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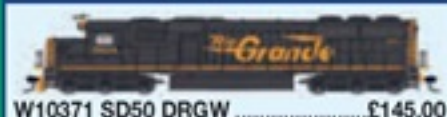
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W19951 F7 CSX DCC/SND£195.00



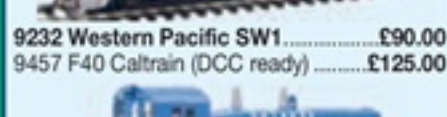
9464 Amtrak F40PH£135.00



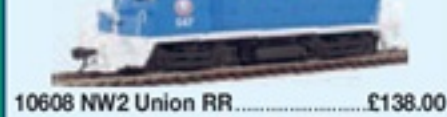
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9232 Western Pacific SW1£90.00



9457 F40 Caltrain (DCC ready)£125.00



10608 NW2 Union RR£138.00



10653 EMD SW7 CB&Q£145.00



9467 Amtrak F40ph Ep5£135.00



10452 GP9 Santa Fe£138.00



WP42401 GP7 Belt Railway of Chicago DCC & Sound£290.00



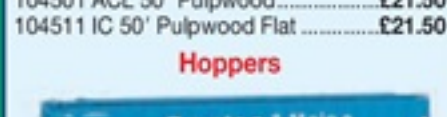
8751 Boston & Maine£38.00



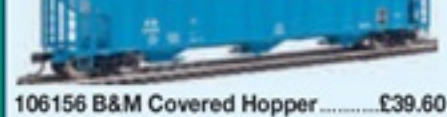
8757 Norfolk & Western£38.00



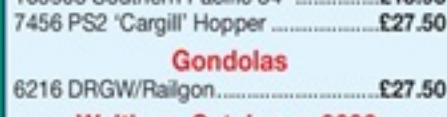
104501 ACL 50' Pulpwood£21.50



104511 IC 50' Pulpwood Flat£21.50



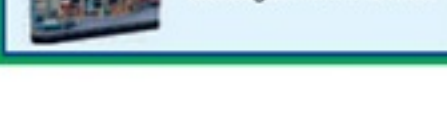
6216 DRGW/Railgon£27.50



106156 B&M Covered Hopper£39.60



105903 Southern Pacific 34'£18.95



7456 PS2 'Cargill' Hopper£27.50



6216 DRGW/Railgon£27.50

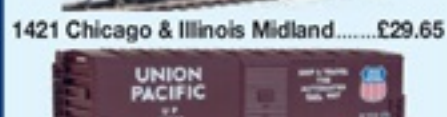
Box Cars



1163 40' Box Car Great Northern£27.00



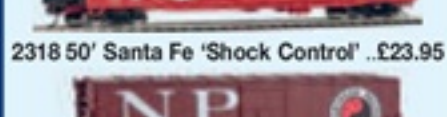
1421 Chicago & Illinois Midland£29.65



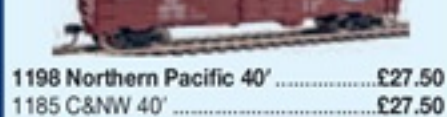
1173 40' Union Pacific£27.50



2318 50' Santa Fe 'Shock Control'£23.95



1198 Northern Pacific 40'£27.50



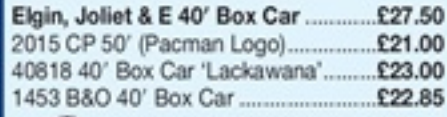
1185 C&NW 40'£27.50



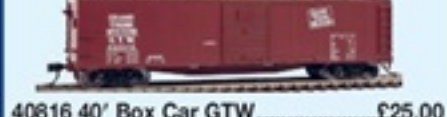
1806 Burlington 50'£26.95



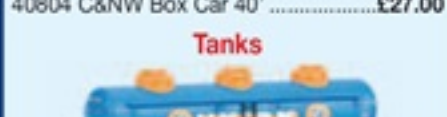
Elgin, Joliet & E 40' Box Car£27.50



2015 CP 50' (Pacman Logo)£21.00



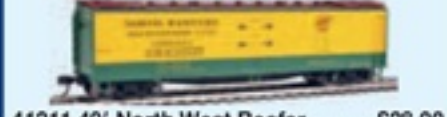
40818 40' Box Car 'Lackawana'£23.00



1453 B&O 40' Box Car£22.85



40816 40' Box Car GTW£25.00



40804 C&NW Box Car 40'£27.00

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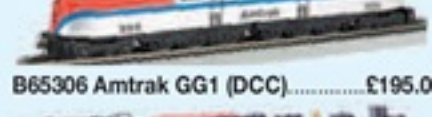
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B65306 Amtrak GG1 (DCC)£195.00



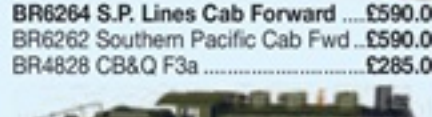
B50709 GN 0-6-0£115.00



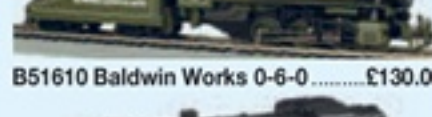
BR6264 S.P. Lines Cab Forward£590.00



BR6262 Southern Pacific Cab Fwd£590.00



BR4828 CB&Q F3a£285.00



B51610 Baldwin Works 0-6-0£130.00



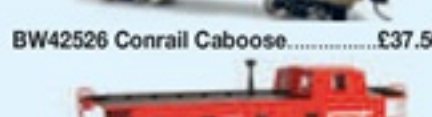
A3028 Pennsy RS3 (DCC Ready)£150.00



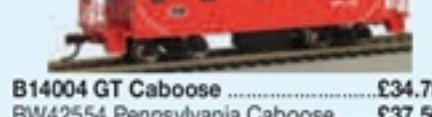
A3554 U30C Union Pacific£155.00



BW42526 Conrail Caboose£37.50



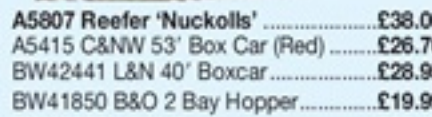
B14004 GT Caboose£34.75



BW42554 Pennsylvania Caboose£37.50



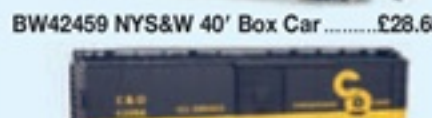
A5807 Reefer 'Nuckolls'£38.00



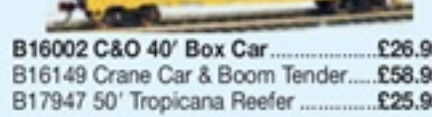
A5415 C&NW 53' Box Car (Red)£26.70



BW42441 L&N 40' Boxcar£28.95



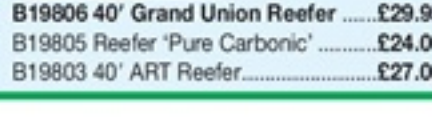
BW41850 B&O 2 Bay Hopper£19.99



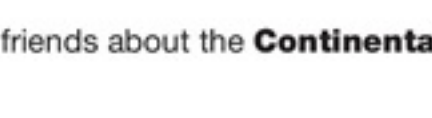
BW42055 H21A Pennsylvania£25.60



BW42459 NYS&W 40' Box Car£28.65



B16002 C&O 40' Box Car£26.95



B16149 Crane Car & Boom Tender£58.95



B17947 50' Tropicana Reefer£25.95

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



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MTH9097 Gate Tower BU£29.70



L612888 Railroad Crossing Kit£49.95



DPM951 Heier Kite Co.£58.40



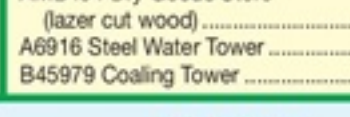
Lattice Footbridge£27.95



B33165 12 Seated People£16.50



B45978 Water Tower£25.70



AMB494 Dry Goods Store (laser cut wood)£46.20



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B45979 Coaling Tower£31.20

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Broadway 6368 Pennsylvania GG1

Single Stripe, Keystone Logo£399.00

Walthers Trainline post & packing £3.99



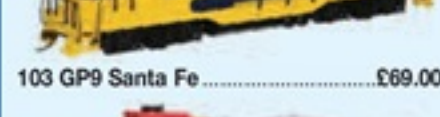
101 GP9 Burlington Northern£69.00



102 GP9 Union Pacific£69.00



103 GP9 Santa Fe£69.00



113 GP9 AT&SF£69.00



456 GP9 Ontario Northland£69.00



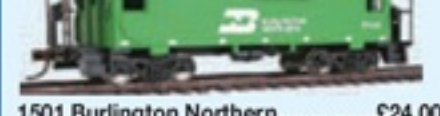
451 GP9 Boston & Maine£69.00



1501 Burlington Northern£24.00



1503 Santa Fe£24.00



1505 CSX£24.00



1520 BNSF£24.00



1756 Union Pacific Track Cleaner£28.75



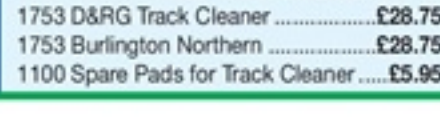
1753 D&RG Track Cleaner£28.75



1753 Burlington Northern£28.75



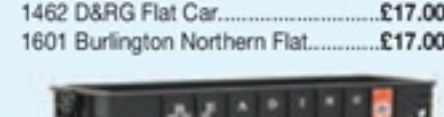
1100 Spare Pads for Track Cleaner£5.95



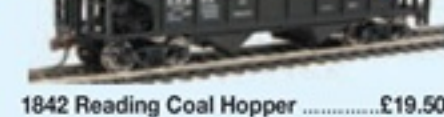
1793 U.P. Firefighting Tank£17.50



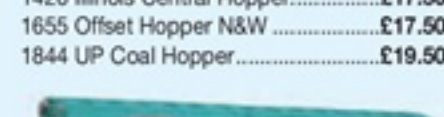
1603 UP Flat£17.00



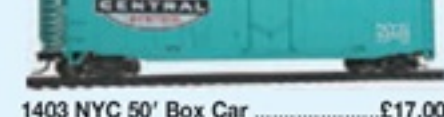
1462 D&RG Flat Car£17.00



1601 Burlington Northern Flat£17.00



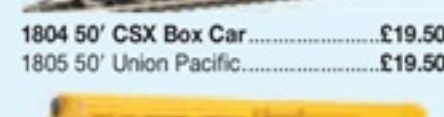
1842 Reading Coal Hopper£19.50



1426 Illinois Central Hopper£17.50



1655 Offset Hopper N&W£17.50



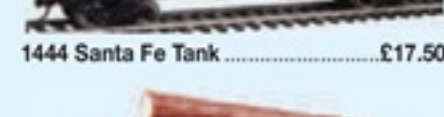
1844 UP Coal Hopper£19.50



1403 NYC 50' Box Car£17.00



1804 50' CSX Box Car£19.50



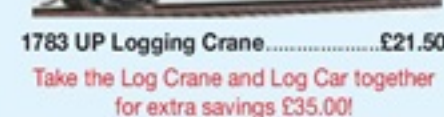
1805 50' Union Pacific£19.50



1680 Union Pacific Stock Car£17.50



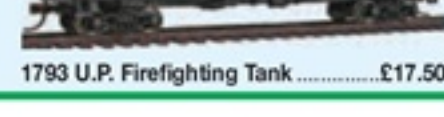
1444 Santa Fe Tank£17.50



1773 UP Log Car£17.50



1783 UP Logging Crane£21.50



1793 U.P. Firefighting Tank£17.50

CONTINENTAL MODELLER

April 2022
Volume 44
Number 4

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RAILWAY MODELLER

For all modelling British railway practice.

Published on the second Thursday
of the preceding month.



Cover

Spanning years of memories –
two generations of railcars –
BR628 and BR648 – alongside
older loco-hauled stock
at Seebruck station.

Photo: Simon Arnold.

2022 new items report

We must confess that we had not expected to miss the Nürnberg Spielwarenmesse for a second year, and indeed the organisers did not formally cancel it until just three weeks before it was due to open, in view of the continuing pandemic situation in Germany, but it had been apparent for some time that most of the major model railway manufacturers had already decided not to participate.

But like last year, most companies decided to release news of their planned products as traditional at this time of year. Released from the deadline of the show, not all had done so by our press date, and others have simply not responded to requests for information. A few have decided to concentrate on catching up rather than announce anything new just now.

Initial impressions are that there is not so much brand new tooling. This is likely to be the result not of a lack of interest or demand – most companies report doing good business during lockdowns – but more reflecting the problems and increased costs of production, distribution, and delivery. Quite a lot is still marked as new which has been held up for these reasons over the past year or two.

This is also evident in that new items announced some time ago are only arriving now, at a time of year when they might not normally be expected. While the usual pattern of sales may be disrupted, we hope demand will not be diminished.

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

Once again several manufacturers offered limited edition models, and in several cases the cut-off date for orders was before press date. This may be fine for dealers, who get sent information directly, and on-line news, but handicaps most print media. It effectively obliges retailers to take a risk, and penalises potential customers who do not have access to the internet or regularly visit their local shop (where there is one).

CM Cup Competition 2021 results

We are pleased to announce that the winner of the CONTINENTAL MODELLER Cup for 2021 is *Die Kleine Rote* by Paul van Westrhenen, Bart Verkruijssen, and Henk Scherpenzeel (Rhätische Bahn HOm, described in March, April, and May), and by a considerable margin.

As last year, everything else was very close! The runner-up was *Cheakamus Canyon* (December) by Scott Fitzgerald, Dave Standen, and Roger Cole. In third place was *Lichtenhain* (June) by Ton Janssen. Fourth position was shared by *Tivoli and Lucette* (August), *Pontempeyrat* (February), and *Singen* (May), closely followed by *Antwerpen Luchtbal* (June) and then another tight group – *Béziers* (September), *Rue des Caves* (October), and *Kalka – Shimla* (in several issues). Honourable mentions also to *Spiez* (November) and *Drei Spurenhof* (July).

Once again, many prototype interests, scales and gauges, and layout styles are represented, and we were pleased that a large proportion of the articles published (the most to date) attracted some support.

Our thanks to all who voted, and for the many positive remarks.

We have said before that railway modelling is a worthwhile, creative, and relaxing hobby rather than a competitive sport, but the votes provide an interesting and useful indication of what has been particularly well received. As previously, several readers commented how hard it was to choose, which reflects well on all those modellers whose work was featured.

We hope the articles this year will provide you with a similar challenge!

CONTINENTAL MODELLER

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Bill Johnston explores a secondary line in the Aude region in southern France and finds a station worth modelling.

208 ZELTWEG RELOCATED

The trials and tribulations of a reconfiguration – Peter Herzl-Smith reveals that since his Austrian HO layout was described in CM he has moved house and had to adapt the shape to suit the new available space.

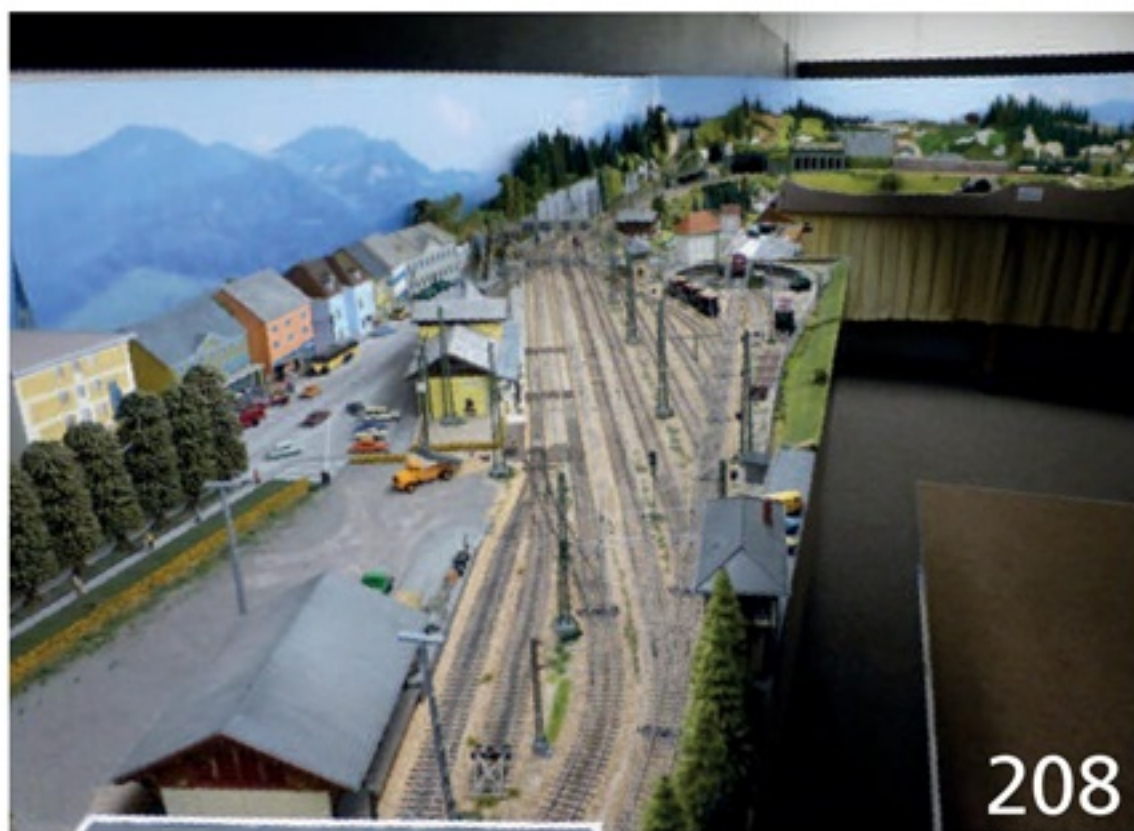
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Granger railroading in the Inland Empire – Antony Quinlan describes his American HO layout, created to capture a sense of place.

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220 MORE LOCOMOTIVES FOR ULVARYD STRAND

Motive power for a Swedish 60cm gauge line – Charles Insley reveals that since his HOe layout was described in CM even more locos have been built.

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A Peruvian mountain railway re-imagined – Bob Whetham introduces his South American HO layout, inspired by his own experiences.

232 NEW PRODUCT ANNOUNCEMENTS

No Nürnberg Spielwarenmesse does not mean no news! The first part of our coverage deals with HO. Next month – N, Z, TT, O, 1, narrow gauge, and G, plus structures and scenics.

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256 NEWS and EXHIBITION DIARY

Märklin / Trix

DRG BR06



Roco

SBB Ae3/6



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

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

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

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

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

A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

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

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

EPOCH III – approximately 1945 to 1968.

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

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

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

Piko

DB E94



FALLER

Hobby Buildings

The Faller Hobby range is not just for beginners. The models are easy-to-build and are perfect for either an entry-level modeller or an expert builder. These kits are a perfect canvas for more experienced modellers to build on. They are fantastic value and some even come with interior lighting!



LIGHTING INCLUDED

FA131523 - HO Scale - **£15.50**
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LIGHTING INCLUDED

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House With Terrace Kit - III



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FA131541 - HO Scale - **£19.50**
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Signal Tower Kit - I



FA131357 - HO Scale - **£10.25**
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Footbridge Kit - II



LIGHTING INCLUDED

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House Kit - III



LIGHTING INCLUDED

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FA232560 - N Scale - **£12.25**
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Gas Station Kit - III



LIGHTING INCLUDED

FA232561 - N Scale - **£12.25**
Auto Workshop Kit - III



LIGHTING INCLUDED

FA232572 - N Scale - **£15.50**
Garden Centre Kit - III

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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 E&OE.

'Tradition and Passion' is the long-standing motto of Fleischmann, whose model train products are well known for their high performance, as well as their visual and mechanical excellence. All of their models are durable yet detailed.

Fleischmann is a full product range with locomotives, rolling stock, control equipment, and track available in one system, with optional innovative DCC technology and accessories such as point control and signalling.

There are Starter Sets available to get you going, whether you choose to run DCC or DC control. The PROFI track system is pre-ballasted which makes laying your track quicker and easier.



NEW 2022



FM25171 - N Scale - Epoch II - DCC Sound Fitted - £365.00
DWM D311.01 Double Diesel Locomotive

NEW 2022



FM725170 - N Scale - Epoch IV - DCC Sound Fitted - £365.00
DB BR288 002-9 Double Diesel Locomotive

NEW 2022



FM739312 - N Scale - Epoch VI - £185.00
CD Regiojet 193 206-0 Electric Locomotive



FM714407 - N Scale - Epoch III - £300.00
SNCF 150X Steam Locomotive

NEW 2022



FM709905 - N Scale - Epoch I - £195.00
KBayStsb GtL 4/4 Steam Locomotive



FM736677 - N Scale - Epoch V - DCC Sound Fitted - £270.00
OBB Rh1044 Electric Locomotive

NEW 2022



FM781210 - N Scale - Epoch I - £330.00
KPEV G8.2 Steam Freight Train Pack

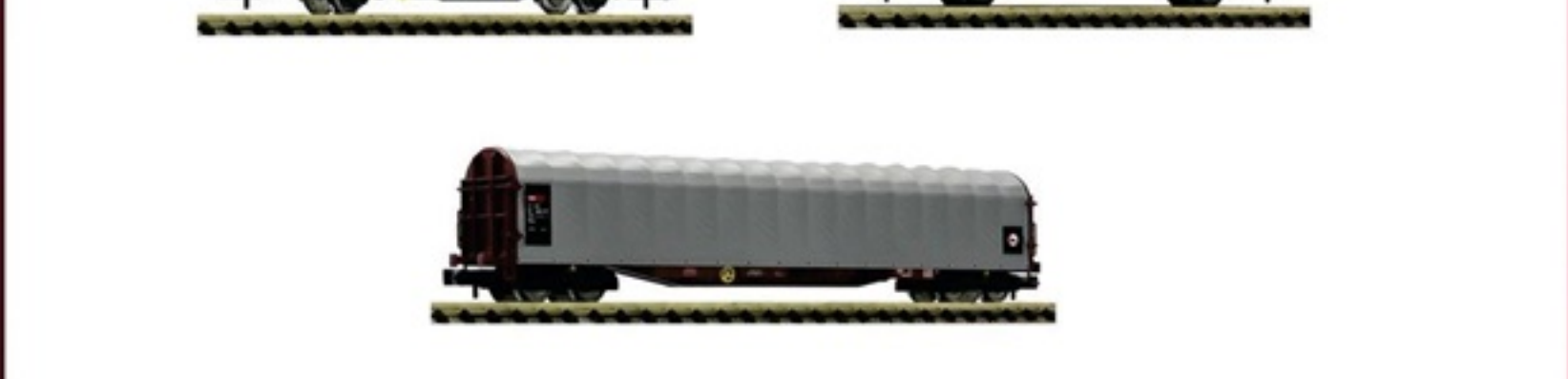
NEW 2022



FM931903 - N Scale - Epoch V - DCC Sound Fitted - £399.95
SBB Re203 Diesel Freight Starter Set



FM931899 - N Scale - Epoch IV - DCC Fitted - £319.95
DB BR212 Diesel Freight Starter Set



Big in Detail and Technology

Roco

Roco have always produced a large range of HO Scale German Railway locomotives and rolling stock, harnessing technologies such as DCC Sound and even locomotives with cameras! In recent years, their range has expanded dramatically and now includes locomotives from across Europe and around the world.

The HOe range is also growing in both size and popularity, with Narrow Gauge layouts being built on their own as well as part of existing HO layouts, as they are the same scale. A starter set is the ideal place to begin, with extra track also available to extend your Narrow Gauge line.

HO and HOe track systems are available with accessories to match, including the well known Rocoline range.



NEW 2022

RC70060 - HO Scale - Epoch IV - £220.00
DB BR160 Electric Locomotive



NEW 2022

RC73040 - HO Scale - Epoch II - £325.00
DRG BR44 Steam Locomotive



NEW 2022

RC71220 - HO Scale - Epoch IV - DCC Sound Fitted - £330.00
DR BR230 Electric Locomotive



NEW 2022

RC76028 - HO Scale - Epoch VI - £93.00
Set of 2 GATX Zacns Bogie Tank Wagon Set



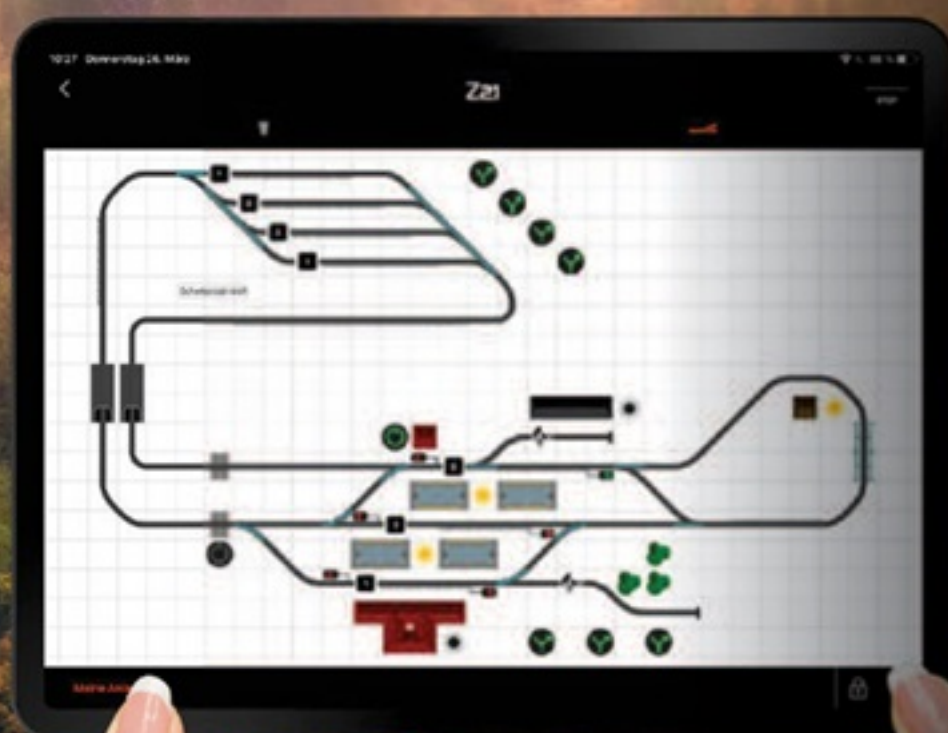
NEW 2022

RC77387 - HO Scale - Epoch VI - £98.00
Wascosa Sdggmrs738/T3000e Blue Water Dbl Pocket Wagon



NEW 2022

RC51339 - HO Scale - Epoch IV - ~AC Sound Fitted - £624.95
SBB De4/4 Electric Passenger Starter Set



The Z21 digital system is an innovative way of controlling your layout. Utilising any Apple or Android phone/tablet, you can control trains and accessories on your layout using the Z21 app.

It can be programmed to change locomotive speed and points at the touch of a button, and as it is a free app, anyone can join in as long as they have a supported device!

Find out more with the FREE Z21 Leaflet; RC83049, available through all Roco Z21 stockists.

Z21
Digital System



RC10833 - £235.00
Z21 'Start' Digital Set



RC10820 - £445.00
Z21 Digital Set



RC10834 - £510.00
Z21 'Profi' Digital Set

The range also includes everything you need to control your layout, from detector modules to reverse loop modules and additional handsets for wireless control without the need for another smart device. Not only that, the system is NMRA compliant so will operate any existing decoders and accessories too. For those of you with very large layouts, there is also a range of power booster units available too.

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N and HO Scale Continental Specialists

TRIX



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, rolling stock, and track is available.



M25191 - Epoch VI - DCC Sound Fitted - £360.00
OBG Rh1293 Vectron Electric Locomotive



M25192 - Epoch VI - DCC Sound Fitted - £360.00
SBB Cargo BR193 524 Electric Locomotive



M22691 - Epoch VI - DCC Sound Fitted - £440.00
HGK Class 66 Diesel Locomotive



M22298 - Epoch VI - DCC Sound Fitted - £290.00
CD Rh380 001 Diesel Locomotive



M22989 - Epoch VI - DCC Sound Fitted - £490.00
DB BR44 Steam Locomotive



M25097 - Epoch IV - DCC Sound Fitted - £445.00
DR BR95.0 Steam Locomotive

Minitrix produce an extensive range of N Scale European locomotives and rolling stock, from the steam age to the modern era. A track system is also available.

MINITRIX



M16087 - Epoch VI - DCC Sound Fitted - £345.00
DBAG BR101 DB Museum Nurnberg Electric Loco



M16100 - Epoch IV - DCC Sound Fitted - £265.00
DB BR112 269-6 Electric Locomotive



M16276 - Epoch III - DCC Sound Fitted - £280.00
DB V169 Diesel Locomotive



M16211 - Epoch VI - DCC Sound Fitted - £280.00
DB BR210 004-8 Diesel Locomotive



M16184 - Epoch III - DCC Sound Fitted - £435.00
DB BR18 495 Steam Locomotive



M16442 - Epoch III - DCC Sound Fitted - £445.00
SNCF 150X Steam Locomotive

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marklin



Marklin are one of the oldest model railway companies in the world. They have over a century of expertise, and currently produce models in Z, HO, and Gauge 1.



MN55160 - Gauge 1 - 1:32 Scale
Epoch VI - DCC-Sound - £3,590.00
BAM S 2/6 Steam Locomotive



MN55081 - Gauge 1 - 1:32 Scale
Epoch III - DCC-Sound - £4,775.00
DR BR08 1001 Steam Locomotive



MN55324 - Gauge 1 - 1:32 Scale
Epoch V - DCC-Sound - £3,125.00
SERFER V320 Diesel Locomotive



MN39744 - HO - 1:87 Scale
Epoch III - ~AC-Sound - £500.00
SNCF 150 X192 Steam Locomotive



MN39539 - HO - 1:87 Scale
Epoch III - ~AC-Sound - £450.00
SNCB 81 Steam Locomotive



MN39720 - HO - 1:87 Scale
Epoch V - ~AC-Sound - £400.00
NS 1707 Electric Locomotive



MN88745 - Z - 1:220 Scale
Epoch III - £230.00
OBB RH64 Steam Locomotive



MN81306 - Z - 1:220 Scale
Epoch IV - £360.00
DB BR218 Deutsche Weinstrasse Train Pack



MN88237 - Z - 1:220 Scale
Epoch VI - £260.00
PKP Cargo EU-46 Vectron Electric Locomotive



Marklin Central Station 3

MN60226 - Marklin Digital Central Station 3 - £645.00

This controller is the newest in a line of successful advanced digital controllers. The CS3 is an innovative digital controller, able to control every aspect of your digital railway. It has a high resolution touch-screen display, and many possibilities for networking and expansion. There are two locomotive controllers built-in and a central track diagram that allows simple, easy control of locomotives and layout accessories.

Also Available:

MN60216 - Marklin Digital Central Station 3 Plus - £795.00

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From vampires to white carriages and a glass slipper, why not bring some folklore to your layouts. You could easily add these figures to a layout, or create a scene around them with the buildings to. The sky is the limit and the only thing stopping you is imagination



N15803 - HO Scale - £17.25
Snow White & The Seven Dwarfs



N15745 - HO Scale - £14.00
Forest Animals



N15807 - HO Scale - £13.00
Cinderella, Stepmother, Sisters and Prince



N16706 - HO Scale - £17.25
Horses and Carriage with Footman



N15806 - HO Scale - £15.25
The Bremen Town Musicians & Robbers



N15805 - HO Scale - £13.00
Red Riding Hood, Hunter, Wolf and Granny



N15804 - HO Scale - £12.00
Hansel, Gretel, Witch and Birds



N15801 - HO Scale - £13.00
Vampires and Vampire Hunter



N65606 - HO Scale - £39.00
Forest Lodge Scenery Set



N58609 - Multi Scale - 5cm - £38.50
Castle Ruin 15.5 x 10 x 12cm



N65617 - HO Scale - £50.00 - Hiking Trip To The Witch's House Scenery Set
This set is perfect to accompany the Fairy Tale figures, but can be used without them as it comes with Hikers, Bench, Sign Posts and Scenic Materials too.



N25232 - HO Scale - £11.50
4x Fir Trees 8 - 12cm



N13219 - HO Scale - £13.50
Pumpkin Patch

Are We Out Of The Woods Yet?

Edge your layouts and create somewhere for your wildlife to live in some nice spring time woods.



