COMMENTAL MODELLER

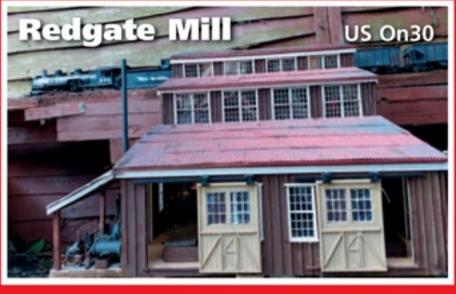
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CONTINENTAL MODELLER

June 2022 Volume 44 Number 6

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RAILWAY MODELLER

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



Cover

Deutsche Reichsbahn 99 516,
a rebuilt Saxon IVK Meyer,
coasts towards Waldheim
with a passenger train.
Photo: Jim Trotman.

Globalrail - Saturday 18th June

t is good to be able to preview a significant event with overseas layouts again. As the German Railway Society's publicity for *Globalrail* states – it has been two years too long! The Society is looking forward to welcoming friends old and new to this well established show which features a carefully chosen selection of layouts inspired by railways from around the world, several of which are new to the exhibition circuit – presumably time in lockdown has been usefully employed! There will be a strong German element, of course, but also Austrian, Czech, Romanian, and American – not forgetting the token British layout! The list includes:

Brunswick - new German N from CM contributor Stephen Davies;

an as-yet un-named German N gauge layout by Paul Smith;

Rennsteig - East German TT by Neal Mansell;

an Austrian TT layout by Bevis Wearing-King;

Nove Mesto na Nedostatku - Czech TT by Alan Monk;

Naples Street - American TT by Rod Shaw (see CM July 2018);

Köln Draußen - German HO by Andrew Knights (see CM October 2018);

St. Pankras in Steiermark - Austrian HO by Mike Upton (see CM February 2021);

Halta Nerau - new Romanian HO by CM contributor Myles Munsey;

St.Pierre (Canal) et la rue Perrin – French 1:34e narrow gauge by Christopher Payne (see CM September and December 2002);

Underpass – new American HO by CM contributor Rob Strachan (coming soon in CM); Blue Heron – new American HO by Andy Gautrey (in this issue);

Lunisolar Peat Tramway - 16mm scale narrow gauge micro by John Plant.

Several special interest societies will be present and there will be various specialist traders catering for modellers with international interests. CM will also be represented, and we look forward to seeing you there.

The venue once again is Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire, OX11 7JN.

This is quite convenient for the railway station, with frequent services from London Paddington and Bristol, and connections through Reading. The hall is about five minutes drive from the A34 Milton interchange, and has plenty of car parking spaces.

The exhibition will be open from 10.30am to 4.30pm.

Admission is still great value - adults £6.00, children £3.00, and family £12.50.

Hot and cold snacks will be available all day. (Covid conditions permitting.)

Four layouts, representing different prototypes, may be the most TT seen at a British show for some time. Is die Spur der Mitte (that is, between N and HO) – die ideale Spur, as it is promoted in Germany, 1:120 scale on 12mm gauge, making a comeback?

Of course, in eastern Europe it never went away, and after the fall of the Iron Curtain modellers there did not abandon TT and change to the readily available and technically superior western N or HO but instead demanded TT products to a similar standard. Various major manufacturers experimented with catering for this requirement, among them Roco and Brawa, while Piko took what had been their local market more seriously and developed TT alongside HO, N, and G, but the main name now (at least in terms of the range available) is Tillig, which emerged from the once state-owned BerlinerTTBahnen brand. Other companies have contributed, including Kühn and PSK Modelbouw, as featured in our reports from the Nürnberg trade fair. In the Czech Republic there are a number of specialist suppliers relatively little known elsewhere.

East European model railway products used to be rather basic and 'economical', but now many will stand comparison with anything.

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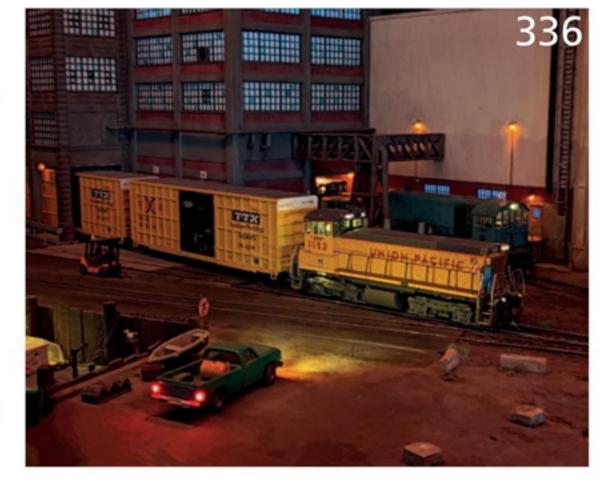
A dark wet night in Oregon – Andy Gautrey built a micro layout in HO to test new scenic techniques. It will be at the Globalrail show on Saturday 18th June.

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Pieter Willems and Jan Van Casteren took a while to create their new Belgian Z gauge exhibition layout, which made its debut at the MTD Expo in late 2021.

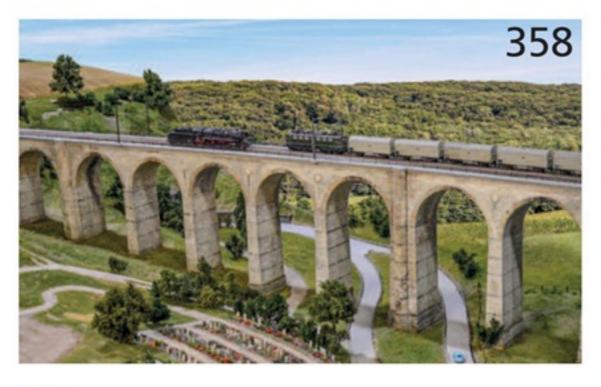
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A record breaking high speed train seemed rather slow – Stuart de Boer analysed the problem and found a solution.

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A brief appreciation of the life and work of our former colleague, an exceptional modeller who worked as product designer for Peco for 52 years.

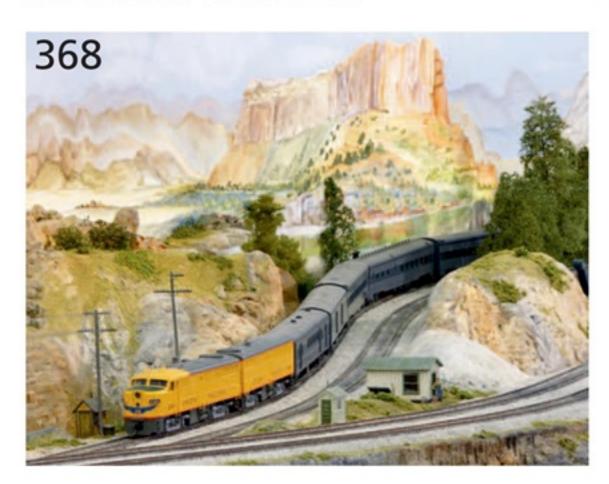
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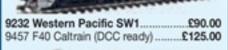
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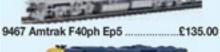






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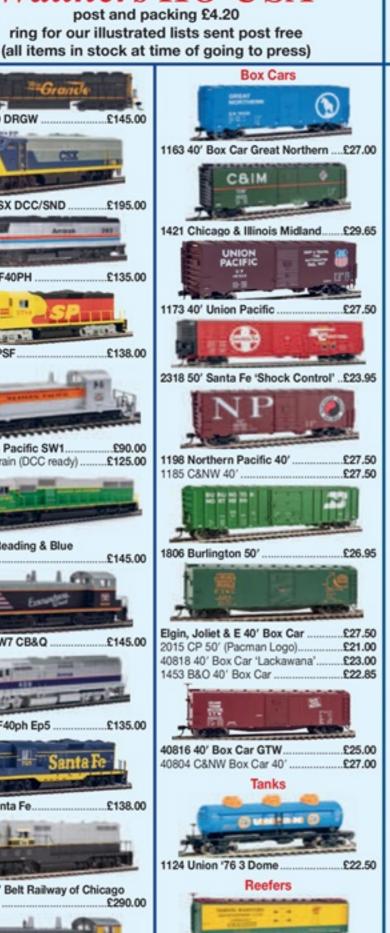
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B19803 40' ART Reefer	£27.00

A Comprehensive Model Railway System

Offering great value for money, PIKO is definitely the range to look at for beginners to continental railways and existing collectors alike, with a variety of starter sets on offer.

NEW 2022

PK51355 - DC - £205.00





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Expert DB BR194 Electric Locomotive - Epoch IV PK51470 - DC - £315.00

PK51472 - DCC Sound Fitted - £415.00

PK51356 - DCC Sound Fitted - £315.00



Expert DB E10 1270 Electric Locomotive - Epoch III PK51812 - DC - £190.00 PK51813 - DCC Sound Fitted - £295.00



Expert DBAG BR755 025 Electric Locomotive - Epoch V PK51721 - DC - £195.00

PK51723 - DCC Sound Fitted - £305.00





Expert OBB Rh1041 Electric Locomotive - Epoch III PK51895 - DC - £205.00 PK51896 - DCC Sound Fitted - £325.00



PK59845 - DCC Sound Fitted - £310.00

HO

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.

NEW 2022

Expert DB BR181.2 Mosel Electric Locomotive - Epoch IV

DRG E16 Electric Locomotive PK40354 - Epoch IV - £215.00



PK40482 - Epoch VI - £170.00



DB BR191 Electric Locomotive PK40540 - Epoch IV - £275.00

N

The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



DB Glass Train EMU
PK37331 - Epoch IV - DCC Sound Fitted - £1,425.00

NEW 2022

DB Lufthansa Airport Express Diesel Locomotive PK37443 - Epoch VI - DCC Sound Fitted - £825.00



DBAG BR218 PIKO/Marklin Diesel Locomotive PK37511 - Epoch IV - £475.00

The PIKO G Scale (1:22.5) range covers locomotives, rolling stock, a track system, and a large range of building kits. It can be used both indoors and outdoors and is great value for money. The locomotives feature directional lighting, and some even have sound and smoke. Stock from both Europe and the USA are featured in the range and the track is high quality and robust, and easy to lay.



DR BR55 Steam Locomotive PK47107 - Epoch III - £225.00



Railpool BR151 Electric Locomotive PK47207 - Epoch VI - £110.00



DR V15 Diesel Locomotive PK47308 - Epoch III - £135.00

T

TT Scale (1:120) is gaining in popularity, and PIKO produce a growing range of locomotives and rolling stock, including the famous ICE High Speed Train. A good 'compromise' scale, TT offers the detail of HO Scale but the space-saving convenience of N Scale. New modellers should definitely consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



Going To Ground

There is never a field with grass all the same height, so why would you have that on your layouts. This range of ground cover allows you to create natural and realistic grass areas with ease.



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Arable Land Natur+ Mat 22x20cmWith 10 Grass Tufts N07450 - Multi Scale £21.75



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Reed Meadow Natur+ Scenic Mat 25x25cm N07471 - Multi Scale - £8.25



Heath Natur+ Scenic Mat 25x25cm N07473 - Multi Scale - £8.25



Patchy Grass Natur+ Scenic Mat 25x25cm N07474 - Multi Scale - £8.25



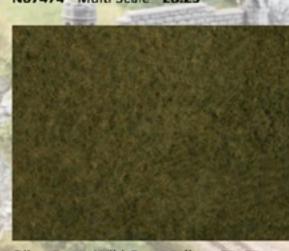
Yellow Green Meadow Foliage 20x23cm N07290 - Multi Scale - £9.50



Mid Green Meadow Foliage 20x23cm N07291 - Multi Scale - £9.50



Dark Green Meadow Foliage 20x23cm N07292 - Multi Scale - £9.50



Olive Green Wild Grass Foliage 20x23cm



Light Green Flock N07202 - Multi Scale - 20g - £5.00 N07241 - Multi Scale - 30g - £7.00



Mid Green Flock N07204 - Multi Scale - 20g - £5.00 N07242 - Multi Scale - 30g - £7.00



Dark Green Flock N07206 - Multi Scale - 20g - E5.00



Mid Brown Flock N07225 - Multi Scale - 20g - £5.00



Light Green Structure Foam 20g N07331 - Multi Scale - 3mm - £5.25 N07341 - Multi Scale - 5mm - £5.25 N07351 - Multi Scale - 8mm - £5.25



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Dark Green Structure Foam 20g N07333 - Multi Scale - 3mm - £5.25 N07343 - Multi Scale - 5mm - £5.25 N07353 - Multi Scale - 8mm - £5.25



Dark Brown Flock N07225 - Multi Scale - 20g - £5.00



Tradition and Passion

'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.





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

FM707088 - DCC Fitted - £275.00



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



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



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



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



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

NEW 2022



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

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

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

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Big in Detail and Technology



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.





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



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



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



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



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



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



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



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



RC10833 - £235.00 Z21 'Start' Digital Set



RC10820 - £445.00 Z21 Digital Set



RC10834 - £510.00 Z21 'Profi' Digital Set

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

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HF Wiebe V320 001-1 Diesel Locomotive
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DB BR290 090-0 Diesel Locomotive
M25903 - Epoch IV - DCC Sound Fitted - £360.00



SBB Ae3/6 I 10703 Electric Locomotive M25360 - Epoch III - DCC Sound Fitted - £455.00



SBB Ce6/8 II 14253 Crocodile Electric Locomotive M25595 - Epoch VI - DCC Sound Fitted - £530.00



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



DB BR065 001 Steam Locomotive
M22664 - Epoch IV - DCC Sound Fitted - £460.00

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

MINITRIX



DB BR103 237-4 Electric Locomotive M16345 - Epoch IV - DCC Sound Fitted - £440.00



DB BR212 372-7 Diesel Locomotive M16126 - Epoch IV - DCC Sound Fitted - £310.00



My Hobby DB V160 003 Lollo Diesel Locomotive M16162 - Epoch III - £150.00



KBayStsB D II Tank Locomotive M16331 - Epoch I - DCC Fitted - £275.00



Press BR218 054-3 Diesel Locomotive M16824 - Epoch VI - DCC Sound Fitted - £285.00



LLC (GtF) BR110 459-5 Electric Locomotive M16267 - Epoch VI - DCC Sound Fitted - £275.00



and currently produce models in Z, HO, and Gauge 1.



KBayStsB S 2/6 Steam Locomotive MN55162 - Gauge 1 - 1:32 Scale Epoch I - DCC-Sound - £3,590.00



DR BR15 001 Steam Locomotive MN55166 - Gauge 1 - 1:32 Scale Epoch II - DCC-Sound - £3,590.00



KBayStsB S 2/6 Steam Locomotive MN55163 - Gauge 1 - 1:32 Scale Epoch III - DCC-Sound - £3,590.00



FS E424.109 Electric Locomotive MN30350 - HO - 1:87 Scale Epoch III - ~AC - £285.00



DB BR75 407 Steam Locomotive MN39754 - HO - 1:87 Scale Epoch III - ~AC-Sound - £400.00



DB BR290 090-0 Diesel Locomotive MN39903 - HO - 1:87 Scale Epoch IV - ~AC-Sound - £360.00



DB BR194 Electric Locomotive MN88225 - Z - 1:220 Scale Epoch IV - £275.00



DB BR78 Steam Locomotive MN88067 - Z - 1:220 Scale Epoch IV - £260.00



DBAG BR120.1 Electric Locomotive MN88528 - Z - 1:220 Scale Epoch VI - £230.00



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Also Available:

MN60216 - Marklin Digital Central Station 3 Plus - £795.00

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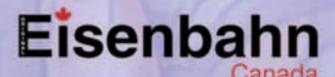


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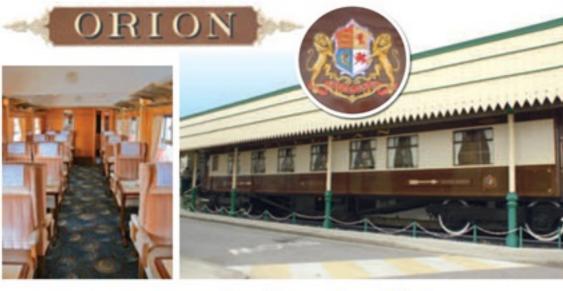
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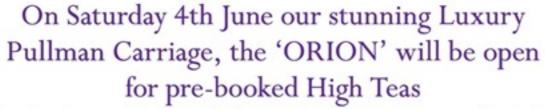
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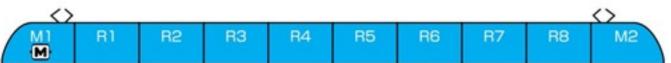


#10-1763 OUIGO 10-Car Set

C--- A

- Spec. -A newly moulded body for the locomotives at both ends of the train includes the closed dent beneath the windshield and the added antenna.
 - -A new pantograph is included. Pantographs for AC and DC are made differently from each other.
 - -Bright blue train colour, large polka dot painted on each car and OUIGO logos are beautifully represented.
 - -Prototypical 20-car train formation can be run by removing the coupler cover from the tip of the locomotive and using the drawbar supplied with the product.
 - -DCC friendly (6-pin DCC socket can be ¬tted to cars M1 and M2. But the CV29 value should be changed and reverse the control head/taillights.)

Formation



-On the real train, pantographs (on the cab side usable for DC/on the car connection side for AC) are used by every car in a DC area, but only used by the rear power car in an AC area.



Relations item

#10-1658

Thalys PBKA New Color 10 Car Set



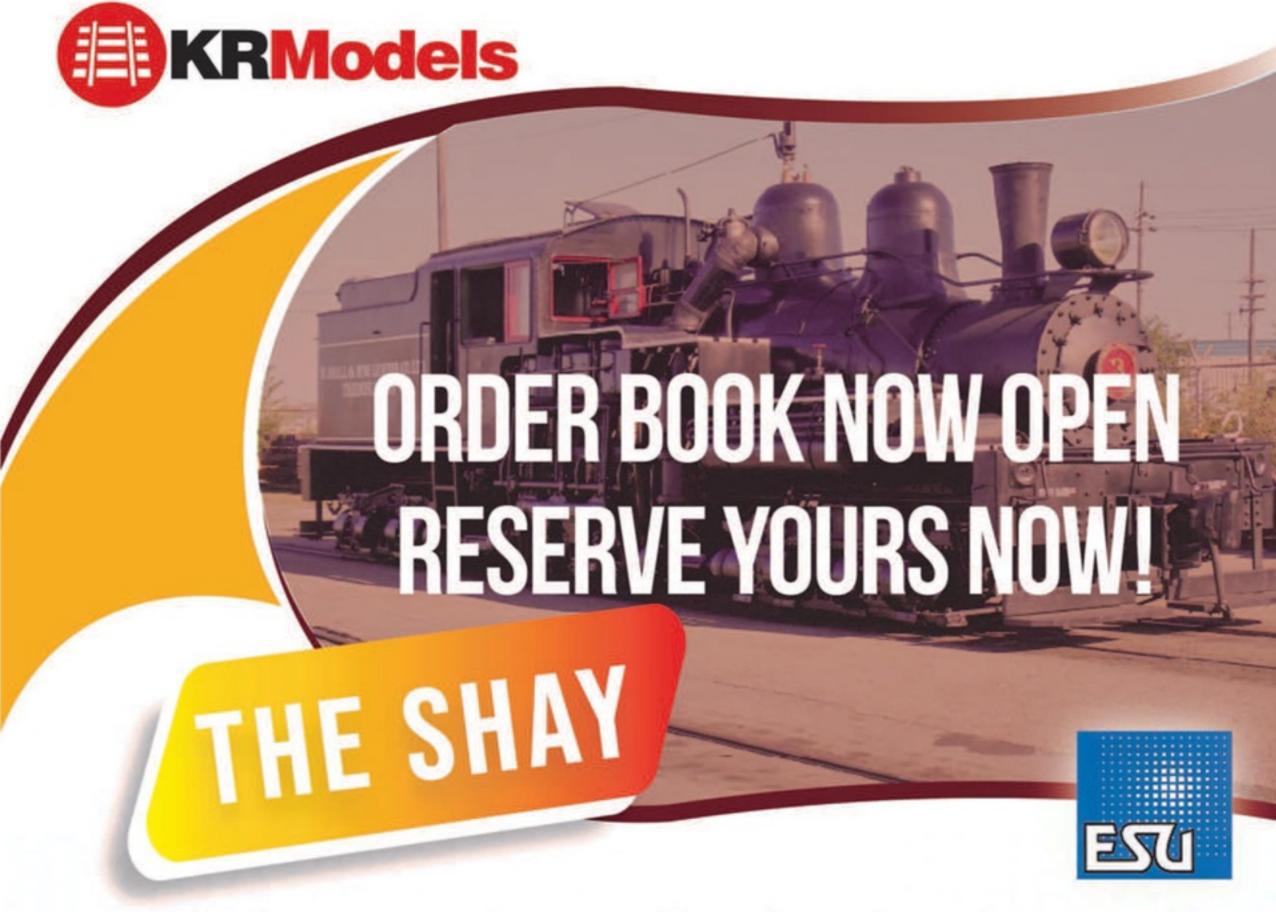


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The Shay locomotive was the most widely used geared steam locomotive. The locomotives were built to the patents of Ephraim Shay, who has been credited with the popularization of the concept of a geared steam locomotive. Although the design of Ephraim Shay's early locomotives differed from later ones, there is a clear line of development that joins all Shays. In 1884, they delivered the first 3-cylinder (Class B) Shay.

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£ 304,49

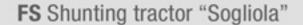


Jouef

HJ2338

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

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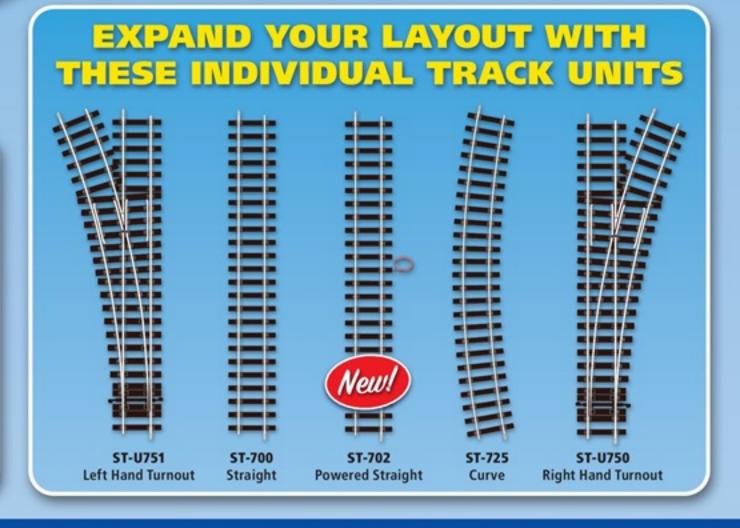




This attractive shunting layout shows what can be achieved using the contents of the ST-701 Starter Track Set, along with some additional scenic items.

You don't necessarily need a vast amount of room for O gauge either - this is just 8 feet long!

OTHER PECO PRODUCTS FEATURED ON THIS LAYOUT LK-743 Fencing LK-704 Lineside Hut LK-749 **Loading Gauge** Please note these items Crane are not included in the ST-701 Starter Track Set



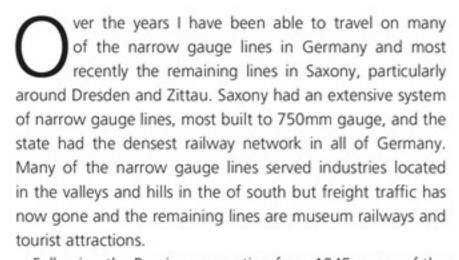
Jim Trotman reveals how he took his modelling

to a larger scale and out into the garden.

Photographs by the author.

Waldheim

Saxon narrow gauge in the garden



Following the Russian occupation from 1945, some of the lines were dismantled and shipped off to the Soviet Union as reparations but the lack of alternative transport led to some being rebuilt soon after. The lines were nationalised and became part of the DR network but already benefited from a good deal of standardisation. It was, and still is, easy to move locomotives and carriages to other lines where they are needed. Even today, former Saxon stock can be seen as far north as the island of Rügen and in Brandenburg province on

the 'Pollo' preserved line. For special festivals, locos or even whole trains brought in from other lines are quite common and the '1900 train' is a good example.

Many modellers who like the space provided in a garden choose to run anything that will fit onto 45mm gauge track and at times it can be tempting to do so, but for me the decision was taken to stick to prototypes that used 750mm gauge. This gives a scale of about 1:17 rather than the usual 1:22.5 used to describe LGB models. I decided not to mix scales other than for the hand-built structures where 1:20 was much easier for me to calculate.

The layout

I chose the name Waldheim for my layout as it is a loose translation of where I live and there is also a real place of that name close to one of the lines in Saxony. The small halt is called Winterberg and there is such a place close to one of the preserved line plus a 'wintery hill' not far away from my house.



In Deutsche Reichsbahn days a Saxon IVK departs from Waldheim, passing the farm.

Right

Two passenger trains pass in Waldheim station as freight wagons are shunted on the newly ballasted track.

Below

A DR era passenger train. The red & cream coach was one of those fitted out for use as a railcar trailer.



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SAXONY IN THE GARDEN

Overall area of layout and garden approx. 40' x 21'. Each grid square = 1ft x 1ft.





Having been interested in railways from childhood, I have built many layouts in gauges from Z to HO, but after moving to a new home just over five years ago I decided it was a good time to build a garden railway. A couple of friends had built very attractive garden railways and this helped to persuade my wife that we should do so too. She was happy to take charge of the planting, but I needed to keep the plants to a size not too far out of scale for the trains and buildings.

A small rockery was expanded and about five tons of soil and sand, plus rocks from foundation excavations, were added to increase the area to approximately 12m by 6m (40' x 20'). Higher rocks and plants were positioned in the middle of the new rockery so that trains would disappear behind them and not be in view from the patio at all times. A few plants proved to be a bit vigorous and had to be moved and I regularly need to trim back thyme and other plants that stray too close to the track. There is always something to do on a garden railway, especially after the winter months, and again during the growing season when plants eagerly spread onto the track.

The railway is just a long loop with Waldheim station near to the patio and a small halt, Winterberg, on the other side. There is only a shallow gradient of about 30mm between the station and the halt.

The main station has two through lines plus two sidings. There is a central platform (made of cement) and a couple of loading docks plus a 'crossing' that allows access across the tracks for us to maintain the centre of the rockery. Even during the Covid-19 lockdown it has been possible to enjoy the sunny days and run trains in the garden.

The track is mostly LGB with just four manual points from Piko. Only large radius curves were used rather than flexible track or the 60cm radius curves.

Track was laid a couple of metres at a time on a thick base of cement. This was a firm mix using mostly sharp sand and the track was pressed into it once levelled. In only a few places was the track screwed onto treated timber set into the cement but after the first couple of track laying sessions the track was just pressed into the wet cement. This has worked well and has not cracked even after being stood on and knelt on many times. Fine potting grit was used either side of the trackbed but sometimes this needs to be removed from between the rails and points after birds or rabbits have used the track as a route across the garden.

During 2021, I re-ballasted the track using O scale large grit and fixed it with the usual method of mixing exterior PVA glue and water plus a dash of detergent. This has been applied using 20mg syringes kindly supplied by the local veterinary surgery. I decided to fix this smaller ballast in place as heavy rain also moved the potting grit around a bit too much. To my eyes, the O gauge grey ballast looks about right when compared with pictures of the real lines.

Below
Waldheim station with
Friedländer Bezirksbahn
0-6-2T No.12 Friedland
ready to depart.





Rolling stock

I decided to base the railway on the narrow gauge lines of the former East Germany so that I could represent Saxon railways from about 1900, the Deutsche Reichsbahn lines of the 1950s and 1960s, and the current lines, On some days I choose to run Saxon State Railways trains but on others I run trains that can be seen on the Rügen and Prignitz lines. Mostly, I run trains as seen now on the lines in Saxony, both preserved and those integrated with their local transport networks, combining tourist and public services.

The eight trains – and the buildings – are kept in my railway room, just across the patio, and the chosen couple of trains run around the rockery while we enjoy a relaxing drink or two.

Most of the rolling stock is from LGB but I also have a couple of DR carriages from Train (made in China). Some was bought new from Arcadia Models and Carnforth Models and some came via eBay. The less expensive secondhand locos and wagons have been repainted and re-lettered as Saxon period stock, some based on photographs taken of surviving examples in Germany.

I have always liked the Austrian U class locomotives, as also modelled by LGB, and I discovered that a line in the former Austro-Hungarian province of Bohemia connected with the Saxon lines at Hermsdorf (now Hermanice in the Czech Republic). This line ran from Friedland to Hermsdorf and then crossed into Saxony and the town of Reichenau (now Bogatynia in Poland) before crossing the Oder river near Zittau. Very little remains now of this line east of the Oder apart from some old buildings and odd bits of track still embedded in former level crossings.

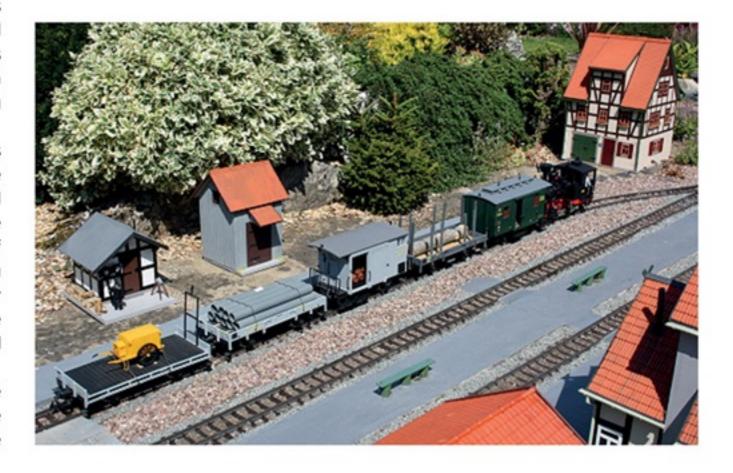
Austrian narrow gauge lines were normally 760mm gauge but the line from Friedland to Hermsdorf was built to the Saxon 750mm gauge and used the same Heberlein cable braking system. So this gave me the excuse to buy and repaint a secondhand U class that now strays across the old border and pulls some of my Saxon rolling stock. A new Saxon IVK by LGB was out of my price range and so the U does the job of hauling Saxon bogie coaches. I had renumbered it as the one surviving loco but then discovered that its pre-1920 identity was No.12 *Friedland*. I have not found any pictures of the prototype so the livery is 'likely rather than authentic' – modeller's license, I guess. Most Austro-Hungarian locomotives were painted black and the three 0-6-2Ts on the Friedländer Bezirksbahnen carried names, so my version is probably not too far off the original. The one surviving example now in the Czech Republic does not have the bunker behind the cab but I could not bring myself to cut it off the LGB model.

Above

FBB No.12 Friedland waits with Saxon bogie coaches.

Below

Repainted fright stock in the yard at Waldheim. The permanent way hut and the barn are not always in these locations and are small enough to be placed elsewhere on the layout.



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Above

The replica IK 0-6-0T doubleheads the '1900 Train' passing Winterberg halt with its slate slab platform.

Below

The historic train passing the scratchbuilt houses at the south end of Waldheim. An old LGB wagon, in bright orange plastic, was bought from eBay and became a winter project. It was turned into a *Rungenwagen* (stake wagon) and painted in Austrian grey livery and lettered for the Friedland line even though I could find no pictures of the real thing. The load it carries is the top of last year's Christmas tree. The completed wagon looks right behind one of the other two secondhand 'Stainz' locos now also repainted into FBB black.

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All the other stock is standard LGB DR although one large lidded wagon lettered for the metre gauge Harz system will be swapped for one lettered for the Saxon lines (97- series rather than 99- series).

I followed the restoration of the historic 1900 train in Dampfbahn magazine and managed to recreate it using LGB models. Some of the original coaches were found being used as sheds and chicken huts and were carefully restored to their original condition.

Since no Saxon class IK 0-6-0T had been preserved, a completely new replica was built at Meiningen and this completes the train of four-wheeled vehicles.

Some other lines, notably Radebeul – Radeburg, also has some beautifully restored Saxon stock, both passenger coaches and freight wagons.

The buildings

At a local auction I bought a few LGB items only worthy of repainting, and also some rather battered and incomplete Pola buildings, to the usual scale of 1:22.5. I repaired and modified these structures but wanted to add more buildings that better represented those found around Saxony. Using my own photos, *Dampfbahn* magazine, and Google, I quite easily found pictures of timber-framed buildings and these helped me scratchbuild structures for the railway. Often I only had a view of one or two sides of the real building so on the models I simply made up the other sides to match – modeller's licence again.



I extended the parts of the old Pola station to form a bigger station; the original idea was to make it like one on the Zittau lines between Bertsdorf and Jonsdorf but I decided to make it more generic so that it would not look out of place when I run trains seen on the Prignitz or Rügen lines.

The small shelter on the opposite side of the rockery from the main station is called Winterberg and is loosely based on a shelter at Teufelsmühle between Bertsdorf and Oybin. The model is much simplified but is painted in the green and cream Saxon colours, although the real shelter now appears to have reverted to all over brown. Similar small shelters with a single pitched roof can be found on many narrow gauge lines in Germany.

The plastic kits for garden railway buildings can be rather expensive and I prefer to spend money on trains rather than buildings and so after experimenting with the station building extension, I turned to scratchbuilding houses. These are built to a compromise scale of 1:20 which is much

Above

FBB 0-4-0T No.1 now leads the Saxon IK 0-6-0T No.54.

Below

The IVK coasts downhill with a freight. 99 516 survives and is now resident on the Schönheide museum line.





easier as 5cm on the ruler equals 1m on the building being constructed. The first was the small cottage for the station master. This was built from MDF board with roof panels and gutters from Pola (obtained as spares from a company in Fleetwood). The walls were painted with masonry or acrylic paint and overlaid with plastic strip to give the timber-framed (Fachwerk) effect. The windows were cut from thin black plastic sheet and varnished to give a gloss effect. In photos they look quite realistic and are much easier to make than cutting through the MDF board and fitting real windows. Flower boxes are just square section plastic with N gauge hedges added and covered with scatter material and painted geranium red.

The MDF board, and occasionally spare ply, construction of the buildings makes them a bit heavy but at least they do

Above

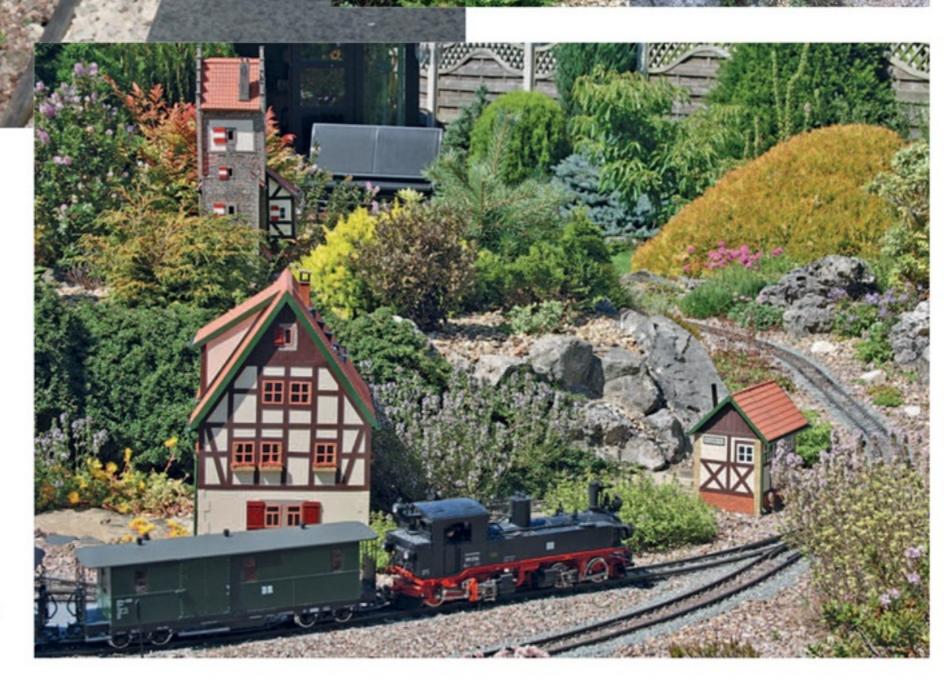
The '1900 Train' at the southern entrance to Waldheim station. The building on the patio only has three sides and covers the LGB controller.

Above right

Before the track
was re-ballasted,
the track cleaning train
passes Waldheim Tower,
based on a couple of
examples at Rothenburg.
Here there is a slight
gradient as well as a curve
to challenge the trains
heading into Waldheim.

Right

The IVK departing Waldheim, passing the lineside farm and the tower on the hill.



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not move about in the Cumbrian weather. I glue (PVA) and pin the wall and base panels together which makes them very robust. The Raiffeisen warehouse (which fits over a drain cover by the station) used up a full square metre of MDF sheet. This sheet has to be cut outdoors as MDF dust can be harmful if breathed in and even though MDF can be easily sanded, that too should be done in a well-ventilated space.

I then started building larger structures and used a variety of roof panels rather than just Pola ones. I have used Shirecraft pantile panels on the warehouse and also use 1:12 scale adhesive stone sheets on some of the buildings. This is supplied for dolls houses but looks fine at 1:20 scale,

sometimes with additional lines of 'mortar' painted between the larger stones. My structures not only cost much less than similar plastic kits but also are not seen on other garden railways. Each building took between two and three weeks to build and once completed they were sprayed with an acrylic satin varnish even though they are not left outside after running sessions.

Although I do like to stick to one gauge, and certain geographical areas and time periods, I am still flexible enough to run and build things that I like. My garden railway brings back many happy memories and provides many hours of enjoyment.

Above

We conclude with a move from Saxony to Rügen – a mixed train hauled by Mh class 0-8-0T DR 99 4633.

Below

0-6-0T+T 99 4652 is a former Heeresfeldbahn HF110C which can also now be found on the island of Rügen.



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Andy Gautrey built a 5' x 18" micro layout to test new scenic techniques. It is due to be at the *Globalrail* show in Didcot on Saturday 18th June. *Photographs by the author.*

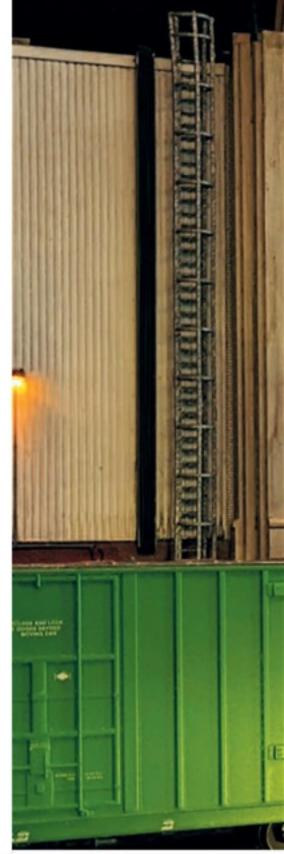
Blue Heron

A dark wet night in Oregon

One of the first American layouts I remember taking any notice of was in the mid-1990s, built by Peter North. It was just a simple oval but was more captivating than much bigger layouts that promised a lot more action. One thing that gave it atmosphere and brought the viewer into the scene was the flickering neon sign and music coming from the café, supplied by the miniature jukebox on the side of the layout. I started to wonder how I could build my own interpretation of this, using my own music interest which was the then contemporary 'grunge' scene from Seattle.

This first spark of modelling anything North American eventually manifested itself into my HO Yakima Valley inspired layouts (CM March 2006, March 2012, and March 2018), but their eras were never really compatible with the music connection and although I enjoyed exhibiting them, they were not operated very often at home.

About five years ago, after discovering the Blue Heron paper mill in Oregon City from the OC switcher video on YouTube, I decided to go ahead with this project in order to try a few new ideas, among them building a scene set at night and with the rain effects so beloved of Hollywood movies, and of course including the music influence.







Above

Burlington Northern SW1500 #307 switching freight cars at Blue Heron paper mill.

Left

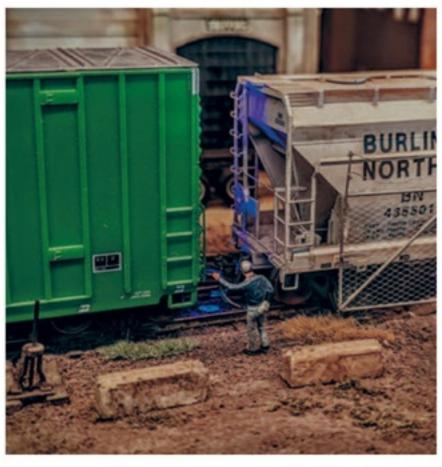
Union Pacific SW1500 #1152 with all its lights on, inspired by scenes in the OC switcher YouTube video.

Right

The single Rapido Railcrew uncoupler at the head of the inglenook works well; it emits a blue light when switched on to aid location.

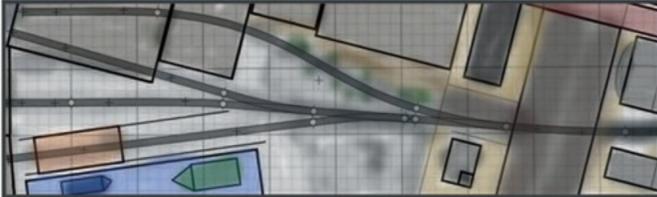
Design

I soon realised that the best and simplest solution to provide instant operational interest for the space available would be to adopt the classic 3-2-2 inglenook plan and use shuffled car cards to generate a random order for switching the cars. The longest length on a rectangular baseboard is the diagonal, but in order to future proof the design the switching lead and the middle spur both end perpendicular to the edge, making connections a lot simpler should I build an extension or want to connect it to modules at a Freemo meet. I also tried to limit any curvature in the spurs to make coupling the Kadees as easy as possible. After trying varying configurations, I stumbled across the angle of 11.5° or 1 in 4 as being suitable for modifying both Walthers structures and close to the divergence angle of Peco code 83 turnouts. Another reason for choosing an inglenook was I had a spare Rapido Railcrew uncoupler left over from building another long-term layout and the quickest way to make use of it was to build another layout!



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The list of other expected features then appeared and although it seemed to include every cliché apart from a muscle car wrapped around a telegraph pole, it felt like a good opportunity to try new techniques that did not fit in with other projects. Previous layouts and Freemo modules had featured what was becoming my trademark railroad grade crossing with street running and I had a LogicRail grade crossing module and Walthers cantilever warning signals that could be used for the scenery around the switching lead.

Finally, being satisfied with the plan, I then realised that one negative aspect is all of the track is required to be used Above Overall size 5' x 18". Large squares are 6".

Below

The diner receives a delivery.
The Ford Model C truck
(Athearn) has surface mount
LEDs for the lights on the
cab roof and fibre optics for
the lights all around the box.





for switching, and I still had an issue with how to swap cars on the layout as it did not have a separate fiddle yard. So, it was back to the design software, and I added a fourth spur that disappears into a building to enable cars to be swapped and additional locos and cars to be stored without affecting the inglenook operations. There is also some abandoned brick paved trackage to an old loading dock in front of the original factory building which I did think of connecting, but perhaps that would have over-complicated the simplicity of the design.

Construction

For ease of construction, I used a Tim Horn 5' by 18" baseboard kit, and within an hour of starting I had a sturdy but light box complete with proscenium arch. I dropped a few inches at the front to form the dock and added beading around the top to support a 5mm black foamcore roof to prevent light entering from above. I also added a caulk bead into the corners to hide them and painted the insides with matt black emulsion to depict the night sky.

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Above

The east end of the layout. Washington Central SW1200 #202 at the grade crossing. ORTH

own

Right

Soundgarden are playing at the Paramount Theater tonight, and their Chevy van can be seen parked outside. It is modelled on photos of the bright red vehicle that is now preserved at a museum in Seattle.

JUNE 2022





Above

The west end of the layout, showing the dock and the three Inglenook spurs.
The boats are both from Kibri kits and named after my children.

