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Swiss HOm



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San Felice

Italian O



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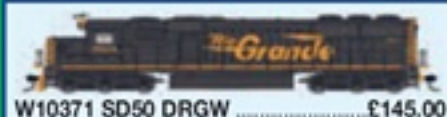
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Walthers HO USA

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



W10371 SD50 DRGW£145.00



W19951 F7 CSX DCC/SND£195.00



9464 Amtrak F40PH£135.00



10475 GP9 SPSF£138.00



9232 Western Pacific SW1£90.00

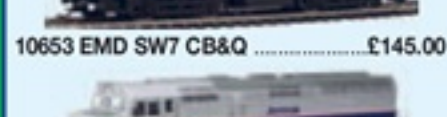
9457 F40 Caltrain (DCC ready)£125.00



10378 SD50 Reading & Blue Mountain£145.00



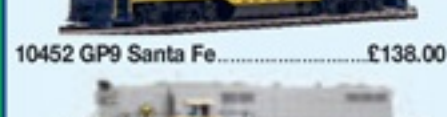
10653 EMD SW7 CB&Q£145.00



9467 Amtrak F40ph Ep5£135.00



10452 GP9 Santa Fe£138.00



WP42401 GP7 Belt Railway of Chicago DCC & Sound£290.00



10662 SW7 Union Pacific£145.00



104501 ACL 50' Pulpwood£21.50

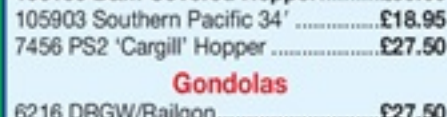
104511 IC 50' Pulpwood Flat£21.50



106156 B&M Covered Hopper£39.60

105903 Southern Pacific 34'£18.95

7456 PS2 'Cargill' Hopper£27.50



6216 DRGW/Railgon£27.50

Walthers Catalogue 2022



NOW IN STOCK

Walthers HO & N Catalogue£18.00

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1163 40' Box Car Great Northern£27.00



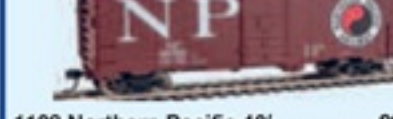
1421 Chicago & Illinois Midland£29.65



1173 40' Union Pacific£27.50



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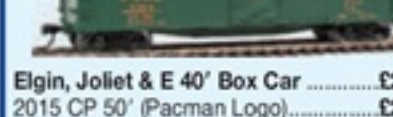


1198 Northern Pacific 40'£27.50

1185 C&NW 40'£27.50



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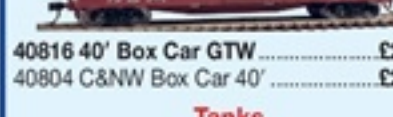


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2015 CP 50' (Pacman Logo)£21.00

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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1124 Union '76 3 Dome£22.50

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41218 SF 40' Wood Reefer£27.70

American HO Scale Locomotives/Freight all brands



B61719 GP38-2 GATX Leasing£125.00



A3028 Pennsy RS3 DCC Ready£150.00



B52703 B&O 4-4-0 DDC/SND£235.00

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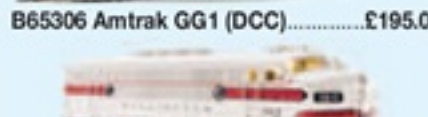
ALL items IN STOCK at time of going to press!



A3563 U30C Chicago & N.W.£155.00



B65306 Amtrak GG1 (DCC)£195.00



BR4828 CB&Q F3a£285.00

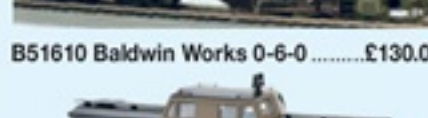


BR6264 S.P. Lines Cab Forward£590.00

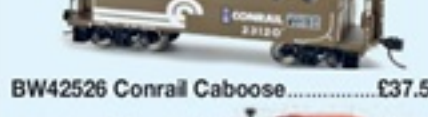
BR6262 Southern Pacific Cab Fwd£590.00



B51610 Baldwin Works 0-6-0£130.00



BW42526 Conrail Caboose£37.50



B14004 GT Caboose£34.75



B16149 Boom Crane & Tender (unlettered)£58.95



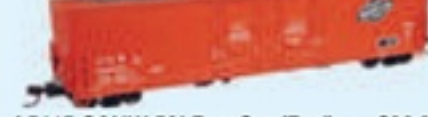
A5807 Reefer 'Nuckolls'£38.00



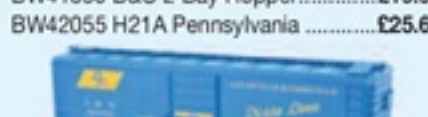
A5415 C&NW 53' Box Car (Red)£26.95

BW41850 B&O 2 Bay Hopper£19.99

BW42055 H21A Pennsylvania£25.60



BW42441 L&N 40' Box Car£28.65



B14001 Burlington Caboose£39.99

B17947 50' Tropicana Reefer£25.95



B19806 40' Grand Union Reefer£29.95

B19805 Reefer 'Pure Carbonic'£24.00

B19803 40' ART Reefer£27.00



1756 Union Pacific Track Cleaner£28.75

1482 D&RG Track Cleaner£28.75

1753 Burlington Northern£28.75

1100 Spare Pads for Track Cleaner£5.95

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



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

A6902 Island Platform x 2£35.95

MTH9097 Gate Tower BU£29.70

L612888 Railroad Crossing Kit£49.95



DPM951 Heier Kite Co.£58.40



Lattice Footbridge£27.95



B33165 12 Seated People£16.50

B45978 Water Tower£25.70

AMB494 Dry Goods Store (laser cut wood)£46.20

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

HO Scale

Broadway 6368 Pennsylvania GG1
Single Stripe, Keystone Logo£399.00

Walthers Trainline post & packing £4.20



101 GP9 Burlington Northern£69.00



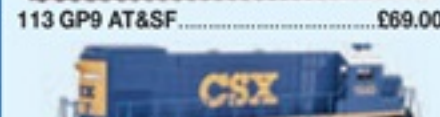
102 GP9 Union Pacific£69.00



103 GP9 Santa Fe£69.00



113 GP9 AT&SF£69.00



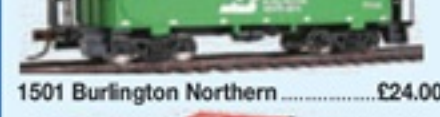
2503 GP15 CSX£78.00



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

1482 D&RG Track Cleaner£28.75

1753 Burlington Northern£28.75

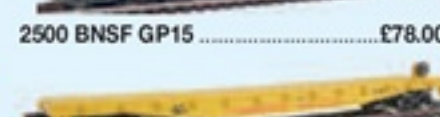
1100 Spare Pads for Track Cleaner£5.95



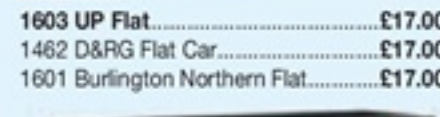
2505 Union Pacific GP15£78.00



2500 BNSF GP15£78.00



1603 UP Flat£17.00



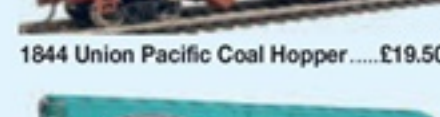
1462 D&RG Flat Car£17.00



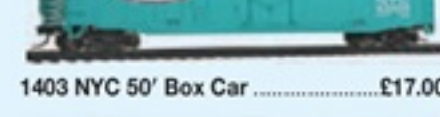
1601 Burlington Northern Flat£17.00



1842 Reading Coal Hopper£19.50



1426 Illinois Central Hopper£17.50



1655 Offset Hopper N&W£17.50



1844 Union Pacific Coal Hopper£19.50



1403 NYC 50' Box Car£17.00



1805 50' Union Pacific£19.50



1441 BCOL Tank£17.50



1444 Santa Fe Tank£17.50



1612 Gulf Tank£17.50

CONTINENTAL MODELLER

May 2022
Volume 44
Number 5

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RAILWAY MODELLER

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



Cover
The Davos shuttle train,
headed by a driving trailer,
is ready to leave Filisur on the
Rhätische Bahn HOm layout
built by Dietmar Haimer.
Photo: Dietmar Haimer.

Delivery disruption continues

This issue contains the second part of our report on planned new items for the coming year. Although many of the new items programmes are noticeably smaller, there was still enough to merit presenting the coverage over two issues, as usual, in order to get as much in as possible, though once again we have had to rely almost entirely on supplied illustrations. Several manufacturers have stated they are likely to make supplementary announcements later in the year, if circumstances allow.

As usual, some of the smaller specialists seem to be bucking the trend, perhaps because they have to try harder. For them, new items (whether new tooling, modified tooling, or 'just' a new livery or number) are a larger proportion of a small range. The same number of new models (in all those categories) from the big companies may look less in the context of a much larger range, but of course any new product represents a significant investment.

One very sound reason for postponing announcements is that much of what was planned one or even two years ago has been delayed by world events, and unfortunately it is likely that this situation will continue for a while yet, in particular with difficulties in the supply of electronics.

Products that might have been expected to arrive last autumn are only just being delivered, for well-known reasons, all beyond the control of the manufacturers and suppliers. Normally there would be relatively few new products to review while we were working on the April and May editions, conveniently leaving space for the new items reports. But not so this year, and the "in tray" has accumulated quite a number of products, which we will feature as soon as we can. In the meanwhile, some are previewed in our News section in this issue.

Also, alternative versions which might have been spread to maximise demand – and ease the strain on any one potential customer's budget! – have arrived together; one good example is the brand new Roco HO model of the Czech class 372 Bo-Bo electric, also as a DR BR230 and DBAG BR180, though it could be argued that the different versions appeal to three quite distinct markets.

Some manufacturers have become keen on limited editions (whether defined by an absolute number, the quantity pre-ordered, only available within a certain period, or exclusively for club members), often linked to some significant event or anniversary, though specific liveries on modern locomotives seem to have become popular subjects for 'exclusive' editions, licenced to one model manufacturer – and indeed even commissioned by them in some cases! But many 'mass produced' models are actually now being made in smaller quantities, and if you do not reserve the particular variant you would like when it is announced, you are likely to miss out until it can be run again.

To exacerbate the delivery situation, rising costs, of energy in particular but also certain raw materials and labour, will inevitably have an effect on our hobby, and not only on the delivery schedule and price of models.

In Britain, perhaps more than anywhere else, exhibitions are an important aspect of the hobby, and just as the circuit seemed to be recovering after two years of severe disruption due to Covid, organisers now have to face increasing expenses (venue hire, vehicle rental, fuel, exhibitor accommodation if relevant, advertising, and more). Similar pressures will naturally affect potential visitors, and we may see fewer travelling long distances.

But whatever the challenges, we should be thankful that we can indulge in a pastime which can be therapeutic and relaxing. While absorbing all the information about the planned new items presented here, remember that the hobby is not just about buying and collecting but doing something creative – as our articles continue to demonstrate.

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292 NEW PRODUCT ANNOUNCEMENTS

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

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Tillig TT



BR52 Kriegslok

Piko N



DBAG BR101

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, BBO, 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.

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.

Bemo HOm



MOB Panoramic coaches

FALLER



Fire! Fire!

Keep your model world safe with this range of fire and emergency buildings vehicles, and accessories. Whether you are looking for a fire station, air rescue station, or a fire engine, you'll find them all here.

NEW 2022



Modern Fire Station Kit
FA130160 - HO Scale - Epoch V - £125.00



Modern Fire Station Appliance Hall Kit V
FA130161 - HO Scale - Epoch V - £37.00



Air Rescue Station With Motor
FA130158 - HO Scale - Epoch II - £400.00



Town Hall With Fire Brigade Garage Kit
FA130649 - HO Scale - Epoch II - £55.00



Fire Brigade Engine House Kit
FA130162 - HO Scale - Epoch II - £33.00

NEW 2022



Car System Working VW Crafter Fire Rescue
FA161434 - HO Scale - Epoch V - £155.00



Car System Working MAN TGS Fire Engine
FA161599 - HO Scale - Epoch VI - £210.00



Firefighters Figure Set
FA151638 - HO Scale - Epoch VI - £14.75



Fire Extinguishers & Hydrants Kit
FA180950 - HO Scale - Epoch I - £4.00



Burning Tax Office Kit
FA130441 - HO Scale - Epoch I - £98.00



Central Fire Station Kit
FA130163 - HO Scale - Epoch I - £97.00



Zur Sonne Burned Down Restaurant Kit
FA130429 - HO Scale - Epoch III - £49.50



Flickering Fire Miniature Light Effect
FA180695 - HO Scale - Mult Epoch - £20.25



Modern Fire Station Kit
FA130159 - HO Scale - Epoch IV - £78.00

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

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

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

2022 Theme 'Everything That's Fun'

This year, NOCH celebrates its 111th birthday. In order to celebrate the anniversary Noch have chosen the focus theme of 'Everything That's Fun'. Here are our favourites, but there are many more fantastic items that have been announced as well.



NEW 2022

Set of 36 Hay Bales - N07461 - HO Scale - £15.25

The dried stalks that are left over when grain is harvested are called straw. It is pressed into bales to make it easier to transport and to save space. In agriculture, straw is used as feed and bedding, but it is also used as insulation in construction.



Set of 4 Dog Walkers and Dogs

N15471 - HO Scale - £15.75

N36471 - N Scale - £15.75



Set of 3 Young Couples

N15512 - HO Scale - £15.75

N36512 - N Scale - £15.75



Set of 6 Wedding Figures

N15862 - HO Scale - £15.75

N36862 - N Scale - £15.75



Set of 6 Wedding Guests

N15864 - HO Scale - £15.75

N36864 - N Scale - £15.75



Set of 6 Marathon Runners

N15890 - HO Scale - £16.75



Set of 3 Cyclists

N15902 - HO Scale - £17.75



Set of 3 Bobby Car Racers

N15808 - HO Scale - £14.75



Set of 5 Street Performers & Accessories

N15597 - HO Scale - £17.75



NEW 2022

Track Construction Site Sound Scene

N12801 - HO Scale - £38.00

N12951 - N Scale - £38.00



NEW 2022

Motorbike Sound Scene

N12844 - HO Scale - £38.00

N12970 - N Scale - £38.00



NEW 2022

Flock of Sheep Sound Scene

N12854 - HO Scale - £38.00

N12961 - N Scale - £38.00



NEW 2022

City Fountain

N66455 - HO Scale - £22.25



NEW 2022

Micro-Motion Playground See Saw - N13400 - HO Scale - £55.00



NEW 2022

Micro-Motion Playground Swing - N13401 - HO Scale - £55.00



NEW 2022

Micro-Motion Playground Bird's Nest Swing - N13402 - HO Scale - £55.00



NEW 2022

Micro-Motion Playground Roundabout - N13403 - HO Scale - £55.00

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'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



KBayStsb Pt 2/3 Steam Locomotive - Epoch I - N Scale
FM707008 - DC - £235.00
FM707088 - DCC Fitted - £275.00

NEW 2022



DB BR065 001-0 Steam Locomotive - Epoch IV - N Scale
FM706504 - DC - £190.00
FM706574 - DCC Sound Fitted - £285.00

NEW 2022



FS Gr460 010 Steam Locomotive - Epoch III - N Scale
FM715504 - DC - £190.00
FM715584 - DCC Fitted - £235.00

NEW 2022



DB E10 1311 Electric Locomotive - Epoch III - N Scale
FM733809 - DC - £175.00
FM733879 - DCC Sound Fitted - £270.00

NEW 2022



DB ET91 01 Electric Railcar - Epoch III - N Scale
FM741103 - DC - £230.00

NEW 2022



DB BR103 174-9 Electric Locomotive - Epoch IV - N Scale
FM737812 - DC - £185.00
FM737882 - DCC Sound Fitted - £280.00

NEW 2022



DB F-Train Hans Sachs Coach Set - Epoch III - N Scale
FM881910 - £170.00

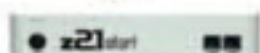
NEW 2022



DB BR221 Diesel Freight Starter Set - EPOCH IV - N Scale
FM931902 - DCC Fitted - £329.95



DB EC145/148 Frans Hals Coach Set - Epoch IV - N Scale
FM881915 - £180.00



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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



OBB Rh86 Steam Locomotive - Epoch III - HO Scale
RC73030 - DC - £290.00
RC73031 - DCC Sound Fitted - £385.00

NEW 2022



USATC 2610 Steam Locomotive - Epoch II - HO Scale
RC72154 - DC - £350.00
RC72155 - DCC Sound Fitted - £445.00

NEW 2022



OBB Rh1293 200-2 Electric Locomotive - Epoch VI - HO Scale
RC71975 - DC - £235.00
RC71976 - DCC Sound Fitted - £330.00

NEW 2022



DBAG BR193 368-4 Electric Locomotive - Epoch VI - HO Scale
RC71967 - DC - £235.00
RC71968 - DCC Sound Fitted - £330.00

NEW 2022



OBB Infra Beilhack Rotary Snow Blower - Epoch VI - HO Scale
RC71003 - DCC Sound Fitted - £450.00

NEW 2022



OBB Rh2095.06 Diesel Locomotive - Epoch IV - HOe Scale
RC33321 - DC - £190.00
RC33322 - DCC Sound Fitted - £290.00



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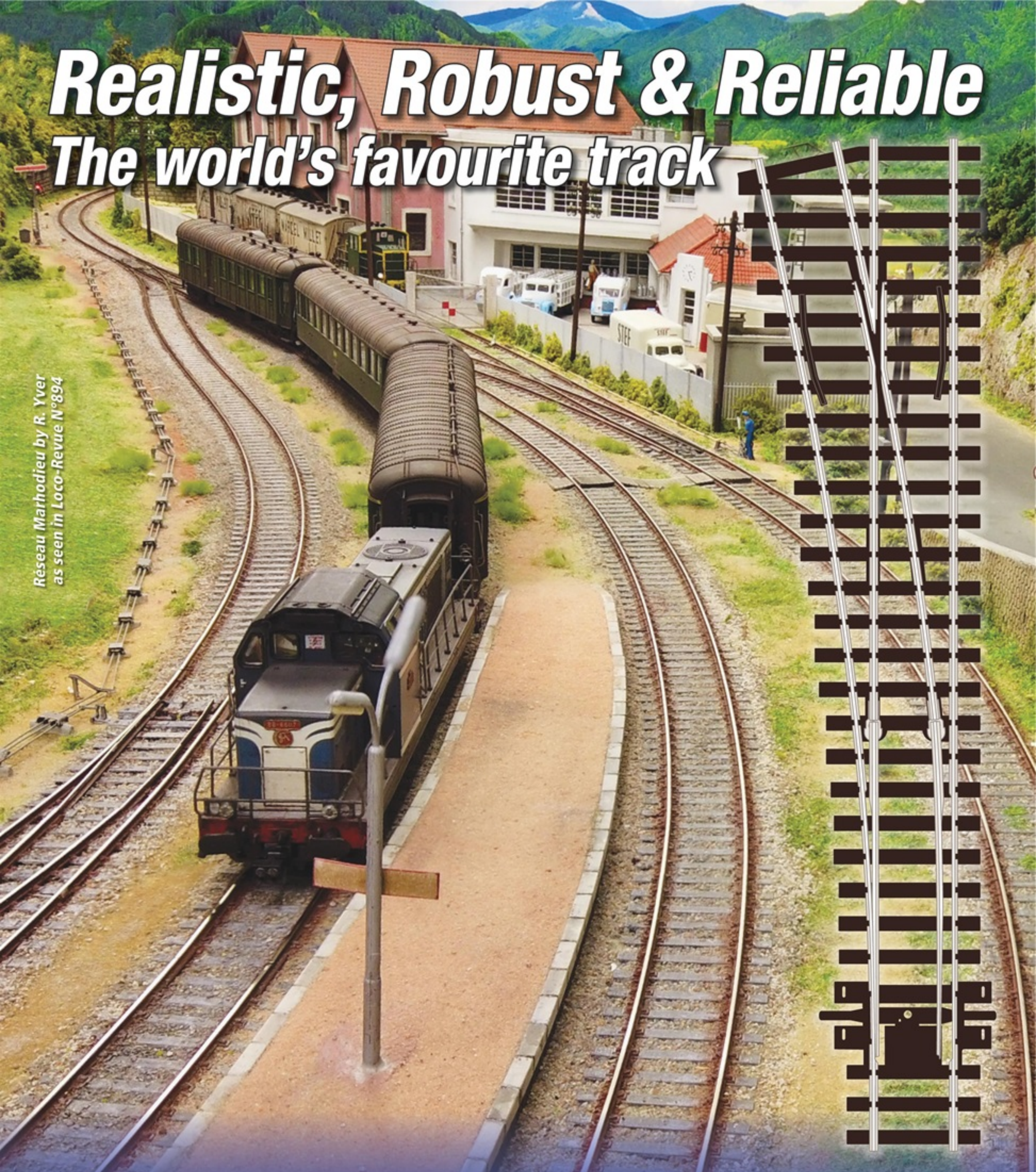
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Dietmar Haimer explains how he came to model Swiss metre gauge.

Photographs by the author.

Graubünden

A small part of Switzerland recreated in Austria

The idea and desire for a fixed H0m layout with Rätische Bahn themes arose from a television documentary about the *Glacier Express*. This prompted a visit to Graubünden in Switzerland in 2003, when it was finally clear that this should be my long term modelling theme.

I was impressed by the beautiful landscape and the magnificent route of the Albula line and the Bernina Pass.

Since I am a railwayman in real life, I naturally also really liked the well-maintained vehicles in the RhB. I was particularly taken with the old Ge6/6^I and Ge6/6^{II} electrics.

As I did not at that time have enough space to be able to build the layout I wanted, I joined a narrow gauge group

with a modular HOe layout. I got the idea from a work colleague, because he was a member of the group and also owned some RhB stock.

So we had the idea of merging railway companies. The Swiss vehicles were re-gauged to HOe and without further ado the RhB was running on the same track as stock from the Steyrtal and Mariazeller lines.

Susch station and a small cement loading facility was my topic at the time, divided over a few modules.

The highlight was attending the Schmalspurexpo in Payerbach / Reichenau in 2006.

Right
Ge6/6^I 413 'Crocodile'
passing the Hotel Grischuna
at Filisur where it seems
the latest edition of
Eisenbahn Romantik
is being filmed.

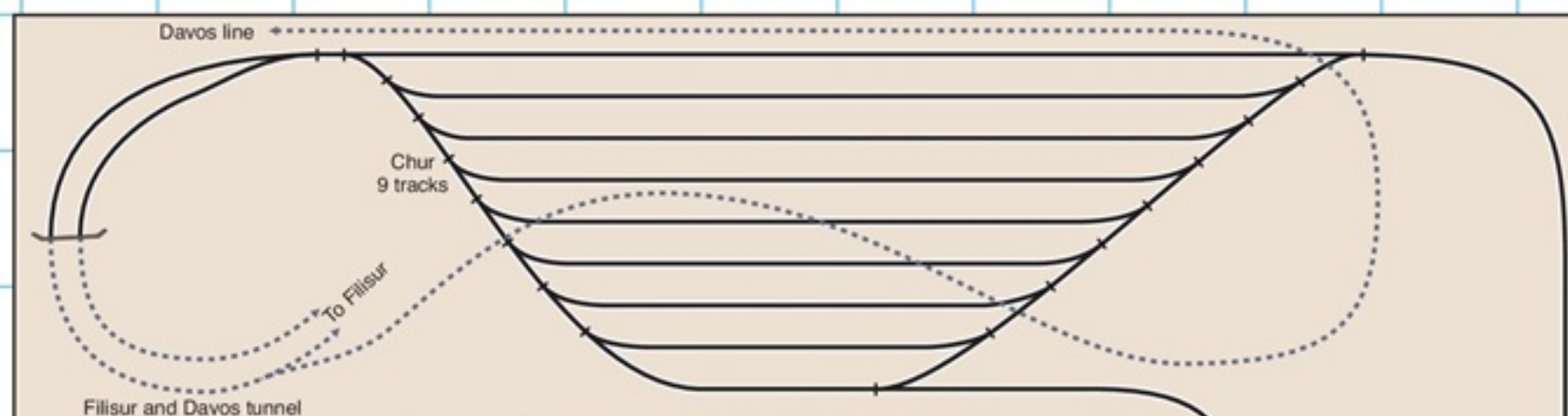
Below
Diesel Gm4/4 241 with an
overhead wiring works train
in Bergün station.





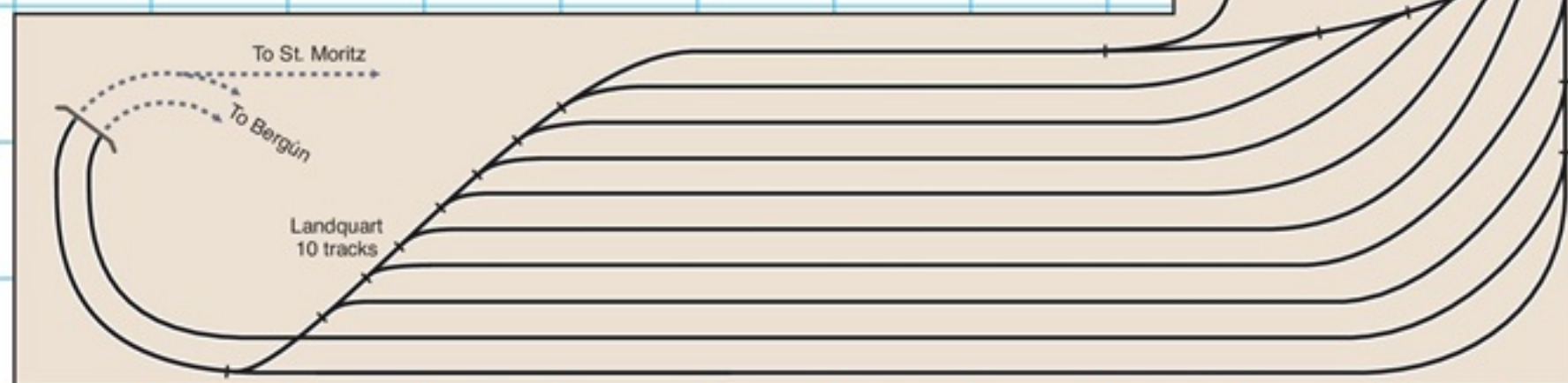
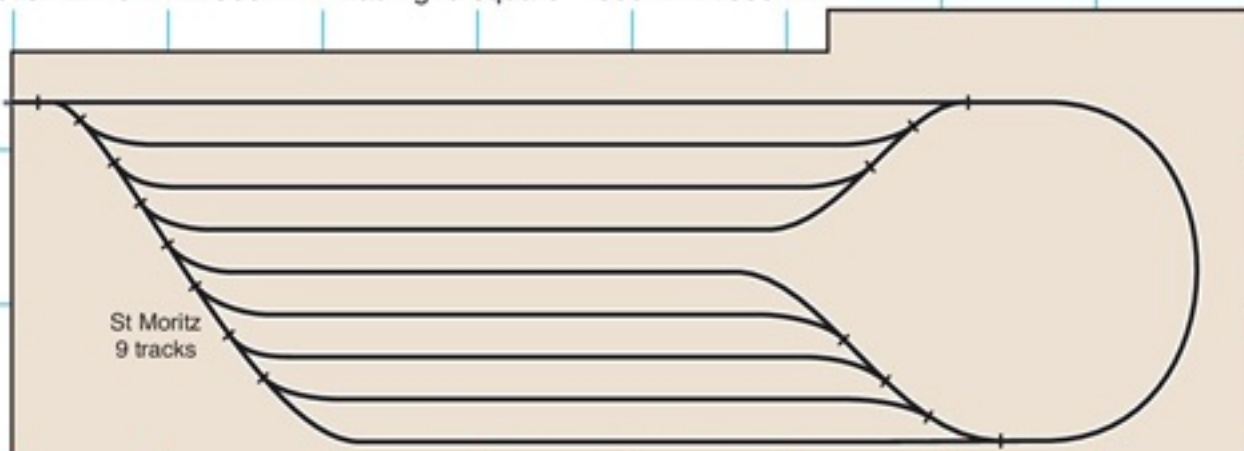


Above
Filisur station. On the left,
the loco shed and turntable.
The snow plough will not be
needed for a while.



Overall size of section 2440mm x 850mm. Each grid square = 300mm x 300mm.

To Landquart
To Bergün



Editor's note
This layout first appeared
in the Swiss magazine *LOKI*.
Our thanks to the editorial
team for their co-operation.

In 2009 we moved into a terraced house with its own basement and now nothing stood in the way of building a proper layout. My eagerness for action was only slowed down by the size of the cellar.

Now the planning phase began, with the help of a friend who was also a rail enthusiast who gave me advice and support.

It turned out that I had to use a minimum radius of 40cm for the spiral track.

The layout is U-shaped and the two station and landscape sections are connected by two double track spirals to three sets of hidden storage sidings.

Starting from the Chur nine track storage yard, which is 3.5m long and 90cm wide, the line spirals up to Filisur station.

Within this helix, a track branches off which leads over the Chur storage sidings in a loop which climbs to emerge out of a tunnel into Filisur station, representing the route to Davos as in the original.

A reversing loop connects to the Chur sidings to allow optimal operation of the layout.

The Landquart sidings are connected to the loop and have a useful track length of 280cm on a width of 90cm.