N25090 - Multi Scale - £26.00 - 7x Green Fruit Trees, Approx 8cm



N25092 - Multi Scale - £26.00 - 7x Blooming Fruit Trees, Approx 8cm



N25096 - Multi Scale - £26.00 - 7x Birch Trees, Approx 10cm



N25098 - Multi Scale - £26.00 - 7x Poplar Trees, Approx 12cm



N25088 - Multi Scale - £26.00 - 7x Deciduous Trees, Approx 8cm



N24600 - Multi Scale - £23.75 - 8x Mixed Deciduous Trees, Approx 10 - 14cm

BRAWA

A PASSION FOR DETAIL

www.brawa.de



HO GAUGE



70040/42/43 – BR 44 Heavy Freight Ep3



44732/34/35 – VT 723 Rail Car



41470/72 – V300 Diesel DR Ep4



70012/14/15 – S 2/6 Steam loco Ep1



49423 – Belgian Parcels Van Ep3



43828/30/31 – BR 187 Traxx Loco Ep6



50677 – Fads Ore Wagon Rake

N GAUGE



63112/13 – BR 145 Electric Loco DB Ep3



67872 BLS 2 Axle Van Ep3



61042/43 DB 233 Diesel "BahnBau" Gruppe Ep6



65074 – Bmhe Mitropa Dining Coach Ep4



65148 – DR Centre Door Coach Ep4

A passion for Detail

Mount Tabor Models

E-mail: mount.tabor@btopenworld.com

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37151 Container wagon BT30 DB Ep3	£75.00
37153 Container wagon BTrhs30 DB Ep3	£75.00
37154 Container wagon BTs30 DB Ep3	£75.00
37159 Container wagon BTs30 Schwarzkopf DB	£75.00
37162 Container wagon BTs30 open container DB	£75.00

HO LOCOS

1802 90 year Rheingold train Br01 + 6 coaches Ep2 DC	£689.00
2009 Br212 diesel loco + four "Silberlinge" Ep 4 Digital +	£850.00
40578 Br98.10 tank engine Analogue basic green Ep2	£225.00
40640 Rh 780 nr 78 of the WLE black livery Ep2 DC	£220.00
140722 OBB G7.1 freight loco black DCC sound Ep3	£385.00
40782 OBB reihe 178 steam tank DCC sound Ep3	£315.00
40800 KPeV G10 freight loco green Analogue Ep1	£310.00
40862 HO Prussian G10 green livery DCC digital extra Ep1	£525.00
40870 Br57.10 Freight loco DCC digital extra Ep2	£525.00
41624 SNCF Diesel 030 DB-9 green livery analogue Ep3	£165.00
41628 SNCF Br 231 Diesel green livery analogue Ep3	£165.00
42788 Voith BB10 Diesel blue analogue basic	£200.00
43132 DR E11 002 electric green DCC sound Ep3	£335.00
42830 Sersa Am847 Diesel DCC sound	£290.00
43202 BrE 75 rod drive electric Sound/functions Ep2 DRG	£350.00
43400 BrE 44 007 DRG electric grey Ep2 analogue	£260.00
43402 BrE 44 007 DRG electric grey Ep2 Digital extra	£360.00
43912 BrE 185.2 Traxx loco "LTE" green/silver DC Ep6	£195.50
43984 TRAXX Electric Br484 SBB Cargo red/blue Ep6	£170.00
44088 DB/SVG Et 65 2 car preserved railcar analogue red, Ep5	£300.00
44208 VT45.5 Diesel railcar + VB50 trailer DB DC Ep3	£200.00
44720 Diesel railcar BR VT 60.5 + trailer BR VS 145 DB Ep3	£345.00

HO COACHES

45212 DRG D-Zug bogie coach 3rd Ep2	£50.00
45213 DRG D-Zug bogie coach 1st Ep2	£50.00
45214 DRG D-Zug bogie coach 3rd Ep2	£50.00
45404 Gepackwagon Pw4u DRG Ep2	£50.00
45410 Pw4u Rheingold baggage coach purple Ep2	£57.00
45604 DRG 2 axle Compartment Coach 4th green Ep2	£45.00
45609 2 axle clerestory coach Bi of WEG red/cream Ep3	£48.00
45632 2 axle planked coach type Cu of the BBO brown Ep2	£50.00
45633 Rake 3, 2 axle local BBO wooden coaches Ep2	£140.00
45637 +Bu/BPwu Lokalbahn Lambach-Haag 3 coaches Ep3	£140.00
45808 Standard local 2 axle coach Cid 24 der DRG Ep2	£44.50
45815 OBB 2 axle branchline coach Ep3	£32.00
46013 Centre door bogie coach turquoise/cream Ep5	£42.00
46014 Centre door bogie coach turquoise/cream Ep5	£42.00
46015 Centre door bogie coach turquoise/cream Ep5	£42.00
46150 DRG bogie express coach BC4i-37 Ep2 green	£53.00
46151 DRG bogie express coach C4i-36 Ep2 green	£53.00
46251 MPw4yie-50 bogie baggage coach DB Ep3	£62.00
46419 DB Bogie coach WRue 151 dining coach red Ep4	£59.00
46524 DB bogie silberling coach ABn 703 silver Ep4	£65.00
46525 DB bogie silberling coach Bn 719 silver Ep4	£65.00
46526 DB bogie silberling coach Bn 719 silver Ep4	£65.00
46527 DB silberling control coach BDnf 738 silver Ep4	£95.00

46528 DBAG bogie silberling ABnrz 403 mint/white Ep5	£65.00
46529 DBAG bogie silberling Bnr 436 mint/white Ep5	£65.00
46530 DBAG bogie silberling Bnrz 436 mint/white Ep5	£65.00
46531 DBAG control coach Bnrdfz 463 mint/white Ep5	£95.00
46457 Centre door bogie coach Abn 417.4 DB AG Ep5 red	£79.00
46558 Centre door bogie coach Bnrz DBAG Ep5 red	£79.00
46559 Centre door bogie coach Bn 440 DBAG Ep5 red	£79.00
46560 Control coach Bnrdfz 740.2 DB AG Ep5 red	£108.00

HO WAGONS

47117 DB bogie stake wagon RMMS 663 + vw body	£37.00
47200 bogie Schienenwagen SSla DRG Ep2	£28.00
47232 SNCF bogie stake wagon Rrywv, brake, Ep3	£39.50
47233 DB 4 axle Flat wagon SSIma 44 + wheel load	£45.00
47286 DR 2 axle van Gos [1400] "Lacufa" Grey Ep4	£32.50
47417 DR 4 axle tanker ZZ Kombinat Schwedt grey Ep4	£29.00
47716 DRG 2 axle 3 barrel latrine wagon Ep2	£40.50
47717 K.Sächs.St.EB 3 barrel latrine wagon Ep1	£40.00
47722 Set 3 KWstsB Latrinen wagons Ep1	£100.00
47815 "Ramsier" 2 axle SBB tanker Ep3	£50.00
47819 SBB K2 van brown with brake Ep3	£31.00
47829 SBB 2 axle van K2 2 axle van Movenpick white	£29.00
47839 SBB type K2 2 axle tanker "Movenpick" Ep2	£52.00
47840 2 axle van "Berentzen" DRG Ep2	£52.00
47906 Well wagon with container DB Ep3	£58.00
47910 Bogie well wagon + AEG container KPEV Ep1	£65.00
47929 Gms 30 2 axle van "Movenpick" white DB Ep3	£30.00
47955 DR 2 axle van type Hkms brown Ep4	£30.00
48022 "Pez" 2 axle Hannover van yellow DRG	£32.00
48032 Bavarian 2 axle G type van green Ep1	£49.50
48034 Bavarian 2 axle van "Tuchersche Brauerei" Ep1	£49.50
48217 Set 3 K3 SBB red cross brown vans Ep2	£82.00
48255 BBO 2 axle G10 van "Wein Wagon" Ep2	£31.50
48265 Mecklenberg G 10 2 axle refrigerated van Ep1	£32.00
48285 2 axle van G10 "Kaldewei" blue DB Ep3	£32.50
48321 SBB 2 axle UIC Standard 1 "Bell" Ep4	£28.50
48417 Om21 open wagon DB Ep3	£18.00
48420 2 axle wooden open Omu DR Ep3	£24.90
48504 DB AG set of 3, 4 axle open wagons Eaos red Ep6	£92.00
48542 DR 6 axle tanker c/w brake grey Ep4	£28.00
48629 2 axle open wagon Omm 52 + tyre load DB Ep3	£42.50
48699 2 axle van "Goggo Motorroller" DB Ep3	£30.50
48708 GI 2 axle brown van CSD Ep3	£30.50
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48723 SNCF 2 axle brown van type Hbcs Ep4	£30.00
48724 OBB 2 axle Hbcs-w van "Alma Kase" Ep4	£35.00
48735 DB 2 axle flat wagon Kklm 433 + cable load Ep3	£32.00
48744 DB 2 axle van Glr 22 "Magirus Deutz" Ep3	£34.00
48826 DRG 2 axle Oppeln brown van Ep2	£30.00
48828 DB Oppeln Glms brown van Ep4	£30.00
48831 Oppeln OBB 2 axle brown van Ep3	£30.00
48839 NS 2 axle van Gms 30 grey Ep3	£30.00
48864 "OMV" 4 axle Tanker OBB	£24.50
48947 Bogie tanker type ZZ Nikolaus spielwaren Ep3	£31.50
48951 3, Hbis297 + Hbis299 sliding wall vans DB Ep4	£89.00
48962 Sliding wall van Hbis 299 "Veissmann" Ep5 red	£36.50
48965 DB AG Sliding Wall van Hbis299 Ep6	£36.50
48968 DB 2 axle Sliding roof van Tbis869 Degussa Ep4	£36.50
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49014 2 axle biervan "Duckstein" white DB Ep3	£32.00
49019 2 axle van Zipfer export BBO cream livery Ep3	£32.00
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49031 DB 2 axle G10 van "Nivea Creme" yellow Ep3	£36.00
49034 DB 2 axle tanker Danzas yellow Ep3	£32.00

48036 DRG 2 axle van "MAN" grey livery Ep2	£49.50
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49039 DB 2 axle G10 van "Sion Kolsch" Ep3	£32.00
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49042 2 axle G10 van "Schlosser Alt" beer white DB Ep3	£32.00
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49046 DR 2 axle Bier van G10 Radeberger Ep4	£38.00
49047 DR 2 axle Bier van G10 Ur-Krostitzer Ep4	£36.00
49051 DR 2 axle van G10 "Spee" Ep4	£28.00
49052 DR 2 axle van G10, "IMI" white, Ep4	£28.00
49053 DR 2 axle G10 van "ATA" Ep4	£29.00
49773 DB 2 axle G10 van "MAN" grey Ep3	£32.00
49060 G10 2 axle van "Heineken" OBB Ep3	£31.00
49086 Beer van "Schulltheiss beer" DB Ep3	£33.00
49087 G10 "Feldschlossen" 2 axle van DR Ep4	£29.00
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49312 DB 2 axle acid carboy wagon Ep3	£38.00
49356 2 axle flat wagon Xr 35 DB Ep3	£36.50
49537 OBB 2 axle TDS hopper "Austria Glas" Ep6	£48.50
49788 K.B.sts.B. 2 axle van brown livery Ep1	£32.50
49789K.P.E.V. 2 axle van type Gm brown Ep1	£36.50
49794 L.G.V 2 axle G type van "Teisnacher Papierfabrik" Ep1	£38.00
49796 DRG 2 axle van Gkh "Seefische" white Ep2	£37.00
49801 kkStB 2 axle van "Brauhaus Pilsen" white Ep1	£36.50
49821 DRG 2 axle van brown livery Ep2	£38.65
50300 DB 4 axle silo wagon KKds 55 grey Ep3	£56.00
50301 DB 4 axle silo wagon KKds 55 grey Ep3	£56.00
50302 DB 4 axle silo wagon Uacs 946 grey Ep4	£56.00
50303 DB 4 axle silo wagon Uacs 946 grey Ep4	£56.00

N GAUGE LOCOS

63012 Lokoop Ae 476 "Stoos" red livery Ep6	£90.00
63014 Ae 476 Classic Rail red loco Ep6	£90.00

N COACHES

65067 DR Halberstad bogie coach type Bghw green Ep4	£48.50
65068 DR Halberstad bogie coach type Bghw green Ep4	£48.50
65069 DR Halberstad bogie coach type Bghw green Ep4	£48.50
65138 DR Long Halberstad bogie coach Bmh green Ep4	£46.00
65139 DR Long Halberstad coach Bmhe green/white Ep4	£46.00
65221 SBB commuter EW II Bogie coach 1/2nd	£30.00

N GOODS WAGONS

67050 DB "Rheinpreussen" 4 axle tanker Ep3	£25.00
67056 DB "Albizol" bogie tanker Ep3	£25.00
67075 4 axle tanker "ARAL" grey DRG Ep2	£20.00
67110 UIC 2 axle van Transthermos Kühlverkehr DB Ep4	£22.00
67111 UIC Standard 1 Bell SBB Ep4	£22.00
67222 2 axle Gmhs 35 van brown DB Ep3	£25.00
67230 Bogie neubaukessel wagen grey DR Ep4	£25.00
67237 DR bogie new type tanker "Minol" grey Ep4	£25.00
67325 DRG 2 axle van "Borsig Lokomotivwerke" brown	£35.00
67325 GMHS 35 "O&K" 2 axle van green DB Ep3	£35.00
67415 G10 2 axle van "Palmer's Strumpf" OBB Ep3	£20.00
67463 2 axle G type van "Schwarzer Friese" Ep4	£25.00
67467 2 axle Gtype van "Hohenzollern" DRG Ep2	£25.00
67469 G10 "Krupp" 2 axle van brown DB Ep3	£25.00
67440 KPeV Gm 2 axle van Gm brown Ep1	£27.50
67449 2 axle G type van "Carl Zeiss Jena" DRG Ep2	£28.00
67454 DRG 2 axle van c/w brake, brown Ep2	£30.00
67455 KPeV Gm 2 axle van brown brake cab Ep1	£30.00
67485 2 axle G type van Ritter Sport DRG Ep2	£28.00

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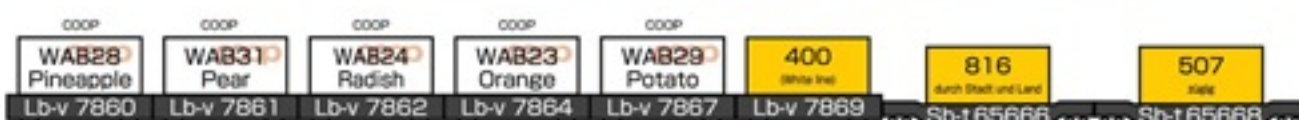


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Lb-v 7874

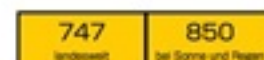
#8201 RhB Freight Car Lb-v 7874, 2-axle

Sb-t 65658

#8202 RhB Freight Car Sb-t 65658, 4-axle

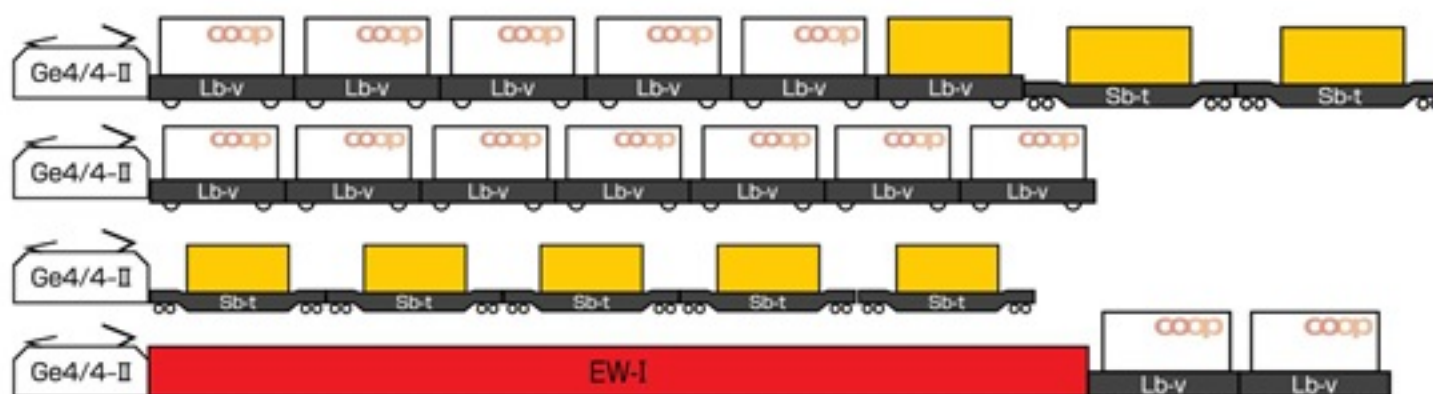


#23-590A RhB Container Coop
Strawberry & Lettuce, 2 pieces

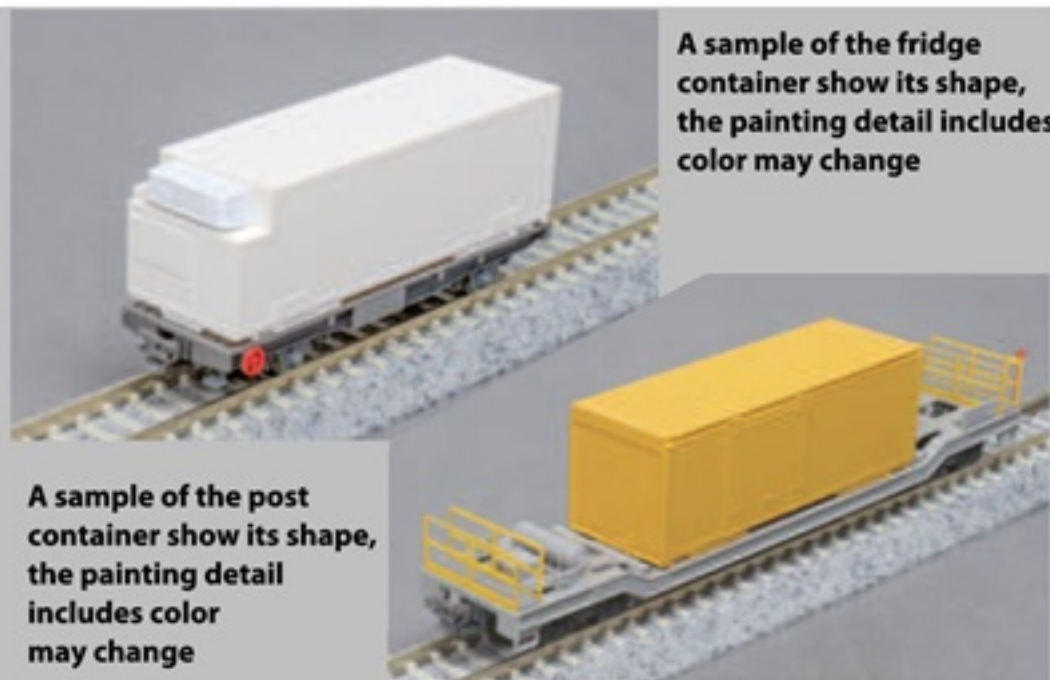


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A sample of the fridge
container show its shape,
the painting detail includes
color may change

A sample of the post
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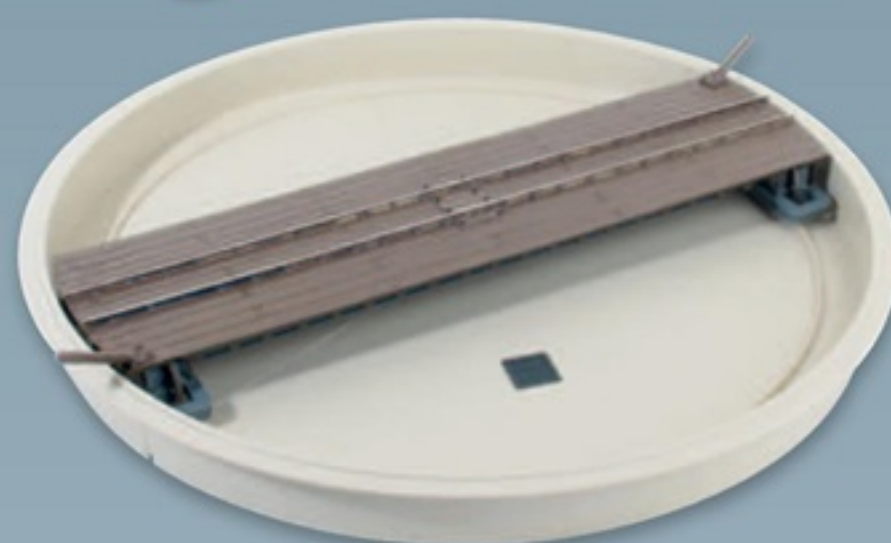
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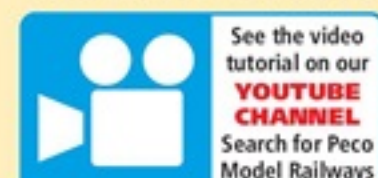
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John Hills replays fifty years of railway memories gathered in Germany.

Photographs by Simon Arnold.

Seebruck & Zindelstein

Nostalgia in model form

I have been fortunate enough to have enjoyed travel by train around Germany for many years and, of course, over that time many models have been added to my collection and run on the various layouts which I have built.

My latest layout (set out around the walls of the garage, with duck-under at each end) is the result of the long period of the Covid lockdown enabling me to rediscover my collection of locos and rolling stock which had all been living in their boxes in various old chests of drawers under the layout.

Large sections of the layout are remnants of several previous projects, saved in the "One day, this will come in handy" storage method, no doubt recognised by many modellers!

Below

The steam shed at Seebruck, retained for special services, hosts a BR41 2-8-2, a BR03 Pacific, and a BR78 4-6-4T.





Above
Harking back to the 1930s, a BR39 2-8-2 and a streamlined BR05 4-8-4 wait for clearance alongside two generations of modern diesel railcars, a BR628/928 twin set and a BR648 articulated unit.



More or less unplanned, each stage simply evolved as pieces fitted together – and, like Topsy, it just grew.

Dictated by my collection of models, representing several decades of the later epochs of Deutsche Bundesbahn from the 1970s through to the present day, I wanted to create a suitable theme – in this case, there had to be a plausible excuse why the grand old black and red hissing monsters of steam engines and their ancient rolling stock could appear alongside modern bright traffic red DBAG railcars and locos.

Throughout the 1970s, 80s, and 90s, the wine red and ivory liveried carriages of the first class InterCity services and their more modest blue/beige second class brothers – proudly bearing express names – were more usually hauled by the ubiquitous class 103 electrics.

My collection reflected all of these periods, as well as some old Deutsche Reichsbahn green coaches from an era long forgotten.

A visit enjoyed long ago to the Deutsche Dampflokmuseum in Neuenmarkt-Wirsberg (Bavaria) inspired the theme for my layout.

Here, in this large through station on the main route from Nürnberg to Hof (once the border station between west and east Germany) is reached by modern rail traffic, but the old roundhouse and sector turntable house a preserved collection of the once mighty steam motive power. This was once the home of several banking locos used to assist main line trains up the steep slope of the *Schiefe Ebene*, a steep gradient to be overcome when hauling long rakes of coaches.

Hence, my model main station, with its mundane suburban traffic, is also served by a small steam loco depot brought to life as a museum taken under the wing of the Nürnberg Transport Museum.

The story unfolds with the railway setting located in Bavaria at its northern border of Saxony. This enables me to also use some narrow gauge track and trains as Saxony was the largest German state to lay and operate many narrow gauge lines, but more of that later.



Left
Taxi rank and tram stop
by the station at Seebruck.

Right
Passengers waiting for
regular trains take time
to admire the BR41.

Central to the story, the main through station serving the small town has six low level platforms, which run under the station building and town square, where traffic in the one way street also includes buses and trams.

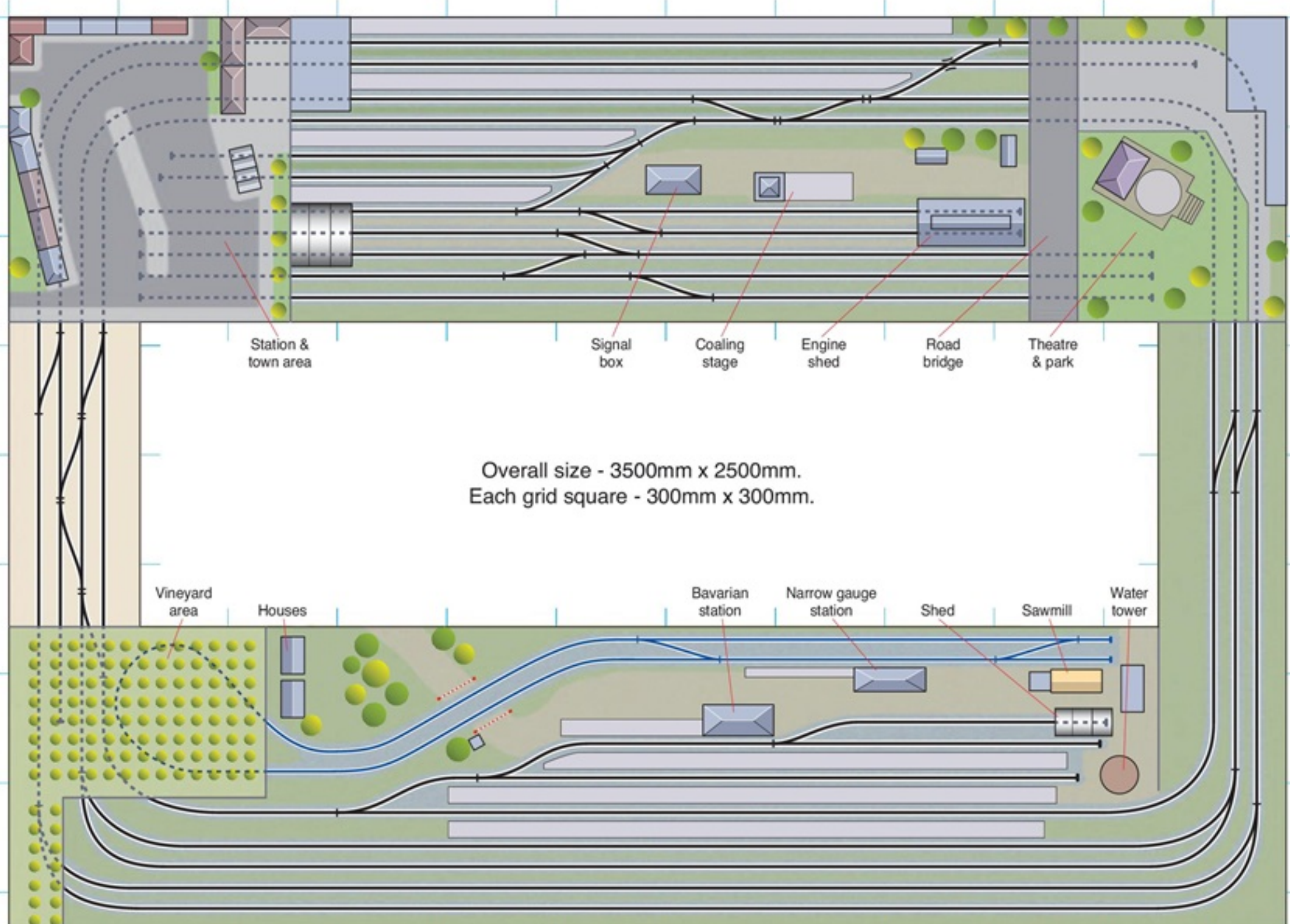
Underground services for suburban traffic use tracks set apart from the main lines. Within the station, tracks 1, 2, and 3 are equipped with overhead catenary (from Viessmann).

Masts are still to be erected around the remainder of the layout – as finances allow.

Platforms 1 and 2 are designated main line, long distance, InterCity express routes, while the centre tracks 3 and 4 are used mainly for local diesel-hauled push/pull services and railcars. These days, tracks 5 and 6 are mainly utilised as carriage sidings.

Below
A rather busy time at
Seebruck Hauptbahnhof.







The adjacent steam depot is the remains of the old DRG/DB yard housing and servicing banking locos. Since the demise of regular steam, the small shed and coaling stage has been enthusiastically maintained by volunteers to give a home to some of the collection of steam engines from the Nürnberg museum and a few wealthy private owners.

The shed is home to a BR41 2-8-2, an older BR39 2-8-2, and a BR03 light Pacific, plus a sprightly BR78 4-6-4T. One occasional impressive visitor is the classic dark red streamlined BR05 4-8-4 from the Reichsbahn history books of the 1930s, which usually arrives hauling the restored purple & cream luxury coaches of the *Rheingold* express.

A tiny red O&K diesel moves the locos around the yard when they are not in steam.

Various diesel-hauled freight trains rumble by on a regular basis, just occasionally having to divert through the main town station when a diversion is in place for track maintenance.

This stable of steam permits a few scheduled days of running heritage specials in addition to the normal timetable. Steam specials usually depart from platform 3 or 4, where locos can easily be interchanged on the rake of coaches

using Kadee couplings. These are a great boon which I have only recently discovered, making uncoupling easy using the track mounted central magnetic uncouplers. When pulling, under tension the couplings remain linked, but push back gently over the magnets and they spring apart. This dispenses with the need for an electric uncoupler in the track.

Layout control is all digital using hand-held Roco Multimaus controllers, so adding the enjoyment of steam sounds, whistles, and station announcements, accompanied by an orchestra of throaty diesels and their horns. There is even the sound of a barrel organ entertaining the spectators enjoying a lazy Sunday afternoon in the Stadtpark bandstand in the grounds of the Schauspielhaus theatre – with an essential on/off switch!

The theatre building, made from scraps of wood, represents a modern 1960s construction built on the site of the old medieval castle, which was demolished by bombing during the Second World War. Only the original gatehouse tower still exists, and today the forecourt is playing host to a car show sponsored by the model car company Herpa from Dietenhofen.

Above

The steam shed is a branch of the DB Museum.

Right

A small O&K industrial diesel is used to move cold locos around the site.

Below left

Musical entertainment for visitors to the Stadtpark.

Below

The theatre forecourt is hosting a car show.





Below
Overhead maintenance tower
railcar, 628/928 diesel set,
and 141-hauled express
passing on the main lines
under the theatre and park
on one duck-under section.

Most of the buildings are from kits, old survivors from previous layouts with suitable additions or alterations. Some more have been purchased and added where appropriate as the layout progressed.

I have always taken great pleasure in weathering the buildings using acrylic paints to remove the plastic pristine sheen.

The backscenes which give that essential optical illusion of depth were painted also using acrylic paints, with a bit of skill learned from the old *Joy of Painting* television programmes presented by Bob Ross which resurfaced during lockdown, and seemed to me to be ideal techniques for a certain style of backdrop.





along the line in a delightful Waggonfabrik Dessau four-wheel railcar (on loan from the Harz)(a Tillig model) whilst freight operations are handled by a collection of Minitrains locos and wagons.

Just a few years later, not to be outdone, the Royal Bavarian State Railways then decided that the area had become important enough to warrant a standard gauge, branch line connection to the neighbouring towns and built another, more imposing, station just across the yard from the Saxon original. This was not uncommon in the early days of railway construction where jealous individual states had their own rolling stock which would not be allowed to run on the opposition's tracks, meaning that freight needed to be manually transferred from one wagon to the other.

We should not forget that Germany did not exist as one country until 1871 – until then it was a collection of individual states, still known as *Länder* within the German republic.

The village is still served by DBAG diesel railcars using the bay platform to handle local commuter traffic, whilst the parallel sidings are utilised by modern freight trains as holding loops.

This historical geographical arrangement proved to be an advantage for our modern-day story of country folk. Another group of railway enthusiasts was able to gain permission from DBAG to use the old Bavarian station sidings to accommodate their collection of renovated original green Bavarian coaches, together with their one and only restored steam loco, a tiny green liveried Bavarian class D VI 0-4-0 tank engine named *Nürnberg*. There is an inspection pit, water and coaling facilities and a modern corrugated iron shed to house it, along with the "saviour of the branch line" DB VT98 railbus. These are allowed out to run on the branch line on high days and holidays, when no commuter traffic is running.

Operating the layout from within a central island, the busy urban town scene and engine shed is contrasted on the opposite side of the garage by a much more rural scene.

Here the local village of Zindelstein was first given a narrow gauge rail connection by the Saxon state railways. The original narrow gauge line was built to serve the forestry industry, with a small sawmill at the end of the line, just beyond the small station building. Passengers are carried

Above
The narrow gauge railcar approaches the station.

Below left
A small narrow gauge diesel shunts open wagons over the level crossing.

Below
The narrow gauge and branch line stations at Zindelstein.





You will not be surprised to hear that constant discussions between the local authority and the railway authorities over the years mean that, thankfully, the original water tower to feed the small depot has never been demolished, remaining a local landmark.

Rural life around the isolated station is dominated by the vineyards on the hillsides around the village. The largest vineyard lies very close to the station, just behind the two houses where the two brothers who own the field of grapes live. One of the brothers has even put up an old cartwheel on top of the chimney for the storks to nest – typical of southern Germany and Austria.

The vineyard, which took a few afternoons to make, was built using a base of styrofoam from old packaging, covered in a grass mat, with lines of earth scatter material glued in position. Small nails were then pushed into the foam at measured intervals in straight lines and cotton strung along the length. The individual vines were then stuck around each nail using Heki foliage material. Time consuming, but a rewarding result. The grapes are being gathered by a group of Preiser peasants.

Scenic materials and structure kits came from Faller, Vollmer, Kibri, Auhagen, and Heki.

The road vehicles are by Herpa, Wiking, and Brekina, while the figures are Preiser and Noch.

The locomotives and rolling stock are from Fleischmann, Roco, Trix, and Brawa, plus Minitrains and Tillig on the narrow gauge.



Conclusion

Learning from operations as time progressed has inevitably required several track alterations, mainly to improve station access for additional locos and rolling stock, particularly having discovered the extra operating opportunities provided by using Kadee couplings.

This story of nostalgia reproduced in model form is the result of the wonderful opportunities that I have been able to experience whilst travelling to and around Germany for most of my life – a large part of it professionally involved in the model railway industry – and the many friends who have contributed to the collection of fond memories for which I am extremely grateful.

I am looking forward to the days when we are allowed to travel freely and visit model exhibitions again!

Above

A preservation group is based in the yard at Zindelstein, with a VT98 four-wheel diesel railcar among the working stock.

Below left

Storks nesting on the roof of one of the village houses.

Below

Harvesting the grapes in the vineyard.



Bill Johnston explores a secondary line in the south of France and finds a station worth modelling. *Photographs by the author, unless noted otherwise.*

Limoux

A country station in the Aude region

Limoux is the main intermediate station on what is now a branch line which ran from Carcassonne south to Quillan and Axat, where it turned east to the Mediterranean coast at Rivesaltes. It is one of two stations serving the town: the other is Limoux-Flassian. There is a fairly frequent service from Carcassonne, though only one train is permitted in section at once.

The full trip takes about 90 minutes but it takes around half an hour to travel from Carcassonne to Limoux a distance of around 21km.

There are normally six trains per day to Limoux but only two on to Quillan – this part of the service has been suspended since January 2018, due to the dilapidation of the track, and replaced by buses. Re-opening is hoped for 2025.

There is a flat fare of just €1.00 on the TER Occitanie route L11 trains between Carcassonne and Quillan which makes a trip on the line a real bargain.

Today trains are normally formed by SNCF X73500 regional diesel railcars. These were built by Alsthom between 1999 and 2004 and carry the metallic grey and red TER Languedoc-Roussillon livery. Most modellers might prefer to focus on earlier periods with steam and possibly diesel-hauled passenger and goods trains.

The station building is substantial and there are two platforms in regular use. The goods depot is no longer used but it must have been a busy place in its heyday.

Limoux is a charming little town which straddles the River Aude. It is well worth a visit if you are in the area.

History

The line (N°. 676 000 of the national network) was built in stages between 1870 and 1904 by the Compagnie du Midi, intended to serve important industrial centres – the towns of Limoux, Quillan, and the Agly valley.

The first section was opened in two stages: the first from Carcassonne to Limoux 15th July 1876 and the second, from Limoux to Quillan, on 1st July 1878.

The final section of the eastern line (Quillan – Saint Paul de Fenouillet) was inaugurated on 22nd May 1904.

Right
X73562 arrives at Limoux
from Carcassonne
on 22nd September 2012.

Below
Postcards from c.1910
showing the station area
and the former overall roof.
Wikimedia Commons.





The most impressive part of the line was located in the Pierre-Lys gorge with numerous civil engineering works (bridges, tunnels, protective galleries).

Initially the 70km from Quillan to Rivesaltes were worked by local trains, which went as far as Perpignan (where the steam locomotive depot was located). In Quillan a connection was possible for Carcassonne; trains did not work through.

After the First World War, mixed trains were the norm but they were slower. The line was also occasionally used as an alternative to the main line passing through Narbonne.

The decline began in the 1930s, with the rural exodus, the arrival of the car, and the decline of industries following the economic recession of 1929.

A project to electrify the line was abandoned during the merger between the Compagnie du Midi and the Compagnie du chemin de fer de Paris à Orléans (PO) in January 1934.

The Quillan – Rivesaltes section was closed to passenger traffic in 1939, replaced by a bus service. This section was then only used for freight.

Steam ended in 1950, replaced by diesels.

In September 1956 the section from Quillan to Axat was closed, but in 1960 a section between Axat and Saint-Martin-Lys was reopened to access a dolomite processing company. The Saint-Martin-Lys – Quillan section remained unused until its removal in the early 1990s, while the Lapradelle – Saint-Martin-Lys section closed in 1998.



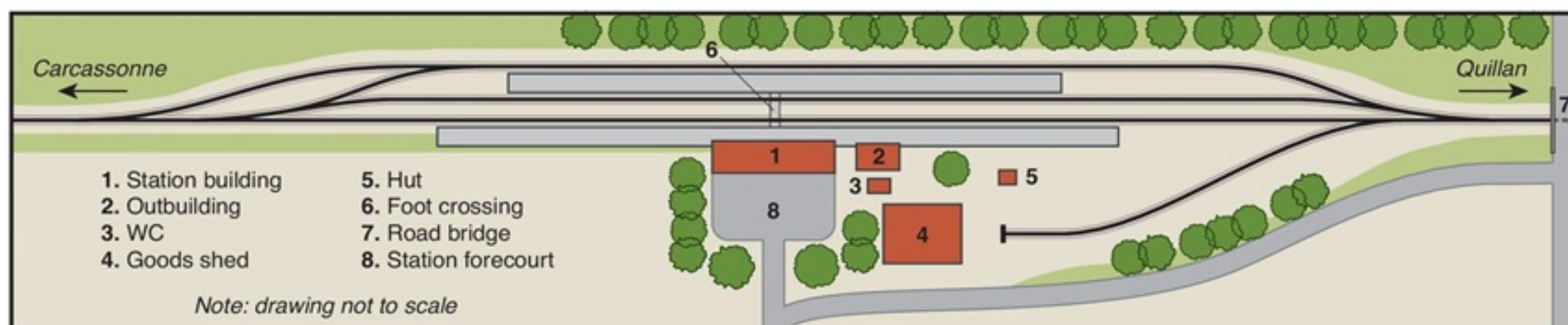


Meanwhile the Carcassonne – Quillan section gradually declined, with limited maintenance and aging equipment. In the 1980s, it was very close to closing. At the end of the 1990s, however, the Languedoc-Roussillon region took over the line, and the rolling stock was replaced with new railcars. Several sections around Limoux were renovated in connection with work on the C  pie diversion of the D118 road, and more work is expected. To sustain passenger traffic, major works (installation of LRS, replacement of sleepers, renovation of the track) were carried out between Limoux and Carcassonne between 2016 and 2017.

Since 2002, the Rivesaltes – Saint-Martin-Lys section has been a tourist line, *Le Train Rouge* or Train du Pays Cathare et du Fenouill  des (TPCF).

www.lettrainrouge.fr

See CM French Special 2019.





Above left
The station building
and associated structures,
from the Quillan end.

Left
Right in front of the station,
a foot crossing
links the platforms.

Above
Looking towards Quillan.
The line begins to climb
once beyond the bridge.



Right
The station building,
from the Carcassonne end.
At the time of my visit,
it was unstaffed
as it was a public holiday.



Above **The station forecourt on 4th November 2016.**
Photo: Quoique. Wikipedia Creative Commons attribution license.

Left **Limoux station building from the forecourt.**



Below **The main doorway to the building.**
Photo: Cramos. Wikipedia Creative Commons attribution license.



Below and right
The former goods shed at Limoux.
The siding originally extended into the building via the large central door.
Some sources have identified it as a loco shed.





Above
Outbuilding by the station.

Above left
A closer look at the sign
advertising the bargain tariff.
Photo: Quoique.

Left
The automatic ticket machines
and the access to the platforms
when the building is closed.
Photo: Quoique.

Below left
The station end
of the old goods shed.
Photo: Quoique.



The scenic Rivesaltes – Axat section was still used by mineral trains (feldspar-dolomite) as far as Saint-Paul-de-Fenouillet.

In December 2009, SNCF Fret abandoned freight service of the southern part of the line and it was replaced in April 2010 by the first local rail operator, Train du Pays Cathare et du Fenouillèdes (TPCF) Fret.

Rolling stock

During the 1970s, the line was worked by EAD (X4500) *autorails* then from 1982 these gave way to the X2100, X2200, and X2800 types. Since the 1990s these railcars ran singly and did not tow trailers, except in exceptional circumstances. The X73500s currently used are unable to haul trailers but can run in multiple when required.

