DECEMBER 2022 £5.99 (UK)

www.pecopublications.co.uk

CHRISTMAS GREETINGS to all our readers

CONTINENTAL MODELLER

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH



Also in this issue...







Latest Reviews ... and much more

9 770955 129163 12

PUBLISHED BY PECO

KITTLE HOBBY

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

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD

(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle
P.O. Box 05, Ystalyfera, Swansea SA9 1YE

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005
or 01639 731003
E-mail: kittlehobby@gmail.com

Walthers HO USA

post and packing £4.20
ring for our illustrated lists sent post free
(all items in stock at time of going to press)

Opening Hours
Mon & Tues 10 a.m. to 5 p.m.
Thurs & Fri 10 a.m. to 5 p.m.
Sat 10 a.m. to 4 p.m.
Tel 01639 731005
ALL items IN STOCK at time of going to press!


W10371 SD50 DRGW £145.00


W10369 SD50 CSX £145.00


9464 Amtrak F40PH £135.00


10475 GP9 SPSF.....£138.00


9947 F7A Amtrak £148.00


10364 SD50 Chesapeake & Ohio ...£148.00


10613 NW2 Chesapeake & Ohio £148.00


9467 Amtrak F40ph Ep5 .....£135.00


W9951 F7A Baltimore & Ohio.....£148.00


WP42401 GP7 Belt Railway of Chicago
DCC & Sound £290.00


10662 SW7 Union Pacific.....£145.00


10377 SD50 Reading & Green
Mountain £148.00

Flats

104501 ACL 50' Pulpwood.....£21.50
104511 IC 50' Pulpwood Flat £21.50

Hoppers



106156 B&M Covered Hopper.....£39.60
105903 Southern Pacific 34' £18.95
7456 PS2 'Cargill' Hopper £27.50

Gondolas

6216 DRGW/Railgon.....£27.50

Box Cars


1163 40' Box Car Great Northern £27.00


1173 40' Union Pacific £27.50


1198 Northern Pacific 40' £27.50
1185 C&NW 40' £27.70


1436 Vermont RR 40' Box.....£29.50


1200 AAR Rock Island Box Car.....£27.50
2015 CP 50' (Pacman Logo).....£21.00
40818 40' Box Car 'Lackawana'.....£23.00
1453 B&O 40' Box Car £22.85

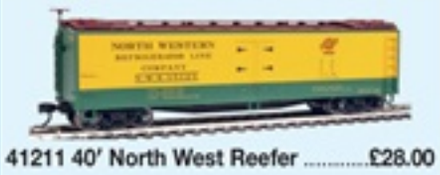

40816 40' Box Car GTW.....£25.00
40804 C&NW Box Car 40' £27.00

Tanks


1124 Union '76 3 Dome.....£22.50

Reefers


3943 Union Pacific 57' Reefer.....£33.25


41211 40' North West Reefer £28.00


41218 SF 40' Wood Reefer £27.70

American HO Scale
Locomotives/Freight all brands


B61719 GP38-2 GATX Leasing £125.00


A3028 Pennsy RS3 DCC Ready £150.00


B63516 GP40 Conrail £112.95


A3727 Burlington Northern SD24...£175.00


B65306 Amtrak GG1 (DCC).....£195.00


BR4828 CB&Q F3a.....£285.00


BR6264 S.P. Lines Cab Forward £590.00
BR6262 Southern Pacific Cab Fwd ..£590.00


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


A3281 British Columbia C425.....£150.00


B14004 GT Caboose £34.75


BW42852 Great Northern Box Car...£28.65


BW42727 NKP 40' Box Car.....£28.50


A5415 C&NW 53' Box Car (Red).....£26.95
BW41850 B&O 2 Bay Hopper.....£19.99
BW42055 H21A Pennsy Hopper.....£25.60


BW41850 B&O Hopper.....£19.99


B14001 Burlington Caboose £39.99
B17947 50' Tropicana Reefer £25.95



B19806 40' Grand Union Reefer £29.95
B19805 Reefer 'Pure Carbonic' £24.00
B19803 40' ART Reefer.....£27.00

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


Victorian Station Kit (pre-coloured) 380mm
×120mm.....£42.45 whilst stocks last!
A6902 Island Platform×2.....£35.95
MTH9097 Gate Tower BU.....£29.70
L612888 Railroad Crossing Kit.....£49.95


DPM951 Heier Kite Co.....£58.40


Lattice Footbridge £27.95


B33165 12 Seated People £16.50
B45978 Water Tower £25.70
AMB494 Dry Goods Store
(lazer cut wood) £46.20
A6916 Steel Water Tower £44.10
B45979 Coaling Tower £31.20