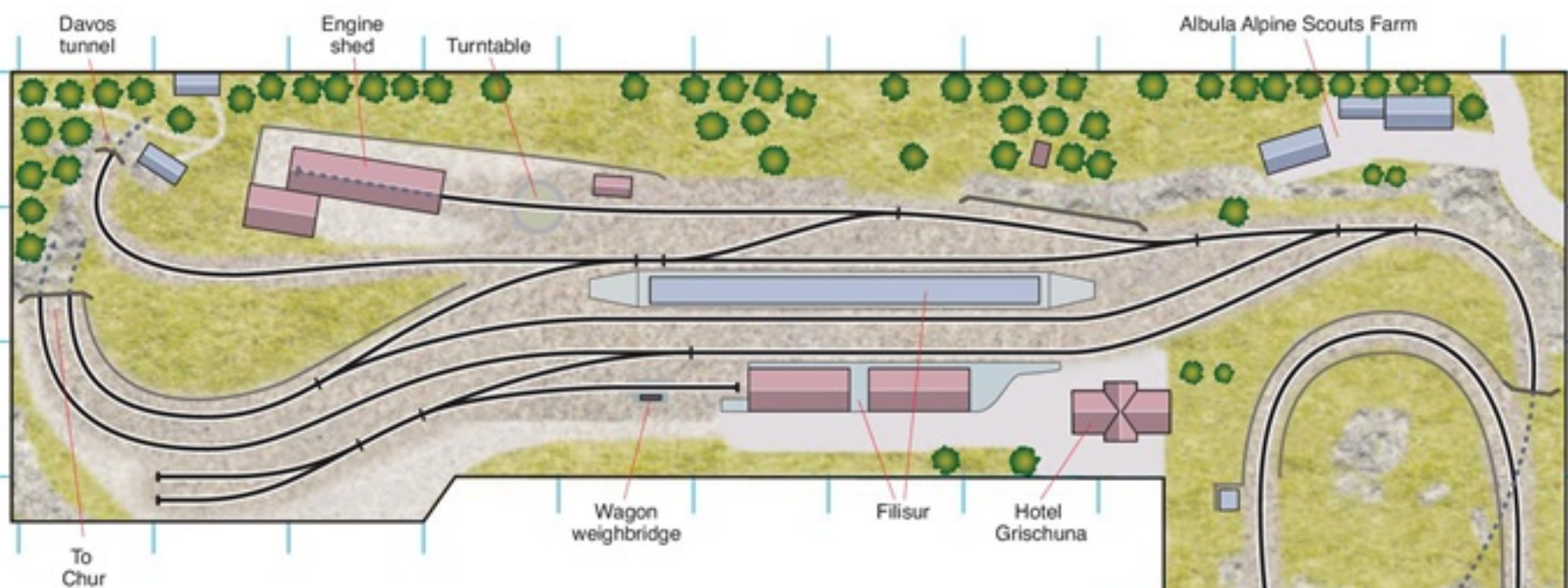
The second helix also has two tracks up to Bergün station with its goods yard. This has a large gantry crane, a loading gauge, and the Valsérwasser loading dock.

In the helix there is a point that branches off to the third set of storage sidings, St.Moritz. This has nine tracks and a reversing loop.

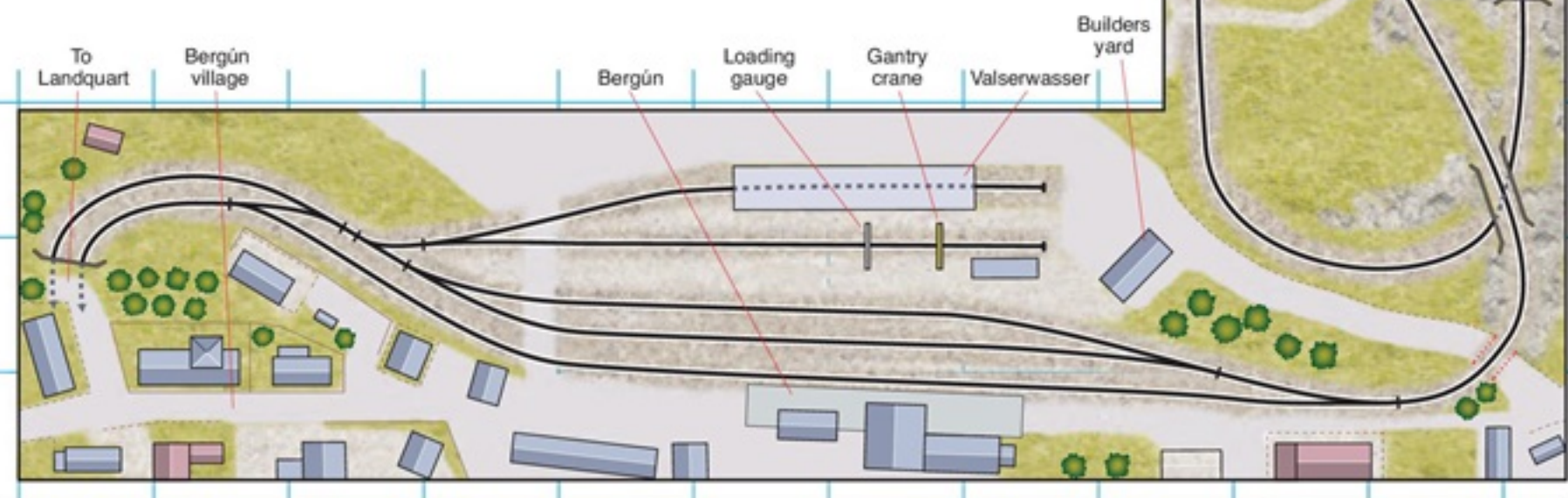
Track is by Peco, with a terminal loop point made by Weichen Walter. In all eighty-one points and over a hundred metres of flexible track were installed. The point motors are from Conrad.

The catenary is by Sommerfeldt.

Above
Electro-diesel Gem4/4 801
brings a freight through
Filisur station as Ge4/4II 613
waits with the Davos shuttle.



Overall size of section 3500mm x 3240mm. Each grid square = 300mm x 300mm.





Above
Driving trailer ABt 1701 leads the Davos shuttle.
All coaches have been equipped with passengers.



Left
Diesel tractor Tm2/2 21
on a track maintenance
train at Filisur station.

The layout is operated by DCC, using Rocrail computer software with central processors and handheld controllers by Lenz and Roco. The decoders for the points are Lenz and Littfinski, with track occupancy detectors also by Littfinski.



Below
The Postbus makes a connection at Filisur.

Below

A special train of heritage four-wheel coaches passing through Filisur, tailed by a brightly decorated bicycle van.

Right

Cement in the familiar silo wagons is an important traffic on the RhB and is often transferred direct to road vehicles at local sidings.





The two stations, Bergün and Filisur, are connected with a landscape section that is 3.34m long and 90cm wide. Here the line forms a figure eight, with two bridges and two tunnels.

It was important to me to get a coherent picture of the beautiful landscape. It was made with a combination of hard foam and wire mesh covered with plaster bandage. The surfaces were pre-treated with earth and sand, and then I grassed the green areas with a Noch Grasmaster using acrylic emulsion mixed with grass glue in several passes.

I created the rocks with moulds and tried to make them as realistic as possible.



Top
Modern diesel GmF4/4 242 with a work service train. The Tm2/2 tractors would be hauled between work sites.

Above
Ge4/4' 602 *Bernina* with a long train of cement silos in the scenic section which links Bergün and Filisur.

Left
After crossing the bridge, the line curves round and drops towards the tunnel.



The plan also includes a village near Bergün station, with an inn, the church, and even a small travel agency can be found in the basement of a house.

All buildings are weathered and most have interiors. The church has a sound module of the bells.

The building interiors are illuminated, and there are working street lights, all controlled via a Tams module from Rocrail.

Two of the buildings were scratchbuilt, namely the loco shed in Filisur and the Valser water loading facility in Bergün. There is even a typewriter in the office. I think details are the salt in the soup.

Lorries and cars were provided with drivers and authentic license plates, and weathered. A Saurer lorry was converted into a cement transporter using parts from a Kibri kit. For me, the Saurer is typical of Graubünden and so an essential on any RhB layout. You can still see them on the roads.

When building the layout, I used kits and materials that I had collected over the years or received as gifts.

Above
Bergün/Brauuvuogn station.
The gantry crane is often used for loading logs.

Below
Ge4/4¹ 602 Bernina again with a passenger service paused at Bergün station. Beyond, the village.





Right
The Bergün side of the layout.



Above
A rather mixed consist of coaches at Bergün.

Left
The Valschwasser loading facility.

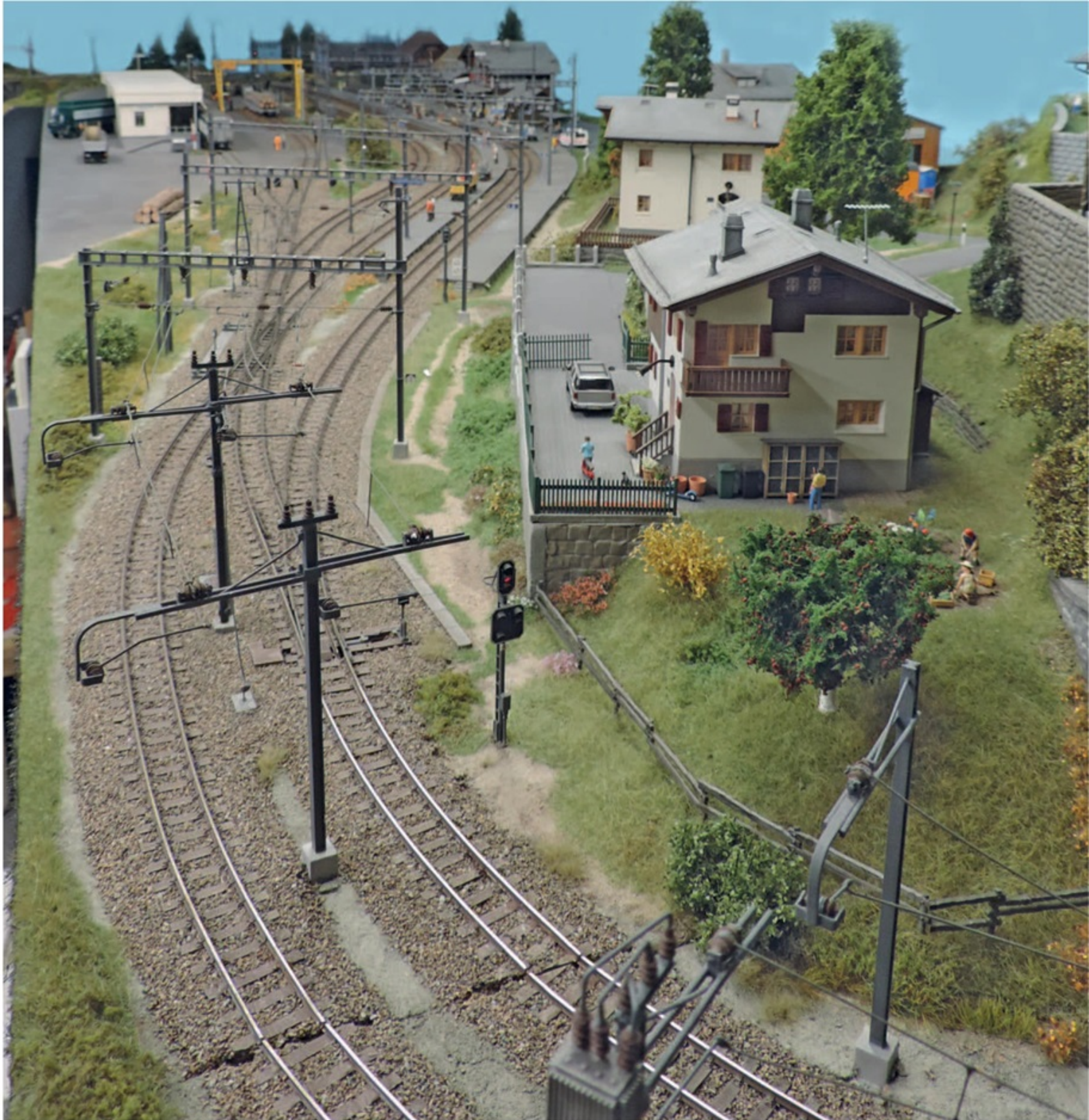
Below
The builders yard.

Below right
Ge4/4^{III} 647 emerges from under the village.

Through an online sales site I had got to know someone who became a good friend. For personal reasons he could not realise his dream of building a Rhätische Bahn layout and gave me a lot of stuff. Unfortunately, another good friend died in the meantime and left me some building material and a rather varied collection of stock including two RhB locomotives. So it was clear that I would use the material from both of them on my layout.

The locomotives and rolling stock are all from Bemo. All vehicles are fully equipped with the details and accessories, and have been realistically lightly weathered.





All passenger coaches have been fitted with passengers, most of them painted by me.

When it comes to rolling stock, I always try to simulate prototypical operation. Published photos provide useful information for making up the trains.

The Valser water loading dock and the gantry crane offer a lot of shunting potential with the Gm4/4 241 diesel which I converted from the German version.

Railcar ABe4/4 501 operates as a push-pull shuttle with a driving trailer.

Ultimately, it is relaxing to just watch the trains running on the layout.

There is still a lot to do and that is a good thing.

MAY 2022



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Emmanuel Nouaillier shows another example of his highly detailed structure modelling.

Photographs by the author.

The corner café

Adding a personal touch to a kit

In the past I have had the opportunity to bring my personal touch to specific products by certain specialist suppliers, in particular constructions reproduced in 'synthetic stone'. Most of these are made in HO, for obvious reasons as that is the largest market, but there is growing interest in the larger scales.

A while ago, when the castings were first released, I had the chance to build this particular kit of a typical French café, on a corner and in half-relief.

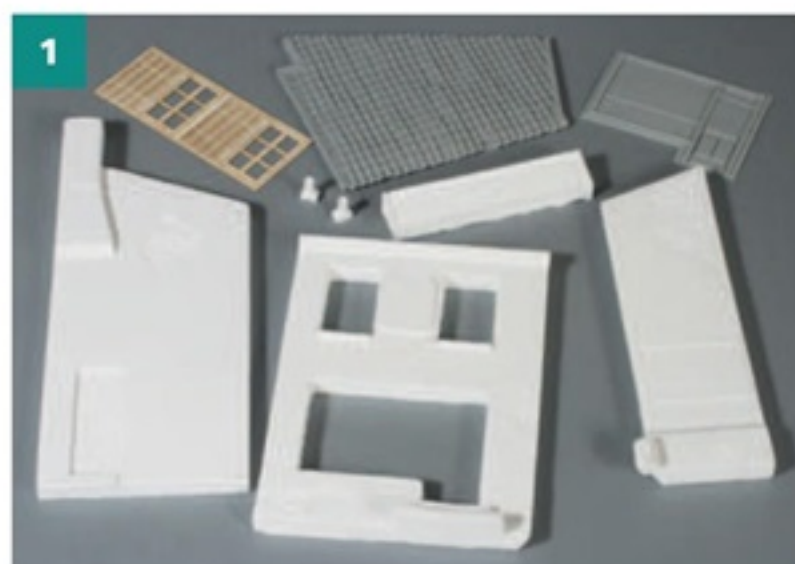
This proved to be a good exercise to practice the assembly of this style of model again and at the same time apply some of the usual weathering techniques to a commercial product without trying to go too far.

Intended to have signage indicative of its role as drinking establishment (in this case a "Wines & Liqueurs" café), this synthetic stone and resin kit could easily be adapted to accommodate another activity.



Step 1

The Vallejo kit (ref.SC114) as it comes from the packaging. The structure itself is synthetic stone, while the finer parts are sensibly reproduced in resin. A laser-cut card sheet is included to represent the windows and the metal shutters. The castings are of good quality and do not suffer from the presence of bubbles.



Step 2

The first step is to thin the different sections of the wall, removing the superfluous layer of stone inherent in the casting process. Here I work by circular movements on a large sheet of coarse-grained sandpaper at first to remove as much material as possible.

In a second step, I refine the work on fine sandpaper, taking care to keep the surface regular and flat.



Step 3

Once done, the various openings are in turn cleaned of imperfections, this time with 400 grit automotive body sandpaper cut into small sections.

When the sanding is finished, the walls are carefully brushed with a stencil brush to remove any impurities that may have lodged in the joints.



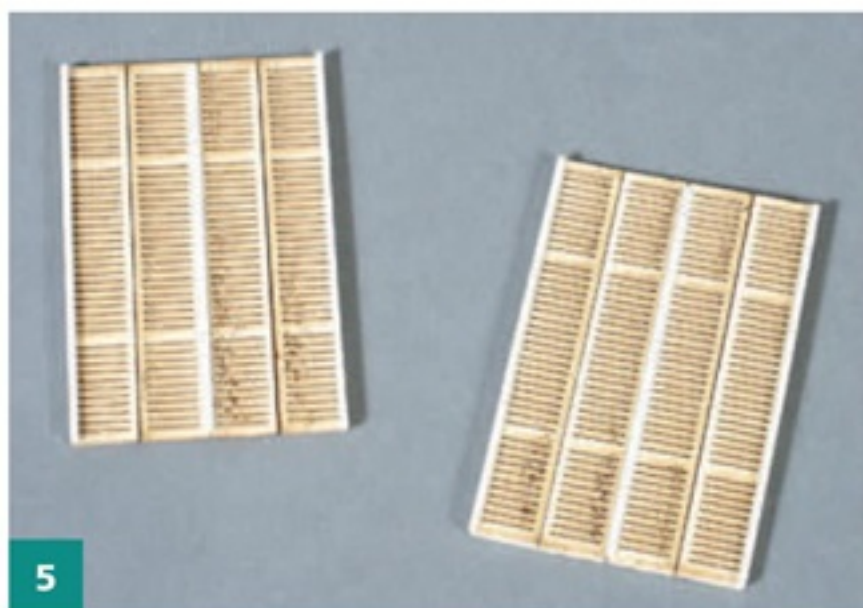
Step 4

Even if the kit appears to be well detailed, some tiny additions can turn out to enhance the effect. This will be the case for the front door in particular, to which I added a handle made using 0.6mm diameter copper wire and a piece of 12thou plasticard.



Step 5

The kit includes 'metal' shutters. I started by giving them a little more thickness, by reproducing the frame on either side. This was made using 0.75 square Evergreen styrene section, scribed beforehand to simulate wood. Very fine hinges were then added using the same copper wire that I used for the handle, fixed using slow-setting cyanoacrylate glue.



Step 6

For this example, with closed shutters, the windows would not be visible – so they enriched the scrap box! In order to recess the louvres, a housing was fabricated using 1mm thick plasticard positioned in the openings to achieve a flush installation.

The preparatory work was completed by deburring the resin roof, which did not present any particular difficulty.



Step 7

To personalise the building a little more, I created inscriptions freely inspired by very real situations observed from archive photos. Here 'Chez René' has been written in black pencil on tracing paper so that it can be transferred to the wall later, during the painting operations. The test at the desired location was erased before the following phases.



Step 8

We can now start the colouring and weathering. After a good coat of Humbrol 28 grey enamel, a second application with a sponge of beige, grey, and white tones was carried out in no particular order, dabbing/mixing the colours with each other directly on the surface. The aim is to blend the colours as is observed in reality on this type of façade.

I then applied a first matt black acrylic wash, made very simply by mixing Liquitex 'ivory black' paint and water.



Step 9

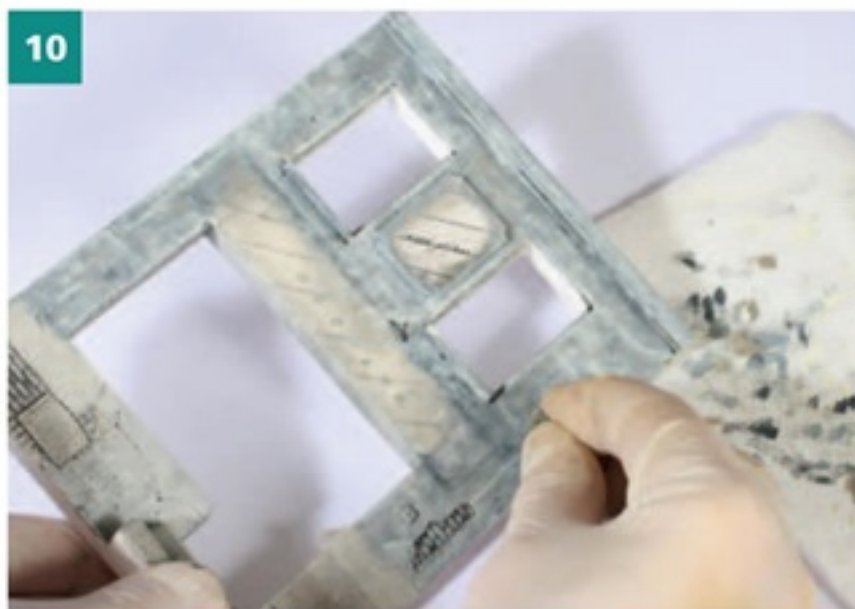
I continued by applying an AK Interactive chipping fluid from top to bottom of the structure using a large flat brush.

I avoid the areas where the bricks are visible, the parts hatched in pencil, or limited by masking tape. These areas will be either obscured by markings or treated later to imitate chipped white paint.



Step 10

After a good half hour, the real work of restoring the shades of greyish and beige stucco was carried out using Vallejo acrylic paints ranging from pale grey to dark grey through medium grey, ivory, stone grey ... this was also done with a sponge, gradually, without being too precise.



Step 12

The effect was then completed by micro-painting, re-using the acrylic tints to reproduce chips of different shapes and thus enrich the decayed effect. The dark shades were applied to the light areas and vice versa to bring the necessary variation.

I took the opportunity at this stage to emphasise the edges of the cracks with a mixture of white and ivory by the same process, by varying the intensity.



Step 13

With almost all of the stucco parts thus coloured, the exposed bricks were coloured using Talen's English red, burnt sienna, and oxide black acrylic paints mixed together on the edge of a palette.

After complete drying, white pigments were dabbed on the surface, embedded into the joints with the index finger. Excess powder was removed by blowing on it, then the flat side of the bricks was cleared diagonally with the finger or a damp flat brush. Each brick was then re-worked one by one with the colours mentioned above.



Step 11

Once the paint was dry, the surface was moistened in places to lift some flakes, causing the enamel colours applied beforehand to re-appear. The operation was carried out using an old worn brush first, then with the usual tools such as a wooden pick for more precision on certain areas, in particular around cracks and raised edges.



Step 14

The wooden storefront was then primed using different shades of Humbrol 28/84/98/110/147 enamels, heavily diluted with mineral spirits and applied with a No.2 fine flat brush. Here again the colours were mixed directly on the surface, then once dry a few coarse chips at the joints of the boards were applied with a fine brush soaked in Humbrol 28.



Step 15

A matt black acrylic wash tied the whole thing together and brought out the grain of the wood. This solid base of aged wood will be weathered further.



Step 16

After applying a coat of lacquer or chipping fluid, the shutters as well as the door were given a basic red-orange tint achieved with a mixture of vermilion red and maroon. I work here plank by plank to bring as many variations as possible, immediately creating large chips in places with a coarse brush.



Step 17

Some patient work of flaking was then carried out, not with clear water but by wetting the surface with a matt black acrylic wash (here $\frac{1}{4}$ paint + $\frac{3}{4}$ water). Flakes were created with various metal spikes, starting at the plank joints, with the wash pushed back into the corners.



Step 18

As for the façade, I re-worked certain parts with a fine retouching brush, soaked in ivory and medium grey to highlight the wood, which is more damaged in places or to underline the edges in an irregular way to give this appearance.



Step 19

I finish with the metal parts, treated in the usual way with a wash of AK 'rust streaks', brushing with the same brand 'light rust', 'medium rust', and 'track rust' pigments.

To finish, I highlighted the bare metal on the shutter handles with AK 086 'dark steel'.



Step 20

After having treated the base in white in the same way as the walls (lacquer, chipping effect, etc.), the 'Chez René' inscriptions were added using the tracing paper and then painted freehand.

Some additional dry transfers (for cider, wines ...) were added to emphasise the nature of the place. These markings were then degraded using 600 grit sandpaper passed gently from top to bottom, and also using a scalpel tip. I refined the effect even more with micro painting.

Step 21

The cardboard metal shutters were then primed with two successive coats of Humbrol 28 medium grey enamel, which will allow the surface to be treated as a plastic part.

I painted the shutters using the yellow brown acrylic already used for the front.

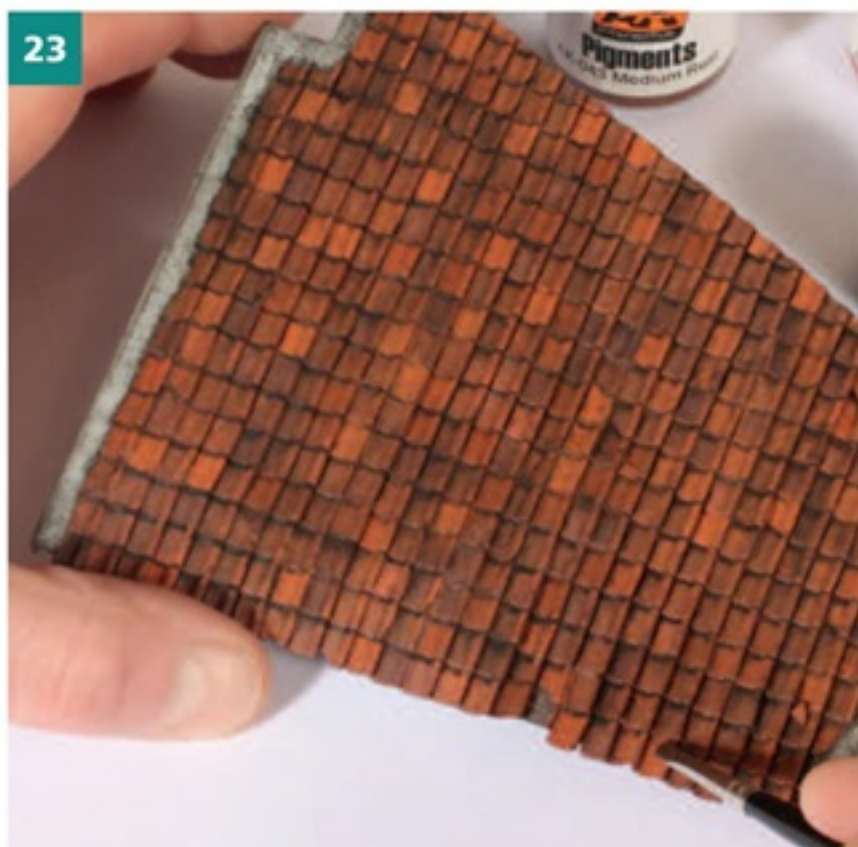
The rest of the work consisted of giving the rust a boost in places, done with a sponge soaked in AK Interactive 'old rust', after a first pass of 'rust streaks' wash. Larger flakes can be created in places with the same shade and also with yellow brown lightened with a hint of ivory to break the uniformity.



21

Step 23

To accentuate the contrasts, a matt black acrylic wash was brushed onto the surface, then without waiting for it to be completely dry, each tile was treated one by one using 'medium rust' and 'light rust' AK Interactive pigments dabbed on with an old thin brush with mid-length bristles. You can further enrich the appearance using grey pigments mixed with the two previous shades to obtain even more variation. The ridge were treated in the same way.



23

20



Step 22

The tiled roof was coloured using a mixture of Humbrol 70 and 82 enamels, a bit like I did for the bricks, here simply using two shades to give many variations.

The cement flashings on the sides were very simply coloured with Humbrol 28 grey.

22



Step 24

The pre-prepared wooden strip is put in place and then, to perfect the presentation, cement flashing was imitated using water-based filler applied with an old fine brush with bristles cut at mid-length. I avoided making it too smooth, simulating a rough application effect. When dry, an acrylic dark grey wash was applied sparingly, and completed by dry brushing with 'ivory' acrylic.

24



Step 25

The three sides of the café were finally assembled on a flat surface using a slow-setting cyanoacrylate glue. The joints were then concealed with water-based filler, then sanded to match the walls. They were then sponge-stained with the 'decrepit' shades to blend in with the rest of the façade.



Step 26

A few posters taken from commercial packets and an old enamel sign which I reproduced completed the presentation.

The completed model is a truly typical example of French architecture of the first half of the 20th century.



Detail of the finished model

Everyone is free to personalise it according to their wishes by making a few modifications to the shutters or the name board, by adding a few masonry anchors, or even an advertisement painted on a gable ... so many subjects which I have mentioned in previous articles.



Jim Trotman describes the layout he helped **Peter Baker** to build.

Photographs supplied by the author.

Bavaria c.1910

Fifteen years of enjoyment and pleasant memories

My friend Peter Baker often travelled to Germany and Austria with his wife and other friends and grew to love the area. It was not just the railways but also the people, the scenery, the architecture, the food, and so on that Peter loved and fondly remembered.

Although he had modelled the Great Western Railway many years ago while living in the London area, he decid-

ed to recreate the scenes he loved so much in southern Germany as a retirement project. Initially he bought a wide variety of models, enjoying both the quality and the colourful designs, but eventually he decided to concentrate on the period before 1920 and on Bavaria, Württemberg, and Baden with some artistic licence to include similar architecture from cities like Frankfurt-am-Main.

His first German layout was started over twenty years ago but a major re-build was undertaken in 2005 and this layout has provided fifteen years of enjoyment and fond memories.

Below

The station approach and loco sheds at Mittelstadt. The lines branching off to the right lead to the brewery and warehouses.

Right

A Bavarian S3/6 Pacific in royal blue livery stands at Mittelstadt with the Prussian royal train as the Kaiser makes an official visit.