Peter Herzl-Smith reveals that since his layout was described in CM (July, September, and November 2018 and January 2019) he has moved house and had to adapt the shape to suit the new available space. *Photographs by the author.*

Zeltweg relocated

The trials and tribulations of a reconfiguration

At the end of the account of *Zeltweg* (CM January 2019) I added a postscript regarding an unplanned house move from Devon to North Yorkshire in August 2018. The original layout as described in those articles stretched in a straight run for nearly seven metres plus an additional two metres for cassette loading. But our new house could not provide nine metres of spare space and so *Zeltweg* had to be re-configured into an L along two walls of the integral garage.

The sketch plan shows the original boards A and B along the side wall and board C at 90° along the rear wall. However, before commencing any re-configuration work I had to make the open vaulted-roof garage more usable and comfortable by installing a low ceiling with loft insulation plus insulated wall boards to the bare concrete block walls. The loft created above then became a useful place for all my storage boxes. Finally, carpet was laid on the bare concrete floor. There is no heating but a newly purchased Dyson Hot/Cold Tower Fan seems to cope with both extremes. Finally, the up-and-over garage door was replaced with a set of fully glazed bi-fold doors which provide much natural light and open up easily should the layout need to be moved outside for any reason.

All the trolleys have now had their original 60mm castors upgraded to larger 100mm rubber castors.

The first challenge was to smoothly connect the two arms of the new L within only 700mm depth of space remaining between the end of B and the rear garage wall. New boards (B2 and B3) were created to provide that link. A total of six tracks had to make the transition using tight radii on some due to the restricted end space e.g. Peco R1 curves of 371mm (14 $\frac{5}{8}$ ") radius, which only just fitted.

I have previously confessed that my original baseboards were over-engineered and therefore heavy, this being a product of my lack of previous experience and no intention to exhibit this 'permanent' home-based layout. So, for the new boards I constructed similar perimeter frames (using the 'Barry Norman' double beam method) but using 5mm ply rather than the original 10mm, and these were then faced with 3mm birch ply for the front scenic edge.



Above, above right, and right
With the new corner boards in place, the extended layout looks as if it had actually been made for this space.

Left
The new boards in place, with trackbed installed and track laid to test running before scenery was added.



Zeltweg

Overall layout size approx 5670mm x 3500mm.
Each grid square = 300mm x 300mm.



Raised track beds were constructed as before using 10mm ply supported on softwood T risers fixed to softwood cross bracing of the open frames.

Everything was then sealed with acrylic matt varnish to prevent moisture absorption.

Track laying

The A + B run sits 500mm away from the side wall to allow access to the hidden tracks behind but the restricted end space forced board C to sit tight up against the rear wall. The problem of gaining access to its rear hidden tracks was solved by hinging B2 at the join with B1 so that it and C could be swung out away from the wall. However, that meant the board join falling across all six tracks, four of which were tight curves. My limited experience did not appreciate how problematic that would be!

I first laid the tracks on DCCconcepts 3mm shouldered underlay which is a closed cell foam with a scored centre line on the back which not only helps to line it up centrally but serves to allow the underlay to be prised equally apart and gently curved as it is stuck down. Another benefit is that it is not self-adhesive so there is room to correct any misalignment. I glued the underlay to the ply board with contact adhesive (but doing so while still 'wet' to allow re-positioning) and the track to the foam with Copydex.

I then inserted small solid brass screws into the board against each rail where it ran over the join and soldered them together, after which I cut the rails using an Xacto razor saw.



All well and good, until I had swung the boards out and back a few times and despite using pattern makers' dowels to align the individual boards the tracks did not always perfectly line up, even though to the naked eye they did not look misaligned. There might have been some slight movement of wood and/or metal due to temperature changes. It emphasises the problem of board joins in the middle of tight radius curves and the extremes of temperature in a garage, albeit one that has been insulated. You seem to be able to get away with very small misalignments on straight track but not on a curve, and certainly not with code 75 finescale, so in retrospect perhaps I should have tolerated minimal access to the first half of B1 by placing the hinged join further along at the start of straight track.

For the track inside tunnels I used code 100 Setrack, thinking that would offer greater stability but alas even some of that proved a problem.

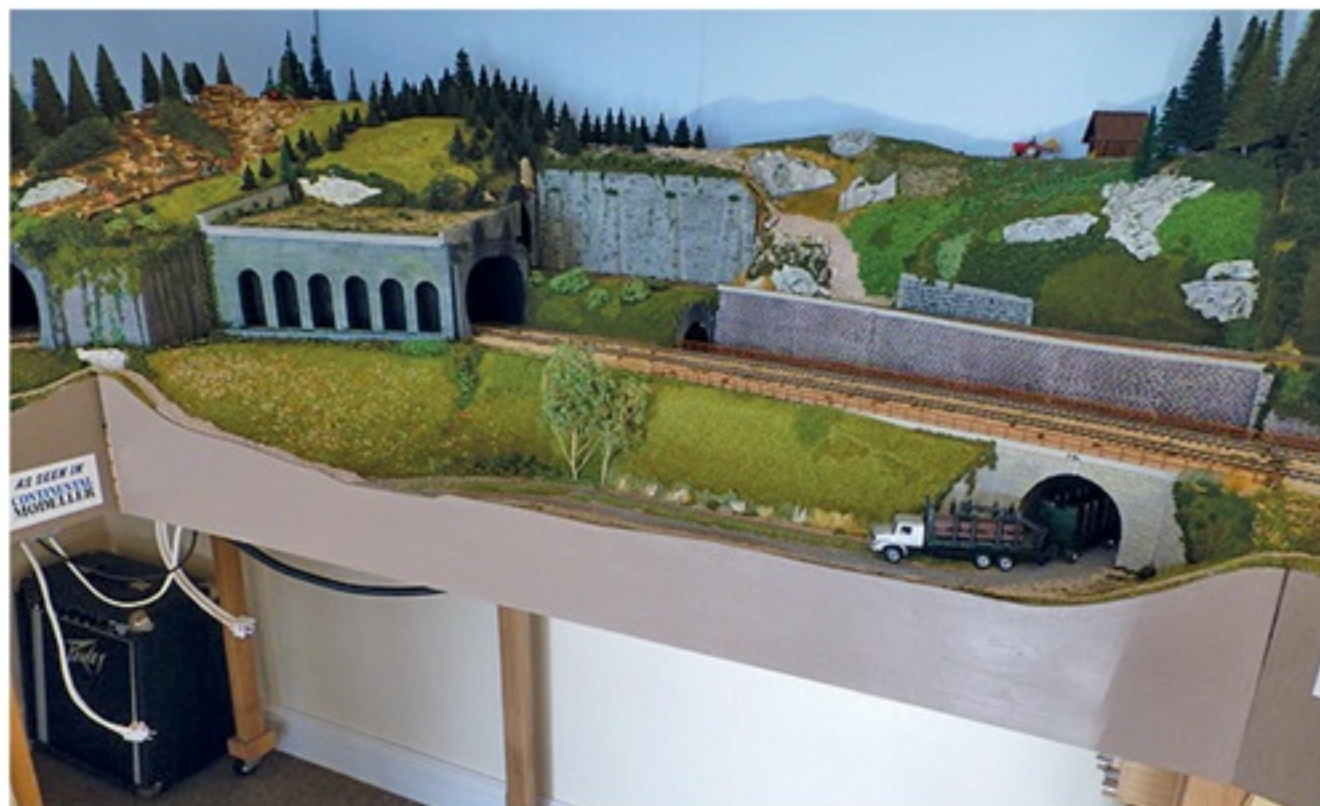
Ballast

Woodland Scenics ballast was used to match the original. As before, I fixed the ballast using a blend of 50% matt acrylic varnish, 25% water, and 25% meths (to break surface tension). I learned this from some German modellers and I continue to be amazed that British modellers almost without exception seem wedded to the PVA/water/washing-up liquid mixture that takes so much longer to dry. As a beginner I followed the traditional route for the first track I laid on *Zeltweg* but quickly changed to the German method when I found that this mixture dries in half the time but still sets very hard. I always apply it with a pipette for superb control whereas syringes, favoured by some, do not allow the same degree of smooth and gentle application.

Scenery

The scenery decision was easy: it had to be a mountain with tunnels to conceal the unprototypical sharp curves. Track access inside the tunnels was always going to be a problem so I constructed the mountain in three separate sections. The first, at the rear of the corner, is fixed (as it is accessible from the rear) but the next two, which need to be accessed from the front, are removable. I spent a lot of time designing them so that the joins were invisible and even close up I would challenge anyone to spot those joins.

I had always wanted an avalanche gallery and a section of hill where trees had been felled, as is typical in the heavily forested areas of Austria that serve the many sawmills.





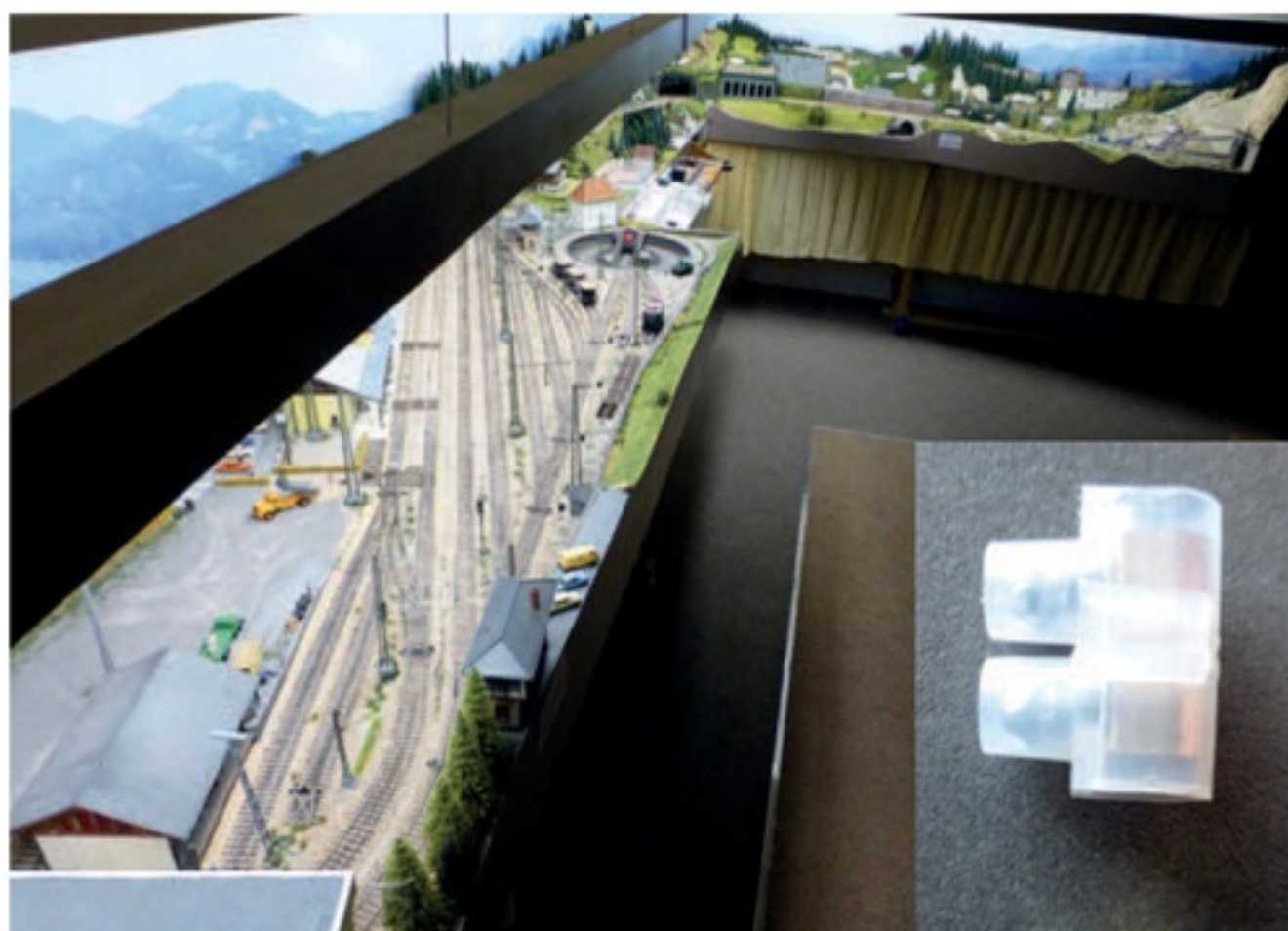
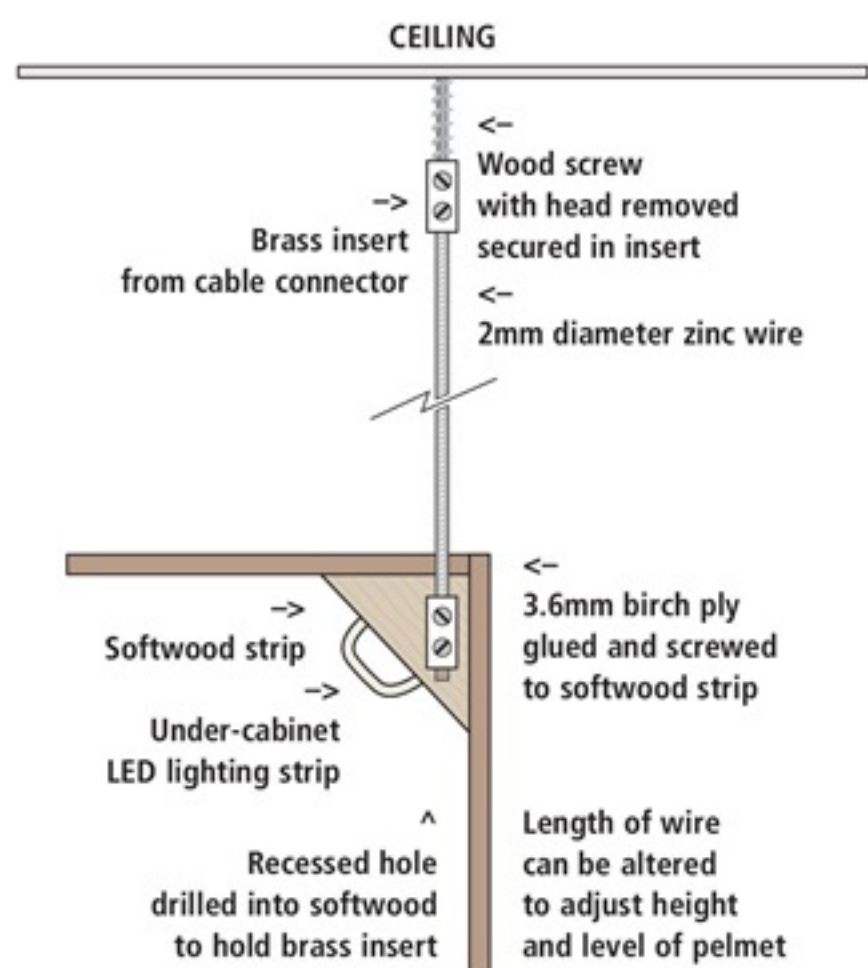
Pruned Buddleia twigs serve very well, in scale and texture, as the felled trunks and stumps. I would have liked a sawmill, as this gives much scope for interesting modeling and shunting, but the confined space and nature of tracks did not allow it.

Lighting

The final job was to provide some direct illumination as I had always been impressed by exhibition layouts that featured a proscenium, or fascia as some might call it. I must commend Iain Rice's book *Layout Design* as a most authoritative and excellent guide to most aspects of layout creation. I agree with his comment that to omit fascia and lighting from any layout is a major drawback but circumstances at our last house prevented it. So here I was with a golden opportunity to achieve that ambition due to the house move.

For a number of reasons a full proscenium, cantilevered from the rear, was impractical so mine would need to be a pelmet suspended from the ceiling but in an unobtrusive manner. The drawing shows the construction and method of fixing.

I learned from Iain Rice's book that light measured on the Kelvin scale is 'warm/orange white' at the lower end of the scale e.g. 2000K – 3000K (good for domestic lights) and gets progressively 'cool/blue white' as the scale rises. Daylight is in the 4000K – 6000K range so choosing the correct light source was crucial to achieving a realistic representation.



Each board needed around 2,400mm (8') of lighting length but without generating too much heat, so after much internet scouring I was able to satisfy all requirements via CPC Farnell who could supply 1,173mm long LED 'under-cabinet' type strip lights of 4000K colour temperature. Three added benefits were that:

(a) as the strips are extremely light, my pelmet need not be robust and so could be constructed from lightweight materials;

(b) these particular units were of the linkable variety (as are many under-cabinet strip lights) so that a mains power supply was only required to the first unit as all subsequent units could be connected together with the supplied short link cables;

(c) the units were half the price of the same brand elsewhere on the Internet, so 7,000mm (23') of lighting length cost just £37.

In order to form an unobtrusive hanging system, I cut up a number of cable connector blocks, extracted the brass ferrules, attached a cut-off screw at one end that screwed into the ceiling, then attached a length of 2mm ($\frac{1}{16}$ ") zinc wire rope (also obtained from CPC Farnell) to the opposite end and passed the wire through a hole in the pelmet below. Onto that end I attached another brass ferrule that allowed me then to adjust the pelmet to the required height and level.

For anyone considering using wire rope for anything, please do not try cutting it with wire cutters or anything similar as it will be squashed and frayed. A cutting disc is essential for a quick and very clean cut.

I cannot over-emphasise how this has transformed my layout. The observer's eye is now drawn purely to the scenic section as the wall behind is effectively 'shut out' and so the layout becomes like a framed picture. It has brought out detail that was lost under normal room lighting and has brought the layout vibrantly to life, giving it a very realistically prototypical character. It now appears very much like the superbly lit exhibition layouts I had admired over many years. I am a very happy man.

(Usual disclaimers for any products mentioned).



Antony Quinlan describes his American layout, created to capture a sense of place.

Kamiack Falls

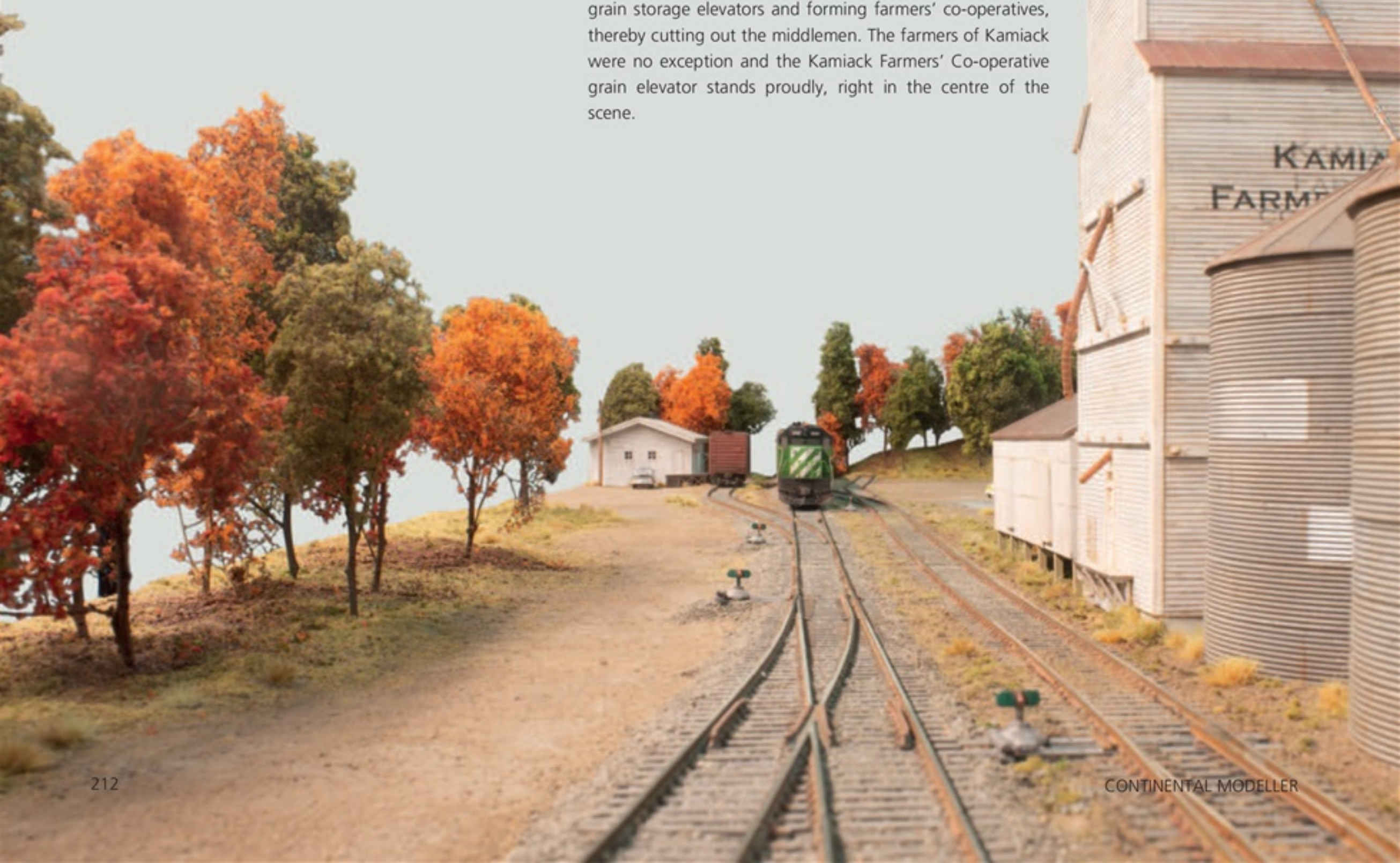
Granger railroading in the Inland Empire

Kamiack Falls is my attempt to capture the essence of 'granger railroading' and chart the early stages of the Burlington Northern Railroad (BN) in the Pacific Northwest of America in the early 1970s.

Railway modellers are many and varied and we come to the hobby with a multitude of different perspectives and interests. Some of us are collectors, some of us engineers, some artists, joiners, electricians, etc. I see this as one of the strengths of our hobby in that we all have something different to offer. My particular interest in railway modelling is largely historical. I enjoy trying to capture a sense of 'place and time', whether it be east Leeds in the 1950s or Horsethief National Park in Washington State (see CM October 2021).

Kamiack Falls is a fictitious prairie town set in the eastern farmlands of Washington State – an area known as the 'Inland Empire'. With a population of just over two hundred, the town is located somewhere between the actual towns of Palouse and Colfax.

Farming is very much key to the town's economy and also its existence. The soil in eastern Washington is extremely fertile providing some of the highest crop yields in the country, up to three times greater than in other areas. One would think rich pickings for the farmers but historically the prices that prairie farmers were paid for their crops were largely controlled by the various companies that owned the grain (storage) elevators. These companies acted as middlemen, buying grain from local farmers, storing it, and then selling it on when market prices would rise. Groups of farmers reacted to this by pooling their resources, building their own grain storage elevators and forming farmers' co-operatives, thereby cutting out the middlemen. The farmers of Kamiack were no exception and the Kamiack Farmers' Co-operative grain elevator stands proudly, right in the centre of the scene.





Above

Ex-SP&S patched GP9 BN #1976 brings Train 48 West past the grain elevator of the Kamiack Farmers' Co-operative. It appears that they forgot to ask the painting contractor to paint over the old sign. The grain bins are getting old now and one or two of the panels have had to be replaced.

Left

The local turn rolls into Kamiack Falls, at the heart of the 'Inland Empire' in eastern Washington state, behind BN #2087, a GM-EMD GP38-2 dating from May 1972.

Below

Railroad Street reflects the general state of decay to be found across the once prosperous town of Kamiack Falls.

A slice of Kamiack in the 1970s

By the 1970s, the once prosperous town of Kamiack Falls had been in decline for the best part of forty or fifty years – due largely to the mechanisation of farming and a resultant decrease in population. Farming, once very labour intensive, is now highly mechanised and many of the town's houses lay derelict and in ruins. The impact on the local economy has been disastrous. Many local businesses have gone to the wall.

Railroad Street reflects this general state of decay with the railroad depot having closed many years ago. However, the street itself is still very popular amongst the few farmhands that remain – despite there being only two businesses.





Left

The saloon bar stands at the end of the block, with the large faded motif of a cowgirl on the side. Centre is the boarded-up hardware store, and beyond the guns and bait shop.

Right

The former hardware store, now burnt out.

The saloon bar stands right at the end of the block – with its large faded motif of a cowgirl painted on the side.

Tom, Charlie, and Lindsay are three of the town's 'more colourful' characters and seem to spend their entire day sitting on the bench outside, knocking back the beers. And just before closing time, they usually purchase a healthy stock of carry-out beers so that they can carry on drinking, right into the early hours, under the light of the old fading street lamp and Tom's car's headlights. I dread to think how they get home.

At the other end of the short street, opposite the grain elevator, is Nick & Mick's Guns and Bait shop – catering for hunters, gunslingers, and those who like to go fishing. They also cater for the farmhands' other popular pastime by letting rooms upstairs – usually by the hour. In fact, the crew of the Burlington Northern local turn are perhaps the only customers who stay there for a full night's sleep.

The business that used to occupy the building to be found between the saloon bar and the gun shop was Big Keith's Hardware and Mercantile store. It was very successful right

Below left

The bar has closed and night is falling but this does not stop Tom, Charlie, and Lindsay knocking back the beers.

Below

Extra 1970 East rolls into town hauled by a GP9.





up until one 3rd of July when Big Keith had perhaps stocked up a little too well for the celebrations to be held the following day. His wife Carol had always said that cigarettes were bad for Keith's health and as it turned out, they were not too good for the health of his business either. The town enjoyed a spectacular firework display that year even if it was 24 hours early. Now all that remains of Keith's retail empire are burned out ruins.

Local railroading history

The fictional town of Kamiack Falls is located on a similarly fictional 'might have been' single track branch line that was built and jointly run by two of the main railroads in the area, the Northern Pacific (NP) and the Spokane, Portland and Seattle (SP&S). Although in theory the two railroads were in competition with each other, they were both owned by the same railroad baron, the formidable James Jerome Hill. Hill also owned the Great Northern (GN) and the Chicago, Burlington and Quincy (CB&Q) and is often referred to as 'The Empire Builder'. The Amtrak train that runs between Chicago and the Pacific North-west *The Empire Builder* is named in his honour.

Attempts to formally merge Hill's four 'competing' railroads were blocked by the government as early as 1905, due to 'anti-trust' concerns. Numerous other attempts to merge the Hill Lines continued for many years but without success. By the start of the 1970s, though, things began to change. The once all-powerful railroad companies were in a state of general decline with a number filing for bankruptcy. Railroad companies that had hitherto been in competition with each other had no option but to amalgamate and rationalise route mileage in order to compete against trucks, automobiles, and aeroplanes. It was against this backdrop that the government's anti-trust and monopolies authorities finally relented and permitted the Empire Builder's four railroads to eventually merge on 1st March 1970 to form the Burlington Northern Railroad (BN).



Below
Trains 47 East and 48 West
pass at Kamiack Falls.
Typically trains heading west
will take the siding.



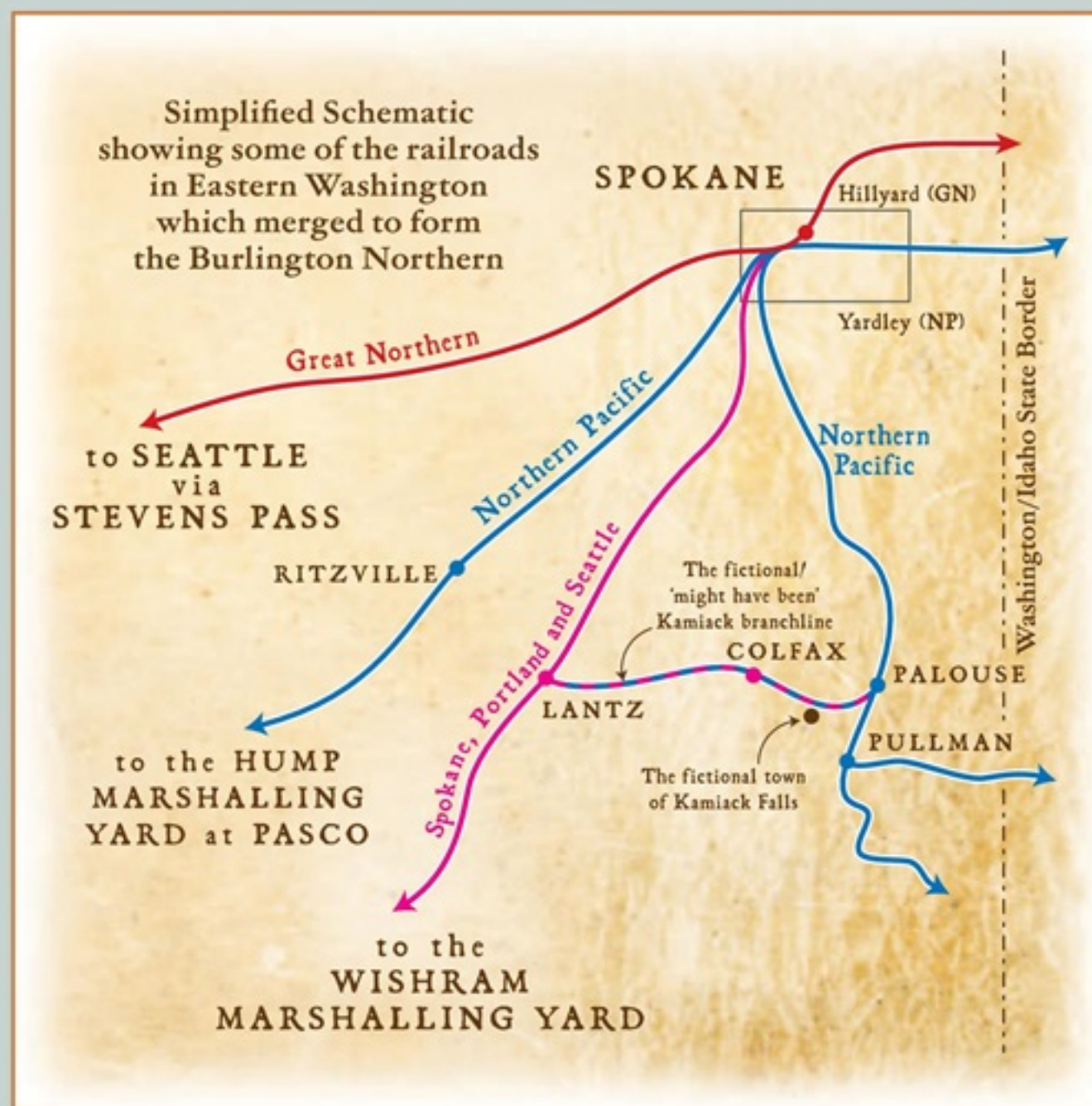
Such mergers did not necessarily work well for many of the railroads that had previously been in competition with each other – pride, differing railroading practices, and a lack of good will made for some very uneasy amalgamations. However, the Burlington Northern was a different story as the four ‘competing’ railroads had worked very closely together for the best part of a century.

But just as the merger was going through, as if competition from road and air traffic was not enough for the railroads in eastern Washington, the Federal Government decided to throw another spanner into the works by instigating a long-term project to make the Columbia River navigable by commercial barges. The result of this would mean that the railroad’s grain traffic in the area was now going to be shared with huge industrial river barges. The effect was devastating and rail traffic in the region began to decline – rapidly. By the early 1990s, it was not uncommon to see a full train consisting of a single locomotive with only one grain hopper in tow. This is the backdrop to Kamiack Falls.

Branch line operations

The fictional Kamiack branch line diverges from the NP line that runs through Palouse and heads west to join the SP&S main line at Lantz, the fictional town of Kamiack Falls being located just south-west of Palouse. My rationale is that the line was jointly built and operated by the NP and SP&S to compete with the Union Pacific which also had branch lines in the area.

The period is the 1970s and although the depot is now closed and demolished, Kamiack Falls is still a good place to watch trains, particularly for fans of granger railroading. Grain from the elevator(s) forms the bulk of freight traffic on the branch together with produce, general merchandise, agricultural supplies, and farm machinery. There are also occasional loads of timber and forest products passing through, particularly from the Potlatch Corporation across the state border in Idaho.



Below

Local turn Train 47 passing the Kamiack grain elevator heading east towards Palouse, double headed with old F units in Northern Pacific and Spokane Portland & Seattle patched liveries.





Above
Repainted F unit #724
sets out a box car
at the general merchandise
distributor and wholesaler.

Below
Train 48 is the westbound
local turn that originates
at the eastern end
of the single track branch
at the ex-NP yard in Palouse.
Today it is being hauled by
ex-SP&S patched GP9 #1976.

A variety of trains pass through Kamiack each weekday including two timetabled local turns – Trains 47 and 48 – that run in opposite directions. Local turns are, broadly speaking, the American equivalent of a British pick-up goods.

Train 48 West is the westbound turn that originates at the small ex-NP yard in Palouse. It sets off with various freight cars that have arrived in the Palouse yard the previous day from points north / across the ex-NP system via the marshalling yard at Yardley in Spokane, destined for various businesses dotted along the Kamiack branch. It works its way westwards along the branch towards the ex-SP&S interchange sidings at the western end of the line at Lantz – dropping off and picking up various freight cars from local

businesses destined for all points south / across the ex-SP&S system. At the end of the run, these cars are deposited in the SP&S exchange sidings at Lantz where they are collected by main line trains and usually taken to the marshalling yard at Wishram.

Train 47 East does the same job as Train 48 but in reverse. Working eastwards towards Palouse, it picks up cars in Lantz originating from points south / across the ex-SP&S system and drops them off at various towns and industries along the branch. As it travels, it simultaneously collects cars for destinations located northwards / across the ex-NP system and deposits them in the small yard at Palouse to be taken to the Yardley marshalling yard in Spokane.





In addition to the timetabled trains, there are occasional 'Extras'. These are run when there is an abundance of traffic and/or a customer has specific needs – maybe an urgent delivery. Extras can originate at either of the two yards. It is not unknown for an Extra to run to Kamiack, collect/drop off freight cars, and turn right round going straight back to where it started.

The third type of train that ventures through Kamiack are yard transfers. These vary but typically consist of either empty freight cars, maintenance of way (MOW) stock, and/or light engine movements.

As trains frequently head towards each other on the single track line, at some point they will need to pass. There are various passing sidings along the branch, with one at Kamiack. One end of the passing siding can just be seen peeping out from under the road over-bridge to the right of the scene. Typically trains heading west will take the siding unless specifically ordered otherwise by the dispatcher.

Following the merger, many different locomotive liveries can be seen passing through Kamiack, from the all-new BN Cascade green paint scheme supplemented with a wide variety of 'patched' locos in NP, SP&S, and GN colours. Similarly, freight cars and cabooses are typically from all four of the merged railroads.

Above
BN GP15-1 #1376 retrieves a hopper from the elevator to add to an eastbound train.

Photographs by the editor.

Below
Extra 8014 West comes off the passing siding, a motive power transfer of a pair of new SD40-2s, the pride of the fleet.





Above
BN ex-NP GP18 #1997
pulls a westbound train
off the passing siding.

Conclusion

In this article I have tried to evoke a flavour of the scene that I am attempting to capture with Kamiack Falls. It was the scenery that first attracted me to America's Pacific North-west. My interest in the Burlington Northern Railroad stemmed from the vast array of patched locomotive liveries. However, it was not until visiting the small run-down towns in the area and chatting with the friendly locals that I began to get a 'sense of place'. This is how I view the old agricultural towns of the Pacific North-west and what I have tried to recreate with *Kamiack Falls* – a period piece with many original features.

If you see us at a show and have any questions or just want to talk trains, please feel free.



Above
The team track in the yard
includes a loading dock.

Below
BN GP9 #1361 trundles an extra west along the branch
displaying a strong Great Northern heritage.



Forthcoming exhibitions

The layout is booked for shows this year including Alexandra Palace 19th & 20th March and Uckfield 15th & 16th October.



Charles Insley reveals that since his layout *Ulvaryd Strand* was described in CM November 2019 and the motive power featured in July 2020, even more locos have been built for the layout. The layout will be at Narrow Gauge South in Eastleigh on Saturday 23rd April 2022. *Photographs by the author.*

More locomotives for *Ulvaryd Strand*

Motive power for a Swedish 60cm gauge line

NoHAB 2-6-0T

This was originally built some years ago for my French layout *St.Etienne-en-Caux* (see CM October and November 2010, January 2011) as a vaguely Decauville-style 2-6-0. It uses a Fleischmann BR91 mechanism, while the core of the body – the tanks and central section of the boiler – is from an old and long-deceased Jouef/Playcraft Decauville. I was never entirely happy with this model, so it never really saw much use and has languished in the stock box for *St.Etienne*. It was brought back to my mind when I saw a model of a NoHAB (Nydqvist och Holm Aktiebolaget) 2-6-0T from the 802mm gauge Bredsjö-Degerfors Järnväg on a Swedish modelling forum; it too used the Fleischmann 2-6-0 chassis. Subsequent research suggested that I could modify my French loco quite easily into something that approximated to these locos, so out of the stock box it came. The trusty razor saw removed the Decauville-style cab and a new Swedish cab was made, like those for my pair of Roco HF110C conversions, from plastic sheet and strip, along with the addition of the customary Narrow Planet Swedish chimney.





