a passing line in the station and a freight loop with a connection to the timber works; it involves just four Fleischmann electrically-operated points.

Structures

I have used the Kibri kit of 'Reichelsheim' station for my version of Schakummen. It is very similar to the Prussian standard small stations and to one shown in Siegfried Bufe's book *Eisenbahnen in West- und Ostpreussen* at nearby Possessern. I have added the traditional Prussian station clock and figures in Epoch I costume.

The platforms are made out of 4mm cork, cut from floor tiles, and surfaced with Fleischmann N gauge ballast to represent the early rail level platforms seen in pictures of

Below left
The water column is situated so water can be taken while awaiting the right of way.

Below
As the BR89 (T3) 0-6-0T attends to some shunting, a passenger train hauled by a BR92 (T13) 0-8-0T arrives.





that period. Later, the real station was equipped with large, higher concrete platforms. It also had a rather ornate waiting room for dignitaries but I have not tried to add that to my version.

I do not think the real Schakummen had a signal box, at least in 1914, but I liked the Faller kit and added one as a 'might have been' structure by the level crossing.

There are plenty of pictures of Prussian railway buildings and the Kibri workers housing next to the level crossing is typical. The water towers alongside Prussian railways could be very grand and very tall but for a small village station I have chosen to use one from Auhagen. It has been repainted and looks somewhat similar to surviving water towers, not that I have seen a picture of a real one at Schakummen. Some in East Prussia did have wooden cladding but surviving examples in the Russian sector have been sadly neglected and are falling apart.

Although Kibri and some other manufacturers have started producing kits of North German buildings, Auhagen



The station building was adapted from a Kibri kit.



The stationmaster's house (Auhagen).



has produced more Prussian buildings and I have used their model of a church at Alt Rehse for my layout. It is smaller but very similar to one at Neidenburg, now Nidzica in modern Poland, south of Schakummen. This church survived

two Russian invasions and I have tried to match the seven colours of the field stone construction of the real church on my model. I do not know if Schakummen had such a church but most villages did.

Above

An express hauled by a P8 4-6-0 has a clear road, passing a local train.



Right

An elegant KPEV P4 4-4-0 approaches the station. The woodworking factory is a major source of rail traffic.

Right

Horse-drawn wagons bring logs to the factory yard. Coal to fuel the boiler is delivered by rail.

Left

The church was modified from an Auhagen kit. Some black & white cows had to be included.



The village did have a small hotel and I have used an Auhagen model that is close to Prussian style buildings, with the appropriate flag added.

When re-reading Solzhenitsyn's book *August 1914*, I noted that the Russian soldiers were amazed at what they saw in East Prussia, especially in contrast to the poverty in the rural parts of the Russian empire. They were surprised at all the red tiled roofs on the buildings and the tidy forests. They had never seen black and white cows before and so some had to be added to the layout. The famous stud farm at Trakehnen lay within the area they occupied and so a field of horses was needed too, along with some storks which nest in the region.

Rolling stock

Most of my rolling stock is from Fleischmann and Roco with one Märklin post van. Even now there is some colour variation between the Roco and Fleischmann models with the





Above
The woodworking factory is served by a long siding. The model was adapted from an Auhagen kit.

Left
The beer van at the station (a Piko model) was prompted by an historic photograph.

Below left and right
DRG express bogie coaches are worked to Schakummen by a BR92 (T13) 0-8-0T.

brown for third class and grey for fourth class coaches being a bit darker on the Roco models. I do like the lined green livery of the KPEV locomotives, all types that operated in East Prussia, and I particularly like the Roco special edition of the local train, pulled by the T3. As the elite would travel to this area of East Prussia, I can run a seven coach express train as well as local passenger trains and freight. There is a picture in *Eisenbahnen in West- und Ostpreussen* by Siegfried Bufe, p.138, of beer vans in the brewery at Elbing and Piko made a van painted as 'Brauerei Englisch Brunnen, Elbing' so this model now stands in Schakummen station.

Finding suitable road vehicles for the period up to July 1914, just before the start of the First World War, has been very difficult. Some models, made in China, have right hand drive but this is not too noticeable.





Above

Passing the factory, a T141 2-8-2T departs at the head of a rake of colourful coaches – the liveries denote different classes.

I do not get bored with KPEV models but on occasions I also run stock from the Deutsche Reichsbahn 1920s (Epoch IIa) period. The 'Thunderbox' coaches include fourth class – that designation survived only until 1928. This stock is mostly from Fleischmann but with additions from Trix and Lima. The rolling stock is very similar to the KPEV period but a bit less colourful especially for the passenger vehicles.

Conclusion

I have enjoyed many hours of research, building, painting, collecting appropriate models, many secondhand, and getting my layout to represent a long-lost era and place.



Below and right
The storage sidings.



Above
A field of horses represents
the famous stud farm at Trakehnen.



Peter Marriott shows how he spent a few hours enhancing a Roco model.

Photographs by the author.

Sugar beet and graffiti

Detailing an Eaos wagon

I was looking through my collection of rolling stock and came across a Roco Eaos wagon in pristine condition that I had purchased secondhand. I also found a packet of sugar beet by Juweela that I had not used which lead me to thinking: here is a quick modelling project – add a load of sugar beet to the wagon, apply graffiti, and then weather it.

Sugar production in Switzerland

In Switzerland around 4,500 farmers grow sugar beet on an area of around 18,000 hectares. Up to 90,000 plants grow on one hectare, from which 10,000 to 15,000 kg of sugar is produced. Within a radius of 30km, the beets are taken directly to the processing plants by tractor and trailer but everything else is transported by rail to the two sugar mills,



Right
A rather battered SBB Eaos at Erlenbach im Simmental.



Below right
The inspiration for this modelling project was this Eaos wagon seen at the Aarberg sugar plant in October 2018.

Left
SBB Eaos wagon at the sugar beet loading facility at Herzogenbuchsee on 31st October 2017.

Below
Sugar beet in an Eaos wagon operated by NH Trans seen at Wildegg in 2018.



Above
Sugar beet in an Eaos wagon. The more soil that is left on the beet, the browner the load appears. At the processing plants at Aarberg or Frauenfeld one of the first tasks is to wash the beet with a high pressure water jet to remove excess soil.

at Aarberg and Frauenfeld. The harvesting and processing is known as the sugar beet campaign; it starts at the end of September and lasts between 80 and 100 days. Harvesting equipment deposits the sugar beets at the edge of the field, where they are stored temporarily covered with fleece as protection from frost and rain until they can be transported to the mills.

The sugar content fluctuates between 15% and 20%, depending on weather conditions, and it takes about eight beets to make one kilo of sugar.

During the sugar beet campaign in Switzerland each year the Eaos open wagon has been the mainstay of the fleet carrying beet. Now increasingly beet is being moved in containers but Eaos wagons are still used from time to time. Eaos wagons are suitable for carrying all kinds of bulk goods, including wire, coal, scrap, logs, gravel, and newspaper bun-

Left
The finished model in use.

dles as well as sugar beets and are seen throughout Europe owned by different railway companies.

The UIC code signifies:

E	open wagon, standard design
a	four axles
o	fixed end walls
s	top speed 100km/h

There is a useful selection of pictures relating to sugar beet traffic in Switzerland and Eaos wagons at:
www.flickr.com/photos/irishswissernie/albums/72157680196223548

Scale drawings and information about SBB Eaos wagons for carrying sugar beet are available at:
www.sbbcargo.com/de/kundencenter/tools/wagentypen-suche/eaos.html

1 The Roco HO Eaos wagon straight out of the box.

2 To make the false floor for the sugar beet load and to raise it off the floor of the wagon I used 2mm mounting card cut to size with a craft knife and steel ruler on a cutting board.



3 To raise the level of the load I used the 20mm wide strips of mounting card fixed in place with a couple of dabs of white glue.



4 The false floor for the sugar beet load was fixed on top of the support, secured with a couple of drops of white glue and left six hours to dry fully.

The model

Not surprisingly, models of the ubiquitous Eaos wagons have been made by a number of companies, in HO for example by Liliput, Märklin, Mehano, Piko, Roco, and Trix.

I bought this Roco wagon secondhand a few years ago and straight out of the box it looked so clean and just called out for a little work to improve its appearance.

To model sugar beet, cous-cous can be used in HO or coarse sand for N.

Trix has sold packs of Eaos wagons with loads made by the Czech company Duha raised on polystyrene pieces which could easily be replicated by using pieces from packaging.

As an alternative to using painted cous-cous, Juweela offer 'sugar beets' for 1:32, 1:45, and 1:87 scales.

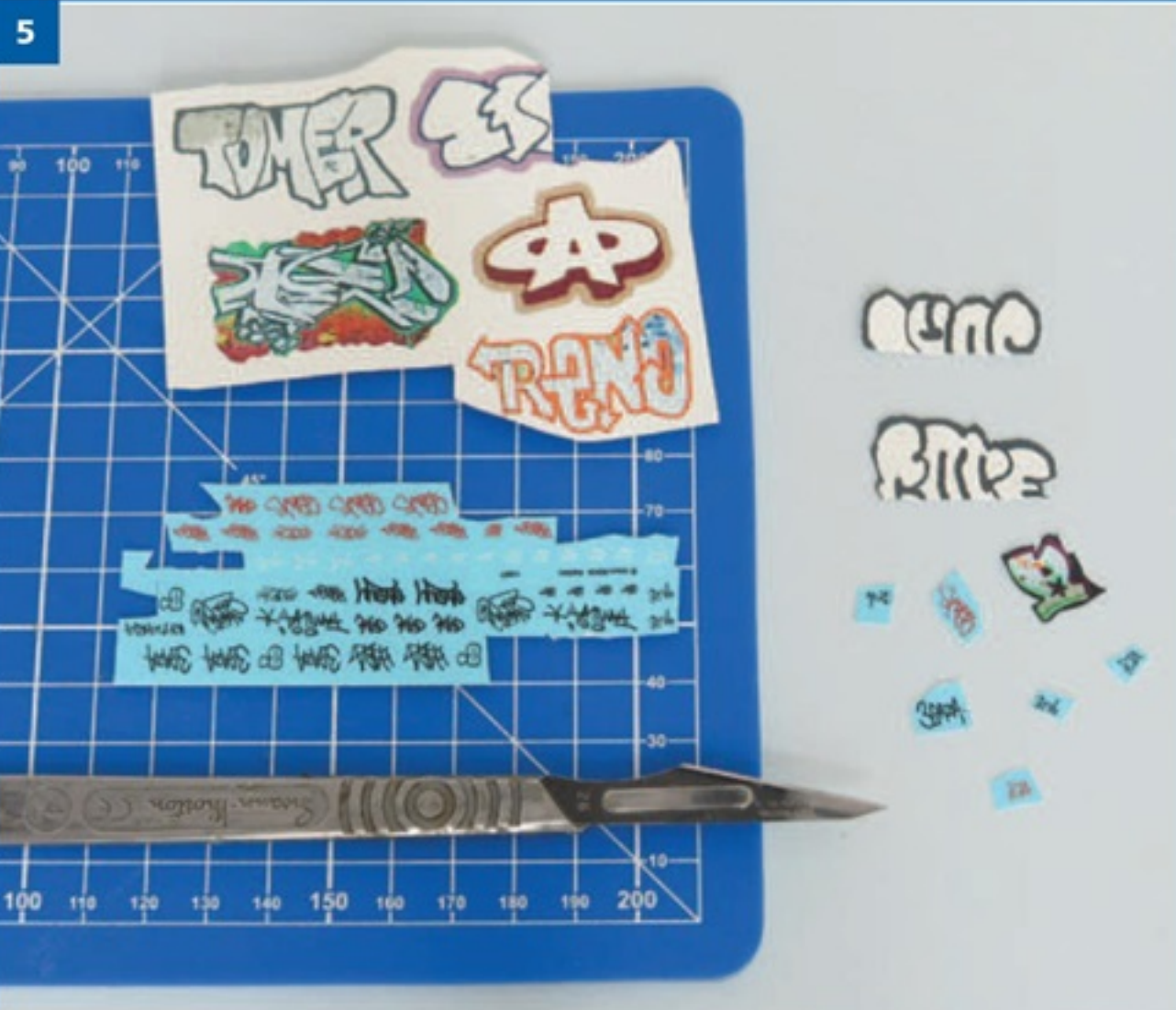
For more information – www.juweela.de

There are retailers in the UK who stock these products, including A & H Models of Brackley.

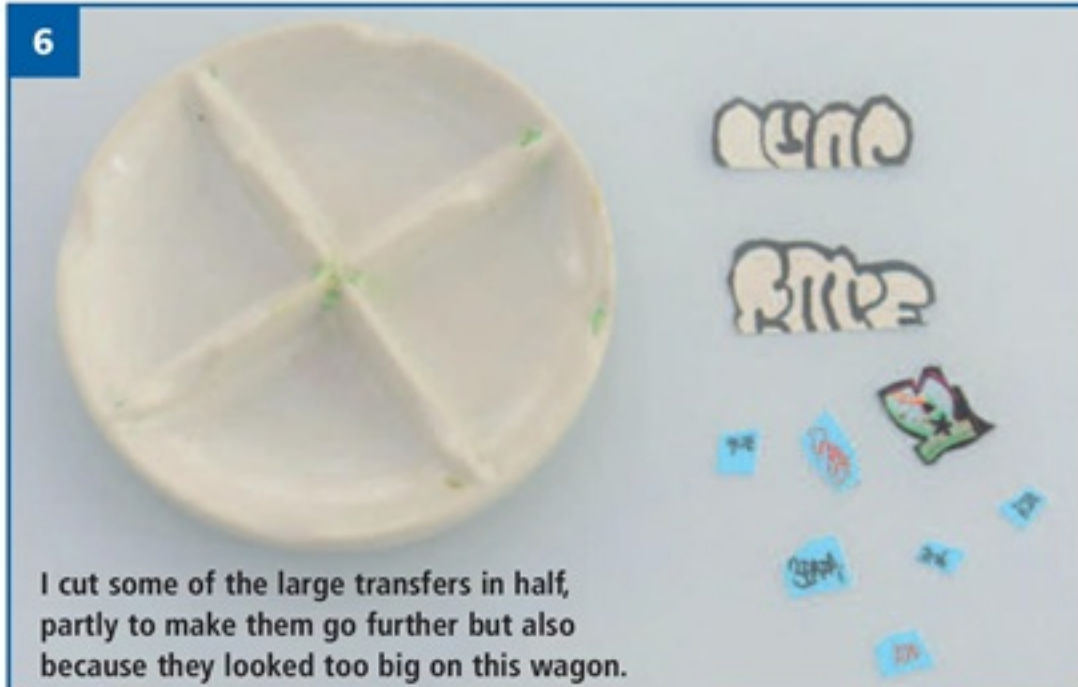
www.aandhmodels.co.uk

I happened to have a packet of the HO sugar beet (ref.28077) in stock which I chose to use for this project, making the support for the false floor and the floor from mounting cardboard.

As well as adding a load, I decided to apply graffiti to make the wagon more realistic, using waterslide transfers from Ancorton Models (www.ancortonmodels.com) and Railtec Models (www.railtec-models.com).



5 Few Eaos wagons escape graffiti these days, so I decided to use some waterslide transfers, carefully cutting each one from the backing sheet with a craft knife on a cutting board.



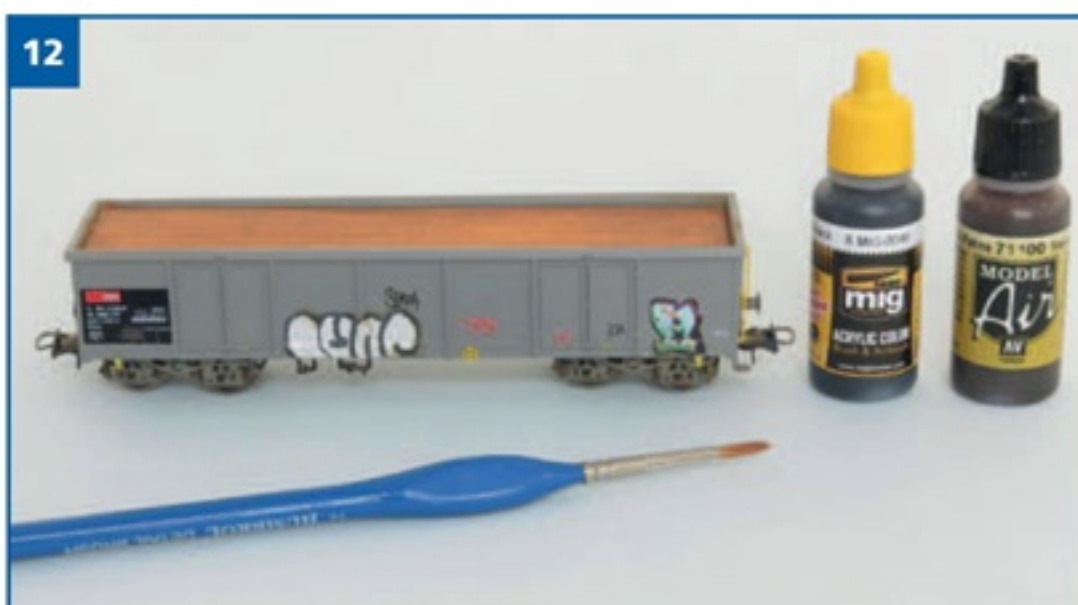
I cut some of the large transfers in half, partly to make them go further but also because they looked too big on this wagon.



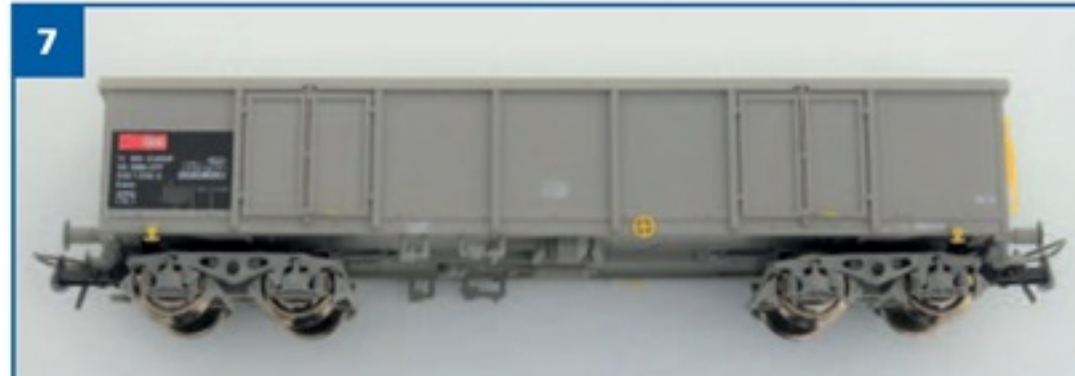
Test positioning one of the larger transfers.



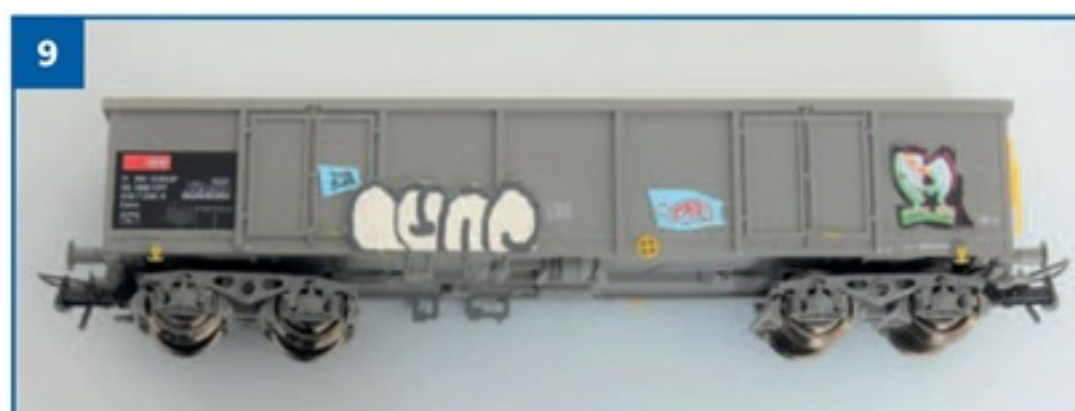
Under the large transfers I used a thin layer of white glue to help fix them. I find that this is a great way to ensure that they do not move or fall off. I used a little UHU Holz Leim, sliding the transfer over the still wet glue and gently pushing the excess glue out from underneath the transfer, soaking it up with a piece of kitchen roll.



To weather the bogies and to hide any white edges on the transfers I used Vallejo Sepia Patina and Black acrylic paints. I picked out the round axleboxes in black for a little bit of contrast.



The very clean Eaos wagon before the graffiti and weathering was added.



Test positioning four of the small transfers on one side of the wagon. I mixed transfers from the two sources to create a random appearance. Each transfer was soaked in warm water for around 30 seconds before being applied to the wagon.



The transfers are all in place and the base for the load has been painted with Vallejo Mud Brown acrylic applied with a brush. This dried in less than an hour so I could move on to the next step, adding the sugar beet.



The bogies and buffers painted. I liked the thin colour application of just one coat of the Vallejo paints rather than a thick covering which would not look so realistic.

- 14** Juweela offer sugar beet for 1:32, 1:45, and 1:87 scales.



- 15** The Juweela 1:87 scale sugar beets.



- 16** Half of the false floor was painted with Noch Laser-Cut Adhesive then Juweela sugar beet was sprinkled on while the glue was wet. Because it dries quickly, I only treated half of the wagon at a time.



- 17** Once the first layer of adhesive under the sugar beet had dried, I added a couple of extra piles of sugar beet on top of two 'blobs' of adhesive. Here the glue under them is darker, as it is still wet. It dried clear in a few hours.



The first step was to carefully cut around the graffiti designs on the sheet of transfers on a self-sealing cutting board using a sharp craft knife and a steel ruler.

The Railtec transfers came on a clear backing paper but the Ancorton ones came on a white backing sheet, so it is very important to remove all of the white backing sheet 'border' with the knife or a small pair of scissors.

While transfers stick best to a gloss surface, I decided to see if they would fix to the matt sides of the wagon – which they did. I spread a little white glue behind the larger transfers so that they would stick well. I put the transfers on their backing sheets into a little warm water in a

small dish and left them to soak for around 30 seconds or until the transfer would easily slide off the backing. I introduced the wet transfer to the wagon on the tip of my craft knife and squeezed out the excess water with a piece of kitchen roll.

After the transfers were fixed, I weathered the wagon using a selection of Vallejo acrylic paints and then sealed everything with MIG matt varnish.

It took around three hours (plus drying time) to make the changes to the wagon. I was well pleased with the results.

Train lengths are generally over fifteen wagons so I will have to do a few more to run a prototypical train!

18

After weathering with various Vallejo paints applied with different brushes and removing the excess with a piece of kitchen roll, I brushed on MIG matt varnish to seal the transfers.



19

The finished wagon after three hours work, plus the drying time of the paints and adhesive. The load and materials cost around £5.00.



Below

The completed wagon in use.



Gaëlle and Olivier Taniou describe a versatile pair of modules, initially constructed to participate in the RAMMA show at Sedan in 2015. *Photographs by the authors.*

The Tivoli laundry and the Lucette mine

Industrial narrow gauge

These modules were created to participate in the gatherings of narrow gauge scenes at the RAMMA exhibition in Sedan in 2015, then at Laval in 2016. These challenge events were based around standard crossing modules – provided by the organisers, with track supplied by Peco – which allowed a number of scenes to be assembled to form a network.

Since then, some of the modules have been brought together for the duration of particular exhibitions. The common connections mean that the arrangement does not have to be the same every time, and the set-up can be adjusted to suit the space available.



Above and right
Postcards of the laundry in the Mayenne valley. The metre gauge departmental line is in the foreground. For a successful model, distances and dimensions had to be compressed.



Left
The linen laundry is located on the banks of the river. The railway is on the edge of the departmental road from Laval to Changé. The locomotive is the familiar Roco 0-6-0T, the wagons are Minitrains.



Above

The main building, built from photos, is made up of a light framework filled in with either louvres or bricks, resting on a stone base.

Below

The small Decauville 0-6-0T by Minitrains is appropriate motive power for almost any French narrow gauge layout.

The laundry – first steps in narrow gauge

The metre gauge local interest line which linked Laval to Mayenne stopped at a place called Tivoli. Opposite this stop was a linen laundry. Nowadays, only the beautiful dwelling house remains. Many old postcards, found on the internet, helped us to evoke this site in a model. We compressed the distances and added the narrow gauge line to comply with the challenge conditions. The project was a joint effort from the start – we were helped by Jean-Pierre Muratore.

The station track plan is made up of a main track, a passing loop, and a dead end siding serving the laundry. (In reality, the laundry was not rail served, but that is the magic of modelling ...)