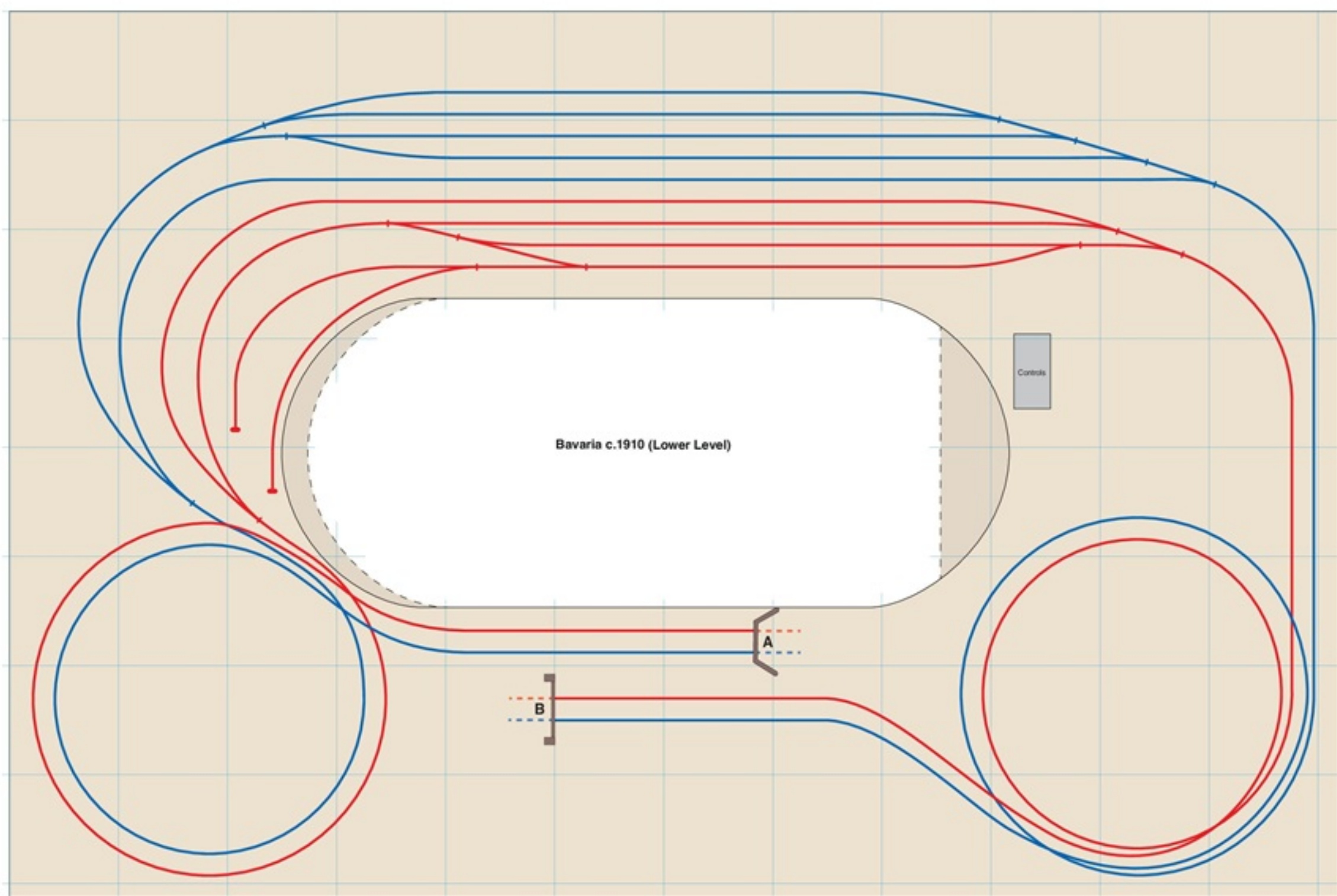
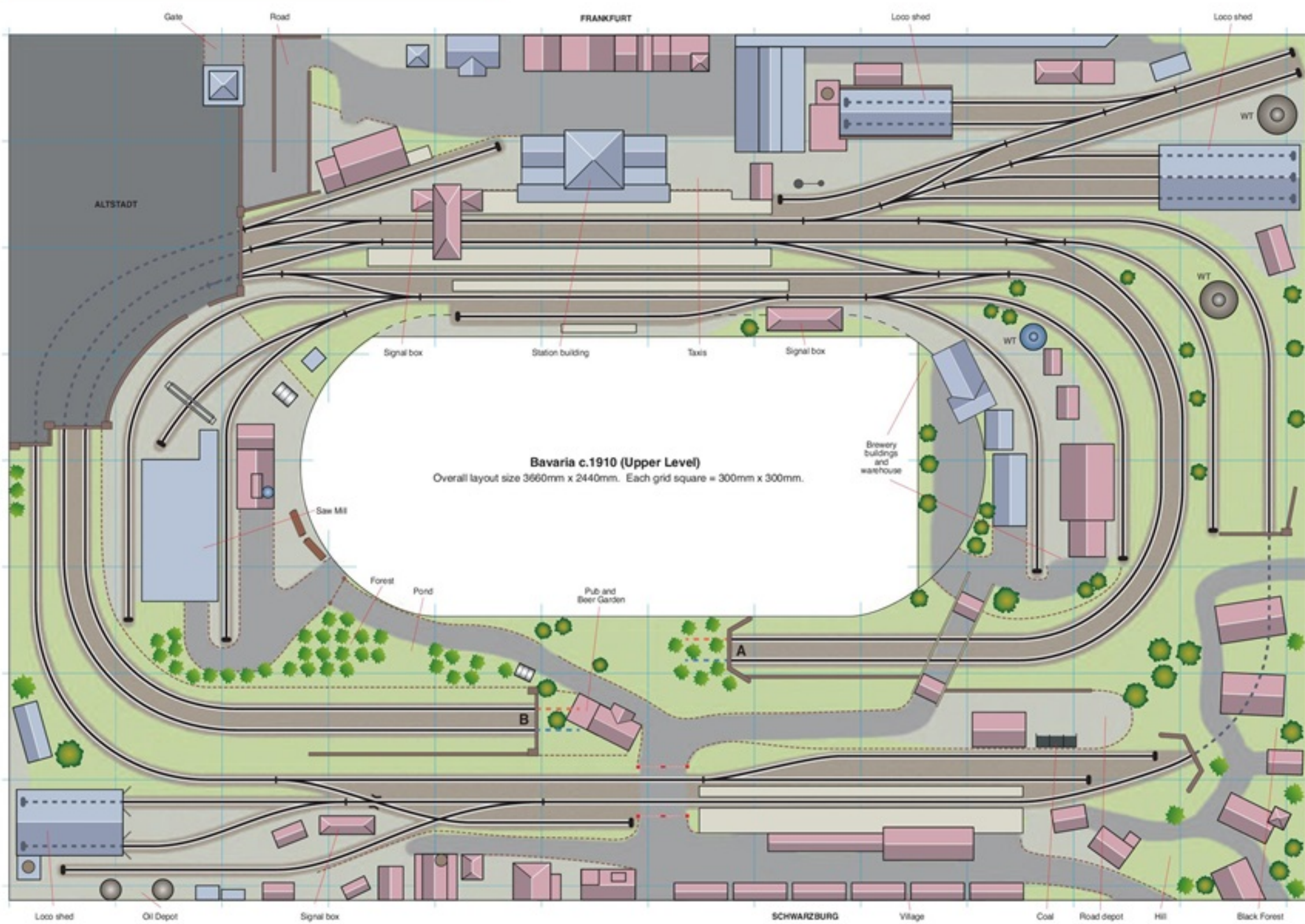


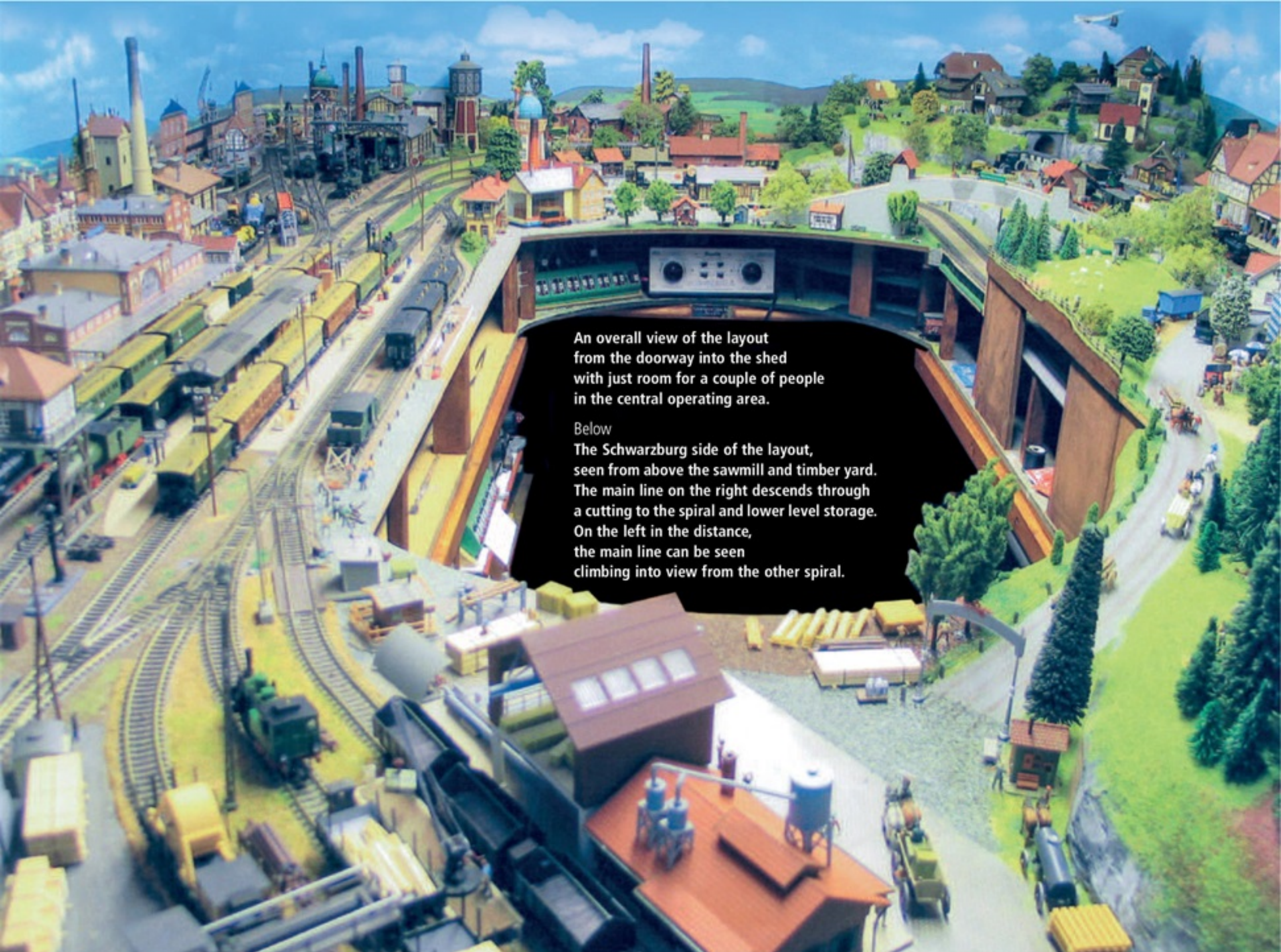


A large, good quality heated shed in the garden provided the space for the layout and the layout filled the space, allowing for only a couple of people to stand, or sit, in the operating well, so others had to view the whole scene from the open doorway. In total, the layout extended to 3.66m by 2.45m (12' x 8') and not just on one level. He had some help from friends, including me as chief designer and historical consultant, and Norman as fellow enthusiast and traveller on many expeditions to Europe, exhibitions, and model shops. The design included two double track spirals leading to lower level storage tracks. This allowed all the upper level to be fully scenic but in hindsight the gap between the two levels could have been greater than the 20cm (8") allowed in order to make track cleaning easier. Almost inevitably, what was actually built differed in detail from the plan and modifications also took place over the years as new buildings replaced others or filled available spaces.

Right
Farmers work in the fields
between Schwarzburg station
and the main line while two passenger
trains pass in the upper station.







An overall view of the layout from the doorway into the shed with just room for a couple of people in the central operating area.

Below
The Schwarzburg side of the layout, seen from above the sawmill and timber yard. The main line on the right descends through a cutting to the spiral and lower level storage. On the left in the distance, the main line can be seen climbing into view from the other spiral.

The spirals were hand built using the method of dowels cut to 8cm in length and hot glued to the track bed of the spirals, with transition lengths at the top and bottom of each one. This allowed for cuttings and reasonably gentle gradients in the scenery plus hilly areas. As Fleischmann Profi-track radius 2 and 3 was used, it was easy to cut the spirals from thin plywood. The holes in the middle of the spirals also gave some access space for the occasional disaster when a train or wagon had to be rescued from the least accessible places.

The design include a double track main line, in one corner hidden under the Altstadt (old town) of the mythical Mittelstadt. It disappeared into cuttings on the other side of the layout to descend to the lower level storage loops. In addition, a branch line climbed from Mittelstadt to Schwarzburg on the other side of the layout; this formed the third continuous loop. Peter wanted as much display space as possible and wanted to include locomotive sheds, a brewery (or two), and a timber yard, along with freight and carriage sidings.

This design allowed three trains to run at any one time, using analogue controls, and this provided much enjoyment as trains appeared and disappeared under the scenery in a number of places.

As the names suggest, the stations were standard Faller kits, as were many of the other railway buildings and houses,





Above
The locomotive sheds and sidings at Schwarzburg. The Kittel railcar and trailer receive attention as all is quiet on the main line.



Left
It is festival time in Schwarzburg with the band playing in the *Biergarten* and a couple of monks arguing about the revelry.

CONTINENTAL MODELLER



Above
The pilot gets a good view of Schwarzburg station while horses bring a beer wagon across the bridge to fill up at the Mittelstadt brewery.



Right
A busy scene at Mittelstadt station as branch line trains prepare to depart and on the main line a train with a Württemberg royal coach and a Bavarian baggage van is just getting under way.



Left
The Mittelstadt side of the layout, seen from above the old town. A busy day at the station and for the post office (left of the signal box).

supplemented by kits from Kibri, Vollmer, and even one from Auhagen. That said, some buildings were replaced over the years as improvements were made. No layout remains static even when theoretically finished. Peter was always adding people, mostly from Preiser and Noch, eventually totalling about 700 – counting them all was difficult! Some were special sets, such as the royal families in the scene at Mittelstadt station where the German Kaiser meets the local nobility with bands and dignitaries in attendance. Other figures were very carefully hand painted by Peter and the population included many in traditional German costumes and fashions suitable for Epoch I. Scenes included appropriate road vehicles and over forty horses and carts/carriages, ranging from aristocratic to farmyard and forest carts. Bands appeared to play in the *Biergartens* and hunters could be found in the forests. It was festival day in the market square of Mittelstadt with the fire service parading and bands playing.

To enhance the depth of the town and village, pictures of similar buildings cut from catalogues were stuck to the backscene. There was no room for a real model castle next to the old town but pictures from the Faller catalogue did the job.

Peter was determined to create realistic scenes rather than just a railway and the result was an amalgamation of backgrounds, scenery, buildings, and activities rather than a replica of an actual place: perhaps the highlights of many happy holidays.

All the track was Fleischmann Profi-track with electric points but signalling was omitted, partly due to the difficulty of getting appropriate and affordable Epoch I signals and to the complexity of fitting it accurately to the design.

No uncouplers were provided as trains ran as fixed formations and shunting was kept to the minimum.

The layout hosted around twenty-three locos, although some were traded and exchanged during the life of the layout. (I bought two Prussian locos, once used to haul the Kaiser's royal train, for my *Schakummen* layout – see CM August 2021). Locos ranged from the Bavarian S3/6 in royal blue to humble freight locos in black, though the

majority were in various attractive shades of lined green. There were appropriate rakes of carriages and wagons. The beautiful ivory, blue, and gold Prussian royal train was from Märklin, as were special edition wagons and road vehicles but the majority of the stock came from Roco, Brawa, Trix, and Fleischmann. A couple of Rivarossi Bavarian models also made an appearance, the large 0-8-8-0 tank engine being replaced by a DII.

Running sessions were greatly enjoyed but Peter would also sit and just enjoy the scenery, reminding him of many happy holidays – German music could even be heard coming from what must have been one of the most valuable sheds in the country at the times! Some people like to build and run trains or recreate a specific location but his aim was always to build more than just the railway and create and populate whole scenes that reminded him of his visits to Germany over many years.

Below
The new timber yard and sawmill at Mittelstadt. In the background the branch climbs towards Schwarzburg as the double track main line disappears behind the forest. The background buildings are pictures from catalogues glued onto the backscene.





Above
Mittelstadt brewery,
wine depot, and goods
shed. The distant factory is
also a cut-out stuck to the
backscene. The branch line
climbs towards Schwarzburg
behind the six-wheelers
in the carriage siding.



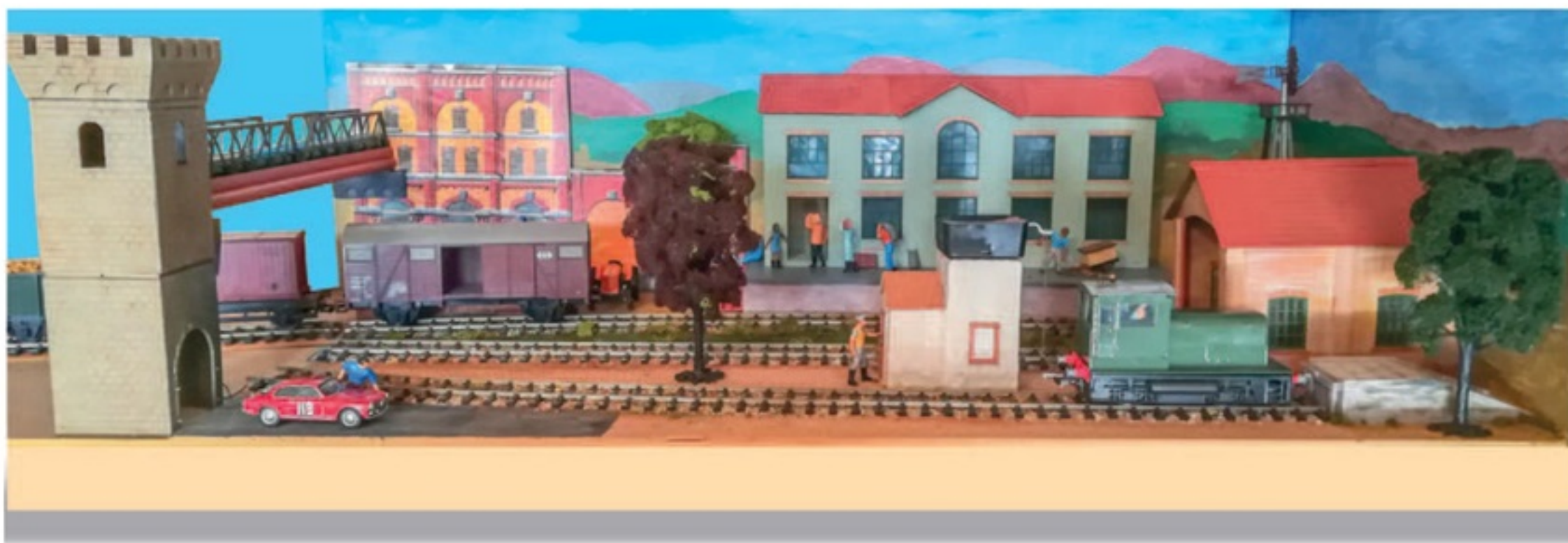
Left
A Württemberg T3 shunts
in the timber yard below
the old town at Mittelstadt
while a Bavarian loco
positions some Imperial Post
vans behind the signal box.

Andrew Cullum describes his new project, built as a change from his N gauge activities.

Photographs by the author.

San Felice

A lockdown *divertimento*



It is 2020 and I am in the middle of the lockdown. I am fiddling with one of my N gauge models. My hand is shaking and I am finding painting these small models increasingly difficult. I pause for a break and begin reminiscing – I drift back fifty years to 1970 when I stayed on a farm in Italy, in the Po Valley, to be precise, in a place called San Felice, near Modena. This part of Emilia Romagna is flat. Maize is grown on a large scale, as well as sugar beet, which is refined at Ferrara. Fruit is grown on all the farms, peaches and pears particularly, but also grape vines are everywhere. Most of the fruit is either exported around the Common Market (as it was then) by rail or taken to the Del Monte factory on the edge of town where it is processed and tinned, again to be exported by train. The grapes, however, are trampled in little *cantinas* for local wine consumption. Summer is hot here and the farm workers come in red-faced from the fields and draw down half a mug of red wine and top it up with fizzy *aqua minerale* for a really refreshing drink. The wives are preparing pasta for lunch – which will be followed by a *siesta*.

I come back to the present. A couple of years ago I went to a really friendly small show at Caister in the Lincolnshire Wolds and was enthralled to see on display an American HO layout called *Duncan's Mine* (see CM January 2009). What was unusual about this particular layout was that it had no points – it was pointless! I watched Steve Grantham operating it for some time and chatted to him; I was quite surprised at the amount of action that could be generated from such a simple plan.

Now what if? Well, I have a collection of old Lima O gauge chassis and trucks from a failed garden railway I once attempted, about four lengths of Peco O gauge track, and a space of about 140cm x 55cm at the back of the garage. I was away ... I could just about fit in a farm siding, the corner of a fruit factory, a small loco shed, a water tower, and three tracks.

Top
The whole layout, from sector plate to the end of the yard, in the working garage.
Below
The cattle dock beside part of the factory building.





Above
Locomotive shed, water tower, and fruit factory building.

I fiddled around with the track lengths and managed to create a sort of plan that required three lengths of track which laid parallel would then converge onto a 65cm long sector plate. A few preliminary calculations and I was convinced. Soon some lengths of 4.5cm x 2cm timber were 'clicked and collected' from B&Q along with a piece of plywood. For under £20 I could get all I needed for the project.

A basic wood frame was screwed and glued together, then the plywood was cut to size and screwed on. A roll of cork sheet was firmly stuck onto the baseboard, and finally a piece of hardboard 65cm x 10cm was cut ready to become a very simple sector plate.

For the backscene I ventured out to Hobbycraft and came back with an art canvas (1m x 40cm). Now there is no way that I am an artist but by copying from an American artist called Grandma Moses, I managed to recreate the distant Apennines using a blue emulsion sky and tubes of acrylic paint to create the background hills and nearby farmland. Remember – the distant hills should be very light, with the scenery getting darker as it comes into the foreground. My scene was much too dark, so be careful!

Using a nut, bolt, and several washers to determine the right height, I bolted the simple sector plate 45cm from the left-hand end of the baseboard – this meant that it overlapped the board by about 22cm. After some trial and error adjustments, I discovered the best place to put the bolt.

Next, the three lengths of track were curved slightly where they would join the sector plate and then glued in place. This is where the washers come in handy as you may need to raise or lower the sector plate to ensure the rail heights are dead level.

The track was then ballasted with budgie grit.

Wiring is simple as everything is operated by one loco. That means that each siding and the sector plate has just one positive (red) and one negative (blue) wire. All the reds

Below

The fruit factory, made from a laser-cut scratch-aid kit.





restored and repainted, and a few trees were planted around the site. The main factory did present a problem, but after trawling the internet I managed to find a warehouse/factory laser-cut scratch-aid kit. It came with windows and a basic card roof. I gave it a light green wash and improved it by using some Wills OO pantiles on the roof.

Locomotives and stock

For motive power I used two old Atlas 0-6-0 chassis. These can still be found second-hand – I have four and none cost more than £25. One has been converted to a steam tram as built by Orenstein and Koppel, the other is a diesel shunter based on the Italian D.245. The bodies are scratchbuilt – the boiler of the steam loco is a bit of black plastic sink waste pipe, with a plasticard cab and whitemetal chimney, etc. The diesel is made from an old torch body fronted by a spatter guard radiator I stole from the kitchen and cut to the appropriate size.

and all the blues are grouped together before being connected to the controller. For N I always use an economical Gaugemaster Combi and it controls this layout equally well.

Structures

In store I had bits from a Kittle Hobby loco shed which had already been cannibalised, but by using part of the walls and roof I managed to produce a little shed just big enough for one loco. In this scale I was able to enhance the brickwork and cement which, unlike my N efforts, was a satisfying and relaxing experience. A block of wood covered with Pyruma fire cement soon became a water tower which then received a Mediterranean wash. A broken Bachmann cattle dock was



Above

The diesel shunting an 'Agip' tanker into the bay siding.

Right

Sugar beet bound for the factory in Ferrara.

Left
The fruit factory sidings.

Right
The diesel shunter
at the end of the line.

Below right
The steam loco
coming off shed
and about to take water.

Bottom left
The scratchbuilt
Orenstein & Koppel
well tank.

Bottom right
The diesel.



Over several years I have collected a few O gauge wagons, mainly Lima, and these have been improved by extra detailing, adding loads, decent buffers, and changing the couplings – I use OO tension lock couplings which work really well and can be unhooked using a small flat screwdriver. Several wagons have Italian logos that add to the authenticity – Sillan, Interfrigo, Agip, and CTI, for example – along with a couple of open wagons loaded with sugar beet.

Operation

An operating session begins with eight wagons being placed anywhere on the tracks. Eight cards are shuffled to determine which of eight positions will be the destination for each wagon. Another eight cards have pictures of each vehicle, and after shuffling the wagons are paired with the potential locations. The shunting process then starts – it is not as easy as it looks, and most sessions last about 45 minutes.

I have really enjoyed operating this layout as I find shunting in N almost impossible, but in O this is ideal.

I hope other modellers might be prompted to have a go!



Luc de Martelaer describes his African layout with an unusual operating feature.

Photographs by the author.

Sankou Ferry



A second life for old F7 (and other) diesels

Where possible, I like variety of subjects in my layouts, and I like them to tell a story. My recent projects have included Mongolia (*Bolormaa Mashbalgir*, CM October 2019) and South America (*Puerto de Los Speculos*, CM November 2021). This one finds us in Africa, where the once proud F7 diesels from major American railroads have been sold off and join the lion kingdom ... *Hic sunt leones*, as the marginal notes on old maps used to warn unwary travellers.

The setting is Sankou, a small former French colony in Central Africa now an independent republic that is not on any map, and at a time that is difficult to determine – say between 1950 and 1970.

As the ground is rich in interesting mineral ores, a railway line was built and rolling stock brought in with foreign, mostly American, capital. It is still a so-called 'developing' country, so they do what they can with the means available. This is evident at this location where both the railway and road traffic must cross a river by ferry.

Some technical details

The layout is point-to-point in a 120cm x 60cm x 60cm showcase with integral backscene and built in lighting (see CM February 2022). It uses Peco Code 80 flexible track and points, operated manually.

Above

The tram arrives at the station. It was made to be very robust and features a Kato chassis supplied by a Viessmann ref.5214 shuttle, and has proved very reliable.





Below

On the left, the right bank (the river flows towards the viewer); in the centre, the muddy, crocodile-infested water and the ferry; on the right, the left bank, with the station district and the town.

Above

Some of the CFRDPS (Railways of the Democratic Popular Republic of Sankou) motive power – a motley collection of old American diesels. On the right the ex-Pennsylvania E8 is connected to the drawbar for the ferry.





Left
The crossing is not without risk –
the river is teeming with dangerous wildlife!
The animals were 3D-printed by Eric Thouenon.





Above

Top, the station for the tram which serves villages upstream. On the main line, a Shay is on the way from the interior. Below, a siding to hold trains waiting for the ferry.

Above

The 'town centre' and the railway station. The blue truck is stopped on Avenue de la Gare. Above the station, we see the ex-Pennsylvania GM-EMD E8 with the drawbar to the ferry. Next to it is a siding, then the main line which continues towards 'the rest of the world'. At the top, we can just make out the tram track which disappears into the tropical jungle.

Left

The ferry arrives on the right bank. It is carrying a few lorries but mainly a former Nickel Plate Alco RSD12 (an Atlas model) which is pushing a banana van (from Fleischmann).

Below left

On the right bank, an ex-Santa Fe GM-EMD F7 (Kato) patiently waits its turn to take the ferry, coupled to a box car (Roundhouse) carrying coffee bound for the USA. In the background, the tram picks up passengers at its stop.

The power supply is analogue, with a Fleischmann transformer and a Gaugemaster controller. The power supply is divided into six sections, which can be isolated as required: there is the ferry drive (of which more anon), a sector comprising the two points and the boat, and the four sidings. These are controlled by simple switches.

Below

Competition! It is not just the Americans who are interested in Sankou's resources! The Russians, too, have started negotiations, and have already provided this ex-RZD M62 diesel (Fleischmann). As this type was built for export to eastern bloc and other socialist countries, its presence here is perhaps more plausible than the American E and F units!





The ferry itself gave me two technical problems.

First, it has to move from bank to bank. At first I tried to make it run with a CD drive motor as a winch, but I was not satisfied. In the end, I opted for powerful heavy locomotive (a Life-Like ex-Pennsylvania E8) on a dedicated section of track, which pulls and pushes the ferry with a drawbar.

Then the trains must be able to move on to and off the ferry itself, so it is necessary that the tracks on the deck are supplied! There too, I quibbled a lot, until it came to this: overhead lines supplied from the transformer and two pantographs on the boat. Unusual, but it works!

Note that the ferry rolls on the water. It is basically made up of a board on frames recovered from small cars.

The water is Gédéo Crystal Resin, which is easy to use and gives excellent results.

The beautiful trees come from
www.arborisminiature.com

This layout will certainly go to exhibitions when the pandemic is over; meanwhile you can follow it on
<https://us.leforum.eu/t12811-Sankou-Ferry.htm>

Left

The 'town centre'. Under the palaver tree, the mayor chats with the drinking water delivery man who has just arrived.

Below

During the crossing the ferry passes the 'Cormorant' (Tomytec). The high level cable and the pantographs are clearly visible. An F7 has disembarked and makes way for a Shay (Atlas) used by the maintenance staff.

This loco is particularly appreciated for its ability to go slowly and to cope with the sometimes uncertain track.

Right

The station area, and the avenue of the same name.





Left
The mechanics of the ferry.



Right
The controls are basic – just six section switches and an analogue controller.



N

Fleischmann

New items are presented in the 110 page catalogue. Anticipated delivery is given by quarters (in brackets).

Epoch I

Bavarian Pt2/3 2-4-OT, with factory-fitted decoder (1).

Bavarian GtL4/4 0-8-OT, with decoder fitted (1).

Set of three Bavarian four-wheel coaches, including a baggage van (1).

Set of Bavarian four-wheel wagons, one van with raised brake house, one open livestock wagon, and one tank wagon with brake house (1).

Epoch II

Type S Augsburg four-wheel flat, pack of two, loaded with rails (4).

Epoch III DB

BR24 2-6-0 with large Wagner smoke deflectors (2).

BR64 2-6-2T, with optional transfers to represent a preserved loco (2).

BR44 three-cylinder 2-10-0 (2).

BR62 4-6-4T (1).

Start set – BR80 0-6-0T, two four-wheel coaches, basic controller, and oval of track (3).

Modified tooling – V188 twin diesel in green, with roof extension and side frames with four sandboxes (4).

V60 0-6-0 diesel in wine red (2).

Four-wheel box cab electric in blue & cream with powered track cleaner (4).

ET91 panoramic electric 'Glass Train' railcar in red & beige, with interior lighting (3).