Rebuilt Motala 0-6-0 diesel

This was something of an impulse buy: it is a 3D-printed body designed by Swedish modeller Henrik Laurell, a model of a Motala 2-4-2T from the Stäfsjö Railway which was rebuilt as a diesel and is now preserved on the Ohsabanan at Ohs Bruk in southern Sweden. This body was not designed for any particular mechanism but I managed to fit it to a Bachmann/Farish 08 diesel. The print itself is good and cleaned up very well. Handrails were added from brass wire. Although the prototype is a 2-4-0, my rationale for it on the UMJ is that it is a rebuild of one of the 0-6-0s represented by my two Roco HF110C conversions.

Motala 0-4-4-0T

This is a completely freelance locomotive, styled as if it had been built by Motala. The genesis of this was an article by François Fontana in the French narrow gauge modelling magazine *Voie Libre*. He combined the body from an old Liliput H0e Austrian U class 0-6-2T, a Fleischmann N gauge 0-4-0, and the unpowered 0-4-0 steam loco from a Kato set (unpowered loco plus one powered and one unpowered coach) to produce a Mallet 0-4-4-0. The unpowered Kato chassis is exceptionally free running, so ideal for this project. The immediate spur for it was my friend Garry Whiting, who has scratchbuilt four such Mallets using the same chassis combination. I adapted the concept using the Kato unpowered chassis and the Liliput U body but substituted a Minitrains F&C 0-4-0 for the Fleischmann chassis as very narrow gauge Mallets tended to have outside frames for the rear (fixed) driving unit. The U class body had its cab and boiler fittings removed and a new cab in the style of those on



my earlier Roco conversions fabricated from plastic sheet and strip. A new extended smokebox was added to the front of the boiler and steam and sand domes were sourced from the spares collection. Again, the chimney is by Narrow Planet.

Freelance 2-4-0T

The most recent model to join the UMJ roster is a dainty little 2-4-0T which runs on a Japanese Micro-Ace mechanism. Although largely freelance, it was inspired by Stockholm-Roslagens Järnväg No.3 *Rimbo*. The upper works are mostly a modified GEM *Dolgoch* kit. The cab side porthole windows have been filled in and the tanks and cab raised by adding a 3mm fillet of plastic strip between them and the footplate. The dome from the kit was used, but mounted on the firebox, while the chimney is a 3D-printed example designed by Henrik Laurell. The sandbox is a characteristically Swedish design, similar to that on *Virå*, consisting of a small saddle over the front ring of the boiler.





Motala 2-4-2T *Virå*

The modified Narrow Planet kit was always intended to be a stop-gap; a model that evoked the appearance of *Virå* and its ilk from the Stäfsjö and Munkedals railways, but it was not remotely a scale model. This has now been remedied, and a much more accurate model of *Virå* has been built. This is based around a custom N-Drive (Neville Kent) short wheelbase 0-4-0 mechanism, with extended axles and flycranks. The superstructure is made from plastic sheet, tube, and strip with a 3D-printed dome and chimney from Swedish designer Henrik Laurell. One conundrum I faced was the mounting of pony trucks, especially the front one, where the wheels are tucked in just ahead of the cylinders. This would seem to have obviated a normal swinging arm, but a solution was presented by a OO9 model of a Peckett 0-4-2ST built by fellow OO9 Society member Ben Powell using the same chassis. He used a piece of phosphor-bronze strip to which a length of brass tube had been soldered. The phosphor-bronze provided a spring, while the short brass tube allowed for plenty of sideplay for the leading and trailing axles. The springing on these needed some careful tweaking: not sprung enough and the wheels would ride over the track and derail on points; too much springing and the driving wheels would be lifted off the track, reducing pick-up and traction. Once adjusted satisfactorily, though, the loco is a sweet runner and happily copes with the 9" radius curves on *Ulvaryd*.



NoHAB 2-6-0T

This is another model inspired by the attractive NoHAB 2-6-0 tanks that ran on the Bredsjö-Degerfors Järnväg. The genesis for this was a Victors/Neil Sayer Models kit for a La Meuse 2-6-0T (on a modified Graham Farish 08 0-6-0 diesel mechanism) which I had built for my French layout. It was while exhibiting this layout and running this loco just before the pandemic struck the UK that it occurred to me that with a bit of tweaking, the same model could be turned into something very Swedish looking, if freelance. A further spur was a conversation with fellow OO9 modeller Tim Couling, who had used the frames and chassis components from several of these kits as the basis for some Hunslet 2-6-0Ts that run on his stunning *Clyre Valley* layout (RM April and May 2020).



It transpired that he still had the La Meuse body etches and castings and very generously sent them to me. I assembled the etched tanks and cab of the kit and mounted them on a new plasticard footplate. Domes and the chimney are 3D-printed components. The cab has been slightly modified by substituting a straight backsheet for the angled La Meuse example.

Orenstein and Koppel 2-6-0T *Kolmården*

This model is a representation of the O&K 2-6-2T which ran on both the Stäfsjö and Munkedals railways and had been christened *Kolmården* during its time on the Stäfsjö. This model arose when a fellow modeller in an online forum pointed out that he was surprised that I had not modelled this loco, as it was dimensionally very close to the standard Heeresfeldbahn HF110C. A bit of research established that this was the case (although the loco predated the HF110C design by some years), so another Roco HF110C was duly sourced, the side tank variant. The modifications were relatively straightforward. The side tanks needed shortening so that they stopped just short of the smokebox, and a new set of cab upperworks fabricated in plastic. Steam pipes were also added from plastic strip to the outside of the smokebox. The most significant modifications were to the front end of the loco, with the addition of a pony truck and new framing. The pony wheels run in some brass tube which has been glued to the front coupling arm. The frame extension and footplate over the pony truck were made from plastic strip. Unfortunately, the design of the Roco chassis meant that it was practically impossible to fit a rear truck, so my representation of *Kolmården* must remain a 2-6-0T rather than a 2-6-2T.

Other UMJ news

Since the photographs that appeared in CM July 2020 were taken, I have further modified my two conversions of the Roco HF110C 0-6-0T (*below*). These were done as 'quick and dirty' modifications to get something vaguely Swedish-looking running before the layout made its debut. I have subsequently changed the boilers – this involved using a razor saw to remove the cast boiler ahead of the firebox and then substituting a smaller diameter piece of plastic tube.

That is it for the UMJ roster – so far. Inevitably, having been worried about not having enough locos for the layout's



debut at the end of 2018, I probably now have more than I can really use. It does, though, give me a chance to rotate locos during a two day show.

Will I build any more? What do you think?



Bob Whetham introduces his South American layout.

Photographs by the author.

FC de Pacasmayo

A Peruvian mountain railway re-imagined

While my first choice would have been to model the FCC, nothing resembling the famous British built 'Andes' class 2-8-0s was available to represent the steam era, and neither were the American export model diesels that followed. With no credible source of motive power, resorting to fiction seemed the best option. Still wishing to maintain the British connection, I would try to capture the flavour of the country's mountain railways by adopting the name of one of the Peruvian Corporation's lesser known standard gauge lines in the northern part of the country.

Below

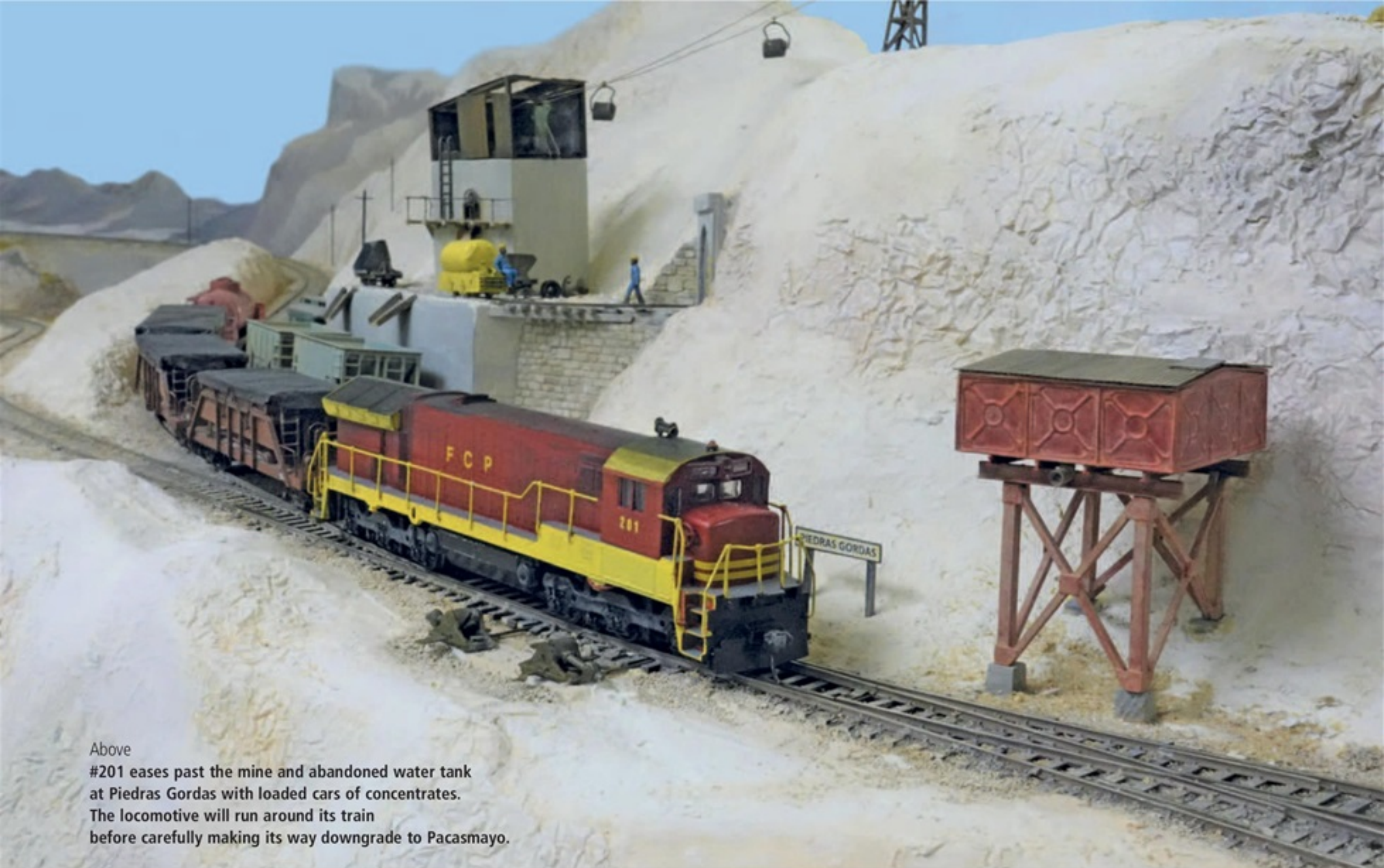
The main source of traffic for the model FCP is the Minerales Andina concentrator, accessed by a short branch from Tambo. The tarped hopper cars were kitbashed from old Roundhouse sand and gravel cars to replicate equipment currently in use by the FCCA. The General Electric switcher is a Bachmann product.



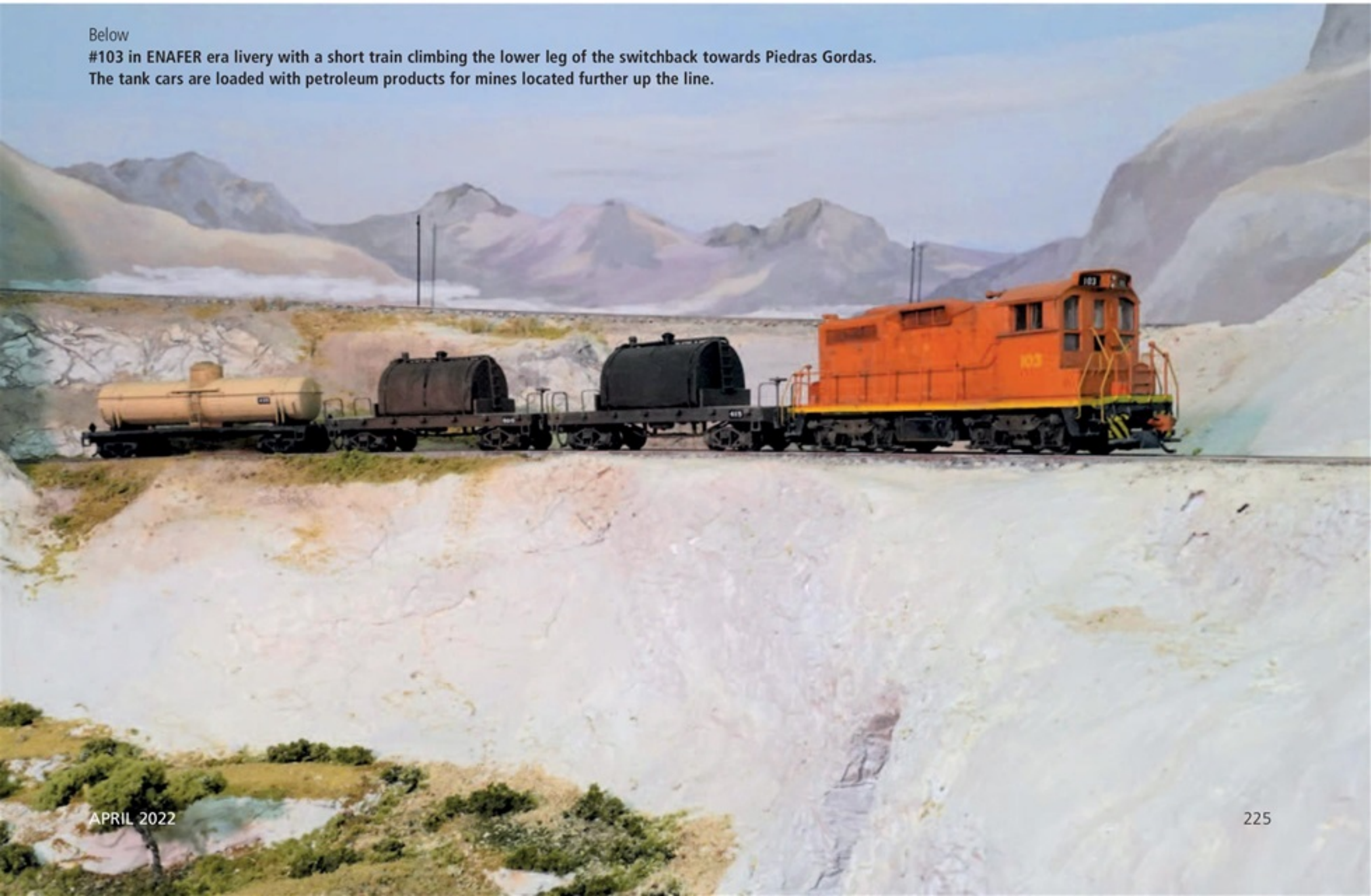
Above

The unusual road vehicle in front of the main station is a *mixto* for carrying both passengers and freight. Once common – and a terror of the highways – they were built on imported truck chassis with bodies by local workshops. The model was scratchbuilt from a photograph but the station is strictly freelance.





Above
 #201 eases past the mine and abandoned water tank at Piedras Gordas with loaded cars of concentrates. The locomotive will run around its train before carefully making its way downgrade to Pacasmayo.

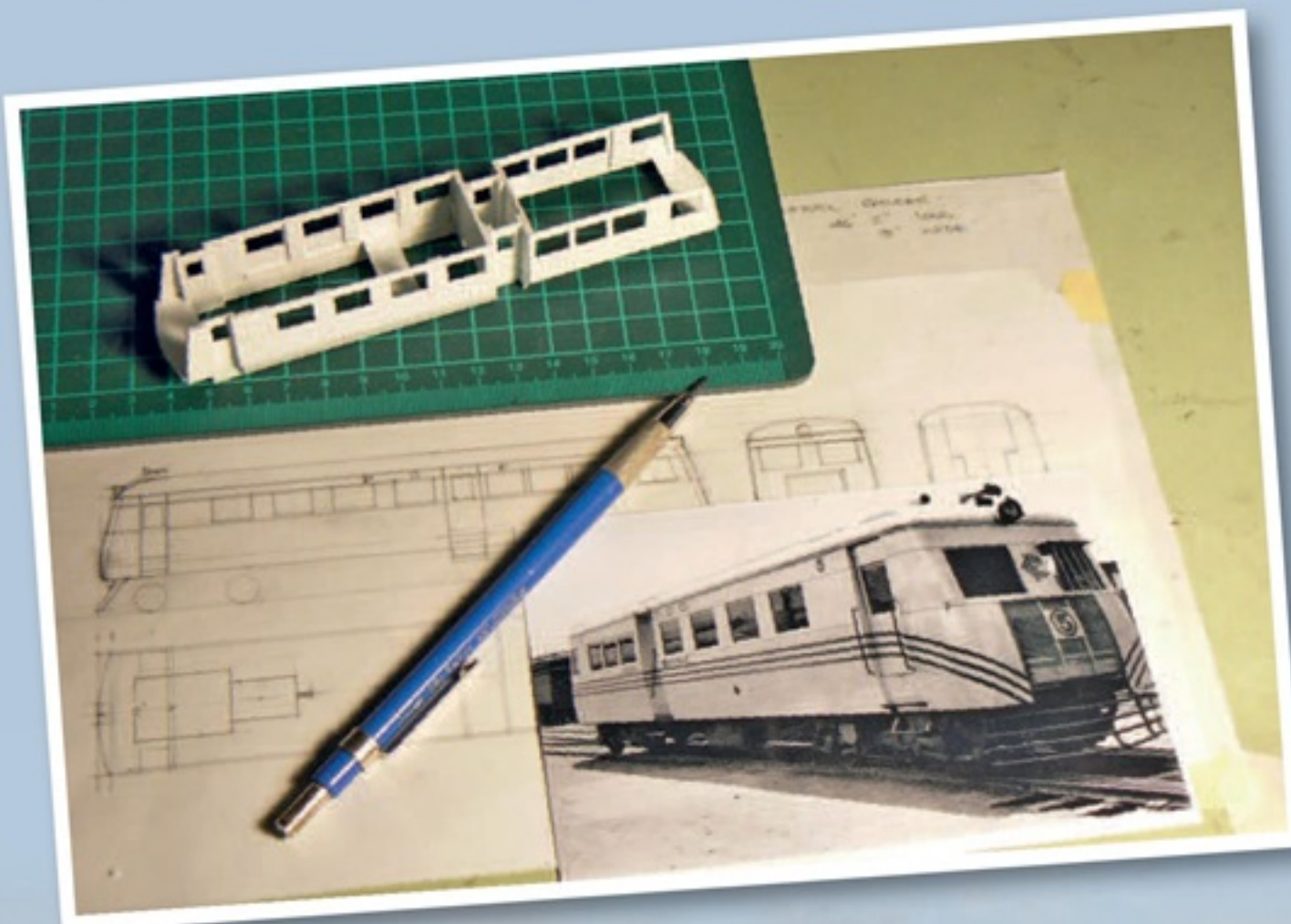


Below
 #103 in ENAFER era livery with a short train climbing the lower leg of the switchback towards Piedras Gordas. The tank cars are loaded with petroleum products for mines located further up the line.



Above

A townscape is represented by painted cardboard cutouts glued to wooden blocks. The actual distance to the backdrop is less than 6" but the perspective helps to create an illusion of depth.



Above left

The last passengers have collected their belongings and left the station. Railcar No.5 will depart shortly to be serviced before being put away in its designated shed.

Left

Original brochure for the railcar, plans, and the body of the model under construction.





Above
As well as the switchback and runround loop, Piedras Gordas has a short siding serving a small mine. The Eimco compressed air loco was built using parts from an N scale tank car.

The route to Chilte had a relatively moderate gradient profile and lacked the appeal for modelling provided by the FCC's many switchbacks, bridges, tunnels, and unrelenting 4% grades. To capture some of this drama, I established a fictitious new terminus placed high in the mountains at Tambo, somewhat arbitrarily named after a station on the FCC. Among other compromises, space limitations dictated the use of a switchback. It is not entirely out of character since the FCC's projected route east to Cajamarca required a series of switchbacks.

Scenery attempts to emulate a route climbing up from the country's arid coastal desert to the *altiplano* more than 3,000m above sea level. Hand-painted backdrops help to create an illusion of depth.

The mid level section would benefit from more vegetation – something on my lengthy 'to do' list, along with adding more people and crafting a few llamas.

All of the buildings are freelance, incorporating features observed during various trips to the country or adapted from scenes in old photographs.

Left
Railcar No.5 represents a re-powered a Sentinel *autovagon* used by the FCC. Discovery of a surviving body still with its original intertwined FCC lettering enabled accurate decals to be prepared from a photo and made by Rail Graphics, an American company that does custom work. The mechanism came from a Bachmann PCC trolley car.

Right
Pacasmayo locomotive shed is open sided. Although coastal areas can be enveloped by a wet mist during parts of the year, there is generally little need for structures to be enclosed though they are protected from intruders by high walls.





Given the small size of the layout and the amount of work necessary to retrofit the current roster of locomotives with DCC decoders, I have opted to retain analogue operation for the present.

The layout is designed for point-to-point operation over a steeply graded route with the previously mentioned switch-back situated approximately half way.

Two eras are represented. The first covers the government-owned ENAFER period to 1999 when much of the former Peruvian Corporation rolling stock would still be in service. The second dates from privatisation when the FCCA (Central Andina Railway) took over the former FCC route and began to replace older equipment with secondhand American locomotives and rolling stock.

Because of the close clearances on the line, nearly all of the recycled equipment has had to be modified to suit local conditions – a bonus for the modeller looking for unique prototypes.

Typically, an operating session begins at Pacasmayo when a switcher is dispatched through a tunnel to collect cars

from an imaginary port located on the other side. On arrival back at the yard, cars destined for unloading at the town are spotted on the freight shed siding and those destined for the terminus at Tambo are assembled into a train. Sidings at the Piedras Gordas switchback and the Tambo terminus are short so trains are limited to a maximum of five cars.

One of the main line locos is then brought out from the shed and coupled onto the train, the choice being determined by the era represented by the consist. If loaded ore cars are to be picked up at Piedras Gordas, the train will be limited to three cars. Once these have been added it will continue the climb to Tambo with a full complement of five cars.

The Minerales Andina mill has its own switcher which will have already dropped off loaded cars of concentrates along with empties destined for Piedras Gordas or Pacasmayo. Limitations imposed by the compact Tambo yard require some skilled problem solving by the train crew before the arriving cars are spotted at their respective destinations at the station or set out for collection by the mill switcher, and the train is reassembled for the return journey.

Above left

The 2-2-0T *Chilete* and its unlikely six-wheel coach were too good not to model for an aficionado of exotic equipment. The mechanism was sourced from a 4-2-0 in a Bachmann 'Prussia' set. Unfortunately, it does not run very well and is likely to remain a static exhibit unless I can find a satisfactory way to power the coach.

Above

Historic photographs taken on the FCP in 1907 were the basis for the model. Photo: author's collection, courtesy C.J.Walker.



Left

Apart from the preserved *Chilete*, the only other loco left from the steam era is an old tank engine abandoned to rust away behind the engine shed. The model was assembled from a Dapol 'Pug' kit.



Above

The largest locomotive on the layout is #201, based on a General Electric B36-7 re-manufactured in Mexico with six-wheel trucks. According to the works plate, it is now classified C30M-3. Several of these machines were acquired by the FCCA following privatisation. Note the sloped radiators necessary to provide clearance through the railway's small tunnels. The model has a modified Athearn frame and body and rides on Atlas trucks.

Right

Canadian fans will recognise #103 as a CN-inspired 'Sweep', its all-over orange livery representing the ENAFER period. Components came from Athearn SW7 and SW1200 switchers combined with a hood cut from a GP7 shell. Detail parts were acquired from Miniatures by Eric.



Choosing to model prototype examples of unique and interesting equipment comes with the challenge of kitbashing reasonable representations or building from scratch since very little is available commercially. To this end I am very grateful to Herb Cearley who meticulously measured and drew up plans for many cars seen during his travels in Peru in the 1970s. He also provided copies of equipment diagrams made from a FCC sketchbook which have proven invaluable. Information gleaned from these sources has been supplemented by my own research and photographs taken during various trips dating back to the 1960s.

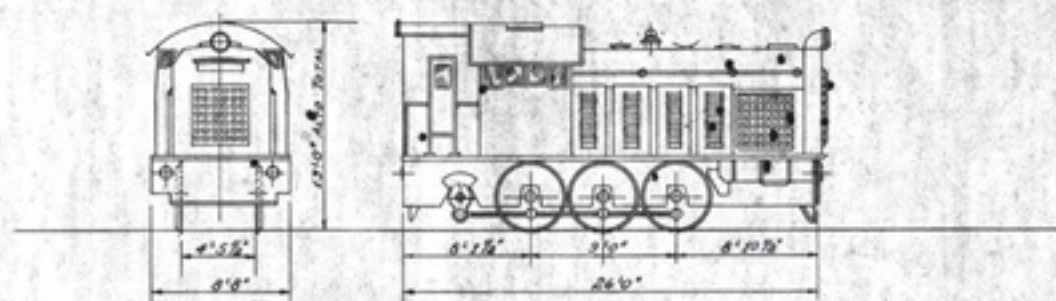
Right

#100 is based on a Davenport locomotive built for the USATC. It serves as a switcher with occasional main line use. An Athearn SW7 switcher supplied the mechanism and the cab roof came from a 'Hustler' shell.





LOCOMOTORA DIESEL MECANICA CLASE 510
MANIOBRAS



FABRICANTE - THE HUNSLET ENGINE CO. LTD. - SERIAL N°4002

AÑO DE CONSTRUCCION 1952 - N°510

Tipo de motor de tracción
Caballos de Fuerza
Número de Cilindros
Diámetro de Cilindros
Tiro de Cilindros
Tipo de Control
Tipo del Compresor

12 R.P.H. Paxman Diesel
500
12
7"
7 1/4"
Aire y Mecánico
Broom y Wade N°4

Tipo del freno
Diámetro de los Ejes
Diámetro de las ruedas
Ancho de la Locomotora
Capacidad de petróleo

Aire y Mano
8"
48"
8 1/8"
400 Galones

PESO DE MAQUINA EN ORDEN DE SERVICIO 51,600 KILOS
Poder de Tracción 35,400 LIBRAS

Above

FCP #10 is a Hunslet 0-6-0 switcher modelled after a locomotive acquired by the FCC in 1952. It was adapted from a Bachmann BR class 04 shunter which I was pleased to find had similar dimensions.

Left

The drawing for the Hunslet switcher is from an original FCC diagram book. The dimensions were used as a basis for building the model FCP #10.

My layout, like the railways that inspired it, continues to evolve, with additions and improvements as time and inclination permit. In many respects building the FCP has been another aspect of a rewarding hobby that has combined travel to distant places along with photography, research, and the pleasure of new friendships made along the way.

Right

When the FCCA needed additional freight cars to carry cement, the solution was to graft modified 40' shipping containers onto retired underframes and trucks. In practice these cars are used for a variety of traffic, and I adopted the design to represent replacements for life-expired wooden box cars. The method of construction for the model closely mirrors that of the prototype.





Above

Among other acquisitions by the FCC during British operation was a fleet of 20' freight cars built by Metropolitan. At least one box car or *bodega* lasted into the ENAFER period enabling measurements and photos to be taken which allowed me to scratchbuild this model.



Above

The most distinctive early era vehicles are former FCC flats with central D-shaped tanks. This unique design was developed to minimise the costly movement of dead weight by enabling petroleum products to be carried up to the mines and ingots to be loaded on the ends for the trip to the coast. Thinking that a smelter would be too large for the scale of operation represented on my model, I have assumed that the cars were acquired secondhand and only used to carry fuel.

Left

Flats with central cylindrical tanks and end platforms, some of them enclosed, may be an evolution of the earlier design. The basis for my model was a 1975 Romanian-built vehicle. These cars seem to be used solely to carry petroleum products.

Below

Any railway worth its salt had a business car and my FCP is no exception. #1 was built from the passenger end of a Bachmann 'old timer' combine which had suitable window spacing.



Märklin

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

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

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

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

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

Märklin are well aware of the importance of attracting beginners to the hobby, so there are economical train packs and budget locos; they have been included in period context as such items can offer good value even for the experienced enthusiast, and the digital start sets are far from basic.

Some of the 'my world' toy range new items are described within the 148 page landscape format main brochure, which also covers Z and Gauge 1. Over a hundred pages are devoted to HO.

Epoch I

Bavarian express set – Stuttgart to München via Ulm and Augsburg. S3/6 Pacific with mfx+ decoder and smoke, three CCü thirds, one ABBü composite, and one PPü baggage. As limited edition of 1,500 worldwide. Also Trix.

Epoch II

Insider Model for 2022 – all new tooling: BR06 streamlined 4-8-4 in black, mfx+ decoder. Also Trix. Dealer orders must be received by end of February.

To accompany – a set of five so-called *Hecht* (pike) coaches (due to the tapered ends), AB4ü composite, three C4ü thirds, and Pw4ü baggage, all with factory fitted interior lighting. Also Trix.



Märklin / Trix DRG BR06 4-8-4



Märklin / Trix DB BR754 2-6-2T



Märklin / Trix DR BR562-8 2-8-0

The Insider limited edition club wagon for the year is a type Pw14 short four-wheel guards van with raised cupola lookout.

Epoch III DB

New tooling – BR52 2-10-0 *Kriegslok* with small kinked smoke deflectors, disc pony wheels, and 2'2'T30 tub tender, with mfx+ decoder. Also Trix.

Modified tooling – BR754 2-6-2T, former Baden VIc, now with two headlights, smokebox door with centre handle, and riveted tanks, mfx+ decoder. Also Trix.

Start set – BR24 2-6-0, three four-wheel 'Thunderbox' coaches, oval of track with passing loop, Mobile Station digital controller.

New tooling – type Tbes-t-66 sliding side/roof four-wheel wagon, two in set with type Tes-156 sliding side/roof four-wheel wagon and type Ts-51 sliding roof four-wheel wagon.

Type Om21 four-wheel open with brake house, loaded with coal and weathered.

Type Omm52 four-wheel open, loaded with coal.

Type SSym46 six-axle heavy duty bogie flat.

Museum wagon for the year – type OOt41 bogie side discharge hopper with extended sides for carrying coke lettered for 'Stadtwerke Göppingen' and supplied in a commemorative tin with a matching VW T1 mini-bus (a Schuco model). Also Trix.

Epoch III DR

Modified tooling – BR562-8 2-8-0, now with small smoke deflectors and modified smokebox door, with 3T16.5 tender, as used on the island of Usedom, with mfx+ decoder. Also Trix.

Epoch IV DB

Modified tooling – BR038 4-6-0 (former Prussian P8), with standard cab, small Witte smoke deflectors, and coal space extension, with mfx+ decoder. Also Trix.

BR065 2-8-4T in 1970 condition, weathered, mfx+ decoder, MHI limited edition. Also Trix.

To accompany, set of five coaches – two pairs of six-wheel *Umbauwagen* (AB3yegb composite + B3yegb second and B3yegb second + B3yegb second) plus BDymf⁴⁵⁷ second baggage driving trailer (original 'rabbit hutch' converted cab), all with interior lighting factory fitted.

Modified tooling – BR290 B-B diesel-hydraulic in blue-beige, with remote-operated Telex couplings for shunting, and a driver figure which turns to face the direction of travel. mfx+ decoder. Also Trix.



Märklin / Trix DB BR52 2-10-0



Märklin / Trix DB BR038 4-6-0



Märklin DB type Tbes-t-66

Märklin DB type Klms⁴⁴⁰ 'VW'

Type Gbkl four-wheel van lettered for 'SABA', as MHI limited edition.

Coupled pair of type Klms⁴⁴⁰ four-wheel lowsides each loaded with three type Laabs small containers used by 'VW', also Trix.

Type Laabs⁵⁴¹ double-deck car transporter coupled pair carrying VW Type 3 1500 and 1600 cars (by Brekina), two versions. Also Trix.

Type Gbs²⁵⁴ long wheelbase four-wheel van.

Type Gbs²⁵⁶ long wheelbase four-wheel van with corrugated doors.

Type Sgs⁶⁹⁵ bogie flat with two 'DB/TFG' type Htt 20' side door containers.

Epoch IV DR

Set of four four-wheel lowsides (two type Kklms³⁴⁴⁰ and one each Kl^{s3360} and Kl^{s3361}) carrying various 'Circus Busch' trailers and a tractor.

Additional type Kklms³⁴⁴⁰ four-wheel lowside loaded with 'Circus Busch' car and trailer, as MHI limited edition.

Epoch V

Type Hbils four-wheel sliding side van in 'Kaldewei' green.

Four-wheel refrigerated van used by Lobau brewery with 'Lausitzer Porter' graphics.

Epoch VI

BR101 Bo-Bo electric as used on the München – Nürnberg express (RE 4018), mfx+ decoder.

To accompany, sets of suitable coaches – ABvmsz^{164.0} composite, two Bpmz^{295.4} seconds, and one Bpmbdzf^{296.3} second driving trailer (a new model). Set of two further Bpmz^{295.4} seconds, different numbers. All with factory fitted interior lighting and conducting couplings.

BR145.6 Bo-Bo electric (TRAXX P160 AC2) in InterCity white livery, with destination board as IC 2045 Köln – Dresden in 2020, mfx+ decoder. Also Trix.

To accompany – IC2 double-deck coaches: DApza^{687.2} first, DBpza^{682.2} second (three numbers), and DBpbzfa^{668.2} second driving trailer, all sold separately. Also Trix.

V320 C-C diesel in 'H.F.Wiebe' yellow livery, with authentic modifications, with mfx+ decoder, as MHI limited edition. Also Trix.

Set of type Fas side tipping ballast wagons used by Wiebe, two in red oxide and three in yellow.

Märklin DBAG Bpmbdzf^{296.3}Märklin / Trix SBB Ae3/6¹

Below Märklin / Trix SBB RABe 501 Giruno

Type Hbbills³⁰⁸ four-wheel sliding side van.

Type Shimmns-tu⁷¹⁸ bogie bulkhead flat with hooped tarpaulin cover in 'DB Cargo' red. Also Trix.

Type Sggrss80 articulated container flat operated by AAE carrying two 40' containers, 'MOL' grey and 'CARU' red, the latter high cube (a new model).

Bogie gas tank with sun shield with 'GATX' lettering.

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

Switzerland

Epoch III

New tooling – SBB Ae3/6¹ electric with Büchli drive, from the eighth batch, with four cab doors and gangway fall plates, in green, with mfx+ decoder. Also Trix.

To accompany – set of five lightweight EWI bogie coaches (one second, two thirds, one third with buffet area, and baggage). Also Trix.

Epoch VI

New tooling – SBB RABe 501 Giruno high speed articulated set, as used between Zürich Airport and Basel, and to Milan, to scale length. Base set consists of both ends and three intermediate coaches, including the restaurant; there will be three further sets of two to extend the train. With mfx+ decoder and interior lighting throughout. Also Trix.

Ce6/8^{II} 'Crocodile' in brown livery as preserved, with mfx+ decoder. Also Trix.

Set of two Re621 Bo-Bo electrics, one in TEE red & beige and one in *Rheingold* blue & beige as owned by International Rolling Stock Investment GmbH and operated by TR Trains Rail AG. With mfx+ decoders.

Start set – Re620 tri-bo electric with mfx+ decoder, bogie open, four-wheel lowside, and four-wheel sliding side van, oval of track with passing loop, Mobile Station digital controller.

Type Snps bogie flat with heavy-duty side stakes.

Set of two type Sgns flats each carrying two 'co-op' 20' containers, with different fruit graphics.

Austria

Epoch III – Rh1020 Co-Co electric (German E94) in green, with correct details (billed as new tooling for Austria), with mfx+ decoder. Also Trix.

To accompany – set of three different four-wheel vans (types G ex-G10, G ex-Kassel, and Gms ex-Oppeln with brake house).



Epoch IV – Rh1189 'Crocodile' in fictional black livery with red wheels as 2022 Messe special. mfx+ decoder. Also Trix.

Czech Republic / Slovakia

Epoch VI – type Zans 95m³ tank wagon on Y25 Lsd1 bogies, registered in Czech Republic, with 'ermewa – Pannonia ethanol' branding. Also Trix.

'GATX' type Zans 95m³ tank wagon on Y25 bogies, registered with ZSSK (Slovakia).

Italy

Epoch III – FS E.424 Bo-Bo electric, 1960s classic model, now with mfx decoder, MHI limited edition.

To accompany, set of four 'tinplate' bogie express coaches (first, two seconds, and baggage) in two-tone brown.



Märklin / Trix NS 1700



France

Epoch III – SNCF 150X 2-10-0 (German BR44), no smoke deflectors, simplified cab, with 2'2'T34 tender, with authentic modifications. mfx+ decoder. Also Trix.

Set of two type JDo (Rs) four-wheel flats each carrying two Citroën 2CV cars (Schuco models).

Belgium

Epoch III – series 81 0-8-0 (former Prussian G81) in green, mfx+ decoder. Also Trix.

To accompany – set of four coaches (one bogie Langenschwalbacher, two four-wheel Thunderboxes, and a four-wheel baggage van).