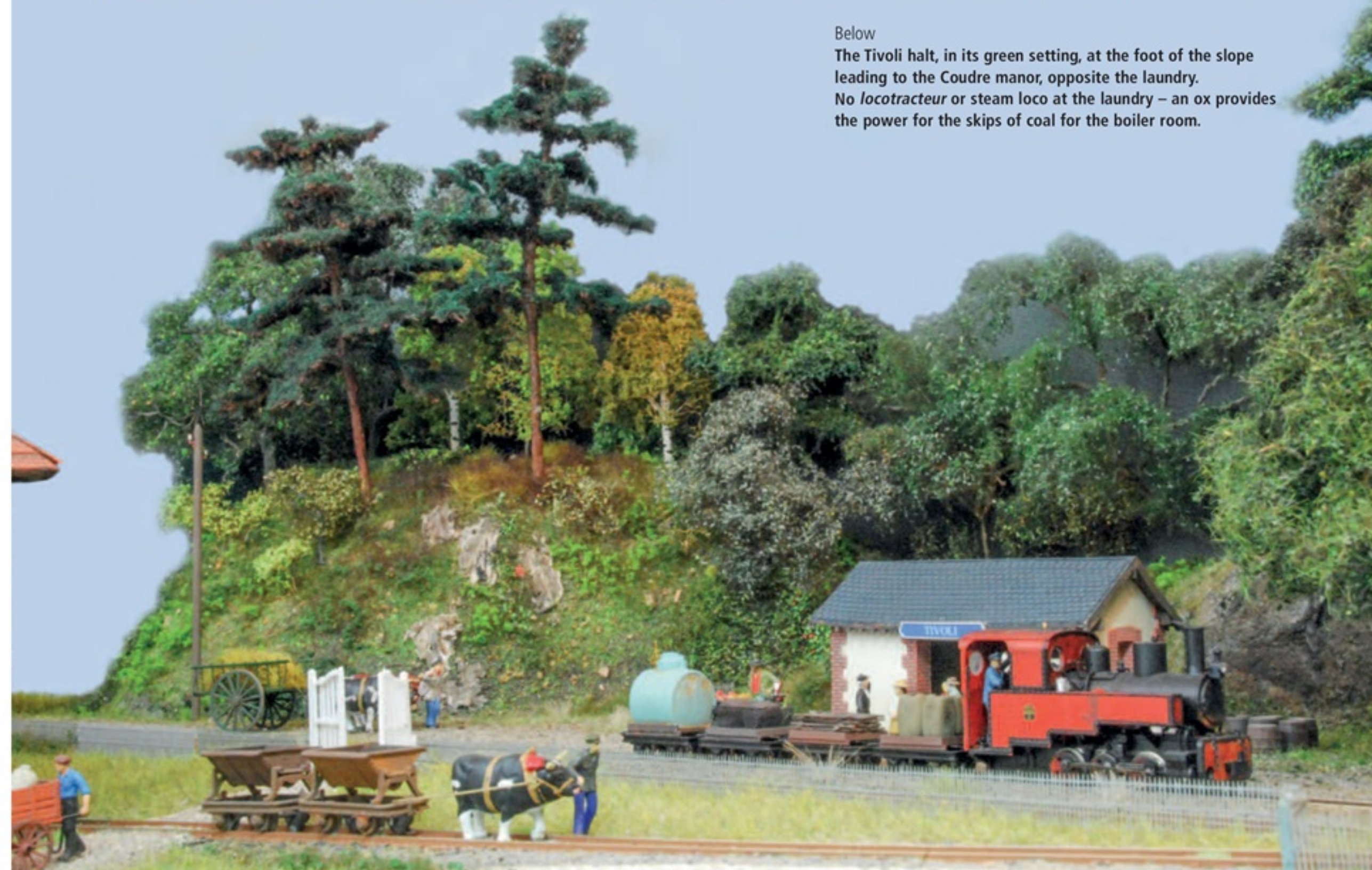


Above
Steam-hauled passenger and diesel-powered goods trains passing at the halt. Road vehicles do not yet offer serious competition.

Left and right
The buildings had to be compressed, but that does not spoil the charm of this beautiful house which still overlooks the river today. The model was made by Jean-Pierre Muratore.

Below

The Tivoli halt, in its green setting, at the foot of the slope leading to the Coudre manor, opposite the laundry. No *locotracteur* or steam loco at the laundry – an ox provides the power for the skips of coal for the boiler room.





Above
The halt building
is just a simple shelter
open to the front.
On the right there was
a small ticket office.



Above and right
The layout is full of details
such as the penny-farthing
and the vegetable garden
behind the laundry house.



Below and right

During *Fédérail 2018*, the layout was set up as a continuous run: on one side, the two boards with the Lucette mine, on the other, the Tivoli laundry and a temporary traverser fiddle yard.

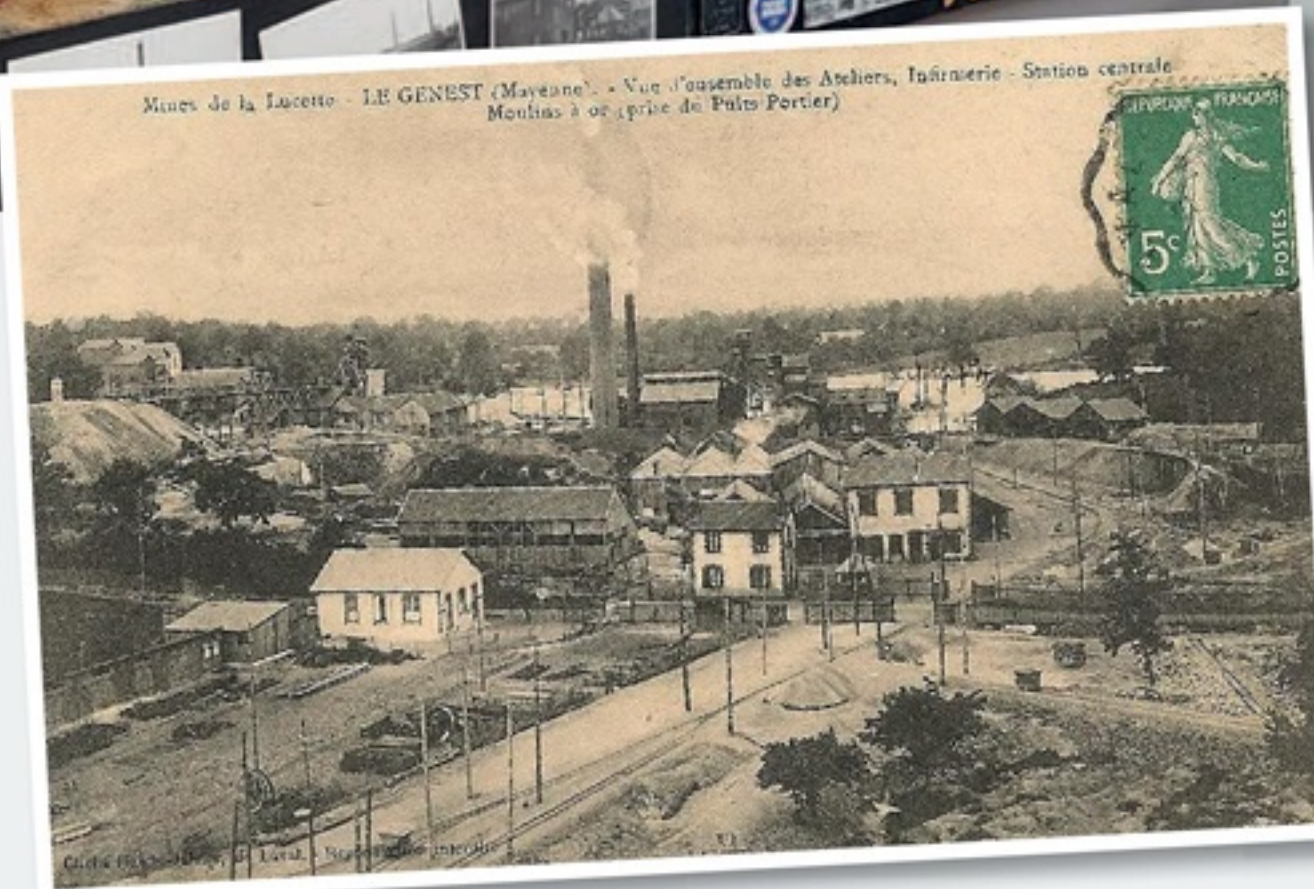


The Lucette mine continues the adventure

After the first gathering, we were captivated by the possibilities of the narrow gauge, and we wanted to continue the challenge, with the objective of taking part in the gathering at Laval in October 2016.

Right

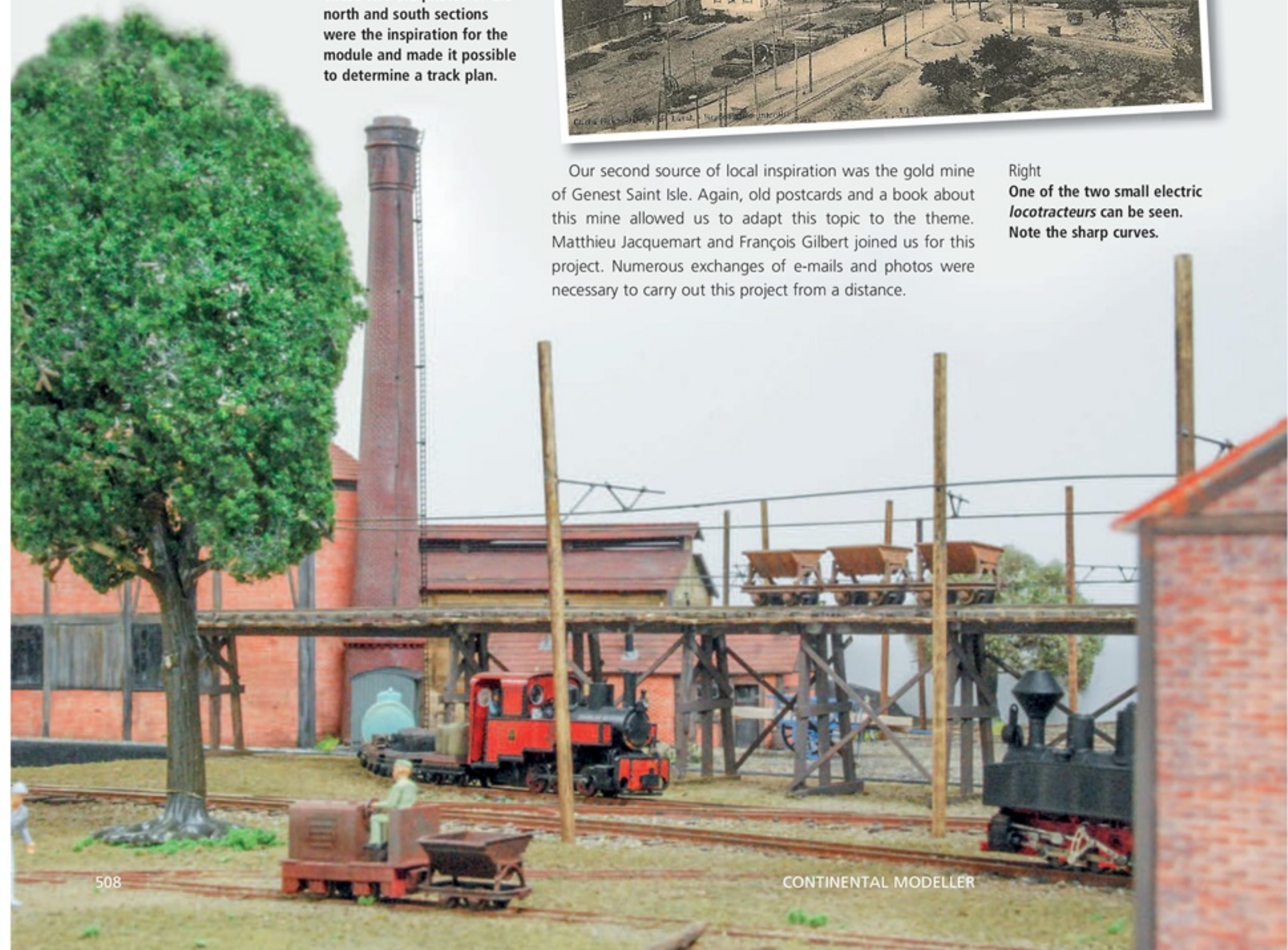
These two old photos of the north and south sections were the inspiration for the module and made it possible to determine a track plan.

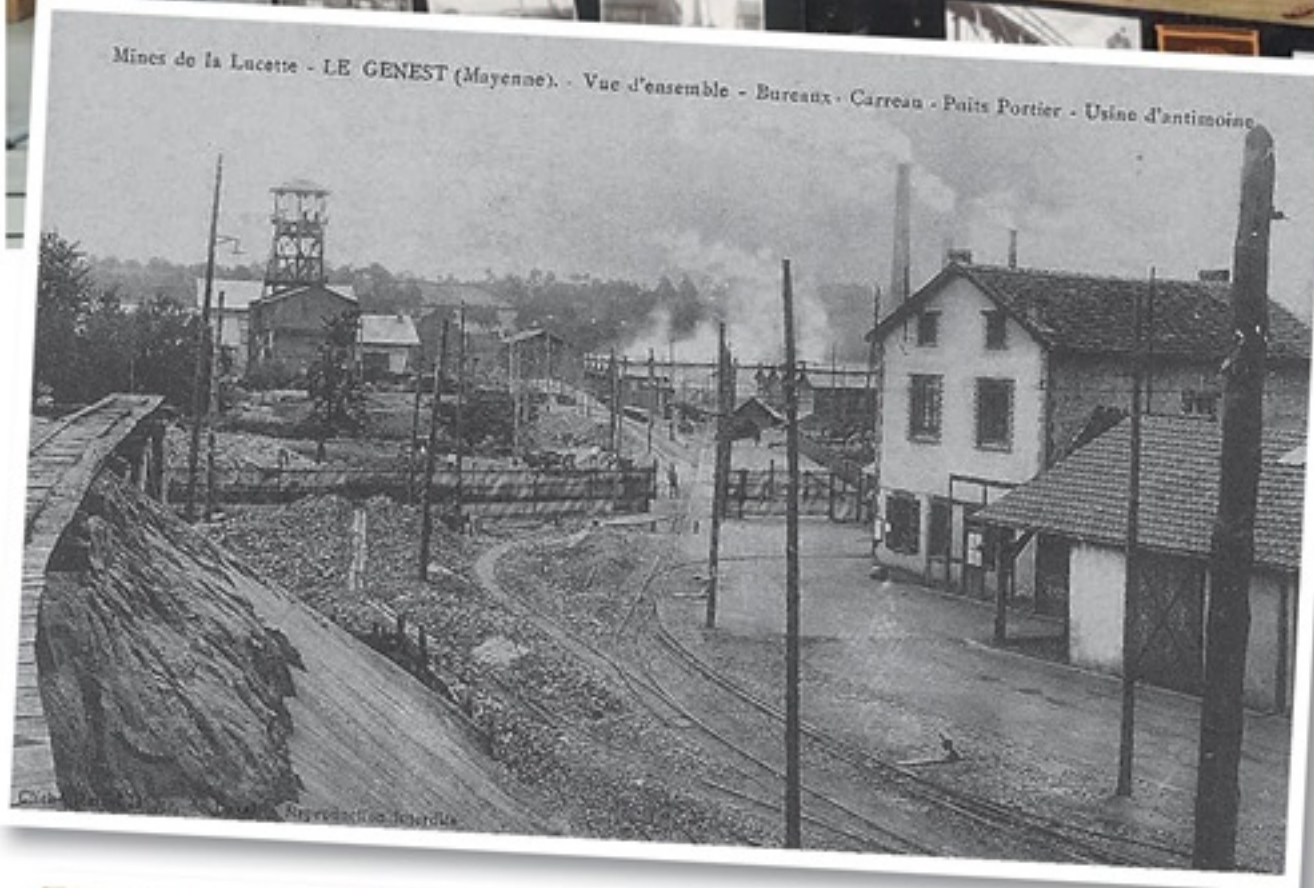


Our second source of local inspiration was the gold mine of Genest Saint Isle. Again, old postcards and a book about this mine allowed us to adapt this topic to the theme. Matthieu Jacquemart and François Gilbert joined us for this project. Numerous exchanges of e-mails and photos were necessary to carry out this project from a distance.

Right

One of the two small electric *locotracteurs* can be seen. Note the sharp curves.





Above

The refectory was squeezed in between the tracks and the large building in the background, although in reality it was in the southern part of the site.

Below left and right

The mine guard building is smaller and more austere than the house by the laundry. The model is by Olivier.





Above
A Thomson *locotracteur*
towing a short rake of skips
near the standard gauge
interchange.

The track plan was guided by old photos. The light tracks (500mm gauge in reality) were moved according to the operating needs of the extraction shafts. The industrial network did not leave the factory, which was connected to the Paris – Brest standard gauge line. A high platform allowed unloading into standard gauge wagons. Today the factory treats antimony, and some of its buildings, still present if dilapidated, helped us to create the model

Construction – each in his own corner

We built the module bases from 10mm thick plywood. Around the layout, old postcards showing the sites are stuck onto the fascia to illustrate our historical approach.

The module with the laundry incorporates a backdrop but this can be removed for the gatherings, as the specifications are strict on this point.

The track (mostly Peco) is glued to the board, and the landscape was carved from sculpted and painted polystyrene.

A few track panels from the Auhagen and SAI industrial railway kits, reminiscent of 50cm and 60cm gauge track, are arranged as static features.

Each of us made buildings from cardboard, plasticard, and scale timber, covered with plastic sections or Redutex self-adhesive textured sheets. Each of us has a different approach to scenery and structures, which makes the buildings and the ground treatments very different.

Gaëlle made the trees with natural branches or coated and flocked copper wires.

The soil colours were obtained from natural earths and sands.

The headframe and the mine chimney are from Faller kits but adapted according to photos and plans.

The catenary at the mine was made by Jean-Pierre using wooden skewers tinted with walnut stain. The fittings are pieces of brass soldered together.

The laundry boiler is an Artitec resin model modified following available photos.

Power supply

The modular challenge specifications require 12v DC analogue control, supplied to the layout via a jack plug attached to a waterproof electrical box. A simple box, equipped with a potentiometer, regulates the voltage.

The limited size of each module and the small number of points means a control panel is not required.





Above

This is the heart of the 'old' mine, before 1910. The structures are more freelance, made of wood and bricks, using photos as sources of inspiration. Jean-Pierre made the large wooden building.

Left

A small stone platform with a modified Faller crane was installed in the trans-shipment area between the different gauges (working HOe and static HO).

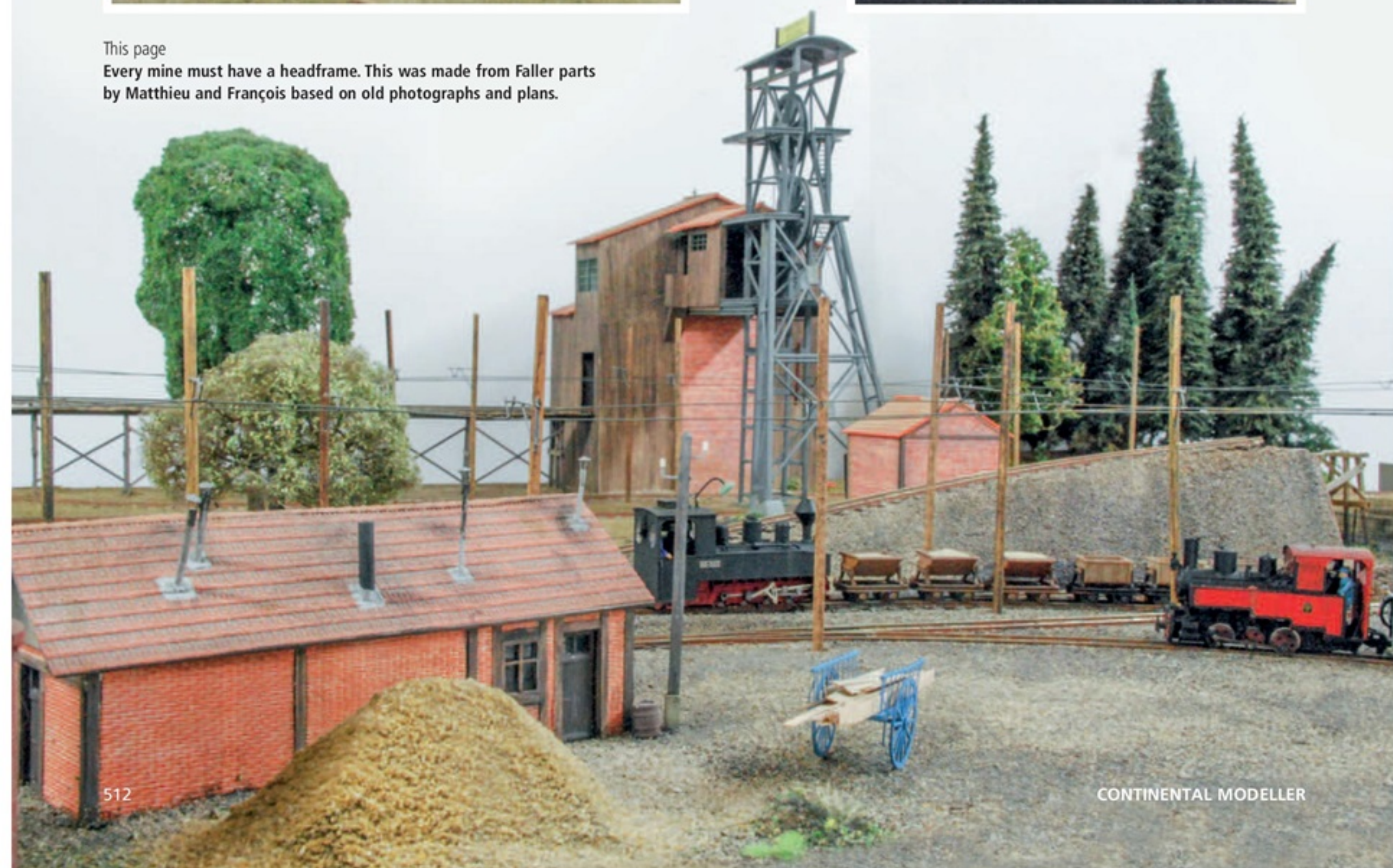
Right

After the First World War, surplus German *Brigadeloks* were quite common on French 60cm gauge lines. The model is by Minitrains.





This page
Every mine must have a headframe. This was made from Faller parts
by Matthieu and François based on old photographs and plans.





Above
Looking one way ...

Rolling stock

We take advantage of the exhibitions to run our own stock, very often modified, weathered, or loaded, which allows a wide variety of train consists. The Minitrains range is very well represented alongside Roco equipment and even a bit of old EggerBahn. The two Thomson 'salt cellar' electric *locotracteurs* at the mine were built on Japanese Caramel mechanisms.

A continuous run ... or not

Each module is self-contained but can be linked in to a much larger network during the gatherings. During F  d  Rail 2018, we linked the laundry to the mine back to back, plus an offstage area. 180   curves were created at each side of the layout. Sometimes for exhibitions one or other of the modules may be shown alone – the track plans allow for a lot of traffic and shunting.



Right
... and the other.
The catenary was made from wooden skewers coloured with walnut stain. The fittings are pieces of brass soldered together. All ready for the electric 'salt cellar' *locotracteur*!

Mike Watson shows how he improved a proprietary model.

Photographs by the author.

ACF hopper

Detailing a Weaver model

Weaver freight cars are accurate scale size basic models with good moulded details, but the ladders, grab handles and particularly the running boards do leave a little to be desired when compared to more expensive Atlas, MTH, and Lionel items.

I decided that with a little bit of work that they could be brought up to a similar standard as the more expensive cars for very little cost. Good photographs for reference are always helpful.

The first thing that I did was to carefully remove all the moulded grab handles and pipework. I prefer to use a chisel blade (Swann Morton No.15) for this. Take your time with this and do not try to remove too much in one go – several small strokes tend to produce a better finish. It also helps if the plastic is warmed gently beforehand.

The next thing is to make the replacement grab handles, etc. I prefer to use 0.45mm brass wire for these, although I used nickel-silver wire for this one as I had run out of suitable size brass. To ensure a consistent size I use an handrail bending jig that I have had for years, but it is possible to make them just using pliers and a vice. But if you sometimes get an odd, slightly out of shape, handle do not worry – the occasional 'damaged' grab or step can make it look more realistic.

To fit the grabs I use a 0.45mm drill and then fix them in place with superglue. I use a piece of a wooden coffee stirrer placed under the bent grab handle to ensure consistent spacing from the body.



Above
The model as supplied.

This hopper car had eight round roof hatches originally but I wanted to change this to trough type hatches. I made new hatches from 30thou plasticard and plastic rod, using measurements taken from another car which had that type of hatch. These were later painted with primer and fixed in position prior to the final colour coat.

The corner stirrup steps are over size as moulded but they are very vulnerable to damage and I do not think that I have ever bought a Weaver car that has not had at least one or more broken or missing.

The steps are moulded as part of the body and are in line with the overall width of the car. In reality the corner stirrup steps are inset underneath the frame.

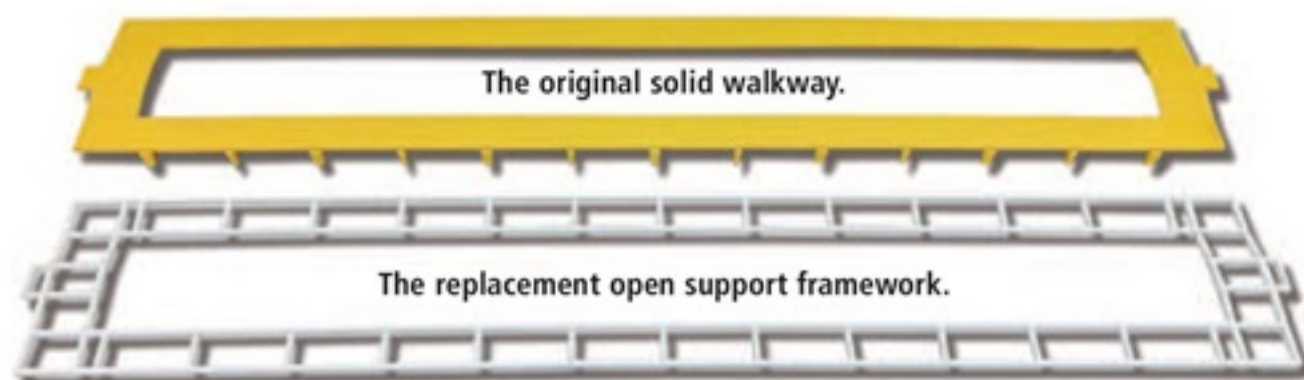
Replacement corner steps were made by bending 1mm x 0.5mm flat brass strip into a square which can then be glued to the underframe. Use the external dimensions of the original plastic step to determine the size of the replacement. I fit these vulnerable parts to the frame last after the other details have been installed and the body has been mounted back on the trucks.

Below left
New grab irons were made from 0.45mm brass wire.

Below centre
Stronger stirrup steps were fabricated from 0.5mm brass strip.

Below
The detail on the end is now much more realistic.





The original solid walkway.

The replacement open support framework.

Below

The replacement framework in place on top of the car.



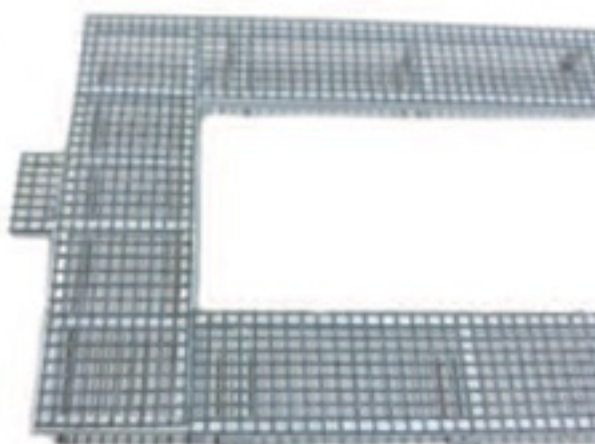
The original access boards on the top of the body are solid plastic with a grille effect moulded into the surface. Although this is a reasonable representation of the grating used on the real thing, it does not look as good as those on Atlas and other model. Replacing them with a proper open type of mesh makes a big difference to the appearance.