E10.13 Bo-Bo electric in *Rheingold/Rheinpfalz* blue & cream (4).

To accompany – four coach set to represent the 'Hans Sachs' service – three type Aüm (UIC-X) firsts in blue and a type WR4ü-38 restaurant in DSG red (4).

Express bogie coaches – type BC4ü(pr09) second/third composite, type C4ü(pr 08) third, and type Pw4ü baggage van with raised cupola lookout (all 2).

Type BTs50 four-wheel flat, pack of two, each loaded with three 'Südzucker' small silo containers (3).

Type Rlms58 four-wheel lowside with side stakes, with round buffers (3).

Type SSy heavy duty bogie flat (3).

Epoch IV DB

BR012 oil-fired Pacific (2).

BR050 2-10-0 (2).

BR065¹⁰ 2-8-4T (3).

BR260 0-6-0 diesel in blue-beige (3).

BR218 B-B diesel in old red (4).

ETA150 battery electric bogie railcar and ESA150 driving trailer (4).

BR103.1 Co-Co electric in orient red (3).

To accompany, marking 35 years of EuroCity services – four coach set to represent the EC 145/148 'Franz Hals' between Köln and Amsterdam around 1989: Avmz first in red-beige, two Bbmz seconds in blue-beige, and Bpm(b)z second in banded red (3).

Fleischmann SBB Re6/6



Fleischmann Ed⁰⁸⁹



Fleischmann Td(s)⁹²⁸



Fleischmann Eanos⁰⁵²



Fleischmann Eas⁵⁹⁵⁸



Digital start set – BR221 B-B diesel, three heavy-duty bogie flats loaded with steel slabs, z21 start controller with multiMAUS handset, and long oval of track (2).

Sliding roof four-wheel wagon fitted with track cleaner (1).

Type Gbs²⁵² long wheelbase four-wheel van, pack of two (1).

New tooling – type Pwgs41 goods train crew van (2).

New tooling – type Eanos⁰⁵² bogie open wagon, pack of two (2).

New tooling – type Ed⁰⁸⁹ four-wheel hopper (3).

New tooling – type Td(s)⁹²⁸ swing roof hopper, pack of three (3).

Bundeswehr type SSy heavy duty bogie flat (3).

Epoch IV DR

BR55²⁵⁻⁵⁶ 0-8-0 (former Prussian G8¹) with six-wheel tender (1).

BR106 0-8-0 heavy diesel shunter (3).

Update – BR110 B-B diesel, now with Next-18 decoder socket (1).

BR118 C-C diesel in the 'economy' livery (1).

Type Gbs¹⁵⁰⁰ long wheelbase four-wheel van, with sliding doors (1).

Type Gbs long wheelbase four-wheel van, pack of two (1).

New tooling – type Pwgs41 goods train crew van with raised cupola lookout (2).

Fleischmann Pwgs41



Fleischmann Pwgs41



New tooling – type Eas⁵⁹⁴⁸ bogie open wagon, pack of two (2).

New tooling – type Tdg-y⁵⁶⁴⁰ swing roof hopper (3).

Type lbbhss refrigerated four-wheel van, variant with strengthened side doors (4).

Epoch V

New tooling – type Td(s)⁹²⁸ swing roof hopper in Bahnbau yellow (3).

Type Ks⁴⁴⁶ four-wheel lowside with side stakes, with round buffers (3).

Type Gbsqss four-wheel van with brake platform, pack of two (4).

Epoch VI

BR218 B-B diesel in traffic red, with exhaust extensions (3).

BR193 Vectron Bo-Bo electric in black with 'backbone' graphics (3).

BR101 Bo-Bo electric in InterCity white, as repainted by DBAG in September 2021 to mark 50 years of IC services in Germany (4).

BR147 (TRAXX 3, P160 AC3) Bo-Bo electric in traffic red, as used on the Berlin Airport Express (FEX) (3).

Set of four FEX double-deck coaches – type DABpz⁷⁵⁸ composite, two type DBpz⁷⁵³ seconds, and DBpbzfa⁷⁶⁶ second driving trailer (3).

IC/EC coaches – Apmmz^{126.2} open first, Bpmmz^{284.4} open second, Bpmmz^{284.5} open second, Bvmmsz^{187.6} compartment second, ARkimbz^{288.4} Bord Bistro, and Bpmbdzf^{286.3} second driving trailer (with function decoder) (all 3).

New tooling – type Eanos-x⁰⁵⁵ bogie open wagon, pack of two, in traffic red (2).

Set of three type Rmms bogie flats, on type 661 bogies (3).

Type Sdgmns33 intermodal bogie flat operated by AAE carrying either 40' 'one' container or 'Fercam' trailer (both 4).

Fleischmann Tgpps



Switzerland

New tooling – SBB Re6/6 in green (3) and SBB Cargo blue & red (4), with detail differences.

Epoch III – type Ks-w four-wheel lowside with side stakes, with brake platform and round buffers (4).

New tooling: type Tgpps four-wheel grain silo, pack of two, in both Epoch III BLS and IV SBB versions (both 3).

Epoch IV/V – new tooling: type Fcs four-wheel hopper (3).

Epoch V – Re460 Bo-Bo electric in red (3).

EWIV coaches – first, second, and restaurant with and without pantograph, on bogies without shock absorbers (all 3).

New tooling: type Eanos bogie open wagon, pack of two (2).

Type Hbbilns sliding side four-wheel van with 'PanGas' lettering (4).

Epoch VI – BR193 Vectron MS Bo-Bo electric leased by HUPAC with Bern – Lötschberg – Simplon 'Alpinist' graphics.

Digital start set – former BR203 B-B diesel, one four-wheel lowside with stakes, one four-wheel sliding side van, one bogie sliding side van, z21 start controller with multiMAUS handset, and long oval of track (2).

Type Fccnpps (Xns) four-wheel ballast hopper in yellow, pack of two (1).

Type Ks four-wheel lowside with side stakes, used by Wascosa, orange livery, pack of two (1).

Type Kps four-wheel lowside with side stakes, pack of two, carrying 'Circus Knie' trailers (1).

Type Habbilns sliding side bogie van lettered for 'Transwaggon' (1).

Type Sdggmrs/T2000 articulated intermodal bogie flat operated by AAE carrying four 'Railcare' swap bodies (1).

Type Sgns intermodal bogie flat carrying two 'Bell' swap bodies (2).

Fleischmann SNCF BB26000 'Sybic'



Austria

Epoch III – Rh44 2-10-0 (2).

New tooling – type Dih goods train crew van with raised cupola lookout (2).

Type SSy heavy duty bogie flat, loaded with steel slabs, pack of two (1).

Epoch IV – type Hkr-v Dresden Leig-Einheit close-coupled four-wheel vans, one with brake house (1).

Epoch VI – Rh1116 Taurus Bo-Bo electric with '60 years of Roco' graphics, different each side, created by the artist Gudrun Geiblinger (1). Oddly not in Roco HO list.

Rh1216 Taurus Bo-Bo electric in "nightjet" blue (1).

Rh1293 Vectron Bo-Bo electric in "nightjet" blue (3).

BR193 Vectron Bo-Bo electric used by SETG with 'Marco Polo' graphics (3). Exclusive to Fleischmann.

New tooling – type Eanos bogie open wagon, pack of two, with 'Rail Cargo Austria' branding (2).

Set of three type Zacns kinked tank bogie wagons operated by Atir-Rail (4).

Fleischmann ÖBB Rh1116 Roco



Italy

Epoch III – Gr.460 0-8-0 (former Prussian G8.1) with six-wheel tender (2).

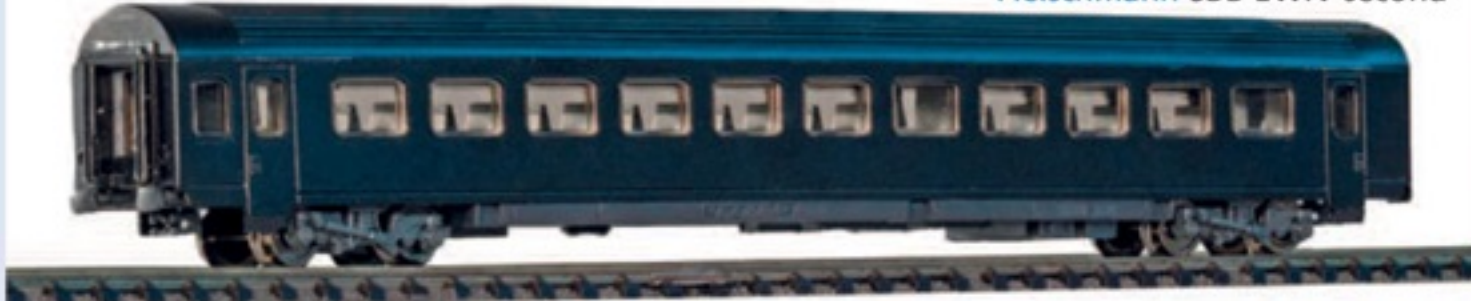
Fleischmann SBB EWIV restaurant



Fleischmann SBB EWIV restaurant



Fleischmann SBB EWIV second



Set of three four-wheel goods wagons – open, van, and tank.

France

New tooling – SNCF BB26000 'Sybic' dual current B-B electric in Epoch IV grey & orange and Epoch VI 'Multiservice' grey with 'carmillon' logo (both 1).

BB7200 B-B electric in 'phantom' grey livery (4).

Type Remms bogie flat with side stakes, on type Y25 welded bogies (3).

Belgium

Epoch V – type Ks four-wheel lowside with side stakes, with round buffers (3).

The Netherlands

Epoch III – type Gs-v four-wheel van, set of three, with yellow corner markings (1).

NS 1600 electric (based on French BB7200) in Epoch V yellow & grey (2) and Epoch VI Rail Force One (1).

Epoch V – type Habins sliding side bogie van lettered for 'NS Cargo' (3).

Type Rilnss hooped cover bulkhead bogie flat lettered for 'Railion Nederland' (4).

Epoch VI – BR193 Vectron Bo-Bo electric owned by European Locomotive Leasing and leased to NS, in yellow & blue for Nightjet international services (3).

Type Sdgmns33 intermodal bogie flat operated by AAE carrying a 'P&O Ferrymasters' trailer (4).

Type Sggmrs articulated intermodal bogie flat operated by CLIP with two 'Westerman' 40' containers (3).

Czech Republic

Epoch IV – type Kns four-wheel lowside with side stakes, with round buffers (3).

Epoch VI – BR193 Vectron Bo-Bo electric in 'CD Cargo' two-tone blue (1).

Type Rils hooped cover bulkhead bogie flat lettered for 'CD Cargo' (3).

Hungary

Epoch VI – type Sggmrs articulated bogie flat operated by GySEV with two 'Hapag-Lloyd' 40' containers (4).

Poland

Epoch III – new tooling: type F goods train crew van (2).

Denmark

Epoch V – type Habins-y sliding side bogie van (3).

Sweden

Epoch VI – type Hbbilns sliding side four-wheel van (4).

Set of three type Zacns bogie tank wagons operated by ermewa with 'green cargo' graphics (4).

Spain

Epoch V – set of two type Remms bogie flats with side stakes, on type Y25 welded bogies (3).

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Arnold DB BR181.2



Arnold SNCF CC14000



Arnold

New items are noted among the 104 pages devoted to N within the Hornby International 308 page catalogue. Anticipated delivery is not given.

Germany

Epoch II

BR42 2-10-0 with tub tender in wartime camouflage.

Epoch III DR

BR42 2-10-0 with tub tender, with third headlight.

Epoch III DB

BR42 2-10-0 with tub tender, with third headlight.

Modified tooling – E03 Co-Co electric pre-series, with single arm pantographs, and as Epoch IV BR103.

New tooling – pair of former Post-mrz bogie vans as 'Rail Adventure' barrier wagons.

Pair of type Habfis sliding side bogie vans as 'Rail Adventure' barrier wagons.

New tooling – sets of two type DDm double-deck car carriers in DR Epoch IV green, DR Epoch IV-V blue, DBAG Epoch V green, DBAG Epoch V blue, and DB Autozug traffic red.

Epoch IV DB

New tooling – BR181.2 dual system Bo-Bo electric in blue, blue-beige, and traffic red (Epoch V).

Modified tooling – 103.1 Co-Co electric in Epoch IV orient red.

New tooling – Post-mrz bogie post van, sets of two, in either green or blue-beige. Prototype photos.

Modified tooling – set of four express coaches: Aüm first, two Büm seconds, and ARüm²¹⁷ first/restaurant.

Set of three coaches for the TEE Bavaria after 1971 – Apm¹²¹, Avm¹¹¹, ARDm¹⁰⁶.

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

Type Ks four-wheel lowside carrying two 'DB - TFG' 20' containers.

Bogie gas tank and a set of two type Zgs four-wheel gas tanks used by 'Rommenhöller'.

Set of two type Zgs four-wheel gas tanks used by 'Linde'.

Epoch IV DR

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

Set of type Ks four-wheel flat with ballast load and type Gs four-wheel van in maintenance stock green livery.

Epoch V

Modified tooling – set of four express coaches in band-

Arnold SNCF 141R 2-8-2



ed red InterCity livery: Apmz first, Bpmz second, Bmz second, and ARmz restaurant.

Set of three coaches, two Avm in banded red with 'Rollende Rastätte' lettering and one WGM in banded blue.

Epoch V-VI

Bogie gas tank used by 'Kohlensäurewerke Hannover' with 'crab' branding.

Epoch VI

Modified tooling – 103.1 Co-Co electric in 'Rail Adventure' grey.

Modified tooling – BRmh restaurant car in 'ALEX' livery.

New tooling – former restaurant car with pantograph as Messwagen (test vehicle) in yellow livery.

Austria

Epoch IV – two sets of three coaches for the EuroCity Mozart – DB red-beige restaurant, ÖBB orange, and SNCF first; three ÖBB seconds, one orange and two red.

Epoch VI – set of three type Zacns bogie tanks with different 'MAD' wild animal motifs.

France

Epoch III – new tooling: 141R oil-fired 2-8-2, four versions, black and green liveries.

New tooling – CC14000 centre cab electric in Epoch III blue and Epoch IV green, each two numbers.

New tooling – set of three DEV AO coaches, one A9 first and two B10 seconds. Epoch III and IV versions.

New tooling – DEV AO B10c10 second couchette. Epoch III and IV versions.

Two sets of three CIWL coaches for the *Train Bleu*: baggage and two type Lx sleepers; restaurant and two Lx sleepers.

Two sets of CIWL coaches for the *Flèche d'Or*: baggage in blue & cream and two LX sleepers in blue; two Pullman saloons in blue & cream.

Modified tooling – set of three VSOE Pullman coaches in Epoch IV-V blue & cream: restaurant, restaurant with kitchen, service. Service car on Minden-Deutz bogies available separately. Set of two more sleepers in blue.

New tooling – sets of two type K four-wheel vans, Epoch III dark brown, Epoch IV red-brown as type G4, and G4 with plain rather than planked doors.

Set of two four-wheel gas tanks in grey.

Epoch IV – new tooling: sets of two type Faoos bogie coal hoppers: 'SGW', 'Simotra', 'Capcol/EDF'.

Set of two 'Transcéreales' curved side bogie hoppers, 'Millet' and 'CTC'.

Arnold SNCF type Faoos



Epoch IV-V – set of two type T2 sleepers with 'Trans Euro Nacht' branding and SNCF 'noodle' logos.

New tooling – set of two type DD DEV 66 double-deck car carriers in Epoch IV green, Epoch IV-V with enclosed logo, Epoch V with white 'cap' logo, Epoch V with low sides, and Epoch VI with 'carmillon' logo.

SNCF/NMBS Epoch IV-V blue livery version also planned, and in a set with a T2 sleeper and a couchette second.

Set of two four-wheel gas tanks 'l'air liquide'.

Arnold type DDm



Arnold SNCF DEV AO B10c10



Arnold type Gs



Arnold DBAG Messwagen



Arnold FS/SBB ETR 610



Minitrix DR BR243



Arnold FS Aln668



Italy

New tooling – FS FIAT Aln668 two car diesel railcar with curved cab corner windows, 1900 series for Epoch IV and 3100 series for Epoch V, 1200 series with flat cab windows for Epoch V. Prototype photos.

New tooling – FS ETR610 Frecciarossa high speed train set, base pack of four cars and extension pack of three, in two FS Epoch VI liveries, two as joint FS/SBB 'Cisalpino', and as SBB RABe503.

FS E.656 articulated body electric in Epoch IV blue & grey, Epoch IV-V blue & grey, and Epoch V-VI XMPR livery.

Set of three UIC-Z Eurofima coaches, first and two seconds, in C1 orange livery (Epoch IV-V).

Set of two UIC-Z1 seconds in Epoch IV-V 'bandiera' grey livery.

Set of three UIC-Z1 coaches, first and two seconds, in Epoch V two-tone grey.

Spain

Set of two J300.000 four-wheel vans in R.N. yellow Epoch III livery. Also available singly in white 'Osborne' brandy livery with bull motif.

New tooling: Italian FIAT Aln668 1900 series two car diesel railcar with curved cab corner windows as acquired for evaluation by RENFE in 1976.

Class 279 Bo-Bo electric in Epoch V grey & yellow and as class 269 in Epoch IV 'Estrella' and Epoch V-VI 'Grandes Lineas' liveries.

Class 252 Bo-Bo electric in Epoch IV grey & yellow, Epoch V 'AVE' livery, and Epoch VI 'renfe mercanías'.

Set of two type Ks four-wheel lowsides carrying 'Tabacalera' tobacco sacks.

New tooling – sets of two type Js four-wheel vans, with planked and plain doors, the latter also as barrier wagons.

Set of J2 and J300-000 four-wheel vans in orange livery.

Set of two type JPD four-wheel vans for 'Mahou' beer.

Set of two type JPD four-wheel vans in 'Cantabriasil' red oxide.

Type Uacs curved sided bogie hopper 'Metrasa'.

Set of two type Zgkk four-wheel gas tanks 'saltra'.

Epoch V

Set of two type JPD four-wheel vans in 'Toro y Betolaza' green.

Epoch IV-V

New tooling – sets of two type Faos bogie coal hoppers: 'Semat/Carfe' and 'Transfesa'.

Epoch V-VI

Set of J2 and J3 four-wheel vans in yellow 'Azvi' track maintenance livery.

Set of type ORE four-wheel van, type Faos bogie hopper, and type Ealos bogie open as maintenance stock in 'adif' grey.

Epoch VI

New tooling – FS ETR610 high speed train set, base pack of four cars, as RENFE S-114.

Modified tooling – three car class 592 diesel railcar in 'Cercanías Operadora' livery.

New tooling – T2 sleeper, in set of two in Epoch IV-V 'Largo Recorrido' blue & white and singly in Epoch V 'Operadora'.

New tooling – sets of two type DDMA double-deck car carriers in Epoch IV green and Epoch V white.

Variant with side protection grilles in Epoch IV green. Epoch V red livery version with 'Pecovasa' branding sold singly.

Sets of three coaches for the *Al Andalus* in Epoch IV-V brown & cream livery: type BD-8100 baggage plus two type WR restaurant cars; two type WL sleepers and a type 10000 second.

New tooling: set of four type 15000 coaches in colourful Chartren Epoch V liveries – yellow, blue, green, and red.

Talgo Pendular set representing the *Francisco de Goya* joint RENFE/SNCF service (Paris – Madrid). Six car base set and two three car extension packs.

Minitrix

New items are presented in a 52 page brochure. Anticipated delivery is not given; lists are issued regularly to dealers.

Most locos now come with a dual protocol DCC/mfx decoder, which will also work on analogue DC.

Epoch I

To mark 150 years of Bavarian local lines: D II 0-6-0T, built from 1898, with metal body and dual decoder.

To accompany – set five four-wheel goods wagons: one insulated van with raised brake house used by a brewery in Langenzenn, one type G02 van with raised brake house, one tank wagon, and two type Oq opens loaded with bricks.

Club wagon for the year – four-wheel tank wagon with brake house registered with Saxon state railways.

Epoch III DR

BR38 4-6-0 (former Prussian P8) with small Witte smoke deflectors, three dome boiler, and box tender, with digital sound.

Type AB4ümpe fast train skirted composite and type B4ümpe second in c.1959 condition in bottle green.

Minitrix DB V200



Epoch III DB

V160 B-B pre-series (Hobby).

New tooling – Club model for the year: V200 B-B diesel, metal body, digital sound.

To accompany – set of express coaches, two skirted type A4üe (ABü-38) firsts and one type WR4üe restaurant car as used in train F41 'Senator' between Frankfurt (Main), Kassel, Hannover, and Hamburg-Altona around 1957. Additional first available separately.

Museum wagon for the year – type OÖt50 bogie side discharge hopper used by the 'Göppinger Stadtwerke', only available from the Märklineum shop.

Epoch IV DB

MHI limited edition – BR103.1, metal-filled plastic body, digitally controlled working pantograph, sound.

MHI limited edition – BR212 B-B diesel in blue & beige, digital sound.

BR114 Bo-Bo electric in TEE red & beige.

Sets of special TEE coaches: DB type Apmz^{121.2} and Apmz¹²² firsts with a type WGhm restaurant owned by EK Verlag; and two type WGm (ex AD4üm-62) panoramic observation coaches operated by Reisebüro Mittelthurgau.

New tooling – type MDyge⁹⁸⁶ baggage van with panel sides, fitted with working interior and tail lights and function decoder.

MHI limited edition – set of four bogie gas tanks, two with and two without sunshields, use by 'EVA' and 'Wacker'.

Set of three different bogie container wagons with different loads – one type Sgns⁶⁹⁴ with two 20' 'MSC' containers, one type Sdkms⁷⁰⁷ with a 'Hamburger Spedition' trailer, and one type Rs684 with a 40' 'TFG' container.

Type Sa⁷⁰⁵ heavy-duty six-axle bogie flat loaded with steel slabs.

Type E⁰⁴⁰ steel four-wheel open (Hobby).

Epoch IV DR

New tooling – BR243 Bo-Bo electric, introduced from 1984, metal body, with digital sound.

Arnold RENFE T2



Minitrix DB type MDyge⁹⁸⁶



Epoch V

BR796 diesel railcar with BR996 driving trailer, with sound.

Extra trailer with 'Fahrrad Express' lettering available separately.

Epoch VI

The Messe special for the year is a BR218 B-B diesel in 'PRESS' blue livery, with digital sound.

BR110³ Bo-Bo electric in traffic red with Gesellschaft für Fahrzeugtechnik mbH (GfF) markings, with digital sound.

Set of two former *Silberlinge* coaches (type ABnrz composite and type Bnrbdzf^{480.1} second driving trailer) in banded mint green with Gesellschaft für Fahrzeugtechnik mbH (GfF) markings. Type Bn⁷²⁰ second available separately to extend the train.

Type DBz double-deck second and DBpzfa^{765.5} second driving trailer in 'DB Regio' traffic red (Hobby).

Set of preserved stock: two type Büm express seconds, one type Bye fast train second, and one type MDyg⁹⁸⁶ baggage van (a new model) as operated by the Bayerischen Eisenbahnmuseum.

Digital start set: BR120 Bo-Bo electric in 'Widmer Rail Services' blue with three four-wheel tank wagons, long oval of track, and Power Control Stick.

Set of three type Sgmns90 bogie container flats operated by AAE, two with 40' containers and one with two 20' tanktainers.

Switzerland

Epoch VI – type Sgns bogie container flat operated by SBB Cargo carrying two 'Co-op' refrigerated containers with lemon graphics.

Type Sgns bogie container flat operated by HUPAC carrying two 'Bertschi' 20' tanktainers.

Austria

Epoch III – Rh638 4-6-0 (former Prussian P8) with three dome boiler, no deflectors, and box tender, with digital sound.

Czech Republic

Epoch V – type Y/B bogie coaches in CD green & white: composite, second, and set of second and second baggage.

France

Epoch IV – modified tooling: BB 9231 B-B electric in special Arzens green & grey livery c.1985, with digital sound.

Set of SNCF coaches for a Nice – Paris express c.1970: one A9 first, one B10 second, and one Vru restaurant. Another B10 second available separately to extend the train.

Belgium

Epoch III – type G07 six-wheel van with raised brake house used by 'Wiel's Wielemans' brewery.

Denmark

Epoch VI – set of two type Sdgmns33 bogie inter-modal flats owned by AAE Cargo AG and leased to DB SR Intermodal loaded with 'Carlsberg' und 'Tuborg' curtain-sided trailers.

Piko DB E91



Piko

New items are noted within the 48 page N catalogue.

Epoch III DB

New tooling – DB E91 C+C rod-coupled articulated body electric, built from 1925 and used in Bavaria and Silesia. In use with DB until 1975. (1)

Modified tooling – V160 B-B diesel hydraulic in old red. Prototype photo. (2)

VT98 diesel railcar and VS98.6 driving trailer. (3)

Epoch III DR

Set of two skirted fast train bogie coaches, composite and second. (1)

Epoch IV DB

Modified tooling – BR216 B-B diesel hydraulic in blue-beige. (3)

Fast train bogie composite. (1)

Silberlinge composite and second with blue solebars. (3)

Epoch V

BR798 diesel railcar and BR998.6 driving trailer as a track measuring train in yellow livery. (4)

Silberlinge composite and second in banded mint green regional livery, as well as the Wittenberg style driving trailer. (4)

Epoch VI

New tooling – DBAG BR101 Bo-Bo electric. (2)

DBAG BR442 Talent 2 in VBB regional traffic red. (1)

BR221 B-B diesel hydraulic in EGP blue livery. (3)

Switzerland

Epoch IV – EWI first and second class bogie coaches in green with the old style markings. (2)

Epoch V – set of five EWI coaches in Bern – Lötschberg – Simplon 'Golden Pass' livery. (4) Only available in Switzerland.

SBB type Slmmps heavy duty bogie flat. (3)

The Netherlands

Modified tooling – NS class 1100 B-B electric without rebuilt ends in Epoch IV grey & yellow. Prototype photo. (4)

Epoch VI – MaK G1206 diesel in 'Lineas' grey. (1)

Set of two type Falns side discharge bogie hoppers used by On Rail, with graffiti, different each side. (4)

France

Epoch VI – Corail second in Languedoc regional livery. (2)

Brawa DB BR145



Brawa

N occupies ten pages of the 76 page brochure.

Epoch IV – DB BR145 Bo-Bo electric in green.

DR BR132 'Ludmilla' Co-Co diesel in bordeaux red.

DR reko short bogie stock – type Bghwe second (two numbers) and type BDghws second baggage, plus type WRg restaurant in 'Mitropa' red or orange & cream.

Type Bmhe second (two numbers).

Epoch VI – DBAG BR132 'Ludmilla' Co-Co diesel in Bahnbau Gruppe yellow.

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

Intermediate composite available separately to extend the train.

Twindexx-Vario IC2 double-deck stock, set of three – two coaches and driving trailer in InterCity white; another first and second available separately to extend the train.

Type G10 four-wheel van in DB Epoch III, DR Epoch IV, and ÖBB Epoch III versions.

Type Gmhs four-wheel van – Epoch II DRG and Epoch IV DR with 'Fortschritt' graphics.

UIC standard 1 insulated four-wheel van – DB Epoch III 'Interfrigo' and SNCF Epoch III 'Badoit'.

Type RRYm heavy duty six-axle bogie lowside – DR Epoch III.

Uerdingen type ZZ lightweight bogie tank wagon – Epoch IV DR; Epoch VI ÖBB 'ÖMV' blue & yellow.

Type Uia new bogie tank wagon – Epoch V DBAG 'VTG'; Epoch VI SBB as water tank in yellow.

Swiss type K2 four-wheel van with brake platform – SBB Epoch II grey and BLS Epoch III brown.

Brawa DR BR132



Piko DB BR216



Piko DBAG BR101



Hobbytrain by Lemke ÖBB Railjet



Liliput DB BR628.0



Liliput

New N is shown on three pages of the 16 page leaflet.

As previously announced, DB BR628.0 bogie diesel railcar and driving trailer, with corrugated sides, in blue-beige, both Scharfenberg and standard buffing gear variants. Illustrated with prototype photos and CAD graphics.

Steel slab loads for heavy duty flat wagons.

DBS 54 pantographs in either red or grey.

Lemke

N (including road vehicles) occupies 18 pages of the 28 page brochure.

Celebrating 20 years of Hobbytrain by Lemke.

New tooling – Vossloh DE18: four versions: DB Cargo, Rhein Cargo, Rail Adventure, and BASF. All prototype photos.

New tooling – the new generation ÖBB Railjet. Set 1: driving trailer, end coach, and two intermediate seconds (one with quiet area). Set 2: MF coach and two seconds, one with family zone. Set 3: first and restaurant.

New version of the existing Railjet trains, as used between Salzburg and Venice, in two sets – four coaches including the driving trailer and three coaches including the restaurant.

New Epoch VI versions of the ÖBB Rh1216 Taurus Bo-Bo electric – traffic red, 'railjet' (to suit the Italian train), and 'nightjet'.

New versions of the Vectron Bo-Bo electric: 'Laude', LTE, ÖBB 'nightjet', and SNCF/NMBS series 1800.

BR247 Vectron DE diesel electric: 'Rhomberg – Sersa' and 'EGP'.

BR248 Vectron dual mode: MKB, Captrain, and Northrail.

New tooling – type Hbbiks-tt³⁰⁵ and Hbbillns sliding side four-wheel vans. Several versions – DB Epoch IV; SBB Epoch VI; SBB 'Migros' Epoch VI; SBB Epoch VI with graffiti; PKP Cargo Epoch VI. All prototype photos.

Uerdingen light four-wheel tank wagons, in pairs, new versions: DB Epoch IV 'Aral'; DB Epoch IV 'Danzas'; SNCF Epoch III 'Millet'; DSB Epoch IV 'Statoil'. Graphics.

Type Habils sliding side bogie van, new versions: SNCF Epoch IV, pack of two, one in 'Kronenbourg' red; SNCF Epoch IV; SBB Epoch V light grey; SBB Epoch V-VI weathered, pack of two; and as Rail Adventure barrier wagons, Epoch VI, pack of two.

LS Models – exclusives for Lemke

ÖBB Nightjet eight coach set with the 'Love Your Planet' graphics applied for the opening of the Vienna – Brussels service: four type WLABmz^{72-90.0} sleepers, two Bvcmz^{59-90.0} couchettes, and two Bmz^{21-91.1} seconds. A pack of two more Bmz seconds is offered to extend the train.