The Netherlands

Epoch V – new tooling: NS class 1700 B-B electric in yellow & grey, c.1992. mfx+ decoder. Also Trix.

To accompany – composite, second, and second driving trailer double-deck coaches. Also Trix.

Epoch VI – Vectron BR193 Bo-Bo electric as leased by ELL in NS blue & yellow. mfx+ decoder. Also Trix.

Type Lbms four-wheel flat carrying two 'Akzo Nobel' small tank containers.

Luxembourg

Epoch VI – class 66 Co-Co diesel in CFL Cargo livery. mfx+ decoder. Also Trix.

Type Rilnss bogie bulkhead flat with hooped tarpaulin cover used by 'err' and registered in Luxembourg.

Denmark

Epoch VI – LINT41/BR648.2 articulated diesel railcar in Lokaltog AS yellow & white. mfx+ decoder. Also Trix.

Sweden

Epoch IV – type DV30F four-wheel Post van.

Epoch V – set of three type Eaos bogie open wagons carrying scrap metal.

Epoch VI – new tooling: SJ Rc6 Bo-Bo electric, black livery, mfx decoder. Also Trix.

To accompany – set of four corrugated side bogie coaches (one AB3 composite and three B5 seconds) in black livery.



Märklin NSB Tbis

Norway

Epoch IV – set of three type Tbis sliding side/roof four-wheel wagons (new tooling, as noted above), with roof that can be opened.

Spain

Epoch V – set of three type Zags bogie tank wagons operated by Transfesa, in different liveries.

Trix HO

Where different from the Märklin parallels noted above.

Epoch I

Club wagon – four-wheel tank wagon with brake house used by the Rositzer Zucker Raffinerie and registered in Saxony.

Epoch III DR

To accompany the BR56, a set of five four-wheel wagons: a type Rmo lowside loaded with beach shelters, a type X flat carrying a large wooden crate, a type Ommu open full of pit props, a type Gw van, and a type Pwg crew van.

Epoch VI

Set of three type Fc090 four-wheel ballast hoppers used by the Wiebe track maintenance company (to accompany the V320 diesel). MHI limited edition.

Roco

The new items brochure is once again an A4-size perfect bound landscape format publication of 214 pages and covers HO and HOe (though again there is little of the latter). Locos are separated into steam, electric, and diesel, grouped by country, and within these arranged roughly chronologically.

Comprehensive feature symbols, now indicating administration, country, period, overall length, minimum radius, LED lighting, type of decoder socket, and presence of buffer capacitor, plus sound or AC versions when relevant.

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

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

Several items have supplementary notes.

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

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

Germany

Epoch I

Bavarian D VI 0-4-0T *Cybele* (2)

Set of three Bavarian four-wheel wagons (van with brake house, open with brake house, and flat with stakes) (2).

Epoch II

DRG E94 Co-Co electric in grey (1).

Pair of type Glh *Leig-Einheit* close-coupled four-wheel vans (2).

USATC – S160 2-8-0 (1); four-wheel van; bogie lowside; bogie highside (all 2).

Epoch III DB

Updated: BR80 0-6-0T now with PluX22 decoder socket (3).

BR184 Pacific (Bavarian S3/6) with DB 'Keks' emblem on the cab side (though in fact all of this class had been scrapped before this was introduced) (1).

BR10 semi-streamlined Pacific (2).

Modified tooling – E10 electric with box body and high-speed bogies, with PluX22 interface and sound for the first time. Perfectly matches the *Rheinpfeil* long distance train items (2).

Sets of *Rheinpfeil* coaches – Ap4üm, Av4üm, and AD4üm dome; Ap4üm, Av4üm, and WR4üm restaurant; Av4üm (all 3).

Pair of type Gllh12 *Leig-Einheit* close-coupled four-wheel vans (4).

Set of two type Bts50 four-wheel flats each loaded with three 'Knorr' type Efr silo containers (3).

Type Pwgs41 goods train guards van (4).

Epoch IV DB

BR053 2-10-0 with tub tender (2).

BR012 Pacific with low sandboxes (2).

Set of four coaches in 'pop' livery representing DC412/413 Frankfurt – Emden, including Büm²³⁴ with folding hinged doors and brake shoes available for the first time.

BR194 Co-Co electric as preserved at Freilassing (1).

BR798 diesel railcar and 998 driving trailer (1).

BR215 B-B diesel in blue-beige (1).

BR210 B-B turbine assisted diesel in red (2)

Display pack of twelve type Tal swing roof side discharge bogie hoppers, weathered, as used for limestone, two each of six numbers, sold separately (1).

Roco DB E10



Märklin / Trix SJ Rc6



Roco DR BR86 2-8-2T



Beilhack self-propelled rotary snow blower in DB green (a livery never actually carried), working digital model (4).

To mark 35 years of EuroCity services, coach sets for EC24 *Erasmus* (Innsbruck – Amsterdam) – Apmz^{121.1}, Avmz^{111.1}, and WRm^{132.1} restaurant in red/beige; Bm²³⁵, Bpmz^{291.5}, and Bpmz^{291.3} in blue/beige; Avmz^{111.2} in red/beige and Bpmz^{291.2} and Bm²³⁵ in blue/beige (all 3).

Set of three 'EVA' four-wheel tank wagons (1).

'VTG' four-wheel tank wagon (4).

Set of three type F-z¹²⁰ tipping skip four-wheel wagons (4).

Epoch IV DR

Modified tooling: BR86 2-8-2T, with different boiler and long cut out tanks (2).

BR44 2-10-0 with pulverised coal firing (1).

BR50⁴⁰ 2-10-0 (1).

BR50 2-10-0 and two sets of three wagons representing the legendary heavily-loaded sand trains from the Colditz area (all 3).

BR106 0-8-0 diesel with frost protection covers over the ventilation grilles which can be mounted open or closed (4).

BR115 B-B diesel, with more powerful 1,500hp engine (4).

BR120 Co-Co diesel, early version without silencer (1).

BR118 B-B diesel in 'austerity' livery, with horizontal front handrails (2).

BR250 Co-Co electric, pre-series version with large front and side windows (1).

Halberstadt UIC-Z coaches (first, composite, second, second baggage, and couchette) in green & cream, plus Mitropa diner in red (all 1).

Type Rmso32 four-wheel lowside (1).

Type Uacs-x bogie silo wagon, with traces of repairs (1).

Set of two type Eos four-wheel steel open wagons (1).

Type Gos four-wheel van (2).

Set of two type Gr20 four-wheel banana vans (2).

Set of two type El four-wheel open wagons (4).

Set of three type Uahs four-wheel tank wagons (4).

Type Pwg goods train crew van (2);

Type Pwgs41 goods train crew van (3);

Epoch VI

Modified tooling: BR95 2-10-2T, coal fired, as preserved 95 1027-2.

BR218 B-B diesel in traffic red, in updated condition with new LED lighting, with tail lights at the outer headlight position (3).

BR401 ICE 1 in packs of two power cars (one motorised, for the first time with a coreless motor), with applied windshield wipers for the first time, new roof design with delicate pantographs, and four sets of three coaches (at 1:93.5 length) as following the "Redesign 2005" refit (all 4).

BR101 Bo-Bo electric as 101 013 in the unique '50 years of Intercity in Germany' anniversary paint scheme of light grey with traffic red decorative stripes (3).

BR186 Bo-Bo electric in traffic red (1).

BR193 Vectron Bo-Bo electric with 'Starke Cargo' graphics (2).



Roco DR BR95 2-10-2T

Roco ÖBB Rh77 4-6-2T



Roco DR BR120

BR152 in 'Albatros Express' livery (4).

BR193 with 'Marco Polo' graphics (1).

BR182 Bo-Bo electric in MRCE black, as used into Switzerland hauling EuroCity trains 6 and 7 (3).

BR193 in MRCE black with Lokomotion white zebra stripes (1).

BR186 in 'Metrans' livery, in co-operation with RailColor (3).

BR192 Smartron used by EGP from the port of Mukran, in co-operation with RailColor (1).

BR193 Vectron in TX-Logistik 'burning' livery, in co-operation with Loc&More (3).

BR193 Vectron in TX-Logistik 'horsepower' livery, in co-operation with Loc&More (1).

BR628 diesel railcar in DB Regio traffic red (1).

RegioShuttle diesel railcar in Vogtlandbahn green & white (2).

BR335 Köf in Bahnbau yellow, with digital couplings (3); to accompany, set of two type Res bogie lowside loaded with ballast (3).

Pair of type Bimz coaches in 'Flixtrain' green, one with blue solebars, blue window frames, and blue doors (ex NS) (1).

DBAG Sggmrs articulated container flat with four 20' 'Duvenbeck' containers (1).

DBAG Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Walter' curtain-sided trailers (2).

DBAG Sdggmrs⁷³⁸/T3000e articulated container flat with one 40' container and two 20' tanktainers (3).

DBAG Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Bode' curtain-sided trailers (4).

AAE Sgnss container flat with two 'Lanfer' 20' tanktainers (1).

AAE Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Wenzel' curtain-sided trailers (4).

WASCOSA Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Dissegna' trailers (3).

WASCOSA Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Eko' curtain-sided trailers (3).

SETG Sggmrs articulated container flat with two 40' 'Hapag-Lloyd' containers (2).

Type Habbins bogie sliding side van (1).

AAE type Rilns hooped tarpaulin covered bogie bulkhead flat (1).

Set of three 'Wascosa' type Shimmns-u short bogie bulkhead flats for steel coils (1).

GATX kinked bogie tank wagon (2).

Austria

Epoch III

New tooling: Rh77 4-6-2T, formerly kkStB class 629, built from 1913 in several series until 1927. Practically every depot in Austria was at one time or another equipped with these locos. The West and Südbahn lines and their branches were just a part of the operational area. It was not until 1975 that the last were decommissioned – with the end of all steam traction in Austria (4).

Rh86 2-8-2T with welded tanks, with long cut-outs, and disc pony wheels (2).

Epoch IV

Rh2062 four-wheel diesel shunter with digital couplings (3).

New tooling: Rh1044 Bo-Bo electric pre-series, with authentic roof, larger driver's cab side windows without wind deflectors (3).

New tooling: Rh1044 Bo-Bo electric with grey frame and grey roof for the first time, prototypical implementation of the front end, to haul EC 60 *Maria Theresia* coaches – three sets, used between Vienna Westbf. and Zürich Hbf. c.1989 – Bmz x 2 and BDmsz; Bmz, Amz, and WRmz; Bmz and Amz. (All 2.)

To mark 150 years of railways in the Vorarlberg, an updated model of the Rh1670 electric (now with PluX22 decoder socket) with three bogie coaches and a four-wheel baggage representing train P5519 Bregenz – Landegg in the 1950s (3).

Set of three four-wheel rebuilt coaches (two seconds and second baggage) in blue & white (1);

Type Uacs triple silo bogie wagon (4);

Epoch V

1041.002, as repaired with unique features following damage in a collision in summer 1987. It received new gearboxes and different motors, which allowed a maximum speed of 110 km/h and as a result the loco was renumbered as new sub class 1041.2 from January 1990. It was stationed at Attnang-Puchheim and mainly used on the Salzkammergut lines. (2)

Six car electric multiple unit 4010 007-5 in Valousek livery with sheeted cab corner windows and swing sliding doors, but without dining car (4).

Rh2048 B-B diesel (former DB BR211) (1).

Type Dgho goods train crew van (1).

Roco ÖBB Rh1044



Roco ÖBB Rh1044



Roco ÖBB Rh1144



Roco BLS Re4/4



Epoch VI

New tooling: Rh1144 Bo-Bo electric, with push-pull connections, new primary voltage converter, main switch, and buffer, prototypical axle bearings with encoder cable, with two different pantographs (2).

Vectron Rh1293 Bo-Bo electric in Nightjet livery (2).

Limited edition in special packaging in 'Klimaticket' livery – the train features one Rh1116 electric, four economy class coaches, a first class coach, a dining coach, and a driving trailer.

Rh1116 in City Airport Train livery (1).

193 in LTE livery (2).

Rh1193 in Wiener Lokalbahnen Cargo livery (2). (WLC goods trains currently serve twenty destinations in seven European countries, from Budapest to Rotterdam and Livorno to Hamburg.)

Rh1142 in Steiermarkbahn (StB) livery (1).

Set of two type Sgnss container flats used by StB (1). Salzburg BR193 with 'Jedermann' festival graphics, different each side (4).

Beilhack self-propelled rotary snow blower as used by ÖBB Infra, a working digital model (4).

Type Sdggmrs⁷³⁸/T3000e articulated container flat with four 'TWS' 20' tanktainers (3).

Type Uacs triple silo bogie wagon (4).

Type Tadmss bogie swing roof hopper in blue (1).

Type Hbbilns sliding side van leased from AAE (1).

Set of two type Rnoos-us bogie bulkhead flats for timber (2).

Set of three type Shimmns short bogie bulkhead flats for steel (2).

Switzerland

Marking 175 years of railways in Switzerland.

Epoch IV

Double traction Re10/10 as a special anniversary edition, Re4/4^{II} and Re6/6 in green livery with decorative stripes and coats of arms (4).

New tooling: BLS Re4/4 for the first time with a short buffer beam and grilles typical of the earlier period, with an elaborate multi-coloured replica of the equipment room (4).

Epoch V

New tooling: SBB Ae3/6^I third series electric as preserved, in brown (4) and as second series in green (4).

Type Uacs bogie cement silo (3).

Roco NS 1700



Epoch VI

Re421 Bo-Bo electric in blue Zürich – München livery (1).

193 908-6 with SBB Cargo International and ralpin liveries on each side, in co-operation with RailColor (3).

Vectron as 475 902-3 in Widmer Rail Services livery (1).

EDK 750 rail crane in Sersa white livery, working digital model (3); to accompany, Am847 B-B diesel (DB V100) and set of two four-wheel wagons, type Ks lowside and type K3 van (all 3).

To mark 35 years of EuroCity services, sets of coaches for EC6/7 Hamburg - Chur as running 2010-2014 – Apm (in Cisalpino silver), Bpm, and WRm; Apm, Bpm, and Bpm (in Cisalpino silver); Apm and Bpm. (All 3.)

Double-deck stock – driving trailer with animal graphics, restaurant car, second, first, and first baggage (all 3).

First and second class EC coaches (3).

Type Eaos bogie open (1).

Type Shimmns telescoping cover coil carrier (1).

Type Rilns hooped tarpaulin covered bogie bulkhead flat with 'ermewa' branding (1).

Type Sgnss container flat with two 'V-Zug' swap bodies (2).

Type Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Jost Group' curtain-sided trailers (4).

Serbia

Epoch VI – BIH-ZRS type Eanos bogie open (1).

Roco SBB Ae3/6^I



Italy

Epoch IV – updated model of FS Aln448/460 diesel railcar set, as modified without kitchen, for first time with PluX22 socket (4).

To mark 35 years of EuroCity services, FS E.656 articulated body tri-bo electric (2).

Sets of coaches for EC *Mont Cenis* – three SNCF B10tu and two FS Eurofima (both 2).

Epoch V-VI – EC first and second class coaches in XMPR livery (4);

France

Epoch III – 150 Y (BR52) 2-10-0 with tub tender (1).

Set of three wagons (four-wheel van, four-wheel open, bogie open) (1).

Set of three type Tms sliding roof four-wheel wagons (4).

Epoch IV – 2D2 electric with raised numbers, and PluX22 interface and optional sound decoder for the first time (4).

BB25200 electric in green 'Mistral' livery (3).

CC6500 electric in TEE livery (3).

CC72000 diesel in grey/blue (1).

Set of two type Shimmns-u short bogie bulkhead flats for steel coils (2).

Type Gs four-wheel van (3).

Epoch V – type Zans bogie tank used by 'Millet' (1).

Type Gbs four-wheel van (2).

Belgium

Epoch V-VI – set of three Eurofima coaches (first and two seconds) (1).

The Netherlands

Epoch III – type S-LWO lowside with side stakes (4);

Epoch IV – modified tooling: class 1600 electric in Epoch IV yellow & grey (2) and Epoch VI 'Rail Force One' grey (3).

Plan V two-car e.m.u. in yellow with blue advertising panels (4).

Epoch VI – Vectron 193 in NS yellow & blue, as leased from ELL (1).

WASCOSA Sdggmrs⁷³⁸/T3000e articulated container flat with two 'Westerman' trailers (3).

Set of two 'Cronifer' type Eanos bogie opens in light blue (1).

'ProRail' type Res bogie lowside in blue (4).

Roco CSD S.499



Roco CD 371



Roco FS Aln448/480



Liliput DBAG water tanks



Czechoslovakia

Epoch III – set of three type Sa7 bogie side discharge hoppers (2);

Epoch IV – M152.0 four-wheel diesel railcar and Blm trailer (1).

Class T669.0 Co-Co diesel in red (2).

Class T478 'Goggles' Bo-Bo diesel in red, for the first time with PluX22 socket (3).

New tooling: to renew the CSD fleet in the second half of the 1970s, Skoda developed the second generation of universal electric locomotives including the class S499.2. (The S denotes alternating current.) The two prototype locomotives were delivered in 1984 and thoroughly tested. With an hourly power output of 3,060kW and a top speed of 120km/h, ten series locos with the new designation 263 were delivered in 1988. They were used on expresses and goods trains (2).

New tooling: type Raj four silo bogie wagon in sets of three (4).

Set of two type Tams sliding roof four-wheel wagons (4).

Epoch V – class 751 diesel, third series with corrugated sides up to the edge of the roof, in red & yellow (2) and in 'retro' blue & white as used on the prototype T478.1002 when it was shown at the International Engineering Fair in Brno in 1965 (3).

First, second, and second baggage corridor coaches in green & white, plus couchette in blue & white (all 1).

Epoch V-VI – new tooling: class 371 Bo-Bo electric, dual system variant (2).

Epoch VI – class 754 'Goggles' diesel in two-tone blue, for the first time with PluX22 socket (4).

Class 841 RegioShuttle diesel railcar in blue (1).

Class 770 Co-Co diesel in ZSSK green & cream (2).

First and second class corridor coaches in ZSSK red & white (1).

New tooling: four silo bogie wagon as ZSSK type Uacs in sets of two (4).

New tooling: type Raj four silo bogie wagon in sets of two lettered for 'AWT' (4).

Hungary

Epoch V-VI – MÁV type Res bogie lowside (1).

Epoch VI – GySEV type Sggmrs articulated container flat with two 'Unit45' containers (1).

Poland

Epoch III – PKP Ty4 (BR44) 2-10-0 with large smoke deflectors (1).

Type Kddf four-wheel van (1).

Epoch III-IV – set of three former Prussian clerestory roof compartment coaches (4);

Epoch IV – set of three former German 'Thunderbox' coaches (2).

Goods train crew van without cupola (2).

Set of two type Uah bogie tanks (1).

Epoch V – Bautzen-built type WRduh restaurant car with authentic roof, and modified ends and entry areas (4); also in **Epoch VI** two-tone grey with 'ICCC' branding.

Epoch V – set of three type Fals side discharge hoppers (1).

Epoch VI – Vectron as PKP EU46 with '20 years of PKP Cargo' anniversary logo (3).

Set of three PKP Cargo type Fals high capacity side discharge hoppers (4).

Pair of WLBo ICCC sleepers (1).

Romania

Epoch VI – CFR Marfa type Rilns hooped tarpaulin covered bogie bulkhead flat (1).

Russia

Epoch VI – 2M62 double Co-Co diesel in two tone grey & red SZD livery, from the first delivery still with doors to the rear cabs (1).

Sweden

Epoch VI – Rc4 electric in blue & grey with 'green cargo' lettering (3).

TRAXX electric classified Br (from 2018) in 'green cargo' livery (1).

Green Cargo type Zacns bogie tank (1);

Norway

Epoch VI – El18 electric (= SBB 460) in 'Sørtoget' blue livery (3).

USA

Beilhack self-propelled rotary snow blower as used by Conrail, working digital model (4).

Liliput

The 16 page A4 brochure covers HO, HOe, and N.

As there was a full general catalogue last year, there is only a new items brochure for 2022. The 2021/22 catalogue is still valid. There will definitely be another announcement of new products in the course of the year, which will then be available in a timely manner. Following the stated intention last year, Liliput will only present new products if they going to become available in the foreseeable future. This is why this new products brochure has turned out to be a little thinner than previously because they are processing the outstanding new products from the last few years.

DRG Epoch II

First/second composite and two third class bogie coaches in camouflage colours.

Set of two type SSyms six-axle heavy duty flats loaded with tanks.

DB Epoch IV

Standard bogie tank wagon 630hl capacity lettered for 'VTG', c.1988.

DBAG Epoch V

Set of two standard Deutz bogie tank wagons 480hl capacity in yellow livery as fire service water wagons, based at Seelze.

Set of two steel slab loads, weathered, for flat wagons.

Liliput BBÖ Rh378 2-8-2T



Austria

Epoch II – modified tooling for a variant not made by Liliput previously of the Rh378 (later Rh93) 2-8-2T in original condition, with round chimney, in two versions – 1927 photographic grey and 1930 black lined in green. This will be 378.04, not 378.08 as initially announced in the full catalogue.

Epoch IV – type Pwgs four-wheel goods train crew van as Dg 121 in Graz Koflacher Bahn grey.

Italy

Epoch III – standard bogie tank wagon 480hl capacity lettered for 'Amrosoli & Villa, Domodossola', c.1960.

Liliput FS 480hl tank



Roco CSD type Raj (Uacs)



Brawa

The new items brochure this year runs to 76 pages, 56 of which deal with HO and ten for N. There is no new O gauge.

Expected delivery indications are not given.

The main item of new tooling will be the BR44 three-cylinder 2-10-0, with 2'2'T34 tender. Variants will be offered for DRG Epoch II, DR Epoch III, DB Epoch III, and DB Epoch IV (oil-fired) with large Wagner or small Witte or no smoke deflectors as appropriate. All are illustrated at this stage with prototype photos or CAD renderings.

Epoch I

The unique Bavarian S2/6 4-4-4 No.3201, in original grey and post-1906 green.

Type B4ü Pr20 and C4ü21 Pr21 bogie express coaches with KPEV markings.

Type X four-wheel flat with brake house in Bavarian green.

Type G four-wheel van in Bavarian green.

Type Gm four-wheel van in Bavarian brown.

Type G four-wheel van with two brake platforms in Württemberg green.

Prussian type Pg four-wheel goods train crew van.

New tooling – Prussian type SSIm (to diagram Ce 168) bogie flat with side stakes and brake house. Also DRG Epoch II plus DR and DB Epoch III versions.

Limited edition set of ten four-wheel vans decorated for German car makers: Epoch I – Audi; Epoch II – DKW, Horch, and Magirus; Epoch III DB – Auto Union, Opel, NSU, and MAN; Epoch III DR – Wartburg and Eisenacher Motorenwerke. Can only be ordered by dealers as a set but packed for sale individually.

Epoch II

BR01 Pacific and BR02 compound Pacific with large Wagner smoke deflectors.

BR98¹⁰ 0-8-2T in Bavarian administration green and DRG black.

Bogie railcar as VT 761 in green with two roof mounted radiators and as VT 758 in red & cream with three radiators, to mark 150 years of local lines in Bavaria.

VB140 four-wheel railcar trailer in red & cream.

Type Pw4ü Pr16 bogie baggage van in *Rheingold* violet.

Type B4ü Pr20 and C4ü21 Pr21 bogie express coaches with DRG markings.

Four-wheel van with brake platform, type G in green and Gu in brown.

Type Gw four-wheel van.

Four-wheel van with raised brake house in 'Brauerei Englisch Brunnen' white and 'Persil' green.

Type X four-wheel flat with brake house.

Type Rr four-wheel lowside with side stakes.

Type Pwg four-wheel goods train crew van.

Epoch III DB

BR01 Pacific with small Witte smoke deflectors and metallic boiler bands.

Brawa BR44 2-10-0



Brawa BTs30 + Ekrt



Brawa BTs30 + Efkr



BR98¹⁰ 0-8-2T.

E44 Bo-Bo electric in green.

VT60.5 bogie diesel railcar in 'US Army' green.

V100.20 B-B centre cab diesel in wine red.

VT66.9 railcar in red & cream with three radiators.

Type B4ü Pr20 and C4ü21 Pr21 bogie express coaches with DB markings.

Type B4üe F-Zug second in blue.

Type WR4ü(e) restaurant in 'DSG' red.

New tooling – type BTs30 four-wheel flat wagon carrying three small 'house-to-house' containers, with type Ekrt²¹² boxes (four versions), type Efkr⁴⁰¹ silos (four versions), type Ddtk tanks (four versions), and type Eoskrt⁰²² opens (two versions) across Epochs III and IV.

New tooling – type SSIm16 bogie flat with side stakes without brake house.

Type R20 four-wheel lowside with side stakes.

Type Omm52 four-wheel steel open with brake house.

Type Gklm10 four-wheel van.

Four-wheel van with raised brake house in white lettered for 'Ganter Bier' of Freiburg.

Type Tnfhs38 'Seefische' insulated van, with external bracing or smooth sides, the latter also as used by 'Ganter Bier' of Freiburg.

Type Glmehs50 four-wheel van.

Type Glmmehs57 four-wheel van.

Type Klmmgs sliding side four-wheel van.

Type Kds54 twin silo four-wheel wagon (three versions).

Brawa BTs30 + Eoskrt



Brawa BTs30 + Ddtk



Type Kds56 tall twin silo four-wheel wagon (three versions, including 'Franken Zucker' and 'Clubmast/Clubkraft').

Type KKds55 four silo bogie wagon (two versions).

Type Otm70 four-wheel hopper, two versions including 'Union Briket'.

Type Z (P) four-wheel tank wagon with brake platform 'Aral'.

Type ZZ (P) Uerdingen lightweight bogie tank wagon with brake platform 'EVA'.

Type Pwg four-wheel goods train crew van.

Limited edition 'Easter' model due for release in March, type G10 four-wheel van with antique 'Ritter Sport' chocolate branding.

Limited edition set of ten Epoch four-wheel refrigerated vans decorated for beer brands: Epoch III DB – Fürstenberg, Schlapp Seppel, König-Pilsener, and Klosterbrauerei Alpertsbach; Epoch IV DB – Pschorr, Paulaner, Früh, and Velts; Epoch III DSB – Carlsberg and Tuborg. Can only be ordered by dealers as a set but packed for sale individually.

Limited edition set of three DDR beer vans: Epoch III – Sternburg; Epoch IV – Wernesgrüner and Feldschlösschen. Can only be ordered by dealers as a set but packed for sale individually.

Epoch III DR

E11 Bo-Bo electric pre-series in green.

VT137 387 bogie diesel railcar in red & cream.

Type Rr four-wheel lowside with side stakes.

Type Pwg four-wheel goods train crew van in green, and as *Stückgutwagen* in brown.

Epoch IV DB

BR723 bogie diesel railcar in red.

BR212 B-B centre cab diesel in wine red and blue-beige.

BR290 B-B centre cab diesel in blue-beige.

New tooling: *Silberlinge* type Bnrz⁷²⁴ second with vertical ended roof (not rounded), with either black or blue solebars. Also Epoch V with DBAG logo added and Epoch VI in traffic red.

Brawa Silberlinge



Brawa SSIm



Brawa SSIm16/Rp⁶⁶⁸



Former F-Zug as type Wgükge^{822.0} business car in blue-beige.

Former F-Zug coach as exhibition car in 'Tiefkühl Express' blue livery with 'Dr.Oetker' branding.

New tooling – type Rp⁶⁶⁸ bogie flat with side stakes without brake house.

Type Gos²⁴⁵ four-wheel van.

Type lbdps³⁸³ insulated four-wheel van in 'Kulmbacher Mönchshof-Bräu' blue.

Type Hbis²⁹⁹ sliding side four-wheel van.

Type Tbis⁸⁷⁵ sliding side/roof four-wheel wagon.

Type Ucs⁹⁰⁸ twin silo four-wheel wagon (four versions, including 'Mandt Feldspar' and 'dorfner').

Type Ucs⁹⁰⁹ tall twin silo four-wheel wagon (two versions, 'Brandt' and 'Varta').

Type Uacs⁹⁴⁷ four silo bogie wagon (two versions).

Type Fcs⁰⁹⁰ and Ed⁰⁹⁰ four-wheel hoppers.

Type ZZ six-axle tank wagon with brake platform 'Hoechst AG'.

Type Uia bogie tank wagon 'NACCO'.

New tooling – type Fads¹⁷⁷ low side bogie side discharge hopper, set of three.

Epoch IV DR

Limited edition train pack – BR01 Pacific with two Halberstadt coaches, two reko coaches, and a 'Mitropa' reko restaurant car, representing D504 Saalfeld to Berlin. Must be ordered by 15th March. Will come with a surprise extra.

BR244 Bo-Bo electric in green with red frames.

BR132 'Ludmilla' Co-Co diesel, two numbers.

Type Bmhe second suburban coach in *Städteexpress* orange & cream and regular green (two numbers).

Type Bghwe reko second in green (two numbers).

Type WRge reko restaurant in *Städteexpress* orange & cream and 'Mitropa' red.

Type Baai four-wheel railcar trailer in red.

New tooling – type Rkmo bogie flat with side stakes without brake house.

Type Glthu four-wheel van with 'IFA W50' graphics.

Type Gbqss-z four-wheel van 'Expressgut'.

Type Fcs four-wheel hopper.

Type Eas⁵⁹⁶⁵ bogie open.

Type ZZ six-axle tank wagon with brake platform 'VEB Gährungschemie Dessau'.

Types Zas-w and Uah-w bogie tank wagons.

Limited edition set of three DR Epoch IV vans with well-known DDR brands – Schierker Feuerstein, Deutrans, and Fortschritt. Can only be ordered by dealers as a set but packed for sale individually.

Epoch V

BR132 'Ludmilla' Co-Co diesel in Wismut AG green livery as V300 001. (Incorrectly noted as Epoch IV.)

Type Ucs⁹⁰⁸ twin silo four-wheel wagon 'akw'.

Type Ucs⁹⁰⁹ tall twin silo four-wheel wagon (two versions, 'Heidelberger Zement' and 'akw').

Type Eas⁰⁷⁰ bogie open (two versions) and Ealos-x⁰⁵³.

New tooling – type Fals¹⁷⁶ and 186 bogie side discharge hopper, set of three.

Epoch VI

Ex-DB BR211 B-B diesel in STEG green & silver.

BR187 TRAXX 3 dual system Bo-Bo electric for goods traffic in MRCE black.

Twindexx Vario double-deck electric multiple unit in traffic red livery.

Type Ucs⁹⁰⁹ tall twin silo four-wheel wagon 'Quarwerke'.

Type Uia bogie tank wagon 'GATX' in DHL yellow.

New tooling: type Fals¹⁸⁶ bogie side discharge hopper, set of three.

New tooling: Sggmmrrs coupled pair of bogie flats, in various formats: loaded with four 'Arcelor Mittal' containers, registered with DBAG; with bolsters and short side stakes, operated by VTG; as bulkhead flats with tall side stakes for timber, operated by VTG and Innofreight.

Type Sffggmmrrs¹⁹⁷ close-coupled pair of low floor flats operated by VTG, carrying two 40' containers, 'MSC' brown and yellow, and 'One' pink and 'China Shipping' green.

Brawa Fads¹⁷⁷



Brawa Fals^{176/186}



Austria

Epoch I – type Gb four-wheel van 'Budweiser Bürgerbräu'.

Epoch III – BBÖ VB140 four-wheel railcar trailer in blue & cream.

ÖBB Bd4T bogie railcar driving trailer in blue & cream.

Type Pwg four-wheel goods train crew van.

New tooling – type SS bogie flat with side stakes without brake house.

Type ZZ (P) Uerdingen lightweight bogie tank wagon with brake platform 'OMV'.

Epoch IV – type Fcs four-wheel hopper.

Epoch VI – Sggmmrrs coupled pair of bogie flats with bolsters and side stakes, registered with ÖBB.

Switzerland

Epoch III – SBB type K2 four-wheel van with brake platform.

Four-wheel tank with brake house with 'Maggi' graphics.

UIC standard 1 refrigerated four-wheel van 'Bell'.

Limited edition set of three type K2 four-wheel vans with well-known Swiss brands – Maggi, Calanda Bräu, and Bierbrauerei Falken Schaffhausen.

Can only be ordered by dealers as a set but packed for sale individually.

Czech Republic

Epoch III – F-Zug type WR restaurant car in CSD blue.

Four-wheel van lettered for 'Komise Cukerní v Praze'.

Type Tnfhs38 outside braced insulated four-wheel van in green.

Type D four-wheel goods train crew van.

France

The new bogie flat with side stakes in Epoch II Nord (type Rlyf) and Epoch III SNCF (type Roryw) versions.

Epoch III – four-wheel van with raised brake house in white lettered for 'Schutzenberger' brewery.

UIC standard 1 (type Hlv) refrigerated four-wheel van 'STEF'.

Type ZZ (P) Uerdingen lightweight bogie tank wagon with brake platform 'Simotra'.

Limited edition set of three type G10 four-wheel vans with raised brake house with Epoch I Champagne Mercier decoration, two green and one brown.

Can only be ordered by dealers as a set but packed for sale individually.

Belgium

Epoch III – type B four-wheel van in green.

Type Z (P) four-wheel tank wagon with brake platform 'BP'.

Type ZZ (P) Uerdingen lightweight bogie tank wagon with brake house.

Type Pwg four-wheel goods train crew van in light green.

Luxembourg

Epoch III – new tooling – type Rrlyw bogie flat with side stakes without brake house.

Type Kw four-wheel van with 'Europ' markings.

The Netherlands

Epoch III – type Z (P) four-wheel tank wagon with brake house 'Vlismar Rotterdam'.

Epoch IV – UIC standard 1 (type lbes) refrigerated four-wheel van 'Chiquita' bananas.

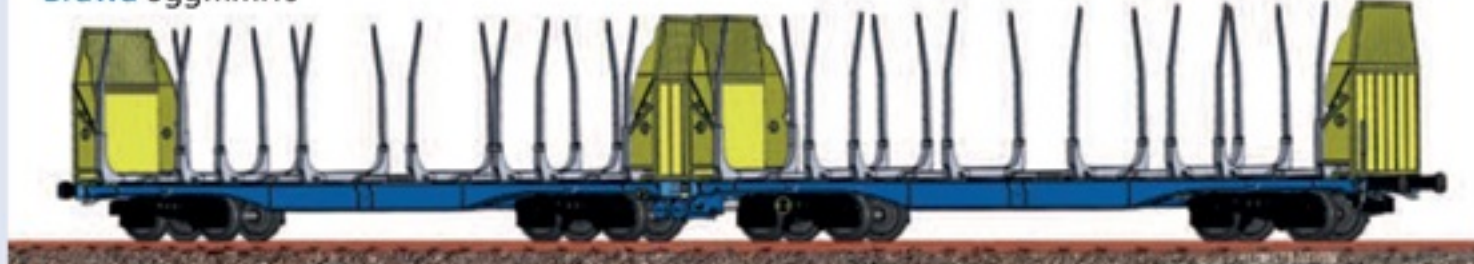
Brawa Sggmmrrs



Brawa Sggmmrrs



Brawa Sggmmrrs



Piko

Once again, an ambitious programme, with more new and modified tooling than any other manufacturer, across the scales/gauges (HO, TT, N, and G).

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

The Expert plus designation is used for models with a factory-fitted sound decoder.

New Piko TrainSound® onboard features in many of the new DCC sound-equipped locos.

The anticipated delivery quarter is given in the 44-page new items brochure, along with price.

Epoch II DRG

Modified tooling – BR78 4-6-4T. Prototype photo. (3)

Modified tooling – E91 rod-coupled C-C electric. CAD. (4)

Third class bogie compartment coach, with and without raised brake house. Classic. (Both 2)

Piko DB BR93⁰ 2-8-2T



Epoch III DB

New tooling – BR93⁰ 2-8-2T, with one sandbox on the boiler. CAD. (2)

Modified tooling – E10 Bo-Bo electric, both flat front cab and E10.12 'creased' front. Prototype photos. (3 and 2)

Piko DB V60



Modified tooling – V60 0-6-0 diesel in wine red. (3)

VT98 four-wheel diesel railcar and trailer. (3)

New tooling: six-wheel *Umbauwagen*, in close-coupled pairs as per prototype – AB3yg composite + B3yg second; B3yg + B3yg (two sets); and B3yg + BD3yg second baggage. CAD. (All 1) Optional interior lighting kits, and tail lights.