Left

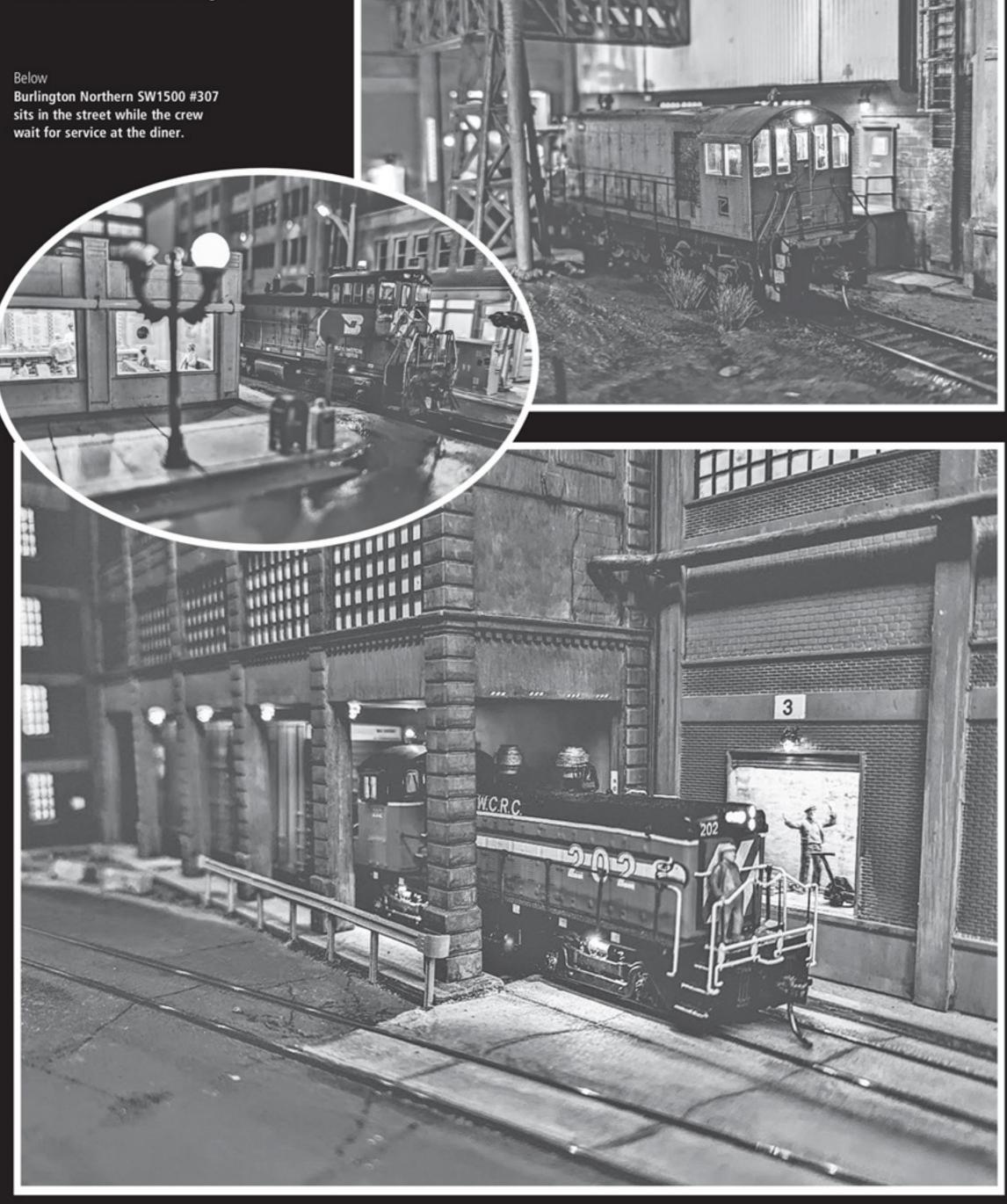
BN SW1500 #307 with a tank car on the dockside. The tug name acknowledges Foss, a famous marine towing company in the Pacific Northwest.

Right

Washington Central #202
spots a single boxcar
at the unloading dock.
Although this loco would
have been more at home in
the Yakima Valley
in the period of the layout, it
deserves a place as it was
originally overhauled at
CEECo in Tacoma and later
moved to the BNSF locomotive
shops at Interbay in Seattle.



Another favourite loco with a Washington State interurban history is this old Alco HH660. Having worked on the Walla Walla Valley as #770, it later moved to the Port of Longview.





As with the crossing module, some of the town buildings were re-used from previous layouts and there was a lot of trial and error to see what would fit into certain spaces or work as view blocks.

I did intend to model a chain from the Pacific Northwest called the 'Old Spaghetti Factory' as their restaurants usually have a genuine imported Portuguese streetcar inside, but the two story DPM structure looked too high for the location and was replaced with a single storey Walthers 'White Castle Diner', complete with detailed interior and neon strip made from pink electro-luminescent wire.

Another café towards the front of the layout also has a detailed interior, whereas further back the interiors are less visible and use layers of two-dimensional photos.

There are a number of Miller Engineering animated signs on the layout, and these have proved to be most worthwhile in adding to the night time effects.

The industrial buildings have either been kitbashed from Walthers kits or scratchbuilt from foamcore board clad with corrugated sheeting, with extra details added to their basic shells. All have some degree of illumination, whether it is LED strips or individual security lights. It has been a challenge to fit as many LEDs as possible to the layout without making the layout look too gaudy.

The road vehicles are also fitted with appropriate lights, initially with 2mm LEDs but as I became more confident I started to use fibre optics for marker lights on trucks and surface mount LEDs as appropriate including the bus that has a flashing turn indicator.

2mm thick foam that was distressed to represent cracks, and after painting had Deluxe Materials 'Aqua Magic' poured on to form puddles or gloss varnish for wet areas. I did try to model the rear spur going through a puddle as seen in a photo of the

Union Pacific switch job at Harbor Island in Seattle.

Locomotives and stock

It was the intention to set the layout in the 'grunge' era and the exact period is dictated by the band Soundgarden's headline appearance at the local theatre which gave me two eras to work with, late 1980s to mid-1990s and again from 2010 to 2017.

Now a small switching layout using leftovers should not need much of a locomotive fleet, but like most projects I have ended up with more than really necessary and a few of them are a tribute to famous locos with connections to Washington State. These are divided into core locos, which usually have a TCS WOWsound decoder, sugar cube speaker, lights, and a stay-alive, and less consuming backup locos that currently have a more basic decoder.

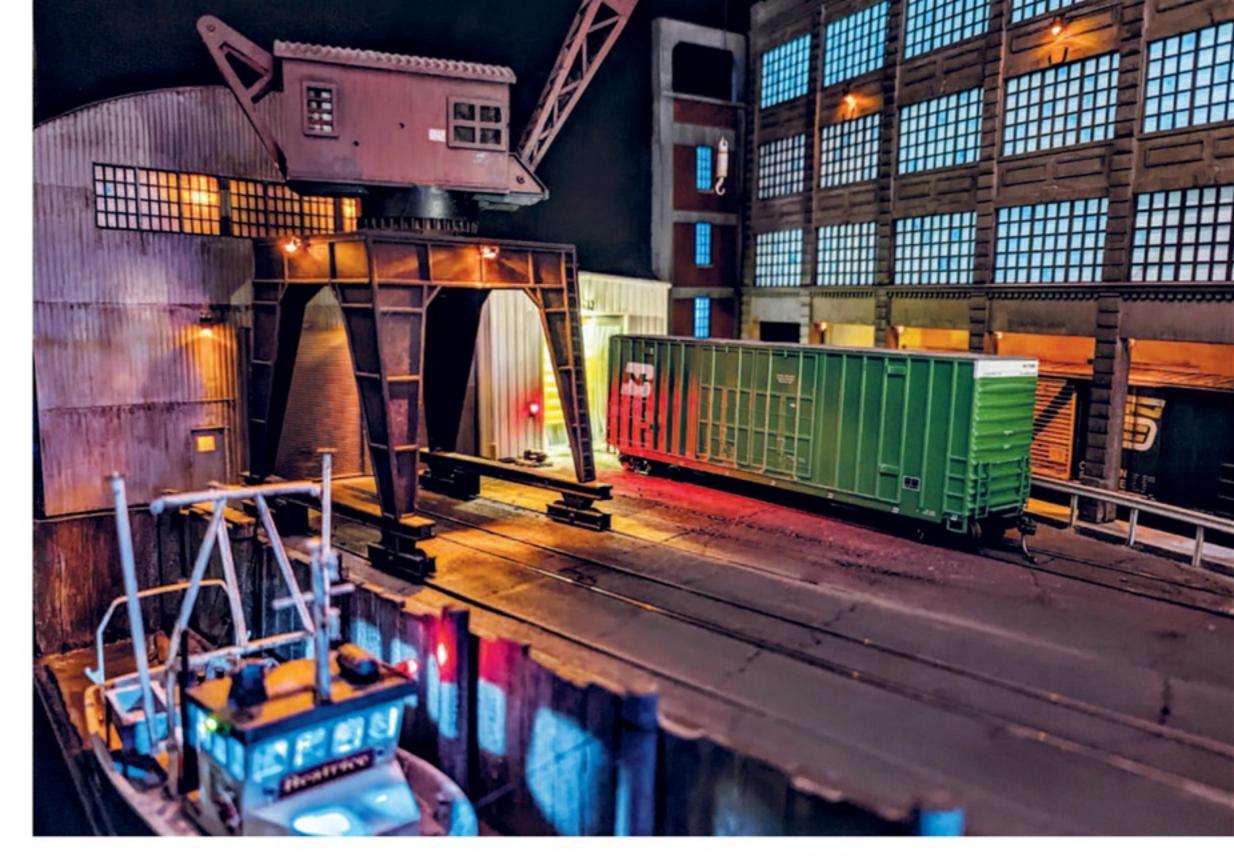
I had some stock from previous projects but also found a few bargains to add to the fleet in order to increase the variety from just reefers and local boxcars. Although inspired by a paper mill, I tend to pick a variety of cars and lengths for basic switching, but more advanced moves can include Top

UP #1152 was one of the locos allocated to the real Blue Heron switch job. It is seen here alongside a veteran Alco HH660.

Above

This Athearn model has no fewer than thirteen LEDs fitted, including illuminated multiple working sockets and a red Motorola radio display in the cab.

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Above

The dockside area with a high capacity boxcar waiting to be transferred to the loading bays. almost identical boxcars where the operator has to read the number. Each car has a corresponding laminated card bearing its number and photo held in a frame on the front of the layout, and with five cars on the layout their cards are shuffled, and the train formed on the front spur in the order that the top three are drawn.

Control and electrics

The lighting effects on the layout such as the building and vehicle lights have appropriate resistors to run on 12 volts DC, although this is reduced to 10.5v through the use of a LM2596 voltage regulator. There are another couple of regulators fed from this for the street lights (at around 7v, the only filament bulbs on the layout) and another of 5v for the Miller engineering signs and electro-luminescent wire. I did envisage having a ring main for accessories under the layout but in the end found it best to use feeds to different areas and this has proved to be reliable.

Connections are made using Wago 222 connectors glued to the underside of the baseboard, their lever action making it easier to remove a wire than a screw terminal. Total current consumption for the lighting, including the RGB LED strips, is just over one amp.

Conclusion

This layout has been a fun distraction to build and operate, not least through looking for inspiration for reflections and illumination effects on a rainy night whilst at work. However, like most projects, I am always looking for ways to improve things and am considering how a Blue Heron II might evolve.



Right

The east end of the layout, with the MP3 player for playing music through a speaker in the theater, and the rotary switch for turnout road selection. The other switches are for the crossing lights and the uncoupler. The key (on an appropriate keyring) locks out the fourth spur to avoid cheating the rules of the inglenook.

Pieter Willems and **Jan Van Casteren** took a while to create their new exhibition layout, which made its debut at the MTD Expo in late 2021.

Photographs by Gerard Tombroek.

Booischot station





t is now thirty years since Märklin introduced a completely new scale for model trains: 1:220, with a track gauge of 6.5mm. Märklin opted for two-rail DC and named it Z. Until now, it is the only significant European manufacturer to offer rolling stock and track material in this small scale.

Z is ideal for building model railways where the landscape dominates the trains, something that requires much more space in the larger scales. This layout proves that Z is also suitable for exhibition layouts.

Plans are made

The story of *Booischot Station* could start like a classic fairy tale: "Once upon a time ... there was an idea." It was around 2011. We were then exhibiting another Z project. One of the co-builders came up with the idea to replicate the Booischot station, where he regularly catches the train. This station is located on line 16 that connects Lier to Aarschot. The idea was enthusiastically received and plans were immediately made. The first on site explorations were carried out. An inventory was made of the typical buildings around the station. On the list were the station (that had meanwhile been demolished), the café Hof ter Laeken, located diagonally across from the station, and the typical half-timbered house that is next to the level crossing. Furthermore, there would be a few buildings that are not actually present but which were on the wish list, such as a farm and a guard house.

The buildings on the wish list were started almost immediately. Since structure kits based on Belgian prototypes are virtually non-existent in Z, most of the buildings had to be scratchbuilt. To practice, Pieter first built a row of four workers' houses. The stone pattern cardboard from Archistories was ideal for this. It was purchased at one of the largest Z gauge meetings, at Altenbeken in Germany. This show will be held for the eighth time this year in mid May, if circumstances permit.

While measuring the buildings on site, we became acquainted with the owners of the Hof ter Laeken café. They were very curious about what we were doing. We explained to them that we wanted to recreate an impression of the station environment. They were very enthusiastic and we were immediately invited to exhibit the layout there when it was ready. We promised to organise the preview in their café. A promise is a debt ...

Building in slow motion

Then there was a hitch. Pieter decided to go abroad. The original planned two years away became six. Fortunately, the buildings could continue to be tinkered with, but this was at a very slow pace. During this time, Jan built the station base on a prototype of a similar station in Zichem that was measured on site. Pieter built the Hof ter Laeken café. The walls were cut by hand from Archistories card. The windows and roof mouldings were cut out with a Silhouette cutting plotter. Some techniques were also further tested by Pieter, such as making trees according to the braided wire method. In the meanwhile, Jan made another Z gauge layout, Schienenbusbahn, together with Toon Versnick. This layout was displayed at a number of exhibitions at home and abroad.

Back to work

In 2018 Pieter returned to Belgium. Plans were immediately made to resume the Booischot project. Jan had meanwhile found a plan in an archive showing the track layout over the years. Pieter scaled the plan to 1:220, with some necessary compromises. The plan also included a loop and some sidings, ideal for including freight. Essentially, the layout consists of a double track oval, running on the left as is usual in Belgium. At the back there is a storage yard with two loops in both directions. The whole fits on two boards each 1m by

Above

The station area. It is one of the few Flemish stations that uses the French spelling. The track layout was kept simple, as on the original plans: there are two through tracks and a goods loop serving two sidings. A class 96 (Prussian T12) 2-6-0T has just arrived with a rake of GCI six-wheel compartment coaches. Loco and stock are all by Märklin. The station and all structures were scratchbuilt. The half-timbered house in the background is now an eatery – it is definitely not typically Flemish. The concrete shelter, which is so typical of Belgian stations, was recreated using plans received from a fellow modeller. The parts were cut using a Silhouette cutter.

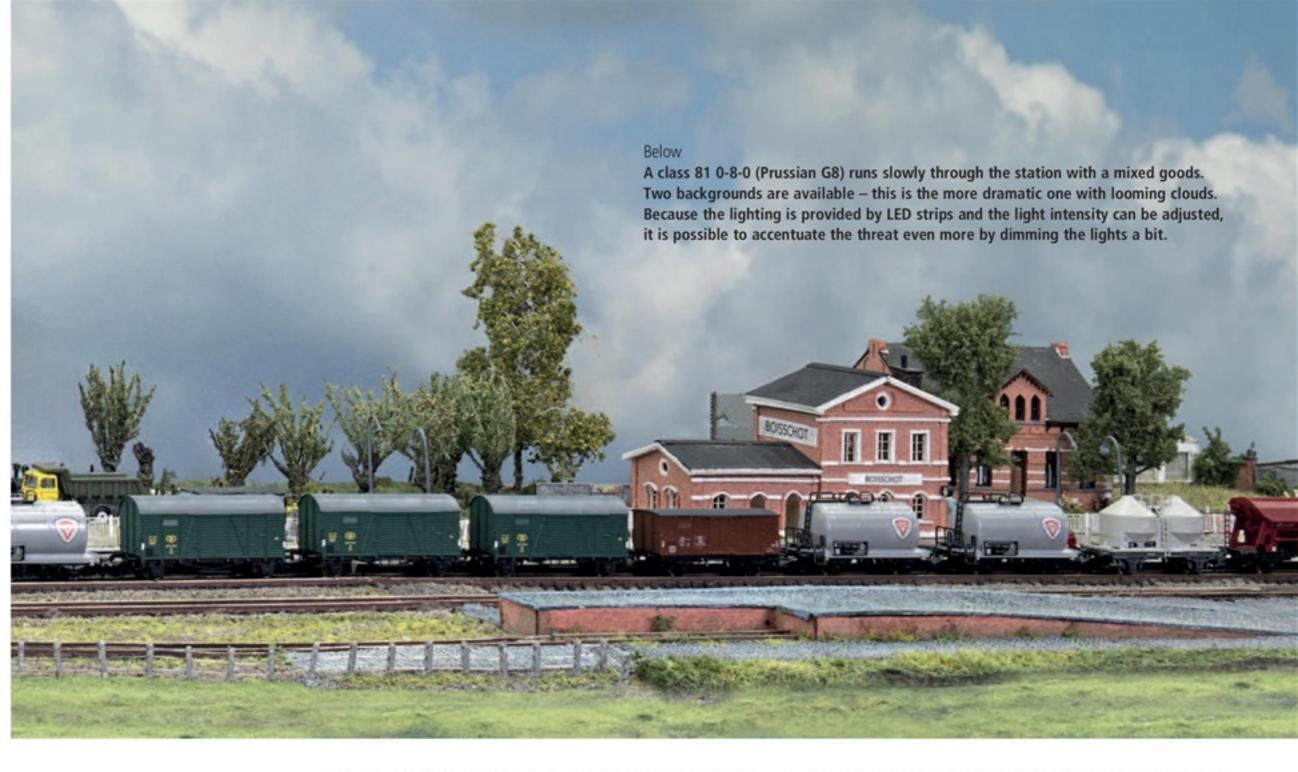
Left

A series 54 (formerly 204) diesel built by AFB to the famous Nohab design is hauling a train of wagons loaded with Volkswagen 'Beetles' and fuel tanks. On the siding, a class 96 2-6-0T waits to enter the main line after shunting. The large standard Märklin point motor has been removed and replaced by an underfloor drive.



0.65m. The final visible part is 140cm wide and 30cm deep. The tracks are not parallel to the edge but at an angle of 2°. The control is analogue DC, using three controllers – one for each direction of travel and a separate circuit for the freight sidings. Three supply buses run under the layout. To ensure the power supply for the lightweight locos, a connection was made to one of these circuits about every half metre of track. In the storage yard and the freight sidings, toggle





switches have been used to isolate sections of track, to give greater operating potential. In the visible area, the standard point motor was cut away and replaced by one of the MP1 under-board drives by MTB. Because the AC voltage of the Z transformers was not sufficient (10V), an extra transformer was used to supply the point motors.

The track was laid on a 3mm cork bed. This gave a good height to simulate the ballast shoulder.





The loading platform in the freight yard was scratchbuilt based on an example at Baasrode on the Dendermonde – Puurs museum line. The cobblestones were pressed one by one into clay using a old paintbrush with no bristles and the ferrule made into a rectangle. This was a real precision job, and very time-consuming, but the result is impressive.

The Belgian vans are a limited edition from Freudenreich Feinwerktechnik, and based on the German 'Oppeln' design.





Left

On the left is a scratchbuilt farm, based on a prototype from the area near Booischot. It has been finished down to the smallest detail - the tomatoes in the greenhouse are almost ripe, the leeks and cabbages are growing well. The animals, such as cows, horses, chickens, and a donkey, are well cared for. The trees are made from sea moss finished with scatter material or foliage from well-known suppliers. The loading gauge in the foreground was also scratchbuilt. A series 204 diesel is just passing with a mixed freight consisting mainly of German wagons.

(Due to a lack of choice for available Z gauge stock, we do not look too closely at historical accuracy!)

Progress on two fronts

Because the layout consists of two sections, it was decided that Jan would complete the left side and Pieter the right. In order to achieve a harmonious whole, some agreements were made, such as the arrangement of the join between the two sections and the construction of the platforms. The crushed stone ballast was also chosen jointly. At regular intervals, it was agreed to bring the sections together to test the whole. Due to circumstances, this was not possible for a long period, but construction continued diligently.

Jan built a farm. The windows and other details were also cut with a cutting plotter. Pieter built a chapel and a guard house, from kits by Markenburg. These two buildings are actually Dutch but fit well on a Belgian layout. The building next to Hof ter Laeken, formerly a dance hall, was also copied by Pieter.

In the meantime, the detailing had also started. The cobblestones of the freight yard and the station car park were impressed one by one in clay using the classic brush-without-hair method. A goods loading platform was also made, as can be found at Baasrode on the Dendermonde – Puurs museum line. The small coal store for the local coal merchant is freelance. The conveyor at the coal store is a modified 3D-printed model from Noba-Modelle. This model was sanded until it was fine enough for Z, and here and there a part was replaced by fine brass section.

After a long period, we were finally able to combine the two sections. It worked wonderfully. In the meantime, the platform edges had also been built and were placed over the join.

The next job was the background. Two prints were made, one with heavy clouds and one with light clouds. Both can be used. The background is rounded at the corners and forms a beautiful whole. The gaps through which the trains run to the storage yard are camouflaged with strategically placed buildings and trees. However, the background did not work the first time and had to be reprinted after a cutting error.

The level crossing, including the scratchbuilt bareelhuisje, was copied from an example on the museum railway at Baasrode. The crossing barriers were a nerve-wracking job. Several prototypes were made but always failed. Finally it worked after a lot of tinkering. The barriers can be opened and closed manually (with the help of a giant hand) but remain closed during normal operation. The warning crosses were made using the cutter. Painting them was another nerve-wracking job. The parts that had to remain white were covered with masking tape; some pieces were only 1mm square! The crosses were then painted red and the masking tape was removed. The result was astonishing.

The station fence, from C-Traccs, was laser cut from Synaps synthetic paper.

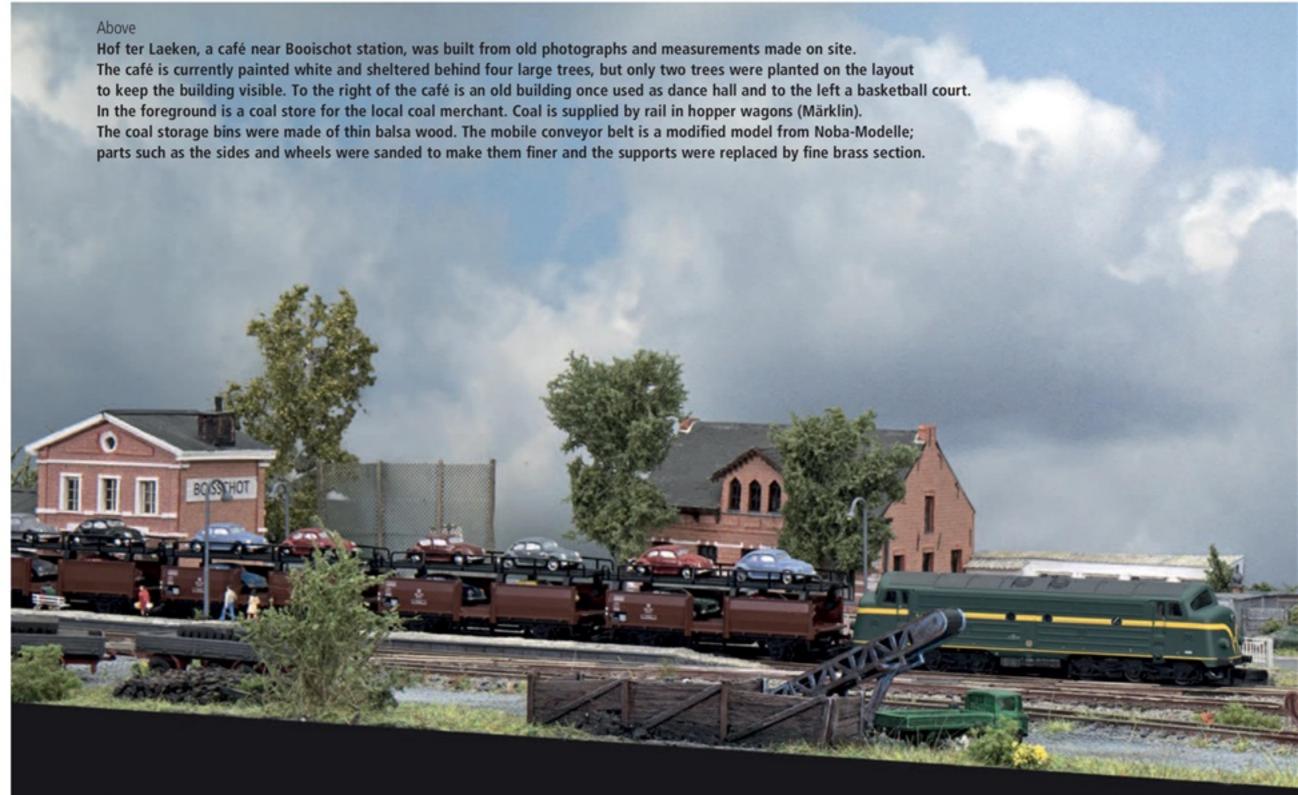
The working platform lighting was built by Eddy Podevijn.



The typical Belgian concrete waiting shelters were made according to plans obtained through a fellow member of the Modelspoormagazine forum. These were also cut with a cutting plotter and are made up of three layers.

A viewing cabinet

The entire layout is set up as a viewing cabinet. Jan made a complete framework for this, including LED lighting. Here we have a learning point. Because the valance is flush with



350



Above

The visible part of the layout, just 1.4m long. It shows that quite a lot can be displayed in a small area and long trains can be run. This is where the advantages of the small scale become apparent. The layout was constructed as a viewing cabinet. Because the background was made in one piece and has rounded corners, there are no seams to spoil the effect.

the edge of the layout, the buildings at the front are not sufficiently illuminated. This is not so obvious to the naked eye, as the brain makes adjustments, but it is clearly apparent in photos. We will take this into account for the next project by letting the valance protrude a few centimetres in front of the base.

The layout is of course detailed with cars, lorries, figures, bushes, and much more. All the vegetation comes from the well-known manufacturers. Here and there a small shrub from Martin Welberg Scenic Studios has also been added. The trees in front of the Hof ter Laeken café were made by Grove Den. In reality there are four trees here, but to keep the building visible to the spectators, only two were placed. The tractor, bicycles, and barrels come from Artitec. Some details, such as the pumpkins, leeks, and cabbages in the vegetable gardens were handmade from all kinds of materials such as clay, thread, and paper. Many details came from the collector's box that had grown over the years.

The period depicted runs from the 1960s until the station building was demolished in the 1970s. This is interpreted broadly. There is not that much Belgian rolling stock available in this scale. We run class 81 and 96 steam locomotives and series 54 (formerly 204) diesels. These are all from Märklin. The freight wagons are a representation of several eras. Sometimes mixed freights pass by with a mixture of domestic and foreign cars.

Conclusion

As we said, a promise is a debt. After ten years, the preview was held in the Hof ter Laeken café on 15th August 2021. It made the owners very happy.

You can follow the construction of the layout on the Modelspoormagazine forum.

The layout is now finished except for a few details. (Is a layout ever really finished?) Now we are ready for the exhibition circuit - when circumstances allow. Booischot Station had its European premiere at the MTD 2021 exhibition. The reactions were overwhelming. It was a real pleasure!

If you want to read the thread about the construction of this layout:

https://forum.modelspoormagazine.be/index.php/topic,25690.0.html

Below

On the right, the Kleine Steenweg, which leads to the centre of Booischot, crosses the railway line. The crossing keeper's house is a laser-cut card kit from Markenburg. It is based on an example on the Dendermonde - Puurs museum line.

The warning crosses and the level crossing barriers were made with the Silhouette cutter; this did not work first time.

Links

www.z-freunde-international.de/

index.php/altenbeken-2022.html

www.archistories.com

www.mtb-model.com

www.markenburg.nl

www.c-traccs.be

www.martinwelberg.nl

https://mbbgroveden.com

www.noba-modelle.de

www.artitecshop.com

www.fr-model.homepage.t-online.de



Bill Longley-Cook has modelled a classic mining installation on his garden layout.

Photographs by the author.

Redgate Mill



A new development on the Cumbres & Cat Shed Railroad

eep down in Condo Canyon between the Cat Shed and the garden fence, there now resides an ore processing mill. This is the story of how Redgate Mill got to be there.

The Cumbres and Cat Shed Railroad (C&CSRR) is a narrow gauge short line located in a North Yorkshire garden. The system is dead rail with battery powered radio-controlled locomotives. (See CM August 2020 for a description of the railroad as it was then.)

The line, like many other narrow gauge and short lines, owes its existence to the carriage of minerals. Originally this flow was from an ore tipple at Rockery Ridge, served by an even narrower gauge (On2) tramway out of a 'mine' adit in the garden rockery, north via Donkey Corners yard to that mythical place, Buck Hollow. Quite what the minerals carried actually were was never determined as the full cars ran at

night, long after the owner and operator of the C&CSRR was in bed!

One of the first buildings made for the C&CSRR was a Wild West Models (WWM) (www.wildwestmodels.com) trackside warehouse from Black Hawk, Colorado. This building is located beside the curve at the eastward end of Donkey Corners yard and has featured on many photos of the C&CSRR. Roof material is corrugated foil from Kitwood Hill Models (www.kitwoodhillmodels.com).

Whilst searching the WWM website I came upon the section on mining plant. As a former mining engineer, I was immediately attracted to the beautiful items on display. However, back in 2016 I had other priorities for the model railroad budget and the price for a ten head battery of California stamps was out of range. The discovery was filed away for another day!

Above

The new Redgate Mill, deep in Condo Canyon.

Below left

Ore tipple at Rockery Ridge, with narrow gauge tramway on the trestle.

Below

Trackside warehouse at Donkey Corners.







Left and right

Redgate Mill

attached to the benchwork.

In the summer of 2020, we had some trees cut down by the garden fence and the rail tracks were extended beyond Walkabout Gap depot, around a curve and into the space between the fence and the Cat Shed, now known as the Condo Canyon. In the canyon the tracks fan out with two leading to a turntable and the third acting as a siding. The primary purpose of this extension was to provide enhanced operating potential and a final destination and turning facility for the *El Gato* varnish train (see CM October 2021). However, memories of those mill parts began to resurface.

So, I re-visited the WWM website and on the structures page, along with Atlantic Cable Mine which graces our indoor switching layout (see CM September 2018) was Little Red Mill (kit #823). This kit, perhaps fortunately, is currently out of stock but the associated photos gave an idea of what might be. The plan, therefore, was to scratchbuild the structure and detail the interior with parts from Wild West Models and Keith Wiseman. And the name? Well, Redgate Mill is actually a corn mill located in the Weald of Sussex, close to a railway junction where the long defunct Cuckoo Line to Mark Cross, Mayfield, and Horam breaks away from the railway from Eridge Green to Uckfield. The junction takes its name from the mill, which was near where my parents lived and I have happy memories of cycling to that place.

Below
Walkabout Gap depot,
the Red Bridge, the Cat Shed,
and a distant view of #490
working a train of UTLX tanks
into the canyon.



All lineside structures on the C&CSRR are stored indoors and taken out to the garden for operating sessions. So far, the structures have been placed on the ground directly beside the tracks. In the canyon, due to the land form, the tracks run on benching. Old style ore mills were often built on hill sides to allow gravity help the process flow, so the 16" (406mm) between the top of the benching and the slabs would allow scope to develop the mill below the line of rail. However, this meant that the mill structure would have to be strong and capable of being attached to the benching.

The base of the mill, which has a footprint 12" (305mm) long and 13" (330mm) wide (plus the machinery shack 3" by 4" wide) and the rear wall were made from 5/8" (16mm) ply, braced with timber and angle brackets. Coach screws and wing nuts are used to make the attachment to the benchwork.





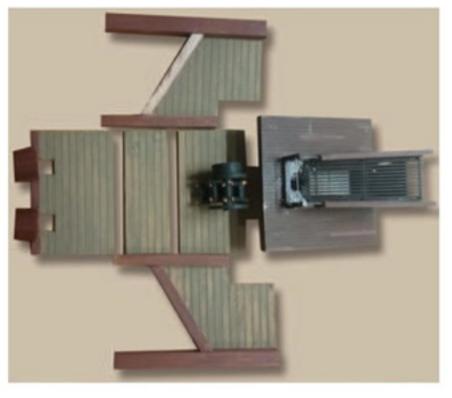
Left
Mill base under construction.
Modifications occurred
as construction progressed!

Construction commenced with scratchbuilding an ore bin to store mineral brought to the mill, by rail, for processing. A kit of parts for the bin, including the grizzly (#M1) and the rock crusher (#M2) used to treat ore too large to pass through the grizzly, were laid out before assembly. Scribed timber is from Mount Albert.

The design for the ore bin was developed from previous bins built for Atlantic Cable Mine, Rockery Ridge ore tipple, and the coaling tower at Cat Shed engine terminal. This bin, if scaled up by 1:48, has capacity for about 770cu.ft (22m³) of copper ore (forty tons or two gondola loads) which would be sufficient for two days of stamping. This is rather different to the 5,000 tons per day milled at the Carolusberg Mine on which I worked in South Africa in the 1980s!

Having completed the ore bin there followed the construction of the Challenge ore feeders (#M4), ten headed California stamps (#M6), and two Wilfey shaking tables (#M7).

The initial plan for the mill was that it was to be a single stream affair. The process flow was designed to be as realistic as possible and to utilise all the parts available from Wild West Models. Following discussions with the owner, Mike Pyne, non-available parts #M1 – Grizzly, the primary ore sizing device, and #M8 – clean up barrel, were also included, as gifts, in the first order.

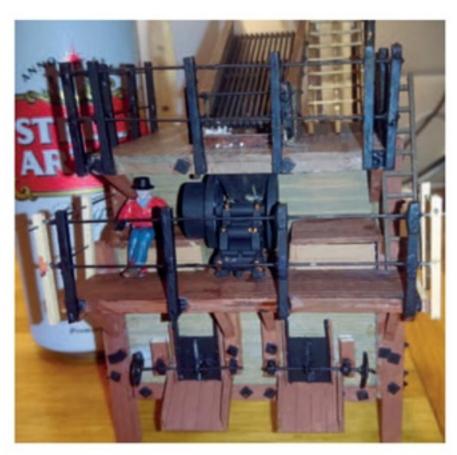


Left
Parts for the ore bin.
NBWs still to be fitted.

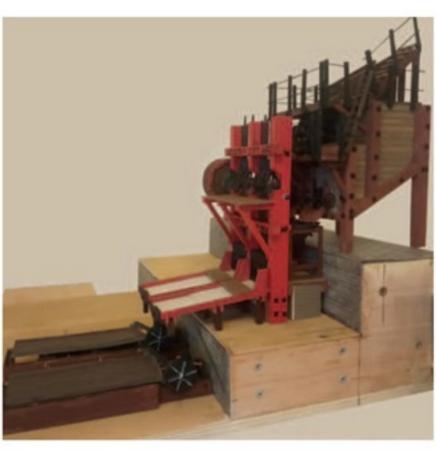


Right

Ore bin complete with
grizzly, crusher, and chutes.

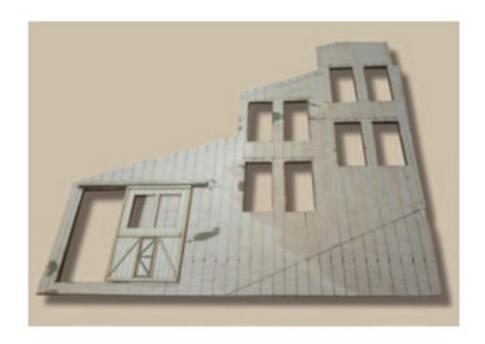


Left
Ore bin with stairs,
hand rails, ore gates (#M3)
and crusher operator.
All figures are from
Omen Miniatures.



Right Process Stream One complete.

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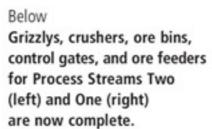


Left
Right hand wall, outside.
Window reveals cut,
sliding door in position,
batten positions marked.

With the process plant complete, a start was to be made on the building but then an unexpected bonus meant that a second process stream could be included in the mill.

Sides for the mill building structure were cut from 3/16" (5mm) ply, covered, on the inside, with scribed timber and fitted, on the outside, with battens, as seen on the trackside warehouse and Atlantic Cable Mine. Window reveals and door spaces were cut out using a hobby knife and steel rule with corners pre-drilled. Glazing was glued into place with Canopy Glue to avoid the fog effect caused by superglue. Timber parts were joined using an aliphatic resin.

Right Left wall ready for assembly. Doors and windows are from Kitwood Hill.





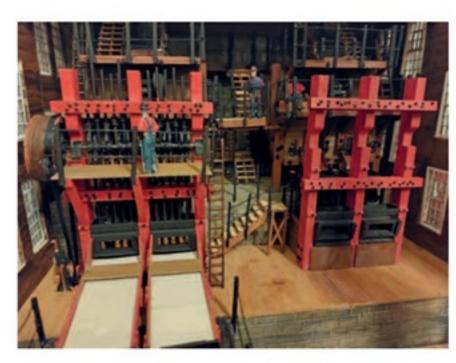
Handrails guarding platforms and stairways were made from spent match sticks and wire left over from building rolling stock. (Nothing goes to waste on the C&CSRR!) Stairs and ladders are from Kitwood Hill.

To fit the mill into the canyon, and allow the train operator to pass safely to the turntable, the width of the mill was restricted to 13". The discharge from the amalgamation tables therefore had to be superimposed over the Wilfey table drives. To allow the detailed drive mechanism to be visible, the walkway around the amalgamation tables was made from mesh, sprayed black. This was found in the 'will come in useful one day' box. Then – more NBWs and handrails!





Right
Stream Two complete,
Stream One stamp battery
under construction.





Left and right

The amalgamation tables
and walkways.





The water tank on the machinery shack roof.

The project still is not quite over as it is planned to purchase and build a standard gauge box car which will be placed on a short section of track in front of the mill. The car is there to be loaded with concentrates, off those Wilfey tables, and will be an interesting comparison with the narrow gauge up above. Mission creep strikes again!

Power for the mill is generated in the adjacent machinery shack with a stationary boiler to raise steam and a generator to provide electricity for lighting. The stamps, Wilfey tables, and the generator are driven by small vertical steam engines (from www.wisemanmodelservices.com). The shack also contains the clean-up barrel, used to reclaim the amalgam, and the boiler feedwater pump.

Following discussions with the indigenous people who inhabit the base of the canyon, it was agreed that water for the milling process would not be extracted from the Cat Creek. Instead, it would be sourced from wells drilled beyond the rim of the canyon. Water storage would be principally at the well sites, but a 1,200 gallon water tank would installed on the roof of the machinery shack.

Lighting within the mill building is provided by battery powered LED strips which are attached to the insides of the roof units. LED strips and 3V coin battery holders, with integral switches, came from www.smallscalelights.co.uk

With all those expensive detail parts, total spend was close to same as a MMI K-37 2-8-2, so it was decided that the three main roofs should be removable to allow the interior to be inspected and appreciated! Roofs, with the exception of that for the machinery shack, are simple sheets of 3/16" ply covered with corrugated iron from Kitwood Hill, sprayed with acrylic red paint and then toned down with black spray.

The roof for the machinery shack has trusses, as the underside can be seen, but the main roofs are plain.

Positioning the hole for the boiler stack, 8" high and cut from 1/4" (6mm) aluminium tubing, was tricky, as was the cutting of the hole through the corrugated iron. The method finally used employed a series of templates, first paper, later card, and a wood drill, tested on an off-cut.

Right

The mill in the canyon with the roof removed to show the interior detail.

Below Redgate Mill at night.

Forthcoming exhibition

The indoor module featuring the Atlantic Cable Mine is due to be at the 7mmm Narrow Gauge Association exhibition in Burton-on-Trent on Saturday 11th June. Redgate Mill may also be present, as an individual entry in the structures category of the modelling competition.





Modellbundesbahn

Karl Fischer introduces a new development of this popular display layout.

Teutoburg Forest

An impressive new scenic section was opened on 14th April 2022

Revive the steam locomotive era in model form. Modellbundesbahn was born from this idea in 2001. After the research and construction period, it was formally opened in October 2005 – at that time under the name of MO187 – in the goods shed at Bad Driburg.

Over the years, Modellbundesbahn gained the reputation of being the quality leader in terms of authentic model railways, presenting contemporary history in miniature. However, the original location had to be given up in 2017 due to a lack of expansion potential. In 2018, it was moved to a modern building that was almost three times larger, in nearby Brakel. There the professional team under the well-known master model builder Michael Butkay immediately started construction of a new section, the Teutoburg Forest.

Three books form the foundation for the Teutoburg Forest and such an authentic model landscape.

For four years Bernard Huguenin and Karl Fischer researched the station of Altenbeken and its surroundings, publishing their findings in a trilogy of books. Such a complex procedure is unprecedented for public exhibition layouts.

The Teutoburg Forest is the first of three new phases around Altenbeken. Coming from Paderborn, the main line runs for 25 metres via the Dune and Beke valleys to Altenbeken. Visitors experience three outstanding highlights on this route:

- The longest sandstone bridge in Europe spans the Beke valley with twenty-four arches, each almost 16m wide, with a total length of 482m. In the model, this viaduct is more than 5.5m long.
- The Dunetal Viaduct near Neuenbeken stretches over 222m. The stone arch bridge is 34.5m high and has eleven arches. The model is 2.55m long, reproduced without compromise.



3. The surrounding wooded landscape is enhanced with some animations. The largest of these is a forest fire, a great challenge. Firefighters form Altenbeken and Brakel explained to the modellers how a forest fire is and was tackled and, above all, which technology the fire brigade used in 1975. Fire is difficult to reproduce realistically in a model. In reality it seems alive: the wind blows in fresh oxygen, letting the flames blaze brightly. A twitching, red-black glowing shadow dance unfolds underneath. If water rains into the embers, huge plumes of steam hiss up. A large fire seems to be moved by a magic hand, flaring, crackling, twitching, glowing, spewing sparks, radiating heat, and scorching its immediate surroundings.

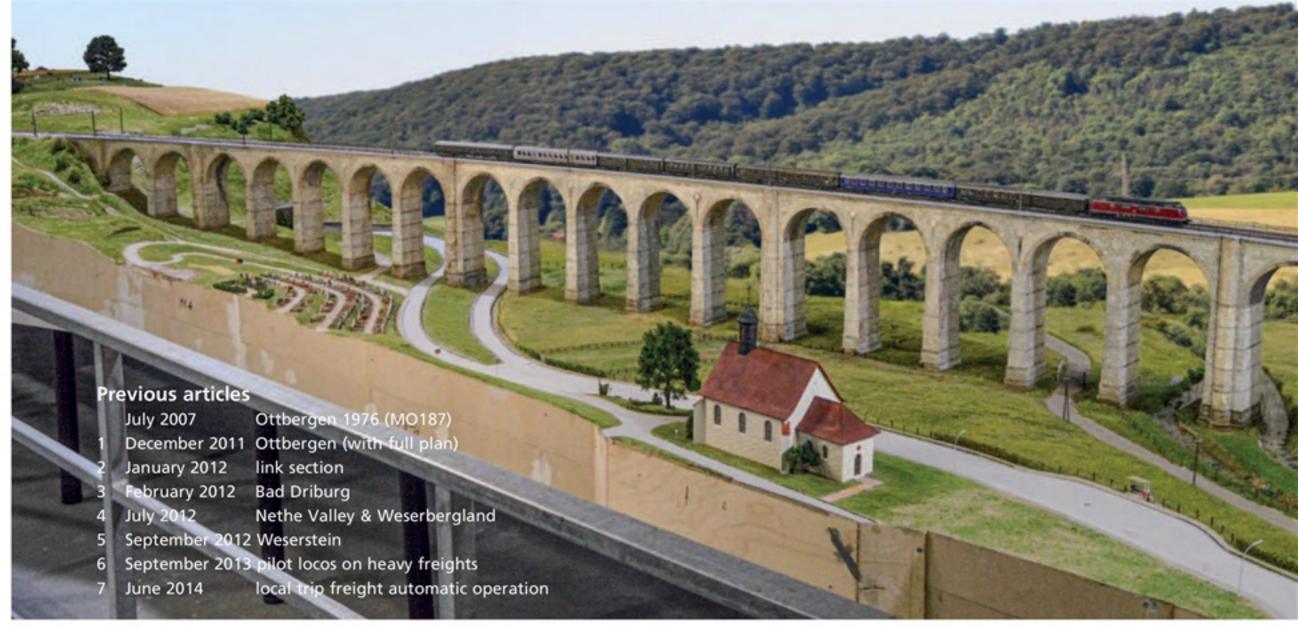
Above In front of the real viaduct, Karl Fischer (left) receives

the HO model of Dunetal from Uwe Oeynhausen.

Photo: Modellbundesbahn.



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The baseboards are an open frame construction of 9mm and 15mm ply, CNC milled according to CAD plans.

The basic landscape was formed with Styrodur hard foam. The track is Weinert *mein Gleis*, with some handmade points by Weichen Walter, using both wooden and concrete sleepers. The ballast is carefully sifted and coloured stone.

The signals were supplied by Signalmanufaktur Ralf Sczepan, Mafen, Erbert, and Weinert.

The catenary was made up using Sommerfeldt flat masts, Viessmann angle masts, and 3D-printed metal bridge masts, with 0.25mm contact wire and 0.15mm suspension cable, genuinely tensioned. Above The larger Beketal viaduct. Photo: Modellbundesbahn.

All buildings are replicas just as they were in 1975, and uncompromisingly accurate in all main dimensions. Components were made by laser cutting and 3D-printing.

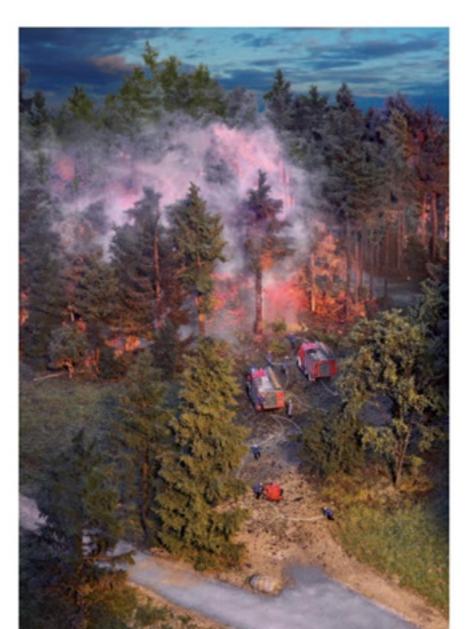
Underpasses and culverts were also made by 3D-printing.

Numerous details such as house electrical supplies, a portable pump, a garden railway, sandpit, conveyor belts for manure, and much more were designed in house

All trees, bushes, and shrubs were individually made, many recreated following photos from 1975.