Kato via Lemke

ICE 4 (BR412) start set, four car train with the green stripe power cars, with oval of track and analogue controller.

SNCF TGV Duplex in Lyria and Ouigo liveries. Prototype photos.

SBB RIC first in two new versions, in green livery with either old markings (Epoch IV) or later logo (Epoch IV-V). With interior lighting.

MF Train type DDm⁹¹⁵



MF Train – exclusives for Lemke

New tooling – type DDm⁹¹⁶ double-deck car carrier, built by ANF in France 1971/2 for the DR. Also used in France, Spain, The Netherlands, and Czechoslovakia. Initial versions: DR Epoch IV green, Epoch VI NS Autoslaaptrein blue (two pack), EETC traffic red (two pack), DB Autozug traffic red, and ZSSK blue/orange.

Type Lgs four-wheel container flat, in twin packs: SNCF/NMBS Epoch V with three 20' containers; B-Cargo Epoch VI with two 40' containers; HZ Cargo Epoch VI with two 40' containers.

Type Sgnss bogie container flat: DSB Epoch IV with two 'DFDS' 20' containers; VTG Epoch VI with 40' 'CMA-CGM' container; HUPAC Epoch VI with 40' 'Bertschi' container.

Jägerndorfer – exclusives for Lemke

E33 (Austrian Rh1029/1073) 1-C-1 rod-coupled electric in DRG Epoch II grey.

Jägerndorfer Rh1029 / BR33 / Rh1073



Jägerndorfer

There is a separate 24 page landscape format A4 catalogue for N, with new items noted, but new and modified tooling and new versions are not distinguished.

1-C-1 rod-coupled electric as BBÖ Rh1029 in green; as DRG E33 in Epoch II grey; as E33 in grey with post-WWII 'Österreich' lettering; and as ÖBB Rh1073 ÖBB green (two numbers).

ÖBB *Blauer Blitz* diesel sets in Epoch III blue & cream: Rh5045 with high roof power car, five car *Vindobona*; Rh5145 with low roof, four car *Miramare*; Rh5145 three car *Venezia*.

ÖBB Rh4130 *Transalpin* four-car electric set in Epoch III blue & white. Graphic.

ÖBB Rh4030 three-car electric set in Epoch III blue & white; Epoch IV cream & blue and later white & blue. Graphics.

New versions of the ÖBB Rh1044 Bo-Bo electric: 1044.0 in Epoch IV orange, with low vents; 1044.5 in Epoch IV ivory/red, with low vents; 1044.1 in Epoch IV-V orange, with high vents; 1044.1 in Epoch IV 'chessboard' ivory/orange with high vents; 1044.2 in Epoch V 'Valousek' traffic red/light grey with high vents; and 1044.1 in Epoch VI Valousek with high vents. All prototype photos.

Mabar SNCF A1AA1A 62000



Mabar

SNCF A1AA1A 62000 diesel locomotive available with a new number, 62073.

SudExpress

As in HO, Stadler Eurodual Co-Co in 'hvle' silver & orange, 'Captrain' silver & green, HHPI, and BSAS Eisenbahnen/MAD Logistik (with artwork by Gudrun Gieblinger).

Further versions of the Vossloh 4000 C-C diesel hydraulic as RENFE 335.005, Transfesa 335.025, Captrain 335.001, Ferrovial 335.032, Medway 335.034, VFLI E5048, and CargoNet 312.001 (the latter in collaboration with NMJ).

Fulgurex BT / EBT / SMB Be4/4



Fulgurex

Following the release of the HO models, due for delivery in spring will be the Bodensee – Toggenburg (BT), Emmental – Burgdorf – Thun (EBT), and Solothurn – Münster – Bahn (SMB) Be4/4 early electrics. There will be five BT, two EBT, and one SMB versions, with a choice of analogue or digital. Production is limited to 250 in total.

Looking ahead to 2023, work is under way on the PLM/SNCF 262 'double diesel', already produced in HO. The powerful machine, with two Swiss Sulzer diesel engines, was built for the Paris – Lyon – Méditerranée. Tests in 1933 showed it could match steam or electric traction. It was intended to save the PLM the cost of electrifying the line from Paris to Marseille. There are two variants: as built with three front windows and as rebuilt with two. There will be seven versions of the model, three PLM and four SNCF. The hand-made brass model will also feature two motors, and will come with a digital decoder fitted. Production is limited to 250 in total.

Jägerndorfer ÖBB Rh4030



Tillig

The catalogue is 52 pages, slightly shorter than A4.

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

By period the plans are as follows, with expected delivery quarter in brackets.

Epoch I

Four-wheel tank wagon with brake house used by 'H. Wertheim Söhne' registered with KPEV (3).

Type Gm four-wheel van with raised brake house used by the Hersfelder Kreisbahn (3).

Tillig DRG BR42 2-10-0



Epoch II DRG

Modified tooling – BR42 wartime 2-10-0 with blacked out lights and frost protection for the air pump (4).

E18 1-Do-1 electric in grey (3).

VT137 bogie diesel railcar with VS135 driving trailer (3).

Tri-composite and third skirted express coaches (2) and Post4-b/15 bogie post van (3).

Set of three four-wheel wagons – DRG enclosed tank wagon with brake house, Serbian van with raised brake house, and Austrian open with brake house (3).

Type G four-wheel van with raised brake house used by the Braunschweigischen Landes-Eisenbahn (3).

Type Grhs four-wheel van used by the Gentiner Kleinbahn (3).

Type Grhs four-wheel van used by the Kleinbahn Erfurt – Nottleben (3).

Limited edition set of three type Om opens, one with brake house, used by 'Buderus-Röchling A.G.' (4).

Epoch III DR

V180 C-C diesel-hydraulic (1).

Type B4gre second buffet (2) and type D4ge baggage van (3).

Type Post4-b/15 bogie post van (3).

First limited edition coach set for the D118 Leipzig - Köln service with one first, one second, and one 'Mitropa' sleeper (4).

Former Italian peaked roof four-wheel van as stores wagon (3).

Epoch III DB

New tooling – BR52 2-10-0 *Kriegslok* with rigid frame tender and altered smoke deflectors (4). (Note illustration shows previous style of deflectors.)

'Thunderbox' four-wheel coach as makeshift goods train crew van (2).

Type Gr29 four-wheel van with brake house (2).

Type Tes-t58 sliding roof/sliding side four-wheel wagon (2).

Type Omm52 steel four-wheel open with brake house (3).

Epoch IV DR

Updated model – BR106 0-8-0 heavy diesel shunter with revised buffer beam and red tail lights (4).

BR112 B-B diesel-hydraulic (2).

Limited edition Post train set – BR115 B-B diesel with one Post me-bl/24 bogie van and two Post aa-t/12.8 four-wheel flats each loaded with two 20' containers.

Type Ag first and Bg second bogie coaches (2) and Dg baggage (3) in green & cream with brown roof.

New tooling: type Gi four-wheel van (3).

Type Tms⁵⁷⁵⁶ sliding roof four-wheel wagon (3).

Type Salmmp⁴⁸²³ six-axle heavy duty bogie flat (4).

Limited edition set of two type Es steel four-wheel opens used to test couplings (4).

Limited edition of type E steel four-wheel open leased from the DSB (4).

Tillig DB BR52 2-10-0



Tillig DBAG Halberstadt



Tillig DBAG Halberstadt



Tillig DB BR210



Tillig DBAG type Kils



Epoch IV DB

BR236 0-6-0 diesel in black (3).

Modified tooling: BR210 B-B diesel-hydraulic with booster gas turbine, with modified roof and fans (4).

Pair of close-coupled six-wheel second class *Umbauwagen* (3).

Limited edition of V80 B-B diesel as No.31 of the Hersfelder Kreisbahn (4).

Limited edition set of two pairs of close-coupled six-wheel second class *Umbauwagen* used by the Hersfelder Kreisbahn (3).

Epoch V DBAG

BR101 Bo-Bo electric in traffic red (2).

Type WRmz¹³⁵ restaurant car with pantograph in banded red livery (3). (Listed as Epoch IV.)

New tooling: a range of Halberstadt double centre entrance bogie coaches – type Bybdzf⁴⁸² second driving trailer, type ABY⁴⁰⁷ composite, and type By⁴³⁸ second, all in banded mint green livery (graphics and prototype photos)(all 4).

Type Bimdzf²⁶⁹ second driving trailer, type ARkimbz^{266.5} first bistro, type Aimz^{261.7} first, and Halberstadt type Bimz²⁵⁹ second in InterCity white (all 3).

Limited edition – type Bvcms²⁴⁸ couchette second in blue & white as used on the DB Nachtzug 'EN Jan Kiepura' service (4).

New tooling: type Kils sliding cover four-wheel bulkhead flat (Beginner)(4).

Type Tims⁸⁵⁸ sliding roof/sliding side four-wheel wagon (3).

Tillig DR BR106



Epoch VI

Limited edition: ICE-1 'Redesign' set *Rosenheim* (two ends and one intermediate second, and second, first, and restaurant) with green stripe on the power cars (4). More are planned.

BR155 Co-Co electric in 'Railpool' silver & blue (prototype photo)(2).

Limited edition – BR145 Bo-Bo electric in '20 years of PRESS' livery (prototype photo)(4).

Vectron Bo-Bo electric as BR193 in 'Lokomotion' blue zebra stripe livery (prototype photo)(4).

Vectron Dual Mode Bo-Bo as BR248 operated by the Mindener Kreisbahn (MKB)(prototype photo)(4).

Double-deck second in 'metronom' yellow & blue (prototype photo)(2).

Set of three Halberstadt express coaches in 'Flixbahn' green livery (3).

Set of two type Faccns bogie hoppers lettered for 'Captrain/Eurovia' (2).

Type Faccns bogie hopper lettered for 'GATX/Eurovia' (3).

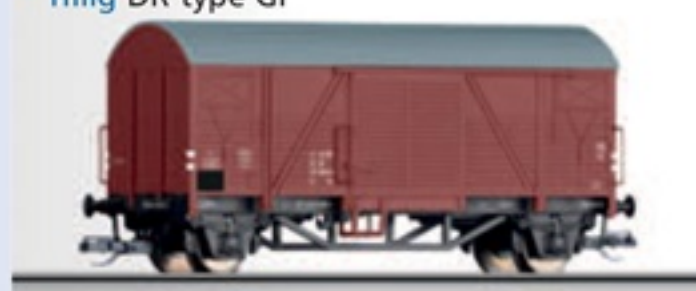
Limited edition – type Faccns bogie hopper lettered for 'Captrain/Tillig' (freelance)(4).

Type Sggmrss articulated intermodal flat operated by Touax carrying two 40' containers (3).

Limited edition – type Res⁶⁷⁶ bogie lowside carrying concrete sections produced by the Max Bögl company for the Leipzig city tunnel project 2007 – 2008 (4).

Set of two type Faccns bogie hoppers in 'MBC' green (2).

Tillig DR type Gi





Piko DR BR8310



Piko CSD S.499.1

Austria

Epoch III – Rh42 2-10-0 with tub tender (2023).

Type Om four-wheel open (2).

Type Om four-wheel open with brake house used by the Graz-Köflacher Bahn (2).

Epoch VI – limited edition: type Fcs four-wheel hopper used by the Steiermärkische Landesbahnen (4).

Czechoslovakia

Epoch II – CSD type Ke four-wheel open with brake house (2).

Epoch III – class 555.1 2-10-0 with large smoke deflectors, Giesl ejector chimney, and red star on the smokebox (4).

Epoch IV – type Y first and second class coaches (3).

Epoch V – type Tdgn four-wheel swing roof hopper (4).

Epoch VI – Taurus Bo-Bo electric as CD class 1216 in blue & white (prototype photo)(3).

Set of two type Bpmz⁸⁹¹ seconds in CD blue & white (3) and type Y/B70 second baggage (4).

TRAXX class 386 electric in 'Regiojet' yellow (4).

Type Bmpvz second in 'Regiojet' yellow (3).

New tooling: CD type Kils sliding cover four-wheel bulkhead flat (Beginner)(4).

CD type Laaps four-wheel bulkhead flat with side stakes (Beginner)(4).

Hungary

Epoch II – MÁV type Kz four-wheel open with brake house (2).

Epoch III – GySEV type Kzn four-wheel open with brake house and steel doors (3).

Epoch V – type Sgmmss articulated intermodal flat operated by GySEV Cargo with two 40' containers (3).

Poland

Epoch III – type Ai 'Thunderbox' four-wheel first (4).

Epoch IV – type Es four-wheel open (3).

Bulgaria

Epoch II – BDZ type Jf four-wheel open with brake house (3).

Type Rmf four-wheel tank with brake house (3).

Romania

Epoch III – CFR type Ke four-wheel open (3).

Italy

Epoch III – Type Fc peaked roof four-wheel van (3).

Belgium

Epoch II – type ANS four-wheel open with brake house lettered for the État-Belge (4).

Denmark

Epoch III – DSB class My Nohab in original red (2).

Type E four-wheel steel open with brake platform (3).

Type PTR four-wheel open with brake platform (4).

Piko

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

Epoch III DR

BR55 0-8-0 with 'Parteitag' lettering on the tender (4).

V15 0-4-0 diesel with jackshaft drive in blue (1).

Set of two type G02 four-wheel vans, with and without raised brake house, with 'Fortschritt' tractor branding (2).

Epoch IV DR

Modified tooling: BR8310 2-8-4T (3).

BR130 'Ludmilla' Co-Co diesel (3).

Reko bogie coaches – second baggage in chrome oxide green with grey roof, second in green with brown roof, and restaurant in 'Mitropa' red (all 3).

Type G02 four-wheel van with raised brake house with 'Plaste aus Schopau' placards (2).

Modified tooling: type G02 four-wheel van with raised brake house equipped with digital measuring equipment (2).

Twin silo four-wheel wagon with patched paintwork (3).

Four-wheel flat with two 'Deutrans' 20' containers (3).

Piko DB BR150



Epoch IV DB

Modified tooling – BR150 Co-Co electric in blue-beige (4).

BR290 B-B diesel in wine red (2).

Epoch V DBAG

DR Reko coaches on Görlitz V bogies in green with brown roof – two seconds and second baggage (all 4).

Epoch VI

BR151 Co-Co electric in 'Railpool' silver & blue (3).

TRAXX3 Bo-Bo electric in DBAG traffic red (2).

Vectron Bo-Bo electric as BR193 in DBAG traffic red (4).

BR223 Herkules Bo-Bo diesel in 'evb Logistik' blue livery (prototype photo)(2).

G1206 B-B diesel in 'RBH' silver & blue (3).

Czechoslovakia

Epoch III – type G02 four-wheel van with and without raised brake house (both 3).

Epoch IV – new tooling: CSD class S 499.1 Bo-Bo electric (1).

Epoch VI – modified tooling: TRAXX3 as class 388 in CD Cargo blue & white (prototype photo)(3).

Vectron Bo-Bo electric in 'Mettrans' livery (2).

Hungary

Epoch III – MÁV type G02 four-wheel van (4).

Roco DR BR110



Roco

There is a separate 8 page brochure for TT.

Epoch III DR – BR80 0-6-0T (3).

Epoch IV DR – BR44 three-cylinder 2-10-0 with simplified wartime cab, as rebuilt in the 1950s with Wendler pulverised coal firing. As well as the new coal bunker, the locos had an auxiliary air pump and reservoir on the left-hand running plate (3).

BR132 'Ludmilla' Co-Co diesel electric, with narrow white stripe at the base of the sides (3).

Update: BR110 centre cab diesel hydraulic with revised drive. Also BR108 shunting variant in orange.

Set of two type Eans bogie opens.

Epoch VI – 'Ludmilla' Co-Co diesel electric as BR233 in DB Bahnbau yellow livery.

Czechoslovakia

Epoch IV – T679 Co-Co diesel electric (M62 'Taigatrommel') without silencer, in red.

Poland

Epoch VI – set of two type Eanos bogie opens in PKP Cargo blue.

Roco DR BR108



Arnold

DR Epoch III

Modified tooling – articulated double-deck coach set with control cab at both ends in chrome dioxide green with grey roof.

Also in Epoch IV light green with brown roof.

DR Epoch IV

BR58 three-cylinder 2-10-0 (Prussian G12) with three dome boiler and with four dome boiler.

Kühn

Given the delays in the past year to existing projects, Kühn have decided to concentrate on catching up rather than announce new projects.

Arnold DR double-deck articulated set



Märklin

This year marks 50 years of Mini-Club Z.

Epoch I

The Insider model for the year is a type G10 four-wheel van with raised brake house registered with the Royal Württemberg State Railways. Limited edition for club members.

Epoch II

set of two type O10 four-wheel lowsides with brake house, with timber loads.

Epoch III

BR78 4-6-4T, revised model with coreless motor and finer motion.

Insider model for the year – new tooling: the unique V320 001 C-C diesel hydraulic. MHI limited edition, must be ordered by end of February.

New tooling – set of five G10 four-wheel vans, three with raised brake house, two of them the short or 'economy' variant (a new model). Three with DB markings, one Saarland, and on DR Brit-US Zone.

Märklin type G10



New tooling – set of five four-wheel wagons: two Omm52 steel opens, one G10 van, one K15 open with lids with brake platform, and one Pwgs41 crew van (a new model).

Märklin type Pwgs41



Type Rmms33 four-wheel lowside with side stakes with brake platform carrying construction materials.

The museum wagon for the year is a type OOt43 high capacity side discharge bogie hopper for coke used by the 'Stadtwerke Göppingen'. Limited edition, only available from the Märklineum shop.

Epoch IV

MHI limited edition start set: BR216 B-B diesel with Aüm²⁰³ compartment first, Büm²³⁴ compartment second, and Düm⁹⁰² baggage in the so-called 'pop' liveries (orange, blue, and green respectively) with an oval of track and a controller.

To extend the train a set of three more coaches: Büm²³⁴ second and two Bcū²⁴³ couchettes, one lilac and one violet.

BR150 Co-Co electric in green, with rounded side windows, high efficiency ventilators, and no rainstrip. Now with new coreless motor.

BR194 Co-Co electric in green as used on the Geislinger Steige. MHI limited edition.

Set of three type B3yge⁷⁶¹ six-wheel Umbauwagen seconds. MHI limited edition. Described as an authentic local school train on the Geislinger Steige, a light load for a 194, but the six-wheel Umbauwagen were closed-coupled in pairs.

Set of three type Td⁹³³ swing roof four-wheel hoppers used by 'Westdeutsche Quarzwerke', with a delivery lorry and a laser-cut card kit for a portable conveyor belt.

Märklin DB V320



Märklin DR BR015



Epoch V

BR120 Bo-Bo electric in orient red. Now with new coreless motor.

Epoch VI

New tooling: former DR 015 rebuilt coal-fired Pacific as a museum locomotive operated by the Eisenbahn Freunde Zollernbahn (EFZ) based at Rottweil. Metal body, coreless motor.

BR185.2 (TRAXX F140 AC2) as operated by DB Schenker Rail Scandinavia in collaboration with Green Cargo of Sweden between Germany and Denmark. Now with new coreless motor.

HectorRail Co-Co electric 162 007 (former DB BR150).

The Messe locomotive for this year is a BR218 B-B diesel in the blue livery of the Preßnitztalbahn. Now with new coreless motor. Supplied in a wooden presentation box.

Set of four bogie intermodal wagons registered with AAE and carrying curtain-side lorry trailers, two 'Tuborg' and two 'Carlsberg'.

France

Epoch III – SNCF 232 TC 4-6-4T (Prussian T18, BR78). Revised with coreless motor and finer motion.

Poland

Epoch VI – Siemens Vectron MS Bo-Bo electric as PKP Cargo class 370 (EU-46).

To accompany, set of five wagons for timber transport: four type Eanos (415W) bogie opens (one in blue livery), three loaded with pit props, and one type Res (424Z) bogie flat carrying long posts. The opens do not have the protective bracket around the handbrake wheel.

America

Alco PA-1 diesel in Union Pacific livery (in co-operation with AZL).

To accompany, set of four UP box cars, with different running numbers, as a limited edition to mark the 160th anniversary of the Union Pacific in 2022.

Switzerland

SBB Ce6/8^{III} 'Crocodile' with platinum-plated metal body as a limited edition to mark the 50th anniversary of Z. Supplied in a wooden presentation box with certificate of authenticity.

Epoch V – new tooling: SBB Re6/6 electric as 11666 Stein-am-Rhein in red livery. Coreless motor.

Austria

Epoch III – ÖBB Rh64 2-6-2T, with welded tanks, no central smokebox fastening, and no bell.

Set of three four-wheel tank wagons with brake platform used by the 'Martha' company.

Märklin SBB Ce6/8^{III}



Märklin SBB Re6/6



Useful addresses

The following list gives the addresses of firms mentioned in our report whose products may not be widely known or readily available in the UK. Brands which should be familiar from regular advertisements and reviews in the magazine have been omitted. Websites are included if known, or an e-mail address if available. If contacting companies in Europe, it should not be assumed that English is understood.

ASM (Arndt Spezial-Modell)

Auf der Rübekuhle 23A,
D-21335 Lüneburg, Germany
<https://as-modell.de>

Artitec Models

Papaverweg 29b,
NL-1032 KE, Amsterdam, The Netherlands
www.artitec.nl

B-Models (Van Biervliet)

Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com www.b-models.be

Bauer Ladegüter

Kirchenstraße 6,
D-93142 Maxhütte-Haidhof, Germany
www.ladegueter-bauer.de

ESU (electronic solutions ulm)

Edisonallee 29, D-89231 Neu-Ulm, Germany
www.esu.eu

Exact-train

Ijssvogellaan 15, NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Fulgurex

Ch. du Reposoir 16, CH-1007 Lausanne, Switzerland
www.fulgurex.ch

Heris Modelleisenbahn

Kaesbachstraße 17,
D-41063 Mönchengladbach, Germany
www.heris-modelleisenbahn.de

Jägerndorfer Spielwaren GmbH

Bundesstrasse 20, A-2563 Pottenstein, Austria
www.jaegerndorfer.at

Joswood – Jörg Schmidt

Steinbeck 54 (Hinterhaus),
D-42119 Wuppertal, Germany
www.joswood-gmbh.de

KM1 Modellbau

Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Kühn

Maarweg 48b, D-53619 Rheinbreitbach, Germany
www.kuehn-modell.de

Lemke (Kato/Hobbytrain/Mehano)

Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

Loewe Modellbahnzubehör

Steinschrotweg 7, D-96450 Coburg, Germany
www.loewe-modellbahnzubehoer.de

LS Models

Rue Bosfagnes 31, B-4950 Sourbrodt, Belgium
www.lsmodels.com

Mabar

Av. de Cabrera 36 - 5ª floor,
E-08302 Mataró, Barcelona, Spain
www.mabar.es

Mafen

Model FAB Trains S.L., Avda. Cognost, 37 Nave 7,
E-08760 Martorell, Barcelona, Spain
www.mafen.eu

MBW

Wolfsbank 6, D-45472 Mülheim, Germany
<https://mbw-modellbahnen.de>

Minitrains (Standard Light GmbH)

Werftstraße 12, D-76189 Karlsruhe, Germany
www.minitrains.eu

MO-Miniatur

Gustl-Waldaur-Str.42, D-84030 Ergolding-Piflas,
Germany
www.mo-miniatur.com

NMJ (Norsk Modell Jernbane)

Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

REE Modèles / Mikado Train

46, Route de Paris, F-77370 Nangis, France
www.ree-modeles.com

Schlosser (Lok-Schlosserei)

Lengsfelder Straße 1b, D-36460 Dietlas, Germany
www.lok-schlosserei.de

Schnellenkamp

Treiser Pfad 1, D-35418 Buseck, Germany
spur-0-kaufhaus.de

Stangel

PL-95-100 Zgierz ul. Zytnia 66, Poland
www.stangel.pl

Weinert

Mittlewending 7, D-28833 Weyhe/Dreye, Germany
www.weinert-modellbau.de

Technical

ESU CabControl



ESU

CabControl

The new CabControl DCC digital centre combines the user-friendliness of the popular MobileControl II handheld controller with the Integrated Control Unit (ICU) base station, a high-quality DCC controller with Railcom® and RailComPlus® as well as a complete WLAN access point, with a powerful booster. When switched on, the handheld controller automatically connects to the base station WLAN for remote control over a range of c.10m.

With 7A output power protected against overload and short circuit, and a touch-sensitive high-resolution 3.2-inch TFT display, the CabControl is ideal for modelers wanting simple manual operation without wires but do not want to forego the convenience of automatic locomotive recognition.

The MobileControl handheld controller offers a sensitively reacting rotary control and four tactile function keys on the sides, which ensure error-free operation without eye contact. It can be charged like a mobile 'phone using a micro USB cable (supplied) via the USB port or an external charger.

The CabControl system can accommodate 32 MobileControl II hand controllers.

The ICU software can be updated at any time using the USB socket. The CabControl can also be integrated a home network via the integrated LAN socket to implement computer control with well-known software. If required, ECoS Detector feedback modules can also be connected to the integrated ECoSlink bus and used with the software for system control.

Delivery is planned for the third quarter.

Electromagnetic digital coupling

In response to many customer requests, ESU are now offering their new electromagnetic digital coupling separately for retro-fitting to HO vehicles with a NEM pocket. The integrated height adjustment allows the coupler to be easily adapted to the locomotive. Two highly flexible cables are ready soldered to the coupling. A LokSound 5 or LokPilot 5 is recommended for control, as these have the appropriate control mode.

Delivery is due in the second quarter.

ESU HO digital coupling



LokSound 5 micro DCC Direct Kato wide body

For Kato N gauge diesels with a wide body, this is a complete exchange circuit board to replace the original factory-installed unit which does not have a socket for a decoder. The device is a pure DCC decoder and can be used with all LokSound 5 generation sound projects. Delivery Q3.

LokSound 5 micro DCC Direct Atlas

For older Atlas N diesels, this complete exchange circuit board similarly replaces the factory-installed one. The module is a pure DCC decoder and can be used with all LokSound 5 generation sound projects. In this way, older analogue Atlas models can easily be brought into the digital age. Delivery Q3.

Herkat

HO – the rail cleaning wagon, based on a four-wheel refrigerated van, now has new 'Tiefkühlkost' decoration. Available for two- and three-rail track. The doors can be opened to check the level of the cleaning fluid.

Push-button switches with built-in two colour LEDs – red/green or white/yellow.

Extremely thin cable – external diameter only 0.55mm, cross section 0.04mm², in green, yellow, or white.

Herkat HO rail cleaner



Lenz

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

The current loco project, the BR01 Pacific, like all Lenz O locomotives, is of mixed metal and plastic construction, with built-in digital decoder, original sound, USP energy storage, ABC braking, a smoke generator, wheel-synchronised 'steam' output, and remote controllable couplings. It has been a particularly demanding task during the pandemic when many questions during development could be clarified by visiting the production facility, as is usually the case. Production should now start in May.

The DB E41 Bo-Bo electric has been similarly affected and is also scheduled for May.

The tooling for the E94 Co-Co electric was acquired from MTH and the aim is to re-issue the model with improvements in the drive. The necessary adjustments to the moulds are currently being made.

BR64 2-6-2T: all the changes that were necessary for the installing the smoke generator into the existing model have been completed. The first test sample has been produced and is now being put through its paces.

BR98⁸ 0-8-0T: the design work is now complete, and construction of the moulds has been started. In parallel, the electronics are being developed.

Lenz BR98⁸ 0-8-0T



DR V100 B-B diesel: the design work is almost complete. In the first production batch two variants are planned: Epoch 3, in RAL 3004 with two decorative stripes; and Epoch 4, body colour TGL 0705, with one stripe. Other variants will follow.

DR reko coaches were announced in the middle of last year. The project is now picking up speed, so that the mould construction should start in the first quarter of this year. The project includes three different types, which will appear in different colour schemes, and with either swan neck or Görlitz V bogies. The first variants have been planned so that prototypical train sets can be assembled.

The classic VT98 rail bus is to be re-issued by popular demand, with new numbers in both Epoch III and IV versions. There will also be three new limited editions if the required order quantity is reached.

Lenz DB E41



Lenz DB BR01 4-6-2



Lenz DB BR01 4-6-2



Lenz DR reko coaches



The red Thunderboxes are coming back! By popular request, Lenz will be re-issuing a limited series.

A construction train set has been made by combining composite and second class *Umbauwagen* as a limited edition in ocean blue (RAL5020). As in the prototype, some windows are closed. The vehicles will

not be available individually. The coaches have no interiors, but the lighting and tail lights can be controlled digitally.

As a supplement to the Tegernsee coach sets of six-wheel and bogie *Umbauwagen*, another B4yge bogie second will be produced in a different livery.

The type Pwghs54 freight train baggage van is being reissued, in both Epoch III and IV versions.

Lenz DB E94



KM1

The planned new items are:

DB BR10 semi-streamlined Pacific, often referred to as 'the black swan'. Both variants are planned.

To balance the DB prestige Pacific with a DR example, the unique 18 201 is also planned.

In contrast to these unique machines, the BR42 war locomotive (KDL3) was procured in large numbers. While the austerity BR52 was developed from the BR50, the BR42 was a completely new construction.

All these models feature a coreless motor, DCM3 high-performance decoder, two-channel TS16 sound module with control of individual operating noises, broadband loudspeaker, dynamic smoke with the latest generation of independent cylinder steam with 40 minutes running time per filling, easy filling via chimney, servo changeover from forward to reverse, cab lighting, firebox light, running gear lights, head and tail lights that change with the direction of travel (white/red), red tail lights can be switched separately, warm light LEDs, robust cardan drive with rollable and ball-bearing transmission, drive and axles ball-bearing and spring-loaded, tyres of stainless steel, low-noise and low-maintenance power collection via axle bearings, sprung buffers, movable water tank lid, movable cab doors, opening smokebox door, movable lubrication pump drive, very fine simulated lubrication lines, detailed multi-coloured cab interior with real wood floor, screw couplings can be exchanged for standard couplings (NEM 365), and optional remote-controlled couplings.

The DB V90 B-B diesel for heavy shunting and trip working is also planned, as usual to a very high standard and with a choice of liveries and numbers across several periods.