HO Scale
Broadway 6368 Pennsylvania GG1
Single Stripe, Keystone Logo.....£399.00

Walthers Trainline post & packing £4.20



2500 GP15 BNSF £78.00



2505 Union Pacific GP15 .....£78.00



102 GP9 Union Pacific £69.00


1688 SP Stock Car £19.50



103 GP9 Santa Fe £69.00


1603 UP Flat.....£17.00
1462 D&RG Flat Car.....£17.00
1601 Burlington Northern Flat.....£17.00



113 GP9 AT&SF.....£69.00


1842 Reading Coal Hopper £19.50
1426 Illinois Central Hopper.....£17.50
1655 Offset Hopper N&W £17.50



2503 GP15 CSX.....£78.00


1844 Union Pacific Coal Hopper £19.50


451 GP9 Boston & Maine.....£69.00


1501 Burlington Northern.....£24.00



1403 NYC 50' Box Car £17.00


1503 Santa Fe £24.00



1805 50' Union Pacific £19.50



1505 CSX.....£24.00



1423 Rock Island Hopper £19.50
1842 Reading Coal Hopper £20.50


1502 Union Pacific Caboose £24.00


1441 BCOL Tank.....£17.50



1756 Union Pacific Track Cleaner...£28.75
1482 D&RG Track Cleaner £28.75
1753 B.N. Track Cleaner £28.75
1100 Spare Pads for Track Cleaner £5.95


1612 Gulf Tank.....£17.50

CONTINENTAL MODELLER

December 2022
Volume 44
Number 12

From the Editor

Editor ANDREW BURNHAM
Associate Editor & Photographer CRAIG TILEY
Associate Editor & Photographer STEVE FLINT
Editorial Assistant CALLUM WILLCOX
Art Director ADRIAN STICKLAND
Graphic Illustration
DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER
Review Photographer JOLYON SARGENT
General & Advertisement Manager JOHN KING
john.king@peco.co
Advertisement Assistant NICOLE CHARLTON
Direct Subscriptions ALICIA FLINT
subscriptions@peco.co
Chairman C.M.PRITCHARD

Published on the third Thursday of the preceding month by
Peco Publications & Publicity Ltd.,
Beer, Seaton, Devon, EX12 3NA, England.
Telephone: **01297 21542**
E-mail: **cm-editor@btconnect.com**
Website: **www.pecopublications.co.uk**

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

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

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

© Peco Publications & Publicity Ltd. 2022

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

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

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

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

ISSN 0955 – 1298

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

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



Cover
A delightful Christmas market in a charming mountain village, complete with sleigh rides and a narrow gauge railway.
Photo: Jacques Poré.

Season's greetings

We would like to take this opportunity to thank all our readers, contributors, advertisers, and suppliers for their support through the past year and we wish everyone a happy Christmas and a peaceful and prosperous New Year.

Warley NEC reminder

There is just time for a reminder about the major model railway exhibition organised by the Warley club at the National Exhibition Centre on Saturday 26th and Sunday 27th November. Once again, this will include an interesting, varied, and attractive selection of 'foreign' layouts. Details of opening times and admission prices, etc., will be found in *Exhibition Diary* on page 788.

Cup competition advance notice

As this issue completes the year, you might like to start considering your selections for the 2022 CM Cup competition. The formal entry form will be in next month's issue, as usual.

Rhätische Bahn world record – prototype and model

On Saturday 29th October the Rhätische Bahn achieved a world record for the longest passenger train with a consist 1,911m long on the Albula line from Preda to Bergün and on over the Landwasser Viaduct to Alvaneu. The 100 vehicle train was made up of twenty-five of the latest 'Capricorn' four-car units built by Stadler Rail.

The Andeer Line HOm layout was due to have one of its regular operating sessions at Pecorama on that date, the last day of the season, and it was decided to emulate the real RhB. With the co-operation of several other RhB modellers, a comparable length train (over 20 metres!) was assembled using 107 vehicles, with 'distributed power' in the form of two Bemo 'Allegra' units, one at the head of the train and one half way along, separately controlled. Before invited guests and members of the public, the train was successfully run for more than two full circuits of the layout (each approximately 28m) at scale speed. It is believed to be the longest train in HOm, and on an existing layout rather than a specially prepared test track.

Our congratulations to the team headed by Julia and Derek Boswell, and thanks to all those who assisted with the provision of rolling stock: Glenn Allen, Jonathan Collinge, Mervyn Kendall, Nick Warren, and James Hudson of DCC Automation.

https://www.youtube.com/watch?v=3D_CRrYBiZ8 and **https://youtu.be/61Z_bJLRvU0**



CONTINENTAL MODELLER

December 2022
Volume 44
Number 12



Contents

718 **FILISUR – RAILWAY OF THE MONTH**
A dream come true – Michael Rumsey presents his Rhätische Bahn HOm layout, under development for some years and now effectively complete thanks to the collaboration of Jerry Clifford.