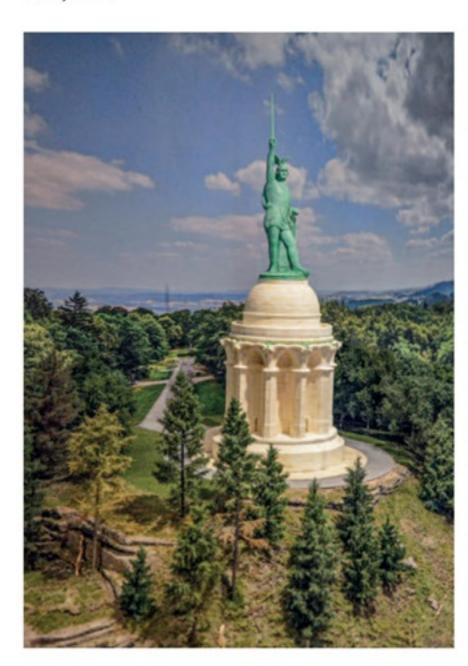
All rolling stock has been realistically weathered.

Road vehicles (correct for the period) run using the Faller Car System.



Left
The forest fire.
Photo: Norbert Sickmann,
Modellbundesbahn.

Right
The Hermann memorial.
Photo: Modellbundesbahn.



Modellbundesbahn Rieselerfeld 1b, D-33034 Brakel, Germany. www.modellbundesbahn.de

Alan Aitken introduces his new compact portable layout. Photographs by Bill Aitken.

Lewis Lake

An exhibition layout with character



have been mad about trains since I was a child. My father bought me my first Hornby train set a few days after I was born, and I have pictures of me laying in the middle as it was running around me. My grandad also had a big impact on me, buying me a Mallard for my tenth birthday, and letting me borrow his many railway books.

I have always wanted to build an exhibition layout and had a good bit of Bachmann Spectrum On30 stock that I used to run on a club layout (Walker Falls). So I started designing Lewis Lake. There is a real lake in Wyoming of this name, which I only found out after I had named the layout. The layout was going to be named after my son and I wanted it to be based on a lake, so when I found the place in the USA everything just seemed to slot into place.

Planning

The real Lewis Lake is about ten miles south of the Yellowstone National Park. The layout is based on the north shore of the lake where I have imagined there would be a halt for hunters and trappers coming off the paddle steamer from the main town in the south. They can stock up on supplies or find a bed for the night before taking the train further north into the hunting grounds. So, with this in mind I needed some businesses that would have sprung up to supply the people coming and going.

My good friend John Bowman and I sat for a good fifteen minutes working out the track plan. I did not want too much track, but enough to be able to play trains for a few hours and have plenty of things to do. The resulting plan is end-toend with a hidden yard at the back.

Above

Forney 2-4-4RT waits while the engineer and fireman are having some refreshment in the saloon. Hobo Dave is heading for the steamer.

Above right

Lewis Lake Halt station, dating from 1872.

Below right

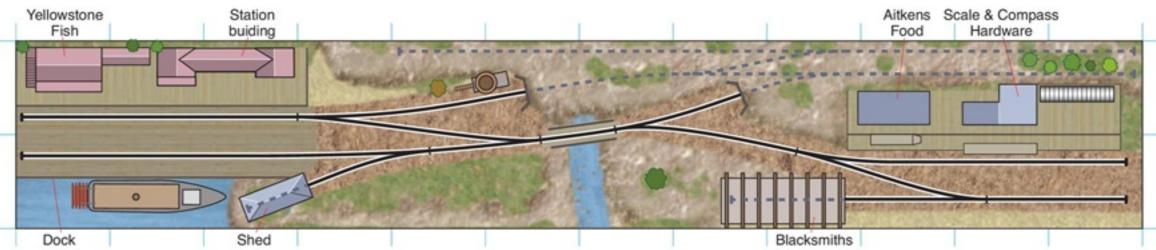
The paddle steamer arrives at Lewis Lake quay.

Below

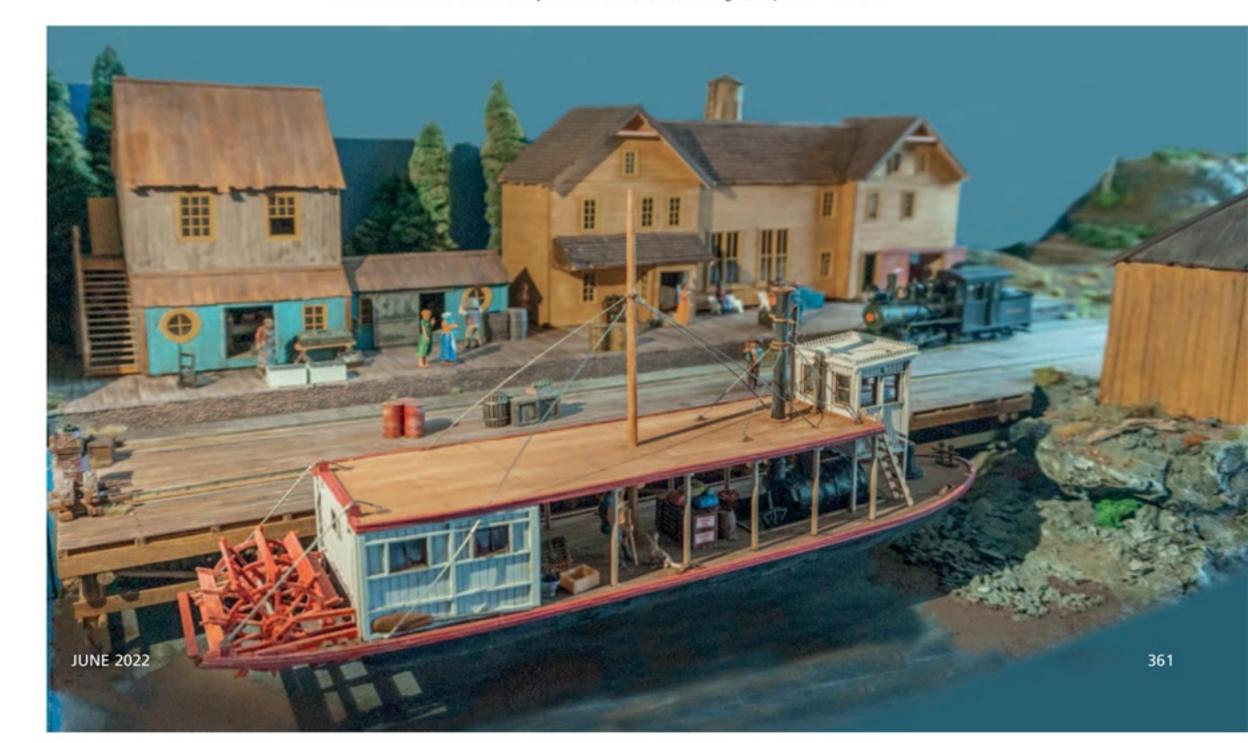
The Forney on the quay prior to taking the oil tank to Bowmans blacksmiths.







Lewis Lake Overall layout size 12' x 2'. Each grid square = 1' x 1'.





Top

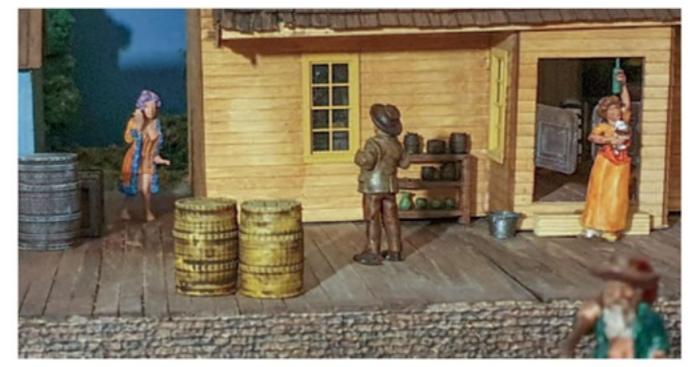
Heather is about to start her first day working
at Yellowstone Fish while Betty looks after baby Lewis.

Right

As a 'merry' Gemma falls out of the saloon with her dog under one arm and a bottle in the other, Charlie is about to lose a lot of money to Miss Elin.

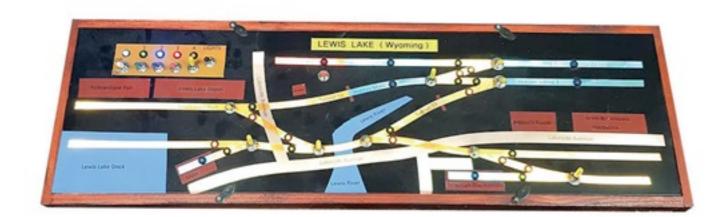
The track is all Peco On30 flexible track and points.

The layout is controlled by an ESU Ecos DCC system. The points are all servo operated and worked from a mimic switch board. This also controls the lighting in the buildings. All the wiring was done by John Bowman.



Below

Track plan and mimic board for switching the points and working the lights in the buildings.

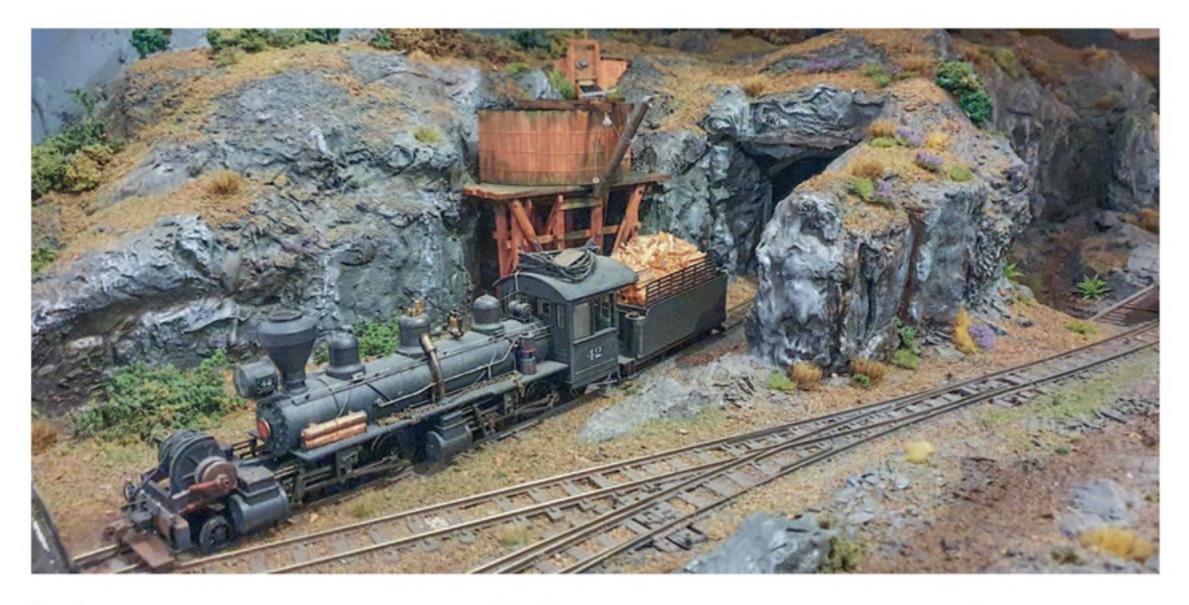


Baseboards

There are three boards each 1,220mm by 610mm (4' by 2') for the full layout. The boards were made up using dressed 25mm by 75mm timber for the sides and 12mm MDF board on the top. This was all painted white to seal the wood and help stop warping. Being white, it is easy to draw on and still see the wiring runs.

The boards are lined up using metal pattern makers' dowels and joined together with bolts. Track joins are done using brass screws adjusted to the correct height with the rails soldered across the board joins. The rails are then cut at the board joins.

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Scenics

I used a product called Jesmonite AC300 for casting the rocks and river bed. It is a two-part powder/milky liquid compound that dries rock hard and can be sanded to 1mm without crumbling. It is lightweight and sets within ten to fifteen minutes of mixing, so I did small areas at a time.

Many different Woodland Scenics products were used for the ground cover and ballast.

Another friend, Robin Renton, helped with the sculpted trees.

Figures

The layout is set between the 1880s and the very early 1900s, and I wanted a kind of Western theme to the buildings and the people. Most of the figures are from Knuckleduster Models in the USA and every figure is unique on the layout, from gunslingers to dancing girls. All over the layout there are little scenes of daily life (some good, some bad, and some ugly), and all the characters have names.

Structures

The best thing for me about building a layout is adding the details that bring it to life. Every structure on the layout is scratchbuilt or a modified kit; they all have lighting and are fully detailed inside and out. Even once a building is finished and you cannot see the detail, I know it is there.

Lewis Lake Halt has a fully stocked saloon, a stage with entertainment, and a poker game upstairs. The roof has so many shingles I lost count.

Bowman Blacksmiths is right at the front of the layout and the front wall can be removed to allow the details inside to be viewed.

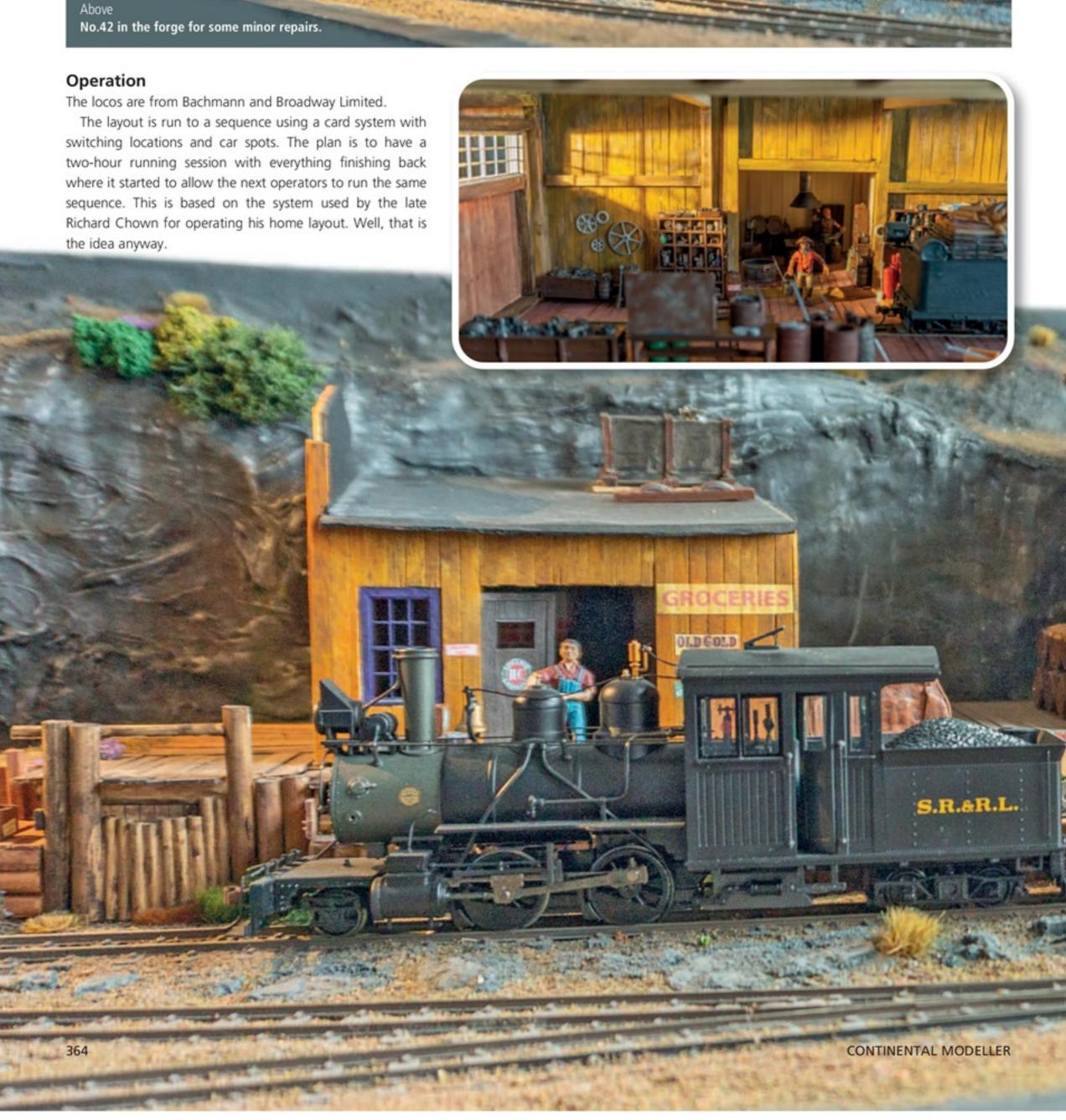
Scale and Compass Hardware sells everything from rifles to hats, and any self-respecting cowboy would not be seen without either.

Above 2-6-6-2 No.42 about to take water for the return trip north.

Below No.42 crossing Lewis River heading towards the dock.











Above

Left

JUNE 2022

Wild Bill keeps a sharp lookout for any vermin out for a free lunch The Forney spots an empty while Mae has finished her shift at Scale and Compass Hardware.

Below

Ramapo Valley Brewery car to be filled with new barrels. Above

Max from the coopers prepares the barrels for loading.

365

Forthcoming exhibition

Mr.Bowman hard at work in the forge while Jed assists. Lewis Lake will be at the Perth model railway show on Saturday 25th and Sunday 26th June. Come and say hello and feel free to ask any questions. B. R. X 1022

Stuart de Boer analyses a problem and finds a solution.

Photographs by the author.

Trix TGV slow running

A record breaking high speed train seemed rather slow

he Trix limited edition model of the record-breaking TGV 150 (ref.22790) is a very attractive item. A friend of mine has one, for which he waited for over a year. However, on delivery it only ran slowly – perhaps a scale 30mph. It was returned to Trix but came back with "no fault found" so I was asked to help. Simple checks like ensuring CV5 (top speed) was properly set all drew a blank. So some hard thinking followed with several theories being tried.

Theory 1: sound decoder faulty

This was suspected because changing CVs often did not work properly – for example, changes to CV29 were applied to CV1 – but this varied depending on which type of command station was used. Fortunately, the 'reset decoder' function worked. The reason for this oddity was never found – I can only presume it was because the decoder was a multi-protocol one.

It was reluctantly decided to ditch the Trix decoder and splash out on a Loksound. However, as a first step the decoder was changed for a Bachmann non-sound device. I was surprised that there was that there was no improvement to the slow running. Furthermore, this was still the case when run on DC using a blanking plug in the decoder socket. So Trix decoder lived to face another day.

Theory 2: one motor faulty

If one of the motors (each power car is motorised) was under-performing, the good motor would be working hard to push the faulty one along, resulting in a low top speed.

To test, each motor was, in turn wired directly to a DC supply, bypassing the decoder. Although difficult to measure precisely, this did show that both motors were very lively. However, differences in resistance did mean this theory was kept as a possibility.







Theory 3: motors wired in series

During the above tests it was noticed that when the set was uncoupled (no through wiring between front and rear power cars), both motors stopped working. This helped the penny to eventually drop. The motors must be wired in series, causing each to have only half voltage. Measuring these voltages showed that each motor was only receiving 3 to 4 volts at full throttle settings.

Careful checking of the wiring confirmed that the motors were wired in series – a big surprise. It also showed that there are only pick-ups on the A power car (three wheels each side) with the B power car being supplied via the intercoach wiring. This does have the advantage that only one decoder is needed but means that the pick-ups are hardworked – more of this later.

A temporary wiring loom was set up to re-wire the motors in parallel, so each was getting the full voltage. The sound decoder was temporarily removed and power to the motors was supplied by a TCS M2 decoder. The TGV then moved like a rocket, but then dropped to a crawl after about half a circuit. It was found the decoder, although still working, was very hot. It seemed to have gone into a 'shut-down' mode as overload protection. (I have yet to test if it has fully recovered.)

With the motors now in parallel the current was measured to be well over an amp at full speed – well beyond the M2's one amp capacity.

There were two obvious options.

First, as the set is only five vehicles, one motor could be disconnected electrically and mechanically as one power car could easily cope with the full set. However this would mean removing gears so the B power car would free-wheel. But minimum intervention was the aim – and this was both major, and not easy to reverse.

Eventually a practical solution came to me.

The motors were re-wired in parallel (using mainly the original but reconfigured internal wiring) which gave a very healthy full speed but at the cost of a much higher current consumption – well over an amp, compared to less than half an amp when in series.

As the current capacity of the Trix sound decoder was not known, its motor supply was disconnected and the power to the two motors supplied instead by a TCS T1 decoder which has a capacity of 1.3 amps continuous. This was hard-wired in. To further safeguard the T1 decoder, three CVs have been set:

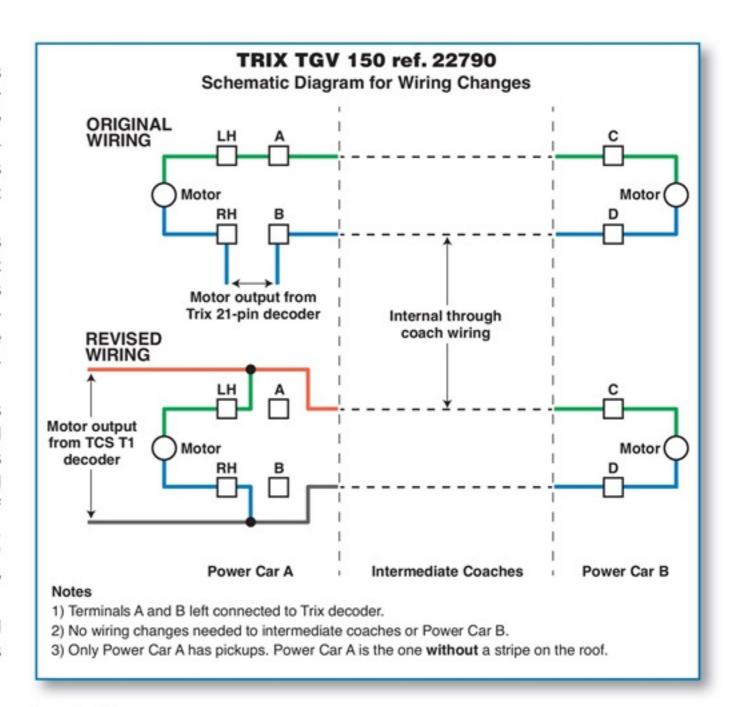
CV3 (acceleration) was increased to 7 to reduce any surge of current when accelerating.

CV4 (deceleration) was similarly to 7 to match the above.

CV5 was decreased to 140 to reduce the top speed. This is acceptable (perhaps a scale 100mph, which looks very fast on the layout) but limits the current to a little over one amp at full speed to keep it comfortably within the T1's capacity. A higher capacity decoder could be used if a higher top speed was required, or even a separate decoder for each motor.

The original Trix sound decoder was retained in its original 21-pin socket for the sound and lighting functions but has no connection to the motors.

So we now have a well-behaved TGV with all functionality retained. All modifications were made to the A power car wiring leaving all other wiring undisturbed, which means it would be straightforward to restore everything to its original configuration should that be desired. Result!



Postscript

Why did Trix wire the motors in series? No answer on this. Are the other 998 sets from the limited edition the same? Searching other examples on the internet suggests that the Märklin equivalent easily achieves a scale 220-250km/h – well short of the world record but looking very quick on most layouts!

The main sound is switched on by F2 rather than the more usual F1. On the Gaugemaster controller normally used to run the TGV, F2 is a momentary function, so that button has to be held down for the main sound; not very practical. This cannot be altered on the Gaugemaster system. Trix say the decoder could be re-mapped using their Central Station 2 or 3 but we do not have access to one. They sent a link to a document detailing function re-mapping but it is in German and in my limited understanding of the table it looks like swapping sound between 1 and 2 is not straightforward. It seems that the more functions are included, the more specific models become to particular control systems, at least as far as ease of use is concerned.

We also noticed that if CV63 (sound volume) is set below 170, the sound becomes inaudible.

With only three wheels per side for pick-up (the fourth has a traction tyre) and all at one end, clean wheels are important, especially with the sound switched on. It is not easy to clean the wheels as the bogie side frames are in the way and they can only be revolved by powering the motors. I found one of the Trix ref.66602 wheel cleaners helped, taking care not to damage the traction tyres.

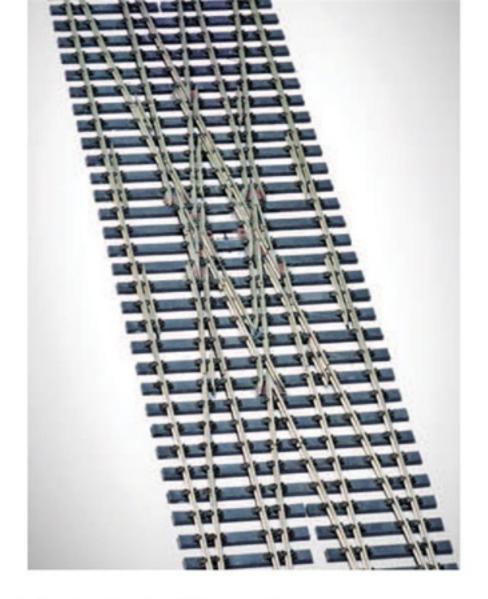
Conclusion

It took quite some head scratching to find the cause of the problem and a sensible solution. While there are still some unanswered questions, my friend now has a TGV 150 he is pleased with rather being disappointed with its as delivered performance.

Bob Phelps

14th October 1937 – 23rd March 2022

A brief appreciation of the life and work of an exceptional modeller and product designer.



We were shocked and saddened to learn of the sudden and unexpected passing of our friend and former colleague Bob Phelps, the long serving Peco senior product designer.

Born in Kenton, Middlesex, Bob grew up near the West Coast Main Line out of London. He recalled spending many happy hours trainspotting at Kenton Recreation ground. Aided in no small part by the Ian Allan ABCs that were bought for him by his railway enthusiast father, other London termini were frequented on occasions, these exploits planting the seed of what was to become a lifelong interest in railways.

After leaving Hendon Technical College at 15, Bob commenced a five-year engineering apprenticeship with De Havilland, working in the engine division. He subsequently went on to work in the contract design office. However, after a couple of years he was yearning to do something else. He always dreamed of doing something related to model railways and so started taking on commissions for building locomotives and track formations. He supplemented income from these commissions by working for H.A.Blunt & Son, a model shop in Mill Hill. The shop's owner knew Sydney Pritchard and had heard that he was looking for a product designer. The interview, in 1963, was initially unsuccessful but Bob obviously made an impression because the following year he was offered the post, and so began a relationship with the company that was destined to last for more than half a century.



Bob was on his own in the design department until Peco moved to Beer in 1975, when he was joined by an assistant.

In April 1979, Bob married Liz. She turned out to have a tremendous talent for painting and over the years was persuaded to do the backscenes on his layouts.

During the course of his career Bob designed hundreds of different Peco products: in fact, until a few years ago, almost every item in the Peco catalogue was his work. Bob particularly enjoyed designing pointwork, but the item of which he was most proud was – perhaps surprisingly – the humble PL-26 two-way passing contact switch. The design for a completely new switch to operate the solenoid point motors was tendered to a number of specialist companies but none were able to deliver what was wanted. Peco spent two years developing it in house and eventually cracked it, which Bob found hugely satisfying.

Bob had a number of layouts over the years, which started with a small P4 layout of Aller Junction.

A huge EM gauge project based on Exeter St.Davids followed during the 1970s. Much of the handbuilt trackwork was operational but it was never scenically complete. The finished layout would have been 40' long!

But his enduring passion was American HO, following his father and his elder brother. It developed in the 1980s following a skiing holiday in the Colorado Rockies. On the way back Bob called in to the legendary Caboose Hobbies in Denver and was struck by the quality of the brass models that were available.



The central section of a scissors crossing in HO hand built by Bob using Peco Individulay components.



Above
The humble Peco PL-26
passing contact switch.



From left to right At the plans chest.

At the drawing board, working on a drawing for RAILWAY MODELLER.

At the controls of the original Green River layout.

Receiving the NMRA award from the then President.

With the NMRA-BR award.

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He dabbled with different HO railroad schemes during the years that followed, but it was seeing a magazine article describing Green River, Wyoming, during the steam to diesel transition era that really fired his imagination. The following year he went there on holiday and took scores of photos to assist with the building of his master plan. (It is no surprise to learn that it was Bob who encouraged the development of the Peco Code 83 range of American HO track!)

In 1990 the then editor of *Model Railroader* magazine, Russ Larson, visited Bob's layout and in collaboration with Sydney Pritchard drove in the 'golden spike'. Not that Bob regarded any layout as finished: the closer to completion it came, the crew of regular operators learned to dread the words: "Guys, I've been thinking ... " which would foreshadow a major modification!

Bob adopted digital command control during the mid-1990s, using what he believed was the first installation of a North Coast Engineering DCC system in the UK.

In July 2019 Bob's significant contribution to the hobby worldwide was recognised with the surprise presentation of a prestigious Distinguished Service Award by the National Model Railroad Association at the National Train Show in Salt Lake City, Utah, and in October 2021 the British Region followed suit with their own award: Bob had regularly attended their annual conventions and other meets both as an enthusiast and a representative of Peco. He was touched by such recognition.

Upon turning 65, Bob changed to working just three days a week but he was not ready to retire completely. However, in 2016 he and Liz decided to move to France, and so in July that year fifty-two years of service came to a close.

The move certainly did not diminish his appetite for model railroading. He salvaged as much of the Green River layout as possible (it was built into his home as a permanent fixture with no thought of moving) and he created a revised and expanded version in the spacious basement of the house in France. It was going to keep him busy for years to come! In

France. It was going to keep him busy for years to come! In



the past few years he achieved a remarkable amount with the new layout and was actively modelling to the last.

Beyond railway modelling, Bob was an accomplished jazz guitarist and played with various bands to popular acclaim.

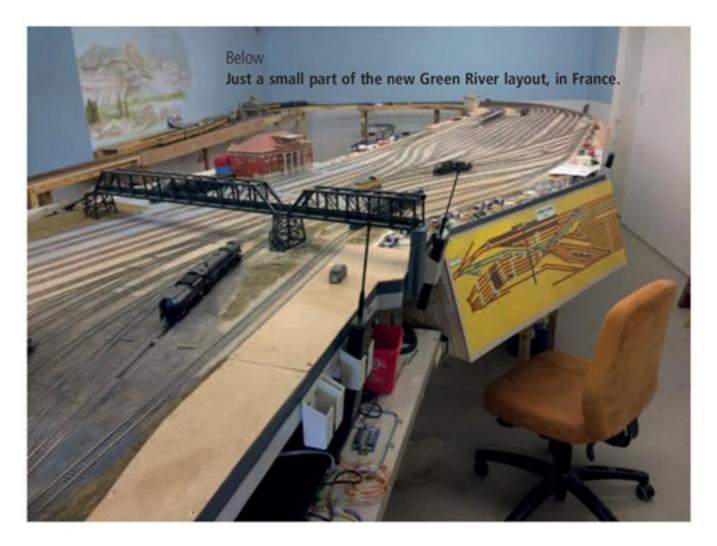
We count ourselves privileged to have known him and seen his modelling first hand.

Our sincere sympathies to his family and his many friends in the hobby.

Above left

Russ Larson, then Editor of Model Railroader, and Sydney Pritchard, founder of Peco, drive in the golden spike on Green River. Above

On the original Green River: who is that driving the car?







Peter Marriott looks at a diminutive diesel shunting tractor widely used in Switzerland, the subject of a new HO model from Mabar.

Photographs by the author, unless credited otherwise.

SBB TmIV / 232

A numerous and long-lived design, ideal for compact layouts

Second Se

The TmIV (later 232) standard gauge shunting tractor used by the SBB weighs just 30 tons. With a rated power of 280kW/380hp it was the first large class using hydraulic transmission to be used by the SBB. Between 1968 and 1978, eighty-nine were manufactured by SLM.

The SBB numbers changed during delivery, in 1974. Nos.8751–8781 were delivered as nos.551–581 and nos.9651–9658 as nos.861–868. Initially, 8751–8797 were intended for shunting at stations, while 9651–9685 were used for construction work and in workshops.

The eighty SBB machines vehicles were ultimately numbered 8751–8796 and 9651–9684.

Seven identical vehicles were delivered to other railways and industrial companies. SLM built another Tm IV for itself (in 1976) and one for Sulzer of Winterthur (1970). These came to the SBB in 1988 and 1994 as 9685 and 8797, which means that 82 of the 89 Tm IVs built were with SBB.

The designation indicates that it is a tractor (T) and diesel powered (m). The Roman numeral IV denotes it is in the fourth power class (over 350hp).

In the seven-digit classification used since 1990, the 2 indicates it is a shunter with an output of less than 500 kW, the 3 indicates it is a diesel tractor, and the 2 refers to the power output of between 200 and 299kW.

These four-wheeled machines have a top line speed of 60km/h so are usually limited to track maintenance work and short trip freight trip with shunting and 'last mile' activities being their main functions. In shunting mode top speed is 30km/h. They can be towed at 90km/h.





Above

TmIV 8776 at Göschenen, 21st April 1999.

Left

TmIV 8774 at Hinwil, 5th May 2002.

Righ

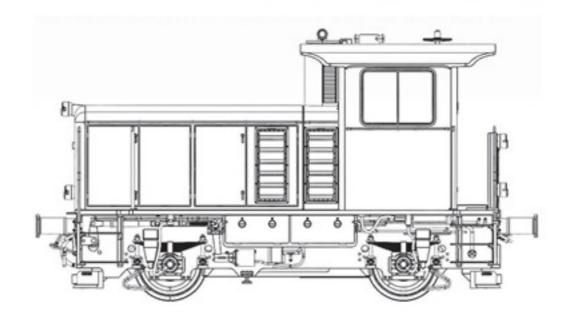
TmIV 8796 at Regensdorf, 5th May 2002.

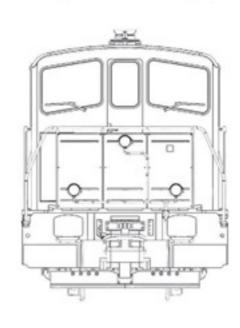
Photos (3): Alan Pike.

Below

Drawings courtesy Mabar. Reproduced at 1:87 (HO).











Above SBB TmIV 8762 at Pfäffikon, 8th June 2007. Photo: David Aldis.

Above right Südostbahn Tm 7 236 007-1 is very similar to the TmIV. Wattwil, 11th June 2009.

Right SBB TmIV 8756 in the plain red livery. 8th October 2009. The first vehicles were equipped with a MAN R8V 16/18 high-speed non-supercharged eight-cylinder inline diesel engine, the production of which was later taken over by MTU. The last two vehicles received engines built under licence by the Spanish manufacturer Bazan.

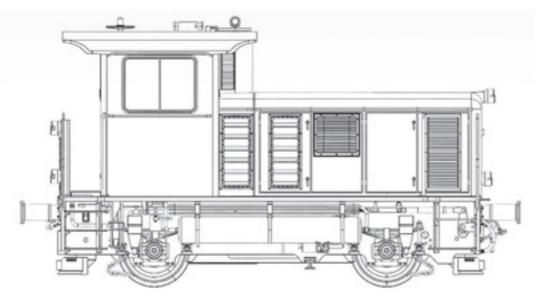
A number were rebuilt between 2007 and 2012 with a Caterpillar six-cylinder engine including revised particulate filters to meet current regulations, a compressed air system, and a remote radio control installation; the work was undertaken at the SBB workshops in Biel. The converted TmIV units from the 8751–8796 batch received new numbers in the range 232 101–146, with the last two digits corresponding to the old number plus 50. The same applies to the 9651–9684 batch, with the modernised machines numbered in the 232 201–234 range.



Four more have been modernised for SBB Passenger Transport, and SBB Infrastructure is having fifteen refurbished (new numbers Tm 232 301-315).

Three (8783, 8792, and 9656) have been sold.





Years of construction: 1968 – 1978

Builder: SLM

Modified: from 2007 onwards

Updating by:

Diesel engine:

MAN (MTU)

Power:

280kW / 380hp

Nominal speed:

1,700rpm

Transmission:

hydraulic (Voith)

Maximum speed:

30km/h or 60km/h

Service weight: 30t
Length over buffers: 7,670mm
Wheelbase: 3,570mm
Wheel diameter: 950mm





Top, above, right, and below SBB Cargo 232 207-1 and 232 132-1 (the specific prototype of the Mabar model) moving sugar beet wagons from the stabling sidings into and out of the Schweizer Zucker plant at Aarberg, 29th November 2016.



Where to see these machines in action

Aarberg is a historic town in the canton of Bern in Switzerland, 20km from Bern on the single track Bern – Lötschberg Simplon line joining Lyss in the north with Kerzers in the south. Roughly hourly trains shuttle between these two towns operated by the BLS. Located at the Kerzers end of the station is one of the two sugar processing plants operated by Schweizer Zucker AG which each autumn and early winter attracts a lot of freight traffic to and from the station. It is possible to see most of the action from the station, so for anyone who wants to see shunting with Tm 232 tractors this is a good place to watch the action. I have seen SBB Cargo and Sersa Tm 232 tractors, SBB Cargo Eem 923 hybrids, and Am 843 diesels of both SBB Cargo and Sersa moving wagons in and out of the sugar refinery.

Wildegg is another good place to watch rail freight action with sugar beet loading in the autumn months but also year-round constant non-stop shunting of wagons being moved in and out of the Jura Cement works directly opposite the station much of which is done by Tm 232 locomotives. In addition the station is served by at least four stopping rail services an hour plus local buses. There are also passing InterCity services, postal trains and other freight workings.

Rheinfelden in the canton of Aargau, 15km east of Basel, is home to Feldschlösschen, one of the most popular beers in Switzerland. Feldschlösschen Getränke AG has been working with the SBB since 1876. Diesels took over the Feldschlösschen rail deliveries in 1990 and today SBB Cargo moves around five thousand wagons a year from Rheinfelden, supplying regional warehouses and distribution centres across Switzerland. On my various visits to view the shunting activities opposite the station, Tm 232 and Eem 923 hybrid locomotives have shared the work.

Other locations that I have seen Tm 232 locos in action are Martigny, St.Margrethen, and Thun, to name but a few.

YouTube videos provide suitable material for those who want to pursue this research.



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Above and right

SBB Cargo 232 142-2 shunts with the Feldschlösschen brewery at Rheinfelden in the background, 7th January 2015.

Other users

Sersa is well-known in Switzerland for track maintenance work but it also has its own fleet of loco for contract work. Their Tm 232s were used at the Aarberg Schweizer Zucker (Swiss Sugar) plant in 2019 when they had the sugar beet rail handling contract from various loading stations in western Switzerland to the sugar factory in Aarberg.

The Gerlafingen steel plant acquired two new units from Von Roll in 1971 and 1973 (their Nos.26 and 28). However, they proved to be unsuitable for the heavy shunting required and were sold to the Bodensee-Toggenburg Railway in 1977, as TmlV Nos.6 and 7.

Below and below right

Sersa Tm 232 Hans was used at the Schweizer Zucker plant in Aarberg in 2019 when the company had the sugar beet rail handling contract.

19th November 2019.









Left and right
The Jura Cement factory
at Wildegg requires a lot of
shunting with Tm 232 tractors.
Passing freight services
leave wagons for the works
in the adjacent loops
and a 232 (here 232 229-5)
moves them in and out
of the factory sidings.
8th October 2021.

The Chemins de fer du Jura bought a new one in 1971, which they numbered Tm IV No.181. In 2008 it was registered in the National Vehicle Register as 98 85 0232 181-9.

The Sursee-Triengen-Bahn bought a new one in 1976, numbered Em2/2 No.2. After 2010 it was leased to SBBC as Tm 8701. In 2012 it was bought by Widmer Rail Services and

The Sursee-Triengen-Bahn bought a new one in 1976, numbered Em2/2 No.2. After 2010 it was leased to SBBC as Tm 8701. In 2012 it was bought by Widmer Rail Services and registered as 98 85 5232 286-5 CH-WRSCH. WRS (Widmer Rail Services AG) was founded in November 2007 and since 2012 has operated its own rail services in all three language

Left
232s are often seen
as part of a trip freight.
Next to SBB Cargo 232 224-6
are rubbish containers.
Below
232 122-2 is at the end
of a train being hauled by

an Re4/4 towards Thun.





areas of Switzerland (German, French, Italian) and throughout Europe. They run various types of services including shunting, construction trains, timber, other freight, and even passenger trains.

The TmlVs bought in from industrial users by the SBB run as 98 85 5232 183-4 CH-SRTAG, 98 85 5232 192-5, and 98 85 5232 256-8 CH-JÜST.

Two TmlVs went to Ciments Vigier, Reuchenette-Péry (Nos.4 and 5, now 98 85 5232 287-3 CH-VICEM) and one to Geldner Rheinlager, Birsfelden (no number).

In addition to its own utilisation, SBB Cargo presently offers Tm 232 locomotives for long or short them hire.

Various units have been rented companies including Hamburger Rail Service GmbH & Co (HRS), Delmenhorst-Harpstedter Eisenbahn GmbH (DHE), and Verden-Walsroder Eisenbahn GmbH (VWE). Some of those have been repainted: for example, one to DHE was in bright green and orange.

The appeal of these locos is that the 232 is a proven reliable unit with a fuel-efficient Caterpillar engine which complies with current emission standards, with the opportunity for radio remote control. Another advantage is that spare parts are readily available from the SBB Biel workshops.

In summer 2021 I came across a Tm 232 in Stauffer livery at Blausee Mitholz being used on a permanent way train. The next day I caught up with it at Spiez station.

Right

SBB Cargo 232 122-2 at Neuchâtel, 21st May 2012. The cylinder on the side of the unit is cleaner than those I have seen on others.

Below left and right On 6th August 2021 I came across a Tm 232 in Stauffer livery at Blausee Mitholz on a permanent way train. The next day I found it, Tm 98 85 5232 233-7 CH-JÜST, at Spiez station. Based at Frauenfeld, Stauffer specialises in the restoration, hire, and sale of shunting locomotives. In addition they operate an extensive spares and maintenance service.



For more information

www.rangierdiesel.de - Tm 232.1-3 https://second.wiki/wiki/sbb_tm_iv www.railfaneurope.net/pix/ch/SBB_CFF_FFS/diesel/Tm232/ pix.html

LOK Report – DHE/VWE: Robust Swiss shunters with a new home in Germany (www.lok-report.de)



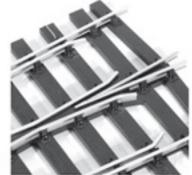


Reviews

Evaluated by our own specialist staff







HO

DBAG BR101 electric new from Piko



Piko has recently released another brand new item in the 'Expert' series, the Deutsche Bahn AG BR101 Bo-Bo electric.

The first examples entered regular service in 1997, built by Adtranz at their factory in Kassel. With a top speed of 220km/h the 101 was originally designed for freight as well as express passenger service, but when DBAG was founded the business sectors were separated and the 101 was assigned exclusively to long-distance passenger traffic. The class has become virtually synonymous with express services, displacing the famous BR103. The 145 produced corresponded





Delivered in traffic red, many of the class have since carried colourful advertising graphics. They are not usually found on regional services, with the exception of the München-Nürnberg Express, which runs at up to 200km/h, making it the fastest DB Regio connection in the country. The power of the BR101 makes it suitable for use on mountain routes, and daily turns of 2,000km are common.

Piko has opted to produce 101 081-8 with Epoch VI markings as 91 80 6 101 081-8 D-DB; the new number is on the grey solebar while the 'ghost' of the old number can be seen on the red side panel – a nice touch! The finish is excellent, with the main colours even and all markings clearly printed.

The model has an accurate body shell, according to published dimensions, with grilles and panels correctly represented. The cab door handles are moulded in place, neatly picked out in silver, but the main handrails and nose grabs are added parts.

The glazing is flush, with frames neatly painted silver or black as appropriate. The windscreen wipers are separate parts.

The cabs have interior details, but no driver figure.

All roof detail is represented – cabling, insulators, and grilles, plus aerials and horns.

Buffer beam details (brake hoses, electrical sockets, dummy scale couplings, etc). are provided as accessories for the modeller to fit. The central part of the underframe carries the transformer casing, and the bogie frames are nicely detailed, complete with traction bars to the underframe and simulations of the traction motor casings, etc. The wheel faces have brake disc detail inserts, and the sand-pipes are in line the wheel treads. The snowploughs, mounted on the bogies in reality, are more practically attached to the coupling mounts of the model.



The mechanism uses a central fivepole motor with dual flywheels in a heavy cast metal frame with shaft drive to a worm and plastic reduction gears on each bogie. There is pickup from all wheels, and two traction tyres are fitted (one on the inner axle of each bogie). The wheels have blackened tyres.

The model runs smoothly, and is controllable from walking pace to a realistic maximum.

With a substantial weight (564gr), it should have no trouble hauling authentic consists.



It has working directionally controlled LED head and tail lights. Various lighting functions can be separately controlled in digital mode, including the high beam long distance headlight. On the printed circuit board within there is a Plux-22 socket for a digital decoder and space for the device, along with a mounting for a loudspeaker if required. The model is also offered with a decoder factory fitted.

The pantographs are sprung but not wired for current collection.

The minimum recommended radius is 358mm.

Standard couplings are fitted in NEM pockets on close-coupling mounts on the frame.

Another high quality, good value offering from Piko.

Manufactured by

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

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

PRICE ref.51100 £205.00.



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НО

Swiss TmIV / 232 shunting tractor new from Mabar



The Spanish firm Mabar, based in Barcelona, was established in 1952 as a specialised model shop and since 2005 has been marketing their own models in HO and N. Products were initially aimed at their local Spanish scene but recently they have also catered for French and Swiss modellers.

They have just introduced brand new HO models of the SBB TmIV or 232 shunting tractors in brown, red, and SBB Cargo red & blue, covering Epochs IV, V, and VI. The models are available for DC (two-rail) and AC (three-rail), with digital sound versions for both systems.