My initial thoughts were to substitute some type of metal mesh but I could not find anything that looked right or was affordable. Further searching took me to military modelling and wargaming websites and I eventually found some plastic square mesh, which at £2.00 for a large sheet was more appealing. The mesh is approximately 1.5mm square and 0.32mm thick; it is sold under the brand name Maquett.

The boards on the Weaver hopper are a one piece moulding that is easily removed – I just pushed the locating pins from underneath and then gently pulled the moulding off.

The next task was to construct a frame to support the mesh. For this I used Evergreen 1.5mm square plastic strip. I used the original moulding as a guide for the measurements of the new frame, making sure that the width was matched a number of whole squares of the mesh. The frame was initially assembled flat on my workbench. The end cross pieces have a slight rise to follow the curve of the hopper roof. When complete it is best to leave the frame for at least 24 hours to allow all the joints to cure.

With the frame complete, the next stage is to fit the mesh. As the sheet was shorter than the length of the access board it was necessary to have a join; this was hidden on one of the cross braces. Liquid solvent was used to fix the mesh to the frame, again being left 24 hours to cure.



Above

The new mesh was carefully fitted to the support frame.

Below

The new mesh and frame in place on the car.

Below right

The finished model.



Below

The finished model, with alternative filler hatches as well as the new walkway.

The outer support brackets were then added to the frame using strips of 10thou plasticard. The original board was used to determine the size and shape required.

I added a metal grab handle each end to finish it off.

The whole frame assembly was then sprayed with a coat of Tamiya fine surface primer. When thoroughly dry it was positioned on top of the hopper and secured in place with liquid solvent. The new grab handles and steps were brush painted with primer to provide better adhesion of the colour coat.

A match for the original Weaver paint was determined after some experimentation by mixing Tamiya Flat Yellow with just a touch of Tamiya Deck Tan. The entire roof area was airbrushed with this colour mix, taking care to ensure that I got under the outer edges of the running boards, etc.

This model now has a level of detail that is equal to that on my other freight cars, and I am very pleased with the end result.



Anthony Horne describes a remarkable long term project.

Photographs by the author.

Nytorp garden railway

Somewhere in Sweden
3: the lower garden

The upper and middle gardens were featured in the June and July issues.

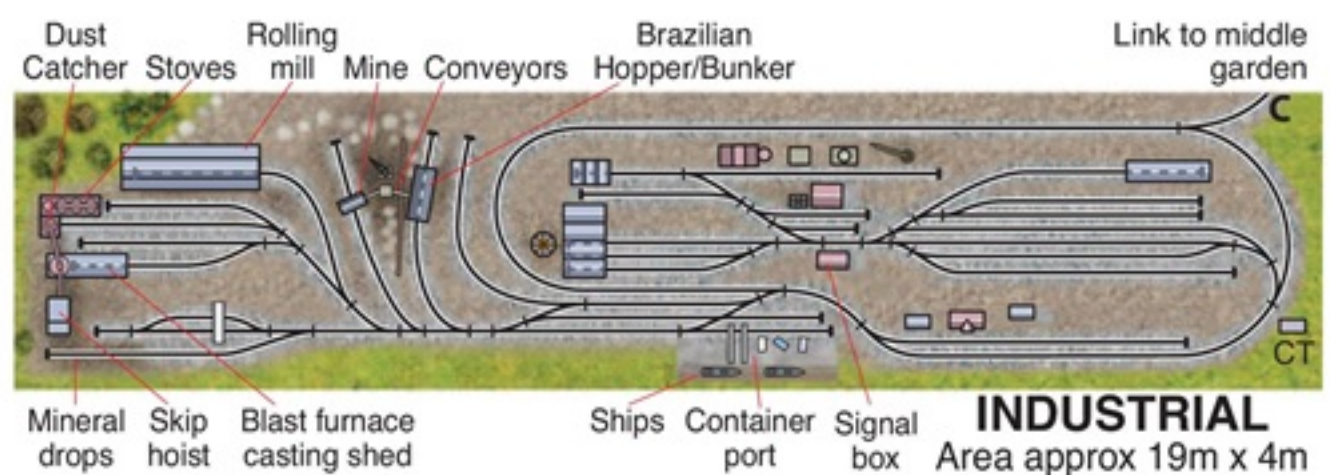
Right

In 2015 the railway was expanded into the lower garden, initially occupying a flat area c.16m x 3m in the paddock which had previously been leased to the neighbouring riding school. The wooden bunker on the left was scratchbuilt based on an example from Brazil. The area beyond this was later used for a steel works.



Below

The industrial area in the lower garden is taking shape, on a level concrete slab cast within wooden formers. By this stage we could run trains round the circuit.





Above
2018 and the steel works
can be seen in the distance.
The lower section is now
over nineteen metres long
and nearly four metres wide.



Left
The site was widened in 2016
with more sidings and
the grass harbour added.
Only then was the space
beyond the bunker selected
as the next expansion.



Above

The line from the upper circuit down to the 'inland harbour' with the mineral drops and the relocated petrochemical industry to the right.

The building next to the signal box in the middle background is the relocated station building from the now disused station on one of the raised flower beds in the middle garden.

Left

In the foreground is the line from the upper circuit to the 'inland harbour'. Beyond that is the sawmill, then the larger mine and bunkers.

The line right at the back is the link from the upper garden down to the middle garden, with its two circuits visible.

The building in the background contains the woodwork shed, where most of the scratchbuilt structures were created.



Right

The never-ending construction project.

After nearly twenty years we still do not know the purpose of the building!

Right

The mine and bunkers at the top of the middle garden. The sidings in front are filled with wagonloads of timber from the sawmill. There are no run-round facilities here so the shunting is intensive.



Right

The mine and bunkers, with a full complement of hoppers. The line from the upper garden to the 'inland harbour' can just be seen to the left of the mine buildings running behind the fence post.



Below

A BR64 2-6-2T with a train of DR six-wheel *reko* coaching stock on the shorter of the two middle garden circuits passes the mine with its loading bunkers and the lighthouse, which until the arrival of the cement silos was the tallest building on the layout. Both have now been surpassed by the steel mill.

Below right

The lighthouse with its popular viewing platform with the mine and bunkers behind. Beyond that is the hamlet, then the row of Swedish houses and right at the back the 'inland harbour'.





Above

Early days of the industrial landscape in 2013. At this time it was only possible to perform simple shunting manoeuvres here.



Above

By 2016, the left-hand end of the lower garden had developed. A couple of HF130C rod-coupled diesels were often used to shunt the sidings down here. The arrival of the type Shimmms hooped tarpaulin-covered bogie bulkhead flats, mostly used to transport steel coils, prompted us to think of providing an appropriate industry.



Left

After the large steel works complex was built and placed, there was a gap between that and the existing lower garden. In late 2019 this was filled with another mine and bunker, adjacent to the large wooden bunker from Brazil which had previously been right at the end of the layout.

Below

The hamlet between industrial sites with the 'inland harbour' to the rear left; the sawmill is just out of view to the right.



Right
By August 2018
the steel works was in place,
though one of the sidings
was still to be connected.



Right
The impressive steel works.
How these large structures
were built off site
and brought to the garden
and placed will be related
in the final instalment.
Beyond, the paddock offers
scope for a lot more railway!



Peter Dale shows how he made a couple of typical French steam locomotives for his layout *Cap Sacré* (see CM March 2020). Photographs by the author.

Classic French metre gauge motive power

A pair of Corpets

The firm of Corpet Louvet was based in Paris, initially in the 11th *arrondissement* but from 1912 at La Corneuve in S.Denis. They were a large builder of locos great and small – an example of the massive streamlined SNCF 232U class can be seen in the museum at Mulhouse – and exported widely, including to India and Brazil. They were a major supplier to the many French metre gauge lines and the typical Corpet metre gauge product was the 0-6-0T (other suppliers included Pinguely and Piguët).

Two of these found their way to the UK. Corpet 493 was supplied to the CF du Cambrésis (where it was named *CAMBRAI*) in 1888 and when that line closed it was bought in 1936 by the dealers T.W.Ward who sold it on to the Loddington Ironstone Company in Northamptonshire, where it worked until March 1956 after which it went to the Waltham Iron Ore Co. in Leicestershire. There it joined the other Corpet, 936, built in 1903 for the CF de Nantes à Legé et à Rocheservière (operated by the Compagnie Française des Chemins de fer à Voie Étroite) as its No.54. After closure Ward also bought No.54 which went to the Waltham company. The Industrial Railway Society says this loco was named *NANTES* but a picture of it in service in France shows no nameplate, and the same document says *NANTES* was No.1, an 0-6-0T built by SACM in 1893. The Waltham quarries closed in 1958. In 1960 No.54 was broken up, but happily *CAMBRAI* went to the Narrow Gauge Museum at Towyn and later to the Irchester Narrow Gauge Museum.

Metre gauge Corpet tanks came in quite a variety: early versions had fairly open cabs and Allan valve gear but they later evolved with well-protected cabs and Walschaerts valve gear. The 0-6-0s came in various sizes, defined by their weight; 15 tons was common. A more powerful loco than the 0-6-0T was sometimes required and to satisfy this need a number of 0-8-0Ts were built. In 1931 two were supplied to the Tramways d'Ille et Vilaine, a large 478 km system, and others for industry. Two exist in preservation, on the Train du Bas Berry and the Voies Ferrées du Velay. A number of the 0-6-0Ts are preserved, including two at the MTVS museum at Crèvecœur-le-Grand, No.36 from the Côtes du Nord system and No.75 from the Tramways d'Ille et Vilaine.



Models

A ready-to-run model of a typical Corpet 0-6-0T has been made by LGB, but there is nothing in the smaller scales. There have been some kits but these have not been easily obtainable. However, besides scratchbuilding, there is now another option – 3D-prints, and at least two are available: a Corpet 0-6-0T by Recreation21 and a Corpet 0-8-0T (040 in French notation) from Ivan Industries, both on Shapeways. Both are also offered in scales other than 1:87.

As with all 3D-prints, they require finishing by cleaning the print, detailing, and painting – and, of course, a chassis. Suitable chassis for HOm are, I think, only available second-hand but they involve compromises as to wheel spacing and position. For the 0-8-0 there is a Berlinerbahn TT chassis while there are two options for the 0-6-0: the Berlinerbahn 0-8-0 chassis can be easily reduced by removing the rear axle and shortening the coupling rods, or there is the Tillig 0-6-0 (also available in HOe). The Berlinerbahn motor is too big for the 0-6-0 and could be replaced by a Mashima 1015 or similar but the Tillig mechanism fits – just. The Berlinerbahn chassis fits the 0-8-0T body but there is a clearance problem

Top
Tramways d'Ille et Vilaine No.75 and Côtes du Nord No.36 at Butry-sur-Oise in October 2014.

Above
Corpet 030T with a short passenger train at Cap Sacré.

Far right
Corpet 040T crossing the village square with a train load of barrels.
Right
The train emerges from the street running section along the *rue de la gare* and enters the station yard.



for the top of the expansion link. Tanks often have patches for various reasons and I have adopted this subterfuge to fit the chassis into the body. To make the motor less obvious in the cab, I fitted doors across the lower part.

Considering the varieties of the 0-6-0T, the model needed to be based on a particular type and comparing the print to drawings and photos it seemed to bear a close resemblance to the 20.5t type supplied to the Côte du Nord system in 1925. No.36, mentioned above, is one of this batch.

Details were added according to photos and drawings, which were easily found on the internet. Parts such as hand-rails and pipes are made from brass wire of suitable diameter bent to shape, and the distinctive cap for the chimney is a 10BA brass washer – some scruffy soldering blanks the hole! Details such as whistles, safety valves, and cab steps are actually N – you might think these would be too small but they look right. They were bought from N Brass Locos who have a comprehensive website and operate an efficient mail order service; they can also supply a small motor.

Other details, including tool boxes, jacks, and lamps, came from Ivan Industries as tram loco accessories for HO.

Originally I was going to paint them both black, but No.36 looked so appealing in its maroon livery that I opted for a simplified form of that. This was not difficult to do: red primer followed by maroon top coat – then leave at least 24 hours before taking an hour and a half to mask off the maroon before spraying the black! Finally it got a coat of spray varnish.

Conclusion

I hope this will encourage other modellers to take the plunge into French metre gauge modelling. There are some other 3D-prints available and there is a wealth of drawings and photos available on the internet, not to mention the recently introduced ready-to-run models by REE, though as yet they have not announced plans for a steam locomotive.

Above left
Corpet 030T and train leaving Cap Sacré.

Above
Corpet 030T shunting vans at Cap Sacré station.

Below
Corpet 040T preparing a goods train at Cap Sacré.



James Hilton explains why and how he designed and built a small diorama.
Photographs by the author.

Kinross

on Prince Edward Island

I have only been to Prince Edward Island once, a flying visit from Nova Scotia and New Brunswick 2001. It stuck with me, though, that travel experience with my father, the wide open sky and the rich red earth ...

Fast forward twenty years and as I plan a Canadian H0 scale project I am reading books about Canadian National in the Maritimes. A section on Prince Edward Island draws my attention and the author notes in a caption "the short trains and GE 70-tonner would make a wonderful model railroad" and I find myself nodding in agreement. Further research turns up a photo of the Visser warehouse spur at a place called Kinross, on the Murray Harbour subdivision just south-east of a place called Uigg. This black and white photo is absolutely packed full of atmosphere ... showing the road crossing and a General Electric 70-tonner switching a couple of cars out at the small industry in the late 1970s. I can imagine standing trackside, listening to the 600hp power unit rev up hard then idle as the work is performed quickly and efficiently yet with the relaxed experienced attitude that this back country branch line brings out in railroaders.

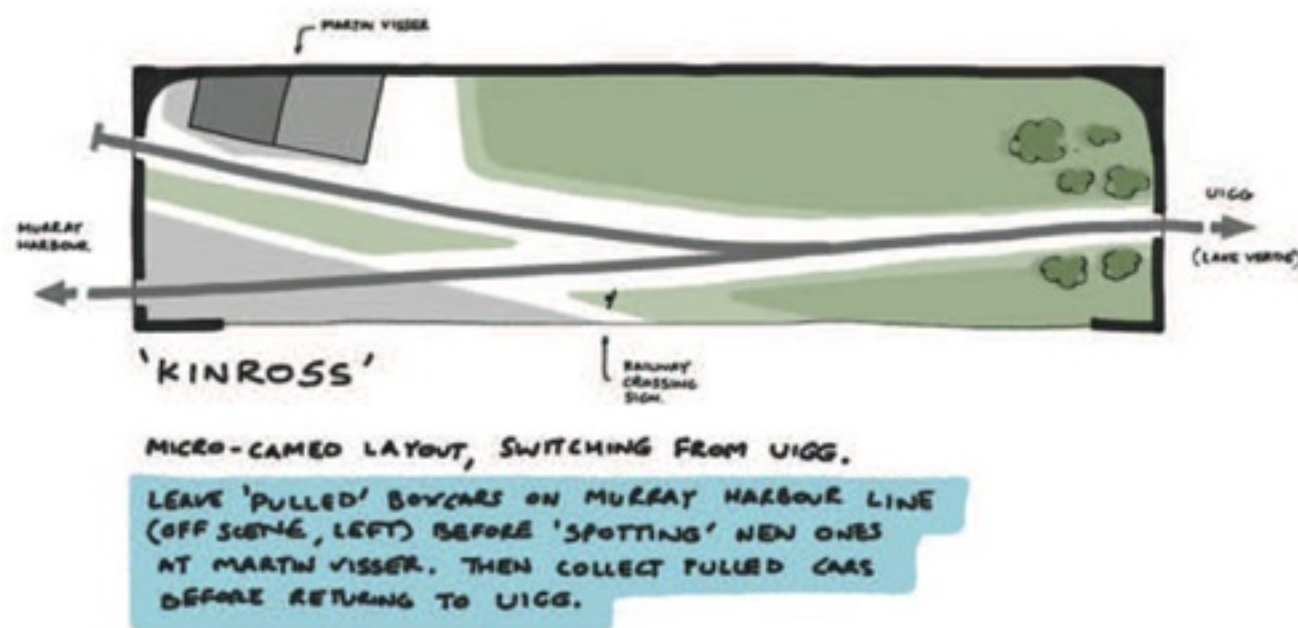
It was these lines east of Charlottetown, twisting and lightly laid, that were the last bastion of the eighteen diminutive GE 70 ton switchers which had served CN reliably for thirty-four years until the last was withdrawn in 1984.



Above
Canadian National #41,
a General Electric 70-tonner,
with just a couple of cars
at Kinross in 1982.
Photo: Steve Hunter.

What is it about a photo that can get under your skin? Despite initially being drawn to the Montague subdivision and in particular the small run-down station and grain elevator at Cardigan, there was something about Kinross and that photo that kept drawing me back. The result is a simple one turnout cameo scheme based on that photograph which quickly evolved into a Christmas holiday layout project.

What you see here is a result of just over three months work, with the bulk undertaken in the first three weeks.



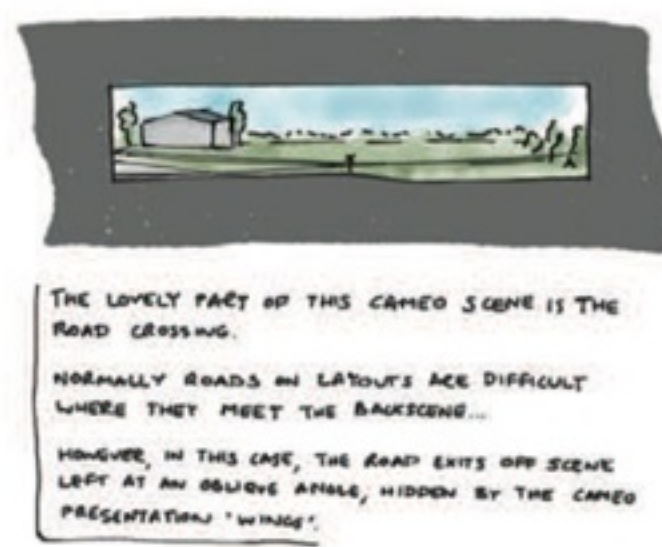
Below
The location, as seen on Google Earth.



Below
The sketch that started it all.



Below
The three-dimensional visualisation.





A basic carcase of 6mm and 9mm MDF with a 3mm hard-board back provided a box approximately 1m by 25cm and 18cm tall, and as this sits on an IKEA 'Lack' shelf there is no need for a heavily built baseboard. The roadbed was added in 6mm MDF to provide a little relief, smoothed in with filler before being painted an earthy emulsion colour.

Peco Code 83 track was hand painted before ballasting, and then the scenic work started by adding the basic static grass. This was detailed using methods from Gordon Gravett's book on grassland and ground cover. I particularly enjoyed using postiche and scatter to create the sort of scrubby undergrowth along the railway boundary.

Towards the right hand side are some deeper scrub, and some coniferous trees which were hand made from teased out rubberised horsehair on wooden skewers.

At the left-hand side the Visser warehouse is a styrene structure scaled from photographs and Google Earth (as it still stands today), clad in Evergreen board and batten sheet.

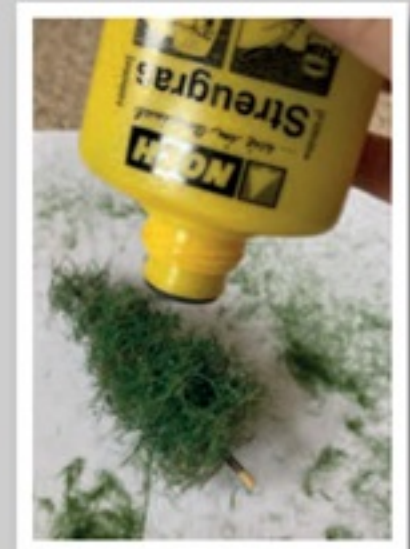


Left
Building up the detail by hand painting the rails and sleepers then dry brushing and applying shadow washes before ballasting.

Below
The conductor on CN #35 talks to the interested rail fan at the road crossing whilst waiting for permission from the warehouse foreman to switch the Visser spur.

Above
Trackside bushes were built up on the base layer of static grass using postiche (fake hair) and scatter material using layering spray.

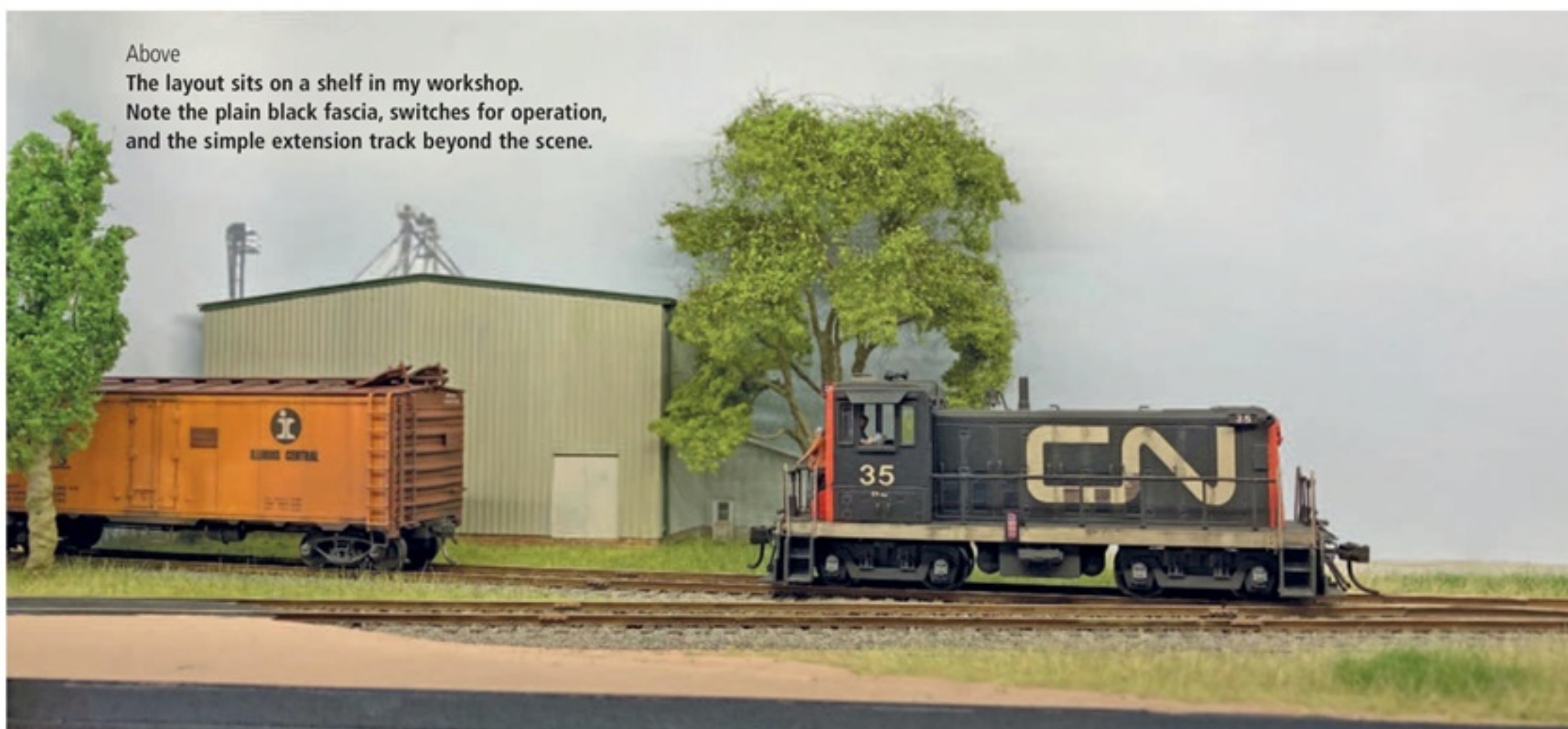
Right
Puffing short dark green static grass fibres onto a generic conifer made from teased out rubberised horsehair on a wooden skewer.





Above

The layout sits on a shelf in my workshop.
Note the plain black fascia, switches for operation,
and the simple extension track beyond the scene.

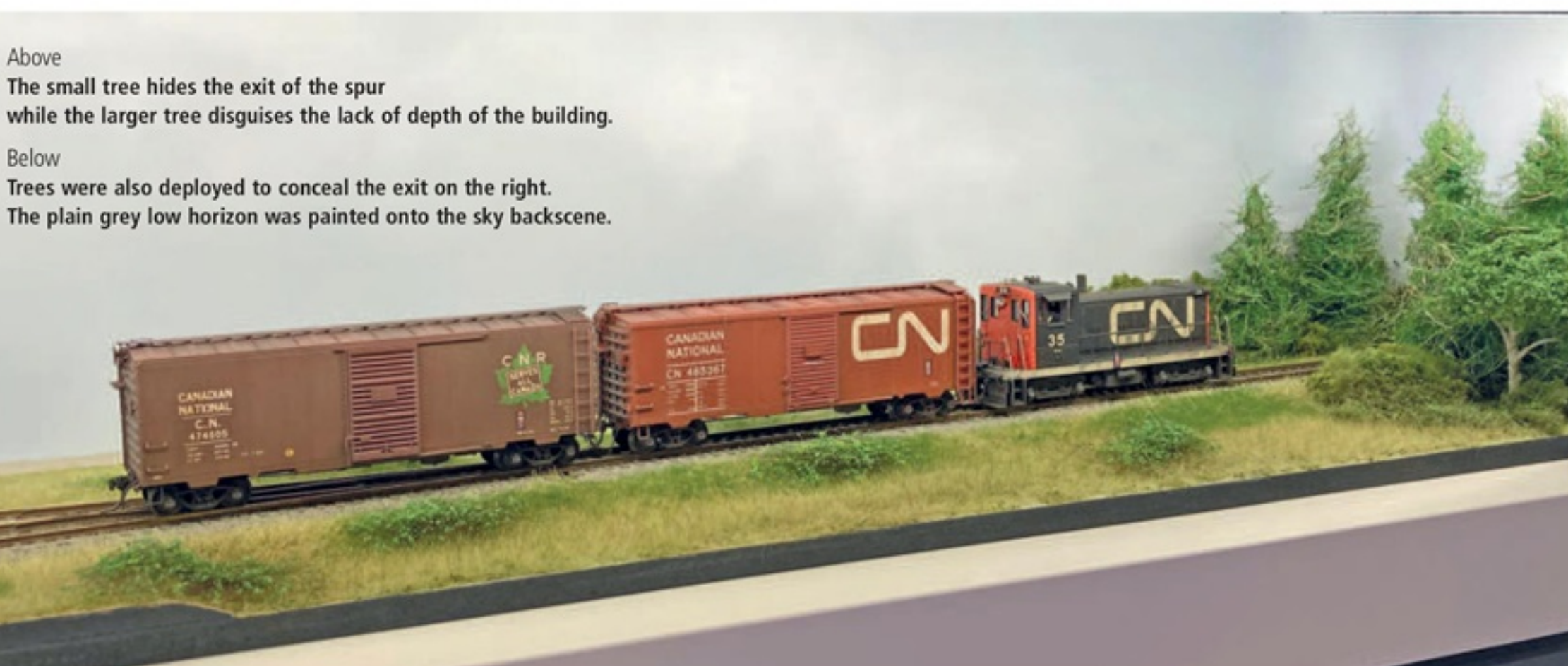


Above

The small tree hides the exit of the spur
while the larger tree disguises the lack of depth of the building.