MBW

A sample of the BR86 2-8-2T Classic is expected by the end of March, then the first batch should be ready in October and a second batch in December.

Other plans for this year include BR85 2-10-2T, BR56²⁰⁻²⁹ 2-8-0, BR65 2-8-4T, BR03 Pacific, and the 'Glaskasten' 0-4-0T, as well as E36 *Eilzugwagen* fast train coaches and the type Glmhs50 four-wheel van.

For 2023, the list includes a brass BR86, plus BR80 0-6-0T, BR 01⁵ Pacific, BR41 2-8-2 including with the short tender and DR variants (as a very limited edition of just 120 altogether), and the V90/BR290 B-B diesel. There should also be a revised new issue of the *Silberlinge* coaches.

Schnellenkamp

The O gauge specialist is working on the 63m³ standard tank wagon in over twenty variants, and the type Tehs50 refrigerated van (type 2).

The models are to 1:45 scale, of mixed plastic and metal construction. They are supplied with NEM (Lenz) couplings but prototypical screw couplings are also included.

Also planned is a second edition of the "From house to house" Magirus tractor unit with Ackermann trailer in DB red.

All are illustrated with prototype photos. Delivery dates cannot be given at the moment as there are too many uncertainties.

Fulgurex

The long-awaited NORD/SNCF 221 Atlantic will be available some time in the summer this year. The locomotive was presented for the first time at the Expo Universelle in Paris in 1900, and its heyday was in the 1920s. Other companies also ordered this design (P-O, ETAT, MIDI, etc.). The models are offered in NORD, P-O, MIDI, ETAT and SNCF versions. They come with digital sound as standard. This is a limited edition of only 55.

The BLS Re4/4 electric is now not expected until 2023 in several numbers and names across Epochs III and IV, the latter with reinforced pantographs, and one with single arm pantographs.

KM1 DB 10 001



KM1 DB 10 002



KM1 DR 18 201



KM1 BR42 2-10-0



KM1 DB V90



This model is one of the company's most extensive project to date. Countless details, some of which actually work, are built in. The models are of course

digital, with authentic sound. They will have very good running characteristics and enormous traction (as befits BLS machines). The limited edition is 55 in all.



Märklin

Gauge 1 occupies 30 pages in the full catalogue.

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

Epoch I

New tooling – unique Bavarian S2/6 4-4-4 No.3201 built 1907, for almost thirty years the fastest loco in Germany, notable for the semi-streamlining and 2m diameter drivers. Model has mfx/DCC decoder controlling drive, lights, sound, smoke, and flickering firebox, with digitally operated firebox door and moving fireman, plus coal in the tender that sinks as it is 'used'. Offered in green c.1906/7, Pfalz violet c.1910 to 1912, Bavarian c.1924, as DRG BR15 in black c.1928, and as preserved in the Nürnberg transport museum (not operational).

Märklin type OÖtz50



Epoch III DB

Museum wagon for the year – type OÖtz50 high capacity side discharge bogie hopper for coke used by the 'Göppinger Stadtwerke'. Limited edition, only available from the Märklineum shop.

Epoch III-IV

Magirus Merkur 120S lorry with round bonnet loaded with a loco driving wheelset. Limited edition.



Märklin DRG BR15



KM1 Modellbau

The model of 18 201 is due to be delivered in the second quarter and work is already under way on tooling for 03 1010. It therefore makes sense to expand the selection of test locos based at Halle with another Pacific, 18 314, known as 'Schorsch', in seven variants from Epoch III to preserved.

It will be in the Premium series, made of brass and stainless steel, with a high power motor, robust shaft drive with roller bearings, digital decoder with realistic HDKM-16 sound, wide range speaker, dynamic smoke with cylinder and whistle outputs with c.40 minutes running per filling, fully modelled three-cylinder motion with servo-operated reversing, directional head and tail lights, running gear lights, cab lights, firebox flicker, opening smokebox door, detailed cab interior, working cab doors, opening water filler, working lubricator link, close-coupling between loco and tender, sprung buffers, plus both practical model and authentic screw couplings.

The series of former Bavarian tender locos will be continued with the P3/5H (BR38.4) 4-6-0 as a Premium model, in ten variants from Epoch IIa to IIIb.

Prussian locos remain popular so to complement the T3 0-6-0T (BR89) and T9³ (BR913-18) 2-6-0T the T12 2-6-0T (BR74) is planned as a Classic Edition 2.0 brass model in ten variants from Epoch I to preserved.



KM1 BR91 2-6-0T

The Deutsche Bundesbahn V60 (later BR260) 0-6-0D has proved a very successful model so eight more Epoch III and IV versions are listed as Classic Editions.

It will also feature in a start set with five four-wheel wagons (two G10 vans, two BTms33 small container flats, and one Rmms33 lowside with side stakes), in three versions across Epochs III and IV.

Not just a sensible addition to the range but also attractive prototypes in their own right – Bavarian six-wheel coaches of types AB3iBay07 composite, C3iBay99 third, und Pw3i baggage. They came to be widely distributed in Germany and were also used by other administrations, among them ÖBB and SNCB/NMBS. As usual, the models will be produced in several versions, from Epoch I to IIIb.

KM1 DB V60



KM1 DB BR260





KM1 BR74 2-6-0T



KM1 BR74 2-6-0T

KM1 type G10



KM1 type BTms33



KM1 type Rmms33



MBW

According to the website, plans for this year include the BR52 *Kriegslok* 2-10-0, the BR52.80 DR rebuild, BR24 2-6-0, BR41 2-8-2 (including the short tender variant, and DR versions, as very limited editions), BR64 2-6-2T, BR38 4-6-0 (including the BR78.10 short tender 'tank' adaptation, and the DB V90/BR290 B-B diesel.

Looking forward to 2023, the list consists of BR44 three-cylinder 2-10-0, BR03¹⁰ three-cylinder light Pacific (including the streamlined variant), the BR53 2-6-8-0 Mallet proposed by Borsig for war service but never built, the VT10.5 diesel train, and a Henschel DH500 rod-coupled -6-0 industrial diesel.

The large E95 electric is also on the 'wish list' but this will probably now not be until 2024.



Fulgurex

Following the delivery of the Gotthard A3/5 4-6-0 last year, due to customer demand, the matching bogie coaches will be produced this year and should be available in the spring.

They will only be sold as a set of four: one A4 first, one AB4 composite, one B4 second, and one FZ4 baggage van.

These coaches were very luxurious and on a par with the *Orient Express*. The models will replicate the original mahogany wood panelling, upholstered seats, Lalique glass, etc.

The limited edition will be just twenty sets.

MoMiniatur DB Klvi2



Mo-Miniatur

The powered model of the DB Klvi2 inspection *draisine*, which lasted in service until 1997, should be available soon. It represents the best known variant, with rounded bonnet. The model will include a multi-protocol sound decoder with several light functions. There is also an option for a working built-in reversing turntable. An unpowered model is also offered.

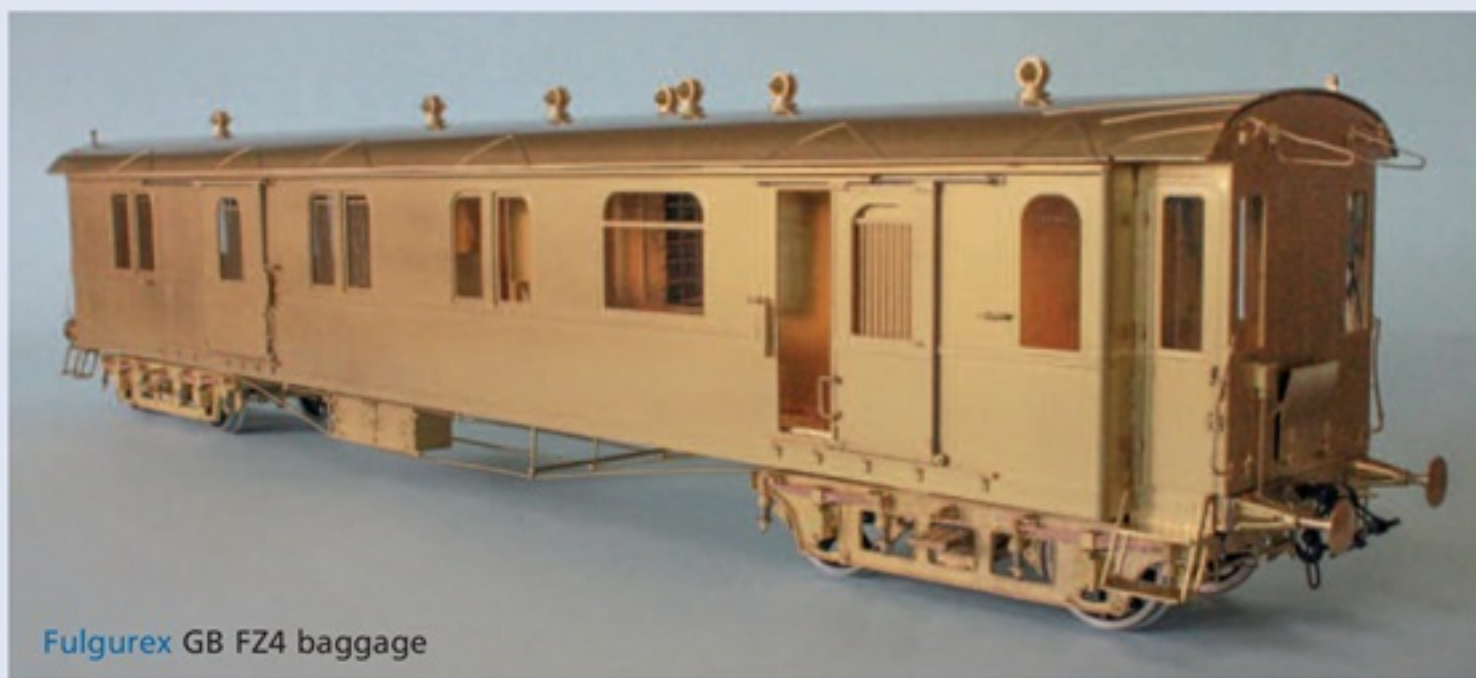
MoMiniatur DB Klvi2



Fulgurex GB A4 first



Fulgurex GB FZ4 baggage



Narrow gauge



Bemo HOe DR IVK

German HOm/e

Bemo

The new items leaflet is just four A4 pages this year.

The aim of keeping the period between announcing a model and delivery as short as possible has unfortunately not been achieved in 2021. The delays were due to the pandemic on the one hand and the large number of new products in the autumn. So the announcement of new products for 2022 is deliberately low key.

This report covers new models to be delivered in the first half of the year. There will be further announcements in summer and autumn of products that should be delivered in a timely manner.

In HOe, an Exclusive Metal Collection limited edition model of the Sachsen IVK as 99 597, for the first time factory fitted with working lights (including in the cab) and a digital sound decoder (esu Loksound 5 nano with Henning sound). Must be ordered by 1st May. In the 1960s this loco was used on the Preßnitztalbahn and ran for a year on the Hetzdorf - Eppendorf line. It was retired in 1968 and scrapped in 1969. It had been equipped with a transverse-mounted 85V alternator while based Zittau to power the heavy holiday trains. Because the generator was larger than the 24V type, it swapped places with the bell. After conversion to 24V, this arrangement was retained, with the bell on the left.

Tillig

The narrow gauge range again has its own leaflet, up to 16 pages this year.

The planned Harz Mallet is still under way, illustrated with prototype photos and CAD images of the mechanism but delivery is not quoted.

Former NWE bogie coaches BC4i composite and C4i third in DRG Epoch II green (4).

Standard KB4ip bogie coach in DR Epoch III green and as a limited edition in 'Harzer Roller' two tone green (both 4).

Former Spreewald four-wheel balcony end clerestory roof stock in DR Epoch III green: KBDi second baggage (1) and KBi second, two numbers (3 and 4).

The baggage and the coach will also be offered in freelance 'NKB' red & cream (metre gauge) or green & cream (narrow gauge)(2 and 4).

Harz bogie open wagon as open observation car in 'NKB' grey (4).

Modified tooling: KBDi second baggage in HSB Epoch V-VI red (4).

Type Gw four-wheel van and type Ow four-wheel open with DR Epoch III markings (both 2).

All vehicles are offered in HOm and HOe.

Lok-Schlosserei HOe Prignitz Gww



Tillig HOm HSB KDBi second baggage



Weinert HOm Hoya Syke Asendorf coaches



Weinert

A kit for Hoya Syke Asendorf bogie coach with a flat roof and open platforms, built by the Uerdinger Waggonfabrik in 1899. Nos.551, 553, and 556 can be built from the kit. Another kit for No.552, with flat roof and enclosed vestibules, is also offered. The etched brass body is ready folded brass and comes with cast brass details, whitmetal frame, cast brass bogies, and Y-spoke wheels (specify HOm or HOe). Markings included. An interior kit (plastic with etched brass details) is available separately.

Lok-Schlosserei

This maker produces high quality etched brass models with cast brass details, offered either as kits, with transfers and full instructions, or assembled.

HOe – as already announced, accurate models of standard Sachsen bogie coaches of types B4sa 29, B4sa 30, and C4sa 30. B4sa 29 has open solebars, the others have the frames covered. Full interiors made of brass and plastic parts. The models are designed to use either regular or Scharfenberg couplings (by Veit). Delivery will probably take place at the end of the first quarter.

They will be followed by the standard type D4sa 30 baggage van from mid-2022.

Also previously advised, one of the four 'refrigerated' (insulated) vans used on the Prignitz network for the transport of milk. Gkw73 (later DR 97-52-53) was built in Werdau around 1906 and was used for this purpose until around 1961, after which it was used as a general freight vehicle (coded Gww), albeit in green livery. It has been preserved and restored to working again as a milk van. Due in the first quarter.

New for 2022 is a model of the other Prignitz refrigerated vans which were delivered from Düsseldorf around 1904. They had a slightly different chassis (axle-boxes symmetrical on the frame) but basically the same car body. In use as refrigerated vans until around 1961, after which they were to be converted into normal vans with sliding doors, classified Gww. However, 97-52-72 retained its folding doors while the body was just repainted red-brown. The model can be ordered as Gkw72 with a choice of three numbers (99-52-70 ... -73) or as modified only as Gww 97-52-72. Delivery expected mid-2022.

The other two Prignitz milk vans from Düsseldorf were converted into normal vans with sliding doors around 1961, numbered Gww 97-52-70 and -71 until the end of operations, both in the standard red-brown livery for freight wagons, though 97-52-71 bore the inscription 'General Cargo Wagon'. Delivery probably mid-2022.

Also new for 2022 is a model of the so-called pole wagon RR26 (later 97-55-26) from the Prignitz lines, with a closed brake house and details changed compared to the already available RR01 and RR16. Delivery is expected mid-2022. The model can be equipped with regular couplings.

For HOm there will be models of the four-wheel coaches from the Gera-Pforten - Wuitz-Mummsdorf line, which were in use since the early days. 900-251 was an open saloon and is now owned by the DEV, while 900-252 is currently being rebuilt by the IG Hirschbergbahn in Georgenthal. Both models will be in DR condition. They will be delivered from the end of the first quarter.

Lok-Schlosserei HOe DR C4sa30



Lok-Schlosserei HOm DR 900-251



Lok-Schlosserei HOm DR 900-252





Minitrains HOe Deutz

Minitrains

New in HOe this year is a classic industrial locomotive – the Deutz 122F diesel, a universal workhorse used on many light railways. They will be made in blue, green, or grey, all with a red chassis. The main dimensions are: 52mm length, 20mm width, and 32mm height. (The photo shows a pre-production sample, still missing some details.) Release is planned for May.

Roco HOe ÖBB Rh2095



Austrian HOe

Roco

As part of the selection to mark 150 years of railways in the Vorarlberg, the Rh2095 B-B diesel will be issued in original condition with raised beading and Epoch IV markings (2), accompanied by a set of three bogie coaches with advertising placards, as used on the Bregenzerwald line (1).

Roco HOe ÖBB Bregenz coach set



Roco HOe ÖBB Spantenwagen



Liliput HOe Zillertal coach set

Roco HOe ÖBB Rh2095



There will also be an Epoch V version of the Rh2095 with ÖBB Pflatsch logo as 2095 004-4 (4).

New tooling: the so-called *Spantenwagen*, four-wheel rebuilt body balcony end coaches, with full frame windows and Webasto heating equipment, in three versions: with and without toilet, and non-smoking. (4)

Set of two bogie coaches in Zillertalbahn red (2).

Roco HOe Zillertal coach



Liliput

Set of three Zillertalbahn four-wheel coaches, Bi/s 17, Bi/s 20, and PF/s 51 service van, all with wooden planked sides and spoked wheels. As with the prototype, the models of this train from 1968/1969 are in different shades of brown and have different lettering. Variation in the colour tones and the roofs are therefore intentional.

Zillertalbahn second class coach B4 31, in current condition, not previously offered in the range.

Liliput HOe Zillertal B4 31



Halling / Ferro-Train / Stängl

There is no leaflet describing all planned new items, but new releases will be advised regularly through the year as they become available.

For example, there are two new livery versions of the Ötscherbär 3206 coach. Rabenstein a.d. Pielach is located in an idyllic valley about 35 minutes by train from St.Pölten. Rabenstein station is the starting and end point of a network of hiking trails covering around 100km. To buy provisions or to fortify themselves after

Stängl HOe 'Rabenstein' coach



a hike, people like to stop at the Penzenauer bakery, which explains the choice of advertisers on the two new limited edition models.

Stängl HOe 'Penzenauer' coach



Tramfabriek

This year Tramfabriek has not released a new items brochure but prefers to announce new products only when they are ready (or practically ready) and available. It takes a lot of time to create such a brochure which could be devoted to making products.

Available now are etched metal replacement steps for Liliput HOe Austrian and German coaches. The originals steps are quite crude yet still fragile, and often broken. Of course they can be used for other projects.

Tramfabriek HOe coach steps



Tramfabriek HOe coach steps fitted



Roco HOe ÖBB Spantenwagen



Roco HOe ÖBB Spantenwagen



Bemo H0m Rhätische Bahn 'Capricorn'



REE H0m CFD BB-400



French and Belgian H0m

REE

The four-wheel wagons (van, open and flat) proved very popular and further batch has been delivered.

The Billard A80D diesel *autorail*, dating from 1936, is now due in March. It will have working head and tail lights, and interior lighting. DCC sound is an option, recorded on the CF du Vivarais. Four number/livery versions are proposed initially: CFD 313 and 314 in Epoch III red & pearl grey; CFV ruby & cream with aluminium roof, as in tourist service (Epoch IV); and CFV red & grey (Epoch IV-V).

The BB-400 diesel with rod-coupled bogies is now scheduled for release in 2022. Four versions are proposed: Vivarais, Provence, P-O Corrèze, and Corsica. A 3D-printed sample was shown.

Ferivan H0m NMVB/SNCV BN low floor



Ferivan

A range of Belgian Vicinal stock. Vehicles are usually offered in H0m or HO. Plans include:

BN low floor tram in either Coast (ER) or Charleroi (ZR) versions, ready-to-run.

Antwerp PCC tram in De Lijn livery, ready to run.

As kits with motor or ready assembled:

Motor cars 9470 – 9477

Service trams 9950 – 9954

Service trams 9959 – 9964

Rail grinding trams 21003 – 21006

Type 10 0-6-0T steam tram, either as a pre-painted kit or assembled, only in HO.

Ferivan H0m NMVB/SNCV rail grinders



Swiss metre gauge in H0m

Bemo

The four-page A4 leaflet may not include all that will be announced in the course of the year. There will be further news in the summer and the autumn.

In the first half of the year Bemo will concentrate on the production of projects that have already been announced, such as the RhB standard EWI coach in 0m and the MOB low-floor coaches in H0m, plus the 'Metal Collection' RhB/MGB shunting tractors'.

Most proposals are illustrated with prototype pictures.

Rhätische Bahn

The first ABe4/16 RTZ 'Capricorn' multiple unit trains manufactured by Stadler have been in scheduled operation on the RhB since summer 2020. The trains are capable of 120km/h and consist of a power car and two intermediate coaches with a total of 129 seats in second class and multi-functional compartments. The driving trailer offers 35 seats in first class. Train 3133, outshopped in a special 'Champagne' livery, was named *Piz Palù* on 25th November 2021 as the 500th car body manufactured in Altenrhein for the RhB since 1960. Bemo will produce this a limited edition (to be ordered by 1st October) as well as set 3111 *Piz Ela* in standard red, for delivery in 2023.

Ge4/4^{II} 618 *Bergün* in new red.

Two new numbers for EWI composites in new red.

Two new numbers for the centre entrance shuttle train composites plus one new second.

Three new numbers for the type Uc/Uce four-wheel cement silo in white, one with red band.

Two new numbers for the type Hai-tvz sliding side bogie vans.

Furka Oberalp

New issue of the HGe4/4^I rack-fitted electric as No.31.

Rebuilt coaches: six of the thirty bogie open balcony coaches originally put into service in 1914 were converted to closed platforms with corridor connections and fitted with new SWS bogies. The first edition of these models had the original round torpedo roof vents; this run (one first, one composite, and one second) has modernised flat roof vents.

Open balcony bogie coaches – second on SIG bogies, composite on SWS bogies.

The composite will also be offered as preserved in Furka Bergstrecke red livery.

MOB

At the end of January, four new models of the MOB 'sept à vingt' railcars announced last year were delivered, initially only analog DC versions: CFZe4/4 1004 and 1005 with white/light grey bodies in the condition before they were converted to service vehicles in 1956.

Bemo H0m MOB CFZe4/4 1004



Bemo H0m MOB X22



Bemo H0m MOB X21



After intensive research, 1004 was produced with and 1005 without shadow lettering. They are also offered as service vehicles X21 and X 22 in the red oxide livery carried from 1956 until they were scrapped in 1967 and 1970. X22 is in c.1956 condition, while X21 is somewhat faded, as it was shortly before it was taken out of service. The sound fitted models will be delivered as soon as the decoders are available. The sound was recorded using preserved railcar 11 with the kind co-operation of the Blonay-Chamby Museum Railway.

The modern panoramic low floor centre entrance coaches make quite a contrast. Although in service for just ten years they have carried several different liveries and markings, and Bemo have produced four numbers in different styles: white with 'Transgoldenpass/7/bls'; white with 'Transgoldenpass/goldenpass'; white/gold with 'GoldenPass Panoramic'; and white/gold with 'goldenpass'.

Bemo H0m MOB low floor coaches



Ferivan HO NMVB/SNCV type 10 0-6-0T





Kato Nn RhB Ge4/4 III 631

Nn

Kato

Rhätische Bahn 1:150 scale running on 9mm (N) track.

A new version of the Ge4/4 III as 618 *Bergün* is expected in summer. Prototype photo.

Ge4/4 III 631 *Untervaz* will be re-run. This model was introduced in 2018 and sold out very quickly. Expected release: summer. Prototype photo.

Further exclusive advertising versions of the Ge4/4 III. No.646 was originally named 'Santa Maria Val Müstair' after a small community in Graubünden. It now carries advertising for BÜGA (Bündner Generalabonnement or Graubünden General Season Ticket).

Kato Nn RhB Ge4/4 III 646



Kato Nn RhB Ge4/4 III 649



No.649 *Lavin* (named after a small town) carries advertising for Holcim (Schweiz) AG, one of the leading manufacturers of building materials in Switzerland.

Both are already available.

All locomotives are equipped with standard N couplers but can be exchanged for close couplers.

Replacement circuit boards with DCC decoders are available.

In the summer, Kato will launch RhB flat wagons and refrigerated containers in various Coop and the Swiss Post designs. The Coop, based in Basel, is one of the largest wholesale and retail companies in Switzerland. It supplies the food distribution centres in Graubünden using refrigerated containers each with a fruit or vegetable image, e.g. a pineapple or potato.

Swiss Post advertises with striking slogans on containers in German, French and Italian. The containers come from the Weinfelden distribution centre via the SBB and are transferred to the RhB at Landquart.

Kato offer the four-wheel type Lb-v flat and the bogie type Sb-t flat individually, without a container.

There will also be an eight piece set, which contains five different Coop containers as well as three different Swiss Post containers with a combination of six four-wheel and two bogie wagons. The containers can be detached from the wagons. For expansion, more Coop and Swiss Post containers are available in sets of two. Expected release: summer. Prototype photos.

AB-Modell Nm RhB EWI coach



Nm

AB-Modell

This specialist offers further finishes on the Kato models. They can also adapt the locos and stock to 6.5mm gauge. They also offer nickel-silver scale models with most of the same finishes.

Their own product line consists of hand-crafted metre gauge locos and rolling stock to the correct 1:160 scale on 6.5mm gauge.

They are celebrating their 25 years, with a freelance livery on RhB Ge4/4 III 639 and a set of two sliding side bogie vans, Haiqq-tyz 5177 with refrigeration equipment and Hai-v 5141 without. Limited editions.

There will be a new version of the RhB Ge4/4 III 648 in the back 'Watson' advertising livery.

The new project is RhB *Einheitswagen* I coaches, first class A1223 – 1243, second class B2341 – 2373, and composites AB1519 – 1534, as hand-made metal models in 1990s red with silver lining and technical panel, three numbers for each body type.

Bogie baggage van D4210 is due in 1970s green with RhB lettering

AB-Modell Nm RhB D4210



AB-Modell Nm RhB Coop containers



There will be new running numbers for the type Lb-v four-wheel flat and type Sb-k-v bogie well wagon each loaded with a Coop refrigerated container with the lemon motif (a Minitrix product).

Two new numbers for the type Kk-w four-wheel lowside with aluminium sides lettered for building materials supplier 'Barit'.

Modified tooling produces Jungfraubahn He2/2 11 rack electric and a set of two coaches, B13 and B17, with modified bodies and gangway connection, as a limited edition representing the *Eiger Ambassador Express*, with flower garlands on the front (mountain side) of the coaches and back (valley side) of the loco.

AB-Modell Nm RhB type Kk-w



AB-Modell Nm Jungfraubahn Eiger Ambassador Express



Bemo Om Rhätische Bahn Ge2/4



Om

Bemo

The Rhätische Bahn EWI coaches announced last year are still in progress.

The RhB box cab electric Ge2/4 is planned for 2023, either as No.221 as it looked until around 1955 with small snowploughs or No.222 in its current condition as preserved with large snowploughs. With detailed equipment room and driver's cab. Driven by a Faulhaber motor via a worm/spur gear on both driving axes, current collection from all wheels, sprung trucks; MTC21 (NEM 660) decoder socket. Digital model with numerous light functions, sound, and servo-operated pantograph. Due to the low demand compared to the high tooling costs, the model will not be offered with wheelsets for the old Fama/Utz track system.

Bemo Om Rhätische Bahn Ge2/4



Schnellenkamp

The O gauge specialist continues to develop the new range of German metre gauge material.

The next items of rolling stock will be the OEG type H short wheelbase four-wheel flat with swivelling bolster, as now running on the DEV at Bruchhausen-Vilsen. The model will be of mixed plastic and metal construction for a high level of detail and sufficient weight. Prototype photo.

The metre gauge vehicles are now supplied with Kadee On3 couplings.

The tram and trailer is about to go into production. The motor car features a coreless motor, decoder with energy storage, high quality loudspeaker, and interior lighting. The trailer also comes with interior lighting controlled by a function decoder. There should be three different finishes, and waterslide decals with advertising will be included.

Schnellenkamp Om tram + trailer





LGB Sachsen I M tram Fairlie



LGB DR 9916 tram Fairlie

LGB

New items are presented in a 52-page A4 landscape format brochure.

Most locos now include a dual protocol mfx/DCC decoder with sound.

Germany

The star item is a High End all metal model of Sachsen class I M metre gauge tram Fairlie, as used on the so-called Rollbockbahn from Reichenbach, to mark the 120th anniversary of the line. It will be produced in both original (and preserved) condition with full roof in lined green livery and in DRG/DR form in black/red with the roof cut back to just the cab. The model will have digital sound, lights, and smoke (from chimneys, cylinders, and whistle).

To accompany it there will be *Rollböcke* (transporter bogies for standard gauge wagons), sold as a set of four (two pairs), with coupling poles.

The V10C 0-6-0 diesel is planned in Mansfelder Bergwerksbahn blue livery, now with new prototypically correct outside frame chassis.

LGB V10C 0-6-0D



New tooling – Nordhausen Wernigerode Eisenbahn metre gauge bogie diesel railcar T3, later VT 137 566, later 187 025, now preserved on the Harz network.

LGB NWE T3



LGB Rollböcke



Club model of the year: bogie coach in the current green & cream livery of the SOEG, operating on the Zittauer Schmalspurbahnen.

Switzerland

New tooling – an accurate scale metal model of Rhätische Bahn Ge6/6' 'Crocodile' as No.415 in current special metallic livery, as a limited edition to mark one hundred years of the type.

RhB Ge4/4^{II} as No.632 Zizers, for the first time in red, with flush glazing, aerials, and rear view mirrors.

Bernina Bahn ABe4/4 railcar No.30 in historic yellow livery.

Bernina Bahn four-wheel coach C 114 in yellow.

RhB four-wheel open observation wagon in yellow.

RhB short four-wheel van with brake platform K1 5615 in grey, now used in special trains.

RhB 'Glacier Express' Panoramic restaurant car WRp 3830, as rebuilt with opening windows, now with LED interior lighting.

Re-issue of RhB second class bogie coach with 'Bärenland' graphics.

Re-issue of RhB four-wheel baggage van D2 4029 used for bicycle transport, decorated with cartoon graphics, different each side.

RhB type Uc four-wheel cement silo No.8011.

RhB type Sp-w bogie flat with double side stakes.

LGB RhB Ge6/6' 415



RhB type Fac bogie hopper.

Re-issue of RhB type Haikqq-y 5167 with 'Feldschlösschen' brewery graphics.

Former Brünig line HG3/3 rack fitted 0-6-0T No.1067 as now preserved by the Ballenberg Dampfbahn.

To accompany – six-wheel coaches: BC28 composite, C31 third, and F51 baggage.

LGB Berninabahn ABe4/4 30



LGB Brünig HG3/3 + coaches



Museum wagon for the year: former Swiss four-wheel van Gb 2621 as now on the Musée des Tramways à Vapeur, a museum line c.30km north of Paris. Only available from the Märklineum shop in Göppingen.