The main differences are faithfully reproduced: radiator grille (originally vertical, later horizontal), signalling magnet (fitted later), and buffer heads (originally round, later rectangular). The exhaust also differs, though the red version should have the later style.

The model arrives in an attractive box with three leaflets: a potted history and technical summary of the prototype and model, a parts list, and list of a DCC functions, with text in English, French, German, and Spanish.

Our sample is the SBB Cargo version with DCC sound. Most of the detail parts are already fitted to the model, apart from a sheet of ten optional V blanking shields to put over the lights, and a shunting pole. All main dimensions correspond closely to the prototype. It is just 88mm long over buffers.

The paint is well applied with clear colour definition and the numbers, logos, and lettering are well replicated.



The steps are etched and the handrails are metal. The cab is see through, with control represented, though it is a bit surprising it does not have a driver figure fitted, especially as there is cab lighting on F7. (The advance information stated that a driver would be installed.) The windscreen wipers are very fine.

When taking the model out of the box for the first time it was noticed that one of the sandboxes was loose in the box; some websites suggest loose details may be a common issue. It took just a couple of minutes to re-attach this part, with some adhesive and a pair of tweezers. One of the etched footsteps on the loco was also slightly wrongly positioned but quite easily corrected.

At 143g the model feels nicely weighted with its metal chassis which carries a centrally located motor with flywheel driving both axles. The motor shaft runs in bronze bearings.

The model ran smoothly and quietly straight out of the box. The sound is very good and the hydraulic system can be distinctly heard as the loco is driven up and down the speed range, which makes shunting a lot of fun. The decoder (connected via a Next 18 / NEM662 socket) is a Lok Sound V5 (ref.83464) and when using F1 starts up the sound

applications which include diesel mode, shunting sounds, sanding, squealing at points, rail joint sounds, releasing compressed air, and a horn. If the loco is slowed down rather rapidly there is a nice squealing of the brakes.

The volume is adjusted with F30 and F31, which may be beyond the scope of some DCC systems (our test set had 28 functions).

The lighting effects are good, with tiny LEDs installed – a trio of red and white lights on each end, and the number of lights that are on/off on each end is controllable.

The back of the loco is a fitted with Roco digital coupler while at the other end there is a fully fitted buffer beam which does not have provision for an NEM coupling. The instructions refer to alternative parts but none are included; we understand they will be available on request but were not included as fitting them is not as straightforward as envisaged. Two couplings would seem essential for a shunter.

The digital coupling works on F3 by pushing up to a wagon and engaging with a usual Roco style coupling. Pressing the F3 key means the loco moves a few millimetres towards the wagon and engages the coupling. The reverse happens when F3 is activated again to uncouple. The height of the coupling on the wagon is crucial to successful coupling and uncoupling.

For a small loco, even with digital sound, this is at the top of the expected price range, but it is well detailed, well finished, and operates very well.

Thanks to Peter Marriott for significant assistance with this review.



Manufactured for

Mabar

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

SAMPLE SUPPLIED BY C & M Models

1, Crosby Street, Carlisle, CA1 1DQ. www.candmmodels.co.uk

PRICE

DC £203.50, DCC sound £315.00.



JUNE 2022 377

Skoda-built dual supply electrics new from Roco





The CSD class ES499.2 (later CD class 372 and 371) and DR BR230 are multi-system Bo-Bo electric locomotives, manufactured by Škoda Plzen between 1988 and 1991. The type was developed to work international trains between Czechoslovakia and East Germany. The locomotives are similar to the Czech 163, 263, and 363 classes, but differ in electrical equipment, due to the need to operate across the border.

Thirty-five were produced, fifteen for the Czechoslovak State Railways (CSD) and twenty for the Deutsche Reichsbahn (DR). They have an hourly output of 3,260kW and a top speed of 120km/h.







The Deutsche Reichsbahn had electrified the Dresden-Neustadt – Decin line
between Dresden and Schöna, near the
Czech border, in the 1970s using the
standard German 15kV 16.6Hz system.
The Czechoslovak railways at that point
were electrified at 3kV DC, creating a
gap between Schöna and Decin which
required trains to be diesel-hauled. To
solve this problem, it was decided to
develop locomotives that could operate
on both the German AC and the Czech
systems.

Due to the lack of experience with dual voltage technology and full capacity at the DDR electric locomotive manufacturer LEW in Hennigsdorf, the machines were built based on the CSD class ES499.1. However, Škoda had not built a locomotive for 15kV 16.6Hz system before, so the AC equipment was supplied from the DDR.

The locomotives were to be CSD class ES499.2 and DR BR230, but by the time of delivery the CSD had changed numbering system, so the Czech locos were delivered as class 372. The German examples were later renumbered to BR180 following the formation of the unified Deutsche Bahn AG.

The corrugated body sides earned the class the nickname Knödelpresse.

With the upgrading of the Berlin – Dresden route for 160 km/h, the BR180 could no longer be used for high speed passenger trains, and the similar improvement of the Dresden - Prague route was on the agenda. Both railway administrations therefore examined an increase in speed. The bogies were suitable for speeds of up to 200km/h so CD converted six for 160km/h and gave them the new class number 371, while DBAG only had 180 001 converted.

The class 372 fleet now belongs to CD Cargo, running freight trains from Decin to Bad Schandau, Falkenberg, and Halle (Saale).

Once the BR189 was approved for use in the Czech Republic, the German locos were phased out. In October 2002, 180 001 was the first to be withdrawn but in 2003 it was transferred to CD as compensation for accident damage to a Czech 372 and put back into service as 371 201. At the beginning of 2014, all were withdrawn. Fourteen were extensively overhauled and tested with the intention they would be made available to independent operators, but this did not happen. Only 180 014 remains in Germany, preserved the Thuringian Railway Association.

Roco have created a brand new model representing this type, and somewhat unusually released three versions more or less simultaneously.

In each case, the main colours are dense and even, edges are well-defined, and all markings are very clearly printed.

These are finely detailed models with many separately applied parts. The moulded plastic body shell model is accurate according to published dimensions and photos, with well-formed panels and grilles, and a wealth of fittings on the roof - all new pantographs with innovative method of attachment, insulators, cabling, switchgear, aerials, and etched metal vent grilles with fans visible behind.





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Other separately-applied detail parts include all the handrails, m.u. connectors, and horns.

The windows are flush fitting, with neat black frames where appropriate.

The cabs have interiors, with detailed control desks; a driver figure is fitted at one end. At both ends the buffer beams are equipped with attenuated brake hoses and scale couplers. The end walkways have open mesh treads.

Parts supplied for the modeller to fit include brake hoses, dummy scale couplings, electrical connectors, and mirrors.

The bogie side frames are very well detailed, moulded in deep relief, with excellent suspension components and spoked wheels.

Between the bogies the compressor, air ducts, pipework, and transformer housing are all represented.

The mechanism has a cast metal frame carrying a central open-frame skew-wound motor with flywheel driving via cardan shafts to reduction gearing on the bogies powering all wheels. All powered wheels collect current. Running is smooth, quiet, and controllable across the speed range, to a realistic maximum.

There are two traction tyres, on one inner wheelset, which with the considerable weight of 574gr ensures good pulling power.

The wheels have low profile flanges. A minimum radius of 358mm (R2) is recommended.





There is no provision for current collection from the catenary.

The working head and tail lights are illuminated by small LEDs, and change according to the direction of travel. Switches on the internal printed circuit board allow the lights at one or other end to be switched out.

Cab and control panel lighting as well as engine room lighting can be switched separately in digital mode.

There is a Plux22 decoder socket. Digital sound options are also listed, with newly-developed 16-bit 'Dynamic Sound' package with two loudspeakers for improved sound quality.

The model has NEM pockets on close-coupling mounts. It comes fitted with attenuated brake hoses and dummy scale couplers to accommodate the working couplings; full fittings including rail guards and air tanks are provided if the model is only required for display. Standard couplings are fitted,

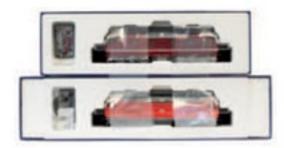


and Roco close-couplings are supplied as alternatives.

One small oddity: the DBAG version is supplied in a longer box.

The model is also offered in CD Cargo blue, and a CD class 371 is also planned.

Once again Roco demonstrate their experience with a modern electric loco.



Manufactured by

Roco,

Modelleisenbahnen GmbH, A-5101 Bergheim, Austria. www.roco.cc

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

PRICES DC £235.00, DCC sound £330.00.



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JUNE 2022

FS E.652 tri-bo electric new from Rivarossi



Rivarossi have recently released a modified model of the Italian E.652 3kV DC tri-bo electric announced in several versions as part of the 2020 programme.

The design was evolved to improve the hauling capacity and reliability of the E.632/633 while using the same basic structure. Six pre-production, 100 first series, and 70 second series were built between 1986 and 1996 by various manufacturers. They were equipped with electrical connections for multiple unit and push-pull working. The continuous power rating is 5,100kW and as built they had 36/64 gearing for a top speed of 160km/h; since 2014 there has been a modification programme to 29/64 gearing giving 120km/h for freight work.

> They were initially allocated to Cervignano Smistamento (around twothirds of the fleer), Milano Smistamento, Verona, and Marcianise, and were nicknamed 'Tiger'. Since 2017 all but five have been assigned to Mercitalia Rail (ex Trenitalia Cargo).

Originally fitted with type 52 flat contact pantographs, in the course of delivery some were changed to type 52/92 with flaps to improve current collection at high speed.

Our sample represents E.652 088 in original grey/blue livery with Epoch V markings.

The finish is excellent: the blue bands are sharply defined even over deep relief detail, and the markings are very clearly printed - note particularly the metallic number and makers plates, and the tiger graphic on the cab side.

The body moulding is well detailed with beading, panels, and grilles, as chunky as the real thing, and not the same each side.

There is superb roof detail - horns, whistles (turned brass), handrails, insulators, cabling, and dynamic braking resistors under (etched metal) grilles.

The type 52 pantographs are sprung and wired for optional current collection from the catenary by moving separate links on the internal circuit board - a welcome but increasingly unusual provision.

The glazing is flush, with handles represented on the cab side windows and windscreen wipers moulded in place and neatly picked out in black.

The cabs have interiors.

The battery boxes are added to the underframe, and must be detached (along with the buffers) to remove the

The bogie suspension components are sensibly moulded as part of the body.

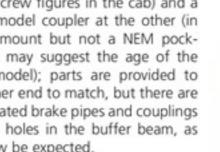
The model comes fitted with full buffer beam detail at one end (along with two crew figures in the cab) and a working model coupler at the other (in a clip-fit mount but not a NEM pocket, which may suggest the age of the original model); parts are provided to equip either end to match, but there are no attenuated brake pipes and couplings to fill the holes in the buffer beam, as might now be expected.

switch on the internal circuit board to select options in analogue DC; they are switchable in DCC.

There is a 21MTC socket (NEM 660) for a decoder and space for a loudspeaker if required.

A substantial cast metal chassis carries a central five-pole skew-wound cantype motor with twin flywheels driving through cardan shafts to reduction gears in the outer bogies.





issue on less than level track or at sharp gradient changes as this is quite a long machine.

All driven wheels collect current.

The current consumption is quoted as

between 0.2A and 0.4A, depending on

Traction tyres are fitted on one outer

The centre bogie is not powered or

wired for collection; it is allowed a lot

of lateral movement and will pivot, so

curves should not be a problem, but

there is almost no vertical play or fore-

and-aft slack, so there might be an

wheel of each powered bogie, and with a weight of 493g haulage capacity is

load, with a surge on starting.

unlikely to be an issue.

The minimum recommended radius is quoted as 356.6mm.

The model runs smoothly and quietly, and is controllable across a realistic

Manufactured for

Rivarossi (Hornby Hobbies Ltd.), Enterprise Road, Westwood Industrial Estate, Margate, Kent, CT9 4JX. www.hornbyinternational.com

PRICE ref.HR2701 £217.00.



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type Res bogie lowside wagon new from Rivarossi



sides.

The markings are clearly printed, and features such as the brake controls and lashing hooks neatly picked out in appropriate colours.

The side stakes are moulded in resilient coloured plastic, a good match for the brown body colour, and can be turned through 90° from the retracted position to vertical.

The deck has simulated planking, while the main fishbelly girder frame is a metal casting for stability.

The brake cylinder, air reservoir, and handbrake wheels are added parts.

The bogie side frames are excellent, moulded in deep relief, with brake rigging added and brake shoes in line with the wheel treads. The model runs freely on blackened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are fitted in NEM pockets on close-coupling mounts.

A pair of delicate imitation screw couplings are supplied as accessories for the modeller to fit if working model couplers are not required.

The minimum radius recommended is 356.5mm.

The same model is also offered in the Jouef, Lima, and Electrotren ranges in many different liveries with appropriate markings and in some cases detail changes (e.g. aluminium side panels or none) to suit a number of other European railway administrations.

A humble vehicle, perhaps, but very nicely modelled.

Manufactured for

Rivarossi (Hornby Hobbies Ltd.), Enterprise Road, Westwood Industrial Estate, Margate, Kent, CT9 4JX. www.hornbyinternational.com

PRICE ref.HR6483 £49.00.



Italian 27m³ tank wagons new from Rivarossi







In the early the 1940s the Italian State Railways (FS) initiated a programme of constructing tank wagons in quantity, mainly for supplying oil and its derivatives but also for other liquids, either by equipping existing chassis or by building completely new vehicles.

They were mainly used to transport petrol, fuel oils, and lubricants, as well as mineral and vegetable oils, and other similar liquids. Each of these commodities required different arrangements, so the type of liquid for which the wagon was equipped was specified on the outside of the vehicle, either by explicit inscriptions or by the wagon classification. From the 1950s they were all classified with the letter M (indicating all types of tank wagons) followed by a number representing the type of liquid, with the letter 'R' added if the wagon



was equipped with heating coils to prevent freezing.

New from Rivarossi (announced as part of the 2021 programme) is a set of three Italian type M four-wheel tank wagons, of 27m3 capacity, one with a brake cabin, two with open brake platforms. Our sample (ref.6489) has Epoch III markings, and each vehicle is different.

Various other two and three packs are available, with different period markings and some with oil company branding.



The metallic finish is convincing, and all markings are very neatly printed.

The brake column, lamp brackets, discharge pipe, filler cap, vent, breather pipe, waybill holders, tank securing straps, and platform access ladders are all separate components. All handrails are added metal parts.

The underframe has moulded detail in the solebar channel, with brake components and rigging added underneath and brake shoes in line with the wheel treads. The model runs freely on black-



ened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

The minimum recommended radius is 356.5mm.

Standard couplings are fitted in NEM pockets on close-coupling mounts.

Fine imitation screw couplings and brake hoses are supplied as accessories for the modeller to fit if working model couplers are not required.

The models are supplied individually boxed and labelled within a card outer

Manufactured for

Rivarossi (Hornby Hobbies Ltd.), Enterprise Road, Westwood Industrial Estate, Margate, Kent, CT9 4JX. www.hornbyinternational.com

PRICE ref.HR6489 £101.99.

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TT

Deutsche Reichsbahn BR83¹⁰ 2-8-4T new from Piko









The BR83¹⁰ was a new design built for the Deutsche Reichsbahn and introduced in 1955 and 1956.

It was based on the BR65¹⁰ and was intended for branch line duties where a top speed of 60km/h and a driving wheel diameter of 1,250mm was sufficient. These locos could haul a train of up to 1,000 tonnes at 60km/h on the level. The front truck and the first coupled wheelset worked together in a Krauss-Helmholtz bogie. The first wheelset had 10mm sideplay, and the flanges of the third wheelset were reduced.

The all welded locos had plate frames, superheated steam regulators, mixing pre-heaters, and separate sandboxes.

The first locomotive, delivered from LKM Babelsberg in 1955, was fully evaluated at the VES-M Halle test depot. There were numerous shortcomings, not all of which could be resolved during the production run though several problems were rectified with subsequent modifications.

The reverser was activated with compressed air, but this did not work properly and was removed. The original superheated steam regulator was replaced by a saturated type due to problems. But the design was never really convincing and, with the impending change to diesel, only twenty-seven were built, so the class remained relatively unknown. They performed well in passenger traffic in the Erzgebirge, where the large water and coal capacity was appreciated. From August 1969 to August 1970, Aue depot housed five machines that were used on the Zwickau - Johanngeorgenstadt route. Another particular area of operations was the Arnstadt - Saalfeld line.

The last examples were withdrawn between 1972 and 1974. None have been preserved.

Piko have released a brand new TT model of the class as 83 1027-8 with Epoch IV markings, all neatly printed.

It is accurate according to published dimensions, and the plastic moulded body is enhanced with many separately attached parts, including the smoke deflectors, whistle, bell, mixing pre-heater cover, generator, buffer beam steps, bunker access ladders, handrails, grab handles, sand pipes, and miscellaneous pipework.

The cab interior is detailed, with working firebox lighting (in digital mode).

As well as working directionally controlled head and tail lights, the model has cab and running gear lights.

The spoked wheels and the delicate motion make a very fine impression, and the underside of the chassis carries full brake rigging.

The die-cast metal frame carries a powerful can-type motor with flywheel. Two traction tyres (on the third wheel-set) and a weight of 187g should ensure sufficient pulling power for prototypical train consists.

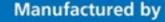
Current is collected from all wheels, to provide excellent running characteristics across a realistic speed range. The model is equipped with a Next18 socket for a digital decoder, and is also available factory-fitted with a sound decoder.

Standard couplers are fitted in pockets on close-coupling mounts on the frame.

Fine brake hoses and dummy scale coupling hooks are provided for the modeller to install if working model couplers are not required, along with piston tail rod covers if curves allow.

The minimum radius recommended is 310mm.





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

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

PRICE ref.47120 DC £265.00. ref.47121 DCC sound £375.00.





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BR288 double diesel new from Fleischmann



The D311 diesel-electric locomotives were built for the German Wehrmacht in 1941/2 for use with the massive *Gustav* and *Dora* rail-mounted guns. Eight half units were constructed by a consortium of Krupp and Siemens-Schuckert. Although they were the property of the Wehrmacht, this was not noted on the locomotives, but rather the markings showed Deutsche Reichsbahn, with Essen as the Heimatbahnhof.

They were designed as double locomotives with half units designated a and b under the same number.

The diesel engine drove a generator which powered traction motors on each of the four wheelsets in each half unit. Accordingly the wheel arrangement was Do+Do. The machines originally had 940hp (691kW) engines in each vehicle and were approved for speeds of up to 75km/h. The controls of both units were electrically connected and were operated from the leading cab. The total weight of both halves was 147 tons. The two units were linked with a close coupling, and the two central axles were allowed some lateral displacement.

The head and tail lights could be switched to suit any country's system. In addition, while moving the large rail guns on the two parallel tracks of the firing curve, it was possible to switch on only one red marker light on each of the rear locomotives, treating the whole assembly as one unit.

The locos were intended to bring the railway guns into the positions specially designed for them and to place them on the so-called firing curve for aiming the weapon, and to supply them with electrical power. The actual use was very limited, as only *Dora* was ever used for one combat mission.

After the end of the Second World War, D311 03 and 04 were taken over

by the Deutsche Bundesbahn as class V188 (after 1968 BR288); 01 had been lost in the war and 02 became a spare parts donor. They were overhauled by Krauss-Maffei as freight locos, fitted

the standard arrangement.

Many other alterations were made during their remaining service, for example to the air brakes and the heating system.

with 1,100hp engines developed by

Maybach for the V200.0, and painted

wine red. The lighting was converted to

They were based at Gemünden and Bamberg depots and proved their worth with heavy goods trains, mainly on the Spessart ramp. 01 was set aside after the generator was damaged as early as 1968 but 02 was still operating in the Franconian area until 1972. In 1973 both were scrapped at Layritz in Penzberg.

Recently released by Fleischmann is a brand new model of the type, as Deutsche Bundesbahn 288 002-9.

It has a good even paint finish, with markings and lining clearly printed.

The body shells are accurate, according to published dimensions, with grilles, vents, and panels well represented in the moulding.

288 002-9a

Glazing fits flush, with cab and machine room interiors.

Separately applied parts include horns, exhaust vents, lamps, cab door handrails, footsteps, and metal buffer heads

Dummy screw couplings, brake hoses, and buffer beam blanking plates are provided for the modeller to install if required.

Frame detail includes axleboxes, springs, equalising beams, four sandboxes each side of each unit, and the INDUSI shoes.

The two halves are close coupled, and the minimum recommended radius is 192mm.

The model is powered by a can-type motor with flywheel driving the two outer axles of one unit via worms and reduction gears. All four driven wheels have traction tyres, and the whole thing weighs 85g. All wheels collect current.

There is a Next18 decoder socket in each half unit.

The three white headlights and two red tail lights work depending on direction, while the cab and engine room lights are switchable in digital mode.

Profi couplings are fitted in NEM 355 pockets on close-coupling mounts on the frame.

An unusual prototype, limited in number built, length of service, and area of use, but modelled with the usual Fleischmann quality.





Manufactured by

Gebr.Fleischmann, A-5101 Bergheim, Austria. www.fleischmann.de

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

PRICE ref.725100 £225.00. Digital sound ref.725170 £365.00.

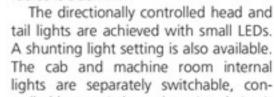
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PKP ET21 electric new in Expert range by Piko



Piko have recently released another new model specifically for the Polish market. The ET21 Co-Co was the first post-war Polish electric built for freight, designed in 1955 and constructed by Pafawag in Breslau from 1958. Two prototypes and the first eighteen series production machines were extensively tested, leading to some design changes for the first batch of seventy. By 1971, 658 had been delivered, most to the PKP but some to the mining industry. They were approved for a maximum speed of 100km/h and were capable of hauling a 2,400t train at 70km/h on the flat. For a long time, the ET21 could be found on practically all electrified routes in Poland but as the number of ET22 units increased, the ET21 was increasingly pushed to the south of the country. The class was originally supposed to be phased out in 2002 but lasted much





radius is 358mm.

lights are separately switchable, controlled by a switch on the printed circuit board in analogue mode, which also has a NEM 658 PluX22 socket for a digital decoder; there is also a mounting for a loudspeaker.

a weight of 539gr this should not be

an issue. The minimum recommended

The model is also offered with sound factory fitted (with a different running number, 157).







longer and some are still in use with private transport companies.

This initial version of the model is PKP ET21 442, in Epoch V condition.

All markings are clearly printed, and the finish is good, with sharp definition of the main colours.

The body is accurate in major dimensions and detail, with an exact representation of the distinctive Polish lamps. Added details include the nose and cab door handrails in resilient plastic. The cabs have basic interiors with control desks represented. Windscreen wipers are added etched parts, as are the chequer plate surface end walkways.

Simulated engine room detail is visible through the prototypically differently arranged windows each side.

Roof detail includes the cabling, insulators, and switch gear. The model is the mounting bolt from inside the shell is no longer visible. The pantographs are largely metal, and sprung, but not wired for current collection from the overhead.

The bogie side frames are well detailed in very deep relief, with various added components. The separate cab steps are attached to base of the body shell. Brake shoes are in line with the treads of the blackened wheels. Even though they can only be partly seen, the wheels are authentically spoked.

The model uses the proven mechanism: a die-cast metal frame houses a five-pole can-type motor with two flywheels driving gear reduction in each bogie via cardan shafts. The centre axle in each bogie is not driven. The model runs smoothly and quietly, and is controllable from walking pace to a reasonable maximum. Two traction tyres are fitted to optimise pulling power (on one inner wheel of each bogie), though with

The locos come with standard model couplers in NEM pockets on close-coupling mounts at both ends. To detail the buffer beams if model couplings are not required, brake hoses and dummy scale screw couplings are supplied, along with end skirts without an opening, all finely moulded in black plastic.

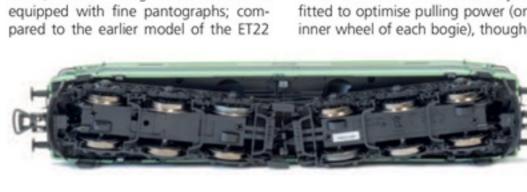
The ET21 is an important piece of Polish railway history and an indispensable element of the motive power fleet in its time.

Manufactured by

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

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

PRICE ref.51603 DC £210.00. Ref.51602 DCC sound £335.00.



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G

'Glass Train' electric railcar new from Piko





Piko have recently released a new model of the famous ET91 (BR491) 'Glass Train' electric railcar with Deutsche Bahn AG markings.

To exploit the tourist potential of some of the scenic lines through the mountains of southern Germany, in 1933 the DRG ordered two observation railcars from Fuchs of Heidelberg, with electrical equipment from AEG. They were delivered in 1935, in time for the German railways centenary celebrations, and from spring the following year they worked excursions from München, both public trips and private charters, and immediately proved popular thanks to the wonderful all-round visibility, due to the large windows with narrow frames, the lack of a partition behind the driving positions, and even the toilet compartment, in the central entrance vestibule, was set low so that it did not extend above the base of the windows. They had seats for seventy people; the seat backs could be tipped either way to suit the direction of travel.

The carrying bogie was a Görlitz III light type, and the powered unit was a lengthened version which carried the two 195kW traction motors and the transformer. Although designed for 120km/h, experience limited them to 110km/h.

In 1940 they were renumbered ET91 01 and 02. 02 was damaged in an air raid on München in March 1943 and scrapped; 01 was stored for protection and so survived the war. In 1949 it was overhauled and returned to traffic, fitted



with two pantographs with medium length contacts which were also suitable for use in Austria. Other modifications included the ventilation slots in the end skirts, and the ventilators over the side doors. In 1958 temporary top third headlights were fitted, with proper fairings following a 1959 overhaul. DBS54 pantographs and associated switchgear were also fitted at this time, and in 1962 the switches got the characteristic covers. Indusi equipment was installed in 1963. In 1968 the unit was renumbered 491 001-4. Around 1971 the four static roof vents were replaced with radial blowers. The large headlights with integral tail lights were replaced by separate fittings in December 1973, and in 1974 train radio was installed, with the aerial over cab 1. In 1976 one of the DBS54 pantographs was replaced with an SBS65 single arm type to allow running into Switzerland with simply a change of contact. (Previously the whole DBS54 would have to be exchanged for a Swiss pantograph.) The air-operated whistle was considered too soft and replaced in 1975 by two horns as used on the BR111 electrics. The final visible alteration was the fitting of rear view mirrors at both ends in 1982.

On 12th December 1995 the unit was involved in a head-on collision with an Austrian regional train at Garmisch-Partenkirchen. It was so badly damaged that rebuilding was not deemed practical, and the remains currently languish in the Augsburg collection.

The model certainly captures the look of the machine. At 824mm long, it scales out at approximately 1:25, between G and Gauge 1.

The finish is good, with well defined colours and clear markings, for Epoch V.

The moulded plastic body shell is enhanced with numerous separately-applied parts, notably the electrical equipment on the roof. Note the two different pantographs.

There is interior detail, with passengers in place and a rather familiar driver figure at one end. Although mostly concealed by the skirts, the bogie sideframes are well detailed.

The head and tail lights work, by means of LEDs, and are directionally controlled. There is also interior lighting, and the control console is illuminated.

The model has connections for a specific digital decoder, which can be augmented with a sound unit with authentic sounds; a location for the loudspeaker is provided under the frame, and the volume can be adjusted manually from below using a screwdriver.

The model will also be available with a sound decoder factory fitted; this version also has remotely operated pantographs.

The model runs on 24 volts and needs supply of up to 2A. It is powered by a seven-pole Bühler motor linked by gears to both axles of one bogie, running in roller bearings.

All eight wheels collect current.

The mechanism is protected from moisture so the model is suitable for use outdoors. It will negotiate a minimum radius of 600mm.

The wheels have bright tyres for optimum contact. Two extra sprung track contact pickup shoes are fitted to each bogie.

The model weighs c.2.75kg.

It runs well straight from the box, but 30 minutes operation in each direction is recommended as running in.

Instructions in four languages (German, English, French, and Dutch), illustrated with 'exploded ' drawings, are provided.



Manufactured by

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

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

PRICE ref.37330 £1,275.00. DCC sound ref.37331 £1,425.00.

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De ESA a FGV Tranvías Alicantinos y el Tren-Tram de La Marina

by Paul Webb and Lluís Prieto Tur

Monografias de Ferrocarril
C/De Les Nuadores 8-B, E-08100 Mollet del Vallès,
Catalunya, Spain.
www.monffcc.com
270mm x 210mm 276pp
Softback €32.00 + p&p
ISBN 978-84-944844-7-7

This interesting new book deals with the tramways of Alicante (now Alacant) and the metre gauge coastal line to Dénia, built under the auspices of the Compañía Estratégicos y Secundarios de Alicante (ESA) and now operated as part of he Ferrocarrils de la Generalitat Valenciana (FGV). It tells the story from the early fragmented town tramways (variously powered by animals, steam locos, and electricity) through being a local railway to a modern light rail operation combining town tramway and a cross-country route, though sadly the potential for tourist specials in this popular holiday area (with whatever motive power) is not currently being exploited.

The historical background (as complex as it is) is fully explained before detailed coverage of the motive power and rolling stock, both tramway and railway. The route is described, with coverage of civil engineering structures and railway buildings plus station track plans (by Pedro Pintado Quintana). The work is completed with annexes on recent developments and future plans, including the prospect for tourist trains, and rounded off with a bibliography of Spanish and English publications.

The presentation is clear, with the Spanish text well integrated with the photos and diagrams.

The English version follows, on 52 pages, with no illustrations.

The author regrets it could not have been fully parallel text, but we appreciate the technical difficulties of accommodating two languages and relevant illustrations within the constraints of the page.

The work is illustrated with a good collection of black & white photographs, all fully captioned in both Spanish and English. (Using a different font might have made the distinction clearer.) There are colour photos on the covers and in a sixteen page section at the end of the book; some are quite early, dating from 1963, coming up the present day.

Many of the earlier views are by visitors, from Britain and other European countries, long before there were any local railfans to take an interest, some perhaps by chance while on holiday in this much frequented region (Benidorm is not far away), others who made the trip deliberately as enthusiasts. All are reproduced well, and mostly quite large.

What really sets the book apart are the highly detailed scale drawings, all by Mr Webb, to a consistent style and standard, showing almost every item of motive power and rolling stock, plus civil engineering works and structures. They are reproduced at various sizes to suit the page rather than a consistent modelling scale, but all have a clear scale bar. In addition, the author offers to make electronic copies available directly to interested modellers to be printed out to the required size for their own use.

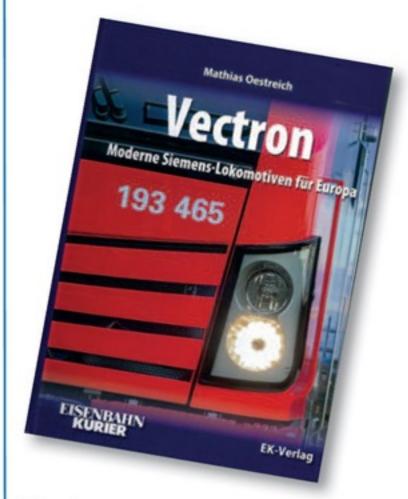
Dates on the drawings reveal that the work has taken several years, not surprisingly.

Like many other essentially self-published titles, the text would have benefited from some judicious editing by a third party and rather more rigorous proof reading to catch minor typographical slips and a few inconsistencies, but this does not detract from the value of the information presented.

Due to uncertainties with Covid, the planned initial print run was reduced, but it is hoped sales will be sufficient to justify further batches.

Many people who have holidayed in the area will have chanced across this railway; this book provides the full story, and everything the creative modeller might need to reproduce it.

Comments on the minor matters of production apart, this is the result of remarkable research and a lot of work. At the price, for the amount and quality of the information it contains, it must be considered a real bargain.



Vectron

by Mathias Oestreich

Eisenbahn Kurier Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de 297mm x 210mm 256pp

Hardback €49.90 ISBN 978-3-8446-6055-5

German text order no.6055

The latest Eisenbahn Kurier class portrait brings us right up to date, with the modern locomotives built by Siemens for service all over Europe, making use of a modular design and common components to create various electric, diesel, dual-mode, and 'last mile' variants to meet the requirements of different territories and operators.

The first Vectron was presented at Innotrans in 2010, as the technical successor to the proven EuroSprinter family, which culminated with the successful ÖBB 'Taurus'. The versatile design has since developed into a real best seller for Siemens within a very short time. Production of the thousandth machine was reached within just ten years.

Recollections

by Kevin Kavanagh

Modelling the Railways of South Australia Convention Committee P.O.Box 356, Parkholme, South Australia 5043, Australia. www.mrsac.com DVD A\$30.00 + p&p

This is an updated electronic version of a previous printed book compiled in 2007 by Kevin Kavanagh about the various South Australian Railways HO layouts built and created over many years by members of the Adelaide Branch Line Operators group, which at various times included John Nicholson, Clive Huggan, Bill Coles, Phil Curnow, Hugh Williams, Peter Fehlberg, Vic Kollosche, Roger Wheeler, John Gordon, Ross Hurley, and Les Fordham, among others. (A full list of past and present members rounds off the collection.)

In addition there are copies of various papers presented at the Modelling the Railways of South Australia Convention and four articles about layouts by Kevin Kavanagh and Les Fordham as featured in CONTINENTAL MODELLER. Layouts include Huntingdale and Grange, The Mallee Lines, Moratto Creek, the Moping Branch, the Nevada Central, the North Western Railway, the Belair/ Hawthorn Division, and the Wullinga Branch. They span a long period, from the 1960s to the present day, and this is reflected in the standards of both modelling and photography – both of which visibly improve as time moves on! There are also articles on the car card operating system, and point control.

This all amounts to no fewer than 166 pages.

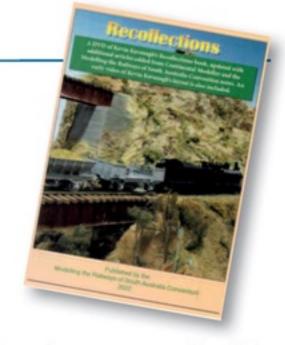
As a bonus there is also an early black & white film showing Kevin Kavanagh's *Huntingdale and Grange* layout and its operation (c.9 minutes).

The DVD has been compiled as tribute to Kevin, who died in September 2021.

The pages are in PDF format so should be readable on most computers.

There are no instructions, either on the disc or on the sleeve, but simply clicking on the file should open it in your computer's appropriate program.

The digital reproduction looks very clear. The resolution limits how closely you can zoom in but the possible enlargement seems adequate for most purposes. The pages could be printed out.



While of great interest to any modeller of the South Australian scene, there is much here that might have wider applications – layout design, construction techniques, scenic treatment, operating methods, and more. This is a remarkable collection of information, and can be considered very good value.

The disk should be available from hobby shops in and around Adelaide.

Thanks to Les Fordham for bringing it to our attention.

Legendäre 18 201

by Sebastian Werner

Eisenbahn Kurier Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de 297mm x 210mm 192pp Hardback €45.00

Hardback €45.00 ISBN 978-3-8446-6051-7

German text order no.6051

This substantial publication, the latest in the Eisenbahn Kurier series of class portraits, tells the story not of a class but just one machine – the Deutsche Reichsbahn's famous and unique high speed test locomotive.

18 201 was built in the Raw Meiningen workshops in 1960/61 and was intended to serve just one purpose: high speed, to test new passenger coaches manufactured in the DDR at 160km/h at least. When it was handed over to the VES/M in Halle (S) in May 1961, the test institute received a machine that was not only unique in terms of its elegant shape and colour scheme but also exceeded all post-war steam locos in terms of maximum speed.

The book describes in detail the origin of the loco, its construction using the frame and running gear, among other things, of 4-6-6T 61 002, one of the two locos built for the famous Henschel-Wegmann streamlined train combined with parts of the experimental 2-10-2 H45 024 – on the surface an unlikely 'kitbash'! Also

fully recorded is its service with the VES-M as well as scheduled operations with the DR and subsequently as a museum loco, with workshop visits and overhauls faithfully noted, along with modifications and livery changes – ideal for modellers.

Reports from former drivers bring the history of this legendary machine to life.

The account is augmented with many facsimiles of official documents, providing remarkable glimpses of the bureaucratic processes, and lots of technical drawings and diagrams.

The work is supported with over 300 photographs, mostly in black & white but with a significant colour selection, on the covers and concentrated in sixteen pages at the end of the book. The colour images range from 1961, when the loco was new, while the most recent are from 2018. Since then the loco has changed owners, and been overhauled ready for a return to service.

Most of the photos are presented large, two or at most three to the page. They range from scenes during construction or overhaul through close-ups of specific details to views of the loco in service. Some have been drawn from manufacturers' records and official railway sources, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.

The book concludes with a comprehensive list of sources.



The largest part of the family is made up of electric locomotives, produced as two-system AC machines, as plain DC, or as multi-system (MS), depending on the purpose and area of application. To these have been added the 'Smartron', an economical single-system AC variant, a diesel-electric (DE), and the combined diesel/electric dual mode (DM), all on a common Bo-Bo platform. Vectron locomotives are now an integral part of international railway operations, with almost fifty railway companies from all over Europe using them in freight and passenger transport from the far north of Sweden to the shores of the Mediterranean in Italy, from The Netherlands to eastern Europe. (From 2027 they will also be operating in Egypt!)

This new book reflects on the history, development, technology, and current operations of the Vectron family. Chapters cover the emergence of the Vectron with a look at the various forerunners built for several European railways; the first test locomotives; a full technical description; the long road to success, year by year; the diesel variant (BR247); the main state railways as customers; the economy variant (Smartron); and the DualMode, including news of a large order for a special version for DB Cargo. The Siemens Rail Service Centre is briefly introduced, and there is a complete delivery list (as at September 2021). Within all this is interesting two-page sub-section on the development of computer numbering and its link to signalling and control systems, and throughout the book side panels present comments from satisfied users.

Over 400 colour photos illustrate a locomotive type that, with its unmistakable outline, has been produced in a variety of colourful liveries and promotional designs for numerous rail transport companies, perhaps more than any other modern locomotive family. Most of the photos are presented large, two or at most three to the page. They range from scenes during construction or overhaul through close-ups of specific details to views of the loco in service. Some have been drawn from the manufacturer's records and official railway sources, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.

Although reasonable German will help to get the most from the text, much of the book is pictorial.

The account is augmented with official documents and some technical drawings and diagrams, supplied by the manufacturer.

The book concludes with a page of brief information received after the official press deadline, reminding us that this story is far from finished, and a comprehensive list of sources.

The Huntingdale and Grange Railway

Caleb's Rail Films DVD x 2 c.40+23mins A\$37.95



This two part programme explores the modelling achievements of the late Kevin Kavanagh (1928 – 2021), depicting the South Australian Railways in the 1960s, an era defined by iconic motive power as steam gave way to diesel on both passenger and freight services. The large Huntingdale and Grange layout was built between 1987 and 1999 and incorporates several stations and yards, each modelled with intricate detail. The impressive backscenes were beautifully painted by Kevin's wife and give each section of the layout a characteristic identity.

As well as capturing the look of the SAR, the layout was also notable for authentic operation, to a fith car cards for freight working. To run it properly involved a

sequence timetable with car cards for freight working. To run it properly involved a team of operators, and the regular sessions became important social events as well as a forum for the exchange of modelling ideas, information, and techniques.

The layout was featured in the Australian Model Railway Magazine (December 1997) and in two articles in CM (June and July 2015).

This 16:9 aspect ratio PAL format video was made on professional equipment giving very good picture quality, with realistic colours. Some views lack depth of field, as so often with video of moving models, but the movement compensates for this to a large extent.

The coverage follows a series of different trains on their journeys around this expansive layout. They move smoothly and at realistic speeds, and for the most part the cameraman sensibly lets the train run through an established view, with the result that it does not look rushed as it might do if attempting to follow the action with a hand-held camera. There is moderate use of pan and zoom to give an impression of the scope of the layout, and a good range of near stills to show the many small details and cameo scenes. Transitions between sequences are smoothly edited.

The material is divided into nineteen nominal chapters, of varying lengths: one and two are the opening and introduction screens, and nineteen the credits.

There is no commentary, but the occasional title or caption. We hear the 'live' sound of the models moving, but sensibly there is no attempt at loco sound effects. Mild background music runs throughout.

The second disc contains a detailed article about the layout, by Les Fordham, reproduced from the Modelling the Railways of South Australia convention 2021 notes (pages 386 to 396, A4 size originals).

The presentation automatically scrolls slowly through the magazine style pages, with backing music, at a reasonable reading pace, though it takes no account of pages with more than one column of text (there are not many – most pages consist of one or two large photos, with captions, and a section of text). You can pause the progress or use 'fast forward' to approximately double the speed.

The files seem to be of medium resolution – the text is not crisp on larger screens, though still legible.

The image fills the width of the display window (almost) but we could find no option to fit the height and thus see whole of a page at once. It might have been better just to have single pages and let the viewer advance them manually at their own pace; this would also have allowed easier direct access to selected pages. Eighteen chapters can be accessed from the 'go' menu: 1 is the opening screen while 17 is page 396, the plan, which completes the article. (18 is the final credits.)

The back of the sleeve carries a copy of the track plan which also appears on screen in both presentations.

Very pleasant viewing, a good record of an exceptional layout, and a fine tribute to a talented modeller.

This DVD is available from Caleb's Rail Films: https://calebsrailfilms.com It is also offered in BluRay format at A\$44.95. Postage & packing extra.

JUNE 2022

News

Information from Continental Modeller



DSB litra E new by Märklin/Trix



Following the Belgian Pacific last year, Märklin and Trix have again surprised enthusiasts with a significant completely new model for a 'fringe' market.

The Danish State Railways litra E originated as eleven express Pacifics built for the Swedish State Railways as class F, which were withdrawn in 1937 due to increasing electrification. The DSB was able to acquire these powerful locos as numbers E 964-974. In 1940, the DSB urgently needed additional powerful steam locos and so another twenty-five litra E were built, with small improvements, by Frichs in Aarhus as numbers 975-999. They were used into the 1960s but eventually put into storage. Several have been preserved, including E 991 as an official DSB museum loco. It was in operation almost continuously until 2010 for specials and on 14th November 2000 had the honour of hauling the special funeral train for Queen Ingrid from Copenhagen to the burial in Roskilde.

The locomotive has been modelled as it was around 2007.

Length over buffers is 245mm.

The loco and tender are constructed mostly of metal, with much intricate detail and many separately applied parts such as piping and steps, with brake hoses and imitation prototype couplers included.

The model has a high-efficiency motor with a flywheel in the boiler. Three axles are driven and two traction tyres are fitted. It is equipped with an mfx+ digital decoder with extensive light and sound functions. Triple headlights on the loco and tender change with the direction of travel, and the built-in smoke unit will work in conventional operation and can be controlled digitally. The emergency light on the smokebox door, the cab lighting, and the firebox flickering can also be controlled separately in digital operation.

Maintenance-free warm white and red LEDs are used for the lighting.

There is an adjustable close coupling between the loco and tender, and a close coupling mechanism with NEM pocket on the tender rear.

The minimum radius is 360mm. www.maerklin.de www.trix.de

NÖVOG railcar new for HOe



NÖVOG VT16 breakdown train railcar is finally ready at Halling.

It was converted from VT16 (formerly ÖBB 5090.16, built in 1991) after 2012 and was initially still in the classic OBB livery. During the conversion, parts of the original seating were retained, but large areas were cleared and several workbenches, storage cabinets, and chests of drawers were installed.

The model has a special interior that reproduces these installations in detail. The four characteristic roller shutters have been faithfully reproduced. They are basically just large openings that facilitate the loading and unloading of materials, sleepers, and jacks.

This railcar was first seen in this livery in 2017. Since then, it has served as a mobile workshop and crew accommodation as well as a tool and material store. It is deployed wherever there are problems along the line. Occasionally it has hauled some of the typical six-wheel ballast wagons for track work, but most of the time it runs on its own.

All models are delivered with an extensive set of accessories. To prevent damage during transport, these parts are not assembled at the factory. Diagrams are provided to show the correct arrangement of the parts.

All 5090 models (since 2021) are equipped with a new circuit board with six-pin NEM651 decoder socket and are prepared for sound installation.

For sound, the Zimo MS490F is recommended. There is enough space for the decoder in the specially developed weight block and a standard 11x15 loudspeaker can be glued directly into the opening provided. A corresponding sound project with tuned CV values is available from Zimo.

Rebuilt Berlin trams in HO

Four-wheel trams were rebuilt to various designs in the Reichsbahnausbesserungswerk Berlin-Schöneweide from 1959 to 1975 and delivered to transport companies in the eastern part of Berlin and other parts of the DDR.

Models of these reko trams have been produced by Halling for almost as long as the real things. Another small batch of these classic vehicles will made shortly advance orders are highly recommended.

www.halling.at



Perth exhibition returns



Perth Model Railway Group is pleased to announce the return of the biggest clubrun exhibition in Scotland, to be held on the weekend of Saturday 25th and Sunday 26th June, at the usual venue, the Dewars Centre in Glover Street, Perth, PH1 0TH.

The exhibition will feature around ninety stands, including around forty layouts in various scales and gauges, modelling demonstrations, societies, and specialist traders.

A number of foreign outline layouts are booked to appear - see diary listing

The photo above (by Patrick Grace) shows 2nd (and) Yard by Arry Dodds, representing the NMRA-BR.

We can heartily recommend this event, from personal experience.

Further details of the show, including a full list of layouts, societies, and traders, are available on the website.

www.smet.org.uk

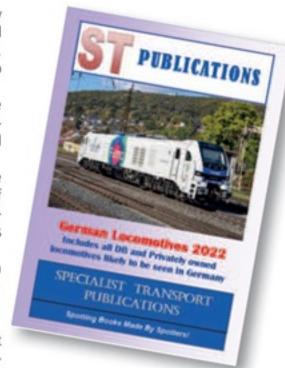
German Locomotives 2022

ST Publications have just issued the new edition of this popular book, compiled by Guy Houston and Tom O'Donnell, and edited by Barry Jones, updated to January 2022.