Below

Trees were also deployed to conceal the exit on the right.
The plain grey low horizon was painted onto the sky backscene.



Below

The 'orange' reefers are synonymous with Prince Edward Island, secured by CN from mainland America for the famous potato harvest, and staged in every free inch of siding space across the island months in advance.



A 'poplar' tree sits between the spur and the main, and a larger deciduous tree disguises the fact that Visser's warehouse is less than 2" deep! These trees are formed from copper wire strands twisted together, again following Gordon's methods described in his book on deciduous trees.

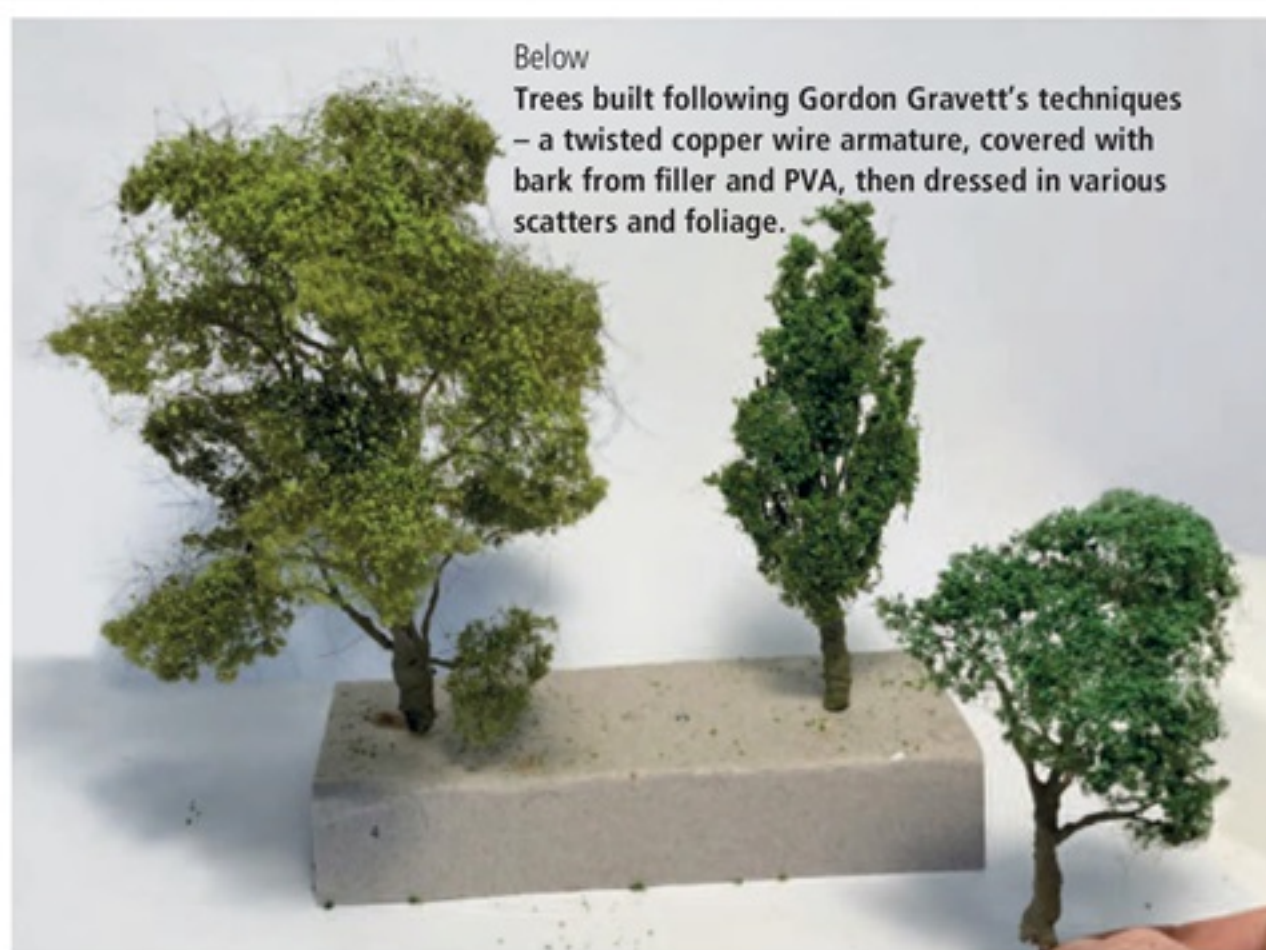
I was keen to combine a 'cameo' style presentation with theatrical wings helping to disguise the stage entrance and built-in lighting, with a narrow letterbox view. The layout lives on a shelf in my workshop and is viewed at eye level, so the backscene is just an overcast sky (sourced from ID Backscenes) with a very low hand-painted plain grey horizon that works really well.

LED lighting runs along the inside front edge of the lid, which is painted white on the underside to reflect light down into the scene – this is both effective and a cheap and easy way to include lighting in a compact envelope.

A couple of simple extensions can be added either side of the basic structure as staging to allow operation.

Below

Trees built following Gordon Gravett's techniques – a twisted copper wire armature, covered with bark from filler and PVA, then dressed in various scatters and foliage.



Below

The pick-up is perhaps too pristine to be local ...

This layout has scratched an itch, which if left alone would have festered and distracted me from my main Canadian layout project. By completing this small layout I have satisfied my desire to recreate a little of the PEI railway system. In addition it has allowed me to practice new skills (trees and shrubs) and polish a few others (painting and detailing track).

I hope that by sharing this small layout here, and describing why it was built, I might inspire you to follow suit. At the very least, it looks wonderful, and I often leave the 'lights on' with a 70-tonner posed on the spur, just because it is nice to look at, and that to me is the measure of small layout success.



A Deutsche Reichsbahn standard 2-8-2T was proposed in the mid-1950s as a replacement for the Sachsen IVK (BR99⁵¹⁻⁶⁰) on the lighter 750mm gauge lines in Saxony. **Daniel Wells** was prompted by an article in CM (April 2011) to develop a model.

Ersatzdampflok

An East German narrow gauge proposal

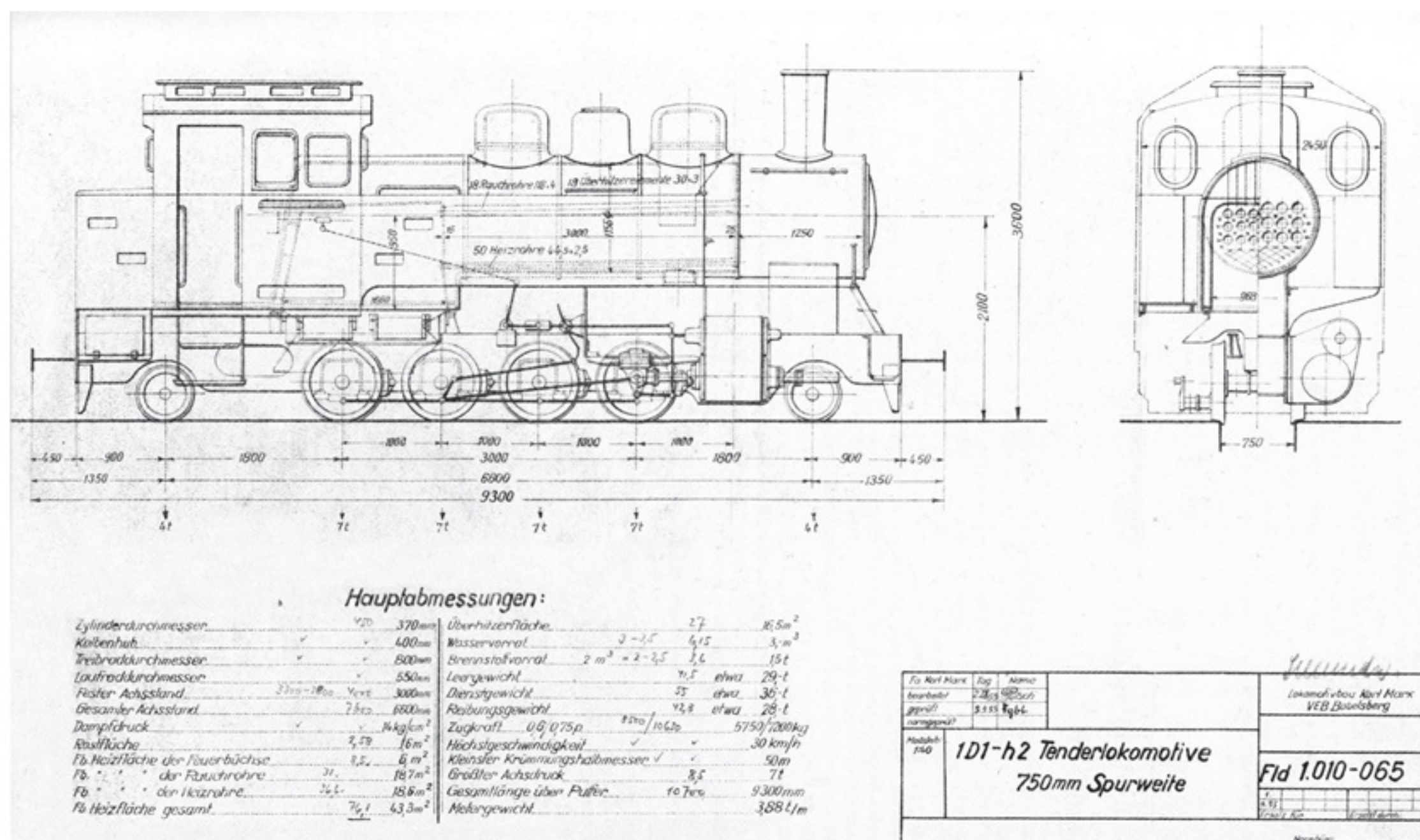
In the 1950s, the 750mm gauge railways in Saxony were facing a motive power shortage. At that time they were still an essential part of the transport system in East Germany, and while the infrastructure of some of the busier lines had been improved to accommodate the more powerful and heavier *Einheits* (standard) 2-10-2Ts (BR99⁷³⁻⁷⁶) as well as their recently authorised successors (BR99⁷⁷⁻⁷⁹), the traffic levels on many other lines would not justify such investment so they still required locos with a lighter axle load. (Eventual closure of these lines and substitution of road transport was foreseen, but was not then possible due to financial constraints.)

The fifty-seven surviving Sachsen IVK Meyer 0-4-4-0 tanks (BR99⁵¹⁻⁶⁰), which were between fifty and thirty years old (the latter generally considered to be the useful life of a steam loco), were in poor condition, requiring ever more time-consuming and costly maintenance to keep them running.

Thoughts had therefore turned to the design of a replacement steam loco, with a similar weight, but using modern welded construction, as a two-cylinder superheated simple on a rigid framed eight-coupled chassis, which would be easier and more economical to maintain than the four-cylinder compound articulated IVK. The new machine should also be

Below

The Deutsche Reichsbahn second 2-8-2T proposal. The pencil annotations seem to refer to the first design, perhaps simply a shortened *Neubau* 2-10-2T, which would still have been too heavy to replace the IVK.





Above
What might have been – an *Ersatzdampflok* amidst rolling scenery typical of the Mügeln network, a stronghold of the IVKs.

more powerful and efficient, with a larger grate more suited to burning the poorer quality coal available within the DDR.

The first mention of a 2-8-2T was in a document of June 1950, along with other narrow gauge requirements for various parts of the DDR, and surprisingly it was noted as being for the Erfurt and Magdeburg railway administrative areas: why is not clear.

In October 1954, the operating department in Dresden wrote to the transport ministry in Berlin, repeating the request and summarising the locos required to maintain timetabled services on particular lines.

Lightweight loco requirements October 1954

Grünstädtel – Oberittersgrün	2
Wolkenstein – Jöhstadt	2
Wilkau-Haslau – Carlsfeld	11
Mügeln network	13
Oschatz – Strehla	
Oschatz – Mügeln - Neichen	
Döbeln – Lommatsch	
Mügeln – Kropitz	
Hetzdorf – Eppendorf	1
Mulda – Sayda	1

To these were added five reserves, plus an allowance of fourteen more (40%) to cover for time in the workshops undergoing mandatory periodic overhauls, bringing the total to forty-nine. (The overhaul allowance seems very high, and reveals much about the capacity and efficiency of the workshops at that time.)

It is no surprise that, apart from the core of the Mügeln system, from Oschatz to Kemnitz, which saw heavy kaolin traffic, all these lines closed in the 1960s/70s, with the exception of the section from Wolkenstein to Niederschmiedeberg which survived into the 1980s as there was no adequate road access to a refrigerator factory there.

While the railway officials appreciated the need, the finance was simply not available; existing locos would have to be maintained as best they could for the moment.

However, Dresden was not so easily deterred, and so in January 1955 the DR Central Technical Office in Berlin contacted the VEB Lokomotivbau 'Karl Marx' in Babelsberg authorising a design study for the desired 2-8-2T on the basis of the BR99⁷⁷⁻⁷⁹ *Neubau* 2-10-2T then under construction.

A coupled wheelbase of between 3,300 and 3,600mm was specified, with 800mm diameter driving wheels and 550mm diameter pony wheels; the loco had to negotiate a minimum radius of 50m. The maximum speed was 30km/h, and a maximum gradient of 1 in 30 could be expected. Boiler pressure was to be between 14 and 16 kg/cm², but cylinder size was not specified: this was presumably for the constructors to calculate given the other specifications and the forecast loads.

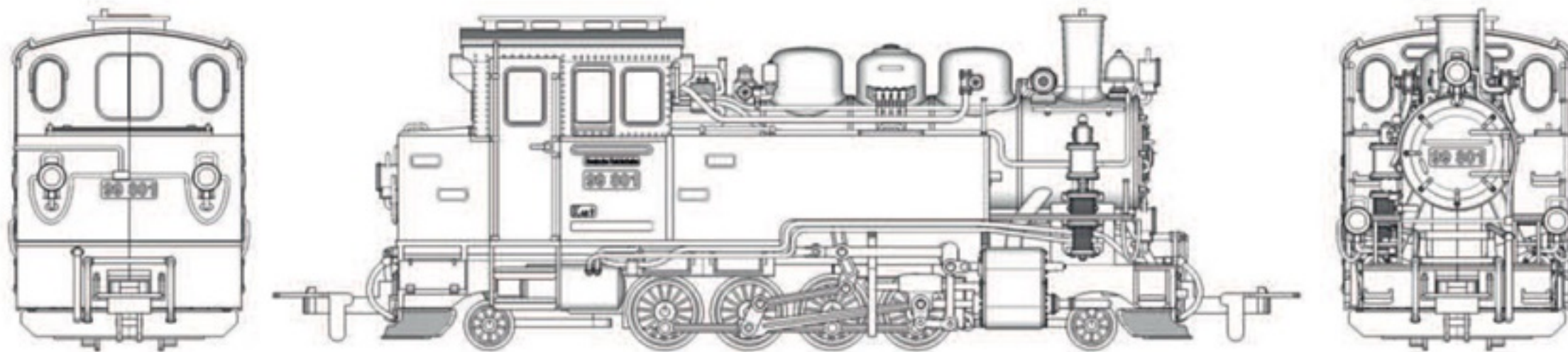
All equipment and features were specified in a comprehensive list, generally corresponding to standard DR practice of the period: piston valves, worked by Heusinger valve gear; plate frames; drive was to the third axle – this wheelset would be flangeless, with wider treads, the second axle was allowed 15mm sideplay, and the first and fourth axles were fixed; flange lubrication on the first and last drivers, and the pony wheels, which ran in Bissel trucks. The loco was to have air brakes, with a combined valve to operate them and the train's vacuum brakes, Scharfenberg couplings, steam heating, electric lighting, with a 5kW generator capable of supplying the train as well as the loco (headlights, cab lights, running gear lights), and an air-powered bell. There was to be a mechanical lubricator in the cab, and a speedometer. Coal capacity was to be between 0.85 and 1.5t (2/2.5t with a bunker extension), and water capacity 3/3.5m³.

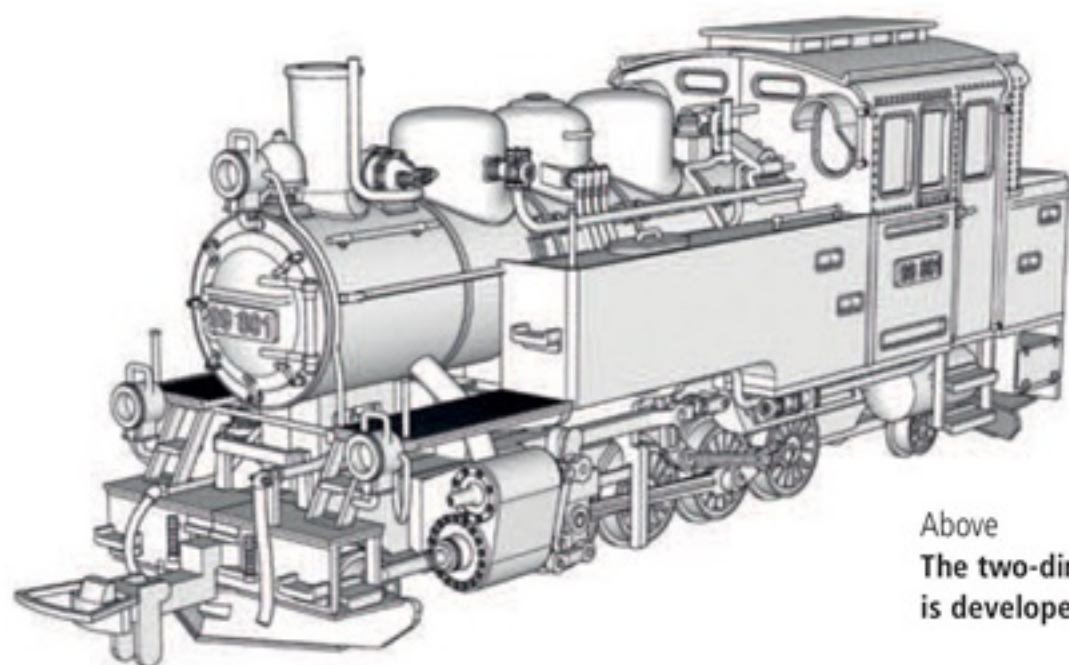
The first proposal matched these specifications and seems to have been simply a shorter version of the new 2-10-2T, but would have been over the desired axle load, so in September 1955 there was a second, revised, proposal.

However, the official ultimately responsible for authorising the construction was of the opinion that building new steam locos was hardly in keeping with the image of a progressive, modern DDR, and instead instigated a project to develop a suitable narrow gauge diesel. (Two prototypes, V36 4801 and 4802 were built, but proved so unsuccessful on test in 1961 that they never entered revenue service and were quietly set aside and dismantled in 1962.)

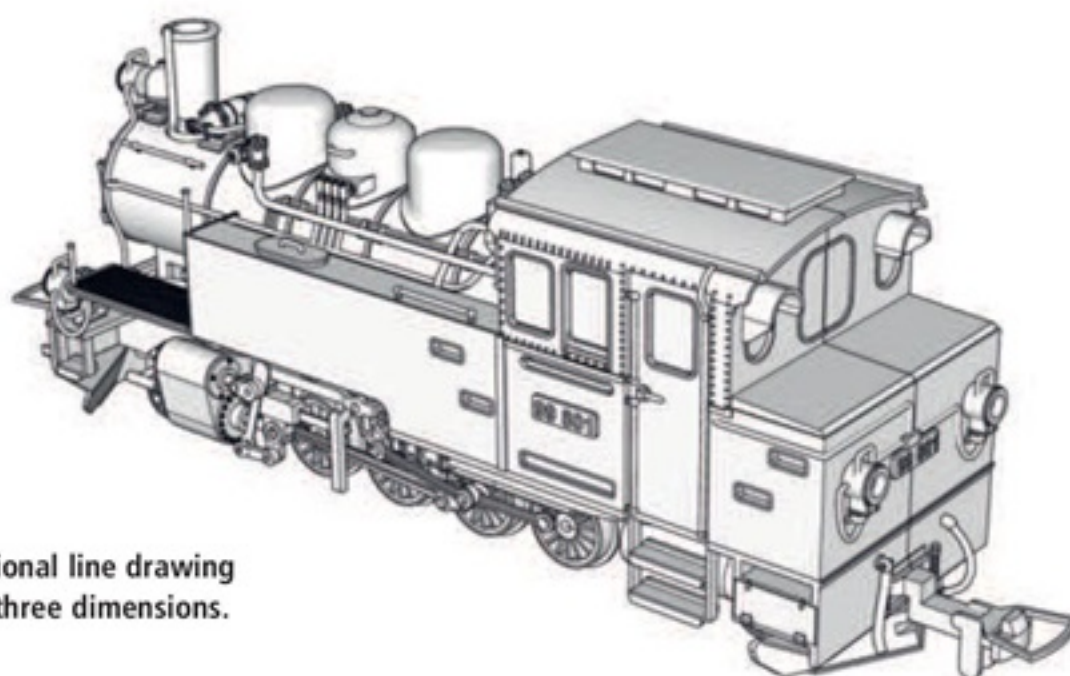
In the meanwhile, major overhauls of the IVKs continued, and when the diesel project foundered, these became virtual new builds, with completely new boilers and, in many cases, new main and bogie frames as well. Thus so many IVKs survived to the present day, albeit in far from original condition.

Below
Modelling began by making a two-dimensional drawing, taking into consideration all the details and options.

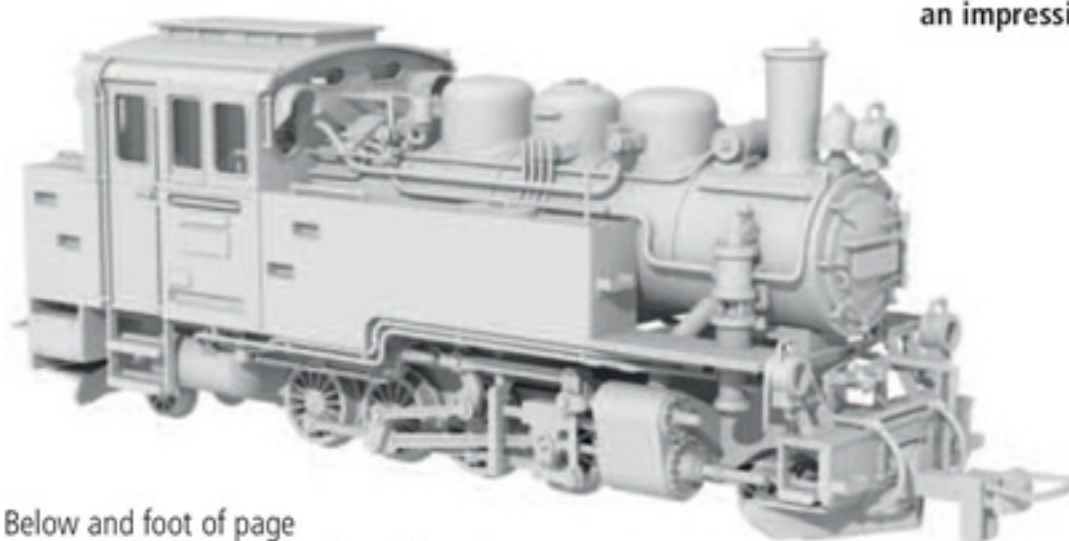




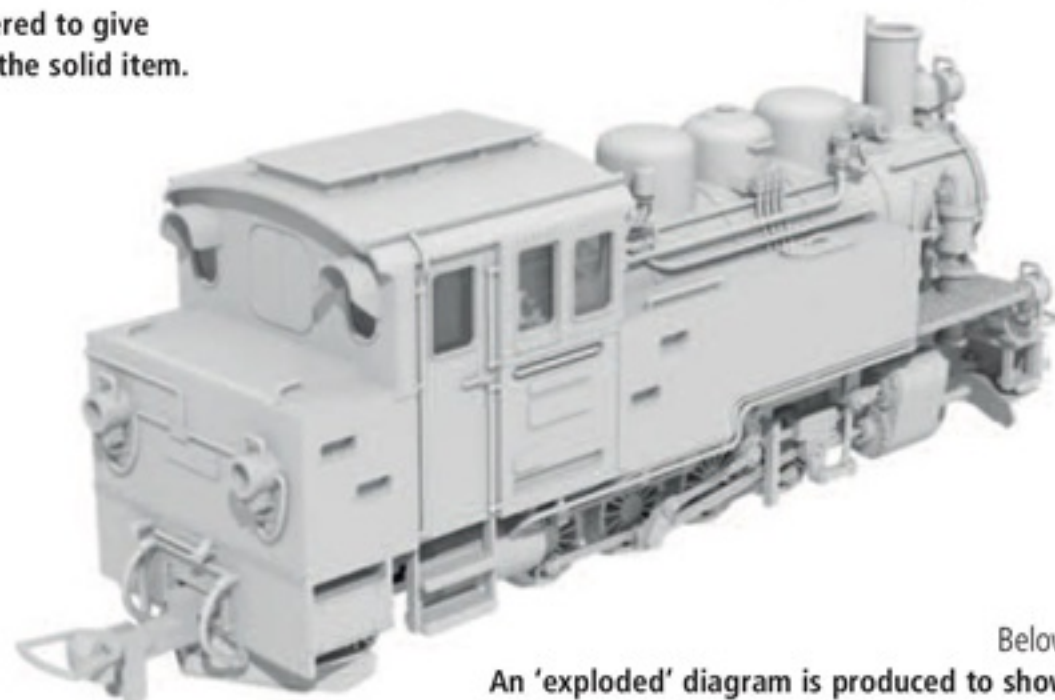
Above
The two-dimensional line drawing
is developed in three dimensions.