Exclusive train pack: E41 Bo-Bo electric with a pair of six-wheel *Umbauwagen* and a middle entrance bogie driving trailer, base on a particular photo. (2)

Bogie gas tank with sun shield used by 'BP'. (2)

Epoch III DR

Modified tooling – BR83¹⁰ 2-8-4T. Prototype photo. (3)

New tooling – E94 Co-Co electric. CAD. (3)

V60 0-8-0 jackshaft drive diesel in red with two narrow white bands. (2)

V200 'Taigatrommel' Co-Co diesel in original red. (4)

Piko DB Umbauwagen



Piko DR E94



Piko DB BR194



Piko DR WRm61 restaurant



Modified tooling – VT2.09 four-wheel diesel railcar and trailer, with the so-called panoramic windows. (4)

The VB2.07 trailer will also be available separately. CAD. (1)

Type Kmm21 hinged lid four-wheel wagon. Classic. (1)

Epoch IV DB

Modified tooling – BR132 1-C-1 electric. Prototype photo. (3)

Modified tooling – BR118 1-Do-1 electric in blue. Prototype photo. (3)

Piko DB BR118



New tooling – BR194 Co-Co electric. Prototype photo and advance sample illustrated. (1)

Modified tooling – BR103 Co-Co electric, production series, in red & beige. Prototype photo. (4)

Modified tooling – BR141 Bo-Bo electric in green. Prototype photo. (3)

Modified tooling – BR140 Bo-Bo electric in blue & beige. Prototype photo. (3)

Modified tooling – BR181.2 dual system Bo-Bo electric as *Mosel* in blue & beige. (3)

Modified tooling – BR216 B-B diesel hydraulic. Prototype photo. (4)

BR218 B-B diesel hydraulic. Hobby. (2)

Modified tooling – BR221 B-B diesel hydraulic. (3)

Piko DB BR221



Piko DB BR132



Epoch IV DR

BR132 'Ludmilla' Co-Co diesel in red with narrower white stripe. (1)

V23 0-4-0 jackshaft drive diesel shunter in blue with 'Mansfeld Kombinat' lettering. (2)

New tooling: Expert Plus type WRm61 restaurant with many light and sound functions, including typical kitchen and dining car sounds as well as appropriate conversations. CAD (4)

Three sets of coaches to represent the D244 Brest – Köln service: DR composite in green + DB second in blue & beige (2); DB, PKP, and SZD sleepers (CAD) (2); DR second and baggage, both green (3).

Type DGBgg double-deck articulated three car set, in green with brown roof, with repair patched paintwork. Classic. (4)

Type Klms-z³¹³⁰ four-wheel lowside with side stakes. Classic. (1)

Epoch V DBAG

Modified tooling – BR111 Bo-Bo electric in orient red. Prototype photo. (3)

Modified tooling – BR101 Bo-Bo electric, pre-series. Prototype photo. (2)

Modified tooling – BR112 Bo-Bo electric in traffic red as 755 025. (3) VES-M Halle (Research Institute) needed a fast electric for measuring and test trains, and in January 1995 112 025 was renumbered 755 025. It has since been renumbered 114 501.

Modified tooling – BR120 Bo-Bo electric in red & beige as a class 752, another machine transferred to test duties. Prototype photo. (2)

Modified tooling – BR216 B-B diesel hydraulic in orient red with white bibs. Prototype photo. (2)

Former DR BR228 C-C diesel hydraulic in red & white. (DC only.) (3)

Two sets of three coaches in banded red livery to represent the IC602 Gorch Fock service: first, second, and restaurant with pantograph; first and two seconds; plus a single second to extend the train. (All 3)

Set of *Silberlinge* composite and second with driving trailer in banded mint green. (4)

Type Fakks¹²⁷ side-tipping bogie open in 'Wiebe' yellow, exclusive to Shop System dealers. (3)

Modified tooling: set of two type Eaos bogie opens in red with sand loads. CAD. (3)

Type Tanoos swing roof bogie hopper in 'Railion Logistics' traffic red. (1)

Piko DBAG BR151

**Epoch VI**

Modified tooling – BR151 Co-Co electric in traffic red with 'Railion' lettering. (2)

New tooling – DBAG BR152 Bo-Bo electric. Prototype photo. (4)

Modified tooling – DBAG BR120 Bo-Bo electric in traffic red with FIS (Fahrgastinformationssystem, illuminated destination boards). (2)

DBAG BR101 Bo-Bo electric with 'Unsere Preise' lettering. Prototype photo. (4)

DBAG BR146.2 Bo-Bo electric with 'bwegt' (Baden-Württemberg regional) graphics. Prototype photo. (2)

DB Cargo BR193 Vectron Bo-Bo electric with 'Unlock the dock' graphics. Prototype photo. (4)

BR140 Bo-Bo electric in Erfurter Bahn Service black livery, exclusive to Shop System dealers. Prototype photo. (4)

BR143 Bo-Bo electric in black livery with 'Miete mich' advertising, exclusive to Shop System dealers. Prototype photo. (1)

BR151 Co-Co electric in 'HSL' black & green livery, exclusive to Shop System dealers. Prototype photo. (3)

BR185.2 Bo-Bo electric as operated by RheinCargo with 'Grenzlos' graphics. Prototype photo. (3)

New tooling – Expert Plus pair of six-wheel *Umbauwagen* as converted to workshop and living vans in DB Bahnbaue yellow, incorporating a decoder with many light and sound functions, including work lights, welding, and a flickering television. CAD (4)

DBAG BR245 Bo-Bo diesel in 'NAH.SH' Schleswig-Holstein two tone blue regional livery. Prototype photo. (4)

BR185 Bo-Bo electric in 'Stahl auf Stahl' flame livery. Hobby. Prototype photo. (4)

Vossloh G6 six-wheel diesel in 'Hectorrail' two-tone grey & green. (1)

Exclusive start set: BR146 Bo-Bo electric with two double-deck coaches all in InterCity white livery with an oval of track and a basic controller. (1)

BR440 articulated three-car electric unit in 'NordWestBahn' livery. (3)

Desiro articulated diesel railcar in 'trilex' livery. Classic. Prototype photo. (4)

Modified tooling – set of two type Eaos bogie opens in brown with log loads. CAD. (3)

Set of two bogie chemical tanks used by 'ermewa'. (2)

'Westfalengas' bogie gas tank. (1)

Set of three type Falns bogie side discharge hoppers in 'GATX' grey. (1)

Switzerland

Most models are only available through Swiss retailers so are not shown in the brochure, but are in the full catalogue, though anticipated delivery is not given.

Epoch IV – the Re4/4' will be produced in the TEE red & cream livery. Prototype photo.

SBB EWI first and second bogie coaches in green with old lettering. (Both 2)

EWI bogie coaches in Bern-Lötschberg-Simplon blue & cream: first, composite, and second. (All 3)

Long wheelbase four-wheel van with 'Bührer' tractor graphics. Hobby (3)

Long wheelbase four-wheel van in 'Sersa' white livery fitted with rail cleaner. Classic. (2)

Epoch V – modified tooling: Ae6/6 Co-Co electric in green with metal trim removed and in red with metal trim still present, both with original round headlights, with Epoch V markings. Prototype photos.

EWI restaurant car with pantograph in 'Chäs Express' yellow livery.

Set of two EWI firsts in the grey/green/blue striped livery. Prototype photos.

Piko DB Bahnbaue Umbauwagen



Piko SBB 'Giruno'



Epoch VI – Piko are planning to produce the new Stadler type EC250 'Giruno' as a complete eleven car train. CAD.

set of former SBB Bdt driving trailer and BLS second. Prototype photos.

Type Slmmnps-y heavy duty bogie flat for tank transport. (3)

Type Shimmns bulkhead bogie flat with hooped tarpaulin cover 'wascosa'. (3)

Type Zans kinked tank bogie wagon in 'wascosa' blue with 'Chemoil' branding. Prototype photo. (3)

Another type Habillnnss sliding side four-wheel van with graffiti, different each side.

Piko ÖBB Rh93 2-8-2T

**Austria**

Epoch III – new tooling: Rh93 2-8-2T with two sandboxes on the boiler. CAD. (4)

Rh1041 Bo-Bo electric in green. (2)

Four-wheel van used by 'Liesinger Bier'. Classic. (3)

Four-wheel van with raised brake house used by 'Stiegl Bier'. Classic. (3)

Epoch IV – modified tooling: Rh1044 Bo-Bo electric in orange. Prototype photo. (2)

Eurofima first and second class express coaches in red & black. (Both 2)

Epoch V – modified tooling: set of two type Eaos bogie opens. (2)

Type Hbis-tt high capacity sliding side four-wheel van 'Rail Cargo Austria'. (3)

Long wheelbase four-wheel container flat with 40' container 'Gebrüder Weiss'. Hobby. (3)

Epoch VI – modified tooling: Rh1044.2 Bo-Bo electric in Valousek livery. Prototype photo. (4)

Rh1216 Taurus Bo-Bo electric as used by the 'Salzburger Lokalbahn'. Prototype photo. (3)

Rh1116 Taurus with 'Sparda Bank' advertising (Hobby). Prototype photo. (1)

Modified tooling: set of two type Eaos bogie opens operated by RCW with sand loads. Prototype photo. (2)

Type Eaos bogie open used by the Steiermärkische Bahnen. Hobby. Prototype photo. (1)

Piko FS D.141

**Italy**

Epoch III – type F four-wheel van. Classic. (3)

Epoch IV – modified tooling: D.141 Bo-Bo diesel, in green, two versions. Prototype photo/CAD. (2/4)

Long wheelbase four-wheel container flat either with one 40' or two 20' 'MSC' containers. Hobby. (Both 2)

Four-wheel van with vents. Hobby. (2)

Four-wheel tank wagon with brake platform used by 'Agip'. Hobby. (3)

Four-wheel lowside. Hobby. (4)

Modified tooling: D.145 Bo-Bo diesel, in orange, two versions (Epochs V and VI). Prototype photos. (2/4)

Epoch V – sets of three Eurofima coaches, in two-tone grey (2) and XMPR turquoise/white (4). Prototype photos.

Set of two type Eaos bogie opens with sand loads. Prototype photo. (4)

Long wheelbase four-wheel van fitted with rail cleaner. Classic. (2)

Epoch VI – E.494 Bo-Bo electric in 'Medway' yellow. Prototype photo. (2)

E.191 Vectron Bo-Bo electric as used by 'evm rail'. Prototype photo. (1)

Set of two type Shimmns bulkhead bogie flats with hooped tarpaulin cover 'Mercitalia Rail', optionally with graffiti (different each side). (3 and 4)



Czechoslovakia

Epoch III – four-wheel van with vents. Hobby. (3)

Four-wheel lowside. Hobby. (3)

Epoch IV – modified tooling: T.435 Bo-Bo diesel in red & yellow. Prototype photo. (4)

Also as class 720 in green. CAD. (4).

Class 240 (S499) electric in red & white. Prototype photo. (4)

Type Y first, composite, and second (3) and in a set of composite and two seconds representing the D250 'Zapadni' service. (4)

Type Gbs long wheelbase four-wheel van in blue Czech Post livery. Classic. (3)

Epoch VI – class 340 electric in blue & cream. Prototype photo. (2)

Class 388 Bo-Bo electric in CD Cargo blue & white. Prototype photo. (3)

Rh1216 Taurus Bo-Bo electric in CD 'railjet' blue & white. (3)

Set of two type Eaos bogie opens in 'Axbenet' blue with sand loads. Prototype photo. (4)

Set of two type Shimmns bulkhead bogie flats with hooped tarpaulin cover 'ZSSK Cargo'. (3)

Type Zans kinked tank bogie wagon in 'CD Cargo' blue. (4)



Poland

Epoch III – new tooling: Tkt-1 2-8-2T with one sandbox on the boiler. CAD. (4)

Epoch IV – SU46 and SP45 diesels in two-tone green. Prototype photos. (Both 4)

Modified tooling: ET21 Co-Co electric in Epoch IV (prototype photo, 2) and V (CAD, 3) two-tone green.

Type 113A restaurant car in 'WARS' red. (4)

Set of two type 401Zb bogie lowside. (3)

Epoch V – ET22 electric in two-tone green. Prototype photo. (2)

'Taigatrommel' Co-Co diesel as PKP ST44 in blue. (DC only.) Prototype photo. (3)

Set of two type 401Z heavy duty bogie flats. (4)

Set of two type 401Ka (Gags) bogie vans. (4)

Set of two type 406Ra (Zaes) bogie tanks 'Tankpol Logistics'. (2)

Epoch VI – 'Taigatrommel' Co-Co diesel as ST44 in 'PKP Cargo' blue. (DC only.) Prototype photo. (3)

'Ludmilla' Co-Co diesel as PCC class 2328 in black & orange. Prototype photo. (2)

SM42 diesel in Przewozy Regionalne olive green. Prototype photo. (2)

SU46 diesel in 'PKP Cargo' blue. Prototype photo. (1)

Vectron Bo-Bo electric as EU46 in 'PKP Cargo' grey & blue. Prototype photo. (4)

TRAXX Bo-Bo diesel in PKP 'LOTOS' blue & silver. Hobby. (2)

Three sets of two InterCity coaches: second in green & white and couchette in blue; two seconds in green & white; first and second in ICCG grey. (All 2)

Set of two type 401Zk bogie high side opens in 'PKP Cargo' blue. (3)

Piko PKP ET21



Set of two type 406R (Zas) bogie tanks 'PCC Spedpol'. CAD (2)

PKP Cargo long wheelbase four-wheel container flat with 40' 'Maersk' container. Hobby. (3)

Hungary

Epoch IV – new tooling: MÁV M61 Nohab diesel in orange. Prototype photo. (3)

MÁV type 111a first and second class coaches in blue & grey. Prototype photos. (Both 3)

Epoch V – MÁV type 406Ra bogie tank wagon. Prototype photo. (3)

Epoch VI – 'Taigatrommel' Co-Co diesel as MÁV Start M62 in orange. (DC only.) Prototype photo. (3)

'Ludmilla' Co-Co diesel as GySEV class 648 in green & white. Prototype photo. (3)

Type Eaos bogie open. Hobby. Prototype photo. (3)

France

Models are only available through French retailers so are not shown in the brochure, but are in the full catalogue, though anticipated delivery is not given.

New will be the BB8100 electric in original livery, with Epoch IV markings. Prototype photo.

BB60000 in yellow 'Infra' livery, Epoch VI.

Set of two refurbished Corail coaches, first and second, in current livery. Prototype photos.

Type Rs bogie flat loaded with concrete sleep track panels, Epoch V.

Belgium

Epoch III – start set: series 71 0-8-0 (German G7.1) with five four-wheel wagons (two tanks, lowside, van, and crew van) with oval of track and basic controller. Hobby. (4)

Type G02 four-wheel van. Classic. (3)

New tooling: SNCB/NMBS series 97 2-8-2T, with one sandbox on the boiler, in green. CAD. (3)

Modified tooling – SNCB/NMBS series 260 0-6-0 diesel. Prototype photo. (2)

Modified tooling – SNCB/NMBS type 554 diesel railcar in red & yellow. Prototype photo. (3)

Epoch IV – new tooling: SNCB/NMBS series 52 AFB (Nohab) diesel in green. Prototype photo. (4)

Modified tooling – SNCB/NMBS series 49 diesel railcar in green. Prototype photo. (4)

Epoch V – modified tooling: Eurofima first and second class express coaches in Memling livery. Prototype photos. (Both 2)

Epoch VI – start set: class 186 Bo-Bo electric as SNCB/NMBS 1800 with two double-deck seconds with oval of track and basic controller. Hobby. (4)

To extend the train, double-deck first, second, and second driving trailer sold separately. Hobby. (All 2)

Piko SNCB/NMBS series 97 2-8-2T



Piko NS Strukton 2200



The Netherlands

Epoch III – modified tooling: class 600 (original) Bo-Bo diesel, ex-USATC. Prototype photo. (2)

Four-wheel tank wagon with brake platform used by 'Nieuwe Matex'. Hobby. (1)

Bogie gas tank with sun shield used by 'Esso'. (2)

Type GTMK four-wheel open. Classic. (2)

Type CHOK four-wheel van with raised brake house, lettered for 'Bensdorp Cacao'. Classic. (2)

Four-wheel insulated van with raised brake house used for 'Fyffes' bananas. Classic. (4)

Epoch IV – class 1100 Bo-Bo electric with rebuilt cabs in dark blue. CAD. (4)

Class 2200 Bo-Bo diesel in Strukton yellow livery. (3)

Type Gbs181 long wheelbase four-wheel van. Classic. (3)

Epoch V – set of two type Shimmns bulkhead bogie flats with hooped tarpaulin cover in 'caib NL' red with graffiti (different each side). (1)

Epoch VI – BR193 Vectron Bo-Bo electric owned by ELL, leased to NS, in blue & yellow. Prototype photo. (3)

BR193 Vectron Bo-Bo electric operated by LTE with 'Neptune' graphics. Prototype photo. (3)

BR189 Bo-Bo electric in 'Railion' traffic red with white bibs. Hobby. Prototype photo. (1)

Type Zans kinked tank bogie wagon in 'GATX' grey. Prototype photo. (2)

Type Eaos bogie open in 'NS Cargo' traffic red. Hobby. (3)

Denmark

Epoch III – Four-wheel insulated van with brake house lettered 'Kødvogn'. Classic. (1)

Epoch IV – new tooling: DSB My Nohab diesel in black & red. Prototype photo. (3)

Former German 'Ulm' four-wheel lowside with broad side stakes. Classic. (2)

Four-wheel steel open wagon. Classic. (4)

Epoch VI – Vectron Bo-Bo electric in DSB red as No.3240 with '1000' graphics, marking the thousandth Vectron to be supplied, delivered in October 2021. (The total is now over 1,100.) Prototype photo. (3)

Piko SZD WLABm



Russia

Epoch IV – modified tooling: type WLABm sleeper in SZD green. CAD. (3)

Epoch VI – SZD type Eaos bogie open. Hobby. (3)

SZD bogie tank wagon with brake platform. Classic. (4)

Start set: SZD M62 Co-Co diesel with three bogie wagons (open, tank, and container flat) with oval of track and basic controller. Hobby. (4)

China

DF7C Co-Co hood diesel in Shanghai Railway red livery. Prototype photo. (2)

America

Ex-USATC Whitcomb 65-ton Bo-Bo diesel as MMID #102 in blue & orange. CAD. (1)

ICE 3 start set – four cars (two end, two intermediate) in Amtrak livery with oval of track and basic controller. To extend the train, a first with pantograph and a second. Hobby. (All 3)

Tillig DR type Rmms³⁹⁶⁰ flats with tanksTillig DBAG type Rmms⁶⁶² flats with steel slabs

Tillig

New HO items are presented in a 20 page brochure.

Tillig are working to clear the backlog caused by various well-known external circumstances, most related to the pandemic – shortage of electronics, availability and cost of shipping, and staff problems. To help with this, the programme for the coming year has been reduced. Estimated delivery quarter in brackets.

Epoch I

Prussian four-wheel acid vat wagon with brake house 'Farbwerke Höchst a.Rhein' (4).

Epoch II

BCi-34 four-wheel second/third composite (4).

Ci-33 four-wheel third (4).

Four-wheel tank wagon with brake house 'F.Thörl Vereinigte Oelwerke' (2).

Four-wheel tank wagon with brake platform 'Unterharzer Berg- und Hüttenwerke GmbH' (2).

Four-wheel flat with brake house carrying two limestone tubs (4).

Epoch III

DR VT135 four-wheel diesel railcar with VB140 trailer in red & cream (4).

Four-wheel closed vestibule coach as additional trailer (4).

Tillig ELNA 0-8-0T



Epoch IV

ELNA 0-8-0T as an industrial loco, No.10 of the Anna pit in Alsdorf (3).

DR type WRm lounge/restaurant car in green (3).

DR type Bmh Halberstadt double entrance second in green & cream with brown roof (4).

New tooling: type Rmms³⁹⁶⁰ heavy duty bogie flat, in a set of two carrying BMP-1 tanks (3). The end boards fold flat to form a continuous surface for loading.

DR type Zas⁷⁸⁵⁸ bogie tank wagon (3).

DB four-wheel flat with brake platform carrying two limestone tubs used by 'SKW Trostberg' (4).

DB type Eanos052 bogie open (4).

Limited edition set of two DB four-wheel refrigerated vans used by the French forces in Germany (4); must be ordered by end of March.



Tillig
DR type
Rmms³⁹⁶⁰ flat
folding end detail

Epoch V

Halberstadt type ABom^{222.1} composite and type Bom^{280.1} in banded mint green with DBAG logo (both 4).

Type DBz⁷⁵¹ double-deck second in banded mint green with 'Elektro-Handwerke' advertising (2).

'KVG' bogie tank wagon with brake platform, registered with DBAG (2).

Type Zacns bogie tank wagon operated by 'ermewa' (3).

New tooling: type Rmms⁶⁶² heavy duty bogie flat, in a set of two carrying steel slabs (4).

Epoch VI

ELNA 0-8-0T as No.4 of the Dampfbahn Fränkische Schweiz preserved line (3).

Switzerland

Epoch II – SBB four-wheel tank with brake house used by 'Lumina AG' (4).

Poland

Epoch V – type WRduu restaurant car in red 'WARS' livery (4).

Czechoslovakia

Epoch III – type Rt four-wheel tank with brake platform used by 'Spolchemie' (4).

Epoch IV – type Zek four-wheel tank with brake house (4).

Type Ibops refrigerated four-wheel van (3).

Type Zacns bogie tank operated by 'railco' (3).

Slovakia

Epoch VI – type Y/B70 bogie coaches (first, second, and composite sleeper) in ZSSK red & white, with new running numbers (all 3).

Hungary

Epoch III – MÁV type Gjm refrigerated four-wheel van (4).

Epoch IV – MÁV type Ichrs refrigerated four-wheel van 'Interfrigo' (4).

Romania

Epoch IV – CFR type Y composite couchette with new running number (3).

CFR type Y/B70 second sleeper (3).

Bulgaria

Epoch II – BDZ type Rmf four-wheel tank with brake house (3).

Epoch IV – BDZ type Iaccgis mechanically refrigerated bogie van (3)

Russia

Epoch IV – type Y composite sleeper in green (4).

Heris refurbished Ammendorf coaches



Heris

Further versions of the veteran four-wheel van, with and without raised brake house, developed in collaboration with the late Oskar Klein, for the Austrian Südbahn, MÁV in Hungary, and Serbian railways. Prototype photos.

DR type Llmps four-wheel flat carrying a 20' ribbed side container (prototype photo).

DR tank wagon with brake platform on the same chassis (CAD).

Ammendorf coaches, built in the DDR for export. For China: restaurant car in green and in the new orange & grey livery; set of two coaches in the new orange & grey livery; coach in the new orange & grey livery with air conditioning equipment.

Refurbished Ammenddorf coaches now used in luxury tourist trains: set of four 'WeiBrussland' in blue; set of five 'Zarengold' in red; and set of five 'New Silk Road Express' in green & white. Most illustrated with graphics, some prototype photos.

Arndt Spezial-Modelle

2022 is planned to be a somewhat quieter year. There will be a re-release of the 'Marschbahn' coaches built by Bombardier 2004-2006 as used on services operated to Westerland (Sylt) by the Nord-Ostsee-Bahn (NOB) in the blue & grey livery carried from 2006 to c.2010.

The base set is made up of the driving trailer second (with provision for wheelchairs), two seconds with toilets and energy management equipment, with capacity for bicycles, and the end of train composite. The energy management equipment services two coaches, so they are always in so-called 'married pairs'.

The four car set can be made up to a six coach consist, as per prototype, with an extension pack, which provides another second with toilet and one without.

The models have full interior detail and constant intensity LED lighting, supplied by friction-free axle bearings.

Another variant is being prepared.

The appropriate locos, the MaK DE2700 diesel electric Co-Co, are still to come. These were built as Di6 for Norway but eventually returned to the manufacturer (in the meanwhile taken over by Siemens) as unsatisfactory in 1998/9. After overhaul they were leased to various operators, notably CFL, before NOB.

ESU

Under the Engineering Edition label, ESU offers accurate and very highly detailed models, packed with digital technology – lights, sound, smoke, working pantographs (if appropriate), stay-alive capacitor, and RailComPlus®.

Because of the situation, there is no new tooling in HO locos or stock this year.



ASM NOB Marschbahn stock

Hornby International

Rivarossi Prussian G8¹ / BR55²⁵ 0-8-0



Rivarossi Prussian G8¹ / BR55²⁵ 0-8-0



The 310 page catalogue covers HO, TT, and N. It includes a number of items not marked as new which are still awaited from 2021 and earlier. Some of the new additions are further versions to what was previously announced, while some of those are just beginning to arrive.

Expected delivery dates are not given in the catalogue but the price list gives some indication (quarter shown in brackets).

Some models are common to all the brands but in different appropriate versions – a sensible approach.

Rivarossi

Epoch I-IV

New tooling – Prussian G8¹, later BR55 0-8-0, as previously announced, in KPEV, DRG, DR, and DB versions. All illustrated with prototype photos, though an early sample was shown last year. (Q2)

Epoch II-III

Modified tooling – BR56²⁰ 2-8-0 (Prussian G8³) in DRG, DR, and DB versions. Prototype photos. (Q4)

Epoch III-IV

Modified tooling – DR four car double-deck articulated set, in both Epoch III and IV livery versions.

Epoch IV DR

Set of four OSSHD type B Tourex coaches in DR Mitropa red livery – WRme restaurant, SDme saloon, and two WLABme sleepers.

Set of three OSSHD type B coaches in DR green & cream – first, composite, and second.

Set of three OSSHD type B coaches – two seconds in DR green & cream and a Mitropa red WR restaurant.

Set of two type Res bogie lowriders loaded with sand.

Epoch IV DB

Set of two type Res bogie lowriders carrying wire coils.

Epoch IV, V

New tooling – Klv53 maintenance draisine: DB and DBAG versions, plus BASF. Prototype photos. (Q4)

Epoch V

Set of type Habils bogie sliding side van and type Res bogie lowside in yellow 'Wiebe' livery.

Epoch V-VI

Type Sgnss bogie flat loaded with a new 45' container, either 'DHL', 'Gartner', or 'Warsteiner'.

Epoch VI

ASF battery electric tractor in Rail Adventure grey.

Type Zans bogie tank 'Amberger Kaolinwerke'.

Type Zacns bogie tank 'Hoyer'.

New tooling – type Laeks articulated double-deck 'Mega Car Carrier' operated by Transfesa. Prototype photo. (Q3)

Type Laads articulated large vehicle carrier, 'Transwaggon'.

Rivarossi FS Gr.835 0-6-0T



Switzerland

Type MU64 sleeper in Epoch IV CIWL, Epoch IV SBB TEN, and Epoch V SBB 'moon and stars' liveries.

Epoch V – type Habis sliding side bogie van in 'aproz' and 'Mattoni' liveries.

SBB type Res bogie lowside carrying two 'Swiss Terminal' 20' containers.

Italy

Epoch II

New tooling: FS Gr.460 0-8-0 (German BR55). Prototype photo. (Q2)

New tooling – FS 1946 express bogie coaches. Set of four for the *Treno Azzurro* in two-tone blue livery, two Az13010 firsts and two Bz33010 seconds. Prototype photos. (Q2)

Also sets of three (first and two seconds) in Epoch III two-tone brown and Epoch IV grey.

Epoch III-IV

Modified tooling – FS Gr.835 0-6-0T, four versions, riveted or welded tanks, oil or electric lights. The model has a new chassis, new motor, working lights, Next18 decoder socket, option of factory fitted digital sound with 'sugar cube' speaker, close-coupling at rear with NEM362 socket, and new separate details on the running boards and boiler. (Q2)

Epoch III

Set of three type Hgb four-wheel peaked roof insulated ferry vans, one with brake house. (Q4)

Also sets of two with Epoch IIIb and IV markings, with no brake house. Prototype photos.

Epoch IIIb

Modified tooling – FS E.428 2-B+B-2 electric, both box and streamlined body variants. Graphics.

Epoch IIIb-IV

Modified tooling – FS E.646 articulated body tri-bo electric, second series, in six versions/liveries. Some previously announced. Prototype photos. (Q2)

Rivarossi FS type Sgnss



New bodies for the original versions of the second series, with mouldings and embossed front markings, for Epochs III and IV, with accurate reproduction of all the details differentiated according to the period.

Epoch IV

Modified tooling – FS E.424 electric, two versions. Prototype photos. The model has new fronts with drip tray, new type 42R pantographs, new circuit board and space for speaker. (Q4)

New tooling – type Las articulated bulkhead flat with hooped tarpaulin covers with 'ausiliare' branding. Prototype photo. (Q4)

Epoch V

Modified tooling – set of two Gran Conforto 1985 firsts, one with facilities for the disabled. Also in Epoch V-VI XMPR and Epoch VI Project 901 Frecciabianca liveries. A single coach with grey roof will be available separately. (Q3)

UIC-Z1 seconds in sets of two in Project 901 Frecciabianca and with grey roofs, plus InterCity Notte Basic dark blue.

New tooling – type Lails articulated bulkhead flat with hooped tarpaulin covers lettered for 'Indesit'. Prototype photo. (Q4)

Epoch V-VI

Italian version of new Klv53 draisine.

New tooling – FS type Sgnss bogie flats loaded with a 45' container (the new element) decorated for 'Di Martino' and 'Trenitalia'. (Q4)

Epoch VI

FS E.402B Bo-Bo electric new in Frecciabianca livery and RFI yellow & blue.

New tooling – Effishunter 1000 Bo-Bo diesel. These are currently CZ Loko's flagship product for heavy shunting and line services. They are equipped with a modern power and traction management system that allows efficiency and low fuel consumption. They are cleared for the main European networks. They are currently in use with or on order for numerous state and private railway companies in Italy, the Czech Republic, Slovenia, and Norway, and other orders are probable. Rivarossi initially list two Mercitalia versions, Rail Traction Company, and CD Cargo. Prototype photos.

FS Trenitalia type Habis sliding side bogie van.

Poland

Epoch V-VI – PKP type Res bogie lowside carrying coils of wire.

America

Modified tooling – Union Pacific 'Big Boy' 4-8-8-4 as #4014, as preserved as an oil burner. Prototype photo. (Q4)

Steel box cars in Denver & Rio Grande Western and Milwaukee Road colour schemes.

Rivarossi DR double-deck articulated set



Jouef

Epoch III

New tooling – SNCF 140C 2-8-0, in six versions, some previously announced. Prototype photos. (Q2)

New tooling – SNCF 040D 0-8-0 (German BR55), previously announced. Also SNCB/NMBS version. (Q2)

Modified tooling – SNCF CC14000 electric, with either two or four headlights.

Packs of three CIWL coaches for the *Train Bleu*: two Lx sleepers and a baggage van; sleeper, restaurant, and Pullman.

New tooling – six-wheel tank wagon, sold in sets of two: 'Algeco', 'Esso', and 'Shell' (the latter Epoch IV). Spanish versions from Electrotren. (Q3)

Set of two type Kv four-wheel vans with plain panel sides and open shutters.

Epoch IV

SNCF CC6500 electric in Maurienne green, béton grey & orange, and grey with 'Mistral' logo. Prototype photos.

New tooling – SNCF CC21000 in either béton or silver. (Q4)

In the *Loisirs* range – SNCF CC72000 diesel in the tricolour livery applied to 72030 in 1989 to mark the bicentenary of the French revolution. There will also be a new version in grey/blue with the 'noodle' logo.

New tooling – SNCF X2700 RGP2 *autorail* and trailer, three livery versions, as previously announced. (Q1)

In the *Loisirs* range – new tooling: SNCF EAD X4500 *autorail* and trailer, two versions. Previously announced. Prototype photos. (Q1)

New tooling – two sets of three coaches to represent *Le Capitole* express: AB composite, A8tu first, and A3rtu first buffet, and A8u first, Vru restaurant, and A4Dtux first baggage. Extra A8u and A8tu available separately. Prototype photo. (Q4)

Similar packs for the TEE *Mistral* service.

Modified tooling – SNCF RIB70 suburban stock in three car packs, plus extra singles. Also for Epoch IV-V with red doors and Epoch V RIO PACA with blue window band, as based in Marseille. (Q1)

Type Gs four-wheel van for horse transport.

Modified tooling – type Sgss bogie flat carrying two 20' 'Citroën' containers.

Set of two curved side bogie grain hoppers with different 'Transcéréales' graphics.

New tooling – type Lails articulated bulkhead flat with hooped tarpaulin covers, 'EVS' and 'Flumroc'. Prototype photos. (Q3) Other versions from Rivarossi and Electrotren.

Epoch V

In the *Loisirs* range – SNCF CC72000 diesel in the Multiservice livery.

Type Habis sliding side bogie van used by 'Volvic'.

Type S70 bogie flat loaded with a 40' refrigerated container, 'Rail Route' and 'Transfer'.

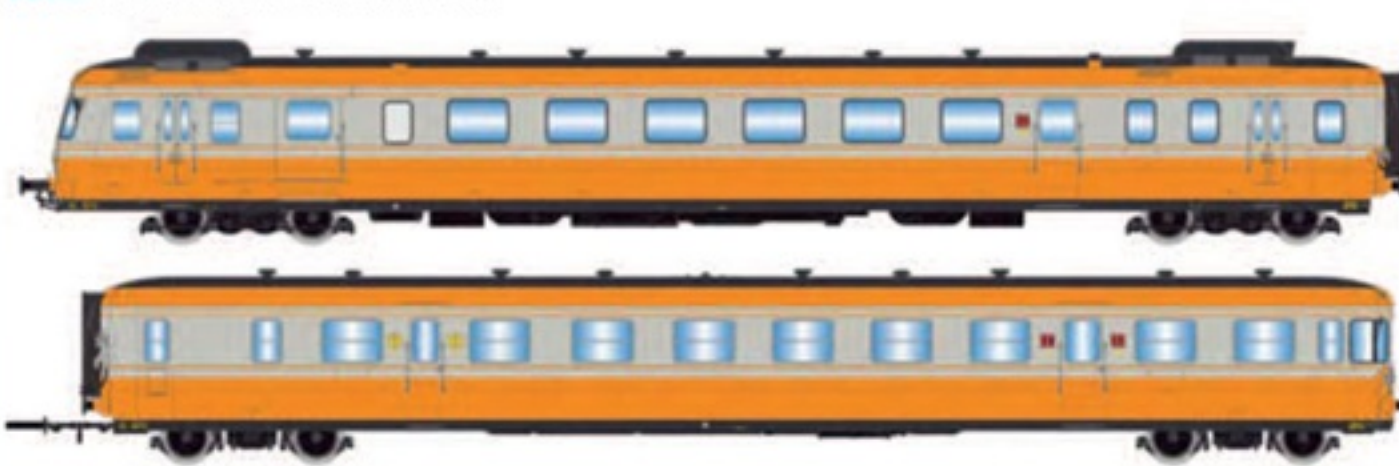
Epoch VI

In the *Loisirs* range – new tooling: SNCF EAD X4500 *autorail* and trailer. Previously announced. Prototype photo.

Rivarossi FS Gran Conforto 1985 firsts



Jouef SNCF X2700 RGP2 *autorail*



Modified tooling – TGV Duplex in 'Ouigo' livery, four car base set, plus add-on sets of three cars.

Pack of two CIWL coaches, Pullman #4161 *Étoile du Nord* in blue & cream and restaurant #2976 *Taurus* in blue.

New tooling – type Sgss bogie flat carrying a 45' container, either 'Norbert Dentressangle' or 'P&O Ferrymasters'. See also Rivarossi and Electrotren. (Q4)

Jouef SNCF type Sgss



New tooling – type Laeks articulated double-deck 'Mega Car Carrier' operated by Transfesa/Hispanauto. Prototype photo. (Q3) Also listed by Rivarossi and Electrotren.

CIWL type T2 sleeper registered with SNCB/NMBS in Trans Euro Nacht blue, one with 'Railtour' graphics. Epoch IV.

Electrotren

Modified tooling – class 269 Bo-Bo electric in Epoch IV blue & yellow. Prototype photo. (Q3)

Modified tooling – class 279 Bo-Bo electric in Epoch IV green and Epoch V grey & yellow. Prototype photos. (Q3)

New tooling – Hobby range, class 596 bogie diesel railcar, three versions, each two numbers. Previously announced. Prototype photos. (Q2 and 3)

New tooling – RENFE versions of the Klv53 draisine, Epoch IV yellow and Epoch V blue. Prototype photos. (Q4)

Modified tooling – pair of type DGDC-3000 bogie post vans in Epoch III-IV green and Epoch IV yellow. (Q3)

Modified tooling – sets of three 'Media Luna' Epoch IV express coaches: type 12000 first and type 7100 couchette in 'Estrella' livery plus a blue T2 sleeper; type 12300 second and type 11600 couchette in 'Estrella' livery plus a blue & yellow RB restaurant. (Q3)

Modified tooling – Epoch V military train, type 12100 coach with two type PMM bogie flats carrying armoured personnel carriers. (Q3)

Modified tooling – type SSV-500 coach in 'Adif' maintenance green livery (Epoch VI).

New tooling – six-wheel tank wagon, sold in sets of two: 'Koipe', 'Campsa', and 'Elosua' (the latter Epoch IV). (Q3) French versions from Jouef. Prototype photo and graphics.

Bogie tank wagon 'Rio Gulf' (Epoch III).

Type PMA articulated double-deck car carrier with side mesh (Epoch IV).

Modified tooling – type MC1 four-wheel flat carrying two 20' containers, 'Contenemar' ribbed side and 'RENFE' side door (both Epoch IV).

New tooling – type Lails articulated bulkhead flat with hooped tarpaulin covers, used by Transfesa, Epoch IV and IV-V versions with small and large logos. Prototype photos. (Q4) Other versions from Rivarossi and Jouef.