It has been completely revised since the 2021 edition with data kindly supplied by colleagues in the German rail industry, and so is right up to date.

All DBAG and private owner locos are listed in class number order for ease of reference, along with the current operator code and (where known) previous running numbers.

In addition the book has been expanded to include details of all foreign registered loco fleets likely to be seen in operating in Germany as well as every loco registered in Germany but present abroad, making this a comprehensive guide. For completeness the book now shows all class 182, 185, 186, and 193 irrespective of country of registration and operation.



The 184 page book (ref.STP00159) is available for £15.00, post free in the UK. www.stpublications.co.uk

388 CONTINENTAL MODELLER

Forthcoming events

Sunday 29 May

MILLAND, West Sussex

Organiser: Liphook & District MRC. Venue: Milland Village Memorial Hall, Iping Road, Milland, near Liphook, GU30 7NA.

Open: 1000-1600 Admission: adults £3.00, accompanied children free.

Amenities: free parking; tea, coffee and soft drinks available; venue adja-

cent to village pub.

Features: Ehrwald (German N), Kenekimura (Japanese N), Friederichstraße (German HO), Waalhaven (Dutch HO, CM March 2022), South River Terminal (US HO); 00 and N test tracks; club sales stand. Website: www.liphookmrc.com

Saturday 11 June

BURTON-UPON-TRENT, Staffordshire

Organiser:

7mm Narrow Gauge Association. Annual General Meeting and show Venue: Burton-upon-Trent Town Hall, King Edward Place, Burton-upon-Trent, DE14 2EB.

Open: 1030-1630

Admission: adults £5.00, members £3.00, partners and children free.

Amenities: parking (see website for details); venue close to railway station; refreshments and bar.

Features: layouts include Tramway de Balaigne (French Oe), Atlantic Cable Mine (US On30, CM September 2018), Habbaniya, Iraq, 1941 (forced perspective, CM March 2019), and Oh Guano (O-16.5). Societies, trade. Website: www.7mmnga.org.uk

Saturday 11 June TRIMLEY ST.MARY, Suffolk

Organiser:

N Gauge Society, Felixstowe Area. **Venue**: Welcome Hall, Trimley St.Mary, Suffolk, IP11 0TN.

Open: 1100-1600 Admission: free. Features: overseas layouts.

Website: www.felixstowengauge.org.uk

Saturday 18 June DIDCOT, Oxfordshire

Globalrail

Organiser: German Railway Society Venue: Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN.

Open: 1030-1600
Admission: adults £6.00,
children £3.00, family £12.50.
Amenities: free parking; disabled

access; cafeteria.

Features: layouts include Brunswick (German N), as yet un-named German N from Paul Smith, Rennsteig (East German TT), Austrian TT from Bevis Wearing-King, Nove Mesto na Nedostatku (Czech TT), Köln Draußen (German HO, CM October 2018), St.Pankraz in Steiermark (Austrian HO, CM February 2021), Halta Nerau (Romanian HO), St.Pierre (Canal) et la rue Perrin (French 1:34e, CM September & December 2002), Naples Street (US TT, CM July 2018), Blue Heron (US HO, in this issue), Underpass (US HO, coming soon), and Lunisolar Peat Tramway (16mm scale ng micro). Societies, trade.

Contact: https://grs-uk.org

Saturday 18 & Sunday 19 June NORTH SHIELDS, Tyne and Wear

Organiser: Blyth and Tyne MRC

(charity event)

Venue: Christ Church, Preston Road,

North Shields, NE29 0LW.

Open: Saturday 1000-1600
Sunday 1200-1600
Admission: adults £4.00,

children under 5 free.

Amenities: 125 yards from Metro station; bus stop outside; free parking in adjacent school yard; refreshments.

Features: 5 + layouts; Contikits trade.
Contact: trevor3489@hotmail.com
Website: www.btmrs.co.uk

Saturday 25 & Sunday 26 June EXETER, Devon

Organiser: Exe MRS.

Venue: Matford Livestock Centre, Matford Park Road, Marsh Barton,

Exeter, EX2 8FD.

Adjacent to Matford Park & Ride. Open: Saturday 1000-1700

Sunday 1000-1600 Admission: adults £7.50, accompan-

ied children free.

Amenities: free parking; disabled

access; restaurant.

Features: layouts include Bw.Dügelshausen (German HO, CM March 2016), Gleisbau Bitterfeld (German HO), Norge (Norwegian HO, CM May & June 2020), and Port Dominic Branch (HO modular). Demonstrations, trade.

Website: www.exemrs.co.uk

Saturday 25 & Sunday 26 June

PERTH, Scotland
Organiser: Perth MRG.
Venue: The Dewars Centre,
Glover Street, Perth, PH2 0TH.
Open: 1000-1700 both days
Admission: adult £10.00, child

£4.00, family (2+2) £20.00.

Amenities: parking; disabled access;

buffet and bar.

Features: c.40 layouts in various scales and gauges, including Bahnbetriebswerk (German N), Wurzbach (East German TT), Dobris (Czech HO), Neu Orle (US N), Whyte Hills Pass (US N), Williamson River (Canada HO, CM October 2020), Lewis Lake, Wyoming (US On30, in this issue), 2nd (hand) Yard (US O), US O standard gauge display, and Ishinaka (Japan N, next month in CM). Demonstrations, societies, trade.

Contact: 07803 737652 Website: www.smet.org.uk

Saturday 25 & Sunday 26 June HARDEN, BINGLEY, Yorkshire

Organiser: Keighley MRC.

Venue: Woodbank Garden Centre & Nurseries, Harden Road, Harden,

Bingley, BD16 1BE.

Open: Saturday 1000-1600

Sunday 1000-1600

Admission: adults £6.00, children £3.00, families £15.00.

Amenities: vintage bus shuttle from Keighley and Bingley railway stations. Features: 17 layouts including Parazare (French HO). Trade.

Website: www.keighley-mrc.org.uk

Note: events may still be subject to change – check before travelling.

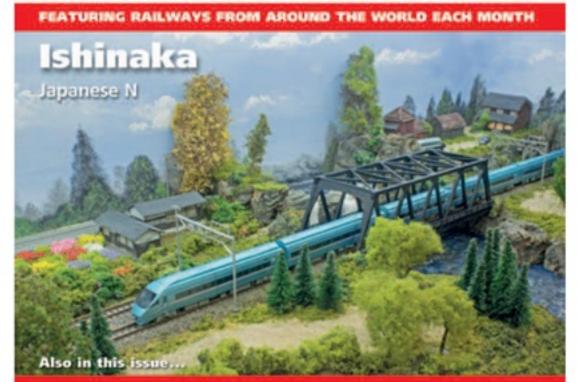
Coming next month

out 16th June

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JULY 2022 £5.99 (UK)

ww.pecopublications.co.uk









Ishinaka

Raven Miniatures make another foray into Japanese N, with a small spa town served by a rural branch line which hosts a wide variety of rolling stock.

Kamiack Falls

Antony Quinlan completes the account of his US HO exhibition layout (begun in the April 2022 issue) with more details of some aspects of the construction.

Cement rendering

Emmanuel Nouaillier shares more of his techniques for intricate structure modelling, applicable to all scales.

Ghum

Ranjeev C.Dubey changes his longstanding devotion to the Kalka-Shimla line and succumbs to the charms of the Darjeeling Himalayan Railway, modelled in HOe.

A simple but satisfying start

Paul de Groot was inspired by an article in a magazine to create a Dutch HO starter layout on a budget which could be exhibited to demonstrate techniques.

... and much more!

JUNE 2022 19a

Opportunity Yours To buy, sell or exchange through the columns of Great Britain's best selling magazine for enthusiasts modelling overseas railways

To buy, sell or exchange through the columns of

CONTINENTAL MODELLER Classified Advertisements

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

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HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

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CONTINENTAL MODELLER - BACK ISSUES - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.

Wanted (Trade)

This section is reserved for the use of traders only.

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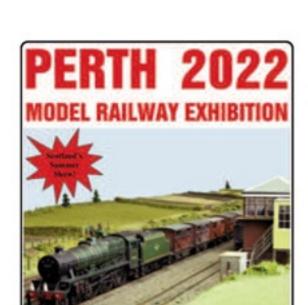
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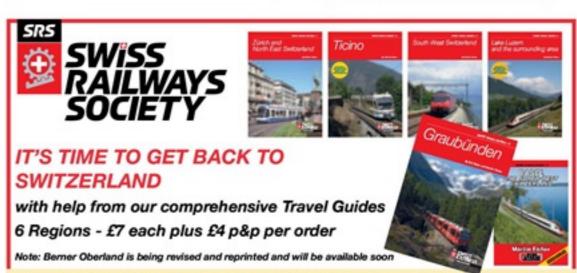


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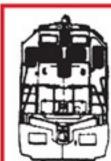


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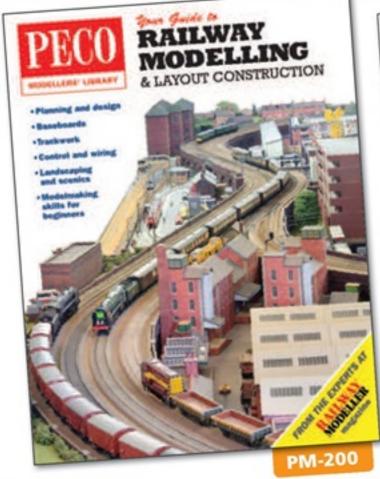


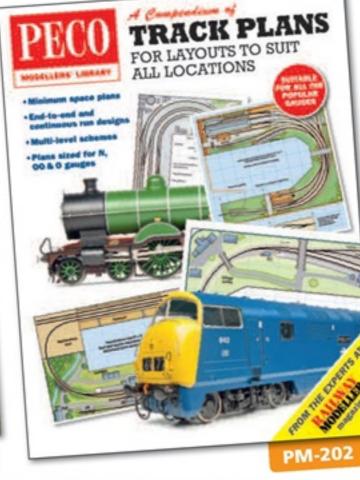


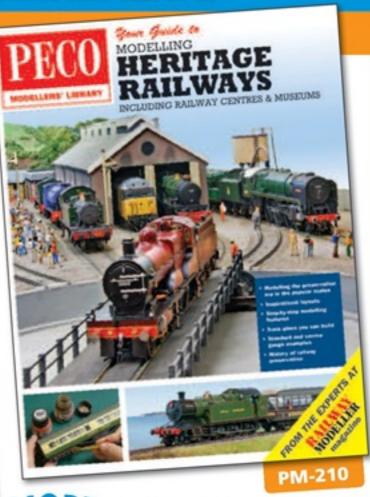


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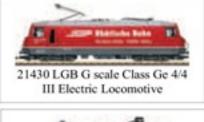
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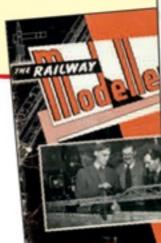
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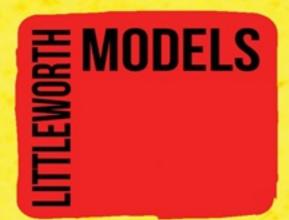
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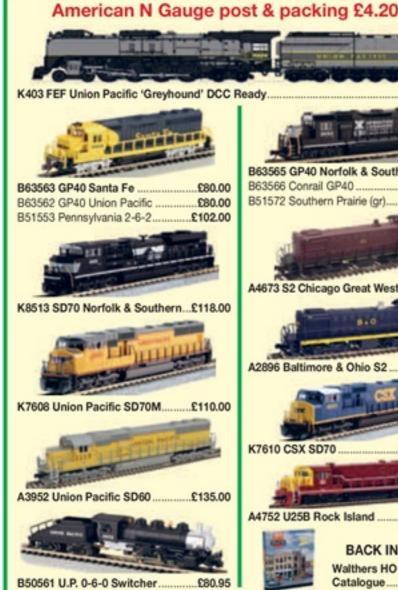
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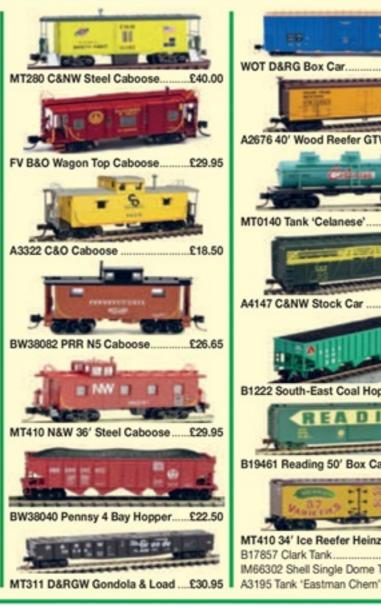
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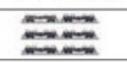




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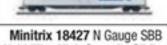
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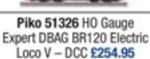
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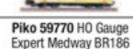












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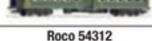




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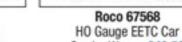


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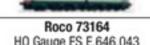
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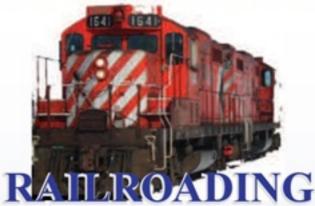
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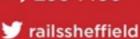
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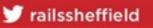
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HO SCALE EUROPEAN

40100 BAV G45 #5505, 2-8-0, green, epi	\$225.00
44010 BOB VT720, blue/white sripe/yellow doors	£128.00
41544 DB V90 039, maroon/white stripe	£75.00
44208 DB VT45 502 2 unit DMU, marson, epill	\$175.00
45540 DB 4wh CIV-33 coach for use with Ralcar, maroon, epill	£45.00
45541 DB 4eh CIV-33 coach for use with Ralcar, maroon, epill	£45.00
45912 DB Br212 + 3 x bagie convert (Aubiliee set) Ltd to 300 sets	
0380 DB 216 221-2, margon Museum lok), egV	690.00
0384 DB 216 102-4, red	675.00
CSCS DB Klv96 Propangaszug, yellow	\$145.00
0712 DB Bi643 Talent, redigrey	£125.00
43916 DBAG 146 216-7, red, epVI	695.00
43920 DBAG 146 216-7, red, DCChound	\$135.00
	@ £120.00
41140 DBAG 216 165-1, red, apV	695.00
41256 DBAG 203 312-4, yellow blue line	695.00
42718 DBAG Gravita diesel 9290, epN, red (digital sound).	
two missing roof insulators was £235	£220.00
42902 DBAG TRAXX 245 002-1, Traffic red, sound	\$275.00
CASH DONG TOWNS AND SAN THE PARTY AND	44.0.00

CS34 DBAG LVT 772 twin unit railbus, two tone green/grey (TC3 digital) C710 DBAG B-63 Talent, red/light grey 4290 BBAG TRAKK 256 617, Traffic red, sound 4438 DR 137 339 Railcar ... £78.00 £115.00 £275.00 \$175.00 64 SED RT 37 34, green, epill C000 DR 132 410 0 Maroon/white stripe 41000 DR 139 445 3. redizeam/westhered, epit* C400 DR 229 100-3 diesel, rediwhite stripe. 40/30 DRG B19 1001 2-82 streamine, epil 44302 DRG V1137/45147, redicteam, digital sound. 44002-4507 DRG 5753 4 middle casch, redicteam (ESU sound). C910 DRG 595 69, Artic Extrator, orem \$165.00 £75.00 £75.00 £175.00 £220.00 O425 TLG V100, yellow/blue stripes. \$70.00 £145.00 690.00 41218 Ralipro V100 090, greyblue (digital sour 42876 Bahribau 213 332-0 diesel yellow, eg/d

COACHES

45649 BBO 3rd 4wh, green	E35.00
45650 BBO 3rd 4wh, green	\$35.00
45600 DB Gepackwagon Pwi, epill, green.	\$25.00
46170 DB WG4u-36/50 Gesellschaftswagen, marson, epitl	£45.00
46174 DB Elbugwagen Blye, green, epill	\$45.00
46175 DB Elbugwagen Bilye, green, epill	\$45.00
45176 DB Halbspeiswagen BR4ye, Semi Buffet, green, epill	£45.00
46302 DB Pair of 6wh C3yge/CPw3yge, green, eptil	£78.00
46304 DB 1st + 2nd AB3yg/B3yg 6wh convert set, epill, green	\$95.00
46305 DB 2nd+2nd baggage B3yg+BD3yg 6wh convert set, epit,	
green	695.00
2150 DBG lex Worth dwh 4th, orean	628.00

£28.00 (2) 2151 DRG iex Wurtj 4wh 3rd, green. 2151 DNG les Murch seh abd, green 2450 KWst,E fist2nd #812, 4skh gondols end, green 2450 KWst,E fist2nd #812, 4skh gondols end, green 2451 KWst,E 2nd #158 4skhljondols end, green 45609 WSG 2nd 4sk gondols end, redicreen 2154 Blurt 4th 4sk brown 2154 Blurt 4th, 4sk grey 2154 Tlurt 4th 2175 Wurt Bogie Baggage, green 2153 Landerbhn, 4th, 4eh, grey ...

WAGONS

2058 DB Esso Bogie tanker, grey, epill	\$24.0
2066 DB Esso Bogie tanker, maroon, eptV	624.00
48433 DB Om21 open, Europ, brown, epill	\$25,00 C
49719 DB Glám 191 van, brown, epW	£28.00
2020 DBAG (Ex DR) SAMMS 6 axie bogie loveside x 3 set, brown.	\$60.00 (2
47110 DBAG Remms 655 boole Flaschwagen.	\$24.0
2062 DR Eas 5965 bogie open, brown	\$20,00 H
2079 DR Erfurt 7687 Schwelletransport flat	620.0
47003 DR Rrym bogie lowside with girden'rall load.	\$25.00
48224 DR Gm van, brown, epill	£18.0
48528 DR Leuna 6 axle Bogie tanker with brake hut, grey	627.00
2071 DRG Erfurt Lowside, brown.	\$20.0
48023 DRG Regensberg van G33027, green, epi	626.0
48357 DRG Kolti 4wh guards van #127 040, green.	622.0
48548 DRG 6 axle boge tanker ZZdipl, grey	630.0
48725 DRG Long van 'Carl Weiss Jena', brown	630.0
2410 KWst. E Bagpage van #1426, green	625.00
2043 NS Interfrigo van x 3 set, white	650.00
2102 NS Heineken Brewery van, white	620.0
48303 SBB 3 x Rehig Van set, eptil	658.00
2070 Illurt 4wh gravel carry lovelide, green	\$18.0
2075 Wurt Gr 21181 van, green	\$25.0
2080 Wurt van 22564, green	£20,00 (2
ANNU HIGH KIET ACOURT OF BRIDE	T-000 00 00

ELECTROTREN (NEW & SH) 1490k REVFE Habis H Cube Transfesa slidewall van,

silven brown	\$46.00 C13.50 (2)
1528k FS Skdewall van, silvenbrown/weathered	\$12.00
1552k RENFE 4wh LINB flat with MAERSK 40" cont	\$15.00
1589k DB Herkel slidewall van, white	\$14400 £12.50
1598k DB Railion Skidewall van, red	£14.00 (2)
1635k SNCF Carlaberg Canvas Cov wagon, green	£15.00
1651k DB Cargo 4wh Carvas Cover, red	\$12.00
5049k MZA 2nd, BB-245.	\$16-00 \$13.50
5356k DB CARGO bogie Ealos open, red	648-09 E9.00
5356k SNOF Bogie tanker, grey (Whong box)	00.803
5378k HGK Open wagon with coal load, brown/weather	red £15.00
5558k DB Habis Bogie Transwaggen, silvenbrown	\$15.00
5830k DB Persil Bogie tanker, silver, green	\$15.00
5877k DSB Shell Bogie tanker, yellow	£15-60 £13.50
E6406 DRG 6wh Bahnpost clerestory (Museum Version	green £18.00
OD6745 DBAG Long bogie lowside (Deutsche Post), br	

OO6745 DBAG Long bogie lowside (Deutsche Post), brown£12.00
FLEISCHMANN
481205k 145 023-6, Fleischmann 2012 125 Yr, graphics
4349 DB 111 188-9, orange/grey (DCC Fmann thip)
4234 DB 218 217-8, TEE, red/oream
4235(NEM) DB 221 111-8, maroon, diesel (DCC fitted)
4320k DB Cargo 145 002-2, red (DCC Fmann chip)
4383 DB Cargo 151 004-9, red,blackened wheels (DCC Finann chip) £90.00
4355k DBAG 101 027-1, red. (DCC Fmann chip)
4377 DBAG 103 115-2, red, (DCC Fmann chip) 690.00
4347 DBAG 111 036-0, red (DCC Fmann chip). 670.00
4346 DBAG 111 133-5, red (Sound) \$409-00 €105.00
4322k DBAG 145 045-1, red (DCC Finann chip)
43229 DBAG 145 045-1, red (DCC Financi chip, uprated lights)
4382 DBAG 151 021-3, red, blackened wheels (DCC Fmann chip) 695.00
4229 DBAG 212 242-2 red CS6.00
4237 DBAG 218 362-2, orient red (DBAG Transfer applied). 670.00
4233 DBAG 218 421.6, tb, blackened wheels (DCC Fmann chip)
4233 DBAG B/218 416, Touristik, super detail + repoint (with certificate)
Fran as matching pair with 218 418 - original price 240 euros£165.00
4233 DBAG B/218 418, Touristik, super detail + repaint (with certificate)
iran as matching pair with 218 416) - original price 240 euros £165.00
824139k DRG 2-8-2 #2811, photogrey (50yr Special)
4829k DRG 91 1790, 2-6-0T (Repainted and renumbered as
East Prussian loco - unique)

, 1	VAT relief).	
	4899 KPEV P8 4-6-0, I+ 4 x 6wh coaches, epi	£200.00
	6350 Lufthans irport Express set DB Br111 + 3 x coach, yell	00.2112 . wrg/wol
	854320k Ration 145 063-4, red (DCC Fitted)	995-00 DSC DD
	854320k Ration 145 063-4, red (DCC Finann chip)	290.00
	864322k TCS 145 001, black/red, (DCC Fmann chip)	
	845813k BAV 3rd 4wh gondola ends, lined green	£25.00 (3)
	5060k DB 4wh Post, clerestory roof, green	C20.00
	5065k DB 2nd, 6wh with brake hut, green	\$29.00 C20.00
	5066k DB 4th, 6wh with brake hut, grey	\$85-00 C20.00
	5067k DB Baggage, 6wh, green, end Cupola	888-49 C20 00 (5)
	5068k DB 2nd 6wh Clerestory, green	620.00
	5104M DB Missawagen, yellow (UK Hobbies Conversion).	£28.00
	5123k DB 2nd/Drivers, City Bahn, orange/grey, LIT	.000:00 CDC:00 (2)
	5124k DB 1st/2nd Citybahn, orange/grey	
	5125k DB 2nd Citybahn, orangeligrey	£18.00
	5125k DB 2nd Citybahn, orange/grey, LIT	
	5127k DB Bogie Convert 2nd/brake, green	£18.00 (2)
	5128k DB 1st/2nd bogie convert, green	
	5142k DB 2nd Silverfish, turquoise skirts	
	5594k DB 6wh clerestory works coach, green	£15.00
	560501-3ik DB Diner, maroon, epfV	E24.00
	5610k DB 2nd Baggage, 1/b, Bdms 273	£20.00 £18.00 (2)
	5612k DB 1st/2nd Corridor, t/b, Lights	622.00
	5829k DB Deutsche Bundespost, 3 tone grey special	£20-00 £18.00 (7)
	5899k DB 1st/2nd silverfish 100Yr Fleischmann logo	£20.00
	631404-1 DB 1st, blue, eplV	£94.69 (21.00 (2)
	835683k DB Bogie clerestory works coach, green	\$26-09 020.00
	855090k DB 4wh works + 6wh baggage, green	.640-00 (35.00 (2)
	865803k DB 1st/2nd, 6wh with brake hut, green	920-00-018-00
	4439k DBAG Br614 Railcar Cenve Coach (914 013-8) two	tone
	green/grey	£25.00
	4461k DBAG 1st/2nd IOE T coach	00.813 99.909
	5114k DBAG-Bord Restaurant, Panto, two tone pirk/grey	
	\$15% ORAC Sed D Cord has been redirect	P28.00

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865833k DB 1st/Dnd, 6wh with brake hut, green	\$20-00 C18.00
4439k DBAG Br614 Railcar Cerve Coach (914 013-8) two	tone
green/grey	£25.00
4461k DBAG 1st/2nd IOE T coach	00.813 90.009
5114k DBAG Bord Restaurant, Panto, two tone pirk/grey	£24.00 (3)
5122k DBAG 2nd D Deck two tone red/grey	£28.00
5143k DBAG 2nd Drivers Silverfish, two tone green/grey.	£28.00
5144k DBAG 1st/2nd (ex Silverlish), two tone green/grey.	620.00
5145k DBAG 2nd, two tone greenigrey.	£23.00 (3)
517501k DBAG 2nd Drivers, two tone blue/grey (Bicycle)	000) 642.00
517601k DBAG 1st, two tone blue/grey	622.00
562082k DBAG Regio 2nd Drivers, D Deck, red/grey	055.00
5626k DBAG Zug Cafe, D Deck, red grey	\$90.00 (2)L00 (2)
562703k DBAG Regio 1st/2nd, D Deck, red/grey	£35.00
562903k DBAG Regio 2nd, D Deck, red/grey	635.00
562904k DBAG Regio 2nd, D Deck, red/grey	£35.00 (2)
5673k DBAG 2nd lopen, two tone blue/grey	£20,00 (2)
5688k Deutsche Bundespost Boole clerestory with	
brake hut, green	\$10.00 £15.00
5782k DR 1st/2nd bogie Clenstory, green	929-09 018-00
5687k DR 2nd Bogie Clerestory, green	896-00 E24-00 (2)
5790k DR 2nd Bogie Clerestory, green, B4	626.00
5785k DR 2nd Bogie Clerestory, green, B4tr	626.00
5633k DR 3nd, recess door, blue	124.00
5763k DR 8wh Clerestory (Push/Pull-drivers), green	£20.00
5760k DR Baggage, green.	\$18.00 \$15.00
578002k DR Bogie Baggage with Cupola, green	620.00
5065k DRG 1st/2nd 6wh Clerestory with brake hut	620.00
SNRS DOO Sed classatory , hope but many	604-00-001-00

5687k DR 2nd Bogie Clerestory, green	896-00 E24.00 (2)
5790k DR 2nd Bogle Clerestory, green, B4	C26-00
5789k DR 2nd Bogie Clerestory, green, B4tr	£26.00
5632k DR 2nd, recess door, blue	524.00
5763k DR 6wh Climestory (Push/Pull drivers), green	£20.00
5760k DR Baggage, green.	£18-00 £15.00
578002k DR Bogie Baggage with Cupola, green	620.00
5065k DRG 1st02nd 6wh Clerestory with brake hut	620.00
5085k DRG 2nd clerestory + brake hut, green	\$94-00 C22:00
5872k DRG 2nd/3rd 4wh Thunderbox, green	
5682k DRG 2nd/3rd Bopie Clerestory, green	625.00
5873k DRG 2nd/3rd bogie Clerestory, green with brake hy	r 625.00
5052k DRG 2nd0rd short 4wh coadh, green	£12:00 (2)
5090k DRG 3rd Bogle Clerestory, green	£25.00
5087k DRG 3rd clerestory + brake hut, green	.024:00 E22.00 (3)
5051k DRG 3rd short 4wh coach, green	£12.00
5874k DRG 3rd/clerestory, green	E22.00
5766k DRG 4wh 3rd, green	620.00
5767k DRG 4wh 3rd, green	£20.00
577402k DRG 4wh Bagpage, green	620.00
5057k DRG 4wh Baggage/Post, green	E45-00 (3:00 (2)
506013k DRG 4wh Post Baggage, green	\$20.00 E18.00
5826k DRG 500Yr 4wh Post coach, green/graphics	£12.00
5871k DRG 6wh 3rd/4th, Gondola ends, green	£22.00 (2)
5875k DRG 6wh 4th, Gondola ends, green	£22.00
5870k DRG Bagg/Post, 4wh, green	520.00
5680k DRG Baggage, green	622.00
5080k DRG Boggle Baggage, green	£22.00
5686k DRG Bogie 2nd Clerestory with brake hut, green	\$20,00 020,00
5690k DRG Bogle 2nd Clerestory with brake hut, green	999-00 C20-00
5871k DRG Bogle 3rd, purple/oream	624.00
5788k DRG Deutsche Post bogie clerestory, green	.620-00 C18-00 (2)
5634k DSG Steeper, Bogie Clerestory, marcon	£25.00
5053k Eidelweiss 4wh 2nd with gondols ends, blue/white	
5136 Eidelweiss bogie gondola coach, blue/white	
5053 ELB 2nd Short 4wh, blue/white	\$1.00(2)
5054 ELB Baggage Short 4wh, blue/white	00.83
5119k Kombiverkahr Rolling Road Driver coach, light grey	£20.00

5850k KPEV Int/Srd, Bogle Clerestory, green/brown 845612k KPEV 2nd/Srd Suh Clerestory, green/brown 5850k KPEV 3nd bogle clerestory, brown 5850k KPEV 4ah 2nd/Srd, brown/green/Lightsu 5850k KPEV 4ah 2nd/Srd, brown/green.

£24.00 625.00

622.00 625.00 £26.00

£15.00

£14.00 £15.00 £16.00 £22.00 £16.00

£18.00

\$15.00 £15.00 (2)

620.00

\$16.00

\$15.00

£15.00 (2) £18.00

__£14.00 (2)

5850k KPEV 4wh post/Baggage, Brown/green	
5898k KPEV 6wh 4th, grey	622.0
5680 Dilk KPEV Bogie Baggage with Cupola, brwn	625.0
5882k KPEV Bogle Express 1st/2nd/3rd, green/brown (Ref.	cod
5883k KPEV Bogie Express 1st/ 3rd, lined green brown	626.0
565833k KPEV Hesson 6wh 1st/2nd with brake hut, green	625.0
565847 4k Mitropa Bogie Claratory 6 axie sleeper, green	£32.0
5078k Mitropa Clenstory sleeper, maroon	£20.0
865870k PSt.EV Bogie Baggage, Cupola, green	£25.0
5133k SBB 1st/2nd D Deck Blue/grey/yellow doors	£45.00 H
5138k S88 1st/Ond, green	£24.00 (
5135 SBB 2nd Bogie gonddia coach, green	\$10.0
5134k SBB 2nd D Deck blue/grey/yellow doors	£45.00 H
5139k SBB 2nd, green, lights	524.0
65132k SBB 2nd Drivers D Deck, Blueigrey/yellow doors	£55.00 (
5821k Wurt 3rd, short 4wh, brown	£20.00 (
5804 Chocolate Express Mika Coach + 3 x van	
(Toblerone, Suchard, Life)	C50.0
5290k DB Lowside with 4 x Dortmunder Beer cont	010-00-013-00-049
52838701k DB Eanos bogie open with log load, brown	£18.00 i
52848701k DB Cargo bogie open with log load, red	£18.00 (
5287k DB long bogie stake, brown	999-00 E20-0
5287k DB long bogie stake, steel sides	620-00 C20.0
5320k DB Sinalco van, yellow/graphics	\$10.0
5372k DB Cargo Hbilins slidewall van, red	£15.0
5380k DB Lowenbrau van with brake hut, white	£15.0
5388k DB Bodie Tilt-roof van brown	£15.0
5395k DB Bogie QQuwehs44 works van with brake hut	\$40-00 \$15.0
553101 k DB Rallion Fanns 128 side dump bogie wagon, re	d £22.0
5531k DB Cargo Fanns 128 side-dump bogie wapon, red	£22.00 (
5787k (DB Long bogie stake, brown, New Number	620.0
815294k DB Flat with Hyundai + Evergreen conts	£14.00 (
82:5910k DB 4wh Lime wagon and flat wagon set.	\$20.00 E12.0
835802k DB Westdeutsche dah tanken brake hut.	£14400 £12.0

6JOBULA DO HYERDEURICHE 4MT LIERNET D'ING TUL.	-87
975257k DB Twin cable-drum wagon, green, epill	
5234k DBAG 4wh Flat with TFG cort	
5371k DBAG Hbilins slidewall van, silver	
5710k DR short gravel hopper, brown	
5210k DRG Om wood open with brake hut	
5299k DRG 4uh LWB Stake, timber load, brown	
5254k DRG Flat with brake hut, brown + Mercedes Carload	
5302k DRG Guards van, green	
5307k DRG Fish Van, 4wh LWB + brake hut, grey	
5346k DRG Kuhlwagen van, white	
5353k DRG Grigh van, brown	
5369k DRG Gwih van, gondola ends, brown	
5436k DRG Rudkforth tank wagon, blue with brake hut	
5506k DRG short gravel hopper, brown	
5362k KPEV 6wh Cattle van + brake hut, brown.	
536601 k KPEV 4wh vn with brake hut, brown	
SOCIO IL ILI ET CHILI TI MILI DI DIGI INC. D'UNI	

536601 K KPEV 4wh vn with brake hut, brown	£16.00 (2
5811k KPEV 4sh wood open + brake hut, brown	\$15.0
5842k KPEV 4wh open + brake hut with coal load, ESSE	
5857k KPEV 4wh Guards Altona, brown	
5885k KPEV 4wh van, Magdeburg, brown	
855825k Mecklinburg-Schwerin 4wh van, brown	£16.0
835284k NS Bogle Earos open, blue	C15.00 (1
5882k Saxon 4wh cattle van + brake hut, grey	
52838705CH SBB Bogie Earos open with log load, brov	n t16.00
GUTZOLD	
36100 DB Br229 181-3, red/white	E90.0
35701 DBAG 228 767-0, red/white	
44200 DBAG REW Kippwagen (side fip), yellow	
33200 DR 119 111-3, red/white, light weathering	
50100 DR 120 338-9, marcon	
45101 DR 52 1006-7 2-10-0, Wannertender, Giesl-Ejech	or, eplV£120.00
35500 DR V180 218, margon/white	£75.00
42100 DR V180 131, margon/white	
25700 Karsdorfer Zement Werklok #006, 0-8-0, white/gr	
50400 PEG V200.002, blue/red stripes	
47500 WAB27, exDR 118, green	966-00 050.0

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W ADDRESS AND OPENING HOURS

12.30-5.30pm, THUR 7.30pm-9.30pm SED SUN, MON & TUE TEL: 0191 4133389

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PLEASE NOTE OU	R NEW ADDRESS AND
	WED 12.30-5.30pm, THUR
	CLOSED SUN, MON & TUE
L104020 Buden Br18.3 ept, light blue, 4-6-2	L221752 S88 Es 4wh open, brown, eph/1V 29,00 (3) L224714 S88 K2 van, grey 29,00
L104029 Buden Br18.3 epl, light blue, 4-6-2 C110.00 38210 D-T motorised Sallast vehicle with crane, yellow 545.00 408 DS 18 323, 4-6-2, Factory weathered special 595.00	L225824 S88 Boge Tanker BP, grey £15.00 (2) L225864 S88 Boge tanker Wascosa, grey £15.00 (3)
17700 DB Abbs Tuin celt PART Ballout FTA 180 015, marrow 955.00	L23/11/2 588 K2 san pay 98.00 L23/31/2 588 Bogie Tanker BP, grey 61.500 (3) L23/34/2 588 Bogie Tanker Wascosa, grey 61.500 (3) L23/34/2 588 Brancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/34/2 588 Mancos Bogie Tanker, multicolour graphics 614.00 (4) L23/
L104201 DB Bird 2 2004, qtill	L240006 SWCF X4 bogie Eaos open set. C40.00
L133542 DB ET1102 2 Unit EMU, greyblue, epill	L235583 WLB Faus-u side tip-bogie wagon, blue, epi/
LISSBITUTT DOMS FITT 420000, 3 Unit Set, reaging (DOC IDEO). LINGSW	RIVAROSSI (SH) 1356-1 BAV DII 0-6-01, K2454, green (no interior sponge)
L131540 DR 05 003 Streamine, red, epil	1367 BAV GQx444 #5751, 0-8-6-0T, fined green. \$135.00 HR2299 DB 10 001, Streamline 4-6-2 \$135.00 HR2048 DB Br641 diesel railcor, red igney \$426-00 \$90.00 (S
L131400 DR 93 1359, 2-9-2T, epil. \$115.00 L104503 DR 845 035, 2-10-2 epil. \$135.00 (5)	Hr2315 DRAG Akin; Shunter 456 001-0 in ICE colours, enV-VI 995.00
L131540 DRG 05 000, Streamline, red	1384 DR 89 556 0-9-07. DSS.00 HR2001 FS E4438, MSFR livery (DCC fitted). DSS.00 HR2000 FS E444R, moligrey (DCC fitted). DSS.00 R1436 FS 6645 035, brown. \$330.00
L131400 DRG 90.1353, 2-8-2T, epil	HR2000 FS E444R, red/grey (DCC fitted). 296.00 R1436 FS (645.035, brown. \$30.00
L133102 HEX LINT27 Diesel raikar, whitelyellow blue, epV/VI	HR2771 FS E646 157 Maveth livery MDVC, grey/orange-blue, epV. £180.00 HR2472 FS ETR 450 Pendolino (Treno 4), red/white, epf/// £245.00
L238105 Motorised works Skl, X 963.04 with crane, yellow	
L104408 NS Werkslok R46, jellow	HRSS192 PS ETR 417 Pendolino blue/white, epitib. 528.500 1444 PS 428 168. 2nd estens, 4-6-4-4 Excitic, brown. 570.00 1429 PS 5545 000 (Castno/tasbella), brown. 570.00 1606 NS 811 follectors, blue. 548.00 2590 CRM, 2871 Dring Car, blue/grey mof. 528.00 2590 CRM, 2971 Dring Car, brown/bream 548.00 2692 CRM, 4018 Pullman F4005, brown/bream 548.00 2591 CRM, Pullman F4018, brown/bream 548.00 2591 CRM, Pullman F4018, brown/bream 548.00 2595 CRM, Baggage F1050, brown/bream 548.00 2499 CRM, LudS04, blue/white mof, sleeper, Trans Beu 550.00 2498 CRM, LudS04, blue/white mof, sleeper, Trans Beu 550.00 2493 CRM, Multi 66 72-00 615-8, sleeper blue/white mof. 540.00
L131402 068 93 1441, Girel-Ejektor 2-8-2T	2590 CRW, 2871 Dining Car, bluelgrey roof. CSB.00 2662 CRW, 4018 Pullman Car, brown/cream/white roof.
21 25 23 OBW 10, motorised track maintenance vehicle with crane, yellow (Conrad). 06000	Golden Arrow. \$40.00 2482 CRW, Pullman #4005, brown/cream \$45.00
380 Plasser + Thewer set, tamper + motorised crane + flat (weathered, yellow 00000	2591 CWL Pullman #4018, brown/oream 645.00 (2) 2565 CWL Baccace #1263, brown/oream 645.00
LEd S88 Ae47 electric set, green (no outer sleeve to box) £135.00 L114704 S88 Ae47 pair, one with motorione dummy, green £115.00	2499 CBM, Lx3534, blue/white roof, sleeper Trans Beu 950,00
L112441 Semens Mak deset, white \$80.00 (2) 834k 150 Yr Set 5 x Skirts coaches (4 green + DSG Diner in red) \$80.00	3542 CRW, Mu61 65 72-85 615-8, sleeper blue white roof
1235000 Radan Auth hannone Purc hart21 and none \$14.00	3542 CIMI, Multi 86 72-80 615-8, steeper blue white roof. \$40.00 HR40251 FS 1st UIC-X "75, grey, celvib
L327325 BBO 4xit 2nd, green, epit	3574 FS fist XAZ Eurofima, grey 536.00 3576 FS fist, marcon/oney 536.00
Bodensee Toggenberg 4eh, yellow £15.00 27950 BT 4eh baccase, LWB, green/crashics £15.00 Hz	HR4055 FS 1st/Eurofina, grey C32.00 3600 FS 2nd ToX, marson/one stripes 699-99 (22.00 (3)
27952 8T 4ah coach, LWB, blue \$1500 27951 8T 4ah coach, LWB, red \$1500	HR4121 FS 2nd UIC X1982, marconigrey C30.00 HR4168 FS 2nd UIC-21 XMPR leavy C32.00
27951 8T 4sh coach, LWB, red	3599 FS 2nd X Burolina, grey (30.00 (2) 3577 FS 2nd, marconizery (20.00
27954 8T flash baggage, LWB, brown/graphics. \$15.00 L328501 DB 2nd Elizuwagen, recess door, green. \$18.00 D; L328501 DB 1nd Elizuwagen, recess door, green. \$18.00 D; L328501 DB 1nd Elizuwagen, recess door, green. \$18.00 D; L328501 DB 1nd Elizuwagen, recess door, green. \$18.00 D; L328501 DB Unterchtswagen (sorkal, recess door, grey. \$20.00 D)	HR4016 FS 3 x MU sleeper set, blue
L328701 DB 1st/2nd Elzugwagen, recess door, green	3564 PS Mu Singert C00.00 HRV185 PS Pair of TEN sleeper, MUM, blue. 08b00 055.00 (2) HRV185 PS Post 1468, one XMPR loop, and 09b00 055.00 (2)
LIOUVI I Dri mersez signingen to set, intoleum numberg	HR4270 FS Post 1949, grey XMPR logs, epV
L381991 DB 2nd Langerschwalibacher, green, epill	3637 FS Type X 3 coach set, marconigrey CSC 80 3575 FS Type X, graylabler roof CSS.00 HR-0306 FS LIC+ a 1875/79, tet - 2nd, marconigrey, epV (set of 2) 006.00 3607 NS No deleger, bluetgrey roof CSS.00
L363651 DB 1st/2nd D-Zug Abue, ep/l/, skirts, green. \$18.00 L363651 DB Diner, skirts, marcon/orev. \$16.00	HRICO1 ORB Mu TEN sleeper, blue blue roct/white stripe (30.00)
L383412 DB Skitts Mens wagon, yellow	3503 SBB MU Sleeper, blue/blue roof \$25.00 HR6081 DB 7 a Hbis skidewall van, black/brown \$30-00 [230.00
L384901 DB Bogle Baggage (Budische Bauart) epilib, green	2427 DB 4sh open, steel, brown 64.00 2441 DB EKU Beer van, white 646-60 CS 00
green. 699-99 (18.00 H) L385301 DB Autotransport Coach, green, epill New (20.00 IS	GV6003 DB (BIC) Gs van Railway Transportation Corps, brown
L385401 DB Salon diner, epill, green	HR6097 FS Pair of Vans Hoos-wy, brown/silver grills. C28.00 HR3089 S88 Uas Millet 2000 bogie graveli hopper, cream
L328731 DBAG Urternortswagen, grey, epril 11300	ROCO LOCOS (NEW AND SH)
838 Deutsche Bundesbahn 5 car, skirts 4 s blue + diner, red	ROCO LOCOS (NEW AND SH) 52582 ARTIC Duwag Tram, Buelwhite 080.00 43188 ARTIC Duwag Tram, cream C70.00
833082 DB 3rd SAirts, blue	43194 ARTIC Duwag Tram, orange/oream, Japemeister Ads. 595.00 5288 ARTIC Duwag Tram, red white 500.00 43669 8U.5 465 003-2, blue 519.00 72987 BUS 465 015-4, blue 5125.00
L334018 DR 2nd 4wh Bitr 30-375, beloony ends, epill, green	43656 BLS 465 000-2, blue. E110.00 72597 BLS 465 016-4, blue. E126.00
L381502 DR 2nd 84ip, Ex Langerednic, epill, green, 232-402 New 815-60 £12.50 (2)	43711 BLS Ae6/8 #205, brown, Museum Ed wooden box
L381 702 DR 2nd B4ip, Ex Langerednic, epill, green, 232-403. New \$15.00 (3)	43656 BLS Re465 004-0, tkue £100.00 43317 DB 01 089, 4-6-2 £115.00
L381602 DR 2nd 84p, Ex Langerechiv., epill, green, 232-406 New 246-69 \$12.50 (3)	52543 DB 150 049-5, green. £70.00 63689 DB Cargo 232 600-3, red (DCC Sound) £125.00
L381802 DR 2nd 84p, Ex Langerechw., epill, green, 232-407 New \$16-69 \$12.50 [4]	\$2540 DB E144 154-1, green
L384017 DR 2nd, 4wh, green, epill £15.00 L384713 DRB 3nd Badeche Express, green, epil £8949 £18.00 (5)	63723 DBAG 101 098-2 'Bayer', blue/green/graphics
L381703 DRB 3rd Express Badische Bauert, green, epil	67875 DBAG 290 189-0, diesel, marcon/light weather 98649 100.00 43146 DBAG Grane set: Br294 + coach + crane, red 5120.00
L383503 DRG 1st/2nd/3rd, skirts, green, epil 12000 L383303 DRG 3rd, skirts, green, epil 12000	63087 DBAG ICE 2 + 4 extr coaches (7 car set) 63404 DP4 84 V60, Post, 16
L363303 DRG 3rd, skirts, green, epil.	63400 CP4 N 970, Post, 10 53502 DR 132 345-0, marron/oream stripes. CP5.00 73890 DR V18 013, marron/oream
27753 Felbotrioseen LIRB 4vih coach, brue £1500 27753 Felbotrioseen LIRB 4vih coach, green £1500 27751 Felbotrioseen LIRB 4vih coach, red £1500	62163 DRB 01 1090 streamline 4-6-2, black (Esu Luksound)
L388345 OBB 2nd, Legewager, resitivo tone grey/red roof	72502 FS E444.005, blue/grey 086.00
28950 SBB 4eh baggage, gondola ends, green	63677 ES64 LU-903 Boxtgress, yellowfalverblue CTS.00 72502 FS E444 035, bluefgrey 085.00 62584 FS E444 57, moligrey 085.00 72665 FS 6555 047, funguiseefight grey 025.00 43684 HLPAC 1116 901-8, silver 036.00 52511 NS 2242 deset, grey/yellow CT0.00
27500 SBB LWB 4wh 2nd., gondola ends, green	\$2511 NS 2242 deset, grey/selow C70.00
27850 SBB LWB 4wh 2nd gondola ends, green	4367 FRS Six U-4-U Grisser Shurton Koti F, yellow grey
2995 fk SBB LWB 4wh3rd, green (incorrect box)	73638 NSB 18 2254 dectric, silver
L334483 S88 6wh 2nd Clid Simel, green C3200 L334485 S88 6wh 2nd Clid Simel, green C3200 L334496 S88 6wh baggage Clid Simel, green C3200	73602 OB8 1042 011-5, crangistyny (Ld Ed #161/400) 50Yr 1042£150.00 73290 OB8 1046-20, crange/cream stripe
L387514 S88 Diner Dr4 10112, maroon, epV museum coach. New E22.00 (4) L387514 S88 Diner, lighweight, Museumwagen, maroon, epV	729/0 PKP 5144-600, deset, green
L387814 S88 1st A42251, epl/ Museum coach, green	73794 R2D "M62-0068 Twin Unit diesel, greenlyellow stripe
L388104 SSB 1st RC, green, ept/+ \$18.00 L388814 SSB Mitropa Diner, purple/grey, epV \$20.00	43754 SBB 490 022-7, DANZAS, yellow
L38888 S88 2nd Orivers Swiss Express, crange/grey	62705 SSS 405 DS 7, Swiss Advert, red graphics 0125.00 62696 SSS 405 DS -4, VALAS, white/red 0125.00 43687 SSS 4465 911456, green 0136.00
grey, epV New 698-00 (28.00 H) 88050 SSB Restaurant with parito, red. (20.00	43539 SBB Crocodile, brown
8054 S88 TEE Restaurant with panto, red bream 2000 8850 S88 1st Saiss Express, orange/gray 215.00 27703 S88 1st Editoriana fully cough, blue 214.00	43024 SBB De4/4 + 2 x mkil coches (no dummy De4/4)
27752 Swiss Feldschlossen 4wh coach, plue. 116.00 27753 Swiss Feldschlossen 4wh coach, green 116.00 (3 27753 Swiss Feldschlossen 4wh coach, green 116.00 (3 27755 Swiss Feldschlossen 4wh coach, green 116.00 (3 285 S88 Swiss Express x 5 coach set, orange/oream 125.00	43655 500 Du650 05-7 net \$500.00
885 S88 Swiss Express x 5 coach set, orange/oran (3850)	72657 SJ LKAB 129+130, bluefed
L35004 Selb Seeperette x 3 set, blue Moon+starts graphics	
L224811 BAV Loventrau van, white	1338 TOOL Traffe ET 1600 electric, blue/green
Schuco Bela Blus Blus 4wh car carrier, grey + MB Roadster +	44/75 BLS 2nd, mkV, blue/oram 1:100. C18.00 (3)
VW caravan set 98000 L240075 ILS2 x Autotranspot segon, with numbers 98000	4480 BLS 2nd heavyweight, green GGG GGGGGGGGGGGGGGGGGGGGGGGGGGGGGGG
L240076 BL52 x Autotransport segon, without numbers	44894 BLS 2nd mkN, blue/oream
L221561 DB 4ah fat x firmr/37, epill \$10.00	45320 BLS 1st, mkN, blue/oream