America

Norfolk Southern breakdown train – Co-Co diesel, tank car (with working water pump and spray), and box car.

San Francisco bogie tram No.130, with stickers for various routes and destinations. For the first time with decoder and sound.

Piko

New items are noted in full range 204 page A4 landscape format catalogue. Most are standard gauge prototypes Anticipated delivery dates generally not given.

New tooling – BR94⁵ (Prussian T16¹) 0-10-0T, based on the preserved example 94 1292, with working lights, firebox glow, and smoke unit as standard. Digital sound optional. Prototype photo.

Modified tooling – BR95 2-10-2T as oil-fired machine with replacement boiler. Prototype photo.

BR346 0-8-0 diesel in blue 'PRESS' livery, Epoch VI, with sound. Prototype photo.

Piko DR BR118



BR118 C-C diesel in DR Epoch IV livery, with sound.
BR132 'Ludmilla' Co-Co diesel in DR Epoch IV livery, with sound.

Piko DR BR132



Piko DB BR103



BR798 diesel railcar and trailer in banded mint green with Chiemgau graphics.

BR103 Co-Co electric in 'Lufthansa Airport Express' yellow & white (Epoch IV).

BR218 B-B diesel in DB Epoch V red with white 'bibs', with sound.

DB type Apmz skirted express coach in Epoch IV red & beige.

Type Bpmz²⁹⁶ second in 'Lufthansa Airport Express' yellow & white (Epoch IV).

Silberlinge second, composite, and Wittenberg style driving trailer in DBAG Epoch V banded mint green.

Type G10 four-wheel van with 'Born' mustard graphics, DR Epoch III.

Piko DBAG former Silberlinge



Piko DR Pwg88



Type G10 van with brake house with 'FIT' door panel, DR Epoch III.

Type Pwg88 four-wheel baggage van with cupola with DR Epoch III markings.

Four-wheel tank wagon with brake platform used by 'eva' registered with DB (Epoch IV).

Piko type Otm ballast hopper



New tooling – type Otm four-wheel ballast hopper, initially with DR Epoch IV markings.

Type Ucs twin silo four-wheel wagon with DR Epoch IV markings.

DR Epoch IV four-wheel flat with brake platform carrying two limestone tubs.

Type Shimmns bogie bulkhead flat with hooped tarpaulin cover in DB Cargo traffic red (Epoch V).

Type Pwg88 four-wheel baggage van with cupola equipped as a measuring vehicle, for either analogue or digital operation. It has an integral display screen to show measured data which includes actual train speed (cm/s, m/s, km/h), distance travelled (cm, m, km), total distance (with zeroing function), the ability to measure dead track sections, and gradient measurement. The data can be stored onboard and there is the option to read measurement data without a WiFi connection or via an integral USB port. Apps are available to display and store data on mobile devices and laptops. There is a backup battery built in, with charging socket. The lighting is switchable.

Piko Messwagen



Piko DBAG BR218



Piko D&RGW Mogul



ÖBB bogie flat with 'Rail Cargo Austria' 20' container, Epoch V.

Type Eaos bogie open in SBB Epoch VI grey.

America

Two new versions of the Mogul, with sound and smoke – Denver & Rio Grande Western 'gold' and AT&SF with Indian graphics on the tender.

Modified tooling – General Electric 25-ton four-wheel switcher battery powered with remote control now factory fitted with sound. Four versions – Santa Fe, Pennsylvania, KLW, and US Army (third quarter).

Coach, combine, and drovers' caboose in Pennsylvania maroon.

Two new versions of the tank car – 'Texaco' and 'Sinclair Oils'.

Tow new versions of the flat car with side stakes, 'D&RGW' and 'PRR', sold in pairs.

Two new versions of the ballast hopper, 'B&O' and 'Rio Grande', sold in pairs.

New version of the two-bay coal hopper 'CSX'.

Four new versions of the wood caboose – 'ATSF', 'PRR', 'UP', and 'Rio Grande'.

Dietz

This company are noted for electronics, particularly in connection with large scale models, but they also produce some locos and stock.

The 1:22.5 scale model of the Harz four-wheel diesel railcar T1 by TrainLine in stable and weatherproof Luran plastic is available from Dietz Elektronik fitted with a sound decoder, with switchable white/red head and tail lights and interior lighting. When operated with DCC, it has a total of 29 sound and light functions.



Regner

The live steam Rhätische Bahn G2/3+2/2 Mallet No.25 is now being delivered bit by bit. The parts list bags are put together, and the assembly instructions are complete, but some parts (body, frame) are still in production. Delivery should be in the spring – customers will be contacted in good time.



Structures and scenics

Faller

A 36 page A4 brochure presents new items in all scales and ranges. It is titled 'No.1 2022' which suggests there may be more to come later in the year. Indeed, the first product page gives a clue to something due in December which will be revealed in the autumn prospectus – probably a tunnel boring machine.

Delivery month in brackets.

HO

Winterberg station, a futuristic multi-purpose building with arched roof based on a prototype built in 2018 in a winter sports resort in the Sauerland. In addition to the floor-to-ceiling glazed station hall with DBAG sales counter, kiosk, and toilets, the building houses a citizens' service office with a tourist service point, the adult education centre, and the health and district youth welfare offices, as well as a restaurant. In 2018 it received the 'Station of the Year' award from the 'Allianz pro Schiene' association for this civic station concept with its wide range of services, as being the most customer-friendly station. (5)

DB plus point (noted as Epoch IV but likely later) – a set for the platform area consisting of a red tower and a red gate, each with ticket vending machine, ticket punch, card phone, emergency phone, and information pillar, plus two glazed information pavilions with timetable displays and two waiting pavilions with seating and rubbish bin. (2)

Faller HO Gomadingen station



Gomadingen, a Royal Württemberg State Railways type IIa station building (Epoch I) on the Schwäbische Alb Bahn line near Reutlingen. The toilets and wood store are in a separate building. (4)

Single track loco shed, half-timbered construction with light beams and yellow brickwork (Epoch II). (3)

Faller HO loco shed



Steam loco disposal facility with pit, inclined skip hoist, and drive parts for the up and down movement of the ash truck. Weathered. (3) Servos sold separately.

Faller HO ash disposal



Faller HO Winterberg station



Faller HO DBAG plus point



Steel railway bridge – model of the month for April.
Stone bridge suitable for rail or road – model of the month for January.

Modern modular system building under construction, part of the Goldbeck series. (3)

Vehicle shelter for above. (3)

Factory workshop – model of the month for May.

Peschl brewery. (5)

Town hall – model of the month for June.

Hasselbach filling station, with old town style buildings. (3)

Five-storey corner town house with tattoo parlour. (3)

Five-storey town house with lawyer's office. (3)

Three-storey town house with model shop. (5)

Large suburban house – model of the month for March.

Emergency helicopter base (Epoch VI). (7)

Half-timbered house with well. (2)

Bishop's tower, six-storey medieval rendered stone. (6)

Laser-cut kit for a horse-powered mill, based on an original at the museum in Rahden-Kleinendorf, North Rhine – Westphalia. Parts for motorising the wheel included, plus the miller and a horse. (5)

Small cottage on the holiday island of Sylt. (3)

Laser-cut kit for a small holiday home. (4)

Limited edition anniversary model to mark 75 years of Faller – allotment with accessories and figures. (3)

Covered wooden bridge, with stone abutments and central pillar. (4)

Stone and wooden footbridges. (2)

Old wooden covered footbridge – model of the month for February.

Small laser-cut kits: garden sauna (3); barbecue hut (3); rabbit run (5).

Small accessories: two motorbikes (3); wrought iron fence panels (2); lattice garden fence (3); horse exercising ring (5); hay bales (5); hexagonal park light, with working LED (4); hexagonal wall-mounted light, with working LED (4).

Figure sets: waiting passengers (5); in the town centre (5); office workers (1); market traders (5); Christmas market visitors (5); childrens' Christmas choir (5); at the castle (5); Dracula set (5); cuddly toys (3); forest animals (5).

Faller N Stugl-Stuls



Scenic materials: reeds (5); leeks (5); clump foliage in mid green and pasture green (both 5).

N

Accurate laser-cut model of Stugl-Stuls station on the Albula line, built in 1903 and now a listed building, consisting of the station, stationmaster's house, and toilet block. The walls are stained real wood. (4)



Brick-built loco repair workshop, two track. (4)

Modern two track loco shed. (3)

Co-op warehouse. (4)

District court. (3)

The 'Historic Department Store' from Freiburg im Breisgau (2); five-storey town house with model shop (2); five-storey town house with bakery (2); two old town five-storey houses – model of the month for March; old town wall set (3); old tower with town wall sections (3); 'Kupfer' half-timbered inn, based on a prototype at Stolberg in the south Harz (4).

Hexagonal park light, with working LED. (4)

'Nodding donkey' oil extraction pump – model of the month for June.

Figure sets: waiting passengers (5); in the town centre (5).

Smart Effects LED strip starter set. (8)

Faller N loco shed





Pola G keeper's house



Pola G crossing



Auhagen HO fuel shop



Pola G crossing hut



Auhagen HO & TT cable shunting

Pola G

New items are presented in a 12-page A4 leaflet.

All items are weatherproof and suitable for use outdoors as well as inside.

- Crossing keeper's house. (7)
- Level crossing barriers, with mechanism. (11)
- Crossing keeper's hut, with moving figure. (11)
- Water tower. (6)
- Lattice girder railway bridge. (4)
- Post office. (6)
- Pizza Express restaurant. (5)
- Market square fountain. (10)
- Church with onion dome spire. (4)
- Detached house with pergola. (3)
- Mountain chalet. (3)
- 'Goli' three-wheeled Post van. (10)
- Figures: (sets of between two and four) – at the Post Office; builders; lorry drivers; tractor drivers. (All 9).



Pola G water tower



Pola G girder bridge

Auhagen

This year there is a 12 page A4 leaflet for new items. Delivery month in brackets.

HO

Nearly every town had a fuel shop in times gone by. This small model includes fuels of every type. The timber framed brick building has a timber-clad office extension and a movable wall-mounted crane. The kit includes sack scales, tools, including shovels, brooms, and wheelbarrows, as well as briquette stacks and pallets. (7)

The coal yard is the perfect complement to the fuel shop. Loose briquettes (by Juweela) are stored in the two coal hoppers awaiting transfer to the delivery vehicle by conveyor belt. A ladder for maintenance work and rods for operating the unloading hatches are intricately laser-cut from cardboard. The set is rounded off by a weighbridge. (7)

Cable shunting devices are used to move wagons in loading sidings, in factory yards, under loading installations, and the like. In times gone by, this was a common alternative in situations where a shunting loco could not be used. This replica operates with four moving pulleys. The winch house (with interior) covers the enclosed drive. (9)

T172 mobile crane with coal loading grab. Limited edition. (3)

T170 mobile crane. Limited edition. (9)



Auhagen HO & TT cable shunting

RK3 mobile crane on tracked chassis. (9)

Multicar M22 high-board tipper with tipper trailer. Limited edition. (7)

Schmidt Street low relief buildings, five three- and four-storey structures with different shops at street level. (9)

Set of signs and posters, around 600, in three sizes, from West and East Germany (suitable for HO, TT, and N). (3)

Sheet material for the inside of office and industrial windows. (3)

Roof material sheets – plain tiles, double overlap; plain tiles, crown overlap; tarpaper. (All 7)

TT

Cable shunting equipment (as in HO). (9)

Bus station, with three stands and two offices. (9)

Two further stands available to extend.

Three taxis and two pillar-type call boxes. (9)

Mitropa electric platform trolley and trailer, as used to supply restaurant cars and sleepers. (7)

Multicar M22 with trailer, both with tarpaulin covers. (3)

Multicar M24 with high board tipper. (3)

N

Fuel shop (similar to HO). (7)

M22 Multicar, one high board tipper and one flat-bed with tarpaulin cover. (7)

Vollmer HO coaling stage



Vollmer

HO – coaling stage.

Night club, with lighting.

Laser-cut kit for timber framed brick workshop.

N – three-road brick-built loco shed.

WLZ rail-served warehouse.

Concrete works.

As in HO, laser-cut kit for timber framed brick workshop.

Vollmer N loco shed



Vollmer N warehouse



Kibri

HO – modern rolling stock maintenance building, with pits. Can be extended. Drive for roller shutter doors available from Viessmann.

Modern flat roof bus waiting shelter.

N – pack of six different 20' containers.

Pack of 32 oil drums in different liveries.

Modern flat roof bus waiting shelter.

Kibri HO maintenance building



Kibri N 20' containers



Viessmann HO station display



Viessmann

HO – CarMotion is a revolutionary technology for motorised road vehicles. It offers realistic braking and acceleration with infra-red control to maintain distance; full lighting, including dipped and full beam headlights, indicators, brakes, reversing, and cab; and cable-free recharging using under-board equipment. It is compatible with existing systems.

There is a start set with a MB Actros tipper lorry. This chassis is also available with an open container in fire brigade and THW versions, and as an articulated tractor unit, with tipper and cement mixer trailers planned.

The system and accessories occupy nine of seventeen pages in the leaflet.

Illuminated station destination display board.

Illuminated vets sign.

Man in moving rocking chair.

Joswood

The new products are described in a 12 page A4 size brochure, which helpfully gives dimensions of all items.

The models are made from laser-cut architectural card, ready coloured, from sustainable sources and environmentally friendly.

Most are in HO, with a few N.

They are mainly structures and accessories for the industries often served by rail, notably coal, steel, and chemicals, and there is a modular range to enable modellers to mix and match to create structures to suit a site or situation.

Many planned items are illustrated at this stage with prototype photos.

Sheet metal bridge with fine rivet strips, filigree railings, and abutment included. It is long enough to span roads, single track lines, larger streams, and small canals. Will accept most brands of track. It can also be used as a narrow road bridge (tar surface included). (CAD)

Carl Urbach hall 2 – versatile factory hall with covered loading ramp on one long side and two large gates at one end, with large skylight and internal steel supporting framework. This rail-served steelworks was located in Kräwinklerbrücke/Radevormwald.

Gneisenau Shaft 2 headframe; there were over a hundred of these in the Ruhr.

Gneisenau Shaft 2 hall – finely engraved brick building with decoration and fine mullion windows, in the style of the beautiful industrial buildings before 1900.

Extending the Kalina series, a three-storey warehouse with brick ground floor and half-timbered upperworks. A lift shaft is available as an addition.

Small brick-built transformer house.

Wire mesh fenced safety area, with the floor channels for connecting pipes covered with open grids.



Joswood HO transformer house

Joswood HO footbridge



Modern girder footbridge.

Many (mainly wooden) loads and branded packing cases of various sizes.

Slate-clad house with shop, from Beyenburger Strasse, Lüttringhausen, built c.1905, with a small loading ramp attached at the back.

Haus Harkorten, considered a high point of Bergisch domestic architecture, a two storey half-timbered mansion on a high stone plinth.

Continuing the series of buildings from the Open Air Museum at Hagen, the Krämer family cowbell forge built in 1861 in Grund near Hilchenbach/Siegerland, and a 'Dutch' wooden windmill with gallery built around 1850 in Minden-Lübbecke, East Westphalia-Lippe.

Joswood HO slate-clad house



Joswood HO Kalina warehouse

Joswood N walkway



Stangel station



Stangel pharmacy



In the Swedish range, two more red wooden houses from the village of Bullerbü (known from children's stories by Astrid Lindgren); a typical summer house or holiday home from Sjötorp; and the bridge keeper's house from the bridge over the Piteälven, a 90m combined rail and road bridge near Moskosel/Arvidsjaur, in the Swedish part of Lapland.

N

Walkway with railing, finely perforated grille.

Schreiber-Bogen

Ingenious traditional printed card kits. A huge range, though few directly railway related structures but many old town buildings, churches, and castles that might serve as backgrounds. Only some in common railway modelling scales.

HO – the Lukaskirche, which can be adjusted in length to suit the space.

The circular temple of Vesta in Rome.

N – Freienstadt old town half-timbered buildings, set of six, largely repeating the successful HO range.

Cochem castle on the Mosel.

Westerheversand lighthouse.



Loewe HO sand store



Loewe HO

accommodation container

Stangel

These kits are faithful copies of existing railway buildings as well as other structures that are typical of the respective region. Most models are available for HO, O, and I.

The main parts of the buildings, such as walls, roofs, and intermediate floors and ceilings are laser-cut from plastic and stable cardboard. A wide variety of details are cast in multi-component resin or etched in brass (0.2 and 0.3mm) or nickel-silver, depending on the requirements. To simplify assembly, the various materials are all listed in the instructions with all components numbered.

New is a branch line station with signal cabin on the platform, and a town house serving as a pharmacy.

Loewe

A range of structures and accessories in cast resin, ready painted, with added details such as gutters and downpipes. 20 page new items leaflet; eight pages devoted to fire engines.

HO

Signal maintenance staff shed.

Corrugated iron lineside hut.

Loco sand storage tank and compressor hut.

Diesel fuel tank and shed (CAD).

Coaling crane and bunker (CAD and prototype photo).

Spherical water tower on tall brick base (prototype photo).

Loco depot office (CAD).

Weighbridge (CAD).

Block post (prototype photo).

Girder footbridge (CAD).

Construction train accommodation containers, with various company brandings.

Skips, with various company brandings.

Loads

HO

For four-wheel flats – wooden crates; long pipes, large and small.

For four-wheel lowsides – gas pipes; aluminium pipes; large wooden crates; transformers; MaK diesel engine block; gas tanks; concrete beams; stacks of timber; girder footbridge.

For bogie flats – long concrete beams; long gas pipes; long steel pipes; long aluminium pipes; stacks of timber.

For heavy duty bogie flats – molten steel crucibles, cylindrical and vertical; insulated covers; tunnel lining concrete sections (various).

TT

For four-wheel flats – concrete pipe sections.

For bogie lowsides – gas tanks.

Ladegüter Bauer

Bauer has the usual interesting and carefully crafted selection of loads in various scales. These often make use of wood for the packing or support framework, and have realistic lashings and fixings. As appropriate, they come authentically weathered.

Bauer N wide flange beam



Bauer N used tyres



Bauer HO steel trusses



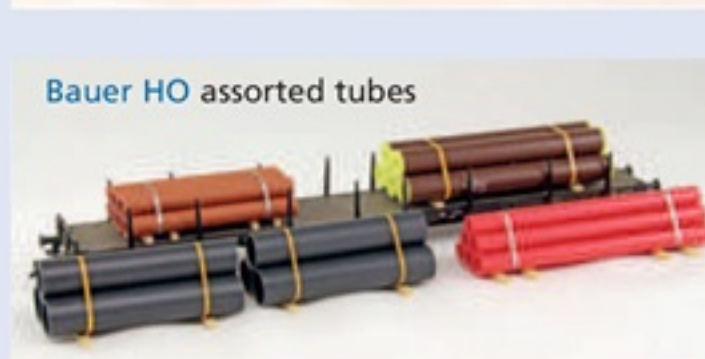
Bauer HO steel coils



Bauer HO tunnel segments



Bauer HO assorted tubes



HO

For four-wheel lowsides – short steel trusses; assorted bundles of tubes, pack of five.

For bogie stake wagons – long steel trusses; concrete tunnel lining segments; large steel slabs.

For heavy duty bogie flats – mixed steel coils; stack of wooden beams under partial tarpaulin; industrial plant component going for scrap.

For four-wheel opens – boulders (pack of three).

For bogie opens – scrap metal sheets.

For road trailers – tank with transport frame; square steel tubes; extra-wide 'Krones' transport crate.

N

For bogie flats – large steel beams; wide flange beam; steel trusses.

For heavy duty bogie flats – cast steel slabs.

For bogie opens – used tyres.

O

For bogie flats – large steel slabs (pack of three); steel trusses; old steel supports; special tank with transport frame; concrete tunnel lining segments.

Bauer N cast steel slabs



Bauer O tank on transport frame



Noch HO level crossing infill + hut



Noch

The 64 page A4 brochure again includes some QR-codes and web links to video clips and modelling demonstrations.

The company is celebrating 111 years in business.

Martinstadt Easy-Track layout baseboard and track-bed kit, minimum space required 2.5m x 1.5m.

Layout start set containing Terra-Form components, landscape crepe paper, 'granite' rock compound, four single track tunnel portals, one box girder bridge, 'Quarystone Wall' and 'Old Town Pavement' 3D cardboard sheets, sandstone boulders, blue lake film, grey and light green acrylic colours, grass glue, puffer bottle, 'Spring Meadow' 2.5mm scatter grass, mixed forest, autumn mix lichen, and assorted grass tufts.

Vegetation starter sets for meadow, forest, by the wayside, on the bank, and railway embankment.

Three different small detached houses, one with garage, as laser-cut kits.

Clothing boutique with animated fashion show (limited edition laser-cut kit).

Laser-Cut minis: level crossing infill and lineside hut; bus stop; pre-fab garages; kiosk; mobile food stalls; fisherman's hut; hunting lookout and hut; greenhouse and cold frames; event pavilion; advertising columns and billboards.

Structural hard foam items: city square fountain.

Stone walls – quarry stone, field stone, garden wall.

Burial mound and old quarry car graveyard (both designed by noted scenic modeller Manfred Luft).

Abandoned places theme – barn (HO); adit (HO); fountain (HO, TT, and N). With scenic materials and accessories.

Noch HO ballast trackbed



Ballast trackbed in HO and N in either grey or brown, suitable for all major brands (Roco, Piko, Märklin/Trix, Fleischmann, Arnold, Peco, etc.). In 450mm lengths, packs of ten.

Noch I steam loco crew



Noch N Amtzell station



The matching ballast is also available loose, graded for either HO/TT or N/Z.

Figures

HO – mothers with children; street performers; cyclists; marathon runners; anglers; skiers; racing drivers and mechanics; 'bobby car' race.

Themed sets, with appropriate accessories – toy shop; fashion shop; café; restaurant, workshop; office.

Playground with moving equipment – swings, see-saw, mini-swing, and roundabout.

Fairytale series sets – Snow White and the Seven Dwarfs; Hansel and Gretel and the witch; Little Red Riding Hood and the wolf; Cinderella; and the Bremen city musicians.

HO, TT, and N – people with dogs; young couples; bride and groom; wedding guests; nude models; deer.

Sound scenes in HO, TT, and N – figure sets with sound module: track workers; lumberjacks (not TT); motor cyclists (not TT); sheep and shepherd.

Noch HO track workers



I and G – railway staff; steam loco crew (I only); shunters; standing passengers; seated passengers; construction workers; lumberjacks; farmers; hunters; and deer (I only).

Noch have developed a small range of plain white figures in 1:100 specially for architecture modellers – sitting people, standing people, and pedestrians, in packs of twelve.

Scenery set – hiking trip to the witch's house: figures, accessories, scenic materials, and a laser-cut structure kit.

Scenics

HO – straw bales; flower tufts.

PROFI bush materials, in medium and dark green, ideal for overgrown hedges.

Falling fir tree (for HO or TT), 170mm tall, with drive mechanism.

Noch I & G station staff



Kato N alpine station



Kato (via Noch)

N – European alpine station building.

Single-sided platform with steps with left and right ends, including a timetable board and street lamp.

Local line station platform kit with canopies, to create a complete station that suits rural regions and could also be used in small towns or suburbs. An extension set is also available.

Noch I & G shunters



Busch HO Elbingerode station



Busch

16 page A4 landscape format brochure, half devoted to road vehicles.

Elbingerode station building, in HO and TT, kit based on the original in the Harz on the Rübelandbahn (formerly Harzbahn) in the functional architectural style of the 1960s. Prototypical details such as the staircase with a vestibule on the street side and the dispatcher's room on the platform side, which is glazed on three sides. Doors and windows of real wood, platform with simulated natural stone base.

Old craftsman house, a dilapidated building which can be used as craftsman's or farm house, workshop, or small factory. Real wood half-timbering on the upper floor as well as for doors and windows. The lower floor has a weather-worn plaster façade with natural stone facings at the corners. The double leaf gate has movable hinges.

Busch HO old craftsman's house



Kit for an old pitched roof timbered/brick backyard shed. The half-timbered elements are real wood, as are the doors windows. The gates have movable hinges.

Busch HO old shed



'Bad Reiboldsgrün' chapel from 1929 based on a prototype in Vogtland that still exists. Doors, windows, dormers, gable cladding, and the bell tower on the roof are made of real wood.

Lattice mast with warning siren. Sirens (pack of two) available separately.

Action sets – wedding tradition: bride and groom traditionally sawing a tree trunk, with a VW convertible as the wedding vehicle.

Elegantly dressed couple toasting each other with champagne flutes; with bar tables, ice buckets and champagne bottles.

Catering set with chef and extensive accessories: umbrellas, brewery tables and benches, bar tables with crockery, crates with bottles, warming plates, and a cake.

Waitress with standing tables as well as crockery and drinks bottles.

Dog handler of a security company with a German Shepherd on patrol; with Land Rover Discovery.

Unclaimed suitcase, with Ordnance Disposal Service vehicle, employees in special gear, robots, suitcases, waste bins, benches, and barriers.

Busch O platform and canopy



Bomb disposal scene, including employees of the explosive clearance service at work, wheelbarrows, tools, piles of sand, barriers, bomb, and vehicle.

Arms dealers, with a real wooden box, guns, bombs, tools, and a barrel.

Technicians installing a satellite reception system, with ladder, tool box, satellite dishes, and Fiat Fiorino service vehicle.

Pizza delivery boy on a scooter with insulated container, street light (dummy), waste bin, and park bench.

Worker prying open a crate with a jemmy.

Woman pumping water at the well, with watering can and bucket.

Man and boy hanging up a nest box, with ladder and nesting boxes made of real wood, including wooden fence with posts.

Gardener with hedge trimmer, wheelbarrow and garden tools, with trimmed and untrimmed hedge.

Painter painting a park bench, with benches and paint bucket, plus 'Freshly Painted' signs.

Woman who accidentally sat on a freshly painted park bench, with benches and waste basket, including 'Freshly Painted' signs.

Boy operating a bubble gum vending machine and girl with a bubble of gum. Including stone wall.

Two cigarette machines, two smokers, and stone wall.

Two lumberjacks with tools, with tree trunks, roots and piles of wood.

Soap box go-kart with child as driver and child as pusher, plus four more carts.

Nudist camp, with figures, air mattresses, tree (85mm high) and fence with posts.

Accessories in real wood – pallets; pallets with wooden boxes; pallets with cardboard boxes; pallets with assorted building materials.

O

Kit for a platform with canopy based on a prototype in Adorf, like the original made of real wood, with gutters, clock (dummy), timetable boards, and signs.

Extra platform sections also available.

More new items will be announced in the summer.



Heki HO hay field fibres & mat

Heki

New items are shown on a 4 page A4 leaflet.

The new plug-in firs are flocked with a special grass fibre/flake mixture, which gives them a lifelike appearance. A new manufacturing process makes it possible to offer them at a low price. In packs of 100, either 50mm – 70mm or 50mm – 140mm.

Autumnal larches for HO/TT/N. Extremely life-like, super realistic in shape and colour. Pack of three, 180mm – 240mm; pack of five, 140mm – 180mm; pack of seven, 70mm – 110mm.

Wild grass fibres 5-6mm long, particularly suitable for simulating overgrown meadows and fields. Three new autumnal shades – hay field, early autumn, and late autumn.

Wild grass ground cover mat consisting of an almost invisible carrier material onto which 5-6mm long grass fibres have been electrostatically applied. As a supplement to the existing shades of green, new are three autumnal shades – hay field, early autumn, and late autumn.

Heki HO fir trees



Heki HO/TT/N autumn larches





Weinert HO steam shed doors



Weinert

HO

Engine shed doors – prototypical movable doors for the Kibri 'Ottbergen' kit, with fine etched nickel-silver parts and plastic glazing, in three layers with window bars visible inside and out. The glazing can be inserted after painting. Also included are wall frame parts for a new archway with cast brass hinges. Two free-standing gate holders for open gates are included.

Three variants: with personnel door that can be opened; with the personnel door closed; with no personnel.



Weinert HO smoke hood

Smoke hood for steam shed, with movable flaps. Point lanterns with lantern head made of plastic plus cast brass parts, to suit 'mein Gleis' point motor, with working LED.

Also dummy plastic lanterns, right and left hand.

Weinert HO point lanterns



Cast brass or whitemetal details: Piles driven into harbours or canals for protection, mooring, to mark the channel. Wall capping.

Esso oil cabinet and two-stroke mixture fuel pump for filling stations.

Type W48 telephone (also in O and 1)

Stamp, postcard, and stamp/postcard vending machines (also in TT, O, and 1).

Wall-mounted letter box from the 1950s and 1960s (also in TT, O, and 1).

Harbourside details: stacks of sacks; sacks laying flat; tobacco barrel; tobacco bales; cotton bales; tea chests; orange crates.

Rubbish bins.

Faun M6 rubbish collection lorry, dating from 1946–1949, typical of small towns in the 1950s and 1960s.

Bussing Schörling sludge suction lorry, for cleaning street drains and sewers, with movable suction arm.

O&K tracked excavator with jib and extension.

Artitec

Accessories and details are now mostly supplied ready-made, but some are offered as kits.

Signal box interior equipment.

Hand operated platform crane.

Mobile telescopic elevator (used for house removals).

Old electrical cabinets.

Village water pump.

Vehicles

A range of regional buses, Leyland and DAF front styles, in thirty-six company liveries.

DAF angled cab lorry in four and six wheel variants, with lowside, box, and refuse collection bodies.

Period road vehicles – Austin 7 (top up or down, and as van), Adler Trumpf Junior (top up or down, and as sedan), Citroën Dyane, Hansa Lloyd lorry and trailer, and two- and four-wheel trailers.

Plus accessories such as roof racks (with assorted loads) and cycle carriers.

Zetor Super 60 tractor. Also a boom sprayer, either open or closed for transport.

ANWB roadside assistance motor cycle and side car, with figures (kit).

Chicken coop (kit); farmer's wife with chickens.

Boats and marine material is always significant:

North Sea fishing cutter (waterline, kit).

Small tugboat (waterline or full hull), also as kit.

Sets of six figures – sailors in harbour, sailors at sea (also as kits).

Fish crates (kit).

In N – sailing dinghy; set of bollards and signs; Adler Trumpf Junior (top up and down); two-wheel camping trailer; DR four-wheel trailer; boom sprayer (closed).