Type PTT curved side hopper 'Metransa' (Epoch IV).

Type TT6 flat side hopper 'Merconidera' (Epoch V).

Type JPD (= Habis) sliding side bogie van with RENFE Epoch V markings.

New tooling – type MMC3 (= Sgss) bogie flat carrying a 45' container, either 'Maersk' or 'Boluda'. See also Rivarossi and Jouef. Epoch VI. (Q4)

New tooling – type Laeks articulated double-deck 'Mega Car Carrier' operated by Transfesa/Hispanauto. Prototype photo. (Q3) Also listed by Rivarossi and Jouef.

Electrotren SNCF type MMC3 (Sgss)



Lima Expert

Epoch V – FS Aln668 series 3100 bogie diesel railcar in 'Café Kimbo' white livery. (Q3)

Epoch V-VI – pair of Aln668 series 1000 railcars (one powered, one dummy) with corridor connection in FER livery.

Epoch VI – pair of E.464 Bo-Bo electrics (both motorised) in Frecciabianca livery.

E.464 with 'Quattroreiquattro' graphics and in InterCity livery. Prototype photos. (Q3)

Sets of three double-deck coaches, including a driving trailer, in the 'Vivalto' livery with either old or new logos. Set of two coaches in the old style to extend the train. (Q4)

New tooling – DB ICE 1 BR401 high speed train, as a four car set with two sets of two extra intermediate coaches. Previously announced. Epoch IV-V, V-VI, and VI versions planned. Prototype photos. (Q2 and 4)

Jouef SNCF TGV Duplex 'Ouigo'



LS Models for Lemke CIWL Nord Express



Lemke Collection

New items are shown in a 28-page leaflet which covers HO and N.

LS Models

New tooling – the 1936 CIWL Nord Express. This long distance train had various routes over the decades, linking Paris to Russia, later via Poland and Scandinavia. In its heyday, it was one of the European luxury trains. In 1936, in addition to the luggage and dining cars there were coaches for Berlin, Copenhagen, Riga, Bucharest and Niegoreloye (just across the Russian border). The set of seven coaches is a limited edition of 300, and consists of three type WL S1 sleeping cars, one type WL Y sleeping car (new construction), one type WR 43 dining car (new construction), and two type F baggage vans (new construction). To extend the train there will be a pack of two sleepers (WL S1 and S2).

The D568 express ran from Stuttgart in Germany to Zürich in Switzerland via Singen and Schaffhausen in the winter of 1969/70. The coaches were supplied by the SBB while the distinctive two colour half restaurant was provided by the DB. The limited edition (300) set of four SBB lightweight seconds and a DB restaurant is exclusive to Lemke.

New tooling – EuroCity 8/9 Hamburg – Zürich, again as a limited edition of 300 exclusive to Lemke, made up of six SBB coaches – four seconds, a first, and a panoramic first.

Exclusive limited edition of ÖBB Rh1293 Vectron Bo-Bo electric in 'nightjet' blue livery.

LS Models for Lemke EuroCity 8/9



Hobbytrain

There will be new sets representing the D1213 Dortmund to Oberstdorf service as in 1974. Set 1 – composite, second, restaurant; set 2 – second, second baggage; set 3 – first and two seconds. The limited edition of 300 is illustrated with CAD diagrams.

Mehano

Four new livery versions are planned of the Vossloh G1000BB diesel hydraulic locomotive which has been built since 2002. It is based on the G800BB (ÖBB Rh

Hobbytrain DB D1213



Jägerndorfer ÖBB Rh5044



Mehano for Lemke G1000BB CFL Cargo



2070) using the chassis and frame, the cab, and the rear hood, while the front hood, where space was required for the larger engine, is significantly different. The new versions are CFL Cargo, EVB Logistik, Sersa, and Spitzke.

A new version of the Sggrmrss90 articulated container flat represents a wagon used by AAE and loaded with two 'China Railway' 40' ribbed side containers.

Mehano for Lemke type Sggrmrss90



Albert Modell

In Switzerland, numerous type Hbbillns sliding side four-wheel vans have been 'decorated' with graffiti cars, much to the annoyance of the railways. However, we have to admit, there are sometimes motifs that make you smile or even think. With the 'future is luxury' series, various themes have been created around capitalism, the refugee crisis, and so-called first world problems. The 'artists' have learned that if the data panels are left intact, this increases the chance that the graffiti will not be removed so quickly.

There are four different absolutely authentic models, true to the prototype on both sides.

Albert Modell for Lemke SBB type Hbbillns



Jägerndorfer

There are separate A4 landscape format catalogues for N and HO, the latter 40 pages.

Several project are carried over from the previous year.

Digital sound models will now use exclusive files from Leo SoundLab.

The ÖBB Rh1080 0-10-0 rod-coupled electric, Epoch II grey and green, Epoch III green, and Epoch IV orange versions, plus as preserved in green. Illustrated with CAD graphics.

Jägerndorfer ÖBB Rh1080



Four further versions of the ÖBB Rh1280 0-10-0 electric, with Kando rod-coupled drive, Epoch II and Epoch III green.

ÖBB Rh2050 diesel, with a metal body, in various finishes: Epoch III green, Epoch IV 'Valousek', Epoch IV/V orange, and Epoch VI preserved green. CAD graphics.

The ÖBB Rh5044 (initially VT44) bogie diesel railcar dating from 1937 is proposed in two variants: original form with large single pane windows (as the preserved example) and as operating in Epoch IV with half window droplights. Four versions planned from Epoch II grey to Epoch IV blue & cream. Samples are now illustrated.

ÖBB Railjet stock – set of three: driving trailer, second, second end. Extension packs of two – multi-function coach and second; restaurant and second; first and second. All have interior lighting and conductive couplings, and there is a Plux22 socket for a function decoder in the driving trailer. Digital versions also have horn and door sounds. As motive power – Rh1216 Taurus Bo-Bo electric.

The Taurus is planned in the new 'nightjet' blue livery as Rh1116 and Rh1216, and the Rh1216 is also listed in WLC white with 'Excellence in transport' graphics.

The Rh1016 is offered in 'City Airport Train' grey & lime green, and in a set with three double-deck coaches.

Jägerndorfer ÖBB Rh1293



Still to come, the Siemens Vectron Bo-Bo electric as ÖBB Rh1293, three numbers in red plus with 'ELLorean' graphics operated by TX Logistik, in 'Voestalpine' blue leased from CargoServ, 'Railpool' silver & blue, 'MRCE' black, and 'DB Cargo' traffic red. All illustrated at this stage with CAD renderings. The model will have a metal body.

New Epoch V/VI versions of the metal bodied model of the ÖBB Rh2070 Bo-Bo diesel shunter, built by Vossloh, in 'Northrail' orange, Siemens blue, and 'Chemion' traffic red, plus two further ÖBB.

Three new versions of the Rh8122 electric, one in ÖBB livery and two numbers in 'Adria Transport' silver & blue.

Three new versions of the ÖBB Rh4746 three-car electric train sets, in Epoch VI 'cityjet' and 'cityjet eco' plus GySEV 'Ventus' green & yellow.

Two new versions of the ÖBB Rh4020 three-car electric train sets, in Epoch IV blue & cream and Epoch V blue & white.

Jägerndorfer ÖBB Rh4746 e.m.u.



Jägerndorfer ÖBB type Bih Spantenwagen



REE SNCF BB9200



Further versions of the ÖBB CityJet double-deck stock in sets – driving trailer plus two coaches, and two further coaches.

Models of the ÖBB UIC-X pre-series first and second class coaches, with a choice of Epoch III green or Epoch IV orange and 'jaffa' orange & cream, singly and in sets of two.

There will be more three-packs of the standard UIC-X seconds, one green, one orange, and one 'jaffa'.

Work continues on the ÖBB type Bih Spantenwagen, constructed using standard body components on old four-wheel underframes. They will be sold in packs of three, with either full or half pane windows. CAD.

LS Models

This French/Belgian concern does not appear to have issued a formal new items list again this year, but some information about recent deliveries can be found on their website.

Euro Passion Models (EPM)

This French company has often been displayed on the LS Models stand.

The latest version of the RTG turbo train with smooth roof (an Epoch V five car set) as No.17 Nantes in béton grey and orange based at Vénissieux was delivered in January 2022.

As were more RRR three-car regional reversible rakes (four headlight variant, with Epoch IVb-V markings) in Haute Normandie red, Picardie green, Rhône-Alpes blue, and Nord – Pas-du-Calais yellow.

Likewise Romilly suburban short bogie coaches, with factory fitted interior lighting, in Epoch V green with grey chassis as a set of three (A5B4tz composite, B9 1/2t second, and B7Dt second baggage) with an add-on pack of two (A10 1/2t first and B9 1/2t second). All shown with CAD diagrams.

REE

This French concern also has no formal list of new items but there is a schedule of expected deliveries – all appear to be further runs of existing products in the extensive range or updates to already announced projects. News will appear progressively on the website and social media over the next couple of months.

BB9200 MTE electric – second run March 2022, third run in 2023.

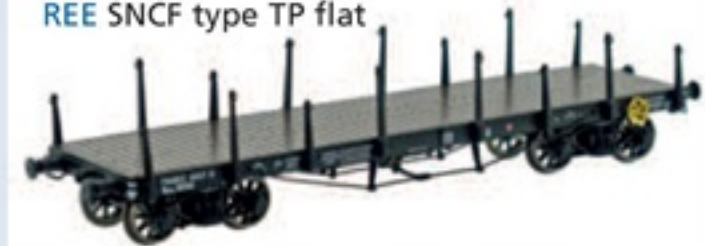
BB16000 MTE electric – first run autumn 2022, second run due first half 2023.

RGP1 and RGP2 X2700 autorails – early unpainted samples are now being test run; a decorated sample was also illustrated.

The X2400 is also planned.

TP bogie flat wagon – third run now available.

REE SNCF type TP flat



REE SNCF RGP2 X2700 autorails original and modernised



REE SNCF RGP2 X2700 autorail



B-Models SBB hopper



February: OCEM19 four-wheel van with brake house, third run.

Spring: BB67400 diesel, fourth run; BB67000 – BB67300 diesels, fifth run; 231 Pacific, sixth and seventh runs; Bacalan coaches, third run; OCEM 29 fourgon, third run; UIC coaches, eighth run; UIC couchettes, seventh run; Sud-Est métallisée coaches, third run; Le Capitole coach set; ANF tank wagon, third run; Fauvet-Girel tank wagon, second run; type Uas T1 ballast hopper, first run; PLM 20T van, third run.

Summer: X2800 autorail, first run; OCEM RA short coaches, third run; type Tams bogie open, second run; type Fas bogie hopper, third run.

Autumn: 141 A/C/D with six-wheel tender, third run; standard autorail trailer, first run; DEV AO U52 couchettes, first run; DEV AO U52-U53 coaches, fifth run.

Unspecified in 2022: Y2100 locotracteur; former German T16¹ (BR945-17) 0-10-0T; Berliet GLC6 lorry;

End 2022: original TGV set, with suspension.

2023: 040TA first run; Bourbonnais 030 first run; DU65 draine, third run, with DCC sound;

B-Models / Van Biervliet

The 12-page brochure is for the first quarter only – there will be more to come.

B-Models type Sgns container flat



B-Models type Sgns container flat



B-Models type Zans kinked tank



B-Models type Zans kinked tank



A dozen new versions of the type Sgns bogie container flat, used by various operators and with assorted loads – 20' and 40' container and 20' tanktainers.

Two further sets of two new versions of the 'Trancérales' bogie grain hoppers.

Three new sets of three Swiss bogie sugar hoppers, first series with one lashing hook per side, second series with two, all as limited editions.

New running numbers for the type Zans kinked tank bogie wagons, 'ERR' blue registered in Germany and 'Pannonia Ethanol' from the Czech Republic, in packs of two.

Rocky Rail

A further version of the MaK G1206 bogie diesel (former NS 6400) in DB Schenker traffic red. DC, DCC, and DCC sound.

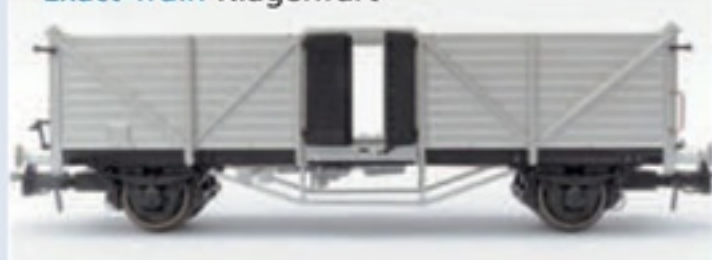
Igra – type Zans kinked tank bogie wagons, new set of two, 'Railco' and 'Jet A1'; singly 'ERR', blue or silver/green, both weathered.

Type Sggnss80 container flat, with two 'ZIH' 40' containers.

Exact-Train Klagenfurt



Exact-Train Klagenfurt



Exact-Train NS Plan K



Exact-Train NS ICRm



Exact-Train

New items are packed onto a 20-page A4 landscape format leaflet.

Further versions of the Plan K and Plan N coaches for international services – composite, second, and couchette, in Epoch IV Berlin blue. Coaches for the Dutch royal train will also be produced, as well as ambulance versions with Red Cross markings on the roof. Some will be offered with not only internal lights but also figures factory fitted.

New models of the ICRm coaches built between 1980 and 1988 and modernised in the early 2000s; first, three different seconds, and a driving trailer will be offered in sets, for either internal or Benelux services. Exact-Train has carefully worked out all variants. The models will be highly detailed and have metal chassis to give the best running characteristics. The power connection for lighting is already prepared so that lighting can be installed without soldering. The ICRm cars have real rubber tube corridor connections and are close-coupled. Graphics.

The first batch of the Duisburg and Klagenfurt models has been delivered. The Linz and Villach are already at an advanced stage, with and without brake house, from DRG Epoch II to Epoch III DR, DB, ÖBB, CSD, PKP, SNCF, and Saar. Undecorated samples are illustrated.

The Duisburg (24,712 units), Klagenfurt (22,944 units), Linz (24,735 units) and Villach (49,115 units) wagons were built in Germany between the wars primarily to carry coal. The Klagenfurt was built in several countries after the war.

There will be further DRG, DB, and ÖBB versions of the Klagenfurt Omm34 and Duisburg Omm37 four-wheel opens across Epochs II to IV.



Exact-Train Linz

Fourteen new Epoch III/IV versions of the DB type Offs55 (later Laes542) articulated six-wheel double-deck car carriers, plus three NS. Some with sheet metal lower deck cladding.

More Oppeln/Nordhausen four-wheel vans, with and without brake house.

Type Gbs four-wheel vans (Swiss type J4) in several new twin packs (SBB with DB, DR, NS, and DBAG) as well as East German, Dutch, Swiss, Czech, and Polish versions singly.



Exact-Train Villach

Further DB, DR, SBB, SNCF, NS, FS, PKP, JZ, and OSE versions of the type ORE standard four-wheel van, used almost everywhere in Europe (bar Britain and Iberia), with correct features such as roof, door, brakes, hand-brake wheel, and wheel bearings. The models have a metal chassis, metal handrails, etched metal details (e.g. ventilators and perforated steps), movable doors, and sprung buffers.

Seven new type Hbis sliding side four-wheel vans, most in packs of two.

New versions of the standard 24m³ lightweight four-wheel tank wagon, with and without brake house across Epochs II to IV, with some lettered for private operators.

Likewise the 30m³ Uerdinger four-wheel tanks.

Selected wagons will be offered weathered.

Artitec

The 16-page brochure covers railway, road vehicles (civil and military), and scenic accessories in HO, N, TT, and Z.

In HO, there will be a new model of the NS four-wheel low side sand wagon, with and without brake platform, in either Epoch III or IV markings, with different depot allocations, singly and in sets of three. Realistic load inserts will also be offered. To accompany these wagons, the industrial vehicles range already includes an appropriate excavator.

Further versions of the distinctive type Dg four-wheel crew van for Epochs II and IV in green, red-brown, and dark blue.



Artitec NS sand wagons, load inserts, and type Dg crew vans

Viessmann Robel 54.22 'Sersa'



Viessmann

Robel track motor car 54.22 with motorised crane, functional model, now in Sersa white livery.

Mabar

This Spanish specialist has locos, rolling stock, and accessories in both HO and N.

Deliveries have begun of the new model of the SBB TmIV 232 four-wheel diesel shunter, in brown (No.8762), red (No.9664), and 'Cargo' blue & red (No.232 132), with the option of DCC sound. The digital/sound version has four light functions according to Swiss rules, and automatic couplers.

A new version has been added to the programme – the German Delmenhorst-Harpstedter Eisenbahn has bought one of these locomotives from the SBB.

The TRAXX Bo-Bo electric (Spanish class 253) is offered in three versions – RENFE Mercanias, Comsa, and Captrain, all illustrated at this stage with prototype photos.

SüdExpress Stadler EuroDual 'Captrain'



SüdExpress CP Schindler second



SüdExpress Krauss-Maffei ML440/500



SüdExpress

The Stadler Eurodual Co-Co was released in 2021, as a demonstrator and in 'hvlé' silver & orange. Coming next will be Captrain silver & green, HHPI, and BSAS Eisenbahnen/MAD Logistik (with artwork by Gudrun Gieblinger). Prototype photos illustrate further plans – two more BSAS/MAD, VTG retrack, Starkenberger, HLG, and green cargo (in collaboration with NMJ).

Further versions of the Vossloh 4000 C-C diesel hydraulic are planned – in 'Europorte' silver & blue, VFLI silver and red, plus Captrain silver & green, Medway black & yellow, and Alpha silver & turquoise (all as Spanish class 335). Graphics.

New project – an interesting Krauss-Maffei ML440/500 V50 0-6-0 diesel shunter. CAD.

Portuguese Schindler-built bogie coaches: set of Btyf second and Ctyf third in Epoch III red & white; set of two Ctyf seconds in red & white and Asyf first in blue; three sets of two seconds and a first, one all blue, two all red & white. With vacuum or air brakes and old or new corridor connections as appropriate. Various port advertising liveries are also planned, plus the present day 'Miradouro' stock.

SüdExpress CP Sorefame type Dyf



Portuguese type Dyf Sorefame stainless steel bogie baggage van, with various Epoch IV and V markings, and as current works vehicles. Graphics.

Type Zacns kinked tank wagon, in sets of three, as operated by MSAS/MAD with various animal graphics. Prototype photos.

New versions of the type Sggmrrss90 articulated container flats operated by Innofreight both as container wagons and equipped with bulkheads and side stakes for timber transport.

New versions of the SNCF type Tams roll-roof bogie wagons (made by REE), singly and in pairs, in Fret SNCF brown and red liveries and 'ermewa' grey.

New versions of the SNCF type Fas bogie opens (made by REE), singly and in pairs, in brown and red liveries.

New versions of the type Tgpps four-wheel hopper for Portugal (two), Spain (five), and France (three). Graphics.

Sixteen new Portuguese versions of the type Eaos/Ealos bogie open, some weathered.

SüdExpress



type Sggmrrss90

Four new Portuguese versions of the type Sgns intermodal bogie flat with 'MSC' and 'Medway' 20' and 40' containers.

Eight new Portuguese versions of the type Sgmms bogie flat, with assorted 20' and 40' containers.

Seven new Portuguese versions of the type Gbkks four-wheel van across Epoch IV and V.

Ten new Portuguese versions of the type Uahs/Zaes bogie tank wagon across Epoch IV and V.

New project: older type Zyfw/Uah bogie oil tank in fourteen several private owner liveries registered with CP, Epochs III to V. Prototype photos.

Beyond that: CP type J four-wheel vans, several variants, including as converted to bulkhead flats for timber. CAD.

Norbrass

Portuguese class 0100 Nohab diesel railcars, in ten livery versions from Epoch III to preserved, in green & cream, blue, and red & white. Graphics.

Norbrass CP Nohab diesel railcar



Mabar SBB TmIV



Mabar SBB TmIV



Mabar SBB Tm232



NMJ NSB Nohab



NMJ Ofofbanen Nohab



NMJ STRABAG Nohab



NMJ MÁV Nohab



Weinert KPEV P8 4-6-0

Weinert

The news leaflet was not published until 1st March.

The main new item is a re-issue of the kit for the Prussian P8 4-6-0, later BR38¹⁰⁻⁴⁰. Built over a period of thirty years by various manufacturers, they almost outlived their planned replacements under both DRG and DB 'standard' design programmes. The long period of procurement and widespread use from Epoch I to IV resulted in a number of variations among the almost 3,600 machines delivered to German railway administrations.

The kits cater for most of major variants: Prussian, DRG, DR, and DB; no smoke deflectors, large Wagner, or small Witte; chimney extension; two, three, or four dome boiler; alternative feed valve locations; original or later buffers; gas or electric lighting; square cornered or round roof cab; 2'2'T21,5 box tender or 2'2'T30 tub tender; DB push-pull fitted (including a sandbox with downpipes for the top of the boiler). Note the versions are specific – these are not vari-kits with alternative parts.

The kit consists of whitemetal main components with cast brass details, precision-cast nickel-silver wheels, and etched plates. The drive comes fully assembled with a Faulhaber motor and flywheel. The loco has bronze bar frames which are simply screwed together, with the driving axles in sprung bearings. Wheels can be to NEM, RP25, or RP25 Fine standards.

The Klv 51 maintenance draisine can now be ordered with the option of a Motraxx coreless motor in six versions for Epoch III and IV, in DC, DCC, and AC forms.

Weinert DB BR38 4-6-0



Weinert DRG BR38 4-6-0



Weinert DB BR38 4-6-0



NMJ

In the Topline plastic-bodied range, nine more versions of the famous GM-engined Nohab/AFB diesels are ready for delivery.

NSB Di3 629: this interesting version is a mix between old and new NSB liveries. The model has old body and lettering, with armoured glass windscreens in end 1, black new design roof, and yellow buffer beams and snow ploughs. 629 got the new better insulated cab doors without windows and new engine room doors which were painted in the new red colour.

Di3a 629 as sold to the Ofofbanen in 2001, with bear foot logo. It was in traffic in Norway and Sweden, mainly for timber transport, until 2010.

Altmark Rail My 1149 Christmas Special as running in Germany used for work, maintenance, and regular traffic as required. The model has all details fitted and is equipped with German style snow ploughs.

STRABAG Tmy 1125, one of several bought for maintenance and construction. 1125 was painted in this 'American' style. It also has German style snow ploughs. It was later given the SANTA FE logo on the front for a special trip to Kosovo and this version is also offered.

1125 was subsequently sold to Karpat Vasut of Budapest as 459 021; they overhauled it and added Hungarian flag lining on the sides. It is used all over Hungary. It has all the Hungarian 'specialities' – steps on the nose, handrails on the roof corner, the typical mirrors, front skirts, and correct side ventilation mesh.

MÁV M61 001 in original cherry red, with light yellow lining and logo, grey lower body, and black bogies, with Soviet star. The model has all the Hungarian details, such as front skirts, mirrors, corner handles on the roof, and the correct ventilation mesh on the side.

Cargo Logistic Ralservices My 1142 as it runs in Germany, in a similar paint scheme as the DSB versions, in bright red & black and with large white logos. The model has all the German details, such as additional

NMJ Superline NSB class 30b 4-6-0



NMJ Superline SJ type Hs insulated vans



NMJ type Lgjs/Lgns



NMJ type Lgjs/Lgns



handrails on the top of the nose, horn and beacon (non-working) on cab roof.

SNCB/NMBS 5207 with all AFB details, SNCB body, four front lamps, roof, battery boxes, bogie side frames, bogie steps, etc., in green with one broad stripe.

The range of type Lgjs/Lgns container flat wagons used in Sweden and Norway now consists of about fifty different versions representing the time from 1978 until the present day.

Two new NSB versions are available, loaded with a 'Ringnes/Pepsi Max' container and either a 'Ramberg' or 'Bring' 24' side door container. The Superline series of highly detailed limited edition brass models will have many new items in 2022. More news will follow during the year.

The Superline model of the NSB class 30b 4-6-0 arrived in October and was almost sold out within a couple of weeks. This is the first Superline HO model to come with V5 DCC sound.

The SJ type Hs refrigerated van is available as a Superline handmade brass models with all detailing on the roof, body, and chassis with brake pipes and scale couplers. NEM pocket adaptor are included as accessories.

Five versions are offered: Hs 26581, Hs 27750 'Jacko Bananas', Hs 27710, Icmo 20 74 810 1001-6 (post 1966 UIC), and Icmo 20 74 810 1146-9 'Fyffes Bananas'. Only 150 will be produced in total.

Fulgurex Switzerland

Now being delivered is the SBB E4/4 0-8-0T heavy shunter, used at larger stations and marshalling yards, but occasionally also on passenger trains up to 240 tons or goods up to 400 tons. There are five versions, three 8800 series originals and five 8900 series rebuilds (from C4/5 2-8-0s). All models come with an ESU decoder.

Also now available is the Solothurn Münster Bahn Ec4/5 No.11, a one-off built by SLM in 1911 on the basis of a somewhat outdated Ec4/5 tender loco.

It has been called the most attractive tank loco in Switzerland. The machine lasted a long time in service – until 1966. Today it belongs to the Berner Dampfbahnen group and is presently being overhauled.

The model is offered in three finishes: original with blue steel boiler, in operating condition up to 1966, and as preserved. All models are digital.

For delivery in 2022, SBB/CFF Fe4/4 baggage railcar, twenty-four of which were placed in service in the 1920s. Some were later used on the Seetal line. Around Zürich und Basel they hauled what were popularly called 'workers' Pullmans' as the whole train was in a distinctive blue & white livery. The model comes eight versions; SBB green, Seetal brown, and blue & white. It has real wood floors, and period correct lighting, with a decoder fitted.

Looking forward to 2023, Fulgurex plan the GB/SBB A3/5 series 200 in HO, which they have already made for N and Gauge 1. Twenty-eight of these locos were built from 1895 for the Gotthardbahn for use between Erstfeld and Bellinzona. They were later taken over by the SBB. The model will be offered in six versions – three GB with 'blue steel' boiler cladding and three SBB black. It will come as standard with a sound decoder.

France

Due in 2022 is the previously announced EST 230 B 3501 - 3890, later SNCF 1-230 (Nord region 2-230) B 501 - 890, built between 1901 and 1912 by various manufacturers, and one of the most numerous types in France, made famous through its appearance in the film Le Train. Until now this class has never been produced by a model manufacturer.

There will be ten versions, three original EST machines from between 1901 and 1905 and seven from different eras and regions of the SNCF, up to 1967, with correct details and markings.

The models come equipped with ESU V5.0 decoders. The precision motor is in the loco. Various details are movable, such as the smokebox door with its inner workings, cab doors, filler flaps, etc. This is a very limited edition (with certificate) – only 170 will be made.



Fulgurex SMB Ec4/5 2-8-0T



Fulgurex SBB E4/4 0-8-0T



Fulgurex SBB E4/4 0-8-0T

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This special from Loco-Revue, dated 10/2021, is concerned with train formations, for small and large layouts, and makes very interesting reading.

Making up a train would seem simple: couple some coaches or wagons to the loco, and off you go. But it is possible to do much better, informed by the prototype, for operation that is both more realistic and more enjoyable.

All the compositions presented are based on genuine examples, derived from working timetables, observations, and photographic evidence, from all over the country. They are also based on the availability of models in HO and N, and take into account the length of the train, to make them suitable for most layouts, though there certainly some impressive long examples (augment to occupy the sidings available) as well as some usefully short workings – down to a main line loco and a single coach! So something for almost every layout situation, and perhaps trains that might inspire the creation of a relevant scene.

The period covered is approximately sixty years from 1960s to present day, noting that railcars both diesel and electric and fixed rakes (not just the TGV) have largely replaced the varied and flexible formations that

provided so much interest previously, whether hauled by steam, diesel, or electric locos. The dates of each train are listed in an appendix.

After a brief but informative guide to SNCF coaches and baggage vans, with details of liveries and markings over time, the consists are covered in various categories: prestigious trains; classic expresses; night trains; local and regional passenger trains; *autorails* (diesel) and *automotrices* (electric); mixed trains; goods trains; and service trains. Each is presented as a separate article, with title and credits, and we wonder if they were intended as a series in the magazine which has been brought together in this very convenient form.

Each train is illustrated with either a model or prototype (and often both), a schematic map of the route, a timetable, and a graphic showing the consist.

The model photos are all technically competent and clear, all in colour and well reproduced on good quality glossy paper. They show the trains on various layouts well known from Loco-Revue magazine and the exhibition circuit.

The presentation is clear and straightforward, though it seems unnecessary to use two different fonts within every title! There are a few tips highlighted on circular patches.

As most of the information is tabular or visual, limited knowledge of French should not be a major problem.

The collection is completed with a very useful list of models from the major brands appropriate for each train featured in HO and N. (The availability of any particular item is another question, of course!)

The book includes four pages of advertisements for other LR Presse publications.



This should be an essential work of reference for anyone seriously modelling the French scene.

Swiss Steam Locomotives since 1900

Written and compiled by Martin Fisher

Swiss Railways Society,
Sales, Glyn Jones,
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Burton-upon-Trent, Staffordshire, DE15 0AG.
www.swissrailsoc.org.uk
303mm x 210mm 222pp
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ISBN 978-1-9162968-6-2

This substantial new book from the Swiss Railways Society – we think we are correct in saying the largest they have produced to date – does exactly what it states on the cover, and with admirable thoroughness and clarity.

With no indigenous coal reserves and the natural resources to generate hydro-electric power, Swiss railways were early users of electric traction. After some experimental schemes, electrification of the main lines began in 1919 and was largely complete by 1939, with just a few pockets of steam left. It is no surprise that our image of Swiss railways does not immediately involve steam, but as this book demonstrates there was once a large and quite varied fleet, due in no small part to the number of separate companies before the SBB/CFF/FFS was formed in 1902. Even after that, the national operator was responsible for only some two-thirds of the total of c.4,800km network, and even now many private companies are still involved with rail operation, notably in the regions and on metre gauge. These are all within the scope of this book.

The book title defines the period as after 1900, but this means older machines still surviving at that time can be included – and there are quite a few. At the other end of the range, the last regular steam service ran – perhaps surprisingly – in November 1968, but representative machines have been preserved, in the national collection and by enthusiast groups. If you have encountered one and would like to know more about it, this is the book for you!

The coverage deals first with the companies which were combined to form the SBB, then the SBB itself, followed by the independent railways. This posed some problems of arrangement but the eventual solution was to divide them into standard and narrow (mostly metre) gauge. The standard gauge lines are further divided into adhesion (the majority) and rack-and-pinion (just two), while narrow gauge encompasses adhesion, combined rack and adhesion, and rack only. Fifty-four concerns are listed in all. The amount of space devoted to each naturally varies as appropriate.

For each class there is a description, a photo, and (in many cases) a drawing. The majority of the photos are naturally in black & white but there is some early colour, and of course preserved machines are illustrated with relatively recent colour pictures.

The photos have been supplied by a number of photographers, archives, and online sources, all duly acknowledged.

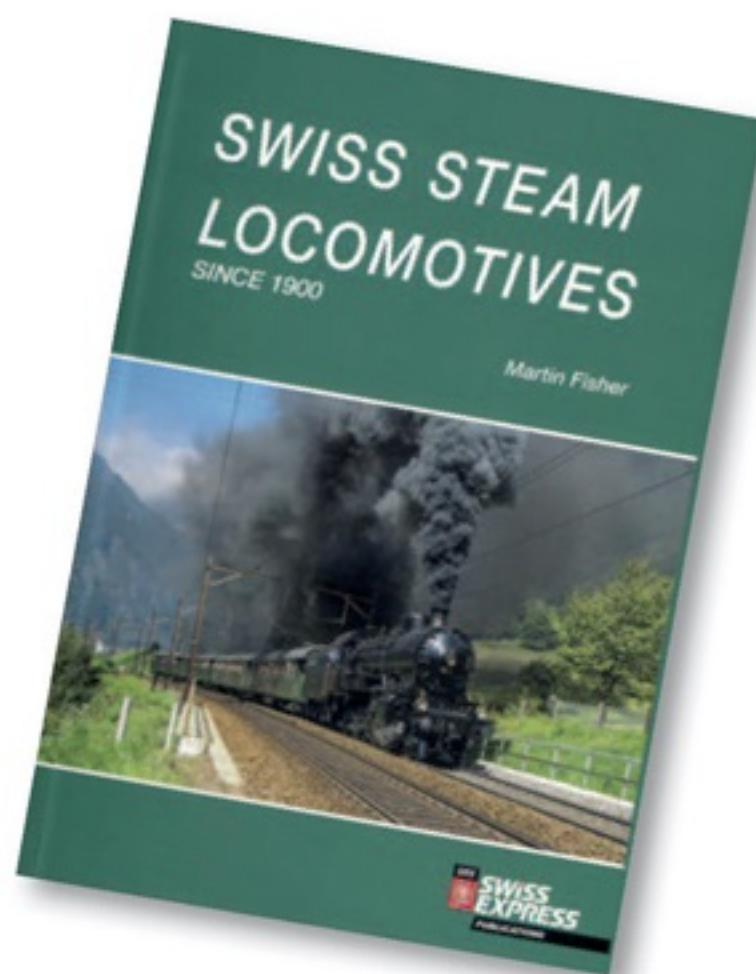
The publisher notes that some of the older images are less than perfect quality but have been included for their historical significance. They have no need to apologies, as careful processing has brought them – and indeed all the photos – out very well.

To support the photos, there are line drawings of many of the classes, from various sources, ranging from simple outlines through more elaborate diagrams to full detailed scale drawings. They do not appear to have been reproduced to a consistent scale, but most have some dimensions legible.

For each geographic section there is a diagrammatic map to show the location of the lines.

The work is completed with nine appendices: composition of the Swiss and independent fleets by class type and gauge, SBB allocations in May 1960, the classification system, the manufacturers, a selection of heritage railways and museums, and a bibliography. There is also an index, which should enable classes to be found and indeed individual locos as the number ranges are given.

There is only one problem with using this as a work of reference: anything you look up will almost inevitably lead to something else fascinating!



Although Swiss steam is but a memory, only maintained by preserved examples and (due to understandable absence of mass produced ready-to-run models) rarely modelled beyond the provision of a preserved loco, this book deserves a place on the shelf of all serious students of Swiss railways. It is a remarkable compilation by any measure, packed with interesting information, representing a massive amount of research, and produced to a very high standard. It would be a credit to any professional publisher, and reflects very well upon the Swiss Railways Society.

For overseas rates, and details of credit card payment, contact – sales@SwissRailSoc.org.uk

The HOn3 Annual 2021

Edited by Chris Lane

White River Productions,
P.O.Box 48, Bucklin, MO 64631, U.S.A.

www.whiteriverproductions

www.HOn3annual.com

275mm x 212mm 116pp

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This annual collection (the thirteenth) is again sub-titled 'The How-To Guide for HO Narrow Gauge Railroading'. It is crammed with interesting articles and practical projects, nineteen in all. They vary from three to nine pages, with most in the four or five page range.

The features are: scale illumination using LEDs (part 2); better looking commercial track; old signs on old walls; a diorama of a shortline on the Old Mission Peninsula in Michigan; the Gold Hill project, a square foot diorama; a 'window' for a layout dispatcher, building a monitor into the control desk; rocks from tin foil plus stone portals and retaining walls carved from blue foam; converting HO diesels to HOn3 by regauging a Kato NW2 mechanism (not for the faint hearted!); scratchbuilding a post driver wagon; building an Autocar truck from a whitmetal kit; making a 5' x 2' switching layout in HOn3, with several rail-served businesses; embracing 3D-printing; coal and water facilities on the 'Tweetsie'; Otter Creek and Rio Grande, an 8' x 2' layout; scratchbuilding a 24' box car from the Bellevue & Cascade RR; a work crane kitbash using parts of a Barnhart log loader; the Venado post office, a small shingle-clad structure; Colorado in Switzerland – the layout of a modular group; and old photos of ET&WNC scenery and structures.

As can be seen, the features deal with layouts, dioramas, locomotives, rolling stock, structures, and scenics. The modelling standards are generally high, and the topics range from detailing commercial items through assembling kits to scratchbuilding. Even if you do not follow the schemes precisely, the ideas may well inspire your own modelling.

The contents are completed with four pages which briefly spotlight selected new products, though topical material like this can hardly be a major element in an annual which is to remain valid until September.

The layout articles tend to have a brief text introduction then pages of pictures, with short captions.

The photos were mostly supplied by the authors and so can vary, but are generally clear enough. Most are in colour, with some black & white archive material. All are well reproduced on good quality paper; the covers are heavier stock, and gloss varnished.

As before, the page design ranges from simple to considerable use of colour, graphics, and unusual type-faces, reinforcing the impression of separate articles rather than a coherent collection. While the step-by-step construction photo sequences are generally well proportioned, without small aspects over-enlarged, the overall impression is busy, indeed crammed, and some of the layout features would certainly have deserved to have the photos presented larger – the images seem optically and technically suitable, and the modelling is definitely good enough. More lavish treatment might reasonably be expected in an annual compared to a regular magazine.

There are eight pages of advertisements from the publishers and relevant suppliers; these are arranged before and after the articles, not mixed among them, as is the norm with some other US titles.