125665 408 Bible Took Bible Trainer Microscop graphs	L225824 SBB Bogie Tanker BP, grey	£15.00 (2)
1,240,000 SIVES And Visit Service Goods - 12 and 16 to 17 b Desc. 150,000 SIVES And Visit Service Size Description 150,000 SIZE SIZE SIZE SIZE SIZE SIZE SIZE SIZE	L225864 SBB Bogie tanker Wascosa, grey	£15.00 (3)
PRIVATED SEN	L221207 SVC8 6 aide heavy bogie flat, brown	£15.00
PRIVATED SET	L240084 SBB 4wh LWB works coach + K2 van set (both 'X), brown £25.00
1906 1914 Cell 104 Cell 1	L295583 WLB Faus-u side tip bogie wagon, blue, epi/	(2) 00.813
1366 - 1867 Call C		
MOST SEAL AND STATE SEAL OF STATE SEAL	1356-1 BAV DII 0-6-07, #2454, green (no interior spongel).	265.00
MOST SEAL AND STATE SEAL OF STATE SEAL	1387 BAV GC2x4/4 #5751, 0-8-8-0T, lined green	£135.00
MOST SEAL AND STATE SEAL OF STATE SEAL	HR2048 DB Br641 diesel railcar, red/grey	(2) 00.002 00-004
HERDOR 15 ELECTION, ADMIT NEW DOCK Steel 150.00	Hr2315 DBAG Akku Shunter 404 001-0 in ICE colours, epi	V-VI065.00
H2000 FS E444R, moltry p (CC) fined		
HEIGHT IS Edek 157 Membris havy MUDIC, gray/mangetibus, appl. 1555.09 HEIGHT IS ETRI ACT Precides Disaviers, appl. 160, 1525.09 HEIGHT IS ETRI ACT Precides Disaviers, appl. 160, 1525.09 HEIGHT IS EDEK ACT Precides Disaviers, appl. 1700.00 1010 ISS B116 descript, blue. 160, 00 1010 ISS B117 descrip	HR2000 FS E444R, red/grey (DCC fitted)	£95.00
History 27 St 21th 400 Perceiotro (Perce 4), mich with, epitry 124.500	H1436 FS 1640 030, brown. HR2771 FS E646 157 Maveth (very MDVC, grey/orange/b	
1444 PS - 28 160, 2nd parles, 4-6-4 electric, prome	HR2472 FS ETR 450 Pendolino (Treno 4), red white, epiVi	V
1409 S. S. S. H. O. C. S.	1444 PS 428 166, 2nd series, 4-4-4 electric, brown	£235.00 £70.00
2000 CRIA, 1971 Diving Car, Eubulyny and 2000 CRIA, 1970 Allmann Fab. Provincement 2000 CRIA, Bullmann Fab. Divinishment	1429 FS E645 060 (Castno1sabella), brown	00,0073
260.00 2007, CMI, Pullman FADOS, Down/Cream 260.00 2007 CMI, Pullman FADOS, Down/Cream 260.00 2007 CMI, Pullman FADOS, Down/Cream 260.00 2007 CMI, Ludika Bunkhar FADOS, Down/Cream 260.00 2007 CMI, Ludika Bunkhar FADOS, Down/Cream 260.00 2007 CMI, Ludika Bunkhar FADOS, Down/Cream 260.00 2008 CMI, Ludika Bunkhar FADOS, Pullman Pullman 260.00 2008 CMI, Ludika Bunkhar FADOS,		£48.00
286.00 (10.00) Every Development (10.00) 286.00 (10.00) Every Development (10.	2662 CBML 4018 Pullman Car. brown/cream/white roof.	
286.00 (10.00) Every Development (10.00) 286.00 (10.00) Every Development (10.	Sald CSM, Pullman #4005, brown/cream	£40.00
269 0701, Ludijol, blankhinkor of Jelepor. 261 0701, 1861 60 72 60 15-5, sissport blankhinkor of 240 05 05 05 05 05 05 05 05 05 05 05 05 05	2591 CRML Pullman #4018, brown/cream	£45.00 (2)
564.00 10.	2499 CBM, LySSM, blue/white roof, sleeper	\$45.00
Helikolis 15 to LUCZ MAPP symmy 120.00 SIN 14 St for XAE Eurofina, gray	3648 CWL Lx3539, blue/white roof, sleeper, Trans Bleu	250.00
Helikolis 15 to LUCZ MAPP symmy 120.00 SIN 14 St for XAE Eurofina, gray	3542 CRM, Mu61 66 72-80 615-8, sleeper blue/white roof MB/251 ES tet I IIC v 275, oney epil/b	£40.00
SMART Str. MacContinum, pays Cabbo C	HR4006 FS 1st LICZ XMPR, green/grey	626-00-122-00
2007 19 100	HRA167 FS 1st UIC-Z1 XMPR Ivery	£32.00 (3)
Heldock Fis Int Eurofina, pry 1000 Fis Am Fig. Amenonity pripage 1000 Fis Am Fis County (C. 1900) Heltat El Sand (C. 1900) Heltat El Sand (C. 1900) 1000 Fis Am Fis County (C. 1900) 1000 Fis Co		
Heart 21 File Stand Unit 2 Haller, management (1997) 120,000 1300 File 2 Act of Euroffman, proy 130,000 1300 File 3 Act of Euroffman, proy 130,000 130,000 1300 File 3 Act of Euroffman, proy 130,000 130,0	HR4055 FS 1st/Eurofima, grey	£32.00
Hart 18 6 St. del UK-ZT XXMPN Intery (20.00 07) 3377 FS 2nd, manocelipty (20.00 07) 3377 FS 3nd, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 4184070 FS Pout 1969, grey XMPN loop, sev (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocelipty (20.00 07) 3377 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3377 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3377 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean net, manocellpty (20.00 07) 3378 FS 1nps X 2 ocean ne	3800 FS 2nd TpX, marbon/grey stripes HBU121 ES 2nd LHC X1982 marbon/grey	690-00 (22.00 (3) (200.00
3617 FS 3nd, marconings 100.00 10	HR4168 FS 2nd UIC-Z1 XMPR livery	£32.00
Hallorif PS 3 in MU seleger but, blue 1500 PS 3 in T pp K Coach (He R.B., grey halve roof 1500 00 3664 PS 3 in Seleger 1500 00 1644 CD PS Poot 1969, grey XMPM logs, grV 1500 00 1645 CD PS Poot 1969, grey XMPM logs, grV 1500 00 1645 CD PS Poot 1969, grey XMPM logs, grV 1500 00 1645 CD PS Poot 1969, grey XMPM logs, grV 1500 00 1645 CD PS Poot 1969, grey XMPM logs, grV 1500 00 1645 CD PS Poot 1969, grey XMPM logs, grV 1645 CD PS Poot 1969, grey XMPM logs, grV 1645 CD PS		
3606 FS Ms 79 Pear of TITN Interpret MUM, blue	HR4016 FS 3 x MU sleeper set, blue	£105:00 £70:00
Halt LES FS Pair of TITM sleeper, MUM, blue. 100-000	3636 FS 3 x Type X coach (A+B+B), grey/silver roof	00.00
Section Sect	HR4185 FS Pair of TEN sleeper, MUM, blue.	060-00 055.00 (2)
200.00 2	HR4270 F5 Post 1949, grey XMPH logs, epV	£30.00
HARDER SE UEC + 1915-771-16 = 2nd, manoroligney, poli (pet of 2), 200,000 HARDER CREE Mult TEN stepper, blueblus rocil white stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil with stripe. 200,000 SSB Mult Si Stepper, blueblus rocil rocil stripe. 200,000 SSB Mult Si Stepper, blueblus rocil rocil stripe. 200,000 SSB Mult Si Stepper, blueblus rocil stripe. 200,000 SSB Mult Si Stepper, blueblus rocil stripe. 200,000 SSB Mult Si Stepper. 200,000 SSB Mult Si St	3637 FS Type X 3 coach set, marcon/grey	190.00
3600 150 Ms diseager. Exhapting roof of PRACH (1986 Ms TEN sispers; blue/blue roof white stripe. 120.00 1500 1588 Ms (1989 per p. blue/blue roof white stripe. 120.00 1500 1588 Ms (1989 per p. blue/blue roof white stripe. 120.00 1500 1588 Ms (1989 per p. blue/blue roof white stripe. 120.00 1500 1500 1500 1500 1500 1500 1500	HR4296 FS UIC-x 1975/79,1st + 2nd, marcon/grey, epV is	wt of 2)000,00
3600 SSS NUT Skeper, Nambus not	3607 NS Mu sleeper, blue/grey roof	626-00-020.00
2447 DB 9410 Dear say, white Publisher School (1900) DB 1000 D		
2441 08 (Pot Seer van, white 1000 (c) HR0000 FS long Soign Beingington van intenfigior 120,000 140,000 FS long Soign Beingington van intenfigior 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver gills 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver gills 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver gills 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver gills 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver gills 120,000 140,000 FS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Ads 120,000 PS Pari of Vates Hotory wy, brownshiver Wy, bro	HR6081 DB 2 x Hbis skdewall van, black/brown	690-00 (22.00
February Filter February Transportation Corpt. Proton	2427 DB 4wh open, steel, brown	640-00 65-00
HR0008 FS bring Bodge Refrigientor van 'Interfrigot'	GV6003 DB (MD) Ge van Railway Transportation Corps, b	rown £18.00 (2)
### ### ### ### ### ### ### ### ### ##	HR6008 FS long Bogie Refrigirator van "Interfrigo"	£20.00
PROCO L OCOS (NEW AND SH)		
September Sept		
43198 APTIC Duwing Tram, rorangetonam, Jagemeister Ads. 198, 99 5293 APTIC Duwing Tram, mortanita 199, 199, 199, 199, 199, 199, 199, 199	ROCO LOCOS (NEW AND SH)	600.00
5250 ARTIC Dursing Tram, reclinable	43188 ARTIC Duwag Tram, cream	179.00
### ### ### ### ### ### ### ### ### ##	43194 ARTIC Duwag Tram, orange/oream, Jagemeister Al	
22319 BLS 4850 194-5, blue	5/363 AHTIC DUNING ITAM, red Write	
43017 DB 150 DB 16, 46-52 (1916) 55543 DB 16, 46-54 (1916) 55543 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 57743 DB 16, 47-54 (1916) 5774 DB 17, 47-54	TOTAL DISCUSSION OF THE A PARTY	PH-90-50
43017 DB 150 DB 16, 46-52 (1916) 55543 DB 16, 46-54 (1916) 55543 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 55743 DB 16, 46-54 (1916) 57743 DB 16, 47-54 (1916) 5774 DB 17, 47-54	43711 BLS Ae6/8 K205, brown, Museum Ed wooden box. 73604 Bt S Ae6/8 K273, brown.	£145.00
25541 DB 15 DB 16 DB 16 Per 2785 DB 15 DB 16	43656 BLS Re465-004-0, blue	£100.00
25940 DE Chargo 2028 800-3, net (2002 Sound) 1723-80 1725-914 154-1, great part 1724-80 1725-914 154-1, great part 1724-80 1725-914 154-1, great part 1724-90-40 1725-914	43317 DB 01 089, 4-6-2	£115.00
1936 1937 196 1970 10 car set. TEE. redicinam No plaquel 1290.00 1372 1984 10 10 10 car set. TEE. redicinam No plaquel 1290.00 1372 1984 10 10 10 car set. TEE. redicinam 1986 1985 10 10 0 car set. TEE. redicinam 1986 1985 10 10 0 car set. 1987 10 10 0 car set. 1986 10 10	52543 DB 150 DKIP-5, green. 63689 DB Canso 232 800-3, red DCC Soundi	£70.00
6372 DBAG 101 102 -7 Berrich, Tiber mell marker (165.00 6374 DBAG 200 109 -0, deset, marrow/light weather (166.00 6305 DBAG Cites etc.) 1079 + coach + crans, red (166.00 6306 DBAG Cite etc.) 1079 + coach + crans, red (166.00 6306 DBAG Cite etc.) 1079 + coach + crans, red (166.00 6306 DBAG Cite etc.) 1079 + coach + crans, red (166.00 6306 DBAG Cite etc.) 1079 + coach + crans, red (166.00 6307 DBAG Cite etc.) 1079 the marrow/lorsem stripes (170.00 DBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG Cite etc.) 1079 streamine + 4-5. black (Esu Likeound) (170.00 6307 EBAG EBAG EBAG EBAG EBAG EBAG EBAG EBAG	52540 DB E144 164-1, green	£70.00
\$3387 DBAS DE 2 4 - 4 or Coaches (Foreit) 505.00 \$3087 DBAS DE 2 4 or Vicin (Foreit) 505.00 \$3090 DBN visit 5013, manconformers shipes. 173.00 \$3090 DBN visit 5013, manconformers shipes. 173.00 \$3090 DBN visit 5013, manconformers 175.00 \$3090 DBN visit 501300 Streamine 4-6-0.1 Stack (Fast Licksound). 2715.00 \$3091 ESSE LICKSOUNDS. 175.00 \$3091 ESSE SE \$444.00, bloody fay you could be seen to complete the complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$445.00 ESSE SE \$400.00	71934 + 74079 DB VT601 10 car set, TEE, redicream (No.	plaquej6250.00
\$3387 DBAS DE 2 4 - 4 or Coaches (Foreit) 505.00 \$3087 DBAS DE 2 4 or Vicin (Foreit) 505.00 \$3090 DBN visit 5013, manconformers shipes. 173.00 \$3090 DBN visit 5013, manconformers shipes. 173.00 \$3090 DBN visit 5013, manconformers 175.00 \$3090 DBN visit 501300 Streamine 4-6-0.1 Stack (Fast Licksound). 2715.00 \$3091 ESSE LICKSOUNDS. 175.00 \$3091 ESSE SE \$444.00, bloody fay you could be seen to complete the complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$444.00, bloody fay you could be seen to complete foreign 5091 ESSE SE \$445.00 ESSE SE \$400.00	63742 DBAG 103 132-7 electric, TEE red/oream	695-00 085-00
6306 DPA M MO, Proc. to the	67875 DBAG 290 189-0, diesel, marcon/light weather	966-00-000.00
SSACD DRIVERS OT 3, manopolichem shippe		6.00.00
CSURE CSUR		
CSURE CSUR	63404 DP4 84 V60, Post, 1/b	985.00
CSURE CSUR	63404 DPH 84 V60, Post, 1/b	065.00 £70.00
2202 FS 6444 50, 5040 pay. 206.00 2203 FS 6005 047, furguoise light grey. 206.00 2303 FS 6005 047, furguoise light grey. 206.00 2301 TNS 2242 dieset, grey prefixer CPL.00 4307 TNS 38 0-4-0 dieset shurter KIGT, yellowigrey. 206.00 2201 TNS 38 0-4-0 dieset shurter KIGT, yellowigrey. 206.00 2201 TNS 38 0-4-0 dieset shurter KIGT, yellowigrey. 206.00 2201 CRES 1044 001-1, nediging grey. 206.00 2300 CRES 1045 001-1, nediging grey. 206.00 2300 FS 640 CRES 2, campy dieset shipe. 206.00 2300 FS 640 CRES 2, campy dieset shipe. 206.00 2301 FS 640 CRES 2, CREA, blaw birds graphic. 210.00 2301 FS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 640 CRES 2, CREA, blaw birds graphic. 210.00 2303 SS 650 Creadile. transcen. 210.00 2303 SS 650 Creadile. transcen. 210.00 2303 SS 650 Creadile. transcen. 210.00 2304 SS 650 Creadile. transcen. 210.00 2304 SS 650 CRES 2, CREA 2,	63404 DRI 84 V60, Post, 1/b 53902 DR 132 345-0, marcon/oream stripes. 73890 DR V18 013, marcon/oream 62163 DRB 01 1090 streamline 4-6-2, black Elsu Loksour	985.00 £70.00 995.00 d) £215.00
2200 FS (644 57, modign) 2200 FS (655 647, modign) 2201 NS 2242 detect, graphy reflow 2201 NS 2242 detect, graphy reflow 2201 NS 2242 detect, graphy reflow 2201 NS 30 0-40 detect shutter KIGT, yellowigny 200,00 2303 NSS 19 2254 detects, silver 2110,00 2301 NSS 19 2254 detects, silver 2110,00 2301 NSS 19 2254 detects, silver 2110,00 2301 OSS 1044 05 1-4, modign) 200,00 2302 OSS 1044 05 1-4, modign) 200,00 2302 OSS 1044 05 1-4, modign) 200,00 2302 OSS 1044 05 1-4, modign) 200,00 2303 OSS 1014 05 0-4, mod Code 2304 OSS 1116 050-6, med 2304 OSS 1116 050-6, med 2305 OSS 1116 050-6, med 2305 OSS 1116 050-6, med 2305 OSS 1116 050-6, med 2315 SSS 405 054 7, Sales Advant, modignaphics 2116.00 2315 SSS 405 054 7, Sales Advant, modignaphics 2105.00 2309 SSS 405 054 7, Sales Advant, modignaphics 2105.00 2309 SSS 405 054 7, Sales Advant, modignaphics 2105.00 2309 SSS 405 054 7, Sales Advant, modignaphics 2105.00 2309 SSS 405 054 7, Sales Advant, modignaphics 2105.00 2309 SSS Det44 x 2 modification of the code of	\$2502 DR 132 345-0, marcon/bream stripes. 7380 DR V18 013, marcon/bream 6383 DR8 01 1090 shamfine 4-6-2, black (Esu Loksoun 63678 E564 UD-005 Rall4 Chem, green/sellow	679.00 995.00 c) 6215.00 675.00
1985 HUP ACT 1119 SOT-4, silver	\$2502 DR 132 345-0, marcon/oream stripes. 73890 DR V18 013, marcon/oream 62163 DPB 01 1090 streamline 4-6-2, black (Esu Lokacum 63678 8364 U2-005 Rai4/Oriem, green/yellow 63677 6364 U2-903 Bootforest, yellow/falver/blue	£70.00 £95.00 d) £215.00 £75.00 £75.00
200.00 2	5350 DR 133 345-0, marcon/oream stripes 7380 DR V18 013, marcon/oream 62163 DRB 01 1090 oreamine 4-6-2, black (Esu Loksour 63678 ES64 UZ-005 Rall4 Chem, green/yellow 63677 ES64 UZ-005 Rouldones, yellow/striver/blue 73902 PS 6444 035, black/orex	670,00 696,00 d) 6215,00 675,00 675,00
200.00 2	5350 DR 133 36-0, marcon/oream stripes. 7380 DR V18 013, marcon/oream 62163 DRB 01 1090 streamline 4-6-2, black (Esu Loksour 63678 ES64 LD 4005 Rask-Chem, green/yellow 63677 ES64 LD-903 Box/Cyress, yellow/shiver/blue 72502 PS E444.035, blue/grey 62564 PS E444.035, blue/grey 62564 PS E445.035, mod/grey.	(75.00 (36.00 () (215.00 (75.00 (75.00 (86.00 (86.00 (75.00
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13600 CBB 1004 CH -5, cramps/gray (Lid für #161440) 50Yr 1042	5350 DR 133 36-0, marcon/oream stripes. 7380 DR V18 013, marcon/oream 62163 DRB 01 1090 streamline 4-6-2, black (Esu Loksour 63678 ES64 LD 4005 Rask-Chem, green/yellow 63677 ES64 LD-903 Box/Cyress, yellow/shiver/blue 72502 PS E444.035, blue/grey 62564 PS E444.035, blue/grey 62564 PS E445.035, mod/grey.	(75.00 (36.00 () (215.00 (75.00 (75.00 (86.00 (86.00 (75.00
2930 OSS 108-20, campainant shipe	5350 DR 133 36-0, marcon/cream stripes 7380 DR V18 013, marcon/cream 62163 DRB 01 1090 streamline 4-6-2, black (Esu Loksour 63678 ES64 LD 405 RosRomas, yellowfaller folio 72562 RS E444 DB, blue/grey 6254 RS E444 DB, blue/grey 6254 RS E445 DB, ned/grey 72663 RS E655 DRT, turquiche/light grey 4364 HLPAC 1116 901-8, silver 53511 NS 2042 deset, grey/yellow 43677 NS Six 0-4-0 deset shurter RS67, yellow/grey 73638 NSB 18 2254 deset, silver	270.00 295.00 275.00 275.00 275.00 285.00 286.00 296.00 296.00 296.00 296.00 296.00 296.00 296.00
Colon	5:550 DR 133 36-0, marcon/tream stripes 7:380 DR 118 013, marcon/tream 6:2163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 6:3673 E364 LD 4005 RasHChem, green/pelow 6:3677 E364 LD 4005 Routgress, yellow/shiver/blue 7:2562 PS E444-035, blue/gray 6:2564 PS E444-035, blue/gray 7:2663 PS E665 GPT, analysise/fight gray 4:3684 HUPAC 1116 901-8, silver 5:3511 NS 23/22 deskt, gray/silow 4:3677 NS 584 0-4-0 diseas shurter 8367, yellow/gray 7:3638 NSB 18 2354 decric, silver 7:2114 TORS 1014 005-1, nediging 4:3800 ORS 1014 001-5, nediging	C70.00 C95.00 C75.00 C75.00 C75.00 C75.00 C75.00 C75.00 C75.00 C70.00
17914 R.ZD *1465 0068 Twin Lint diesek, groen/jellow stripe	5350 DR 133 36-0, marcon/cream stripes 7380 DR V18 013, marcon/cream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 ES64 LD 405 RaskChem, green/yellow 63677 ES64 LD 405 Box/Creas, yellow/bliver/blue 72562 PS E444.035, blue/grey 62564 PS E445.035, blue/grey 62564 PS E445.035, blue/grey 62564 PS E445.035, blue/grey 62564 PS E445.035, blue/grey 62561 PS E445.035, blue/grey 72661 PS E445.035, deset grey/yellow 63671 NS E442 Geset grey/yellow 63671 NS E442 Geset shurter #367, yellow/grey 72674 DSB 1014 005-1, red/grey 4380 OSB 1014 014-3, cange/grey 8,34164 #1614400,50	270.00 295.00 275.00 275.00 275.00 275.00 285.00 286.00 296.00 296.00 296.00 296.00 296.00 296.00 296.00 296.00 296.00
6276 5886 400 0967 - 3 wheely weight coach set 155.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6260 588 Av66 8 11458, green 125.00 6260 588 0044 971685, marcon 125.00 64559 588 De44 971686, marcon 125.00 64559 588 De44 97168, marcon 125.00 64559 588 De44 97168, marcon 125.00 64559 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64555 588 De45 657 7, mat 125.00 64555 588 De44 97168, marcon 125.00 6455 589 De44 97168, marcon 125.00 64555 588 De44 97168, marcon 125.00	5:552 DR 132 36-50, marcon/tream stripes. 7:3800 DR 118 013, marcon/tream stripes. 6:2163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 6:3678 ES64 LD 4005 RasH-Chem, green/yellow. 6:3677 ES64 LD 4005 Box/torress, yellow/shiver/blue. 7:2562 PS E444.035, blue/grey. 6:2564 PS E445.01, blue/grey. 7:2562 PS E445.01, md/grey. 7:2563 PS E655 047, turquoise/light grey. 4:3684 RLPAC 1116 901-8, silver. 5:5511 NS 2342 deset, grey/yellow. 4:3677 NS 2342 deset, grey/yellow. 4:3677 NS 2342 deset, grey/yellow. 7:2514 7 OSB 1014 005-1, red/grey. 7:3602 05B 1044 001-5, red/grey. 7:3602 05B 1044 001-5, crange/grey. 7:3602 05B 1042 011-5, crange/grey. 7:3602 05B 1044 001-5, crange/grey. 7:3602 05B 1044 001-5, crange/grey. 7:3602 05B 1044 001-5, crange/grey. 7:3602 05B 1046 05-0, crange/grey.	C70.00 C95.00 C75.00
6276 5886 400 0967 - 3 wheely weight coach set 155.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6266 588 400 0967 - 4 wat. AVS, white-hed 125.00 6260 588 Av66 8 11458, green 125.00 6260 588 0044 971685, marcon 125.00 64559 588 De44 971686, marcon 125.00 64559 588 De44 97168, marcon 125.00 64559 588 De44 97168, marcon 125.00 64559 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64554 588 De44 97168, marcon 125.00 64555 588 De45 657 7, mat 125.00 64555 588 De44 97168, marcon 125.00 6455 589 De44 97168, marcon 125.00 64555 588 De44 97168, marcon 125.00	\$3500 DR 1133 345-0, marcon/tream stripes. 73800 DR V18 013, marcon/tream stripes. 73800 DR V18 013, marcon/tream. 82163 DR8 01 1090 streamline 4-6-2, black (Esu Loksour. 83673 BS64 LD 200 Bould/mines, yellow/salverblue. 72502 FS E444.035, bluelgrey. 82584 FS E444.535, nedigrey. 72603 FS E605 D47, hurquoise/light grey. 43684 HLPAC 1116 901-8, silver. 83611 NS SSR 0-4-0 diesel shunter K367, yellow/grey. 73603 NSB 18 2254 describt, silver. 72717 OSB 1058 1054 0571, hedigrey. 43600 D68 1040 051-1, hedigrey. 43600 D68 1040 051-1, nedigrey. 43600 D68 1040 051-1, nedigrey. 43600 D68 1040 051-3, nedigrey.	C70.00 C96.00 C95.00 C75.00 C75.00 C95.00 C95.00 C95.00 C95.00 C96.00
1795.03 SSB De44 # 1968, marcon	\$3500 DR 1133 345-0, marcon/tream stripes. 73800 DR V18 013, marcon/tream stripes. 73800 DR V18 013, marcon/tream. 82163 DR8 01 1090 streamline 4-6-2, black (Esu Loksour. 83673 BS64 LD 200 Bould/mines, yellow/salverblue. 72502 FS E444.035, bluelgrey. 82584 FS E444.535, nedigrey. 72603 FS E605 D47, hurquoise/light grey. 43684 HLPAC 1116 901-8, silver. 83611 NS SSR 0-4-0 diesel shunter K367, yellow/grey. 73603 NSB 18 2254 describt, silver. 72717 OSB 1058 1054 0571, hedigrey. 43600 D68 1040 051-1, hedigrey. 43600 D68 1040 051-1, nedigrey. 43600 D68 1040 051-1, nedigrey. 43600 D68 1040 051-3, nedigrey.	C70.00 C96.00 C95.00 C75.00 C75.00 C95.00 C95.00 C95.00 C95.00 C96.00
1795.03 SSB De44 # 1968, marcon	\$3500 DR 1130 365-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63678 E364 LD 400 Bull-Chem, green/yellow 63677 E364 LD 400 Bull-Chem, green/yellow 72502 FS E444.005, blue/grey. 62584 IS 6444.93, ned/grey. 72603 PS E655 DR, transplane/light grey. 43684 HLPAC 1116 901-8, silver. 52511 NS 2242 deset, greylyellow 64671 yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001, hed/grey. 43600 OBB 1014 014-3, hed/grey. 43600 OBB 1014 014-3, hed/grey. 73602 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1049-20, onange/oneam stripe. 6366 OBB 1116 030-5, ned	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C95.00 C96.00 C9
1795.03 SSB De44 # 1968, marcon	\$3500 DR 1130 365-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63678 E364 LD 400 Bull-Chem, green/yellow 63677 E364 LD 400 Bull-Chem, green/yellow 72502 FS E444.005, blue/grey. 62584 IS 6444.93, ned/grey. 72603 PS E655 DR, transplane/light grey. 43684 HLPAC 1116 901-8, silver. 52511 NS 2242 deset, greylyellow 64671 yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001, hed/grey. 43600 OBB 1014 014-3, hed/grey. 43600 OBB 1014 014-3, hed/grey. 73602 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1049-20, onange/oneam stripe. 6366 OBB 1116 030-5, ned	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C95.00 C96.00 C9
17050 398 De44 x 2 + mid coche (no dummy De44)	\$3500 DR 1130 365-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63678 E364 LD 400 Bull-Chem, green/yellow 63677 E364 LD 400 Bull-Chem, green/yellow 72502 FS E444.005, blue/grey. 62584 IS 6444.93, ned/grey. 72603 PS E655 DR, transplane/light grey. 43684 HLPAC 1116 901-8, silver. 52511 NS 2242 deset, greylyellow 64671 yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001, hed/grey. 43600 OBB 1014 014-3, hed/grey. 43600 OBB 1014 014-3, hed/grey. 73602 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1042 011-5, cangle/grey (Ld Ed F1614400) 507 72930 OBB 1049-20, onange/oneam stripe. 6366 OBB 1116 030-5, ned	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C95.00 C96.00 C9
43024 SBB De44 + 2 x mild coches (no dummy De44)	5:550 DR 133 36-50, marcon/tream stripes 7:3800 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63:673 E364 LD 4005 RasHChem, green/pelow 63:673 E364 LD 4005 RasHChem, green/pelow 7:2502 RS E444-035, blue/grey 62:584 RS E444-93, blue/grey 62:584 RS E444-93, blue/grey 62:584 RS E444-93, mol/grey 7:3663 RS E656 GP, argunose/light grey 4:3684 HLPAC 1116 901-8, silver 50:511 NS 23/20 deset, grey/rellow 63:671 NS 23/20 deset, grey/rellow 63:671 NS 23/20 deset, grey/rellow 63:671 SS SS 40-40 diseasi shurter 87:67, yellow/grey 7:3638 NSB 18 2254 descric, silver 7:2717 CRB 1040 005-1, ned/grey 7:3630 OBB 1044 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3630 OBB 1046 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3630 OBB 1045 014-3, ned/grey 7:3640 OBB 1045 014-3, ned/grey 7:3640 OBB 1045 011-4, ned/grey 7:3640 OBB 1045 014-3, ned/grey 7:3640 OBB 1045 011-5, orange/grey 7:3640 OBB 1045 011-5, orange/grey 7:3640 OBB 1045 014-5, ned/grey 7:3640 OBB 1045 011-5, orange/grey 7:3640 OBB 1045 011-5,	C70.00 C95.00 C75.00 C750.00 C750.00 C750.00
SUCarpo PG4 #13*8, green (Large logo lettering)	\$3500 DR 1130 365-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63678 E364 LD 400 Roll-Chem, green/pelow. 72502 FS E444.005, blue/grey. 62584 FS E444.93, not/grey. 72603 FS E650 DR, transcherlight grey. 4384 HLPAC 1116 901-8, silver. 52511 NS 2242 deset, greyl-yellow. 43677 NS SR 0-4-0 deset shurter K167, yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001-1, not/grey. 43800 OBB 1014 014-3, not/grey. 43800 OBB 014 014-3, OBB, silver. 43814 SBB 400 005-1, Swites Advert, not/graphics. 43815 SBB 005 005-1, Swites Advert, not/graphics. 43815 SBB 005 005-1, Swites Advert, not/graphics. 43815 SBB 005 005-1, Swites Advert, not/graphics. 43815 SBB 200 005-1, Swites Advert, not/graphics.	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C96.00 C70.00 C96.00 C70.00 C96.00 C70.00
Total For Link	5350 DR 133 35-0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 ESS4 LD 400 Routinness, yellowinshverblue 73502 PS E444 035, bluelgrey 62534 PS E444 035, bluelgrey 62534 PS E444 035, bluelgrey 62534 PS E445 DR, moligrey 73603 PS E656 DR. rangoloelight grey 4364 HUPAC 1116 901-8, silver 53511 NS 2342 deset, preyingloe 4367 PS SS 40-40 disest shurter \$167, yellowigrey 73603 NSS 18 2254 decric, silver 72717 CBS 1040 005-1, nodiging 73603 NSS 18 2254 decric, silver 72717 CBS 1040 005-1, nodiging grey 73602 OBS 1040 011-5, orangelgrey (Ld Ed #161440) 50 73590 CBS 10462 011-5, orangelgrey (Ld Ed #161440) 50 73590 CBS 10462 011-5, orangelgrey (Ld Ed #161440) 50 73591 SBS 1046-04, nod 72970 PKP 5144-650, disest, green 7374 SBS 400 027-7, DAACAS, yellow 6376 SBS 400 027-7, DAACAS, yellow 6376 SBS 400 027-7, Seiss Advert, moligraphics 6268 SBS 400 007-0 - 3 x heavy weight coach set 43503 SBS CHoodile, brown 7255 SBS De44 - 2 x mid coches ino dummy De4141 4304 SBS De44 - 3 x mid coches ino dummy De4141	C70.00 C75.00 C7
72667 SWCS 2010 electric, blue/yellow stripe. C96.00	5:550 DR 133 36-0, marcon/tonam stripes 7:380 DR 118 013, marcon/tonam stripes 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 8:964 LP 3 00 Shall-Chem, green/yellow 63677 8:964 LP 3 00 Shall-Chem, green/yellow 63677 8:964 LP 3 00 Shall-Chem, green/yellow 63678 8:964 LP 3 00 Shall-Chem, green/yellow 63677 8:965 LP 3 10 Shall-Chem, green/yellow 62564 IS 8:444.93, ned/grey 72603 IS 8:605 DR, rangolise/light grey 43684 HLP AC 1116 901-8, silver 53511 IS 2242 decote, grey/yellow 63671 IS 2242 Secote, silver 72637 SSB 0-6-8 0 Grey yellow 6367 yellow/grey 7363 SSB 104-00-13, ned/light grey 7363 SSB 104-00-13, ned/light grey 7363 DSB 1014 005-1, ned/light grey 7363 CSB 1014-00-13, ned/light grey 7363 CSB 1014-00-13, ned/light grey 7363 CSB 1046-00, canopy-oneam stripe 6368 CSB 1046-00, canopy-oneam stripe 6368 CSB 1046-00, desot, green 73794 RD7 3146-0008 Plan Unit Gleest, green/yellow strip 43796 SSB 400 DS2-7, DAACAAS, yellow 62796 SSB 400 DS2-7, Daha Advert, mid/graphics 6368 SSB 400 DS2-7, Swiss Advert, mid/graphics 6368 SSB 400 DS2-7, Swiss Advert, mid/graphics 6368 SSB 400 DS2-7, Swiss Advert, mid/graphics 6368 SSB 400 DS2-7, Daha Advert, mid/graphics 6368 SSB 400 DS2-7, Daha Advert, mid/graphics 6368 SSB 400 DS2-7, Daha Advert, mid/graphics 6368 SSB De44 #18468, marcon 4363 SSB De44 #184 SLB, marcon 4363 SSB De44 #184 SLB, marcon	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C96.00 C70.00 C96.00 C70.00 C96.00 C70.00 C96.00 C70.00 C96.00 C70.00 C96.00 C70.00 C96.00
Section Sect	SSSC DR 112 365-0, marcon/retem stripes 7380 DR V18 013, marcon/retem 82163 DR8 01 1090 streamline 4-6-2, black (Esu Lokour 83673 ES64 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 ES64 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 ES64 LD 400 Strollor etc., yellow/salverblue 72562 FS E444.035, blue/grey 82584 FS E444.535, ned/grey 92683 FS E444.535, ned/grey 92683 FS E605 D47, harquelse/light grey 93681 FS E605 D47, harquelse/light grey 93681 FS E2042 deset, grey/yellow 93671 NS Sia 0-4-0 dieset shurter #367, yellow/grey 93681 FS E2042 deset, selver 727147 OS8 NGB 16 2024 deset, selver 727147 OS8 NGB 16 2024 deset, selver 727147 OS8 NGB 1640 OS1-1, ned/grey 93680 OS8 1040 OS1-1, ned/grey 93680 OS8 1040 OS1-1, ned/grey 93680 OS8 1116 OS0-6, ned 93690 OS8 1040 OS1-6, OSBA, blue/birds graphic 93784 RSD 1M62-0088 Twin Unit dieset, green/yellow strip 93784 RSD 1M62-0088 Twin Unit dieset, green/yellow 93784 RSD 1M62-0088 Twin Unit dieset, green/yellow 93785 SSB 840 OS0-7, Selse Advert, mid/graphics 9388 SSB 940 SSC -1, NAMAS, yellow 93785 SSB 840 SSC -1, NAMAS, yellow 93785 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9383 SSB De444 x 2 x midl coches (no dummy De44) 9384 SSB De444 x 2 x midl coches (no dummy De44) 9385 SSB Pe480 SSC -1, ned Caches (no dummy De44) 9385 SSB Pe480 SSC -1, ned Caches (no dummy De44) 9385 SSB Pe480 SSC -1, ned Caches (no dummy De44) 9386 SSB De444 x 2 x midl coches (no dummy De44) 9386 SSB De444 x 2 x midl coches (no dummy De44) 9386 SSB De444 x 2 x midl coches (no dummy De44)	C70.00 C95.00 C75.00 C76.00
Section Sect	\$3500 DR 113 345-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 7380 DR 118 013, marcon/tream stripes. 82183 DR8 01 1090 streamline 4-6-2, black (Esu Loksour 63678 8364 LD 400 Robit/Chems, green/pelow. 83677 8364 LD 400 Book/grees, yellow/selverblue. 72502 FS E444.005, blue/grey. 82584 FS E444.93, ned/grey. 72603 PS 8055 DR1, rezulcine/light grey. 43684 HLPAC 1116 901-8, silver. 82511 NS 2242 deset, greylyellow. 43677 NS SR 0-4-0 deset shurter K067, yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001, hadight grey. 43600 OBB 1014 014-3, ned/grey. 73602 OBB 1042 011-5, cange/greys (Ld Ed F1614400) 507 72930 OBB 1044 014-3, ned/grey. 73602 OBB 1045-00 cange/cream stripe. 6366 OBB 1116 030-5, ned green. 73794 RCD 1M25-0008 Pain Unit dieset, green/yellow stripe. 63795 SBB 400 001-9, CBB, blue/birds graphic. 63795 SBB 400 001-9, CBB, blue/birds graphic. 63795 SBB 800 001-9, CBB, skew/m, red/graphics. 63795 SBB 800 001-9, CBB, skew/m, red/graphics. 63795 SBB 5044 8 17688, green. 63010 SBB 636 001-9, Towles Advert, red/graphics. 63010 SBB 5044 8 17688, green.	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C96.00
4894 BLS 2nd mkN, blue/oream C36.00 45196 BLS Boyle baggage, blue/oream C36.00 45106 BLS Boyle baggage, blue/oream C36.00 45302 BLS 1st, mkN, blue/oream/Graechen Graphics 542.00 45302 BLS 2nd mkN, blue/oream/Graechen Graphics 542.00 45304 BLS 2nd mkN, green/alver-Uneaco Graphics 542.00 45304 BLS 2nd, mkl, blue/oream C36.00 45304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 44305 CBL 2nd Ophilym, the C36.00 44306 CRL 2nd Office, green C36.00 44300 B Baggage, blue/gree Pop-livery) C34.00 45304 DB Boyle baggage, roll, green C36.00 45304 DB Devische Whiteratease Gen 2nd, blue/oream C12.00 64308 DB Till Niesper, blue, green, qelli C16.00 44305 DB Till Niesper, blue, green C36.00 45305 DBAG 1st Strift Retaturant, ICE colours	\$3500 DR 113 345-0, marcon/tream stripes. 73800 DR 118 013, marcon/tream stripes. 7380 DR 118 013, marcon/tream stripes. 82183 DR8 01 1090 streamline 4-6-2, black (Esu Loksour 63678 8364 LD 400 Robit/Chems, green/pelow. 83677 8364 LD 400 Book/grees, yellow/selverblue. 72502 FS E444.005, blue/grey. 82584 FS E444.93, ned/grey. 72603 PS 8055 DR1, rezulcine/light grey. 43684 HLPAC 1116 901-8, silver. 82511 NS 2242 deset, greylyellow. 43677 NS SR 0-4-0 deset shurter K067, yellow/grey. 73603 NSB 18 2254 decchic, silver. 72747 OBB 1044 001, hadight grey. 43600 OBB 1014 014-3, ned/grey. 73602 OBB 1042 011-5, cange/greys (Ld Ed F1614400) 507 72930 OBB 1044 014-3, ned/grey. 73602 OBB 1045-00 cange/cream stripe. 6366 OBB 1116 030-5, ned green. 73794 RCD 1M25-0008 Pain Unit dieset, green/yellow stripe. 63795 SBB 400 001-9, CBB, blue/birds graphic. 63795 SBB 400 001-9, CBB, blue/birds graphic. 63795 SBB 800 001-9, CBB, skew/m, red/graphics. 63795 SBB 800 001-9, CBB, skew/m, red/graphics. 63795 SBB 5044 8 17688, green. 63010 SBB 636 001-9, Towles Advert, red/graphics. 63010 SBB 5044 8 17688, green.	C70.00 C95.00 C75.00 C75.00 C75.00 C85.00 C95.00 C95.00 C96.00
4894 BLS 2nd mkN, blue/oream C36.00 45196 BLS Boyle baggage, blue/oream C36.00 45106 BLS Boyle baggage, blue/oream C36.00 45302 BLS 1st, mkN, blue/oream/Graechen Graphics 542.00 45302 BLS 2nd mkN, blue/oream/Graechen Graphics 542.00 45304 BLS 2nd mkN, green/alver-Uneaco Graphics 542.00 45304 BLS 2nd, mkl, blue/oream C36.00 45304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 44305 CBL 2nd Ophilym, the C36.00 44306 CRL 2nd Office, green C36.00 44300 B Baggage, blue/gree Pop-livery) C34.00 45304 DB Boyle baggage, roll, green C36.00 45304 DB Devische Whiteratease Gen 2nd, blue/oream C12.00 64308 DB Till Niesper, blue, green, qelli C16.00 44305 DB Till Niesper, blue, green C36.00 45305 DBAG 1st Strift Retaturant, ICE colours	\$3500 DR 113 345-0, marcon/tream stripes. 73800 DR V18 013, marcon/tream stripes. 73800 DR V18 013, marcon/tream. 52163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour. 53673 BS64 LD 2005 Bull4Chem, green/yellow. 53671 BS64 LD 2005 Boll4Chem, green/yellow. 72502 FS E444.50, blowlighty. 52548 FS E444.51, redighty. 72603 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43687 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73631 NSS HS 2324 deep grey/yellow. 43677 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73600 BS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1040 011-3, redighty grey. 43764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63765 SBS Addisc 814588, green. 63701 SBS CS-8, 2-10-0-3 x heavy weight coach set. 43539 SBS De44 x 2 + mid coches ino dummy De414. 4304 SBS De44 x 2 + mid 2nd + mid 1102 Ample S	C70.00 C95.00 C75.00 C75.00 C75.00 C95.00 C95.00 C95.00 C96.00
4894 BLS 2nd mkN, blue/oream C36.00 45196 BLS Boyle baggage, blue/oream C36.00 45106 BLS Boyle baggage, blue/oream C36.00 45302 BLS 1st, mkN, blue/oream/Graechen Graphics 542.00 45302 BLS 2nd mkN, blue/oream/Graechen Graphics 542.00 45304 BLS 2nd mkN, green/alver-Uneaco Graphics 542.00 45304 BLS 2nd, mkl, blue/oream C36.00 45304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 42304 BLS 2nd, mkl, blue/oream C36.00 44305 CBL 2nd Ophilym, the C36.00 44306 CRL 2nd Office, green C36.00 44300 B Baggage, blue/gree Pop-livery) C34.00 45304 DB Boyle baggage, roll, green C36.00 45304 DB Devische Whiteratease Gen 2nd, blue/oream C12.00 64308 DB Till Niesper, blue, green, qelli C16.00 44305 DB Till Niesper, blue, green C36.00 45305 DBAG 1st Strift Retaturant, ICE colours	\$3500 DR 113 345-0, marcon/tream stripes. 73800 DR V18 013, marcon/tream stripes. 73800 DR V18 013, marcon/tream. 52163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour. 53673 BS64 LD 2005 Bull4Chem, green/yellow. 53671 BS64 LD 2005 Boll4Chem, green/yellow. 72502 FS E444.50, blowlighty. 52548 FS E444.51, redighty. 72603 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43687 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73631 NSS HS 2324 deep grey/yellow. 43677 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73600 BS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1040 011-3, redighty grey. 43764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63765 SBS Addisc 814588, green. 63701 SBS CS-8, 2-10-0-3 x heavy weight coach set. 43539 SBS De44 x 2 + mid coches ino dummy De414. 4304 SBS De44 x 2 + mid 2nd + mid 1102 Ample S	C70.00 C95.00 C75.00 C75.00 C75.00 C95.00 C95.00 C95.00 C96.00
## ## ## ## ## ## ## ## ## ## ## ## ##	\$3500 DR 113 345-0, marcon/tream stripes. 73800 DR V18 013, marcon/tream stripes. 73800 DR V18 013, marcon/tream. 52163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour. 53673 BS64 LD 2005 Bull4Chem, green/yellow. 53671 BS64 LD 2005 Boll4Chem, green/yellow. 72502 FS E444.50, blowlighty. 52548 FS E444.51, redighty. 72603 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43681 FS E005 DAT, turquolenlight grey. 43687 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73631 NSS HS 2324 deep grey/yellow. 43677 FS S8 0-4-0 diesel shunter #367, yellow/grey. 73600 BS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1014 001-1, redighty grey. 43600 CBS 1040 011-3, redighty grey. 43764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63764 SBS 400 CB2-7, DANGACA, yellow. 63765 SBS Addisc 814588, green. 63701 SBS CS-8, 2-10-0-3 x heavy weight coach set. 43539 SBS De44 x 2 + mid coches ino dummy De414. 4304 SBS De44 x 2 + mid 2nd + mid 1102 Ample S	C70.00 C95.00 C75.00 C75.00 C75.00 C95.00 C95.00 C95.00 C96.00
## ## ## ## ## ## ## ## ## ## ## ## ##	\$5500 DR 1133 355-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 82163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 83673 ESS4 LD 200 Black (Esu Loksour 82584 PS E444 005, bluelgrey 82584 PS E444 005, bluelgrey 83684 PS E445 95, redigrey 83681 NS 2242 deset (grey) effore 83681 NS 2424 deset (grey) effore 83681 NS 83244 decotic, silver 82717 OSS NS 16 2424 deset (grey) effore 8368 0068 1014 014-3, redigrey 8368 0068 1014 000-4, red 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 837776 508 806 006 Ps -9, CBA, blue/birds 837776 508 806 006 Ps -9, CBA, blue/bird 837776 508 806 006 Ps -9, CBA, blue/bird 8377776 508 806 006 Ps -9, CBA, blue/bird 83777776 508 806 006 Ps -9, CBA, Blue/bird 83777777777777777777777777777777777777	C70.00 C95.00 C75.00
45322 1 BLS 3nd misk/, blue/bream/Gracher Graphics	\$5500 DR 1133 355-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 82163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 83673 ESS4 LD 200 Black (Esu Loksour 82584 PS E444 005, bluelgrey 82584 PS E444 005, bluelgrey 83684 PS E445 95, redigrey 83681 NS 2242 deset (grey) effore 83681 NS 2424 deset (grey) effore 83681 NS 83244 decotic, silver 82717 OSS NS 16 2424 deset (grey) effore 8368 0068 1014 014-3, redigrey 8368 0068 1014 000-4, red 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds graphic 8376 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 83776 508 806 006 Ps -9, CBA, blue/birds 837776 508 806 006 Ps -9, CBA, blue/birds 837776 508 806 006 Ps -9, CBA, blue/bird 837776 508 806 006 Ps -9, CBA, blue/bird 8377776 508 806 006 Ps -9, CBA, blue/bird 83777776 508 806 006 Ps -9, CBA, Blue/bird 83777777777777777777777777777777777777	C70.00 C95.00 C75.00
### ### ### ### ### ### ### ### ### ##	5:550 DR 113 345-0, marcon/tream stripes 7:380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63:673 ESG4 LD 400 Streamline 4-6-2, black (Esu Lokour 63:673 ESG4 LD 400 Streamline 4-6-2, black (Esu Lokour 63:673 ESG4 LD 400 Stroutures, yellow/salverblue 7:2502 FS E444.036, blue/grey 62:584 FS E444.036, blue/grey 62:584 FS E445.31, ned/grey 7:2603 FS E655 DAT, transplankinght grey 4:3651 FS E655 DAT, transplankinght grey 4:3651 FS E655 DAT, transplankinght grey 7:3603 FS E655 DAT, transplankinght grey 7:3603 FSS FS 2442 deset (prey) yellow 7:3601 FS E655 DAT, transplankinght grey 4:3600 CSS 1040 DAT, ned/grey 4:3600 CSS 1040 DAT	C70.00 C95.00 C75.00
### ### ### ### ### ### ### ### ### ##	SSSC DRI 133 345-0, marcon/tream stripes 73800 DRI V18 013, marcon/tream 82163 DRIS 01 1090 streamline 4-6-2, black (Esu Lokeour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BSS4 LD 400 Stroamline (Esu Lokeour 83673 BSS4 LD 400 Stroamline (Esu Lokeour 83673 BSS4 LD 400 Stroamline (Esu Lokeour 83673 BSS4 BS 444.53, redigine) 43684 RLPAC 1116 901-8, silver 83611 RS 2242 deese (prely islice 43677 NS S8 0-4-0 diesel shunter 8367, yellowigrey 73630 RSS 16 2224 deese (prely islice 43677 NS S8 0-4-0 diesel shunter 8367, yellowigrey 73630 RSS 162 2544 decritic, silver 72117 OSS 1608 104 001-1, rediging rey 43630 OSS 1041 01-5, charging rey 43630 OSS 1041 01-5, charging rey 43630 OSS 1040 OS-1, rediging rey 43630 OSS 1040 OS-2, rediging rey 1364 RSD 1465 000 Trein (Less black) 8376 SSS 400 OS-2, Sange (rean 13744 RSD 1465 0008 Twin Unit diesel, green/yelow strip 4376 SSS 400 OS-2, David Advert, indigraphics 6366 OSS 400 OS-2, David Advert, indigraphics 6366 SSS 400 OS-2, David Advert, indigraphics 6366 SSS 800 Dec44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4305 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4305 SSS De44 x 2 x midl caches (red dummy De444) 4304 SSS De44 x 2 x midl caches (red dummy De444) 4305 SSS De44 x 2 x midl caches (red dummy De444) 4306 SSS De	C70.00 C95.00 C75.00 C7
### ### ### ### ### ### ### ### ### ##	5350 DR 113 345-0, marcon/tream stripes 7380 DR V18 013, marcon/tream 52163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 53673 ESS4 LD 400 Rall4Chem, green/yellow 53673 ESS4 LD 400 Rouldyms, yellow/selverblue 72502 FS E444.005, blue/grey 52584 FS E445.035, holdgrey, 52584 FS E445.035, holdgrey, 52584 FS E445.035, holdgrey, 52584 FS E445.035, holdgrey, 52581 FS E655 DRT, strapsise/light grey, 4369 FS E655 DRT, strapsise/light grey, 4369 FS E655 DRT, strapsise/light grey, 4369 FS E655 DRT, strapsise/light grey, 4360 RS E655 DRT, strapsise/light grey, 7360 RS E656 RS E656 RS, strapsise/light grey, 7360 RS E656 RS E656 RS, strapsise/light grey, 7360 RS E656 RS, strapsise/light grey, 8379 RSS E656 RS	C70.00 C95.00 C75.00 C7
44800 DB Baggage, http://dx.db.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.	\$3500 DR 1130 365-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DR8 01 1090 streamline 4-6-2, black (Esu Lokour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BS64 LD 400 Strout) miss, yellow/salverblue 72582 FS E444.035, blue/grey 82884 FS E444.035, ned/grey 93884 FS E445.35, ned/grey 93884 FS E445.35, ned/grey 93885 FS E2242 deesd (prey) yellow 93811 NS SSR 0-4-0 diesel shunter 8367, yellow/grey 93810 SSR 18 2224 deesd, prey) yellow 93810 SSR 18 2224 deesd, ned/grey 93800 SSR 1040 SSR 1, ned/grey 93800 SSR 850 SSR 1, ned/grey 93800 SSR 93800 SSR 93800 SSR 1, ned/grey 93800 SSR 93800 SSR 93800 SSR 1, ned/grey 93800 SSR 938	C70.00 C95.00 C75.00 C76.00 C7
44800 DB Baggage, http://dx.db.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.ch.	SSSC DR 133 355-0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 SRaH4Chem, green/yellow 63673 BSS4 LD 400 Stock/gress, yellow/selverblue 72502 FS E444.005, blue/grey 62584 FS 6444.51, ned/grey 72502 FS E444.005, blue/grey 62584 FS 6445.51, ned/grey 72503 FS E650 DR, transchellight grey 43684 HLPAC 1116 901-8, silver 52511 NS 5242 deset, grey) yellow 43677 NS SR 0-4-0 deset shurter #067, yellow/grey 7363 NSB 18 2254 decchic, silver 72747 OBB 1014 014-3, ned/grey 43600 OBB 1014 014-3, ned/grey 43600 OBB 1014 014-3, ned/grey 6368 00B 1014 000-8, ned 72970 PRF 5164-600, deset, green 6368 00B 1014 000-8, ned 72970 PRF 5164-600, deset, green 6379 SSB 00B 000 006-9, OBB, blue/birds graphic 6379 SSB 00B 000 006-9, OBB, blue/birds graphic 6379 SSB 00B 000 006-9, OBB, blue/birds 6379 SSB 00B 000 006-7, Ned 6379 SSB 00B 006-7, Ned 6379	C70.00 C95.00 C75.00
44822 DB Baggage, bluetjore; Pop livery). CSL.00 45949 DB works recess door, maron, epill. 68040 (15.50 45949 DB works recess door, maron, epill. 62040 (15.50 45949 DB boys baggage, roll. green. 622.00 (2) 44940 DB Devische Wherestrasse Gen 2nd, bluetoream. 612.00 (6) 42945 DB 1st Pikes, green, epill. 613.00 (6) 42945 DB 1st Pikes, green, epill. 613.00 (6) 42945 DB 1st Baggage, recess door, green. 620.00 (2) 44945 DB 200 Baggage, two tone grey, 187. 613.00 (6) 44945 DBAG Autcage coach, red grey. 187. 613.00 (6) 44945 DBAG Seggage, two tone grey, 187. 613.00 (6) 45245 DBAG 1st Williams, total green. 625.00 45245 DBAG 1st Williams, total green (755.00 45245 DBAG 1st Sod Restaurant, tot colours. 625.00 45245 DBAG 1st Sod fire tone green/grey. 606-60 (13.00 (6)) 45455 DBAG 1st Sod fire tone green/grey. 606-60 (13.00 (6)) 45465 DBAG 1st Sod fire tone green/grey. 606-60 (13.00 (6)) 45461 DB 3rd Recess door, green. 615.00 44561 DR 3rd Recess door, green. 626.00 (7) 44561 DR 3rd Recess door, green. 626.00 (7) 64541 DRG Sell Baggage with Copola, green. 626.00 (7) 64542 DRG Sell speeper, marcon. 615.00 64455 DR 3rd Sell, gondola and green. 626.00 64455 DR 3rd Sell, gondola and green. 626.00 64455 DR 3rd Sell, gondola and green. 626.00 64455 DR 3rd Sell speeper, marcon. 615.00 64455 DR 3rd Sell speeper, marcon. 615.00 64455 DR 3rd Sell speeper pikes, marcon, epill. 616.00 64575 DR 3rd Sell speeper pikes, marcon, epill. 616.00 64675 DR 3rd Sell speeper pikes, marcon, epill. 616.00 64675 DR 3rd Sell speeper pikes, marcon, epill. 616.00 64675 DR 3rd Sell speeper pikes, marcon, epill. 616.00	SSSC DR 113 345-0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63073 BS64 U2 400 Streamline 4-6-2, black (Esu Lokour 63073 BS64 U3 400 Streamline 4-6-2, black (Esu Lokour 63071 BS64 U3 400 Strollores, green/yellor 72502 FS E444.005, blue/grey 62584 FS E445.03, ned/grey 72602 FS E444.035, ned/grey 72602 FS E445.03, ned/grey 72602 FS E4465.03, n	C70.00 C95.00 C75.00 C76.00 C7
4583 DB borje baggage, refill, green (24.00 c) 45863 DB borje baggage, refill, green (24.00 c) 45863 DB borje baggage, refill, green (24.00 c) 42143 DB Deutsche Withstrasse 6wh 2nd, blue/bream (24.00 c) 42143 DB Deutsche Withstrasse 6wh 2nd, blue/bream (25.00 c) 42955 DB 1st 2nd Place, pose, split. (25.00 c) 42955 DB 1st 2nd Place, green, split. (25.00 c) 42955 DB 1st 2nd Place, green, split. (25.00 c) 42955 DB 1st 2nd Place, green, split. (25.00 c) 44787 DBAG Saggage, two tone gree, 187 (25.00 c) 44995 DBAG 1st Villeger, blue (25.00 c) 45235 DBAG 1st, Villeger, blue (26.00 c) 45235 DBAG 1st, Villeger, blue (26.00 c) 45235 DBAG 1st, Villeger, blue (26.00 c) 45235 DBAG 1st, Villeger, blue, reduced price (26.00 c) 45455 DBAG 3nd 160 seeper, blue, reduced price (26.00 c) 45451 DBAG Tille seleper, blue, reduced price (26.00 c) 44551 DBAG Tille seleper, blue, reduced price (26.00 c) 44551 DBAG Tell seleper, blue, reduced price (26.00 c) 4456 DPG Post (4wh. clientory, green, reduced price (26.00 c) 4456 DPG Post (4wh. clientory, green (26.00 c) 4456 DPG Post (4wh. clientory, green (26.00 c) 45470 DBG Seth Baggage with Cupolia, green (26.00 c) 45480 DPG Post (4wh. clientory, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c) 45491 DRG Seth Baggage with Cupolia, green (26.00 c)	SSSC DR 112 365-0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Bould/prex, green/yellow 72502 FS E444.005, blue/grey 62584 FS E444.93, ned/grey 72502 FS E444.005, blue/grey 62584 FS E444.93, ned/grey 72603 FS E655 DR, razpoine/light grey 43834 HLPAC 1116 901-8, silver 52511 NS 5242 deset, grey) yellow 43677 NS SR 0-4-0 deset shurter #067, yellow/grey 7363 NSB 18 2254 decchic, silver 72747 OBB 1014 001-1, ned/grey 43800 OBB 1014 014-3, ned/grey 43800 OBB 1014 014-3, ned/grey 6380 OBB 1014 001-4, chaple green 6380 OBB 1014 001-6, Cliffa, blue/birds graphic 6380 OBB 1014 001-6, OBB, blue/birds graphic 6380 SBB 0010 OB-4, NAC SW whitehold 6381 SBB 400 DB-4, NAC SW whitehold 6381 SBB 400 DB-4, NAC SW whitehold 6381 SBB Add 81 11488, green 6300 SBB CB-4, R 24-10-0-3 x heavy weight coach set 6383 SBB DB-44 x 2 x mid coches (no dummy De4-14) 6304 SBB DB-44 x 2 x mid coches (no dummy De4-14) 6305 SBB DB-44 x 2 x mid coches (no dummy De4-14) 6304 SBB DB-44 x 2 x mid coches (no dummy De4-14) 6305 SBB PB-48 x 1968, marcon 6300 SBB CB-8, 2-10-0-3 x heavy weight coach set 6306 SBB DB-44 x 2 x mid coches (no dummy De4-14) 6305 SBB DB-44 x 1968, marcon 6300 SBB CB-8, 2-10-0-3 x heavy weight coach set 6300 SBB CB-8, 2-10-0-3 x heavy weight coach set 6300 SBB CB-8, 2-10-0-3 x heavy weight coach set 6300 SBB CB-8, 2-10-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meight coach set 6300 SBB CB-8, 2-10-0-0-3 x heavy meig	C70.00 C95.00 C75.00
4968 DB Boge baggaps, rpli. green (25.00 to) 64908 DB Dums Boge baggaps, rpli. Ch.400 64908 DB Dums Boge baggaps, rpli. Ch.400 64148 DB Devische Winnstrasse den 2nd, blue/bream (12.00 l6) 64295 DB 1st Pales, green, splil. Ch.500 64295 DB 2st Pales, two tone green (25.00 6529 DBAG 1st Winniger, blue) green, the ch.500 6539 DBAG 1st Strong Restaurant, title colours 6549 DBAG 1st Strong Restaurant, title colours 6459 DBAG 1st Strong Restaurant, title colours 6549 DBAG 1st Strong Restaurant, green 6549 DBAG 1st Strong Restaurant, title colours 6549 DBAG 1st Strong Restaurant, green 6549 DBAG 1st Strong Restaurant Restaurant Restaurant Restaurant Restaurant Rest	SSSS DR 132 365 0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DR8 01 1090 streamline 4-6-2, black (Esu Lokour 63073 BS64 U2 400 Bould/mine, green/yellow 63071 BS64 U3 400 Bould/mine, green/yellow 72502 FS E444.036, blue/grey 62584 FS E444.036, blue/grey 62584 FS E445.38, ned/grey 72582 FS E444.036, ned/grey 73603 FS E465.39, ned/grey 73604 FS E465.39, ned/	C70.00 C95.00 C75.00 C76.00 C7
#2148 DB Deutsche Wirestrasse Geh 2nd, blue/bream £12.00 (6) #2905 DB 1st Pikes, green, epill £15.00 #2905 DB 1st Pikes, green, epill £15.00 #2905 DB 1st Pikes, green, epill £15.00 #4150 DB 150 support-rootes door green £20.00 (2) #4293 DB TDB 150 support-rootes door green £20.00 #4151 DBAG Suppage, two tone grey, 187 £18.00 (3) #4151 DBAG Suppage, two tone grey, 187 £18.00 (3) #4293 DBAG 1st Wingher, blue/grey £20.00 #5293 DBAG 1st Wingher, blue/grey £20.00 #5293 DBAG 1st Wingher, blue/grey £20.00 (3) #5493 DBAG 1st Start Restaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5493 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5494 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5494 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5494 DBAG 1st Start Nestaurant, ICE colours £20.00 (3) #5494 DBAG 1st Start Nestaurant #5400 (3) #5400 DBAG 1st Start Nestaurant #5400 (3) #5410 PBG PSG 16th Interectory, green #5400 (3) #5410 PBG 3st Baggage with Cupdia, green £20.00 (3) #5417 DBG 3st Baggage with Cupdia, green £20.00 (3) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (4) #5417 DBG 3st Baggage with Cupdia, green £20.00 (5) #54200 Start Cupdia Baggage with Cupdia, green £20.00 (5) #54200 Start Cupdia Baggage with Cupdia, green £20.00 (5) #54200 Start Cupdia Baggage with Cupdia Baggage £20.00 (5) #54200 Start Cupdia Baggage with Cupdia Baggage £20.00	\$3500 DR 1130 365-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 10905 shawnine 4-6-2, black (Esu Lokoun 83673 BS64 LD 4005 Shall4Chem, graen/yellow 83673 BS64 LD 4005 Bouldryny 82584 FS 6444.51, redigny 82587 FS 580 D47, redigny 82581 FS 5204 deese; grey/yellow 83677 FS 580 D4-0 deese shunter #367, yellow/grey 73630 FS 680 FS 6246 decete, shirer 72117 OSB 1014 005-1, redigny 83630 OSB 1040 015-3, redigny (Ld 6d #1614400) 50 73290 OSB 1040 015-3, canaps/grey (Ld 6d #1614400) 50 73290 OSB 1040 015-3, canaps/grey (Ld 6d #1614400) 50 73290 OSB 1040 005-4, OSB 7ain Unit diesel, green/yelow strip 83794 FSD 14465 Geest, green 73794 FSD 14465 Geest, green 73794 FSD 14465 Geest, green 83795 SSB 840 000-4, SWA blavebirds graphic 8398 SSB 840 000-7, Swiss Advert, redignybics 8398 SSB 840 000-4, SWA Skallerind 8301 SSB 840 000-4, SWA Skallerind 8301 SSB 840 000-4, SWA Skallerind 8301 SSB De44 x 2 + mid 32nd + mid8 1st0 2nd set, green 8302 SSB De44 x 2 + mid8 2nd + mid8 1st0 2nd set, green 8302 SSB De44 x 2 + mid8 2nd + mid8 1st0 2nd set, green 8302 SSB De44 x 2 + mid8 2nd + mid8 1st0 2nd set, green 8303 SSB De44 x 2 + mid8 2nd + mid8 1st0 2nd set, green 8303 SSB De44 x 2 + mid8 2nd + mid8 1st0 2nd set, green 8304 TSD 1 mid8 £1 1050 electric, blawlyelow stripe, 7364 TSD 1 mid8 £1 1050 electric, blawlyelow stripe, 7365 SSB SS 2nd, mid4, blawloream 8332 SSB SS Sogie bagggap, blawloream 8332 SSB SSB SS Sogie bagggap, blawloream 8332 SSB SS Sogie bagggap, blawloream 8332 SSB SS Sogie bagggap, blawloream 8332 SSB SSB SS Sogie bagggap, blawloream 8332 SSB SSB SSB SSB Baggle SSB SSB SSB SSB SSB SSB Baggle S	C70.00 C95.00 C75.00 C7
#2905 DB 1st Plate, green, epil. \$15.00 #2915 DB 1st 2nd Plate, green, epil. \$15.00 [4] #2915 DB 1st 2nd Plate, green, epil. \$15.00 [4] #42935 DB 1st 2nd Plate, green, epil. \$20.00 [2] #42935 DB 1SN sleeper, blue \$25.00 #4187 DBAG Saggage, two tone grey, 187 \$16.00 (2) #4293 DBAG 1st VAmple, blue/grey \$25.00 #5293 DBAG 1st VAmple, blue/grey \$25.00 #5293 DBAG 1st Start Restaurant, ICE colours \$25.00 (3) #5293 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5293 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5293 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5493 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5493 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG 1st Start Restaurant, ICE colours \$25.00 (4) #5494 DBAG Start Restaurant Restaur	SSSS DR 133 365 0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63673 BS64 U2 400 Streamline 4-6-2, black (Esu Lokour 63673 BS64 U3 400 Streamline 4-6-2, black (Esu Lokour 63673 BS64 U3 400 Strollories, yellow/salverblue 72562 FS E444.035, blue/grey 62584 FS E444.035, ned/grey 62584 FS E445.35, ned/grey 73603 FS E445.35, ned/grey 73603 FS E445.35, ned/grey 73603 FS E445.35, ned/grey 73603 FS E445.35, ned/grey 73607 FS Sis G-4-0 diesel shurter #367, yellow/grey 73607 BS FS D442 deset, grey)-yellow 73607 BS FS D442 deset, grey)-yellow 73607 GSB 1040 CD 1-1, ned/grey 73602 GSB 1040 CD 1-2, GSB, blueblids graphic 73794 FSD 1462-0088 Twin Unit diesel, green/yellow strip 73795 GSB 400 GSD -1, Swiss Advert, red/graphics 63603 GSB 1464 CD -2, Swiss Advert, red/graphics 63603 GSB 508-0090 diesels, green 63704 SSB 508 De44 × 2 × midl coches (no dummy De44) 73604 SSB De44 × 2 × midl coches (no dummy De44) 73604 SSB De44 × 2 × midl coches (no dummy De44) 73604 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no dummy De44) 73605 SSB De44 × 2 × midl coches (no d	C70.00 C95.00 C75.00 C76.00 C7
442354 DB Baggage-receis door, green	\$2500 DR 1123 365-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 1090 Streamline 4-6-2, black (Esu Lokeour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokeour 83673 BS64 LD 400 Streamline 4-6-2, black (Esu Lokeour 83671 BS64 LD 400 Streamline 4-6-2, black (Esu Lokeour 73502 FS E444 605, blackgrey 82584 FS E444 605, blackgrey 83681 FS 25242 deese (preyingliste 83671 NS Sia 0-4-0 diesel shunter 8367, yellowigrey 83670 RS6 16 2524 deese (preyingliste 83671 NS Sia 0-4-0 diesel shunter 8367, yellowigrey 8360 CS8 164 2524 deechte, shirer 82517 CS8 168 164 051-1, hedigrey 8360 CS8 164 104-3, hedigrig grey 8360 CS8 164 104-3, hedigrig grey 8360 CS8 164 104-3, hedigrig grey 8360 CS8 164 050-1, hedigrey 8360 CS8 164 050-1, hedigrey 8360 CS8 164 050-1, hedigrey 8374 RSD 1645-2, comparisms shipe 8360 CS8 164 050-1, hedigrey 8374 RSD 1645-2, hedigrey 8374 RSD 1645-2, hedigrey 8374 RSD 1645-3, comparisms shipe 8376 SSB 860 CS2-7, DAVATAS, yellow 82776 SSB 860 CS2-7, D	C70.00 C95.00 C75.00 C7
64009-1 DB TIN sleeper, blue	SSSS DR 133 365 0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63073 BS64 U2 000 Brail-Chem, green/yellow 72502 FS E444.035, blue/grey 62584 FS E444.035, blue/grey 62584 FS E444.035, ned/grey 72502 FS E444.035, ned/grey 72502 FS E444.035, ned/grey 72502 FS E444.035, ned/grey 72502 FS E444.035, ned/grey 72503 FS E445.035, ned/grey 72503 FS E4450, ned/grey 72503 FS E4	C70.00 C95.00 C75.00 C7
44187 DBAG Saggape, two tone grey, 187	\$3500 DR 112 385-0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 10905 shawnine 4-6-2, black (Esu Lokoun 83673 BS64 LD 4005 Shall-Chem, graen/yellow 83673 BS64 LD 4005 Bookupres 72562 FS E444 505, blavelgrey 82584 FS E444 50, nedigrey 82584 FS E444 51, nedigrey 82584 FS E444 51, nedigrey 82584 FS E444 51, nedigrey 82587 FS E305 DAT, nedigrey 82581 FS E305 DAT, nedigrey 82582 DBS 1014 005-1, nedigrey 82582 BBS 1014 005-1, nedigrey 82582 BBS 805 DBS 116 005-1, nedigrey 82582 BBS 805 BBS 116 005-1, nedigrey 82582 BBS 805 BBS 1014 005-1, nedigrey 82582 BBS 805 BBS 116 005-1, nedigrey 82592 BBS 805 BBS 805 BBS 116 005-1, nedigrey 82592 BBS 805 BBS 805-1, nedigrey 82592 BBS 805-1, ne	C70.00 C95.00 C75.00 C7
45235 DBAG 1st; Vikinpler, bluelpiny. CSS.00 45278 DBAG 1st Bod Restaurant, ICE colours. CSS.00 45283 DBAG 1st Bod feet borne green/grey es silverlish 1:87 £24.00 (6) 45485 DBAG 2nd Steven has tone green/grey. 696-00 (32.00 (4) 45485 DBAG 2nd Steven has tone green/grey. 696-00 (32.00 (4) 45491 DR 3rd Recess door, green. CSS.00 44551 DR 3rd Recess door, green. 44500 DR 3rd Land CSS.00 (2) 44591 DRG GPCST (etc.), clientopy, green, reduced price. C36.00 (2) 44591 DRG 6eh Baggage with Copola, green. 520.00 (2) 45494 DRG 6eh Baggage with Copola, green. 520.00 (2) 45494 DRG 6eh Baggage with Copola, green. 520.00 (2) 45497 DRG 6eh Baggage with Copola, green. 520.00 (2) 45497 DRG 6eh Baggage with Copola, green. 520.00 (2) 45497 DRG 6eh Baggage with Copola, green. 520.00 (2) 45497 DRG 8eh Seeper Recommendation for 520.00 44945 DRG 7eles 2nd, green. 520.00 44957 DRG 2nd Countries bluelred panel. 520.00 44957 DR 3rd Countries Copolary (2) 44957 R 3rd Managonigrey. 520.00	SSSC DRI 133 365-0, marcon/tream stripes 7380 DRI V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Stroutures, yellowirshverblue 72502 FS E444.035, bluelgrey 62584 FS E444.53, nedigrey 72602 FS E650 LD 41, requires (Egit yellowirshverblue 72607 FS SS 0-6-0 diesel shurter #067, yellowigrey 73638 NSS 18 2224 decetic, shier 72717 OSS 18 0-6-0 diesel shurter #067, yellowigrey 73630 NSS 18 2224 decetic, shier 72717 OSS 18 0-6-0 diesel shurter #067, yellowigrey 43800 OSS 1614 014-3, nedigrey 43800 OSS 1614 014-3, nedigrey 43800 OSS 1614 004-3, nedigrey 63860 OSS 1116 000-6, ned 72907 PSF 5144-630, diesel, green 63860 OSS 1116 000-6, ned 72907 PSF 5144-630, diesel, green 73794 R2D *MSC 0008 Tain Unit diesel, green/yellow strip 43795 SSS 450 000-7, Nedigrey 63796 SSS 000 000-7, Nedigrey 63796 SSS 000-7, Nedigrey 6	C70.00 C95.00 C75.00
45278 DBAG IntelBord Restaurant, ICE colours 45483 DBAG IntelBord Restaurant, ICE colours 45485 DBAG IntelBord res tone green/grey es silverfish 1:87 (2000 f6) 45485 DBAG INtelBord res tone green/grey (696-00 (2000 f4) 64761 DBAG TISN sleeper, blue, reduced price (256.00 44581 DB 3rd Recess door, green (756.00 44581 DB 3rd Recess door, green (756.00 44580 DBG PGST 6wh, clerestory, green, reduced price (256.00 44591 DBG 3rd Regulage with Cupcia, green (256.00 4591 DBG 3rd 6wh, gondola end, green (256.00 45917 DBG 3rd 6wh, gondola end, green (256.00 46914 DBG 3rd 6wh, gondola end, green (256.00 46914 DBG 3rd Goutherte, blue/red panel (256.00 44450 FS Int. Macconityre, (256.00 44537 FS 2rd Gouthor Burofina, orange, (256.00	SSSS DR 133 385 0, marcon/oream stripes 7380 DR V18 013, marcon/oream stripes 7380 DR V18 013, marcon/oream stripes 62613 BSS4 LD 405 Statis/Chem, green/yellow 63673 BSS4 LD 405 Statis/Chem, green/yellow 72552 FS E444 DS, howlgrey 6258 FS E444 DS, ned/grey 43684 FLPAC 1116 901-8, silver 5351 NS S8 CS-0-0 diesel shunter #367, yellow/grey 7363 NSB TS 2242 deese grey/yellow 43677 NS S8 G-4-0 diesel shunter #367, yellow/grey 7363 NSB TS 2244 deese grey/yellow 43677 NS S8 G-4-0 diesel shunter #367, yellow/grey 73630 NSB TS 2244 deese grey/yellow 6363 NSB TS 2244 deese grey/yellow 6363 NSB TS 2244 deese grey 73630 OSB T041 01-1, ned/grey 63630 OSB T041 01-3, ned/grey 63630 OSB T041 01-3, ned/grey 63630 OSB T045 00-1, ned/grey 63630 OSB T145 OSB Tain Unit diesel, green/yellow 6376 SSB 404 050 HS-8, OSB, blue-birds graphic 6376 SSB 405 050 FS-8, OSB, blue-birds graphic 6376 SSB 805 050 FS, Swits Advert, red/graphics 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 7260 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6376 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6377 SSB SSB De44 x 2 + midl 2nd + midl To22nd set, green 6377 SSB SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB SSB De44 x 2 + midl 2nd + midl To22nd set, green 6378 SSB SSB De44	C70.00 C95.00 C75.00 C7
45485 DBAG 2nd others two tone green/grey. 896-09 832.00 (4) 44951 DBAG TBN sleeper, blue, reduced price C56.00 44951 DB 3rd Recess door, green. 155.00 44951 DB 3rd Recess door, green. 155.00 44951 DBG PCST West, interestory, green. reduced price. 636.00 (2) 44951 DBG PCST West, interestory, green. 155.00 44951 DBG Self Baggage with Cupcia, green. 155.00 4541 DBG Self Self Self Self Self Self Self Self	SSSS DR 133 35-0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Loksour 63673 BSS4 LD 400 Striper, green/yellow 72502 FS E444.005, blue/grey 62584 FS E444.51, ned/grey 72502 FS E444.005, blue/grey 62584 FS E445.51, ned/grey 73603 RSS 8-6-2 diesel strutter #067, yellow/grey 73603 RSS 18 2224 deceld, salver 82511 RS 2242 deceld, salver 72517 OSS 8-0-4-0 diesel strutter #067, yellow/grey 73603 RSS 18 2224 deceld, salver 72517 OSS 1004 1004 DR 1004 72510 COSS 1040 2011-5, carapigine/ Exd 6d 9161400, S0 72500 OSS 1040-20, CSS 1444 LD 1444 72510 SSS 400 E024 T, Selest Advert, red/graphics 62705 SSS 400 E024 T, Selest Advert, red/graphics 62705 SSS 400 E024 T, Selest Advert, red/graphics 62705 SSS 8-00 E024 T, Selest E024 T, Selest E024 E024 T, Selest E024 E024 E024 E024 E024 E024 E024 E024	C70.00 C95.00 C75.00 C76.00 C7
64FE1 DBAG TBN steeper, blue, reduced price C\$5.00 44551 DR 3nd Recess door, green, advanced price C\$5.00 44550 DR Twin unit 2nd, 6sh clarestory, green, reduced price C\$6.00 (2) 44510 DRG PCST (with, clarestory, green, 2000 (2) 44510 DRG Swit Baggage with Cupcia, green C\$0.00 (2) 45440 DRG Swit Baggage with Cupcia, green C\$0.00 (2) 45440 DRG Swit Baggage with Cupcia, green C\$0.00 45477 DRG 3rd 6wh, gondola end, green C\$0.00 45477 DRG 3rd 6wh, gondola end, green C\$0.00 44547 DRG 3rd 6wh, gondola end, green C\$0.00 44547 DRG 3rd 6wh, gondola end, green C\$0.00 44547 SS 2rd Countries, blue/red panel C\$0.00 44547 RS 2rd foorkor Eurofina, orange, C\$5.00	SSSS DR 132 365 0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63073 BS64 U2 000 Streamline 4-6-2, black (Esu Lokour 63073 BS64 U3 000 Streamline 4-6-2, black (Esu Lokour 63071 BS64 U3 000 Strolly ms, yellow/salverblue 72502 FS E444.005, blue/grey 62584 FS E444.005, blue/grey 62584 FS E445.005, blue/grey 62584 FS E445.005, blue/grey 62584 FS E445.005, blue/grey 62584 FS E445.005, blue/grey 62585 FS E242 deese, grey/silice 63511 FS E242 deese, grey/silice 63511 FS E242 deese, grey/silice 6351 FS E242 deese, grey/silice 6351 FS E244 Blue/Grey 6350 FS FS E445.005, radigle/grey 6350 FS	C70.00 C95.00 C75.00 C76.00 C7
44586 DR Twin unit 2nd, 6uh clerestory, green, reduced price \$ 256.00 (2) \\ 445910 DRG PCST 6uh, clerestory, green. \$ 25.00 (2) \\ 445910 DRG Sen Baggage with Cupcia, green \$ 25.00 (2) \\ 45446 DRG Pikes steeper, marbon. \$ 25.00 (2) \\ 45446 DRG Pikes steeper, marbon. \$ 255.00 \\ 45477 DRG 3rd 8uh, gondola end, green. \$ 200.40 \\ 45477 DRG 3rd 8uh, gondola end, green. \$ 255.00 \\ 45474 DRG Pikes Znd, green. \$ 255.00 \\ 44574 DRG Simper Pikes, marbon, epill. \$ 256.00 \\ 44574 FS 1nt. Marbon/prey. \$ 256.00 \\ 44537 FS 2nd foundor Eurofinsa, orange. \$ 255.00 \\ 455.00 \\ 44577 FS 2nd foundor Eurofinsa, orange. \$ 255.00 \\ \$ 255.	SSSS DR 133 365-0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokacus 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokacus 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokacus 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokacus 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokacus 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokacus 72502 FS E444.035, bluelgrey 62584 FS E444.53, nedigrey 72602 FS B605 DR, transchiefight grey 43684 HLPAC 1116 901-8, silver 82511 NS 2242 deset, greyl yellow 43671 NS Sia 0-4-0 dieset shurter #067, yellowigrey 73638 NSB 18 2224 deset, silver 72107 OBB 1014 001-1, nedigrey 43600 OBB 1014 001-1, nedigrey 43600 OBB 1014 001-1, nedigrey 43600 OBB 1014 001-2, nedigrey 43600 OBB 1014 001-2, nedigrey 43600 OBB 1014 001-3, nedigrey 43600 OBB 1014 001-3, nedigrey 43600 OBB 1014 001-3, nedigrey 43790 SBB 400 001-7, Nedigrey 63794 SBB 400 001-7, Nedigrey 63794 SBB 400 001-7, Nedigrey 63795 SBB 400 001-7, Nedigrey 63795 SBB 400 001-7, Nedigrey 63795 SBB 840 0	C70.00 C95.00 C75.00 C7
44510 DRG PGST (with, cliented by, green	SSSS DR 133 365 0, marcon/tream stripes 7380 DR 118 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 63673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 63673 BSS4 LD 400 Strollories, yellowirshverblue 72562 FS E444.035, bluelgrey 62584 FS E444.035, hedigrey 72562 FS E444.035, nedigrey 72562 FS E444.035, nedigrey 73662 FS E445.035, nedigrey 73664 FS E445.035, nedigrey	C70.00 C95.00 C75.00
44541 DRG Sain Baggage with Capolia, green \$20,00 (2) 45446 DRG Pikes steeper, marcon \$15.00 45477 DRG Said Sain, gordola and, green \$69-99 (12.00 4289A DRG Pikes 2nd, green \$12.00 44914 DBS 2nd Countries, blue/red panel \$26.00 44452 DSG Steeper Pikes, marcon, epill. \$18.00 44756 IS 1nd Marcon/Igny \$20.00	SSSS DR 133 355-0, marcon/toneam stripes 7380 DR V18 013, marcon/toneam 62163 DRS 01 1090 streamline 4-6-2, black (Esu Loksour 63673 BS64 LD 3005 BushChem, green/yellow 72502 FS E444.005, blue/grey 62584 FS E443.035, heligrey 62581 FS E355 GH, razpoine/light grey 62581 FS E355 GH, razpoine/light grey 62581 FS E3524 dectric, shier 62717 FS SR 0-4-0 diesel shurter #067, yellow/grey 6258 FS B 1044 001-3, heligrey 62580 CSB 1014 014-3, heligrey 6258 SSB 406 CSB -1, heligrey 6279 SSB 406 CSB -1, heligrey 6279 SSB 406 CSB -2, SSB Advert, red/graphics 6279 SSB 406 CSB -2, SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB Advert, red/graphics 6279 SSB Add 6 811458, green 6300 SSB CSB 050 SSB	C70.00 C95.00 C75.00 C7
45677 DRG 3rd 6wh, gondola end, green 629-00 112.00 4291A DRG Place 2nd, green 112.00 44914 DSB 2nd/Couchente, blue/led panel 128.00 44452 DSG Sleeper Piles, maroon, epill. 128.00 4450 FS 1nd. Maroon/prey. 128.00 4450 FS 1nd. Maroon/prey. 128.00	SSSS DR 133 385 0, marcon/oream stripes 7380 DR V18 013, marcon/oream stripes 7380 DR V18 013, marcon/oream stripes 62163 DRS 01 1090 Streamline 4-6-2, black (Esu Lokour 63673 BSS4 LD 400 DS busingrey 72502 FS E444.035, blue/grey 62584 FS E444.035, blue/grey 62584 FS E444.035, ned/grey 72602 FS E444.035, ned/grey 72602 FS E650 AP, program 72602 FS E6503 AP, program 72602 FS E644.037, ned/grey 73602 FS E6503 AP, program 72607 FS SS R0-6-0 diesel shurter #067, yellow/grey 73602 FS E6445 AP, ned/grey 73602 FS E6450, ned/grey 73602 FS E6450 AP, program 73604 FS E6450 AP, program 73605 FS E6	C70.00 C95.00 C75.00 C7
428IA DRG Pikes 2nd, green	SSSS DR 133 385 0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 10905 shawnine 4-6-2, black (Esu Lokacus 83673 BSS4 LD 4005 Shall-Chem, graen/yellow 83673 BSS4 LD 4005 Bull-Chem, graen/yellow 83673 BSS4 LD 4005 Bouldyny 82584 PS 6444.51, redigny 82584 PS 6444.51, redigny 82584 PS 6444.51, redigny 83684 PS 82046 See, greylyellow 83677 NS S8 0-4-0 diesel shunter 8367, yellowigny 73630 NSB 15224 deeps greylyellow 83677 NS S8 0-4-0 diesel shunter 8367, yellowigny 73630 NSB 15224 deeps greylyellow 83677 NS S8 0-4-0 diesel shunter 8367, yellowigny 73630 OSB 1014 001-1, redigny 83630 OSB 1014 001-1, redigny 83764 SSB 860 OS2-7, DAVEAS, yellow 8376 SSB 860 OS2-7, DAVEAS, yellow 8376 SSB 860 OS2-7, DAVEAS, yellow 8376 SSB DAVE 8768, redigne 8376 SSB DAVE 8768 SSB Redigne 8377 SSB SSB Redigne 8377 SSB SSB Redigne 8378 S	C70.00 C95.00 C75.00 C7
445S DSG Siesper Pikes, maroon, epill. \$18.00 44756 FS 1st. Maroon/prey. \$20.00 44637 FS 2nd homitor Eurofina, orange. \$25.00	SSSS DR 133 385 0, marcon/tream stripes 7380 DR V18 013, marcon/tream 82163 DRS 01 1090 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Strollyms, green/yellow 83674 BSS4 LD 400 Strollyms, green/yellow 83675 SSS 600 DR 1, redgings 82581 BS 6444.51, redgings 43684 HLPAC 1115 901-8, silver 83671 NS Six 0-4-0 diesel shunter 8367, yellow/grey 13638 NSB 18 2324 deselve, silver 83671 NS Six 0-4-0 diesel shunter 8367, yellow/grey 13630 NSB 18 2324 deselve, silver 83671 NS Six 0-4-0 diesel shunter 8367, yellow/grey 13630 NSB 18 2324 deselve, silver 82171 OSB 1014 005-1, redgings 43800 OSB 1014 005-1, redgings 43800 OSB 1016 005-1, redgings 43800 OSB 1045 20, orange/orean shipe 83800 OSB 1045 20, orange/orean shipe 8380 OSB 1045 20, orange/orean shipe 8380 SSB 1045 20, orange/orean shipe 8380 SSB 840 OSC 103A, black-birds graphic 8383 SSB De44 2 2 + mild 2d- mild 1502 SSB De44 84 22 + mild 134 + mild 1502 SSB De44 82 84 MSB 64 85 86 86 80 82 80 80 80 80 80 80 80 80 80 80 80 80 80	C70.00 C95.00 C75.00 C7
44736 FS 1st, Marconigrey. C36.00 44637 FS 3nd/conidor Eurofima, orange. C36.00	SSSS DR 133 385 0, marcon/tream stripes 73800 DR V18 013, marcon/tream 82163 DRS 01 1090 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 83673 BSS4 LD 400 Strolly ms, yellow/salverblue 73582 FS E444 SSS, blavelyrey 82584 FS E444 SSS, blavelyrey 82584 FS E444 SSS, blavelyrey 83681 FS E445 SS, reddyney 83682 CSS FS E445 SS, reddyney 83682 FS E445 SS, reddyney 83683 FS E4455 SS, reddyney 83683 FS E4455 SS, reddyney 83683 FS E4455 SS, reddyney 83683	C70.00 C95.00 C75.00 C7
44637 FS 2nd conidor Eurofima, orange. C26.00	SSSS DR 133 365 0, marcon/tream stripes 7380 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63073 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 63071 BSS4 LD 400 Streamline 4-6-2, black (Esu Lokour 63071 BSS4 LD 400 Strollogres, yellowisherblue 72502 FS E444.035, bluelgrey 62584 FS E444.035, hedigrey 72602 FS E644.035, nedigrey 72602 FS E645.31, nedigrey 73603 RSS 18 2224 decel, greylyellow 73611 RS Six 0-4-0 diesel shurter #367, yellowigney 7363 RSS 18 2224 decel, shiver 72117 OSS NSS 18-2-54 deceld, shiver 72117 OSS NSS 18-2-54 deceld, shiver 72117 OSS NSS 16-2-0 diesel shurter #367, yellowigney 73600 OSS 1040 OS-1, nedigrey 73600 OSS 800 OSS 1, nedigrey 73600 OSS 800 OSS 7, nedigrey 73600 OSS SSS 400 OSS 7, Nedigrey 73600 OSS 0SS 0SS 0SS 0SS 0SS 0SS 0SS 0SS 0	C70.00 C95.00 C75.00 C7
	SSSS DR 133 385 0, marcon/tream stripes 73800 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63673 BS64 LD 4000 Bouldress, green/yellow 63671 BS64 LD 4000 Bouldress, green/yellow 72562 FS E444.035, bluelgrey 62584 FS E444.035, bluelgrey 62584 FS E445.35, nedigrey 72603 FS E605 D47, marquoiseflight grey 43684 HLPAC 1116 901-8, silver 52511 NS S8 0-6-0 diseal shunter K367, yellowigrey 73603 NSB 18 2224 describt, silver 72517 OSS NSB 16 2224 describt, silver 72517 OSS NSB 16 2224 describt, silver 72517 OSS NSB 16 1040 051, nedigrey 43600 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 010-1, nedigrey 43600 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 010-1, nedigrey 43600 OSB 1116 000-6, ned 72501 PSSS 840 000-2, Silves Advert, mid-psphics 6360 OSB 1116 000-6, ned 72501 PSSS 840 000-2, Silves Advert, mid-psphics 6360 SSB 640 000-1, Seles Advert, mid-psphics 6360 SSB 640 000-2, Silves Advert, mid-psphics 6360 SSB 000-000-8, Silves Advert, mid-psphics 6360 SSB 000-41 × 2 × mid-2nd + mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-psphics 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, selection 6360 SSB 0000-000-8, Silves Advert, selection 6360 SSB 000-000	C70.00 C95.00 C75.00 C7
	SSSS DR 133 385 0, marcon/tream stripes 73800 DR V18 013, marcon/tream 62163 DRS 01 1090 streamline 4-6-2, black (Esu Lokour 63673 BS64 LD 4000 Bouldress, green/yellow 63671 BS64 LD 4000 Bouldress, green/yellow 72562 FS E444.035, bluelgrey 62584 FS E444.035, bluelgrey 62584 FS E445.35, nedigrey 72603 FS E605 D47, marquoiseflight grey 43684 HLPAC 1116 901-8, silver 52511 NS S8 0-6-0 diseal shunter K367, yellowigrey 73603 NSB 18 2224 describt, silver 72517 OSS NSB 16 2224 describt, silver 72517 OSS NSB 16 2224 describt, silver 72517 OSS NSB 16 1040 051, nedigrey 43600 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 010-1, nedigrey 43600 OSB 1040 011-5, chargleying (Ld Ed #161400) 50 72500 OSB 1040 010-1, nedigrey 43600 OSB 1116 000-6, ned 72501 PSSS 840 000-2, Silves Advert, mid-psphics 6360 OSB 1116 000-6, ned 72501 PSSS 840 000-2, Silves Advert, mid-psphics 6360 SSB 640 000-1, Seles Advert, mid-psphics 6360 SSB 640 000-2, Silves Advert, mid-psphics 6360 SSB 000-000-8, Silves Advert, mid-psphics 6360 SSB 000-41 × 2 × mid-2nd + mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-psphics 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, mid-1 filves Advert, selection 6360 SSB 000-000-8, Silves Advert, selection 6360 SSB 0000-000-8, Silves Advert, selection 6360 SSB 000-000	C70.00 C95.00 C75.00 C7