Below
This is then rendered to give
an impression of the solid item.



Below and foot of page
The rendered image can be coloured
to give a good idea of how the model will appear.

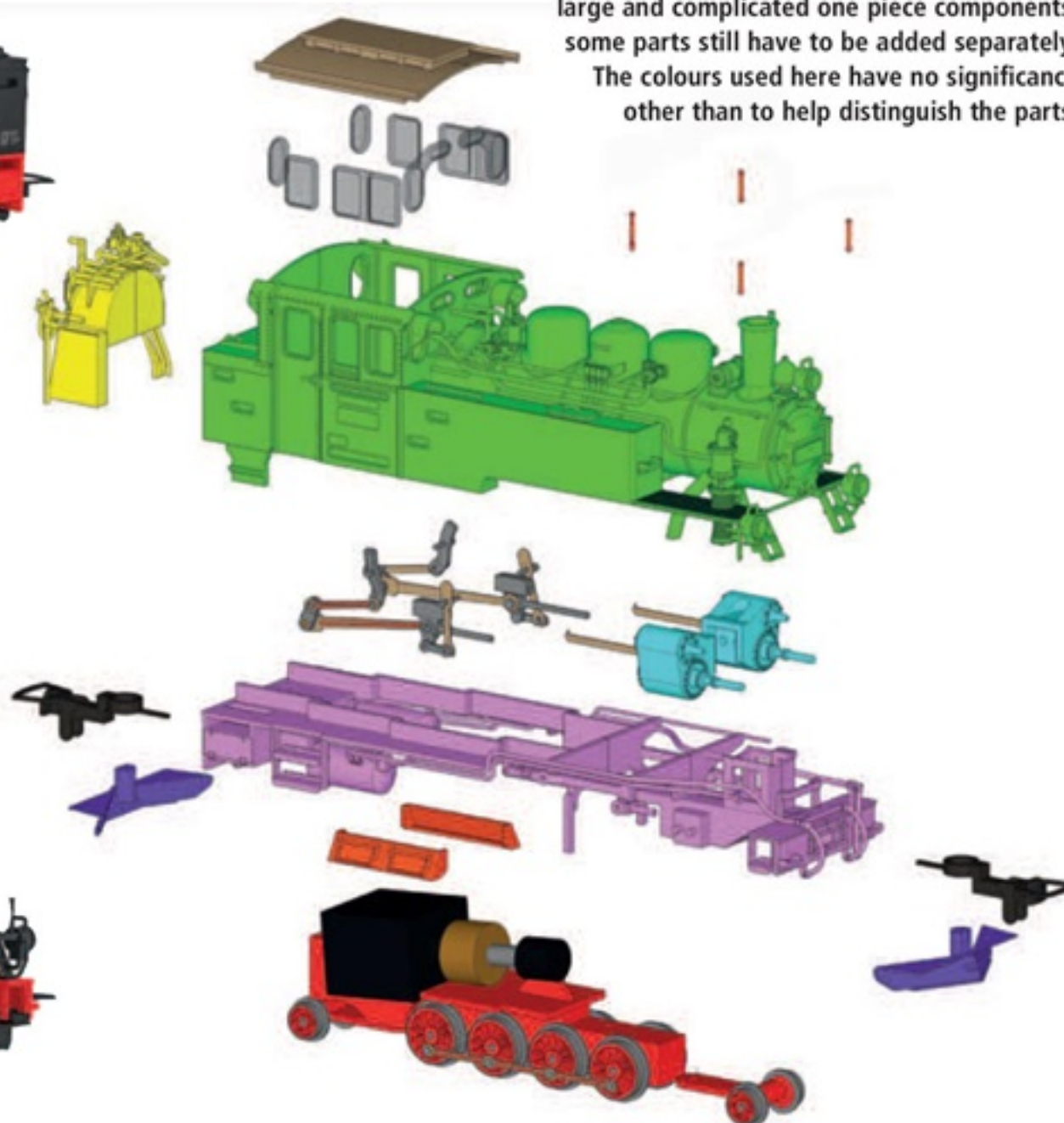


Below
An 'exploded' diagram is produced to show
how the model will actually be constructed.
Although 3D-printing is capable of producing
large and complicated one piece components,
some parts still have to be added separately.
The colours used here have no significance
other than to help distinguish the parts.

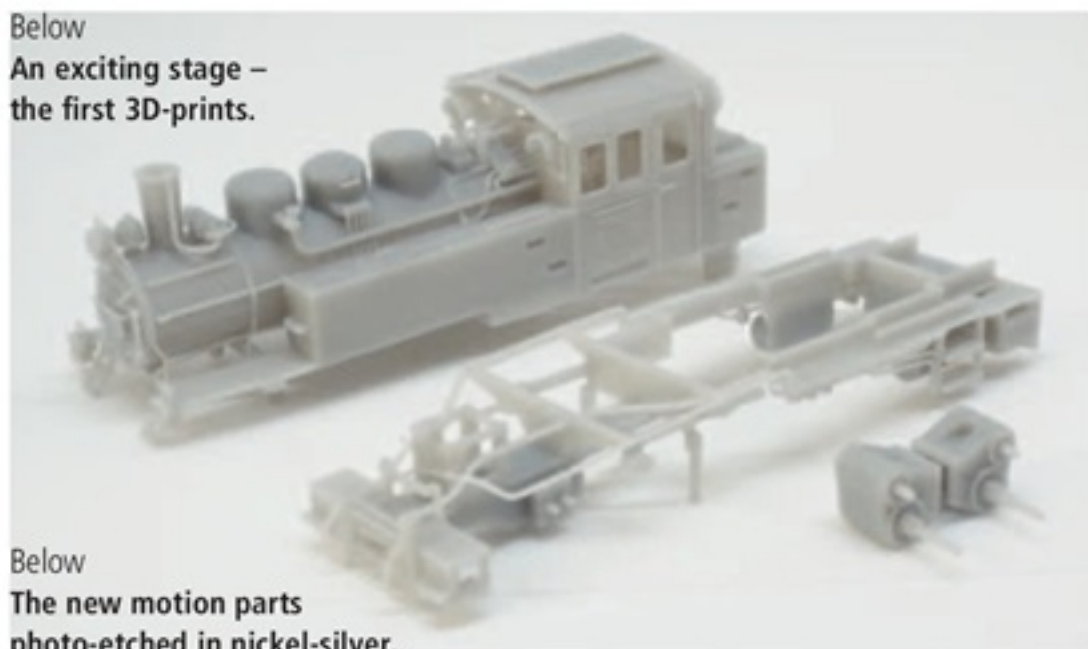


The way to a model

The original CM article (April 2011, p.238-240) included
some excellent three-dimensional CAD drawings and ren-
derings by David Malton, one of the Peco design team, but
these illustrated the prototype, not a practical model.



Below
An exciting stage –
the first 3D-prints.



Below
The new motion parts
photo-etched in nickel-silver.



Above right
A pre-production model was
assembled to check the parts
and assembly. A few minor
modifications were made
at this stage before 'quantity'
production could proceed.



These provided the initial basis for the development of a model by Fourdees, but completely new drawings were created to accommodate their proven production techniques and the available chassis.

It was not feasible to create a completely new mechanism, and the Fleischmann N gauge BR86 2-8-2T was selected as a good basis, with some modifications.

New cylinders were required, and much of the motion was replaced with etched components.

This is much more than placing a one-piece body shell on an existing chassis!

Development of the model has taken over a year, and the CAD was refined several times and details amended in the light of practical trials and continuing research.

It was decided to stay as close to the DR design even though it might have soon acquired a new cab and extended bunker in the same style as the rebuilt VIK 0-10-0Ts, though it is debatable whether this would have increased the weight too much and upset the balance/distribution. It may be significant that the IVKs did not get the new 'standard' cab even though they were so substantially rebuilt.



Below
As standard with Fourdees,
the cab interior is as detailed
as the mechanism will allow.

The models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines. The cab interior is fully equipped, and there is flush glazing in the spectacles and side windows. The cab roof can be removed, to appreciate the detail and fit crew figures if required.

The base colour is sprayed with good coverage and a satin finish, with the details (brasswork, electrical boxes, etc.) hand painted. Colours are specified in the instructions to aid matching, if necessary.

This model has been produced as a very limited edition, with only one of each number available. Shed allocations and overhaul dates are plausible but inevitably fictional. A comprehensive set of high quality waterslide transfers is included should the purchaser wish to change any of the markings.

The model runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use.

The minimum recommended radius is 305mm (12").

The model comes smartly packaged in the now customary collector's stout dark green card box with a protective sponge insert. A glossy booklet provides general information on the current Fourdees range, and there is a separate leaflet with background about the prototype.

The price of £587.50 including secure postage within the UK (for overseas rates, please enquire) is comparable to similar exclusive models of Sachsen narrow gauge locomotives from Bemo and Modellbau Veit.

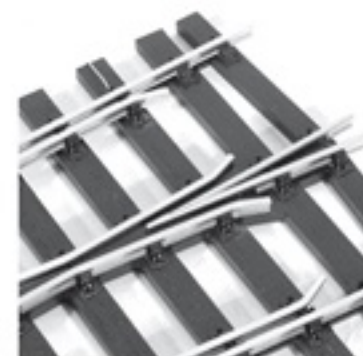
Fourdees Limited

57, Wentworth Road, Blacker Hill, Barnsley, S74 0RP.
www.fourdees.co.uk



Reviews

Evaluated by our own specialist staff



N

unique Deutsche Bundesbahn 216 010-9 new from Piko



Following its success in HO, Piko have repeated the unique Deutsche Bundesbahn 216 010-9 in N. It is believed to be the first time this machine has been offered as a mass-produced model in this scale, and certainly to current standards of accuracy, detail, finish, and technical specification.

The DB diesel locomotive programme included the V160 B-B for light duties on main lines, and delivery of the pre-series locomotives began in 1960; the curvaceous ends of the body design quickly earned them the nickname 'Lollo', after the then popular Italian film star Gina Lollobrigida.

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

216 010-9 has been modelled with Epoch IV markings as based at

Gelsenkirchen-Bismarck depot in the Essen administrative area with an overhaul date of 28th June 1973.

The finish is excellent, with dense, even main colours, distinct definition, and clearly printed markings.

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

Length over buffers is 100mm.

Added components include the buffers, end deck, hand grabs, light cluster surround and grille, and electrical sockets.

Provided for the modeller to fit for display are steam heat hoses.

All glazing is flush (including the roof light) with neat frames, metallic or black as appropriate, and there is interior detail in the cabs and the machine room.

The head and tail lights change according to the direction of travel, using LEDs.

The bogie sideframes exhibit very good moulded features, with added details such as the cab steps.

The model has a cast metal chassis carrying a can-type motor with flywheel, driving both axles in both bogies via cardan shafts and reduction gearing.

Current is collected by wipers on all wheels.

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

The model has two traction tyres, on one inner wheel of each bogie.

A weight of c.99g should provide enough pulling power.

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

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

The minimum recommended radius is 192mm.

Full marks to Piko for such a high quality model of a one-off.



Manufactured by

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

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

PRICE ref.40520 £140.00.

In the late 1940s, the Deutsche Reichsbahn had a fragmented fleet of obsolete locos in poor condition, which was not good for economical operation, and particularly acute on branch lines. For this reason, as early as 1950 LEW Hennigsdorf was commissioned to develop a contemporary branch line steam loco. However, five years were to pass before the prototypes of the new BR83¹⁰ were delivered. Developed in parallel with the BR65¹⁰, it was intended for branch line duties where a top speed of 60km/h was sufficient. It could haul a load of up to 1,000 tonnes at 60km/h on the level.

The locos were of all welded construction and fitted with superheated steam regulators and mixing feedwater pre-heaters. They had plate frames, and the leading wheels worked together with the first pair of drivers in a Krauss-Helmholtz truck. The first driven axle was allowed 10mm side play, and the flanges of the third driving axle were thinned. Reversing was achieved with compressed air, but this did not prove itself and was replaced. The superheated regulator was also replaced due to problems.

During trials of the first machine at the VES-M Halle test depot, numerous constructional defects and problems with the manufacturing quality became apparent. However, since delivery of the series locomotives began a short time later, not all the demanded changes could be implemented in production. Several problems were rectified in the course of subsequent modifications.

By October 1955, 27 machines had been put into service, stationed in the Halle/Saale and Magdeburg areas.



Another area of operation was the Arnstadt – Saalfeld line, and the class did well on passenger trains on the Erzgebirge routes. From August 1969 to August 1970, Aue depot was home to five that were used on the Zwickau – Johanngeorgenstadt line.

When used as intended on branch lines, the 83¹⁰ often impressed with least mileage between faults, very good acceleration, and extremely smooth running. The large coal and water capacity, which reduced delays in the depot, can also be regarded as successful.

But the design was never really convincing and, in the light of the impending changeover to diesels, no more were built so they remained relatively unknown.

The last machines were retired between 1972 and 1974.

No examples of this class have been preserved.

The brand new item from Piko is the first ready-to-run model of this unusual class to be produced in quantity.

It is very accurate in major dimensions and details, according to published information.

This first version represents 83 1027-8 (one of the last survivors) with Epoch IV markings, allocated to Bw Halderleben in the Magdeburg administrative area, with a last overhaul date of 10.2.70.

All markings are clearly printed, and the electrical junction boxes are neatly picked out in yellow. Note too the maker's plate on the cylinders.

The main body is a combination of metal and plastic parts, augmented with a large number of separately attached details, including smoke deflectors, bell, whistle, generator, tank fillers, pipework



and conduits, steps to the buffer beam, ladders, handrails, heating cables, and sand pipes, not forgetting the detailed cab interior.

Optional details for the modeller to fit include piston tail rod covers, brake hoses, and scale coupling hooks.

The model has directionally controlled headlights, plus running gear lights and cab lighting (all separately switchable in digital mode). A smoke generator is an option (ref.56163).

The metal chassis is fitted with fine spoked wheels and delicate valve gear.

A powerful can-type motor with fly-wheel, in combination with two traction tyres (on the rear wheelset) and a weight of 451g ensures sufficient tractive effort for prototypical train combinations. Performance is smooth a quiet, controllable from walking pace to a realistic maximum.

There is a NEM 658 PluX22 socket for a digital sound decoder (ref.56493) under the cab floor.



The model has NEM coupler pockets at each end, on close coupling mounts on the frame (independent of the pony truck and bogie). Standard couplers are supplied.

Minimum recommended radius is 358mm.

Overall length is 172mm.

The wrap-around clear blister packaging includes a reinforcing base, and a locating plate for the chimney.

Manufactured by

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

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

PRICE ref.50630 £335.00.





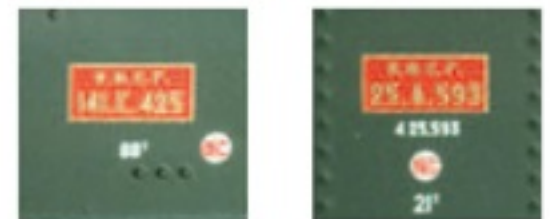
French specialists REE have in a relatively short period built up an impressive selection. Each subject has been selected and designed to offer many versions, produced in batches, often offering new numbers and liveries.

Recently arrived is a new variant of the SNCF 141E 2-8-2 now paired with a small 25m³ capacity six-wheel tender; the model is also offered with digital sound and smoke.

As explained in the excellent illustrated booklet included, the E and F variants were SNCF developments of an original successful Paris-Lyon-Méditerranée design, built in quantity from 1913. They were primarily used in the south-east, though some were later allocated to the north to ameliorate motive power shortages caused by the First World War. They were more widely distributed during Second World War but returned to south-east thereafter. Nearly seven hundred were built, with many modifications and improvements over time.

The E variant was introduced from 1937; 254 were built, and they spread into the south-west in the mid-1950s. The last was in service until December 1968.

This version of the model represents 141E425 with double chimney, large smoke deflectors, and DABEG feed pump, coupled to tender 25A593, based at Montluçon, with Epoch III markings. Alternative etched plates are supplied for Capdenac depot (also south-west) and without a depot name.



- F0 lights
- F11 four white lights
- F3 synchronised pulsed smoke
- F4 'steam' from cylinder drain cocks (if F3 active)
- F1 sound
- F2 whistle (one blast)
- F5 whistle (two short if stopped, one long if running)
- F24 two short whistle blasts
- F15 cylinder cocks open
- F22 shovelling coal
- F23 sanding
- F25 full speed steam sound without safety valves
- F14 curve squeals
- F27 couplers
- F7 four random stationmaster whistles
- F9 announcement '10 minute station stop'
- F10 announcement 'terminus'
- F16 departure announcement 1
- F17 departure announcement 2
- F18 departure announcement 3
- F19 departure announcement 4
- F20 humorous Jacques Tati-style announcement with 1945 jingle
- F26 cancels random sounds
- F13 mute
- F6 shunting mode (30km/h)
- F12 depot speed (20km/h)
- F8 maintain speed
- F21 emergency stop

Both loco and tender have metal bodies enhanced with a lot of delicate detail – so handle with care. It is worth checking nothing has become detached in transit, despite the elaborate and secure packaging.

Added parts include: buffers, smoke deflectors, whistle, safety valves, cab ventilator, cab doors, pipework, injector, speedometer drive, handrails, lamps, lamp holders, tender ladders, fire irons, and TIA water treatment equipment.

Accessories supplied include a crank-pin nut spinner (for access to the traction tyres); alternative brake rigging; alternative piston tail rod cover mounts (in line rather than offset to allow tighter curves); alternative steps (long and short, likewise); scale coupling hooks; brake hoses; a mount for an optional working front coupler; and an alternative whistle.

The model was apparently designed to haul twelve coaches, and with a weight of 485g and traction tyres on the rear drivers this should be feasible.

The minimum recommended radius of 420mm (R2) must be increased to 800mm if some accessories fitted.

The loco – tender drawbar spacing can be closed up for display.

Reliable current collection is achieved via all drivers and the tender wheels.

The 21-pin decoder socket and loud-speaker are located in the tender.

The smoke generator output is synchronised via the chimney and can optionally also be emitted via the cylinder drain cocks.

The model comes with very good instructions, in French and English, illustrated with clear diagrams.

The digital model boasts 27 functions – two for the lights, two for smoke, three for different speed ranges, plus emergency stop, and nineteen for sound (including mute), among them several station announcements.

Models like this should carry a 'health warning': if you have not already been seduced by the charms of French HO, you soon will be!

Manufactured for

REE (Rails Express Europ)
46, route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLE SUPPLIED BY
A&H Models
95, High Street, Brackley,
Northamptonshire, NN13 7BW.
www.aandhmodels.co.uk

PRICE ref.MB-1275 £535.00.

New from Tillig are models of the type Sggmrs⁷⁴⁷ Kombiwaggon articulated container flat.

This design was built for the AAE in 2004 and 2005 by Lostr Louny in the Czech Republic and Tatravagonka Poprad in Slovakia. They are intended for the transport of swap bodies and large containers. On the outer side rails are thirty-six hinged support pins for all possible loading positions to hold the units of different lengths and types in variable combinations; the maximum length of any one unit is 45'.

The frames are torsion-free welded constructions made of sheet metal and rolled, consisting of fish-bellied outer side members, main cross members, diagonal stiffeners, and headstocks. The connection between the two halves of the car consists of a spherical plain bearing with lateral sliding pieces. The areas above the bogies are stiffened by metal sheets, which also act as spark protection. The wagon has a parking brake which can be operated from the ground.

Tillig offer several versions of this new model, with different liveries, markings, and loads: our sample has DBAG Epoch V markings and carries two 40' ribbed side containers.

The markings throughout are neatly printed, with lettering on the ends as well as the sides of the containers.

The containers are moulded plastic, with open bases; the bottom corners have small moulded pins to locate into holes on the top of the wagon frame.



Manufactured by

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

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

PRICE ref.18060 £78.90.

The bogie side frames are moulded in deep relief with a good representation of the suspension components, and brake shoes in line with the wheel treads.



The main body of each wagon half is a metal casting, for rigidity and a low centre of gravity. The model corresponds closely to published dimensions.

Added parts include the buffers, lashing hooks, articulation cover plate, and brake handwheels. Provided for the modeller to fit are fine hand grabs and shunters steps for the end beams and side steps for the intermediate bogie.

The main brake system components have been added to the open frame.

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

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

Overall length is 246mm.



modern buffer stops in kit form new from Tillig

Tillig have added a useful accessory to their HO range: relatively modern buffer stops, built from steel plate and section, similar to those supplied by Rawie of Osnabrück, in either grey (ref.85511) or yellow (ref.85512). They are supplied in packets of four, each identical sprue containing all the parts necessary to make one buffer stop – base (with fixing boss if required), left and right sides, cross beam (complete with painted buffer pads and printed Sh0 stop sign), and rear cross bracing (finely formed as one piece, with small holes to engage in the locating pins on top of each side plate).

The parts have bolt head detail where appropriate.

There is no flash, and the fit is excellent.

A simple numbered diagram guides assembly.

The sides grip the rail quite firmly, but if required self-tapping screws are supplied to fix the buffer into the base-board.



Note it is best to assemble the buffer stop onto the track to ensure it suits the rail section used.

These buffers were designed for use with Tillig Elite track but are not restricted to it.

A neat and useful accessory.

Manufactured by

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

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

PRICE pack of 4 £12.90.



The glazing is flush, and there is a fully detailed interior.

There is no mention of interior lighting in the catalogue or on the website, though some outlets do refer to compatible kits from REE.

in outside bearings which serve to collect current if necessary with minimum friction.

Standard couplings are supplied to fit in NEM pockets on short or long close-coupling mounts.

French specialists REE have an impressive selection of authentic rolling stock. Each subject has been selected and designed to offer many versions.

Among recent arrivals:

SNCF Sud-Ouest rebuilt 15m four-wheel coaches, the variant with two doors per side and a high roof, in Epoch IIIb condition. The pack of three consists of two type B6t seconds (with different numbers) and one 16m long type B4Dq second baggage, with baggage doors which can be opened.

ref.VB-244, £165.00.

Former Midi compartment coach, type B8t, in Epoch IIIb condition.

ref.VB-292, £59.50.

Former Paris – Orléans compartment coach, type B8t, in Epoch IIIb condition.

ref.VB-293, £59.50.



All display an excellent standard of finish, with all markings very clearly printed. The shaded lettering is a delight.

Parts for modeller to add include dummy scale couplers, brake hoses, steam heat pipes, and electrical connections. Fitting should be self-evident – no instructions are included.

Those who wish to install lighting or add figures will have to work out how to dismantle the model – the body can be eased off by spreading carefully at the latch contact points.

The steps have very fine supports, moulded in resilient black plastic.

The underframes have moulded relief features with battery boxes, brake gear, reservoirs, and pipework and rodding added, plus a dynamo and drive belt.

Around the wheelsets there is full brake rigging, with the brake shoes in line with the wheel treads.

The models run on disc wheels on stub axles in plastic tube centres, carried

Manufactured for

REE (Rails Express Europ)
46, route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLES SUPPLIED BY
A&H Models
95, High Street, Brackley,
Northamptonshire, NN13 7BW.
www.aandhmodels.co.uk

PRICES in text.



track maintenance set new from Auhagen

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

One of the most interesting and versatile has just been released, a kit containing many pieces of equipment used for routine track maintenance.

There is a powered unit for loosening and tightening baseplate fixing bolts (moulded in yellow plastic, with fittings in silver and black); a large battery box and electrical distribution board, with very fine thread/filament for connecting cables (it would be worth drilling small holes in the parts to aid fixing the filament); two jacks; two rail benders; and a four-wheel rail trolley (with static wheels).



Dark grey plastic has been used to form one sack truck, two wheelbarrows, one small skip, two buckets, two shovels, two spades, two rakes, two long crowbars, and one pickaxe.

In brown plastic we find six sleepers, six rail base plates, four fishplates, and even two dozen tiny fixing bolts!

There is a standard light grey plastic sprue of thirty poles for signs and a printed sheet of sixteen signs – eight stop (Sh2 red rectangle with white border) and four each speed restriction start (A) and end (E).

Rail lifting tongs (open and closed), manual bolt handles, large spanners, and rail-mounting stop sign holders are laser-cut from black card.

Manufactured by

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

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

PRICE ref.41670 £24.90.

new acrylic paint sets from LifeColor

LifeColor have added two new 'Camouflage Sets' to their extensive range of acrylic paints, catering for modellers of Italian railways. These water soluble acrylics are ideal for application by brush or airbrushing on plastic, resin, metal, vinyl, wood, cloth and ceramic.

For airbrushing, dilute the paint to a milky consistency using water or LifeColor Thinner.

Each set consists of six 22ml bottles.

Set 1 (ref.XS13) consists of:

- UA 831 Blu Orientale
- UA 832 Grigio Nebbia
- UA 833 Castano
- UA 834 Isabella
- UA 835 Grigio Beige
- UA 836 Rosso Fegato Chiaro

Set 2 (ref.XS14) consists of:

- UA 837 Rosso Vagone
- UA 838 Grigio Polvere
- UA 839 Rosso Fuoco
- UA 840 Arancio M.D.
- UA 841 Viola
- UA 842 Beige M.D.

The back of the pack has instructions for use (in English, French, Italian, and German) along with suggestions for a dozen other colours already in the range which might be useful for Italian railways.



LifeColor have also added another to their range of 'Essential Sets', this time in gloss. These sets contain popular basic and primary colours, suitable for a wide range of applications. Colours can be blended with ease.

This set (ref.ES03) consists of:

- LC51 Gloss White
- LC52 Gloss Black
- LC53 Gloss Yellow
- LC56 Gloss Red
- LC60 Gloss Dark Blue
- LC73 Gloss Clear



Samples supplied by

The Airbrush Company,
79, Marlborough Road (East),
Lancing Business Park, Lancing,
West Sussex, BN15 8UF.
www.airbrushes.com

PRICE each set £17.99.