This enjoyable collection should be of interest to anyone already into American narrow gauge, and not just in HOn3, as some of the material would be transferable to other scales and gauges, and maybe also other areas.

The Annual is available in the UK from EDM Models, 19, Briar Avenue, Acomb, York, YO26 5BX.
www.ngtrains.com

The price is £22.50 + postage & packing £3.50.

Die Baureihe 614 DB-Diesellokomotiven für den Nahverkehr

by Ferdinand von Rüdén

Eisenbahn Kurier Verlag

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 224pp

Hardback €45.00

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German text ref.6043

For almost thirty-five years the now iconic class 614 diesel multiple units reliably shaped regional and district passenger services in the Nürnberg and Braunschweig areas of Germany. The last of this class were withdrawn from Franconia in 2010. Today only the class 719, the rail test vehicle variant, still exists with Deutsche Bahn AG, while a considerable number of ex DB Regio 614s have been exported to Poland and Romania where they continue to be deployed on local passenger services.

This new book describes and illustrates in detail the development and deployment on local passenger services with Deutsche Bundesbahn, Deutsche Bahn AG, and in Poland and Romania. A chapter is also devoted to the rail testing trains.

Following the introduction, there is a look at the precursor to the 614, classes 624 and 634 with black & white photos and publicity material from M.A.N.

The next chapter looks at the development and technology used in the 614s. Extracts of publicity material from M.A.N. together with scale drawings are also included. Many of the photographs depicted show close ups of the bogies, cab interiors, and passenger accommodation.

The first trials with a 614 are then thoroughly examined with black & white photos plus extracts of newspaper articles about the new units.

Chapter 5 'Heimat Nürnberg – Alltag in Franken, der Oberpfalz und anderswo' surveys units based at Nürnberg for the period 1973 to 2000. There are extracts from the working diagrams and a map showing the routes on which they operated.

The next chapter, 'Heimat Braunschweig – Alltag in Niedersachsen, Schleswig-Holstein und Westfalen' is similar, looking at the use of 614s based at Braunschweig from 1978/79 to 1998.

Next we see 614s on unusual workings and enthusiasts' specials away from their normal areas of operation during the period 1975-2010, including excursions to Austria and the Czech Republic.

The following section illustrates 614s forming trains with other motive power, such as being hauled by a 211, 212, or 218 diesel-hydraulic locomotive, a 141 electric, and in tandem with a 515/815 battery railcar and trailer.

There are also photos of 614 sets which used class 934 centre cars from the earlier 634 units.

After re-unification, some 614s were used in Thüringia in the former East Germany, as documented here.

There is a section on the various liveries applied: pebble grey & orange, ocean blue & beige, mint turquoise & light grey, and traffic red. There is a very useful comprehensive list giving the livery details carried by each member of the class. A further section notes the units which received names.

Chapter 12 looks at the 614s during their final years in service operating from both Nürnberg and Braunschweig depots from 2003 to 2010. Also included is a list of 614s re-engined with Cummins KTA 19-R2 or QSK19 16-cylinder power units.

'Endzeit – Abstellung, Stillstand, Verschrottung und DB Museum' looks at the withdrawal, storage, scrapping, and preservation of 614s from 2007 to the present day.

'Dornröschenschlaf – Der lange Weg bis zum Einsatz in Polen' tells the story of the units which found a new home working in Poland, with refurbished seating. A table shows those exported to Poland and their current status as at September 2020.

The next chapter looks at the 614s which found new homes working in Romania. As well as photos there are extracts of publicity material from the Remarul company in Romania and a table showing all those exported to Romania, their depots of allocation, and (where known) their current status as at August 2020.

The chapter entitled 'Ableger – Schienenprüfzüge der Baureihe 719' takes a detailed look at the rail testing trains with extracts of publicity material from MBB Messerschmitt-Bölkow-Bohm GmbH and scale drawings of these vehicles.

'Kopfsache – Frontansichten von 1971 bis 2020' shows the changing front appearance of the class from introduction in 1971 through to the present day.



The penultimate section features a complete list of all the 614 and 914 (centre car) vehicles built, showing builder, works number, date of introduction, depots of allocation, date of withdrawal, and current status as at September 2020. Also referenced are sources of information, and there is a list of all the abbreviations used.

The final section presents colour photos (all previous having been black & white) showing all the various liveries carried. The final page has side views in colour giving the RAL reference numbers.

The book has over 380 photos in all.

One has come to expect an extremely well detailed and well researched work from this well-known railway publishing house and this book certainly does not disappoint. It comes thoroughly recommended to all those with an interest in German diesel units and their development. A good knowledge of the German language will be required to get the best from this publication but the pictures alone adequately show the history of this class and the colour images in particular are very useful for the modeller.



Eisenbahn Video-Kurier 151

EK-Videothek DVD c.60mins + 60mins ref.8551 €19.80

Schwerpunkt: Baureihe 151 bei den Privaten

The main topic of this programme looks at the former DB Cargo BR151 electrics now in use with private operators. It begins with scenes of them at work on a variety of freight duties for companies such as Hector Rail, HSL, and SRI-Rail Invest. 151 124-5 of SRI-Rail Invest is seen in chrome-oxide green livery and the driver climbs aboard, with further scenes in cab No.1 and the equipment room. The driver then takes his seat behind the control desk, reports to

control, and the loco moves off. It is then seen being

coupled to a heavy train of tank wagons and departs for the Ruhr.

Further sequences show this train from the lineside, together with other examples at work, some of which still retain their DB Cargo traffic red (*Verkehrsrot*) livery. Railpool and EGP 151s are also depicted on freight workings, while at Nördlingen in Bavaria green 151 038-7 and 151 001-5 are seen.

The next section is '50 years of Tatra trams in Halle/Saale' with film of these vehicles in the city's streets, with some scenes inside the cab. Preserved examples are also seen, with examples in both the red & cream and red & grey colour schemes.

The next subject is Deutsche Bundesbahn BR213 B-B diesel-hydraulics. 213 334-6 is seen in the snow on the Rennsteigbahn heading a passenger service which includes a MITROPA restaurant car. Further scenes show this train from the lineside and from in the cab. Archive film then shows 213s in service with DB and we see orient red 213 340-3 leaving Boppard up the steeply graded line to Emmelshausen propelling two *Silberlinge* coaches. An ocean blue & beige-liveried 213 is then shown in the snow on the Rennsteigbahn with two *Silberlinge* coaches in tow. Further 213s are seen on this line in both ocean blue & beige and orient red, and an engineers' train is also depicted

worked by the Mittelweserbahn blue V1353. 213 335-3 is seen in original style DB crimson red (RAL 3004) livery running light.

In the next chapter we pay a visit to the narrow gauge Steyrtalbahn in Austria, where preserved 0-6-2T 298.102 is observed working passenger trains and taking on coal and water at Grünberg.

In the *Erinnerungen* section we are shown film of Pacific 01 1100 at work on specials, firstly departing from Köln-Deutz then from on the footplate and from the lineside as the train makes its way to Frankfurt am Main. Further specials are also shown from the lineside and departing from Neustadt (Weinstraße) station.

In *Bahn News* 'Vectron' electric 193 360 is seen in Berlin with the 'Connecting Express', an event celebrating pan-European rail passenger services. A preserved TEE BR601 diesel unit is also shown, and we see archive colour film of these trains in use with DB in the 1960s and 1970s. DB 212 372-7 in ocean blue & beige is then seen hauling the 601 out of the station and 193 360 then departs with its train with a BR101 electric at the rear.

Next we see Deutsche Post parcel traffic in yellow DHL containers being loaded from lorries onto bogie flat wagons, with further sequences of these trains from the lineside.

The final *Rückblick* section offers archive colour film of DB steam locomotives being serviced at Bw.Gelsenkirchen-Bismarck depot, including BR044s coming on shed, being coaled and watered, having the smokebox cleaned, and the firebox emptied.

The Bonus section 'Dampf an der Mütze in Mecklenburg' shows a 2007 *Plandampf* event with steam-hauled passenger services on the Pritzwalk – Güstrow and Neustrelitz – Wittstock routes.

A certain amount of background music is used in this production, but it is not too intrusive. The commentary (only available in German) is clearly delivered.

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

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



Die Baureihen E18 und E19

EK-Videothek DVD c.58mins ref.8602 €19.80

In the mid-1930s a new express passenger electric locomotive, the class E18, first appeared on German railways. With a maximum speed of 150km/h they were at the time the fastest electric locomotives on the Reichsbahn. In 1938 were they surpassed by the new class E19 with a top speed of 180km/h. These new machines were intended for use between Berlin and München, but, because of the outbreak of the war, this did not happen.

Using lots of historic footage, this programme in the *Berühmte Züge und Lokomotiven* series tells the story of these and the Austrian

version, the Rh1018. There is film of the E18 (after 1968 BR118) and E19 (119) locos in service with both Deutsche Bundesbahn and Deutsche Reichsbahn. The last operational preserved examples are also featured.

The programme begins with views of preserved blue-liveried 118 047-0 at Seeshaupt. The loco is seen departing with a rake of three *Silberlinge* coaches. This is followed by film of preserved green E18 031 with scenes shot from in the cab and from the lineside at the head of a train of seven DR suburban coaches. Green E18 19 and blue E18 047 are then seen, followed by black & white stills of E18s when new. Archive black & white film from the 1930s then shows E18 on test runs, and E18 02 is seen at the 100 Years of German Railways celebrations in Nürnberg in 1935. Further archive black & white film shows examples damaged in air raids during the war, followed by film of the locomotives at the head of scheduled passenger services.

This brings us to scenes of blue-liveried 118s, including 118 026-4, 118 003-3, and 118 010-8, at Nürnberg and München. An ocean blue & beige example is also shown, filmed from the lineside, plus with more blue 118s on DB in the 1970s and early 1980s. Scenes from the farewell to the class at Würzburg in 1984 include 118 016-5 and ocean blue & beige 118 013-2, one of only three to carry this colour scheme. 118 013-2 is seen on the turntable at Bw.Würzburg and being shunted by a Köf. 118 003-5 and 118 054-6 are seen at Würzburg Hbf. with enthusiasts' specials, with further scenes from the lineside. The simultaneous departure of three separate passenger trains from Würzburg Hbf. hauled by a class 103, a class 120 and a class 118 is shown filmed from an overbridge.

This is followed by views of withdrawn 118s before taking a look at the Austrian examples, including orange 1018 81 departing Wels Hbf. on a service to Passau. Preserved 1018 04, also in orange, is shown, and at Linz Hbf. we see 1018 015 departing the station with a passenger working. Further 1018s are featured, including 1018 04, 1018 002-4, 1018 007-3, and 1018 008-1 are seen in poor external condition awaiting possible restoration. We get to look inside the cabs and equipment rooms.

Back to Germany for green E18 19 at the head of a special with scenes in the cab and from the lineside. Preserved E18 31, also in green, is seen on a special. In Binz-Ostseebad, the train is seen on arrival, and the loco runs round for the return working. In Stralsund E18 31 is seen departing the station with a rake of five DR coaches, with further scenes of this train from the lineside. E18 31 is then shown stabled at Halle (P) depot where it stands today; the loco is currently not operational.

Next come black & white archive stills of E19s and then we get colour film of blue 119 001-6 on a DB passenger service. 119 002-4 is also seen, so too the preserved E19 01 in red at the Technical Museum in Berlin. E18 047 is also seen, in blue livery, and red E19 12 is observed at the DB Museum in Nürnberg. E18 08 is seen sporting grey livery in the cavalcade at Nürnberg to mark 150 years of German railways in 1985; this loco is later seen in green. 118 003 is shown in blue livery on a special while E18 24 is noted at Bw.Weimar awaiting restoration. E18 24 is then shown smartly restored in green. At Garmisch-Partenkirchen blue 118 047-0 is seen departing the station with a special formed of DB coaches, with further scenes of this train from the lineside and in the cab. In Tutzing 118 047-0 is seen running light, coupling up to coaching stock, and departing. This train is also seen from the lineside, in the cab, and on departure from Kochel. The presentation ends with further scenes of the train until its arrival at Bebra, where a *Plandampf* event is in full swing.

Very little background music is used on this programme and where it does occur it is not too intrusive. The commentary (in German only) is informative and clearly delivered.

There are trailers lasting approximately ten minutes for other programmes available 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



Die Baureihe 50

Die Einheits-Dampflok für alle Fälle

The BR50 standard goods locomotive first made its appearance on German rails in 1939. These light axle load 2-10-0s eventually totalled 3,000 and formed the basis for the wartime class 52. After the Second World War 2,000 passed to the Deutsche Bundesbahn and just 350 came under the ownership of Deutsche Reichsbahn (DR) in East Germany. On the DB the 50s ended their days in 1977 and with DR ten years later. Using plenty of archive footage,

this programme tells the story of these locos under both administrations. Remarkably, many have survived into preservation and these are not forgotten with examples featured at the head of specials, at *Plandampf* events, and as static exhibits.

Coverage begins with scenes of preserved 50 3648-8 on the turntable in Bw.Dresden-Altstadt, followed by film of it on a photographic freight. At Oberrohn 50 0072-4 (also preserved) is seen departing from the station with another freight special formed of bogie open wagons. We then see preserved 50 2988-8 at work on the Sauschwänzlebahn with a rake of ex-SBB coaches, followed by 50 001 on static display inside the Technical Museum in Berlin. Here the curator tells the viewer about this class, accompanied by black & white stills of class 50 and 52. Black & white film shows them under construction and at the head of freight trains. 50 1002-0 is then seen in colour running light on shed, followed by further examples at the head of scheduled freights.

Next, scenes of 50 1849-4 on a *Plandampf* service in the snow in Aue. At Blauenthal the loco is seen running light and coupling up to a train of DR coaches, then at the head of a freight, and finally taking charge of a two-coach train. Initially it is seen with the large Wagner smoke deflectors and later with the small Witte type.

At Bw.Glauchau 50 1849-4 is seen on shed. This loco belongs to the DB Museum Nürnberg and there are scenes of it following the devastating fire at Bw Nürnberg-Gostenhof in 2005.

Following on there is archive colour film of BR50s on passenger services. 50 622 (with Witte deflectors) is seen in the snow with a special formed of DB stock which includes a MITROPA restaurant car. Further film shows this train from the lineside and on the footplate. Later the loco is seen running light at Meiningen, at the head of

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

another special, and climbing the Schiefe Ebene incline with a heavy load of Interfrigo vans.

Black & white film then shows these locomotives (including 50 1283) on shed at a large locomotive depot. Examples are shown with both Wagner and Witte deflectors. Locos are observed undergoing overhauls and on freights. A black & white DB publicity film is also included.

Archive colour film then shows DB 051 745-0 with cabin tender on shed. The loco is seen being cleaned before departing light to work a freight. Further film of freight services is followed by sad images of 50s being cut up for scrap. 052 908-1 is seen on static display at Lauda, and 50 1650 similarly at Aulendorf. This is followed by scenes of 50 2146 at Weiden and at the Deutsches Dampflok Museum (DDM) in Neuenmarkt-Wirsberg. 50 975 is also seen here. In Bw.Bochum-Dahlhausen, 053 075-8 and 50 778 are seen, followed by further archive black & white and colour film of 50s on freights, including 50 396 at night. 50 3501 and 50 955 are also featured. 50 3501 is seen with a special and 50 3688-4 at the head of a train of DR suburban stock. A freight behind 50 3545-6 is also depicted, the loco's last run on 6th November 1994.

Next we look at 50s beyond Germany, mostly Eastern Europe, in particular Romania and Turkey, with colour film.

This is followed by further scenes of preserved 50s in Germany on specials. At Titisee 50 245 (with Wagner deflectors) is seen departing on a passenger service, with further film of this train under way. 052 740-8 is seen at work near Heilbronn with a photographic charter freight formed of bogie open wagons, and later at the head of a passenger train. 50 2179 with Witte deflectors is then seen at Kusel with a special to Kaiserslautern; coaches are all DB four-wheelers. This loco is later seen on another photographic freight filmed from the lineside and on the footplate. Another special with DR stock is then featured, worked by 50 3610-8. Later this loco is seen again on a freight, followed by 50 0072-4 on a special at Nördlingen, and 50 3648-8 is seen on a similar working at Senftenberg. The presentation closes with scenes of 50 3501 being turned.

Very little background music is used on this programme and that which is used is mainly towards the end and not too intrusive. The commentary – only available in German, as usual – is clear and informative.

Around five 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



EuroDual

Die neuen Lokomotiven der Baureihe 159

A locomotive that can do both: work as a diesel or an electric under overhead catenary, that is the new class 159 EuroDual. Built by Stadler at their works at Valencia in Spain, the first type was presented to the public at the Innotrans event in Berlin in 2018. The 23m long loco have a Co-Co wheel arrangement and weigh in at 123t. Their maximum power under the wires is 6,150kW and on diesel 2,800kW. Members of this class are already in service with a number

of private operators, and this programme takes a look at them at work, including scenes inside the cab.

Coverage begins with views of a variety of different freight workings, including trains of tank wagons, hoppers, and timber loads, with locos used by Heavy Haul Power International (HHPI), MEG, and Captrain. There is film from in the cab and inside the equipment room. Colour stills show the Stadler works in Valencia and we see locos under construction.

HVLE 159 001 is then seen at the Innotrans event in Berlin in 2018, followed by further footage of 159s on freights filmed from the lineside, including 159 003 belonging to HVLE on a stone train. 159 001 is seen again, this time undergoing an inspection, with further scenes in the equipment room and cabs.

The driver of one of the HHPI locomotives explains what it is like to be at the controls of a EuroDual class 159 and speaks highly of their performance.

Further film of HHPI and Captrain locos follows, all observed from the lineside. Captrain 159 104 is seen on a long train of bogie hoppers and being passed by a

Vectron electric at the head of a train of empty car carrying wagons. Later 159 104 is seen running light, then the diesel engine is seen being shut down and the pantograph raised to continue its journey in electric mode.

We next see HLG 159 215 at the head of a train of potash wagons. We witness the diesel engine being started up, and the driver is seen reporting via telephone to control from the cab and then the train moves off. Further scenes are filmed from in the cab and from the lineside, including some views from the air. A MEG 159 in diesel mode is then seen on a train of bogie tank wagons; the loco carries advertising for the recruitment of engine drivers. In Emleben, more 159s are seen working in diesel mode, including one HSL example shunting tank wagons.

Next come scenes of an Erfurter Bahn Service GmbH 159 on a train of bogie tank wagons en route to Bokeloh. Further 159s are seen with other operators and a spokesman from Stadler Deutschland is interviewed, revealing more about the EuroDual locomotives, their availability, and their deployment. This is followed by scenes of a HHPI Class 159 in diesel mode on a train of empty bogie flat wagons and a blue-liveried evb Logistics example is seen running light engine in diesel mode.

The programme ends with scenes of another HHPI 159 in diesel mode with a heavy train of logs, followed by Captrain unit at the head of a train of bogie tank wagons.

Virtually no background music is used on this production. The commentary (as usual, only in German) is informative and clearly delivered; the interviews are slightly more colloquial.

Trailers lasting approximately five minutes for other programmes from Eisenbahn Kurier are included.

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



Perth show – advance notice

Perth Model Railway Group is pleased to announce the return of the biggest club-run exhibition in Scotland, to be held on the weekend of Saturday 25th and Sunday 26th June, at the usual venue, the Dewars Centre in Glover Street, Perth, PH1 0TH.

The exhibition will feature around ninety stands, including around forty layouts in various scales and gauges, modelling demonstrations, societies, and specialist traders.

A number of foreign outline layouts are booked to appear – more details nearer the time.

We can heartily recommend this event, from personal experience.

Further details of the show, including a full list of layouts, societies, and traders, will be available on the website in due course.

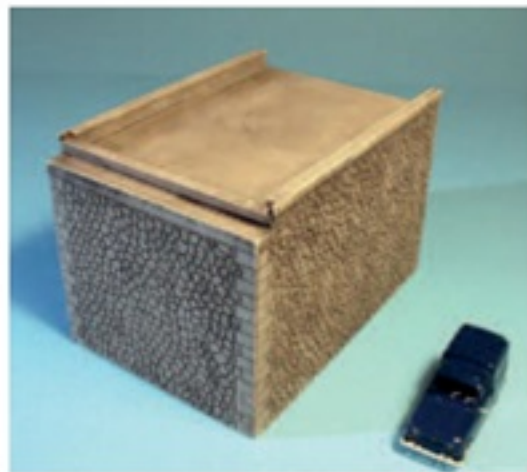
www.smet.org.uk

New from Cités Miniatures



Hexagonal stone bridge abutment
(ref.OA-010-2C-HO)

Following a request for a custom-made road bridge kit, the stone abutments were included in the catalogue. The prototype shown here is as ordered but on request the design can be quite easily amended to incorporate a lower and/or deeper base as well as less width.



Wrought iron railings
(ref.ED-056-HO / O)

Large wrought iron balconies have not featured prominently in the Cités Miniatures catalogue. This lack has now been filled with a first product which will make balconies of two different lengths. The pre-drilled cement slab is also provided in the kit. Note that it is quite easy to cut the pieces to make shorter balconies if necessary.



Industrial gate (ref.ED-115-O)

At the request of a customer, the two sets of metal gates designed for HO are to be repeated in 1:43.



Town house windows and shutters in O (ref.ED-015-O)

The range of accessories in O had not had any additions for some time. Now there is a new sheet, with windows of three different sizes and the associated wooden shutters, with frames from the old narrow attic building kit (ref. BV-016).

Cités Miniatures
www.cites-miniatures.com



Puffing Billy revives tradition



The Puffing Billy Railway, east of Melbourne, has enabled travel through the stunning Dandenong Ranges for over 120 years, becoming a popular part of the city's history and a major tourist attraction.

The 2'6" gauge railway played an important part in the state's development, assisting settlement in remote areas providing small townships and holidaymakers with essential resources. The historic line runs from Belgrave through Menzies Creek, Emerald, Lakeside, and Cockatoo to a terminus at Gembrook, through a landscape distinctly different from Melbourne.

The railway has recently re-commenced the time-honoured tradition of sitting on the window sills with legs out, much to the delight of Melbournians. This is permitted for children aged from four to thirteen.

All those parents and grandparents with fond memories of sitting on the sills of the semi-open excursion coaches can now pass the experience on to a new generation.

Sitting on the Sills trains run from Belgrave to Lakeside. Children sitting on the sills must be under adult supervision (one adult per two children) at all times.

For those seeking to add to their experience, lunch can be ordered from the new state-of-the-art Lakeside Visitor Centre café, where guests can dine in prior to departure or fill their picnic baskets to enjoy on the journey.

They can also shop for locally designed gifts and handicrafts at the unique gift shop, and explore a collection of expertly curated museum displays, including locomotive 3A built in 1900.

www.puffingbilly.com.au

Photo: Michael Greenhill, per PBR.

New graffiti decal sheets

Belgian scenic specialists Matho Models have a number of new decal sheets.

ref.35114 graffiti decals set 1 (1:35)

ref.35122 graffiti decals set 2 (1:35)

www.mathomodels.com



Latest from American Z Line



The Burlington Zephyrs were synonymous with the classic American streamlined passenger trains. The streaks of silver could be seen running through the mid-west and beyond. Classic names of these trains included: *Twin Zephyrs*, *Silver Streak Zephyr*, *Pioneer Zephyr*, *Mark Twain Zephyr*, *Zephyr Rockets*, *Texas Zephyrs*, and others!

AZL is releasing a number of cars that ran in Zephyr service as well as corresponding EMD E7s. There will be baggage vans, diners, buffets, 10-6 sleepers, and domes. The domes alone will stand out in any train!

The EMD E7s feature prototypical details, a 7mm motor, directional controlled LED, blackened metal wheels, optional replacement truck with truck mounted coupler, draw bar (A units only) and come DCC ready.

The EMD SW1500s are being produced in Norfolk Southern livery with a choice of three road numbers.

The models feature numerous prototype specific details, blackened metal wheels, traction tyres, innovative drive train and truck design, directionally controlled LEDs, and AZL AutoLatch™



couplers. As a bonus, two adapters are included that allow the SW1500 to be retrofitted with Micro-Trains® #905 couplers.

Modellers are advised not to attempt to remove the shells of the SW1500s as doing so may result in damage.

The 1917 8,000 gallon tank cars are now available lettered for Akin Gasoline with AGCX reporting marks, in singles, two packs, and four packs, with different running numbers.

The 53' container is offered decorated for the Pacer StackTrain.

<http://ztrackdistribution.com>



Wälderbähnle coaches in HOe



The Bregenzerwaldbahn, locally known as the Wälderbähnle, was a 35.3km long 760mm gauge railway in Vorarlberg which connected Bregenz on Lake Constance (Bodensee) with Bezau from 1902 to 1983.

The Bregenzerwaldbahn-Museumsbahn club was founded to maintain the line and to operate it as a museum railway. However, the original vehicles had all been removed, which is why the operation is now worked with lovingly restored rolling stock from other routes.

The remaining 5km museum railway runs between Bezau and Schwarzenberg from the end of May to mid-October at weekends and some weekdays in high season.

The new model from Stängl Modellbahnen allows coaches with Wälderbähnle lettering to be put together to form a set. B4ip/s 3113 and

3145 were previously brown Mariazeller coaches from NÖVOG before they were acquired in 2015 and completely overhauled by the Wälderbähnle. BD4ip/s 4230 was part of the same historic train, but made a detour via the Steyrtal before being reunited with the others.

The models are versions of the popular Stängl items and correspond exactly to the current livery and lettering. The prototypes are part of a mixed train pulled by one of the historic diesel locos.

Specially designed interiors are available not only for the new Wälderbähnle coaches but also the post van and many other small special series, now produced as 3D-prints. There are now so many that it makes sense to present them as a separate product group.

Halling Modelle,
Leopoldigasse 15-17,
A-1230 Wien, Austria.
www.halling.at



Typical Viennese buildings in HO



Despite the large number of model buildings available, the selection becomes relatively small as soon as you look for structures that represent a certain region. Although many of the commercially available town houses could be used for Vienna, there are no typical suburban and 'Gründerzeit' houses.

The small series producer artbeeren has set itself the goal of closing this gap.

The first in the range is a 'small Viennese suburban house', in a style typical of the 19th century. Houses like this can still be found in large numbers in the inner districts.

Thanks to the ingenious design, entire streets can now be equipped with highly detailed models without one being exactly like the next.

artbeeren also offer a system for cladding conventional flexible track to make tram tracks with nostalgic cobblestones. The basic dimensions of the system were designed around Peco and Piko flexible tracks.

Construction and painting instructions for all products can be found on the manufacturer's website.

English translations can be downloaded from www.halling.at

Forthcoming events

Note: events may still be subject to change due to the COVID situation.

Saturday 2 & Sunday 3 April COTGRAVE, Nottinghamshire

Organiser: Bingham MRC.

Venue: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire, NG12 3PJ. (satnav directs to leisure centre opposite).

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: 16 and over £5.00, accompanied under-16s free, disabled & carer free.

Amenities: disabled access to c.80%; refreshments.

Features: 13 layouts including Tamaro (Swiss N/Nm), A Taste of Alber (Czech TTe, see CM March 2019) Brookfield (US N), and A Cold Front (WWI 009). Demonstrations, societies, trade.

Contact: Mark Shipman
0789 535 3185

www.bingham-model-rail.co.uk

Saturday 2 & Sunday 3 April SHEFFIELD, South Yorkshire

Organiser: Sheffield MRE.

Venue: Birkdale School, Oakholme Road, Sheffield, S10 3DH.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £7.00, children (5-15) £3.00.

Amenities: refreshments.

Features: 17 layouts including El Cremallera (Spanish Nm, see CM March 2012), Irgendwoh Strassenbahn (N), Ulvryd Strand (Swedish HOe, in this issue), Ménage-Artois (French HO, see CM September 2018), Menabrea (Italian HO, see CM December 2015), Hadleyburg (US HO), Tramways de Balaigne (French Oe), and Canaan Valley (US On30). Traders include Mount Tabor Models.

Contact: Kevin Rayworth
07768 513880

www.sheffieldmodelrailwayenthusiasts.com

Saturday 9 April NORWICH

Organiser: Norwich MRC (on behalf of Railway Heritage & Model Society).

Venue: Hellesdon High School, Middletons Lane, Norwich, NR6 5SB.

Open: 1000-1630

Admission: £6.00, accompanied under-16s free.

Amenities: free parking; disabled access.

Features: 18 layouts including Obervaz (HOM), Hartenberg, and St.Martin De Boschville (1:35, CM September 2018). Demonstrations, societies, trade.

Contact: www.norhams.org.uk

Saturday 9 April REDHILL, Surrey

Organiser: East Surrey N Gauge.

Venue: Earlswood Baptist Church, St.Johns Road, Redhill, RH1 6DZ.

Open: 1000-1600

Admission: adults £3.00, children £2.00, family £8.00.

Amenities: local free on-street parking; disabled access; refreshments.

Features: eight layouts including Alpenbahn, Bahnbetriebswerk Königshafen, and a modular layout from ESNG. Specialist traders, second-hand sales, and N Gauge Forum.

Contact: Jon Bartlett 07954 642387
barthyd@pobox.com

Friday 22 & Saturday 23 April SUTTON COLDFIELD, West Midlands

Organiser: Sutton Coldfield RS.

Venue: Trinity Centre, Church Hill, Mill Street, Sutton Coldfield, B72 1TF.

Open: Friday 1400-2000

Saturday 1000-1630

Admission: adults and seniors £4.00, accompanied under 16s free (2 per adult).

Amenities: disabled parking only (pay and display car parks in town centre); disabled access; light refreshments.

Features: layouts include Kenstadt (Z), Bergeller Bahn (Swiss HOm, CM March 2007), Red Hook Bay (US HO, CM November 2014 and American Special 2014), San Clemente (US HO), and Padden Flats (US HO).

Contact: www.ukmodelshops.co.uk/SCRS

Saturday 23 April EASTLEIGH, Hampshire

Organiser:

Wessex Narrow Gauge Modellers.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5BX.

Open: 1000-1700

Admission: adults £10.00, accompanied children (5-16) £3.00, family £23.00.

Amenities: free parking; disabled access; refreshments.

Features: over 25 layouts including Ulvryd Strand (Swedish HOe, as in this issue) and Kaninchenbau (alpine HOe, see CM February 2022) plus OO9 Society, 7mm Narrow Gauge Association, specialist trade.

www.narrowgaugesouth.org.uk

Saturday 23 April CREWE

AGM and Spring Get-Together

Organiser: Swiss Railways Society

Venue: Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB

Open: 1000-1600 (AGM at 1300)

Admission: free to members. Non-members £2.00. Members do not need to pay the centre's admission charge on production of their membership card.

Amenities: free parking; fully accessible exhibition room; tea and coffee.

Features: five layouts – Alpenbahn (N), Chamossaire (SBB/BLS N), Kleine Schweiz (RhB N), Preuninger Alm (Austrian HOe), and Santa Maria (RhB HOm). Model Postbus display, Society sales, bring and buy, trade.

Contact: Glyn Jones,
agm@swissrailsoc.org.uk
www.swissrailsoc.org.uk

Saturday 23 April DERBY

AGM and Exhibition

Organiser: Austrian Railway Group

Venue: Aston Court Hotel, Midland Road, Derby, DE1 2SL.

Open: 1000-1230 & 1430-1600,

AGM 1230-1430 (members only).

Admission: free.

Features: Grazeller Bahn (HOe), Gresten (HOe, see CM September 2012), St.Pankraz in Steiermark (HO, see CM February 2021), and Wolfstatt (HO). Mount Tabor Models.

Contact:
www.austrianrailwaygroup.co.uk

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Graubünden

Swiss HOm



Also in this issue...



Latest Reviews ... and much more

PECO

• Graubünden

Austrian resident Dietmar Haimer was captivated by the Rhätische Bahn in Canton Graubünden, Switzerland, and has modelled parts of the network in HOm.

• Bavaria 1910

Fifteen years of enjoyment and pleasant memories – Jim Trotman describes the period German HO layout he helped Peter Baker to build.

• Sankou Ferry

A second life for old motive power – Luc de Martelaer introduces his African N layout with an unusual operating feature.

• San Felice

A lockdown *divertimento* – Andrew Cullum presents his new project, a compact Italian O gauge scene, built as a change from his N gauge activities.

• new product announcements

The second part of our report on new items programmes features N, TT, Z, O, 1, narrow gauge, G, and scenics.

... and much more!

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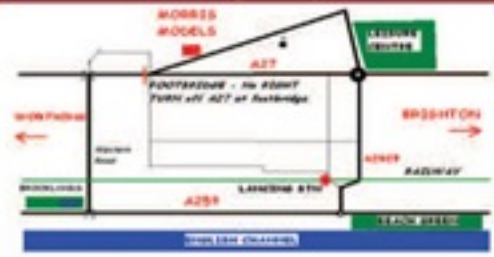
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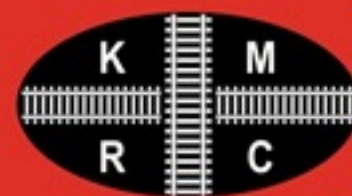
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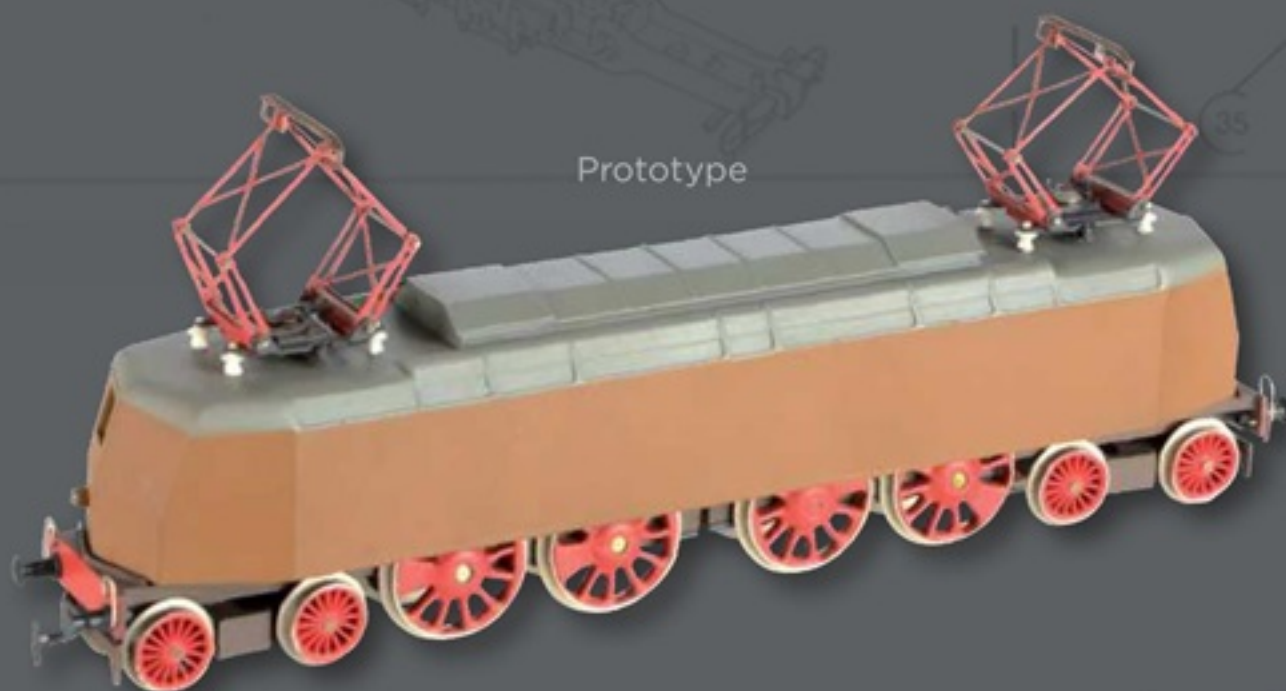
Locate wheels in frame /
cous 17 B under the interior and back axles
See figure 2 C.
Omit spacers 17 B and place blade springs 21.
Place wheels 18 (axle
bushes) 20 (axle with gas
Fasten metal plate 22 with
Having first sprayed the single parts, fasten to
pered head screws 24, front and rear brake shoes
and 26 B L.H. and the central ones 27 B R.H. and 28 B
Insert on rear frame kingpin drawbars 29 C fasten
long self tapping screw 23 putting washer 30 between screw
and kingpin. Front coupler 31 B is kept in place by its bracket
32 C fastened to frame with self tapping screw 23 and
Same screw and washer are needed to fasten
33 in place of coupler 31 B and bracket 32 C.
Shape uncoupler 34 and 35 in place of 31 B and 32 C.
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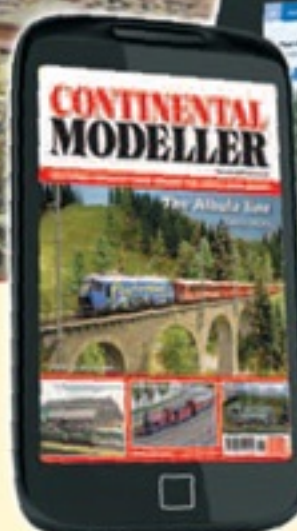
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N

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G

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TT

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