ΙĿ	L: 01	191	41	33389	
45	218.1 FS 1st	Eurofin	a, green	igrey	630.00
				te stripe, white-root	E30.00 624.00
64	660 PS 2nd/I 125 Mittelltry	изви (5)	s, orange wissi TEE	Panorama, red/ov	
42	18 NS 1st pk	n D; blue			00.873
44	222 068 4w 645 068 1st	h Bagga Ded re	ge, epill, ohlusi	green	00.00 (2 00.003
44	652 OBB 1st	Amoz,	orange		622.00
- 44	665-068 1st	, red/bk	s		£30,00 (2)
	666 068 2n 668 068 2n				(30 00 02)
- 44	850.1 088-2	hd/Con	dor, red	black	E30.00
40	RR Roole had	Nisteegr stanse fo	, blue /bl	ue roof/white stripe preyhed doors	£30.00
42	38 SBB 2nd	mkā, gr	en/sarly	logo	£18.00 (7)
42	39 588 2nd 40 588 Book	mkli, gre a banca	en/sarly	logo	© 00.813
- 44	269 SBB mk	N 2nd F	amily, gr	een grey childrens	logo 1:100620.00
- 64	320 SBB 1st	erkil, ta	o tone g	rey's/iver doors	£24.00 (4)
	324 SBB 2nd 333 SBB Box				620.00 (S)
44	334 SBB Stx	ort bogie	baggag	e, green/grey	£18.00 (3)
	335-SBB PT 336-SBB mk			arly togo syfieddy bear graph	E20.00 (3) ics 1:100
- 64	337 588 1st	(2nd mk	J, green	fatte logo	(4) 00.813
44	438 SBB PT 193 SBB Bo	T, green	fate logo	an lease	622.00 (4) 625.00
- 64	341 SBB 1st	Comfor	t, mkd., g	reen/turquoise strip	e 622.00
- 44	466 SBB 3rd	heavy i	veight, g	reen	£25.00 (4) £18.00 (4)
	472 588 2nd 773 588 mk			h parto, redigrey 1	
44	495-SBB 1st	mkil, bi	ack/blue	green stripe/yellow	doors \$22.00
44	655 SBB 314	aruouch s/Counts	ette, blue ette, Eur	y'unite stripe ofma, blue	620.00 622.00 (2)
- 44	730 SBB 2nd	1 Seet 10	kondola r	ends, green	
	731 SBB 1st 768 SBB 1st				630.00 (2) 06.600 regeración
44	771 588 1st	IC two t	tone grey	/white stripe/red do	075
- 44	875-SBB Din	er, heav	y weight.	brown	630.00
44	883 SBB 1st 883.2 SBB 1	st mkN, g	reenigre areen/a	NV.	E35.00 E35.00
- 44	884 SBB 2nd	f mkfV, g	premipre	Ŋ	637.00
				digrey + Panto reenigreyited face.	
45	073.1 SBB S	leeper, I	blebug	ile stripes Moon-S	tars Graphic
45	097 588 195	12nd her	pryweigh	t. green	630.00
				e, green/grey/Bicyc lue/red-doors	le logo E20.00 E48.00
45	462 588 2nd	D Deck	c, blue/wi	hite/red doors	PH 00:000 H
				white/red doors white/red doors	20 00 000 050 00
67	841 SBB 2nd	d mikTV, g	preven/gre		
.74	565-SBB 1st	mkill, bi	ueigreen	/black	C18.00
74	566-588 2nd 570-588 1st	Ond mk	il. green	gold doors, moder	1 logo (35.00 (7)
74	572 SBB 2nd	f mkll, g	reen/gok	doors, modern log	0.3630
				f doors, modern loj igreen/black, +blke	
42	38A SBB 2N	5/com/b	rt, eskit, y	pre/turquoise line/	erly logo620.00
40	415 S08 PT	T, green	/early log	pose consider	\$18.00 \$24.00
44	857 SNC8 1:	et/furefi	ma, oran	nge, corridor ge, corridor	624.00
- 44	080 SNOF LA	Capito	ie x 4 co	ch set, maroon/gre V. green/silver	£150.00
44	602 SNCF 2:	nd/Coud	hetsi DE	X, greenswer X, blue/grey	£24.00 (2)
.44	603-SNCF 2:	nd DEX.	green		624.00
	604 SNCF 2:			V, blue grey	£24.00 £24.00
- 64	607 SNCF 1s	st/Smd D	€V, gree	n.	624.00
44	608 SNCF 2: 609 SNCF 2:	nd DEV.	green/gr	By	£24.00 £24.00
. 44	610-SNCF 1s	st DEV. (preen		624.00
44	611 SNOF 1s	st DEV, s	dd/neerg	W	624.00
44	612 SNOF 1: 614 SNOF 1:	ir Caprii st/Baosi	se, maro soe DEV.	green/shver	(35400 g) (24.00
44	618 SNCF R	edayar	e DEV, n	d/silver	
44	622 SNCF F	TS Train FTS Sw	Special in Source	DEV, orange/silver . sl DEV, orange/silve	£24.00 (2) £24.00
44	624 SNOF 1s	stilling 0	EV, gree	n_	624.00
45	203-SNCF 1s	st/Smd D	EX, blue	gwy	624.00 6 624.00
45	603 SNOF 2:	nd/Bagg	pige, gree	ey/Light green strip en/grey	
54	236G SNCF	1st/Con	idor, Eur	ofima, orange/grey	stripe 022.00
				coach, green	690-00 (25.00 (4) 630.00
64	122 TKAB Po	olar Expri	ess žnářt	ikur black + Panoran	nic, greenitream . 658.00
	161 AAE BM 852 BLS Boy			Capacity san, white	£32,00 (4) £18,00
	622 BLS E st				68.00
42	067 CFL 4wf	tanker	Out", si	ver, eptil	\$10.00 C9.00
	327 CFL Us			ane Edi	E42-00 (210:00 (2) (20:00 (3) (0) (4)
47	327 CFL van				\$14,00 E13.00 (4)
	130 Circus V 250 CSD Stv	Wkams-			£75.00
56 46	250 CSD 9N 201 DB 22.5	Wilams - ort grave bogie to	ii hopper arker with	baunite	675.00 612.00 cream COWL622.00
56 46 46	250 CSD Shi 201 DB 22.5 097 DB 4wh	Wilams - ort grave bogie to covered	il hopper orker with I van 'Kul	, bauxite	675.00 612.00 cream COWL 622.00 pll 614.00 (9.00 (2)
56 46 47	250 CSD 9h 201 DB 22.5 097 DB 4wh 458 DB 4wh yellow'b	Williams - ort grave bogie to covered High Co Aue	il hopper snker with I van 'Kul pacity W	, bauvite h COWL, light grey, ba Imperiar , grey, e an, Cargo waggon,	675.00 612.00 cream COWL 622.00 pll 614.00 (9.00 (2)
55 45 47 47	250 CSD Shi 201 DB 22.5 097 DB 4wh 458 DB 4wh yellow'b 99W DB 4wh	Williams - ort grave bogie to covered High Ca Aue LWB st	il hopper siker with I van 'Kul pacity Vi take with	, baunite h COWL, light grey, ba Imperial , grey, e an, Cargo waggon, Roco 30" cort	C75.00 \$12.00 Cream COWL \$22.00 pill \$44.00 (3.00 (2) sheet \$25.00 (3) \$44.00 (30.00
56 46 47 47 47	250 CSD Shi 201 DB 22.5- 097 DB 4wh 458 DB 4wh yellow'b 99W DB 4wh 473 DB Bogi	Williams - ort grave bogie to covered High Ca fue LWB st ie Eacs o	if hopper orker with I van 'Kul pacity Vi take with open ,bro	, bauvite h COWL, light grey, ba Imperiar , grey, e an, Cargo waggon,	C75.00 C78am COWL E22.00 pill E44.00 53.00 (2) silveri C15.00 (3) E44.00 53.00 (3) C15.00 (3)
名を存む むななな	250 CSD Shi 201 DB 22.5 097 DB 4wh 458 DB 4wh yellow'b 99W DB 4wh 473 DB Bogi 820 DB Bogi 473 DB Bran	Williams - ort grave bogie to covered High Co fue LWB st ie Eacs o ie tanker oft twin o	il hopper snker with I van 'Kul pacity Vi take with open ,bro , grey	baukite h COWL, light grey, ba imperiar , grey, e an, Cargo waggon, Roce 30' cont. wm, packed waste grey	\$75.00 (22.00 orwan COVIL \$22.00 orwan COVIL \$22.00 organ COVIL \$22.00 organ COVIL \$22.00 organ COVIL \$20.00
名称のなな なかかか	250 CSD Sh 201 DB 22.5 097 DB 4wh 458 DB 4wh yellow'b 99W DB 4wh 473 DB Bogi 820 DB Bogi 473 DB Bran 918 DB Carg	Williams - ort grave bogie to ouvered High Co Aue	if hopper anker with I van 'Kul pacity Vi take with open ,bro . grey illo, light Bogie O	, bauvite h COVIL, light grey, ba limperial , grey, e an, Cargo waggon, Roco 30' cont. wm, packed waste grey OWL wagon, red	CTS.00
2442 5548	250 CSD Shi 201 DB 22.5 097 DB 4wh 458 DB 4wh yellow/b 99W DB 4wh 473 DB 8ogi 473 DB 8ogi 473 DB Bran 918 DB Carg 8 Cargo Bogi 8 Cargo Bogi	Williams - ort grave bogie to oovered High Co Aue	if hopper inker with twen 'Kul pacity W take with open Joro grey sito, light Bogie O erpeulin	baukite h COWL, light grey, ba imperiar , grey, e an, Cargo waggon, Roce 30' cont. wm, packed waste grey	\$75.00 \$72
2008 A 40 40 40 40 40 40 40 40 40 40 40 40 40	250 CSD SN 201 DB 22.5 097 DB 4uh 458 DB 4uh yelkow'b 99W DB 4uh 473 DB 8ogi 473 DB 8ogi 473 DB 8ogi 473 DB 8ogi 620 DB 90 85 Cargo Bogi 8 Cargo Bogi 8 Cargo Bogi 8 Cargo Bogi 8 Cargo Bogi 8 Cargo Bogi 8 Cargo Bogi 9 Casa 4uh at 2014 DB Cor	Williams - ont grave bogie to obvered High Co fue LWB st ie Eacs o ie tanker odt twin s to 6 axle ie Coil To triker, wit t wagon	ii hopper inker with I van Yui pacity Vi take with open Joro , grey , sito, light , Bogie O arpaulin v hite , Eurocop	, bauuble, h COWL, light grey, ba limperial , grey, e an, Cargo waggon, Roce 30" cont. win, packed waste grey Orel, wagon, red wagon, red cher, white	\$75.00 \$12.00 cream COWL \$22.00 pill \$44.00 \$3.00 \$2 pillent* \$15.00 \$3 \$49.00 \$3.00 \$18.00 \$2 \$18.00 \$2 \$18.00 \$2 \$15.00 \$2 \$
2444 4484400XX	250 CSD Sh 201 DB 22.5 097 DB 4ah 458 DB 4ah yellowb 999 DB 4ah 473 DB 8og 473 DB 8og 473 DB Sog 473 DB Sog 820 DB Sog 870 DB S	Williams - ont grave bogie to obvered High Co fue LWB st ie Eacs o ie tanker ob twin s to 6 axle ie Coil To triker, wit t wagon t wagon	ii hopper inker with I van Yui pacity Vi take with open Jore , grey , grey , Bogie O arpaulin v hite , Eurocop , MAN, y	, bausite in COWL, light grey, ba lingerial , grey, e an, Cargo waggon, Roce 30' cont. wm, packed waste grey OWL wagon, red wagon, red poor, withe effor	\$75.00 (200 covam COW), \$22.00
2445 55848855 54888	250 CSD Shi 201 DB 22.5 097 DB 4ah 458 DB 4ah yellowb 99W DB 4ah 473 DB 8og 473 DB 8og 473 DB 8og 6 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 DB Casp 8 Casp 8og 9014 DB Cor 9013 DB Cor 900 DB 6C b	Williams - ort grave brogie to ouvered High Co fue - LWB st e Elacs o e tanker ob take e Coll To triker, wi ti wagon ti wagon ti wagon toogie tan	il hoppin inker with I van 'Kul pacity Vi take with open Joro , grey , grey Bogie O sepaulin vi hou Eurocog t MAN, y Plosenb ker with	, bausite + COWL, light grey, to limperial, grey, e an, Cargo waggon, Roce 30" cont	\$75.00 \$75
2445 55004400088844	250 CSD Sh 251 DB 22.5 257 DB 22.5 267 DB 44h 458 DB 44h 473 DB 80g 850 DB 80g 473 DB 80g 850 DB 80g 873 DB 80g 873 DB 80g 874 DB 80g 875	Williams - ort grave bogie to oovered - kue	il hopper inker with I van 'Kul pacity Vi take with open Joro , grey sito, light Bogie O erpaulin v hite Eurocop : MAN, yr Rosenth ix twin sit	basilite to COWL. light grey, to imperiar, grey, to imperiar, grey, to imperiar, grey, to an, Cargo waggon, Roce 30° cont. wwn, packed waste grey cont. wagon, ned wagon, ned color, white above autor, white wagon, white to wagon, white	E75.00 cream COWL
56 46 40 40 40 40 40 40 40 40 40 40 40 40 40	250 CSD Shi 201 DB 22.5 097 DB 4ah 458 DB 4ah yellowb 99W DB 4ah 473 DB 8og 473 DB 8og 473 DB 8og 6 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 Casp 8og 8 DB Casp 8 Casp 8og 9014 DB Cor 9013 DB Cor 9003 DB Cor	Williams - ort grave bogie to oovered High Co Aue	il hopper inker with I van 'Kul pacity Vi take with spen Joro , grey sito, light Bogie O arpaulin v tate Eurocop i MAN, yr Rosenth ker with a twin sit here wag	bausite to COWL, light grey, to a Imperiar, grey, to a Imperiar, grey, to an Cargo waggon, Roce 30" core, wen, packed waste grey OME, waggon, red store, white store, and COWL, light greyin to waggon, with to waggon, whith or, white	\$75.00 \$75
56 46 40 40 40 40 40 40 40 40 40 40 40 40 40	250 CSD Sh 250 CSD Sh 257 DB 4sh 458 CS 4sh 99N DB 4sh 473 DB Sogi 850 DB Sogi 473 DB Sogi 850 DB Sogi 850 DB Sogi 850 DB Cor 250 DB Cor 2	Williams - ort graw bogie to ooverred High Co Aue 1 LWB st e Ease o e tanker dt bwin no 6 axle e Coil Tother, with the wagon the wa	if hopper inker with I van Kul pacity VI take with open Joro , grey Bogie D Bogie S Eurocog MAN, yo Flotenb ker with a twin sil hogie Re Bogie Re Bogie Re	bausite to COWL, light grey, to a Imperiar, grey, to a Imperiar, grey, to an Cargo waggon, Roce 30" core, wen, packed waste grey OME, waggon, red store, white store, and COWL, light greyin to waggon, with to waggon, whith or, white	\$75.00 \$72