In TT – DDR E3 3t four-wheel lowside trailer; two-wheel camping trailer.

In Z – 7 ton fork lift.

Artitec HO yard crane



Artitec HO old electrical cabinets



Artitec HO fishing cutter



Artitec HO signal box interior equipment



AB-Modell N/Nm buffer stop



AB-Modell N/Nm buffer stop



AB-Modell N/Nm buffer stop



AB-Modell

Scenic details for N, either etched metal, 3D-printed, or laser cut.

Buffer stop with either round or standard rectangular buffer (available for N or Nm).

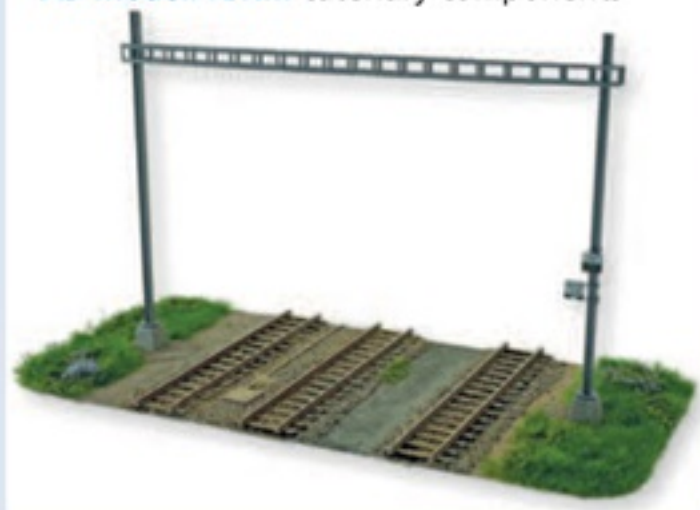
Angular metal buffer stop (available for N or Nm)

Various overhead components.

Cable duct covers.

Modern station platform fittings – benches, rubbish bins, and smoking location.

AB-Modell N/Nm catenary components



AB-Modell N cable duct covers



AB-Modell N platform furniture



Preiser HO photographers



Preiser HO archaeologists



Merten HO seated people



Mafen/N-Train/87-Train

A wide range of finely made colour light signals, catenary, lights, and small accessories, many in etched brass.

This year there is a 12 page brochure of new items.

HO – tramway signals (also in N).

Three types of speed camera (also in N).

N – ÖBB colour light signals, twenty-three types.

DSB 1963 pattern colour light signals, twenty-seven types, including ground signals.

DB type Re160 tower masts and cross spans, and suspended box girder masts. In preparation is a guide to DB catenary, including basic concepts, specific vocabulary, and installation examples. It will be available in printed and digital formats.

RENFE catenary components.

Accessories (most in both HO and N), many in various colours – portable toilets, old clothes receptacles, cement mixer, skips, village fountain, gravestones (various religions), beehives, breeze blocks on pallet, box pallets, wooden crates, glass flasks in wicker baskets, rowing boats, outdoor chessboard, outdoor table tennis, basketball hoops.

Mafen N colour light signals



Preiser

New items on a three page leaflet (two pages of Preiser, one for Merten), marked 1/2022, which suggests there will be more through the year.

No new directly railway-related figures.

Sets of six figures, sometimes with small accessories.

HO sets: photographers with tripods; archaeologists; family in a rubber dinghy.

HO individual: man with video camera; female life-guard; ice cream seller with cart; St.Tropez gendarme; samba dancer.

Bulk pack of over fifty emergency services personnel, unpainted.

Vehicles: Volkswagen Caddy van in two versions – pizza delivery, and as used by a chimney sweep, each with appropriate figure.

In 1:24 – Dr Martin Luther King.

Merten

Sets of five or six figures, some with accessories.

HO – seated people; in the garden; shepherd with sheepdog and sheep; farmyard animals; cats and dogs.

N – shepherd with sheepdog and sheep.

Merten HO & N shepherd and sheep



Preiser HO emergency services



Loco-Revue Hors-Série 83 Autour de la gare marchandises

Edited by Alexis Avril

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

www.locorevue.com

300mm x 210mm 100pp

Softback £15.00

ISSN 0024 5739 French text

This special from Loco-Revue, dated 2/2022, looks at goods traffic, with prototype background and examples reproduced by talented modellers. It opens by noting that rail freight now is mainly block trains and the local goods yard, served by general goods trains, is a thing of the past, although the remnants can still be seen in many places. For most modellers such installations are not only more interesting to recreate and operate but also more practical – few have the space for a massive marshalling yard.

After an introduction which explains the main features of a typical goods yard, the material is presented in two main sections – modelling the installations and equipment, and modelling the vehicles employed.

Specifically, the topics are: scratchbuilding a loading dock and wooden goods shed; scratchbuilding a small brick office; scratchbuilding a Nord brick goods shed; scratchbuilding a fish store; assembling a kit for a yard crane; making a yard crane kit (a different example) revolve with a motor; scratchbuilding a loading gauge and a wagon weighbridge; scratchbuilding buffer stops; assembling a 3D-printed mobile loading conveyor; loading open wagons with coal and pit props; log loads on flat wagons; a flat carrying two rowing boats; opening the doors of opens and vans to show the goods within when creating a loading/unloading scene; weathering wagons; and wagon loads representative of Provence – cork bark, cereal sacks, fruit crates, and sheep. The collection ends with tantalising glimpses of the goods facilities on a large layout, Cannes-la-Bocca in the time of the PLM.

Each is presented as a separate article, with title and credits. Some are by L-R staff, others from a handful of regular contributors. They range in length from two to eight pages.

All the modelled examples are HO, but the techniques could be applied to any scale.

The model photos are all technically competent and clear, with several step-by-step modelling sequences. All images are in colour and well reproduced on good quality paper.

There are plans of some of the structures modelled, and reference to others previously published in Loco-Revue. Some schematic track layouts are also included.

The presentation is in the usual style, clear and straightforward. There are tinted panels with lists of required materials or supplementary details, plus a few tips highlighted on circular patches.

Reasonable French be required to get the full benefit of the text, but there is much that can be gleaned from the copious illustrations.

The book includes just two pages of advertisements, for other LR Presse publications and LR Modélisme products.

A useful source for modellers of the French scene as it used to be.



Right
The busy goods shed
on the HO layout of the
Châtelleraut 86 club.
See CM November 2012.
Photo: editor.

Die Baureihe 18¹

by Rudolf Röder

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

www.eisenbahn-kurier.de

297mm x 210mm 256pp

Hardback €45.00

ISBN 978-3-8446-6052-4

German text order no.6052

This substantial publication, the latest in the Eisenbahn Kurier series of class portraits, is concerned with the Württemberg Class C Pacific, later BR18¹, and its predecessors.

In fact, a thorough review of the development of the passenger and express train locomotives of the Royal Württemberg State Railways since the beginnings in 1845 occupies more than the first quarter of the book, covering an important chapter of German railway history that has been overshadowed to some extent by Prussia and Bavaria.

Built from 1909, the C was the lightest of the Pacifics constructed for the Länderbahnen. The smooth shimmering steel blue sheet metal cladding defined its elegant appearance and soon earned it the nickname of 'the beautiful Württemberger'.

The book describes in detail all the special features of this extraordinary express loco, which with its 1,800mm diameter driving wheels was specially designed for operation in the hills of Württemberg with relatively sharp curves. With its light weight and reinforced brakes, the C was approved for a top speed of 120km/h.

Changes over time, as constructed and in service, are carefully documented.

By 1921, Maschinenfabrik Esslingen had built 41 of these locos. The last was withdrawn in February 1955. In general, they remained on home territory, but after the First World War some machines made their way to France and Poland as reparations.

The book also looks at the influence of the C on certain subsequent designs in Germany and beyond, both built and proposed.

The work is rounded off with a list summarising the careers of every loco in the class as far as possible, pieced together from various sources as only five complete logbooks have survived.

No examples were preserved, and the author makes the case for the creation of a replica, citing the parallel of *Tornado* in Britain.

The work is supported with around three hundred and forty illustrations. Almost all of the photographs are black & white, not surprisingly, and some are remarkably early. The only colour images are the tinted postcard and oil painting on the front and back covers respectively, as well as photos of a model plus a medal and a stamp which feature representations of the class.

Most of the images are presented large, two or at most three to the page, with several full page.

They range from classic roster records and close-ups of specific details, many under construction or in works, to views of the locos on shed, at stations, and out on the line. Some have been drawn from manufacturers' records and official railway archives, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.



In addition there are many old documents (technical data, timetables, working diagrams, etc.) reproduced in facsimile, and many technical drawings, both historic and modern CAD renderings of some components, enhanced with colour.

Another standard work of reference from EK which does much more than just describe one class.

Le Train – spécial 107 4/2021 Les AGC

by Olivier Constant

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

www.lettrain.com

297mm x 210mm 100pp

Softback £16.50

ISBN 1267-5008 French text

This new special from *Le Train* deals with the modern AGC railcars – *Autorails de Grand Capacité*, classes X76500, Z27500, B81500, and B82500. These versatile articulated sets (with three or four unit bodies) have been built by Bombardier as diesel (X), electric (Z), and bi-mode (B, diesel and electric), the latter in both diesel/1.1kV DC and diesel/dual DC-AC variants. Between 2004 and 2011, seven hundred were built, far exceeding the previous EAD twin unit autorails, 456 of which were put in service between 1963 and 1981.

The AGC concept was developed from experience gained with the German Talent railcars and British Super Voyager trains to meet the requirement of French regional services when it became clear that the X72500 dual and X73500 single cars would not be adequate. The modular design also allows for a two unit body, though these have not been ordered.

Three hundred of these units, of different types, are scheduled for mid-life refurbishment, and no doubt this will be a rolling programme which will see them continuing to play a major role on French rails for many years to come.

The work begins by considering the background to the design, with a glance at various predecessors,

before describing the common technical characteristics. There are then sections of the deployment and careers of each type, rounded off with a look at the refurbishment programme.

The work is built around an excellent collection of 160 photographs, as usual for these specials from *Le Train*, all in colour and very well reproduced. There are attractive scenic views, from all over the country, plus many roster shots of specific vehicles, plus some shots of units under construction, with specific components (engine module, radiators, bogies, etc.) illustrated, and views of the interiors, as built and as refurbished.

The pictures date from even before the introduction of the type right up to the present day and come from many photographers. Many colourful regional liveries are represented, adding welcome variety to the standard form. The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

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

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

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

Reasonable French will help to get the full benefit of the text, but the captions should be clear enough and as usual the strength of the publication is in the illustrations.



An interesting snapshot of what is now a major part of the French rail passenger transport, ensuring its future, even though as enthusiasts and modellers we may regret the loss of loco-hauled trains and a range of railcar types.

Clyde

by David Jehan

Eveleigh Press

P.O.Box 345,

Matraville, New South Wales 2036, Australia.

www.australianmodelrailways.com

305mm x 215mm 336pp

Hardback A\$90.00 + p&p

ISBN 978 1 876568 85 6

Eveleigh Press has followed its definitive book on Hudson Brothers by the same author (see CM February 2020) with this authoritative account of the successor company, Clyde Engineering, in the steam era, 1898 to 1948. This end date was chosen as the point at which Clyde became the Australian licence holder for General Motors – Electro-Motive Division diesel locomotives, though of course the story of steam did not stop there and logically developments after that date are included here.

While locomotives and rolling stock are a major element of the company's output and may have been the flagship items, the range and variety of their products – fully documented here – may surprise many.

The material is presented in sixteen chapters. The first describes the formation of the company (and thereby explains the significance of the emblem of the phoenix rising from the ashes) and the establishment of the works at Granville, in the western suburbs of Sydney, then the following eleven examine the different product ranges: early electric tramcars; industrial and mining machinery; traction and portable engines; agricultural and domestic products; goods and tank wagons; coaching stock; main line locomotives; bridges and structures; industrial locomotives; electric rolling stock and equipment; and road vehicles.

Three chapters are then devoted to the tumultuous period of the Second World War, including aircraft assembly and repair, plus the New South Wales 38 class Pacifics and the Australian Standard Garratt. The final section deals with the last of steam and post-war restructuring.

Sensibly, the coverage is primarily product based and within those groups chronological; financial, legal, management, and boardroom matters are only mentioned when apposite.

The work is completed with extensive footnotes and references (by chapter), four appendices (listing

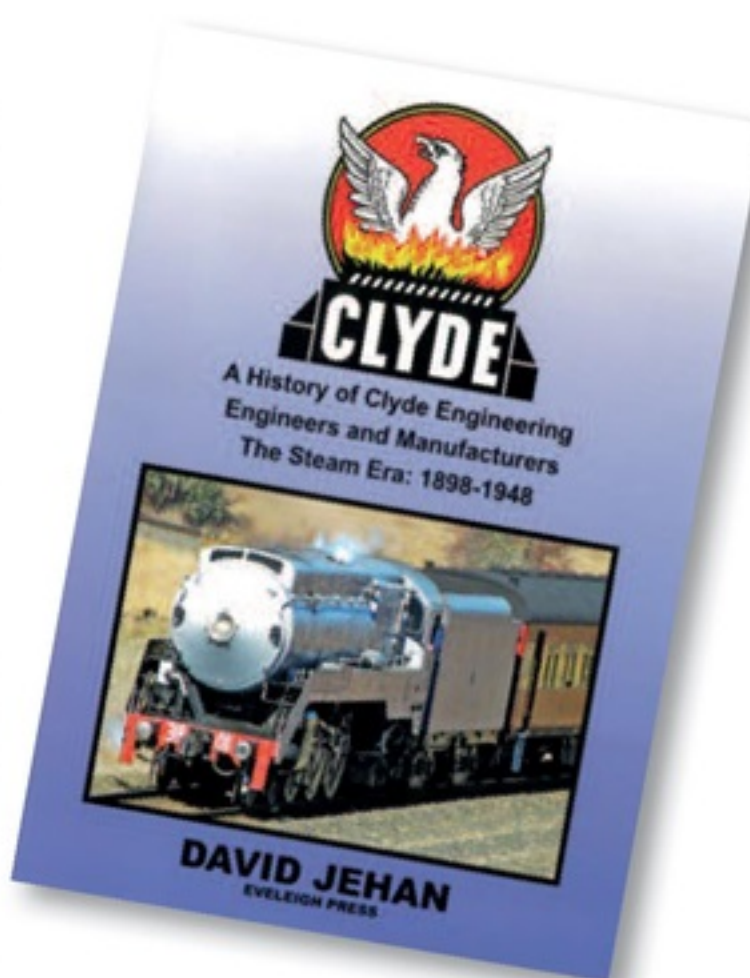
loco and rolling stock production), a bibliography, and an index.

All this is illustrated with a remarkable collection of black & white archive photographs, many catalogue illustrations, plus colour images, some from as early as the mid-1950s, reproduced to a very high standard with the benefit of modern methods. All are fully captioned. A number of engravings and other contemporary documents are also reproduced in facsimile, and there are many scale drawings of railway rolling stock. As well as the products themselves, there are many views of the works and items under construction.

The presentation is clear and conventional, uniform with other Eveleigh titles, and eminently appropriate for works of historical record.

The author is well qualified, not only as an experienced railway historian with many respected works to his credit, but also as a qualified engineer and former Clyde employee. He has had access to official records and collections made by other company staff, notably Ronald Drummond, and the book has the approval of Downer Rail, successors to Clyde since 2001.

This is another remarkable achievement in research and compilation, for which author and publisher must be congratulated. We hope that they will take the account forward and cover the diesel era in a similarly accomplished manner.



Right
Clyde-built 3801 on the
Southern Highlander
at Flemington,
New South Wales,
on 11th October 1969,
one of the very last
regular steam-hauled
passenger trains over
the Main South, with
'streamers' flying from
the carriage windows!
Photo: Les Fordham.





Andeer returns to Pecorama



After a long absence enforced by the Covid restrictions, we are delighted to announce that *The Andeer Line* will be returning to Pecorama on selected dates this season.

The Swiss HOm modular layout depicting parts of the R thische Bahn has been substantially rebuilt and extended during lockdown, but still offers visitors the opportunity to drive trains using smart 'phones and tablets under the direction of a central computer 'signal box'.

The planned dates are:

Saturday 16th April (Easter)

Saturday 21st May

Saturday 11th June

Saturday 16th July

Saturday 13th August

Saturday 17th September

Saturday 15th October

As before, the layout will be in the Station Gallery/Lecture Theatre.

Opening times are 10.00am to 4.00pm.

Normal admission prices apply, but there is no extra charge for visiting the layout, and no need to book.

The regular amenities of the site will also be open – model shop, model railway exhibition, gardens, catering, and the Beer Heights Light Railway.

Note that Pecorama will not be open on Sundays and Mondays this season.

www.pecorama.co.uk



Austrian Post coach in HOe



If the Austrian Post had operated dedicated mobile post offices linking the remote communities along the narrow gauge lines, it would probably have looked like this, or similar.

New technologies make it possible to produce specials in small quantities so Halling have decorated a standard second baggage coach in this might-have-been livery. www.halling.at

Latest issue of *Satellite*

The Spring 2022 edition of *Satellite*, the free online magazine of the British 1:87 Society is now available and can be accessed at:

www.british-ho.com/society/satellite1-87.pdf

It is a lot bigger than previous issues, at 52 pages.

Anyone can access it without being a member though membership is free and allows access to all 71 earlier magazines on line, as well as a host of useful files and photos on British outline modelling in 1:87 scale.

Gaugemaster promotes Noch



Noch has released several sets of fairytale-inspired figures. UK representatives Gaugemaster thought they would give modellers the chance to let their imagination run riot and win some great prizes.

All you have to do is create a diorama incorporating some of the figures from the Fairytale range (Snow White, Cinderella, Red Riding Hood, Hansel and Gretel, and the Bremen musicians).

It can be any size, and use as many scenic products from the Gauguamer, Noch, or Faller ranges as you like; it will be judged on your creativity!

To enter, submit photographs of the diorama to:

competitions@gaugemaster.com along with a short description (c.200 words) of how it was built and the products (with product references) that were used. After the closing date, the RIGHT LINES team will go through all of the entries and choose their favourites.

1st Prize – £25.00 Gaugemaster Voucher
2nd Prize – £15.00 Gaugemaster Voucher
3rd Prize – £10.00 Gaugemaster Voucher

The closing date is Friday 20th May, so you have plenty of time to work on your entry. Good luck!

Terms and conditions

1. There are three prizes of 1x £25.00 Voucher, 1x £15.00 Voucher, and 1x £10.00 Voucher.
2. Closing date for entries is 11.59pm BST on Friday 20th May 2022.
3. Only one entry per person.
4. Entrants must e-mail at least two photos of the diorama and list the items and item codes used.
5. The winners will be chosen by Gaugemaster, and their decision is final.
6. The winner will be informed by e-mail once the winners are decided. If there is no response within seven days a new winner will be chosen.
7. The winner's name will be available on request and may be published in the Gaugemaster newsletter and/or on social media. Details of the entries as well as submitted photographs may be used on the Gaugemaster website or social media sites.
8. The promoter is Gaugemaster Controls Ltd., Arundel.
9. By participating in this draw, entrants confirm they have read, understood, and agree to be bound by these terms and conditions.



New from American Z Line



The second Alco PA1 release is for the New Haven in the striking McGinnis paint scheme. While these locos were designed for passenger service, the New Haven used them to pull freight as well. Two A units are available, with different running numbers.

AZL has also released Southern Pacific 'Daylight' versions as single A units or in a set with a B. Both units are powered.

The ALCO PAs feature prototype specific details, 7mm can motor, dual flywheels, directional controlled LED lighting, six-axle trucks with blind middle axle (no flange), blackened metal wheels, traction tyres, optional snow plough, and optional front coupler cover. They are DCC ready.

The EMD F7s are now available in Union Pacific livery single A units or in a set with a B unit. Both are powered.

They feature prototypical details, a 7mm motor, directional controlled LED lights, blackened metal wheels, optional replacement truck with truck mounted coupler, and draw bar (A units only). They come DCC ready.

The EMD SW1500 is due in two new liveries, Western Pacific, with a choice of three road numbers, and Penn Central, with two 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. Two adaptors are included that allow the model to be retrofitted with Micro-Trains® #905 couplers.



The 1917 8,000 gallon tank car is now available lettered for Paluxy Asphalt Company, with SHPX reporting marks, only as a single.

<http://ztrackdistribution.com>

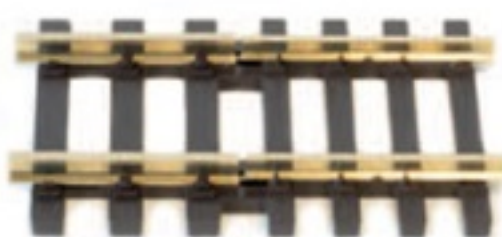


Code 83 to 100 link from Peco



To enable easy connection between the different rail sizes of the new American Code 83 track (perhaps in the scenic and visible parts of a layout) and the ever-popular Code 100 Streamline (used perhaps for the 'offstage' areas and hidden storage yards) a neat transition track of just 45mm/1 3/4" is now available, sold in packs of four. Ref.SL-116, £8.50.

Peco
(Pritchard Patent Product Co.),
Beer, Seaton, Devon, EX12 3NA.
www.peco-uk.com



Significant recent arrivals



Piko HO DBAG BR101
ref.51100 £205.00.
Gaugemaster



Piko TT DR BR8310
ref.47120 £265.00.
Gaugemaster

Piko G DB ET91 'Glass Train'
ref.37330 £1,275.00. Gaugemaster



As mentioned in our editorial, while we have been pre-occupied as usual with the new items reports for the April and May issues, a number of significant new models have been delivered, delayed from last year's announcements (if not earlier), some modifications of existing products, to a greater or lesser extent, and some brand new. We illustrate here a selection of models which represent new tooling; we plan to include full reviews in due course.



Rivarossi FS 27m³ tank wagons
ref.HR6489 £101.99 (three pack)
Hornby International



Rivarossi DR Res lowside
ref.HR6483 £49.00.
Hornby International



Arnold VTG gas tank wagons
ref.HN6477 £56.50 (two pack)
Hornby International



Arnold RENFE type JPD vans ref.HN6527 £77.49 (three pack) Hornby International

Exhibition Diary

Dates, events, and information

N.B. This listing only includes events which we have been notified feature overseas prototype layouts. For a complete diary listing, see RAILWAY MODELLER.

Please send details for possible inclusion to:

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

Telephone: 01297 20580

e-mail: clubs@railwaymodeller.co.uk

Note: events may still be subject to change due to the COVID situation.

Saturday 23 & Sunday 24 April BURTON-ON TRENT

Americana Open Weekend

incorporating

NMRA British Region Spring Meet

Organiser: Mech Models, in conjunction with Black Diamonds Division.

Venue: Unit 9, Lancaster Park, Newborough Road, Needwood, Burton-on Trent, Staffordshire, DE13 9PD. (Off the B5234.)

Open: Saturday 10.00-17.00

Sunday 10.00-16.00

Admission: £3.00 (includes a free tea or coffee).

Amenities: free parking; refreshments.

Features: American layouts; specialist trade. Special offers in store.

Contact: www.mech-models.com

Friday 29 & Saturday 30 April, Sunday 1 May

THORNBURY, Bristol

Organiser: Association of Model Railway Clubs Wales & West of England / Warners.

Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB.

Open: Friday 12.30-19.00

Saturday 10.00-17.00

Sunday 10.00-16.30

Admission: adults £12.00, children (5-16) £7.00, family (2+3) £35.00.

Amenities: parking; disabled access; catering.

Features: c.35 layouts including *St. Etienne-en-Caux* (French HOe, see CM October and November 2010, January 2011); *The Andeer line* (Swiss HOm); *Norge* (Norwegian HO, see CM May and June 2020); *Fulton Terminal* (US HO, see CM February and March 2010); *Beijiao* (Chinese HO, coming in CM); *Karolina Falls* (US On30, see CM September 2014); and *Habbaniya, Iraq, 1941* (multi-scale forced perspective, see CM March 2019). Demonstrations, societies, trade.

Contact: www.bristolmodrailx.uk

Saturday 30 April TENTERDEN, Kent

Organiser: City of Canterbury MRS.

Venue: St. Mildred's Church, Tenterden, TN30 6AT.

Open: 10.00-16.30

Admission: adults £5.00, children (5-15) £2.00, under 5s free. Event held to raise funds for church improvement.

Amenities: tea, coffee, and cake.

Features: layouts include *Mariaholtz-Klabondorf* (HO). Trade.

Contact: Jeremy Kennett 07443 658102
ccmrs.shows@gmail.com

www.ccmrs.co.uk

www.facebook.com/ccmrs1/

Saturday 7 May BUSHEY, Hertfordshire

Organiser: South West Herts. MRS.

Venue: Queens School, Aldenham Road, Bushey, Hertfordshire, WD23 2TY.

Open: 10.00-16.30

Admission: adults £7.00, children £3.00, accompanied under 15s free.

Amenities: cafeteria.

Features: layouts include *Schweizer Kleinstadt* (Z), *Grazeller Bahn* (HOe), and *St. Pankraz in Steiermark* (Austrian HO, see CM February 2021).

Website: www.southwesthertsmrs.org.uk

Saturday 14 & Sunday 15 May CREWE

Continental and Worldwide Spring Convention

Organiser: European Railways Association and the Worldwide Group of the N Gauge Society

Venue: Crewe Heritage Centre, Vernon Way, Crewe, CW1 2DB. 15 minutes from M6.

Open: 10.30-16.00

Admission: adults £5.00, under 16 free.

Amenities: free on site car parking; disabled facilities; light refreshments.

Features: c.15 layouts including: *Irgendwohn Strassenbahn* (German N trams); *Bregenbach, Schwarzwald* (German N); *Sutherland* (US N); *Glacier* (US N); *Marula* (Zimbabwe N); *Ishinaka* (Japan N); *Gresten* (Austrian HOe, see CM September 2012); *Hammanich* (Austrian HOe, see CM September 2009); *East German TT* (t.b.c.); *Bitterfeld yard* (German HO); *DB Epoch 3 FREMO* HO modules; *Marmagne* (French HO, see CM March 2005); *Zlata Vychod* (Czech HO, see CM April 2017); *Devil's Creek* (US HO); and *NorthWestern Mills* (US HO). Special interest societies. Specialist trade; selected members' sales. CM will be represented.

Contact: Axel Klozenbücher
07743 660461

Saturday 21 & Sunday 22 May SHEFFIELD, South Yorkshire

Organiser: Neepsend MRS.

Venue: Grenoside Community Centre, Sheffield, S35 8PR.

Admission: adults £6.00, children £3.00, family (2+2) £15.00.

Amenities: free parking; disabled access; refreshments.

Features: layouts include *Kleine Schweiz* (N) and *Dangle End* (On30). Trade.

Website: neepsendmrs.weebly.com

Coming next month

out 19th May

CONTINENTAL MODELLER

JUNE 2022 £5.99 (UK)

www.pecopublications.co.uk

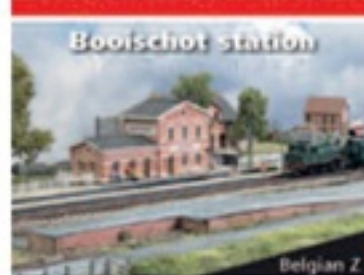
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Waldheim

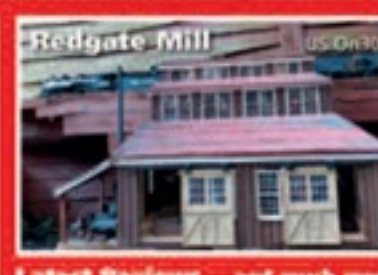
Saxony in G in the garden



Also in this issue



Booischoot station



Redgate Mill



SBB TmIV 232



PECO

• Waldheim

Jim Trotman presents the Saxon narrow gauge layout he has created on 45mm gauge track in his garden to accommodate a number of representative trains.

• Booischoot station

Pieter Willems and Jan Van Casteren took a while to build their new Belgian Z gauge exhibition layout, which made its debut at the MTD Expo in late 2021.

• Redgate Mill

A new development on the Cumbres & Cat Shed Railroad – Bill Longley-Cook shows how he modelled a classic mining installation on his American On30 garden layout.

• SBB TmIV 232

The small diesel shunter widely used in Switzerland is the subject of a detailed new HO model from Mabarr – Peter Marriott looks at the prototype and tests the model.

• Teutoburger Wald

A brief preview of the impressive new HO scenic section just opened by the acclaimed Modellbundesbahn.

... and much more!

CONTINENTAL MODELLER Classified Advertisements

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

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

Retailers Announcements

LOWESTOFT, Pairs, 252 London Road South, Kirkley for PECO PRODUCTS and MODELLING MATERIALS and many other lines. Tel: 01502 565695.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

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

Trade Sales

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

Trade Sales Books

CONTINENTAL MODELLER - BACK ISSUES - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.

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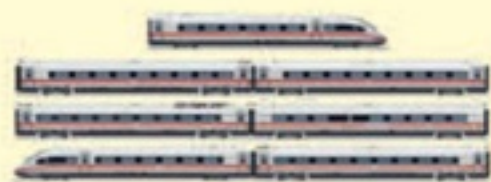
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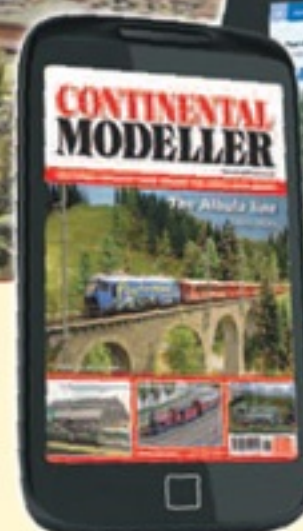
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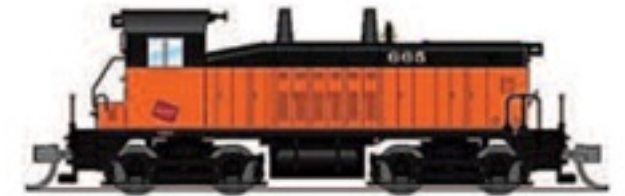
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The PIKO HO Scale (1:87) range is split into three parts; Hobby, Classic, and Expert. The Hobby range is an inexpensive entrance into the world of model railways with high quality, robust models. The Expert range has detailed, robust DCC-Ready locomotives.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



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