MIBA-Spezial 128 12 Bastelprojekte

by Horst Meier

VGB – Verlagsgruppe Bahn GmbH
Infanteriestraße 11a,
D-80797 München, Germany.
www.vgbahn.shop
285mm x 214mm 116pp
Softback €12.00
ISBN 978-3-96807-949-3
German text ref.07949

In this special from MIBA, Horst Meier continues the theme of his previous successful special editions, 52 project tips (2016) and 52 project ideas (2018), which were intended to provide modest projects for layout enhancements which were achievable week by week. This time he offers twelve somewhat larger suggestions which could be undertaken on a monthly basis. The space requirement is quite different, most needing a certain amount of room and some being almost micro layouts in their own right rather than corner fillers, though naturally the precise area is flexible.

All sections start with detailed documentation about the prototype, followed by step-by-step instructions for a successful replica in model form. Some exploit commercially available items, while many make use of basic materials, achieving a high level of detail.

The contents list covers many aspects of modelling – vehicles, buildings, landscape, scenery, figures, and many other details.

Specifically the features are: a railway museum; a car scrap and salvage yard; a garden centre; log cabin construction; a rubble dump; a sawmill; a garden materials store; a farm; a composting area; a wire factory; an agricultural machinery workshop; and a container store. If there is a common theme, it could be that not everything should be neat and tidy! Weathering skills will be developed as these projects are followed ...

The features are substantial, ranging in length from six to fourteen pages.

All of the worked examples are HO, but the ideas could easily be adapted to other scales.

The suggestions are all based on German settings, but many should be transferable.

The work is supported with a wealth of illustrations. The photographs are all in colour, very well reproduced on good quality paper.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours. Tinted backgrounds help to define separate sections, with a repeated graphic for each subject at the top right of each spread.

The high pictorial content with simple captions makes it useful even for those with limited German.

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

Whether you recreate one or other of these projects exactly or perhaps adapt a theme for your layout, this book should provide plenty of ideas for modellers in all scales and of different periods.



Die Fensterbachtal-Bahn

by Otto O. Kurbjuweit

Edition Jaffa
Jürgen Hans, Kirchwehrener Straße 7,
D-30989 Gehreden, Germany.
www.jaffas-moba-shop.de
303mm x 215mm 112pp
Hardback €25.80
ISBN 978-3-9823330-0-7 German text

The author's model railway experience began at the age of 12 with a circle of Märklin track, and has taken him through HOm, LGB, and HO to Om (metre gauge in 1:45), which he has practiced and promoted for some thirty years. He was editor and published of the much-respected *Mittelpuffer* magazine, devoted to narrow gauge modelling (a quest now continued by *Schmale Spuren*). He has been responsible for various books, including *Anlagen-Planung für vorbildgerechten Modellbahn-Betrieb* (Layout planning for prototypical model railway operation, nicknamed the 'Blue Book') and *Rangieren aber richtig* (Shunting Correctly), both published by MIBA/VGB.

His layout planning and development ideas are now featured in the MAPUD forum, which he founded.

The subtitle of this new book is *Vom Fertiggelände zur landschaftlich attraktiven Betriebsanlage* – From a prefabricated base to an attractive operating layout. The 'Blue Book' demonstrated how a typical "under the Christmas tree" oval was developed into an interesting operating layout in six steps. This book is, so to speak, the logical continuation: how to make the best of the fixed landscape bases with pre-determined track plans offered by some of the larger German scenic accessory manufacturers. As a 'serious' modeller, the author admits he had disregarded the potential of ready-made layout bases but was then inspired at two exhibitions by seeing how others had made use of them.

It was apparently rejected as a sequel to the 'Blue Book' at an advanced stage, when the previous publisher was taken over, hence the independent production.

It has to be said that the ready-made layout base does not stay as the manufacturer intended for very

long! For a start, the use of Peco Setrack in preference to the various brands recommended.

The book shows how a layout can be created from a prefabricated base with relatively small step-by-step modifications and simple methods, providing realistic operating possibilities which should keep the modeller satisfied in the long term.

There are sections on determining an identity for the layout, introducing point-to-point operation rather than continuous running, the construction and use of fiddle yards, prototypical shunting, timetable operation, and the creation of realistic landscapes with intensive forest cover ... these are well-known as the author's favourite topics, and they are demonstrated convincingly even on a small layout.

But this is not a simple 'how to do it', sorted and sanitised for publication. Not everything was thought out in advance, and the builder was not afraid to change his mind in the light of experience; various aspects were altered during the course of construction. Keep an open mind, in small things and large – just as he was prepared to overcome his original prejudice that prefabricated bases were an obstacle to creativity.

The author does not expect others to follow exactly what he did but hopes they will think about what they are doing, whatever their layout project. That, in his opinion, is what differentiates the train set from the model railway layout.

What we learn is that it not so much about having a master plan from the outset and keeping to it, but the process of thinking and planning, and how that can respond to new circumstances and ideas. This is the key to a hobby that will last.

Incidentally, we were surprised – and flattered – to see our review of the 'Blue Book' mentioned with approval within this one.

The work is profusely illustrated with well-reproduced colour photos throughout, augmented by many diagrams and drawings in the author's distinctive style, plus Wintrack track plans by Hubert Ebersberger.

The language is informal, even colloquial, and may prove a challenge even to those with reasonable German. But it is worth the effort.

A commendable attempt to encourage German modellers to think beyond the boxed set.

Le Train – spécial 104 1/2021 Au fil du Rhin Tome 1: des sources dans les Grisons à Mannheim

by Jean Tricoire

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

www.lettrain.com

297mm x 210mm 100pp

Softback €16.50

ISSN 1267-5008 French text

This new special from *Le Train* is the first of three planned volumes tracing the course of the Rhine, some 1,233km from its two sources in the canton of Graubünden, Switzerland, to the North Sea. This first instalment is concerned with the upper reaches, from its origins to Mannheim. The second part will take us from Mannheim to Köln, the third from there to the sea. The river passes through (or in some cases forms the border between) six countries (Switzerland, Liechtenstein, Austria, Germany, France, and The Netherlands) and as well as being a major freight transport artery in its own right for much of its length.

This first volume provides plenty of variety in both rail traffic and scenery – from the metre gauge Rhätische Bahn amidst the spectacular Swiss alps to long intermodal freights, ICE services, and double-deck regionals among much gentler rolling countryside. Steam, diesel, and electric traction are all represented, on trains as varied as long distance expresses to single

railcars, from the TGV Duplex to a Karlsruhe tram (these latter in the same photo!).

An introduction sets the scene for the whole journey, then the story is told in five sections: from Graubünden to Lindau; around Lake Constance; from Schaffhausen to Basel; the plains of Alsace (Basel to Strasbourg and Lauterbourg); and Basel to Mannheim.

As is the norm for these compilations from *Le Train*, the work is built around an excellent collection of 168 illustrations; bar a handful of archive black & white images, the photographs are in colour, and all very well reproduced. They range in date; as well as the historic pictures, there are some colour views from the 1970s and 1980s but most are from the last decade, with examples as recent as February 2021. The collection includes some impressive aerial and panoramic views presented as double page spreads.

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

There is an overall map in the introduction, and larger scale extracts to show the lines around Basel and Mannheim more clearly.

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

There are nine pages of advertisements for other *Le Train* publications, all but one at the end of the



book.

The publication is perfect bound, using high quality glossy paper between heavier varnished covers.

As always, some knowledge of French will help to get the most from the text, but the captions should be clear enough and the strength of the publication is in the illustrations.

EK Themen 60 Molli – Erfolg unter Dampf

by Jan Methling and Roland Hertwig

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

280mm x 210mm 100pp

Softback €14.80

German text ref.1887

ISBN 978-3-8446-1887-7

This special, dated for the fourth quarter of 2020, was produced to mark the twenty-fifth anniversary of the take over of the 15.4km long 900mm gauge line from Bad Doberan to Kuhlungsborn by an independent company, the Mecklenburgische Bäderbahn Molli, supported by local authorities. It is still successfully doing what it was built to do – taking tourists from the main line to resorts on the Baltic coast, though now the ride is the attraction rather than the means of transport.

The railway famously runs through the streets of Bad Doberan, and just as iconically along the long avenue of lime trees between there and Heiligendamm. It is also notable for having commissioned a brand new steam locomotive – to the same successful design as the existing trio – in 2009.

This book is mainly concerned with the modern company but there is an interesting historical introduction to set the context.

The route is described, with sections on safeworking and signalling, and an emphasis on the effort and resources invested to secure its condition for the future.

We are also introduced to the motive power and rolling stock (naturally with a close look at the construction of the new loco), and the workshop facilities required to maintain them. The challenges of operating historic vehicles to modern standards are clear. A number of freight vehicles have been retained and restored for charter work, and special events with different period themes are popular. Cab rides are also available

(booked in advance). The necessary modern maintenance equipment is also featured.

The unusual gauge is shared with the railway that caters for holidaymakers on the North Sea island of Borkum, and one of the Molli's locos visited the island in September 2019, as documented here.

The work is illustrated with a fine collection of photographs, a high proportion by the authors, augmented by official archives and other enthusiasts. The historic material is naturally in black & white; the colour images range across the company's 25 year history but most are recent; all have been well reproduced on good quality paper.

Some German will be help to get the most from the text, but as the main interest is in the illustrations this should not be a major issue.

There are eight pages of advertisements, most for other EK publications, but also for some local concerns, distributed through the magazine.

In short, an excellent portrait of the Molli today.

Military Engineering Work in South West Africa 1914-1915

Edited by Dr P.E.Waters and J.J.Rainbow

British Overseas Railways Historical Trust
West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk

295mm x 210mm 40pp

Softback £14.95 (UK p&p incl.)

ISBN 978 1 901613 06 3

This interesting new publication from BORHT is another First World War special, presenting material which for various reasons was not available for inclusion in the Trust's major book on the subject, *British Military Railways Overseas in The Great War*, published in 2018.

The full title says it all: Final Reports on the military engineering work in the campaign against German South West Africa in 1914 and 1915.

Logistics and the associated engineering are essential to success in modern warfare, but in relation to the First World War these aspects have received little attention from historians. BORHT hopes this collection will redress the balance and prompt some interest in the subject.

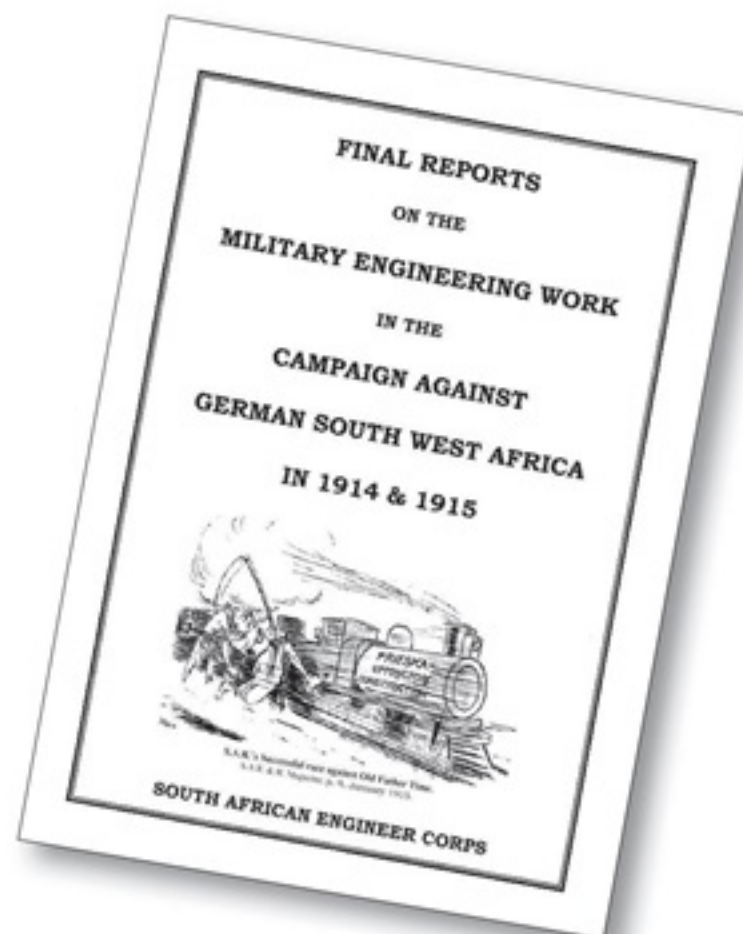
The reports were written for military records by the engineer officers involved at the end of the campaign in South West Africa. Copies were sent to the Director of Military Railways, who also happened to be the General Manager of the South African Railways. These copies survived and provided most of the source material for this collection. The text has been set in a typewriter-like font to recreate something of the nature of the originals (though without the double spacing). It is thought little of this material has been published previously.

It makes fascinating reading and reveals the scope and extent of the work, and the conditions under which it was carried out. While primarily concerned with railways, on 3'6" and 2' gauges, the personnel also dealt with harbours and water supply – in fact any engineering task required by the army.

It is interesting to note among the list of officers in the field troops involved in the work one Lieut. S.W.Moir, later to write the now classic early accounts of 2' gauge railways in various parts of South Africa.

The collection is completed with a document which considers future engineering requirements for the South African defence forces.

The work is illustrated with one map, and there is a list of the honours and awards achieved by the personnel involved, plus a comprehensive bibliography.





Eisenbahn Video-Kurier 149

EK-Videothek DVD c.60+60mins ref.8549 €19.80

Schwerpunkt: n-Wagen, Silberlinge und Karlsruher Kopf

The main topic of this programme are the so-called n-Wagen or *Silberlinge* (silverfish) coaches used by Deutsche Bundesbahn and Deutsche Bahn AG, including the driving trailers (*Steuerwagen*). It begins with scenes from the platform at Filsen of a DB Regio service formed of traffic red *Silberlinge* coaches with a Wittenberg type *Steuerwagen* propelled by electric 143 923. Further film shows similar

sets, including scenes at Weinheim (Bergstr.).

Next is black & white film of a DB BR78 4-6-4T on a push-pull service formed of six-wheeled coaches and then new *Silberlinge*, including the original *Hasenkasten* (rabbit hutch) driving trailer. Archive colour film shows a train with this style of driving trailer being pushed by diesel-hydraulic 220 030 at Lübeck Hbf. and a later Karlsruhe driving trailer is seen at Nürnberg Hbf. Further Karlsruhe types are seen on push-pull services in a variety of liveries. Some scenes were filmed from inside the cab of a *Steuerwagen*. At Geislingen (Steige) a traffic red rake with a Karlsruhe *Steuerwagen* is seen, then further examples in this colour scheme filmed from the lineside.

Archive colour film then showing a rake of *Silberlinge* in the orange & pebble grey City-Bahn livery being propelled by matching diesel-hydraulic 218 137. In Nettersheim on the line from Köln to Trier, a rake of *Silberlinge* with Karlsruhe *Steuerwagen* is seen in the light grey, mint green, and turquoise livery being pushed by an orient red BR215 diesel en route to Gerolstein. In the snow at Immenstadt traffic red *Silberlinge* are propelled out of the station by a matching BR218 and at Mittenberg 218 105 in TEE-style beige & crimson is seen pushing a rake with a Wittenberg driving trailer, followed by further scenes of this type of driving trailer from the lineside. A rake with a Karlsruhe type is also seen being worked by an orient red BR213 up the steep branch between Boppard and Emmelshausen.

At Röhrenfurth *Silberlinge* are seen being pushed by a BR141 electric while at Stuttgart Hbf. a rake is seen leaving the terminus propelled by a BR111. Back at Geislingen (Steige) *Silberlinge* form a DB Regio service to Ulm behind a BR143 electric.

Next we take a look at the building of the Wittenberg driving trailers and examples seen from the lineside, including some in the light grey, mint green, and turquoise colour scheme being pushed by a BR219 diesel-hydraulic and a BR232 'Ludmilla' diesel-electric. At Halle (Saale) Hbf. further examples are seen, including a yellow one used by DB Systemtechnik being pushed by a matching BR218.

The next subject is the DB BR181.2 dual voltage electrics, with examples filmed from the lineside at the head of cross border Inter-City services, including traffic red 181 218, 181 211 (now owned by SEL) in ocean blue & beige, and 181 215 in TEE style beige & crimson red, filmed from the air. Further scenes were filmed from inside the cab and we also look inside the equipment room.

The next section looks at the new EuroDual locomotives from Stadler, with examples operated by Captrain, Heavy Haul Power, ECO Rail, and VTG Rail, including footage from in the cab and the equipment room.

Then there is a look at the BR199 'Harzkamel' diesel-hydraulics on the Harzer Schmalspurbahn (HSB). 199 874 is observed at Wernigerode and another is seen in Deutsche Reichsbahn days with a passenger service on the climb up to the Brocken. 199 872 is seen leaving Nordhausen station on a passenger working and 199 870 is shown on a passenger train at Stiege en route to Gernrode. 199 861 is seen hauling four-wheeled standard gauge hoppers on *Rollwagen*, and at Steinerne Renne another is double-heading with a steam loco on a passenger service. At Schierke 199 874 is on snow clearing duty, and 199 861 is also seen in the snow.

In the *Erinnerungen* (memories) section we see archive colour film of former Prussian steam loco types in DB days around Rottweil – BR78 4-6-4Ts on passenger trains of six-wheeled stock and BR38 4-6-0s with *Silberlinge* coaches. A BR38 is seen departing Horb station, with further scenes on the footplate and from the lineside. 038 772 arrives at Freudenstadt and 038 382 is on a train of six-wheeled coaches.

Bahn News reports Chiemseebahn tram loco *Laura* visiting the HSB, on shed at Wernigerode while en route home after overhaul at Meiningen. Later the loco is seen departing the station on test with a light passenger service.

The final *Rückblick* section offers archive colour film of the Belingries – Dietfurt line, with DB 2-8-2T 86 583 at the head of a train of four-wheeled vans.

A certain amount of background music is used in this production, but it is not too intrusive, and mainly restricted to the otherwise silent archive material.

Trailers for other DVDs from Eisenbahn Kurier Verlag last for about five minutes.

The *Bonus* section is *Video-Kurier 77*.



Die Baureihe 50

EK-Videothek: Baureihen DVD c.58mins ref.8607 €19.80

Die Einheits-Dampflok für alle Fälle

The BR50 2-10-0 was introduced in 1939 as an *Einheits-Güterzugdampflok* (standard goods train steam locomotive). Over three thousand were built and the interim war version formed the basis for the simplified austerity BR52 *Kriegslok*. After the Second World War, over two thousand passed to the Deutsche Bundesbahn, and just under 350 went to the Deutsche Reichsbahn. The DB finished the use of BR50s in 1977, while with DR they lasted

until 1987. This programme tells the story of these locos with

much historic film together with scenes of those which survive in preservation. It begins with 50 3648 on the turntable at Bw Dresden-Altstadt, followed by lineside of a BR50 at the head of a freight. At Oberrohn 50 0072 is seen departing the station with a photographers' special freight formed of bogie open wagons. 50 2988 is then seen on the Sauschwänzlebahn with a passenger train. The first of the class, 50 001, is seen in the Deutsches Technik Museum in Berlin, followed by black & white images of 50s and 52s. Black & white film shows 50s under construction, with further scenes of locomotives in service. 50 1002 is seen in archive colour film with other examples shown on shed and at the head of long freight workings in the snow.

Next 50 1849 with large Wagner smoke deflectors is witnessed departing from a station on a short passenger service with further scenes in the snow from the lineside and from on the footplate. At Blauenthal 50 1849 is seen coupling up to work a passenger service tender first, followed by scenes from the lineside on a train of bogie hoppers. 50 1849 (now sporting the smaller Witte deflectors) is then seen on a two coach passenger working, filmed from the lineside. This Krauss-Maffei-built locomotive – which belongs to the DB Museum in Nürnberg – is seen again on shed at Bw.Glauchau (Sachs.) before 50 622 is seen inside the museum in Nürnberg. This loco was one victim of the devastating fire at Nürnberg-Gostenhof in October 2005 but has thankfully been restored. Archive colour film of it follows, seen from the lineside and at Lichtenfels sporting Witte deflectors departing the station with an enthusiasts' special. Further footage was obtained from the lineside and from the footplate. It is seen again running light at Meiningen, followed by further scenes from the lineside on a passenger and later a freight service formed of Interfrigo refrigerated vans on the Schiefe Ebene incline.

Archive black & white film then shows BR50s on shed, including 50 151. Further 50s are seen receiving overhauls in main works and out on the line at the head of freights. 50 1283 is seen in colour running onto a depot turntable before working an enthusiasts' special; the loco sports the large Wagner smoke deflectors.

Further archive colour film is then featured and we see 051 745 being coaled and watered on shed. This is one of those fitted with a cabin tender. Others with this type of tender are shown on freight workings, filmed from the lineside and from on the footplate, and one is seen at the head of a passenger train.

The cutting up for scrap of withdrawn BR50s makes a sad sight but 052 908, 50 1650, and 50 2146 are then seen as they are today, preserved as static exhibits. At Neuenmarkt-Wirsberg further preserved 50s are seen, including 50 975. At the museum at Bochum-Dahlhausen we see 053 075, while 50 778 is seen at the Bayerisches Eisenbahn Museum (BEM) in Nördlingen.

Archive black & white film from the 1950s then shows 50s at night on freight services, including 50 396. Further examples are shown in archive colour film filmed from the lineside, including 50 3501, with further scenes shot from the footplate. 50 3501 is then seen working an enthusiasts' special, 50 3708 is filmed in the snow with a freight, and 50 3688 is seen heading a passenger train passed by a V180 diesel-hydraulic. On 6th November 1994 preserved 50 3545 is seen on its last day in service before going for an overhaul.

Black & white stills show BR50s sold abroad, including those exported for use in Poland, Romania, and Turkey, where we get colour film of one of them at the head of a freight.

Back in Germany 50 245 (with Wagner deflectors) is seen at Titisee leaving the station on an enthusiasts' special, with further lineside scenes. 052 740 (with Witte deflectors) is then seen heading a special freight for photographers, from the lineside and from on the footplate. Later this loco is seen working a passenger service formed of DB six-wheeled coaches, followed by film of 50 2179 (also with Witte deflectors) at Kusel on passenger and freight specials. 50 3610 is shown working a train formed of DR suburban coaches. At Nördlingen 50 0072 is shown leaving the station with a passenger service, with further scenes from the lineside. 50 3648 is then shown on a similar working at Senftenberg and 50 2988 is seen again on the Sauschwänzlebahn. The programme closes with views of 50 3501 being turned on a depot turntable.

A certain amount of background music is used on this programme but it is not intrusive. The commentary (only in German) is clear and informative.

Trailers for other DVDs from Eisenbahn Kurier occupy around six minutes.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Die Geschichte des Drehstromantriebs

EK-Videothek DVD c.58mins ref.8492 €19.80

Mit der Drehstromtechnik in die Zukunft

The use of three-phase technology for railway traction is now taken for granted. Modern electronics generate three-phase alternating current for virtually all levels of current and voltage. Three-phase drive was tried out as early as 1901 on a dedicated test track near Berlin by means of a side contact wire. The results were promising, with some impressive high speeds achieved, but the catenary was too cumbersome.

Following tests with the three Henschel-built DE2500 diesel-electric locomotives, the first high-performance three-phase electric, the BR120, was introduced by Deutsche Bundesbahn in 1979 and formed the basis for the production series BR120.1, ICE power cars, and other three-phase electric locomotives.

This programme DVD looks at the history of three-phase drive technology. It begins with lineside scenes of an ICE4 train running on one of the new high speed lines (*Neubaustrecken*), followed by a series of different classes of modern electrics and diesels on passenger and freight trains, all of which use three-phase drive. These include examples such as the Bombardier TRAXX family and the Siemens 'Vectron'. Modern electric multiple units are also shown, including the 'Flirt' and 'Coradia' types, together with the latest trams, S-Bahn, and U-Bahn vehicles.

Archive black & white film then explains what three-phase drive is and how it is created. Next colour film shows three-phase components in the main works at Dessau. 120 129 is seen in DB orient red livery before old black & white photos illustrate the Königlich Preußischen Militär Eisenbahn (KME) 23km long three-phase test track between Berlin-Marienfelde and Zossen in 1901 and the vehicles concerned. At Zossen station we see a commemorative plaque marking the world speed record of 210.3km/h attained on this line in 1903. Some of the vehicles used were preserved, including an example now in the technical museum in Berlin. Further black & white still show other experimental three-phase electric locos outside Germany, including in Switzerland.

Henschel 202 002 is seen as a static exhibit outside the factory in Kassel, and archive colour film shows all the DE2500 series diesel-electrics on test. This is followed by further scenes of modern motive power using three-phase drive, notably DB BR120s, including 120 004 at the '150 Years of German Railways' celebrations in Nürnberg in 1985. Production series 120s are also depicted, while in Berlin modern S-Bahn and U-Bahn vehicles are seen working.

Archive colour film then shows DE2500 202 003 after its rebuild with rounded front end undergoing tests, followed by views of it today at the technical museum in Berlin. The museum's Dr Alfred Gottwaldt explains the history of this loco and the experiments undertaken between the end of 1980 and the middle of 1982.

Archive colour film then shows building the first ICE train for DB, the IC-Experimental. There are scenes of the power cars being rolled out from the factory and undergoing tests, and the world speed record breaking run on 1st May 1988 when it reached 406.9km/h on the *Neubaustrecke* between Würzburg and Fulda. The train is then seen as it looks today at Minden.

Production series ICE trains are then seen in revenue service with DB Fernverkehr, filmed from the lineside, followed by more footage of series production BR120.1 locos.

Next we see BR101 locos being built, and 101 133 is shown at the head of an Inter-City working in Berlin; further film presents these locos on similar duties, from the lineside and in the cab.

The Siemens 'Europrinter' 127 001 is then seen at the company's test circuit at Wildenrath, followed by scenes of ÖBB 'Taurus' electrics on both passenger and freight workings filmed from the lineside and from the cab. A DB Regio 'Taurus' BR182 is seen on a rake of double-deck stock, and the AEG-built 12X electric (BR128) is seen stabled on shed.

This is followed by scenes of brand new electric 145 001, with further coverage of this class on freights. Private operators using this class are also featured, and 145 037 is shown at the head of a DB Regio service formed of double-deck coaching stock in the Elbe Valley.

We move on to BR185 electrics, filmed from the lineside on a series of freights, followed by scenes of BR146s on DB Regio trains of double-deck stock, including one in the white DB Fernverkehr livery on an IC2 service with matching double-deck coaches.

120 003 is then seen on a Hamburg – Rostock 'Hansa Express' service, with further scenes of 120s on these trains filmed from the lineside.