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See website for full list of Roco and other manufacturers, plus our ever popular Budget Modeller Specials Section.

45379 DBAG Kombinaggon with Danone Swapbody.
DBAG Long Bogie Plat with DHL cont (MBMO Exclusive).
66473 DBAG LWB 4wh stake with MB 'G' wagon + Kubel wagon.

Jeep Red Cross)... 44048 DBAG Quarzwerke 4wh dosed hopper + 2 x twin silo wagon

47017 DBAG Hupac with KheKig Artic trailer.

grey.....

L231111 DB 4sh Stake Ferry wagon, brown epill. L225071 DB 4sh tanker, grey, epill. L225091 DB ARAL, 4sh tanker, white/blue.

2353/15 68 middle tigping open with brake platform, brown, epiV. 2000 level rolling road wagons (pair). 12000 DB Saales it but level rolling road wagons (pair). 1235/16 DB Sahmmis Boyle Rat with 6 is side load. 1230000 DB Srow Rough (ex tub tender), green/aid plough.

L235-99 DR Bogle Tanker Hygore Ag, grey L235-990 DR Bogle Tanker ZZwr, grey L235-990 DR Kallen fliwh briter, grey, epil L221-900 DR Porter Boer van, black L225-900 DR Stock van with brake house, brown, epill L235-900 DR Stock van with brake house, brown, epill

L235104 DRG Atona Stock van with brake house, brown, epil....

L23300 DRG Rish van, white, epil 1000
L235400 DRG Rish van, white, epil 1000
L235400 DRG Rish van with braker, shverlwhitelibrange, epil 11600
L235000 DRG Oppein van with braker, shverlwhitelibrange, epil 1600
L225000 DRG Oppein van with braker hut, brown 6000
L225570 EW Lang bogie cannar colv wagon, yellow 9000 L235772 EW Lang bogie cannar colv wagon, yellow 9000 L25000 L25000

L224431 DBAG Bogle Eacs open, brown.... L235480 DR 6wh Shell tanker, yellow, epil...

L235490 DR 6wh tanker Heyden Ag, grey

L221905-ORB E Wash steel open, brown .

L220015 OBB low level transport wagon. L220015-1 OBB low level transport wagon. L221705 OBB Wood open Villach Holz, epill, brown 20090 SBB 2 x Hupac rolling road, blue 20250 SBB Welacher Kies twin tub gravel carrier...

£1200 £1000

£1600

\$12.00

£1000

E27.00 108.00

£24.00 £25.00

625.00

\$24.00 (3)



plant 900 this on State with balls and	P10.00
4540G SSB Hbis san, Rivella, whitehed/graphic	00.013
4340E SBB Hbis van, smooth side/silver.	
AR168 SSB Heis vn. ELMER Clen, vallow	£12:00
47381 SSB Holcim Bogie Tanker, white-blok = red logo	£18.00
46355 SSB Hupec Derzas Artic trailer	£25.00
76343 SBB Hupac Support Coach + 3 x Hupac, grey	£95.00
47016 SBB Hupac with 2 x FORY Swapbody	627.00
46585 SBB Hupac with 2 x Giszendamer Swapbody (Aku Model)	
46371 SBB Hupac with 2 x Jacky Maeder Swap Body	627.00
47371 SBB Hupac with 2 x Jacky Maeder Swapbody	627.00
46578MB SBB Hupac with 2 x Muhlebach Swapbody (Aku Model	E30.00
46369 SBB Hupac with 2 x Planter Swap Body	627.00
46561 S88 Hupac with 2 x PlanzerSwapbody	627.00
47531 SBB Hupec with 2 x SEWN Swapbody	627.00
47015 SBB Hupac with Neuhaus Artic Trailer	£27,00 (2)
44311/46353 SBB Hupac with Novetrans Artic Trailer	£27.00 (3)
47402.2 SBB Juracement Bogle Hopper, brown	
47402.2 SBB Jurcime Cornaux bogie gravel hopper, brown	C18.00
47790 SBB Ks stake with lony chassis load	£16.00
47409 SBB Poerfland Cement bogle hopper, brown	£16.00 (2)
49648 SBB Side-roof van, Rupperswill, white/brown	£14.00
46321 SBB stake wagon, brown/grey	210.00
46323,11 SBB Stake wagon, grey (special)	214.00
47533 SBB Vetro Recycling, 4sh hopper, brown. 67084 SJ 4 x Bogle ORE hopper, brown.	£14.00
47020 SJ Hupac with 2 x Volvo Cont	£27.00
46054 SNC8 Hupec with Novatrans artic trailer	
46161 SNCF Gbs LWB 4wh van, brown/silver door	00.013
46449 SNCF Gbs van, brown/silver vent covers, white stripes	£14.00
46364 SNOF Hupac (SEQI) with Novatrans Artic Trailer	
46370 SNCF Hupac with Guyon Artic trailer	£25.00
46311C SNOF Hupac with Malentein Artic Inteller.	C25.00 (5)
46377 SNCF Novetrans Hupac with Furet Cont Swapbody	625.00
44311A SNCF Novetrans Hupec with Novetrans Artic Trailer	£25,00 (5)
46374 SNOF SEGI Hupac Danone Artic Trailer	£25.00
46374 SNOF Segi Hupac with Guyon Cont Swapbody	625.00
443110 SNOF SEGI Hupac with Novatrans Artic trailer	(25.00 (2)
45368 SNOF Segi Hupac with Rouch Cont Swapbody	£25.00
44323A SNCF Stock van (Cows), yellow	£14.00
46322A SNOF Stock van, light green	
47833 TLG 4wh gravel hopper, brown	£15:00
44311E Trailstar Hupac with 2 x Antoine swapbody	£25.00
EUROPEAN HOM BEMO METAL	
1294 210 FO HQ3/4 #10, 2-6-0T (DOC Fitted)	2500.00
1293 124 RtiB G2/2 -2/3 #24 Chiavenna Mallet (DCC fitted, no lights?)	\$475.00
BEMO SH	
1260 222 FO Ge44", URL #82, red, digital	
1262 202 FO HGe 4/4" #102, red (as new), digital	
7362 200 FO HGe 4/4, #1071, red +1st+2nd-RhB 2nd + rack 1362 236 FO HGe4/4" #106 "Furkstunne", black	£235.00
1267 202 FO HGm 4/4 #62, deset rack, red	
1271 206 PO Te2/2 #4826, orange	
3252 215 FO 1st A4065, red/white/Glacier Express	£28.00
3288 200 FO AS 4030 Fanorama wagon, red'white	
3288 206 PO AS 4026 Panorama wagon, red/white	
3288 208 FO AS 4028 Panorama wagon, red'white	4-4-4
3298 205 PO AS 4025 Panorama wagon, red'white	£45.00 (2)
3239 211 FO 84001 4wh, red	630.00
3255 224 PO 84264, red/white stripe (short)	£18.00
3255 222 FO 84272, red/white stripe (short)	£18.00 (4)
3259 FO 84264, red/white stripe (short)	£18.00(2)
3266 124 FO 84266, red/white	£25.00
3267 FO B4268, red/white stripe	£20.00
3266 209 FO 84269 Lightweight, red white stripe.	£25.00
3066 FO B4270, red	£22.00 (5)
3258 141 PO D4341 bogie baggage, red	£34.00
3270 FO D4342 bogie baggage, red	£28.00 (2)
3269 203 FO D4345 bogie baggage, red.	£25.00
3288 204 PO Panoramio AS4024, red white	E45.00
3288 206 FO Panoramic AS4026, red white + figures/lights	250.00 (2)
2360 213 FO Uce 4863 Cement wagon, Michrenkopf, silver	£24.00 (2)
	£24.00
2266 140 FO Gb-v 4440 van, brown/silver doors	620.00

1262 554 MGB HGe 4/4" R4, Taschtom, 75yr Glacier Express, re	E PUTEAN
3288 259 MGB AS 4029 Panorama wagon, red'white	£4830
3288-261 MGB AS 4021 Panorama wagon, red'white	
2253 252 MGB Fd4852 4wh gravel carrier, grey	£32:00
7480+ 748830 MOB Crystal Panoramic Express, blue/white	
1259 302 MOB Ge44" #8002, blue/white.	E135.00
1259 313 MOB Ge44" #8003, Kuh-Plakate,black/Questions mark	s£135.00
1259 323 MOB Ge4/4" #8003, Kuh-Plakate, blue/cow graphics.	
1280 302 MOB GDe 4/4 #6002 "Rossiniere", blue/white	
1280 303 MOB-GDe 4/4 #6001 blue/white	£13500
1280 304 MOB GDe4/4 #5004, Interlaken, blue/white	E11000
1281 323 MOB BDe 4/4 #3003 Raikar, blue/white	£165.00
1281 324 MOB BDe 4/4 #3004 Raikar, blue/white	E165.00
1383 331 MOB BCFe4/4", Nostalgic, grey/white, ESU-digital	\$175.00
3267 320 MOS B210 2nd, blue/oream.	£32.00
3267 328 MOB 8208 2nd, blue/oream.	132.00
3267 329 MOB 8209 2nd, blue/oream	\$32.00 (2)
3267 337 MOB B207 2nd, "Marmothes Paradis", green/graphics	£50.00
3268 311 MOB BS251 Golden Pass Panoramic, gold white	\$48.00
3290 311 MOB 8201, 2nd, blue/gream	
	£26.00
3290 312 MOB B202 2nd, blue/oream	£26.00 (S)
3290 312 MOB B212 2nd, blue/oream	£26.00 (2)
3291 303 MOB AB 303 1st/2nd, blue/oream	526.00
3292 317 MOB A107 1st, blue/cream	\$26.00 (S)
7272 300 MOB 4 x Salon wagon CWIL, blue/oream	6225-00
2276 239 MOB Ek609 wood open, brown	\$18.00
2276 310 MOB Ek610 wood open, brown	122.00
2274 333 MOB Gk 513 van, Fanta, whitehed	\$25.00
2275 S27 MOB Hk-v van, Cardinal, yeloow	\$25.00
Priho508 MOB Gk508 van, Rivaliment, white-blue	
2274 313 MOB Gk503 van, Cardinal, yellow/graphics	\$28.00
2274 317 MOB-Gk507 van, Ausoni, blue.	
2274 301 MOB GkS11 van, Swiss Life, whitehed	
2274 319 MOB Gk509 van, Kronenbourg, red	\$25.00
2276 306 MOB Ek616 wood open, brown	E18.00 (3)
22T4 337 MOB Gk 52T van Hazyland, black/yellow	£30.00 (S)
2274 302 MOB Gk502 van BLANK, green/graphics	
2273 304 MOB Gk504 van, brown/silver door.	\$22,00 (2)
2274 327 MOB Gk507 van, Cosp, brown/white	\$22.00 (7)
2274 319 MOB Gk511 van, Henniez, blue/white	\$22.00
2274 318 MOB Gk518 van, Bolsson Riviera, blue	\$25.00 (2)
2273 309 MOB Gk519 van, brown/silver door	\$26.00
2274 328 MOB Gk558 van Bau-Heim, white lyraphics	\$25.00 (3)
2275 527 MOB Hk-V 2897 van Cardinal, yellow	\$3000
7258 130 Bernina Express Start Set: RhB Ge4/4" #625, red +	
4 x coach red/black	6235.00
7258 140 Glacier Express Start set: Ge4/4" #630 'Trun', red.	
	2000.00
(Zimo MXS20N)+ 3 x coach + bogie van jno track)	6200.00
7252 120 Glacier Express Start set: Ge4/4", red + 3 x coach +	
bogle van (no track)	£195.00 (2)
7258 120 Glacier Express Start Set: RhB Ge4/4" #614, red +	
4 x coach, red	£240.00 (2)
1265 122 RhB ABE 4/4 #502, red.	£150.00
1269 122 RhB Abe 4/4 #52, 100Yr Bernina, graphics	£185.00
1266 133 RhB ABe4/4 #43, Bernina, red (Zimo MX620N)	£145.00
1265/2 RhB ABe4/4 #502, red (Zimo MX620V).	
1265 134 FINB ABI44 #504, red	\$135.00
1255 121 RhB Croodle 8411 (DCC Rited), brown	
1255 103 RhB Crocdile #413, brown	\$150.00
1290 118 Rh8 G4/5 108, 2-8-0 (DCC Fitted)	
1257 113 RhB Ge2/4 2/3, orange.	£15000
	£150.00 (2)
1256/1 RhB Ge4/4" #601, Albula (DCC Fitted), green	E11000
1252 122 RhB Ge4/4" #602 Bernina (DCC Fitted), red	£11500
1256/607 RhB Ge4/4" #607, Surselva (DCC Fitted), green	E115:00
1258 606 RthB Ge4/4" #618, Bergun, red	E11000
1258 150 FthB Ge4/4" #620 Zemez, red (Zimo MX620N)	\$125.00
1258 125 RhB Ge4/4" #623, Bonaduz, red	E11000
1259 118 RhB Ge4/4" #640, Vereina, red/graphcs	\$155.00
1059 134 Rhill Ged (2" #544 Radio Rumantisch (DCC Rhad)	£150.00
1259 114 RhB Ge4/4" #544, Viesmann, red/white	£150.00
1060 113 Dell Carl IC at at Destroyle Sales and	
1259 113 RhB Ge4/4" #546, Rhutische Bahn, red	£135.00
1259 137 RhB Ge4/4" #647 Was Lauft graphics (DCC Fitted)	£150.00
1259 139 RtiB Ge4/4" #549 HCB, white/graphics	£185.00
1259 110 RhB Ge4/4" #650 'Kleine Rote', red DOC fitted	£13500
1258 137 FthB Ge4/4" Tits2", red	\$125.00
1255 121 FthB Ge6/6" #411, Crocdile, brown	\$14500
1255 131 RhB Ge6/6" #411, Crocodile, brown (Zimo MX620N)	£14500
1255 122 RhB Ge6/6" #412, Crocdile, brown	\$14500
1254 124 RhB Ge6/6 #704 'Davos', red	£90.00
1254/7 RhB Ge66 #707, Souol, red	£145.00
1255 142 RhB Ge6/6' Crocodile 8412, blue (175 Yr Glacier Expres	
	£100.00
1254/2 RhB Ge6/6" #701, Roetia, green (incorrect/box kd)	
7258 100 RhB Goods set Ge4/4" #821, red + 5 x wagons + traci 1270 122 RhB Te2/2 #72, orange	£245.00 £85.00 (3)
TATE THE RESERVE AND THE PARTY BOX OF THE PARTY AND THE PA	A 803 LBD CS

1270 122 PhB Te22 #72, orange 1274 191 PhB Te22 #91, brown 1274 192 PhB Te22 #91, brown 1274 192 PhB Te22 #92, yellow

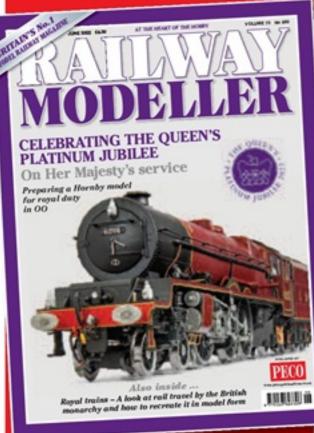
7273 110 RtB Tim2/2 +cement wagon-flat car-oen wagon		2388 148 RHS Halk-gr 5168 Rhazunser, bogie slidewall, graphics.	£36.00
(Zmol/0820).	£145.00	2288123 RhB Halk-qy 5163 Coop Bogie Skidewall Refig van,	
3250 109 RhB Aussichtswagen, 4wh open top with passengers yellow.	£38.00	whitely aphics	240.00
3281 102 Rt B 1st A1272, red/black, Bernina Express	£30.00	2288 138 PhB Halk-qy 5158 or Usego bogie slidewall, silver 2278 123 PhB Halk-v 5103 Bogie Slidewall van, silver (2010)	£34.00 £25.00
3283 128 RhB 1st/2nd AB1518, centre entrance, red/silver strip		2278 113 RhB Hak-v 5103 Valser Bogie Slidewall van, green/white. I	
3271 410 RtB 1st/2nd AB1528, green	£20.00	2278 125 RhB Halk v 5105 Valser Bogle Sidewall van, green/whit	
3253 127 RtB 2nd 82317, red	£30.00		\$26.00(2)
3253 137 RhB 2nd 82317, red Arosa	£30.00	2278 101 FthB Halk-v 5111 Bogie Sidewall van, silver	\$25.00
7272 134 RtB 4 x salonwagon CRWL (1942-192), green/cream.		2298 129 RhB Halk-v 5128 Berno Bogle slidewalf, graphics	
7272 114 RtB 4 x salonwagon CWL reditream.	£175.00 (3)	2288 114 RhB Halk-v 5134 Bogie sliidewall van, HG Commercials. 2288 123 RhB Halk-v 5134 HG Bogie Sliidewall, yellow/white	\$34.00
3232 142 RtB A1102, Historic 4wh gondola end, green	£29.00		\$32.00 (2)
3262 142 RtB A1212, recess door, red	£30.00	2268 131 RhB Halk-v 5161 Calanda Bogie slidewall, white/yellow.	
3261 146 RtB A1216, recess door, red	£30.00	2298 139 RhB Halk + 5169 VOLG bogie slidewall, grey blue stripe.	\$36.00
3282 105 RtB A1239, red 3268 114 RtB A1254, red'silver line	£22.00 (2)	2288 142 RhB Haigq-tyz 5172, Rasselli, bogie slidewall van,	
3368 135 RHB A1255, red	£24.00	white/graphics	236.00
3268 116 RtB A1256, red'silver line	622.00	2957-100 RhB I& 7310 lowside, grey	£20.00
3293 101 RhB A129 Panoramawagen, red	£48.00	2284 173 RhB kk 7318 with logs load	£24.00
3293 102 RtB A1292 Panoramawagen 'Bernina Exp', red	£48.00	2257 104 PhB kk 7322 lowside, Barit, light grey	00.813
3251 123 RtB AB1523, red	£30.00	2258 RhB kk 7347 2 x cont wagon.	\$20.00
3262 199 RtB AB4209 Stahlwagen, green	£35.00	2258 117 RNB KX7347 twin tub Cont wagon, brown/black	\$16.00
3293 113 RhB Api 1303 Panoramawagen Neurot, logo 100yr Ben 3294 101 RhB B2501 Service Panoramawagen "Bernina Exp", n	ed £48.00	2264 102 RhB Kk-w 7302 TT wagon, dark grey	£15.00
3294 114 RhB Bp2524 Panoramawagen, Neurot, logo 100yr Berr		2263 177 RtB Kk-w 7337 lowside with load	\$20.00
3236 113 RhS C2063 4wh gondola end, green/cream	\$29.00	2263 106 RtrB KK-w 7366 with yellow open cont load	£28.00
7272 140 RtB CWL Salonwagen set x 3, blue/cream		2203 170 RhB Kk-w 7370 lowside	\$20.00
(75yr Glader Express).	00.0013	2963 170 PhB KN-w 7370 lowside with load	£20.00 £22.00
3265 112 RHB D2, 4042 4wh baggage, green.	£24.00 £18.00		\$20.00 (2)
3254 RhB D4028 4wh beggage, green 3254 RhB D4032 4wh beggage, green	£20,00 (3)		\$20,00-05
3265 128 RtB D4038 4wh baggage, red	£20.00 (2)		\$20.00(2)
3263 RhB D4038 4wh, baggage, red	£30.00 (2)	2267 176 RtB K-w 75 lowside	\$22.00
3269 RhiB D4210 Bogie baggage, green		2267 111 FRB K-w 7501 lowside with tank cont load	
3369 100 RtB D4216, green 3272 141 RtB Selonwagon CWL, red/oream	£20.00 £45.00	2267 101 RtB K-w lowside, gwy	£15.00
3272/5 RhB set of 4 x CWIL (1931) Pullmans, redicream	00.00	2267 173 Rt B. Kwi 503 lovelide, beige 2269 114 Rt B. Lb-v 7854 Coop-Cont wagon white/graphics (2004)	£20.00 (2)
3273 130 RtB WR 3810 Diner ACPE 'Gournino', blue/gold	\$42.00	2269 112 RhB Lb-v 7962 Coop Cort wagon, whitelpineapple 2002	
3273 121 RtB WR 3811 Oiner 'Gourning', blue/gold	642.00 (2)	2209 124 RhB Lb-v 7864 Calanda Brau Cont wagon, yellow/white	
3273 110 RhB WR3810 Diner, red	£38.00	2009 117 RHB Lb-v 7867 Coop Cont wagon, white/apple	
3274 113 Rt-B IIIR3813 Restaurant, red.	£32.00 (4)	2269 102 RhB Lb-v 7672 Post Cort wagon, yellow	\$45.00
3274 114 RtB IIIR3814 Diner80-er, red 3274 134 RtB IIIR-S 3814 Saalwagen 'Gourmino', blue/gold	£340,00 £40,00	2269 FHB Lb-v 7873 Coop Cort wagon, whitefetuce	
3262 151 RtB IIR-S 3621, "Sive Retica", graphics	\$42.00(2)	2209 123 RhB Lb-v 7883 (no container).	£22.00
3262 161 RtB WR-S 3821, "Stive Retice", graphics	\$42.00	2290 109 Phili Pip-w 8289 long bogle stake wagon. 2299 143 Phili Sbk-v 7713, bogle Montbello Tank Cont wagon	£25.00 £48.00
3230 190 RhB Xk 9060, Mann Schaftswagen Bm6, orange	£29.00	2289 113 RhB-Sb-v 7719 Holicim well wagon with tank cont load .	
Crane from set with flats (as load), blue/red chassis	£10.00	2289 122 RhB Sb-v 7722 bogie well wagon with Crossrall swap	
2254 114 PhB E6604 wood open, brown		body	\$42.00
2251 106 RhB E6616 wood open, brown 2251 104 RhB E6654 wood open, brown	£15.00 £18.00	2289 135 RhB Sb-v 7725 Hafel bogie well wagon with tank cont load	
2251 114 RtB E9654 wood open, brown	\$18.00	2270 120 RhB-SD Flat wagon Kk/320 with stone load	€28.00
2287 107 RtB Fad 8707 bogie gravel hopper, brown	\$45.00	2281 118 RhB Sp-w 8358 long bagie heavy stake with log load	
2255 111 RhB Fb8511 steel open, brown	£16.00	2259 171 RhB UCE 8001 cement wagen, silverblue-orange pipes . J	£20.00 SS
2251 031 RtB FM Gb/1, Planzer van, yellow	£23.00	2259 171 RhB Uce 8001 Cement wagon, silver	\$20.00
2250 171 RtB Gb5001 van, brown/silver doors		2260 169 RhS Uce 8003 Cement wagon, Holcim, white	
2250 175 RtB G8507 van, brown/silver doors 2250 110 RtB G85090 van, brown/silver door	£29.00 £16.00	2259 171 RhB Uce 8011 cement wagon, silver	\$20.00
2282 172 RhiB Gbk 5502 van Cargo Domicii, turquoise		2259 113 RhB Uce 8013 cement, silver	£20.00 (2)
2282 127 RtB Gbk 5527 van Cargo Domioli, turquoise	£18.00	2259 133 RhB Uce 8023 cement wagon, grey/red	\$25.00
2282 177 RhB Gbk 5547 van Cargo Domicil, turquoise		2259 176 RtB Uce 8026 Cement wagon, silver	\$20.00
2282 143 RhB Gbk-v 5503 track cleaning wagon	£30.00	2259 177 RtB Uce 8027 Cement wagon, silverigreen logo	\$20.00
2282 127 RtB Gbk-v 5507 van, Cargo Domick, turquoise	£25.00 (2)	2259 148 RHS Uce 8026 cement wagon, BCU, grey/white	£25.00 £18.00
2283 129 Httl UDX-V 3016 Van, Cargo Domick, furquoise	£25.00 £22.00	2252 113 PHB X9103 Snow Plough.	\$16.00
2262 170 RtB Gbk-v 5520 van, Cargo Domicil, turquoise	£22.00 (2)	2270 RhB X240089 4wh van, yellow	\$20.00
2283 138 RHS Gbk-v 5558 van, brown, track cleaner	£38.00	2265 191 Rt 6 10: 9021 works van, 4wh, orange	\$20.00
2283 137 RhB Gbk-v 5607 van 'Berno' light grey/graphics	£25.00	2259 190 RhB Xk 9040 twin tub cont wagon, dark grey	
2288 137 RhS Haik ay 5167 Usego bogie slidewall, silver/graph	rics_£34.00	2283 123 RhB Xk 9313 van, yellow	\$25.00
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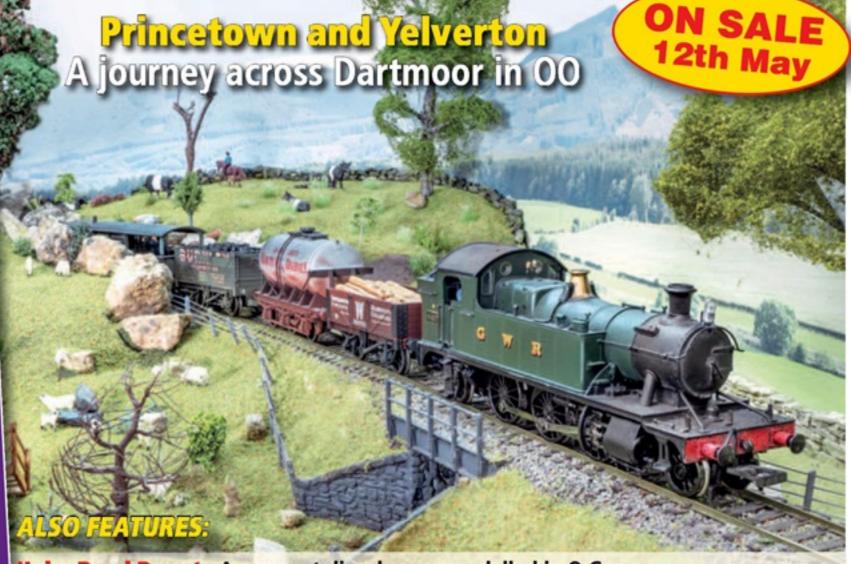
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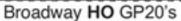




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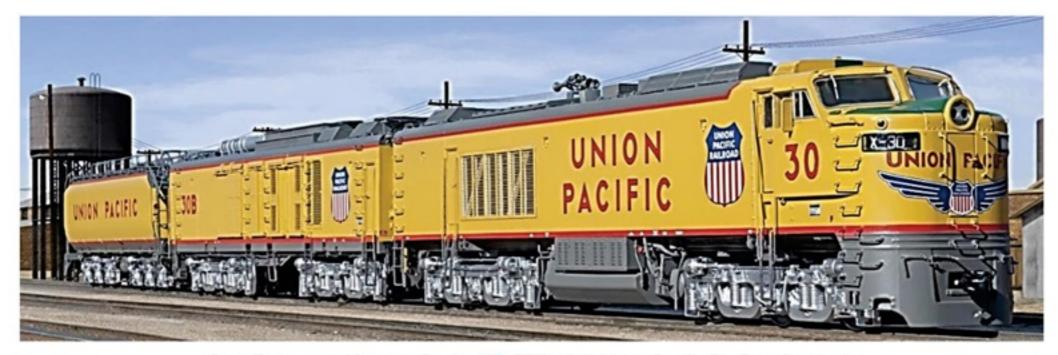
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