Next we see trams in service in Berlin, followed by a Czech Railways 'Vectron' electric on a passenger service, then some modern multiple units – a class 1462 in Baden-Württemberg and Stadler 'Dual' (fitted with both electric and diesel power equipment) locos at the head of freight trains. An ICE4 set is also observed.

The programme ends with scenes at Berlin Hbf. showing of a parade of modern diesel and electrics using three-phase technology leaving the station and blasting their horns as they pass the camera crew.

Some background music is used in this programme but it is not intrusive.

Around six minutes of trailers show other programmes from Eisenbahn Kurier.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



VEB Schienenfahrzeuge

EK-Videothek DVD c.58mins ref.8613 €19.80

Die Geschichte des Lok- und Waggonbaus in der DDR

Until German re-unification, locomotives and wagons were constructed in the German Democratic Republic under the name VEB Vereinigter Schienenfahrzeugbau der DDR. In 1995 some of this organisation broke away to form the Deutsche Waggonbau Aktiengesellschaft. The factory in Hennigsdorf had already been taken over in 1992 by AEG (later Adtranz). Since 1998 Bombardier Transportation has become responsible for all these factories. This programme

looks at the history of the VEB, showing what used to be built and what is produced by these workshops today – double-deck and ICE coaches in Görlitz, tram cars in Bautzen, goods wagons in Niesky, and electric locomotives, S-Bahn units, and diesel and electric multiple units in Hennigsdorf. The former works of Bergmann-Borsig, today belonging to Stadler, is also visited.

The programme begins with archive colour film of Deutsche Reichsbahn diesel and electric motive power filmed from the lineside, followed by a publicity film showing DR coaching stock, class 250 electric and V60 diesel-hydraulic locomotives, and freight wagons under construction. These vehicles are also seen out on the main line, with further scenes showing the inside of passenger coaches. A BR243 electric loco is also seen, undergoing tests. Views inside couchette and catering coaches are shown, freight wagons are seen being spray painted, and a passenger coach is seen being fitted with its bogies. Further scenes show express passenger coaches at the workshops, S-Bahn units working on the Berlin S-Bahn network, and a BR242 electric on a rake of push-pull double-deck coaches.

We then see passengers boarding coaches equipped with automatic doors, with further film inside these vehicles, including more images of couchette coaches and sleeping and restaurant cars, plus some scenes from in the cab of an electric loco. Further film shows both diesel and electric motive power from the lineside, including a DR V180 diesel-hydraulic and a 'Ludmilla' BR132 diesel-electric.

Next archive black & white film shows the building of double-deck coaches at Görlitz, including the fabrication of various components and suspension springs. Berlin S-Bahn units are then shown under construction, along with VT2.09 diesel railbuses, and in Niesky freight wagons are seen being built. Archive colour film then shows diesel unit VT 18.16.01 being lifted off its bogies, followed by scenes from a Leipzig Trade Fair showing new DR motive power. VT 18.16.02 and a V180 are seen in action and then black & white film shows these diesel-hydraulics being built. Later scenes show them in service on passenger and freight workings filmed.

We then see more archive colour film, showing coaches and wagons being built and undergoing tests. V180s are seen working passenger trains of double-deck stock, and there are scenes of these coaches under construction at Görlitz. VT2.09 railbuses are shown on local passenger services and VT 18.16.07 is seen out on the main line along with V60 and V100 diesel-hydraulic, among them V100 017, followed by a series of different electric locomotive classes under test.

Archive black & white film taken at Hennigsdorf shows an electric built for Poland, followed by further views of rail vehicles on show at a Leipzig Trade Fair. Colour film then shows double-deck stock in use on DR, followed by scenes of BR243 electrics and Berlin S-Bahn units under construction. Electric loco 252 004 is seen being shunted by a V60, along with a coach and a 243. 212 002 is seen in orient red livery, followed by further S-Bahn units destined for Berlin.

Newer double-deck coaches are then shown being built at Görlitz and later they are seen undergoing tests. A 'Ludmilla' diesel-electric is seen working a service formed of double-deck stock, and film from the 1990s shows the building of ICE trains for DB Fernverkehr. Freight wagons and tram cars undergoing construction at Niesky are also shown, followed by views of VT 2.09 railbuses, V180, V60, and V100 diesel-hydraulics. Some electrics, including classes 155 and 143, are also featured. Modern double-deck stock is shown in service. The programme closes with a smart looking BR118 diesel-hydraulic leaving a station at the head of a passenger service.

A fair amount of background music is used on this DVD but it is not too intrusive.

Around six minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Märklineum officially opened



The new Märklineum permanent display and exhibition, adjacent to the Märklin factory in Göppingen, has been open since Friday 18th June.

Opening times are Tuesday to Sunday from 10.00am to 6.00pm.

At the moment visitors must book in advance on line. There are two time slots – morning 10.00am to 1.30pm and afternoon 2.30pm to 6.00pm.

Admission is €10.00 for adults, €6.00 for children (4 to 17; under 4 free), with reductions for Märklin and Trix club members with a valid card.

www.maerklineum.de

The photograph shows Joint Managing Director Wolfram Bächle cutting the ceremonial ribbon to officially open the premises.

DB VT92⁵ new from Märklin



The second Märklin HO Insider Model for 2021 is an absolute one of a kind – the Deutsche Bundesbahn class VT92⁵ diesel railcar (ref.39692).

The prototype was put into operation in June of 1951, developed from an old DRG railcar as an experimental vehicle for new propulsion installations. Experiments were done with new standard equipment from MAN, Maybach, and Daimler-Benz, as well as hydraulic drives from Maybach and Voith.

The unit was given a complete external makeover with a new streamlined body of the 'egghead' design, becoming the prototype for all railcars of the first DB new construction program.

The vehicle looks as it did around 1957 to 1959, with buffer cladding, when it was based in Nürnberg and used on limited stop fast trains from Nürnberg to Amberg and Furth im Wald.

It is completely new tooling, the first time as a Märklin HO model. The frame and body are constructed mostly of metal. The fan works and can be controlled in digital operation. Lights in the cab, baggage area, corridor, toilet, sleeping compartment, and locker room can all be controlled separately in digital operation. A World of Operation mfx+ digital decoder is fitted, with a variety of light and sound functions.

Current-conducting close couplers are included at both ends to link to the matching set of coaches (ref.41327).

A Trix two-rail DCC version is also offered (ref.25692).

The price will be €399.00.

Orders from Insider Club members must be received by 14th August.

www.maerklin.de

Mini World Lyon re-opens

Mini World Lyon was once again able to amaze its visitors from Saturday 3rd July. After the opening in May of the new attraction, Mini World Côte d'Azur, in the Toulon area, it took several weeks of meticulous work for the construction and maintenance team at the original location to restore the animated miniature world that has been 'asleep' for far too long due to the pandemic.

Life has already resumed. The 70,000 mini inhabitants go about their (sometimes curious) occupations, two hundred trains hurtle down the tracks and seem to be – for the moment – all on time, the funfair lights shine, and the ski lifts are running at full speed above the snowy slopes.

Mini World Lyon is open seven days a week from 10.00am to 7.00pm from 3rd July (except 5th and 6th).

The average visit time is two hours.



Admission: adult €14.00 (€13.00 on line), child (4 to 17) €9.00 (€8.00), under 4s free.

Mini World Lyon
Pôle de commerces et de loisirs
du Carré de Soie,
3 avenue de Bohlen, Vaulx-en-Velin,
Lyon, F-69120 France.
www.miniworldlyon.com



Kit for old trams in HO by Halling



The numerous small old time trams from Halling always were the special interest of the company's founder. With great joy and a lot of patience, he personally made the highly detailed models. Over the decades, a coherent kit of parts was developed that all fit together. All bodies fit the common chassis, and the location pins for either closed cabs or open platforms were standardised.

For the first time, this kit is to be made available so modellers can put together their own set of tram parts.

Custom made high-density decals from Halling can be used for finishing.

Options and instructions can be downloaded from the website.

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

Latest releases from American Z Line



The EMD E7A is now offered in Pennsylvania RR Brunswick green with five stripes; two road numbers are available.

Southern Pacific A+B sets are available with three numbers for use with the 'Golden State' trains.

The models feature metal steps, a 7mm motor, dual flywheels, directionally controlled LED lighting, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers; they come DCC ready.



'Golden State' passenger sets

For sixty-six years, the Southern Pacific and the Rock Island operated the 'Golden State' passenger trains between Chicago and Los Angeles. The streamlined red and silver cars entered service in January 1948. Both the SP and RI contributed matching sets of equipment for these trains.

AZL offers two packages, as well as selected separate cars.

Set 1 (ref.64601-1) includes SP E7A+B 6000 & 6000B, RI RPO, SP coach GOLDEN NUGGET, SP diner GOLDEN CHALICE, SP 6-6-4 sleepers GOLDEN CREEK and GOLDEN SEA, SP 4-4-2 sleepers GOLDEN MOON and GOLDEN CAVERN, and RI observation GOLDEN VISTA.

Set 2 (ref.64601-2) includes SP EMD E7A+B set 6001 & 6000C, RI baggage, SP coach GOLDEN FLAKE, SP diner GOLDEN NECTAR, RI 6-6-4 sleepers GOLDEN LOCKET and GOLDEN DOME, RI 4-4-2 sleepers GOLDEN HOUR and GOLDEN FLEECE, and RI observation GOLDEN DIVAN.

Lightweight passenger cars available individually:

SP & RI 4-4-2 sleeper 4-4-2 IMPERIAL TERRACE (not in either set);

SP & RI Diners GOLDEN CHALICE and GOLDEN NECTAR;

SP & RI coaches GOLDEN NUGGET and GOLDEN FLAKE;

SP & RI observations GOLDEN VISTA and GOLDEN DIVAN;

SP & RI US Mail RPO;

SP & RI baggage.

The 1917 8,000 gallon tank cars are now available in a new version, lettered for Koppers Coal Tar Chemicals, in singles, pairs, and four-packs, with different running numbers.

<http://ztrackdistribution.com>



New French structure kits and accessories from Cités Miniatures

A small PLM south-east style goods office joins the range (ref.ED-028-5-HO). It had been made to order a few years ago, inspired by an actual building located on railway land at Toulon station in the 1930s and 1940s.

This laser-cut kit has many engraved parts (hexagonal stone base, roof of old tiles, etc.). It also is the very first Cités Miniatures kit to be equipped with 3D-printed cornices.

The range of facings (window and door surrounds, and corners) for building façades has been expanded.

Several new types of window and door frames (ref.ED-071-HO) and corners (ref.ED-073-HO), including plain, brick, and stone, make it very easy to give a regional flair to a standard façade.

The window mouldings are designed for the 22mm x 11mm openings which are used in many Cités Miniatures kits.

A new style of tall concrete fence has been developed with decorative 'arc of a circle' capping which was characteristic of the Paris - Orléans, but also quite common in the Paris region (ref.ED-050-3-HO).



The same motif was also used on lower open lattice concrete fences (ref.ED-001-A2-HO).

Cités Miniatures
145, Avenue Henri Ginoux,
F-92120 Montrouge,
France.
www.cites-miniatures.com



KR Models plan log cars in HO



As a logical complement to the planned Shay, KR Models are also working on a generic skeleton log car. This basically consisted of a wooden beam between two trucks; this arrangement allowed for the use of air brakes (unlike disconnects) while maintaining light weight and easy maintenance.

There will be three variants, each priced at \$60.00. Loads of a single large log or three smaller logs will be options.

The production run will be limited.

A link for expressions of interest is now open, with no commitment to buy. No delivery date is given.

www.krmodels.ca

Buffers for HOe by Ferro-Train



Almost all Austrian narrow gauge lines have one thing in common: buffer stops made of old rails. The basic construction is the same, simple and effective, but at every station the design has been adjusted a little bit. Extensive research has revealed around ten different versions, all documented by photos – and more continue to be found.

The new model has been designed so that many options can be implemented easily. It can be clipped onto standard Roco HOe track without tools and pushed into position. If it is to be used to actually stop trains, securing it with a drop of superglue is recommended.

€26.00.

Speed measuring unit

When operating a layout, it is important to co-ordinate the speed of the models. When setting up the CVs for digital control, it is possible to set a prototypical maximum permissible speed.

The new speed measuring unit from Halling is small and wireless and allows precise measurements, whether on your own layout, in the club, or at exhibitions. Select the scale and the unit will convert the measured speed into 'real' km/h.

€108.00.



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

New wheelsets for Om from Schnellenkamp

Disc wheelsets for Om (ref.7901) are now available, priced at €12.00 a pair, with the same dimensions (RP25 profile, 15.5mm tread diameter, 31mm long 2mm diameter pinpoint axles) as the existing double spoked wheels with blackened metal tyres (ref.7900). These are exact 1:45 replicas of narrow gauge 700mm diameter wheels.

Michael Schnellenkamp
Treiser Pfad 1,
D-35418 Buseck, Germany.
www.schnellenkamp.com



SoundTraxx announces new Tsunami2 TSU-BH2 decoder

The TSU-BH2 is a decoder upgrade for Bachmann HO Sound Value steam models. It offers eight function outputs and should be easy to install – simply replace the Sound Value decoder with the TSU-BH2 to access all the features that Tsunami2 has to offer.

It is designed to replace the factory board in the following Bachmann HO Sound Value steam loco: 2-6-0, 2-8-0, 4-6-2, 4-8-4 Class J and GS4.

Dimensions: 45 x 28 x 7.5mm
DCC track voltage: 7.5V – 22V
Max. motor stall current: 2A
Max. function current: 100mA
(each output)

Function outputs: 8
Audio amplifier: 2 Watt, 8 Ohm load
Sound channels: 16



ref.884814. MSRP US\$115.95.

This decoder is compatible with NMRA DCC Standards and Recommended Practices.

SoundTraxx
141, Burnett Drive, Durango,
Colorado 81301, U.S.A.
www.soundtraxx.com

Coming next month

out 19th August

CONTINENTAL MODELLER

SEPTEMBER 2021 £5.20 (UK)

www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Gollwald

Austrian HOe



Also in this issue...



Schläbelsringen



Béziers



Gretz brewery

US HO

PUBLISHED BY PECO

• Gollwald

Inspired by observation of the prototype over many years, Peter Hoffmann has created a layout in HOe depicting a fictitious but plausible narrow gauge line in Austria.

• Schläbelsringen

Schläbelsringen is an early heritage railway located somewhere in southern Germany in the 1960s, as imagined and modelled in N by Roger Jermy.

• Béziers

An extensive HO exhibition layout featuring local scenes as they would have appeared in the 1970s and 1980s built by members of the town's model railway club.

• Gretz brewery

Glyn Thomas shows hows he built a detailed diorama in HO based on a local prototype in Philadelphia, still standing but sadly no longer active in its original role.

• St.Fayre Rhianne

With a touch of humour, John Davies celebrates in HOm the glory days of the French metre gauge *secondaire*.

... and much more!

CONTINENTAL MODELLER Classified Advertisements

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 MODELLING TOOLS and PECO PRODUCTS 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

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental and British, "O", "HO", "OO", "N" and "Z" scales. Email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

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

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object. Collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send your list to: The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: simonecull06@tiscali.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED. Small and large – any scale and any condition. British, European and American collections all required. Nationwide collection, distance no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

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

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS, website: www.jeanbartlett.cottageholidays.co.uk or telephone: 01297 23221.

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

TWO BACHMANN On30 UNITED TRACTION STREETCARS, MINT BOXED – TEST RUN, only £50 each. S.A.E UPTON, 266 Church Rd, Sheldon, Birmingham B26 3YH.

Private Wanted

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

Wanted Clubs and Societies

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

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for October 2021 issue is 5th August 2021

Please insert advertisement under the section headed:

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.

Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

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).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....
(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name.....

Address.....

Postcode.....

Please send remittance to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA
Alternatively you can telephone: 01297 21542, fax: 01297 20229 or email: classifieds@peco.co

This form may be copied to save cutting the page

MARCWAY

SCALE MODELS

FLEISCHMANN N GAUGE

MINT PRE-OWNED



7094 DB Class 94 0-10-0 Tank Loco	£145.00
7170 N Gauge DB Class 011 Pacific Loco (MB)	£139.00
7171 N Gauge DB Class 012 Pacific Loco (MB)	£139.00
7179 N Gauge DB Class 50 2-10-0 Loco (MB)	£139.00
7380 N Gauge DB Class 151 Electric Loco (MB)	£129.00
7430 N Gauge DB Class 614 Car DMU Pack (MB)	£139.00
8060 DB LWB 4w Baggage Car	£19.99
8062 DB LWB 4w 2nd Class Coach	£19.99
8062 DB LWB 4w 2nd Class Coach	£19.99
8085 DB 2nd Class Compartment Coach with Brakemans Cab	£25.99
8087 DB 3rd Class Compartment Coach	£25.99
8127 DB 2nd Class Bogie Local Coach with Luggage Compartment	£25.99
8128 DB 1st/2nd Bogie Local Coach	£25.99
8129 DB 2nd Class Bogie Local Coach	£25.99
8170 N Gauge SJ Express Baggage Coach (MB)	£27.50
8200 DB LWB 4w Low Sided Wagon	£12.99
8201 DB LWB 4w Low Sided Wagon	£12.99
8206 SNCF LWB 4w Coal Wagon	£13.99
8208 DB 4w Open Wagon	£13.99
8220 DB 4w Stake Wagon with Rotatable Cradle	£16.99
8234 DB LWB 4w Container Wagon with Containers	£14.99
8294k DB Bogie Gondola "DB Cargo"	£14.99
8324 DB 4w Refrigerated Van "apollinaris"	£13.99
8330 DB 4w LWB Box Car	£16.99
8332 SJ 4w LWB Box Car "agg"	£16.99
8335 DB Sliding Side 4w LWB Box Car	£24.99
8335k DB Sliding Side 4w LWB Box Car "osram"	£24.99
8355 DB 4w Closed Van with Brakemans Cab	£14.99

Visit our spacious shop + 1200 square feet of sales area.
WORLDWIDE MAIL ORDER SERVICE & ALL MAJOR CREDIT CARDS TAKEN

598-600 Attercliffe Road, Sheffield S9 3QS

T: 0114 2449170 Open 10.00-4.00
Closed Wednesday

www.marcway.net
www.marcway.co.uk

Situated 2 miles from M1 Junc 34 (Meadowhall Exit)
200 yards from Attercliffe Tram Stop

Telephone Marc 01709 542951

ONLINE SHOP LENDONS

OVER 70 YEARS IN BUSINESS EST. 1944

Suppliers of Model Railway Locomotives, Coach and Wagon Stock. Accessories and parts for all popular gauges.

ARNOLD **Electroten** **Jouef** **Rivarossi** **HORNBY**

Hornby Collectors Centre and Hornby Warranty Repair Centre

Large selection of spares

192 Fidas Road, Llanishen, Cardiff CF14 5LZ

029 2075 2563 9am-5pm www.hornbyinternationaluk.co.uk

INDEXES

PLEASE SEND SAE FOR DETAILS OF AVAILABILITY AND CHARGES:

PECO TECHNICAL ADVICE BUREAU, BEER, NR SEATON, DEVON EX12 3NA



THE HOBBY SHOP

Est. 1988

www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com

85 Preston Street, Faversham, Kent. ME13 8NU

TRY OUR SAME-DAY DESPATCH MAIL ORDER SERVICE.
ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED.

Are you modelling Swiss?

We offer new, nearly-new and used secondhand N-scale items, mainly in Swiss outline. Brass and rare items are a speciality. See our website at www.nscalech.com for lists of current models. We are always looking for good quality stock to buy, so try us first!

Availability of stock may be confirmed at enquiries@nscalech.com, or by telephoning 07905 087280 between 0700 and 2300.

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

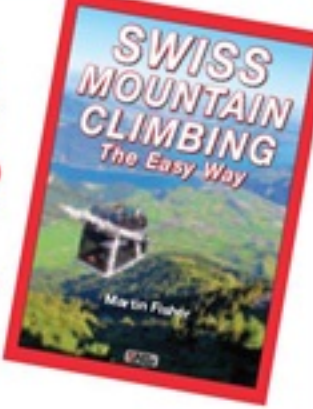
Opening in 2021 subject to Peak Rail being operational.

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)

SWISS RAILWAYS SOCIETY

FREE BOOK OFFER



TAKE OUT A 2-YEAR (2021/22) MEMBERSHIP FOR ONLY £40 AND GET A FREE COPY OF "SWISS MOUNTAIN CLIMBING" THE DEFINITIVE GUIDE, 120 PAGES, A4, AND PROFUSELY ILLUSTRATED. (UK & NI ONLY)

UK MEMBERSHIP IS ONLY £20 PER YEAR FOR A 52 PAGE QUARTERLY FULL COLOUR A4 MAGAZINE, ACCESS TO MEMBERS AREA OF WEBSITE AND MONTHLY ZOOM MEETINGS.

For details please e-mail: membership@SwissRailSoc.org .uk
Or check our website:

www.swissrailsoc.org.uk

THE FRENCH RAILWAYS SOCIETY



For all enthusiasts and modellers of the railways of France.

Annual Reunion and Exhibition 22nd August 2021

Will be held at Lenham Community Centre, Kent (In accordance with Government conditions)
Please see our website for the latest information.

www.frenchrailwaysociety.org

THE GERMAN RAILWAY SOCIETY

QUARTERLY JOURNAL ↔ EXPERT HELP

Two new pamphlets - A Taste of German Diesels and German Narrow Gauge Steam. £6.00 each including postage. Order via the website or send a cheque made payable to the GRS to the address below.

WWW.GRS-UK.ORG

For details e-mail memsec@grs-uk.org or send an A5 SAE to: Membership Secretary: B Tozer, 49 Queens Road, St George, Bristol BS5 8HT. Telephone: 0117 954 2424

The European Railways Association

For a FREE copy of our magazine "Eurorail" ask editor@eurorail.org.uk

Two e-Magazines Local Meetings
Many information sources Annual Show

We have reluctantly decided to postpone our show in Birmingham until 2022 due to the uncertainties associated with the current pandemic.

Worldwide subscription is still only £11.50 p.a.
Contact membership@eurorail.org.uk for information.

WWW.EURORAIL.ORG.UK

Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB * Accucraft * Peco * Piko * Bachmann * Trainline * Roundhouse * Pola *

Great Stocks of On30, OO, HO, OO9/HOe & N

We have large stocks from the leading manufacturers



Hornby * Bachmann * Peco * Minitrains * Gaugemaster * Metcalfe * Heljan * Graham Farish * Dapol * Woodland * Scenics * Kato * Walthers * Kadec * Expo * Noch * Oxford Diecast * Kestrel * Atlas * Parkside * Oxford Rail * Ratio * Wills * Modelscene and much more



Piko G Scale DR BR95 Steam Locomotive



Roundhouse 16mm Darjeeling B - live steam locomotive



933-3094 Walthers HO Union Station Kit



LGB G Scale 23530 RhB Class G 4/5 Steam Loco



Walthers HO Mainline GE ES44AH Evolution Series GEVO Locomotive

Kent Garden Railways

66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com

Shop open 0900-1700 Tuesday to Saturday

OSBORN'S MODELS

DOING 'N' SCALE on a BIG SCALE

KATO PRECISION RAILROAD MODELS



7 HONESTONE ST, BIDEFORD, N.DEVON, EX39 2DL 01237 423453

www.osbornsmodels.com



THE AMERICAN RAILROAD CENTRE

Specialist Importers and Retailers of American Model Railroad Equipment

15 Lower Bore Street, Bodmin, Cornwall PL31 2JR

Telephone: (01208) 72025

E Mail: americantrains@aol.com



Tuesday-Friday 10am-4pm
Saturday 10am-3.30pm ★ Closed Monday



Diesels • Steam Engines • Books • Backscenes • Buildings
Passenger Cars • Freight Cars • Signals • Trucks & Cars
Magazines • Detailing Parts • Scenics • DCC • Trackwork • DVD

Visit us Online at:

www.americanrailroadcentre.com

HAMPSHIRE MODELS

OPENING:
Monday to Friday
9am-4pm

PECO



01256 406604

enquiries@hampshiremodels.co.uk

www.hampshiremodels.co.uk

For all your modelling needs from 'N' gauge through to 'O' gauge, both new and pre-owned.

Unit 29,
Basepoint Business Centre,
Stroudley Road, Basingstoke RG24 8UP

www.hampshiremodels.co.uk



French Elegance in HO



A&H MODELS

Telephone Mail order 01280 701410

Website: www.aandhmodels.co.uk

e-mail: dcshop@hotmail.co.uk

Shop: A&H Models 95 High Street, Brackley, Northamptonshire NN13 7BW

MORRIS MODELS

NORTH LANCING

80 Manor Road, N Lancing,
West Sussex, BN15 0HD

Tel 01903 754850

www.morrismodels.co.uk info@morrismodels.co.uk

We are between Brighton & Worthing, just off A27 west of Shoreham Airport
Easy free parking!! Please check our website for opening hours or call us

BRITISH RAILWAYS

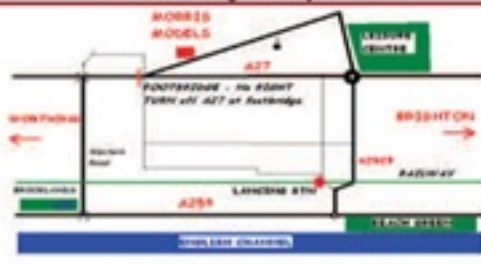


Also Heljan Wills, Ratio, Modelscene, Metcalfe, Superquick, Gaugemaster, Oxford Rail & Diecast Road vehicles, etc

CONTINENTAL RAILWAYS



amongst many others!





Latest Arrivals At

C&M Models

SBB EuroCity Coaches, 2-Tone Grey Livery, Red Doors, Era V

LS Models 47350 & 47351	'Bpm' 2nd Open	£60.05
LS Models 47352 & 47353	'Bpm' 2nd with Disabled Compartment	£60.05
LS Models 47354 & 47355	'Bpm' 2nd, Disabled Compartment and Bicycle Stowage	£62.50
LS Models 47356 & 47357	'Apm' 1st Open	£60.05



SBB Postwagen 'Z'. yellow Livery with white banding, Era IV-V

LS Models 47281	"Die Post/La Poste/La Posta" Markings	£76.45
LS Models 47282	"Die Post/La Poste/La Posta" Markings	£76.45
LS Models 47283	"Saluti in Viaggio" Markings	£76.45
LS Models 47284	"Porteur d'émotions" Markings	£76.45
LS Models 47285	"Fereingrüsse unterwegs" Markings	£76.45



"Thello" Overnight Paris – Venice Train Coaches, Era VI

ACME 55222	Type 'MU' Sleeping Car (Green livery) x2 plus UIC-X Couchette Car (Red Livery). 3-Coach Pack	£180.00
ACME 55223	Restaurant Car (White Livery) plus 2 x UIC-X Couchette Car (Red Livery). 3-Coach Pack	£180.00
ACME 55224	Type 'T3' Sleeping Car (Green Livery) plus UIC-X Couchette Car (Red Livery). 2-Coach Pack	£120.00
ACME 50516	UIC-X Couchette Car (Red Livery) Coach	£60.00



1 Crosby Street, Carlisle CA1 1DQ

Tel: 01228 514689, Tues > Sat 10a.m. > 4.30p.m.

<https://candmmodels.co.uk> sales@candmmodels.co.uk



mkn

Märklin Repairs

digital

ABN : 13693291720



H0 and OO 1947 to 2021

Servicing, Digital Conversions and Advice. Quality Workmanship.

From *800, 30*/31* to 36*, 37*/39* series locomotives undertaken. AC to MM2 or MFX formats with/without sound. Reverse Units. Authorised **märklin** Spare Parts Stockist, with an extensive range.

Proprietor: David Neale

P.O. BOX 40 BOWRAL NSW 2576 AUSTRALIA

Mobile : 0414 309 120 Telephone : (02) 4861 1761

Email : mkn_digital@bigpond.com Website : mkn-digital-train-repairs.com

Australia Wide Märklin Model Train Repairs

BUILDING YOUR OWN TRACK?

Components to help build realistic track formations to your own specifications.

4mm Fine Track Components

- IL-115 Flat Bottom Nickel Silver Rail - Code 82
- IL-111 Wood Type Sleepers
- IL-112 Pandrol-type Rail Fixings
- IL-113 Slide Rail Fixings
- IL-114 Turnout Sleepers
- IL-116 Track Gauge
- IL-120 Conductor Rail Chairs
- IL-121 Concrete Sleeper Units
- IL-1 Conductor Rail - Code 60

PECO INDIVIDULAY

Made in England by Pritchard Patent Product Co Ltd, Beer, Seaton, Devon, EX12 3NA



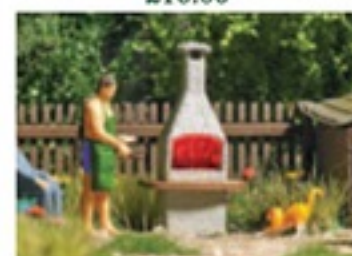
Busch 7862
Paddling Pool
£16.00



Busch 7864
Stand Up Paddling
£8.99



Busch 7866
Kite Flying
£16.00



Busch 5403
BBQ With Glowing Fire
£15.49



Busch 6023
Caravan With Accessories
£23.99



Vollmer 43809
Swimming Pool
£19.00



Vollmer 45130
2 Gazebos
£8.20



Busch 7824
Car Wash
£25.00



Busch 7843
Table Tennis
£16.99

gvhonline.co.uk/RM2108

Unit 1 Pontrilas Business Park, Pontrilas, Herefordshire, HR2 0AZ
See our website, write or call to order. Trade enquiries welcome. 01981 241 237
Prices are correct at time of print and are subject to change.





Official
Scale Trains
Dealer
For both HO and N scales

The U.K.'s Premier North American Model Railroad Store

'Bricks & Mortar' store with **FREE** parking, tea & coffee

Extensive stock of **HO, N & Z** scales, including hard to find product

We are stockists / dealers for most major American brands



MECH MODELS

Unit 9, Lancaster Park, Newborough Road, Burton on Trent, DE13 9PD
www.mech-models.com admin@mech.co.uk 01283-575444

Model Train Sales

Friday 23rd July & Friday 20th August 2021 at 10.00am

Vectis will be auctioning one of the largest quantity of Ex shop stock American outline HO and N scale Locomotives, Rolling Stock and accessories. This will cover brands by Bachmann, Genesis, Athearn, MTH, Atlas, Proto 2000 Kato and many others.

There is a good selection of factory fitted Sound locos, DC and DCC ready.

If you missed the ex shop stock American outline sold in our previous sales, then don't despair we have more of these fine ex shop stock items coming up into auction, so take a look at our website for more information.

Contact **Michael Bond**
01642 750616
michael.bond@vectis.co.uk
admin@vectis.co.uk

Mike Delaney
01993 709424
mike.delaney@vectis.co.uk



Vectis Auctions - Fleck Way, Thornaby, Stockton-on-Tees TS17 9JZ

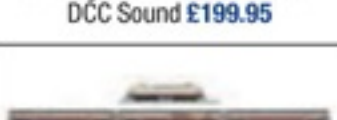
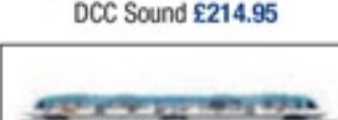
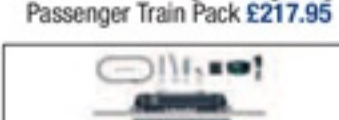
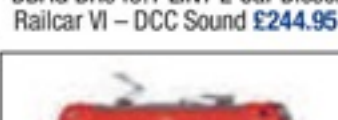
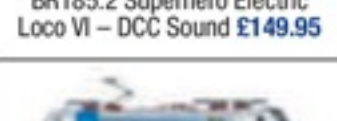
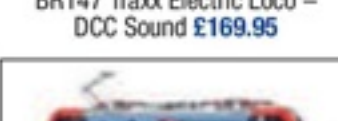
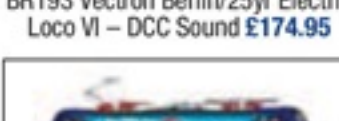
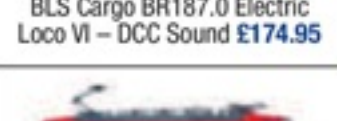
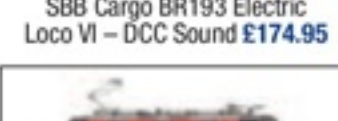
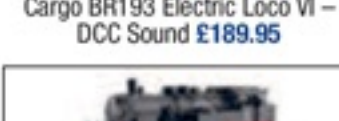
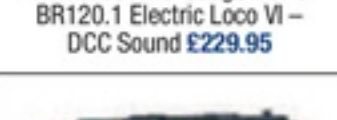
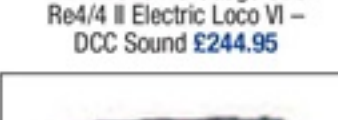
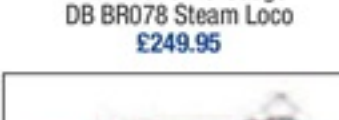
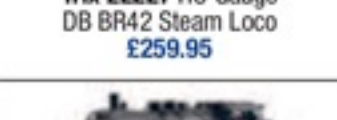
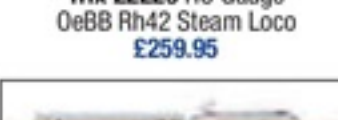
Oxford Office - Unit 5A, West End Industrial Estate, Witney, Oxon OX28 1UB

Catalogues & online bidding at www.vectis.co.uk at no additional cost

Items Always Wanted for our Vintage & Modern Train Auctions

Viewing 8.00am - 10.00am on the day of the sale - subject to government guidelines

Vectis

SCOGRAIL		EUROPE (& SCGBAHN)	Latest items in stock or available at our supplier and prices correct 10/06/2021
Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB			
Opening Hours: 1000-1600 Mon-Fri. Closed Sat, Sun & Bank Holidays			
Phone: 01473 715769. Email: scograil@btinternet.com Web: www.scograil.co.uk			
UK delivery on orders under £100 = £3. Orders £100 or over = free UK economy delivery			
			
Minitrix 15861 N Gauge DB Rs684 Bogie Flat Wagon with Bus Load £35.95	Minitrix 15862 N Gauge DB Rs684 Bogie Flat Wagon with Bus Load £35.95	Minitrix 18706 N Gauge HUPAC Sdkmms Flat Wagon W/Trailer Set £58.95	
			
Minitrix 15488 N Gauge SBB Sgns Container Wagon Set McDonald's/Aldi (2) £67.95	Minitrix 15887 N Gauge DBAG South Eastern Bavaria Long Distance Coach Pack (3) £99.95	Minitrix 15997 N Gauge DR Baltic-Orient Express Coach Set (3) £99.95	
			
Minitrix 16261 N Gauge (My Hobby) SBB Ae610 Electric Loco VI - DCC Fitted £99.95	Minitrix 15995 N Gauge DR Baltic-Orient Express Coach Set (3) £109.95	Minitrix 16894 N Gauge ERS Linked By Rail ES64 Electric Loco VI - DCC Fitted £109.95	
			
Minitrix 16006 N Gauge SNCF BB15000 Electric Loco £149.95	Minitrix 16952 N Gauge GYSEV Rh470 503-3 Wagner 200 Electric VI - DCC Sound £169.95	Minitrix 11629 N Gauge Cisalpino Re484 Train Pack V - DCC Fitted £179.95	
			
Minitrix 15219 N gauge DB D360 Munich-Lindau Coach Set (5) £179.95	Minitrix 16642 N gauge Metronom BR246 Diesel Loco VI - DCC Sound £189.95	Minitrix 16733 N gauge ZSSK Rh750 Diesel Loco V - DCC Sound £189.95	
			
Minitrix 16732 N Gauge CD Cargo Rh750 Diesel Loco - DCC Sound £199.95	Minitrix 16738 N Gauge CD Rh754 Diesel Loco VI - DCC Sound £214.95	Minitrix 11627 N Gauge DB BR112 Rheingold Flugelzug Passenger Train Pack £217.95	
			
Minitrix 11628 N Gauge DB Rheingold TEE7 BR103 Train Pack IV - DCC Fitted £224.95	Minitrix 16482 N Gauge DBAG BR648.1 LINT 2 Car Diesel Railcar VI - DCC Sound £244.95	Minitrix 11147 N Gauge MRCE BR185.1 Freight Digital Starter Set - DCC Sound £249.95	
			
Trix 22653 HO Gauge Captrain BR185.2 Superhero Electric Loco VI - DCC Sound £149.95	Trix 22689 HO Gauge DBAG BR147 Traxx Electric Loco - DCC Sound £169.95	Trix 22094 HO Gauge MRCE BR193 Vectron Berlin/25yr Electric Loco VI - DCC Sound £174.95	
			
Trix 22279 HO Gauge BLS Cargo BR187.0 Electric Loco VI - DCC Sound £174.95	Trix 22296 HO Gauge SBB Cargo BR193 Electric Loco VI - DCC Sound £174.95	Trix 22735 HO Gauge SBB Cargo BR193 Electric Loco VI - DCC Sound £189.95	
			
Trix 22687 HO Gauge DBAG BR120.1 Electric Loco VI - DCC Sound £229.95	Trix 22849 HO Gauge SBB Re4/4 II Electric Loco VI - DCC Sound £244.95	Trix 22876 HO Gauge DB BR078 Steam Loco £249.95	
			
Trix 22227 HO Gauge DB BR42 Steam Loco £259.95	Trix 22229 HO Gauge OeBB Rh42 Steam Loco £259.95	Trix 22867 HO Gauge SBB RCE2/4 Electric Railcar III - DCC Sound £284.95	
			
Trix 22875 HO Gauge DB BR078 Steam Loco IV - DCC Sound £299.95	Trix 21680 HO Gauge DB Lufthansa Airport Express Train Pack V - DCC Sound £429.95	Trix 22869 HO Gauge SBB Ce6/8 I Kofferli Electric Loco II - DCC Sound £429.95	

Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.

If you can't visit simply phone, Fax or E-mail your requirements.

NEW IN STOCK

TILLIG

70020	DRG Diesel Railbus CvT 135 + trailer C Post v-35	£220.00
72012	DRG Br92.2601 (ELNA type 6) 0-8-0 tank Ep2 analogue	£295.00
72013	PKP TKP30-1 (ELNA type 6) steam loco, black, Ep2	£295.00
72014	SNCF R 040-TX (ELNA type 6) tank loco, green, Ep3	£295.00
73132	DBAG 2 axle Diesel railcar type 772 red Ep6	£179.50
73804	SBB S-bahn double deck commuter coach blue/white Ep5	£40.00
73805	SBB S-bahn double deck commuter coach blue/white Ep5	£40.00
73807	SZU double deck commuter coach red Siltalbahn Ep5	£40.00
74734	DRG 2 axle coach type BCI-34 red/cream	£25.00
74890	DBP 4 ax. Bogie Bahnpost coach type nr-a/26 blue Ep4	£45.00
76450	K Sachs. Sts. E.B. 2 ax wine barrel wagon + BH Ep1	£29.75
76528	DRG 2 ax. refrigerated van type white un braked Ep2	£25.90
76550	K.W.sts B. 2 ax open wagon type Omk Ep1 green	£22.00
76568	DR 2 ax. flat wagon type X 89 + news caravan load Ep2	£29.75
76580	DR 4 axle bogie tank wagon type Uahs grey Ep4	£41.50
76595	DR 2 axle Acid flask wagon +brake platform Ep4	£26.50
76597	DR 2 axle tank wagon VEB "Sodawerk Bernburg" grey Ep3	£28.25
76599	DR 4 axle refrigerated van white Ep4	£33.25
76651	DRG 2 ax. open wagon type O Halle +bh brown Ep2	£21.90
76654	SNCF 2 ax. tank wagon type SC "Simotra" black Ep3	£30.75
76664	DR 2 axle brown van Gmhs (Bremen) Ep3	£21.25
76667	NS 2 axle open wagon type GTAW grey Ep3	£29.00
76679	K Sachs. Sts. E.B. 2 ax. tanker + brake house grey Ep1	£29.75
76677	DRG 2 ax. Acid flask wagon "Donau-Chemie AG" +b.p Ep2	£28.00
76685	DR 2 ax. flat wagon type Xu + ng diesel loco load Ep3	£37.00
76689	CSD 2 axle tank wagon type R green +bhs Ep3	£37.00
76690	CSD 2 ax. tank wagon type Uh + brake cabin Ep4 black	£37.00

HERIS

H11503	DB 2 ax. Beer van "Mainzer Actienbrauerei" white Ep3	£28.00
H11513	DB 2 axle Beer van "Furstenburg Brau" white Ep3	£28.00
H11559	DR 2 axle Brown van type Gbs263 Ep4	£29.50
H11560	DB 2 ax. Refrigerated van "Transthermos" white Ep3	£20.00
H15041	SNCF 2 axle Van "STEF" white Ep3	£28.00
H59902	BBO 2 axle Beer van "Leisinger Bier" white Ep3	£28.00
H59903	KKst B 2 ax. Van "Brauerei Verwaltung Katenhausen" Ep1	£28.00
H80080	DR "Meiningen type snowplough black Ep3	£40.00
H11059	DB Double deck coach type WLBm grey/red Ep5	£45.00
H11081	DR 4 ax. Bogie auto transport type Ddm916 blue Ep4	£45.00

We are still only a phone call/email away and offer an excellent mail order service.

Please stay safe and carry on modelling.

Brawa, Roco, Fleischmann, Piko, Tillig, Marklin, Trix and Minitrix new items brochures available free, postage at cost.

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.

Mail order continental model railway specialists.

Mount Tabor Models, Scarthin, Cromford, Matlock, Derbys DE4 3QF

Phone & Fax 01629 822294

E-mail: mount.tabor@btopenworld.com



BUILD

AN AUTHENTIC AMERICAN RAILROAD

HO SCALE

with

PECO

STREAMLINE



'83 Line' is our realistic North American Track System based on A.R.E.A. drawings and is NMRA compliant

#6 TURNOUTS are now engineered with our **UNIFROG*** standard and feature **SOLID ONE-PIECE POINT BLADES** so you get even smoother running and greater realism.

SL-U8361 Right Hand
SL-U8362 Left Hand
Length: 233.5mm
Nominal radius: 1092mm
Angle: 9.5°

UNIFROG



*Power the Frog – with UNIFROG

The independent nickel silver frog tip is dead, and the turnout can be operated straight out of the pack as it is. But you can bring it back to life by connecting the wire welded to the underside of the frog to your switch machine's microswitch for even smoother running. The choice is yours!



FLEXIBLE TRACK AND TURNOUTS

SL-8300 Flexible Track Wooden Sleeper type
SL-8302 Flexible Track Concrete Sleeper type

#4 Wye Turnout SL-8348 Insulfrog **SL-E8348** Electrofrog
#5 Right Hand Turnout SL-8351 Insulfrog **SL-E8351** Electrofrog
#5 Left Hand Turnout SL-8352 Insulfrog **SL-E8352** Electrofrog
#7 Right Hand Curved Turnout SL-8376 Insulfrog
#7 Right Hand Curved Turnout SL-E8376 Electrofrog
#7 Left Hand Curved Turnout SL-8377 Insulfrog
#7 Left Hand Curved Turnout SL-E8377 Electrofrog
#8 Right Hand Turnout SL-8381 Insulfrog**
#8 Right Hand Turnout SL-E8381 Electrofrog**
#8 Left Hand Turnout SL-8382 Insulfrog**
#8 Left Hand Turnout SL-E8382 Electrofrog**

** Unifrog in development

CROSSINGS AND SLIPS

#6 Double Slip SL-U8363 Unifrog
#6 Diamond Crossing SL-U8364 Unifrog
#6 Diamond Crossing SL-U8364 Unifrog
90° Crossing SL-8390 Insulfrog

ACCESSORIES

Hayes Bumper SL-8340
Inspection Pit SL-8356
Rail Joiners SL-110 (24 per pack)
Insulating Rail Joiners SL-8311 (12 per pack)
Track Fixing Pins SL-14

www.peco-uk.com
Pritchard Patent Product Co. Ltd
Beer, Devon EX12 3NA
Tel: 01297 626204



WANTED



**Interested in selling
your collection?**

We Travel & View in Person
Friendly & Personal Approach
Specialists in Large Collections

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & European, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering... Albert is the dog.

GET IN TOUCH



ellisclarktrains.com



01756 701451



ellis@ellisclarktrains.com



Contact Ellis.. Or Albert



SUBSCRIBE

Only £49 for 12 issues

Delivery direct
to your door

Free Digital
Edition Access*

visit www.pecopublications.co.uk

or call us on

01297 626203

CONTINENTAL MODELLER

JULY 2021 £5.20 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Drei Spurenhof
German HO/HOe/HOf



**20%
SAVING**
off the cover price

UK only
offer

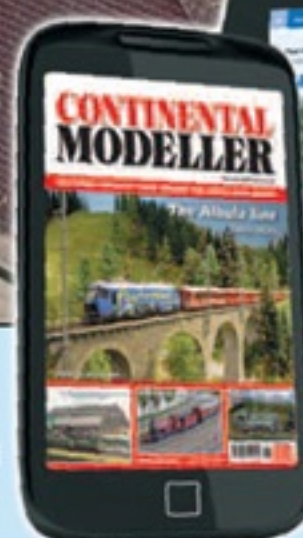


A scene on 'Marx Engels Platz' by Bill Roberts. Photo: Derek Shore.



**OVERSEAS
SUBSCRIPTIONS**
only £79 (12 issues)

DIGITAL EDITION *Worth £39.99.
Available for your PC, Mac, tablet or mobile
device. Fully searchable back issues starting
from Jan 2011. Access to digital content
available only while subscription is active.





RAILS OF SHEFFIELD

railsofsheffield.com



WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

— NO COLLECTION IS TOO LARGE —

FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS - WE CAN ARRANGE A PERSONAL VISIT

IMMEDIATE PAYMENT BY BANK TRANSFER OR CASH
OR WHY NOT TRADE YOUR ITEMS IN FOR EXCHANGE FOR AN EVEN BIGGER ALLOWANCE

We URGENTLY require collections of any size, featuring products from the following manufacturers:



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: CM2021

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

📺 [railsofsheffield](https://www.youtube.com/railsofsheffield)

📺 [railsofsheffield](https://www.facebook.com/railsofsheffield)

📺 [railssheffield](https://www.twitter.com/railssheffield)

📺 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**



RAILS OF SHEFFIELD

railsofsheffield.com



WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items

STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you

STEP
03



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

**FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE**

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOF SHEFFIELD.COM

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**



White Rose Modelworks
Unit 10, Bedale Station,
The Bridge, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

Check our new website:
www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



Modular Laser Cut Baseboards
40 Standard Sizes to Suit Your
Space & Needs
Control Shelves and Backscenes
Unique Plug and Latch System for
Easy Joining

Laser Cut Helixes in 4 Standard Sizes
Also Stretched & Bespoke Helixes
All Baseboards & Helixes Made from
Baltic Birch Plywood

Tracklaying, Electrics and Scenics
Control Systems for DCC & Analogue



Available in Kit Form, Built-up Boards
or Fully Assembled Railway

INDEX TO ADVERTISERS

A

American Railroad Centre, Cornwall.....19a
www.americanrailroadcentre.com

A&H Models19a
www.aandhmodels.co.uk

C

C&M Models, Carlisle20a
www.candmmodels.co.uk

Contikits (m).....28a & 29a
www.contikits.com

Continental Modeller Subscriptions.....25a

D

DCC Train Automation14a
www.dcctrainautomation.co.uk

E

Editorial3a

Eisenbahn, Canada.....16a
www.eisenbahncanada.com

Ellis Clark Trains24a
www.ellisclarktrains.com

European Railways Association.....18a
www.eurorail.org.uk

F

Features4a & 5a

French Railways Society18a
www.frenchrailwaysociety.org

G

Gaugemaster/Faller.....9a

Gaugemaster/Marklin.....11a

Gaugemaster/Noch6a & 7a

Gaugemaster/Piko10a

Gaugemaster/Roco.....OBC

Gaugemaster/Trix.....8a
www.gaugemaster.com

German Railway Society18a
www.grs-uk.org

Golden Valley Hobbies.....20a
www.goldenvalleyhobbies.com

H

Hampshire Models19a
www.hampshiremodels.co.uk

Hattons Model Railways12a
www.hattons.co.uk

Hobby Shop Faversham18a
www.hobb-e-mail.com

Hornby Hobbies International15a
www.hornby.com

K

Kato.....13a
www.unitrack-kato.com

Kent Garden Railways.....19a
www.kgrmodels.com

Kernow Model Rail Centre, Cornwall29a
www.kernowmodelrailcentre.com

Kittle Hobby, Swansea.....2a
www.kittlehobby.com

L

Lendons of Cardiff.....18a
www.lendons.co.uk

M

Mac's Model Railroading, Kirriemuir29a
www.macsmodels.co.uk

Marcway Models & Hobbies, Sheffield18a
www.marcway.co.uk

MECH Models, Burton on Trent.....21a
www.mech-models.com

MKN Digital/Marklin Repairs.....20a
www.mkn-digital-train-repairs.com

Morris Models, West Sussex19a
www.morris-models.co.uk

Mount Tabor Models, Matlock22a
email: mount.tabor@btopenworld.com

N

N Scale CH18a
www.nscaech.com

O

Osborn's Models.....19a
www.osbornsmodels.com

P

PECO Lectrics.....31a

PECO Individulay20a

PECO Code 83.....23a

PECO Streamlinepage 477

PECO Subscriptions25a

R

Rails of Sheffield26a & 27a
www.railsofsheffield.com

Rowsley MRG18a
email: aak2008@hotmail.co.uk

S

Scograil, Ipswich.....22a
www.scograil.co.uk

Swiss Railways Society18a
www.swissrailsoc.org.uk

V

Vectis Auctions.....21a
www.vectis.co.uk

W

White Rose Modelworks30a
www.whiterosemodelworks.co.uk

PECO *LECTRICS*

SmartSwitch™

THE 'PLUG-AND-PLAY' SERVO SYSTEM



Photo: James Hilton

PLS-100 SmartSwitch Set

Everything you need to get started



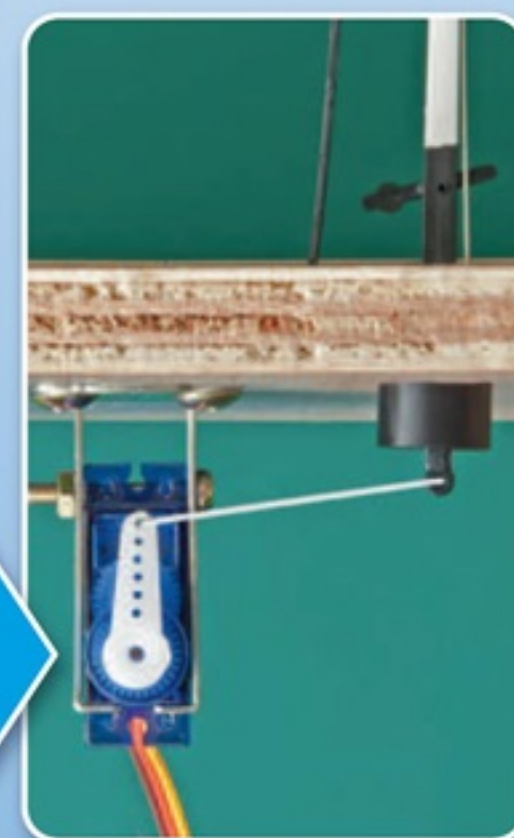
- Control Board – the brains of the system
- 4x Servo Motors – control up to four accessories
- Programming Board – sets the speed and movement of the servo
- 4x Cable with plug-in sockets
- 4x Toggle Switches
- Brackets, fixings and template stickers for positioning
- Easy-to-follow instruction manual



OPERATE TURNOUTS ABOVE OR BELOW THE BASEBOARD



CONTROL SIGNALS AND ADD LIFE TO ACCESSORIES SUCH AS CROSSING GATES AND MORE!



PL-202 Power Supply Unit

- 12vDC 2 amp output
- Output plug fits directly to PL-55 and PLS-100 units
- Suitable for use with Pecolectrics SmartSwitch servo system

NEW



SmartSwitch Main Features

- Realistic slow-motion control
- Easy to install and wire
- Simple to programme
- Suitable for all scales and gauges
- Suitable for 12v DC or DCC Control*
* with optional decoder, available separately

PECO TV



Watch an introduction to SmartSwitch on our Youtube channel
Search for Peco Model Railways

Roco**FLEISCHMANN**

Highlights 2021

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

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

Discover the model railroad highlights 2021 at ROCO & FLEISCHMANN!

ROCO

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

FLEISCHMANN

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



CAD drawing

725100

The current novelty catalogs
from now at your specialist dealer!

www.roco.cc
www.fleischmann.de