728 **OLD COAL AND FUEL MERCHANT**
Emmanuel Nouaillier shows more of his techniques for structure modelling, scratchbuilding a derelict shop augmented with a number of proprietary accessories.

734 **CHRISTMAS MARKET IN THE MOUNTAINS**
The magic of Christmas in just over half a square metre! Jacques Poré shows how he made a seasonal HO scene, complete with a narrow gauge railway for tourists and several other animated features.

742 **LATE FALL IN MARYLAND**
An experiment in seasonal modelling – Davide Raseni created a small but carefully detailed HO scene with an authentic selection of Western Maryland stock to explore American rural railroading in the 1950s/60s.









748 **STYRIAN NARROW GAUGE**
Peter Dale delves into his extensive archives to explore some lines in the Austrian Steiermark as they used to be.

754 **THE PAS AND NORTHLANDS EXPANDS**
Andrew Eastabrook comes in from the cold to develop his unusual Canadian HO garden layout. with a dramatic new link to a planned indoor section.

762 **ORIGNY CFTV – PLAN OF THE MONTH**
A location worth modelling – Rhys Owen introduces an interesting French industrial line also now hosting trains of the Chemin de Fer Touristique du Vermandois.

770 **BREMEN TRAMWAYS**
Roger Ellis explains how a latent interest in trams lead to building a German HO layout in lockdown which has proved successful and is already being extended.

776 **AUSTRALIAN LOCO SHED ADAPTATION**
Les Fordham shows how a proprietary kit was modified for his latest New South Wales HO project.

780 **PRODUCT REVIEWS**

784 **BOOK REVIEWS**

786 **NEWS**

788 **EXHIBITION DIARY**









Hattons

MODEL MONEY

SELL YOUR PRE-OWNED CONTINENTAL MODEL COLLECTION FOR CASH

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

GET A FREE VALUATION ON YOUR COLLECTION



We purchase a wide variety of brands, including:

ARNOLD · BRAWA · Electrotren · FLEISCHMANN · HELJAN · TRIX

Jouef · LILIPUT · Lima · märklin · PIKO · Rivarossi

Take our 60 second quiz and immediately learn if we can make an offer on your collection!
www.HattonsModelMoney.com/quiz

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



1 List

Prepare & submit a list of your items online or send spreadsheets, documents or photographs to us via our website.

2 Offer

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

3 Send

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

4 Pay

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

Call us on: 0151 305 1755
Opening times: Mon to Sun 10am to 1pm / 2pm - 5pm
Email us at: preowned@hattons.co.uk
17 Montague Road, Widnes, WA8 8FZ

Get in touch with our friendly team...



Find out more at **www.hattonsmodelmoney.com**

FALLER

Take Me To Church

Regardless of your own beliefs, it is clear that every town village or even city has one or more churches. Take a look below through these churches and themed accessories too.







Town Church Kit
FA130629 - HO Scale - Epoch III - **£78.00**



Small Town Church Kit
FA130239 - HO Scale - Epoch II - **£45.50**



St Andreas Church Kit
FA130680 - HO Scale - Epoch I - **£61.00**



Village Church Kit
FA130490 - HO Scale - Epoch I - **£56.00**



Church Accessory Kit
FA180346 - HO Scale - Epoch I - **£29.50**



Townhouse With Repair Shop Kit
FA180989 - HO Scale - Epoch II - **£56.00**

Around The Houses

Give your model citizens somewhere nice to live with this range of towh houses and homes.



2x Town Houses Kit
FA130414 - HO Scale - Epoch II - **£45.50**



Corner House With Post Office Kit
FA130617 - HO Scale - Epoch II - **£27.50**



Townhouse With Shoe Shop Kit
FA130706 - HO Scale - Epoch III - **£63.00**



Beethovenstrasse Town Houses Kit
FA130703 - HO Scale - Epoch III - **£71.00**



3x Small Town Houses Kit
FA130708 - HO Scale - Epoch III - **£61.00**



Town House With Pub Kit
FA130447 - HO Scale - Epoch II - **£65.00**



3x German Terraced Townhouses Kit
FA130707 - HO Scale - Epoch III - **£78.00**



2x Village Houses With Scaffolding Kit
FA130494 - HO Scale - Epoch V - **£25.50**



2x Small Town Half Relief Houses Kit
FA130711 - HO Scale - Epoch III - **£38.50**

These products are distributed in the UK by Gaugemaster Controls Ltd. and are available from your local model shop, or, in case of difficulty, direct from ourselves.
GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com **www.gaugemaster.com** E&OE.

Ellis Clark
TRAINS

Call Us!
01756 701 451



WANTED

INTERESTED IN SELLING ***YOUR*** COLLECTION?

WE TRAVEL & VIEW IN PERSON • FRIENDLY & PERSONAL APPROACH • SPECIALISTS IN *LARGE* COLLECTIONS

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & American, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering...
Albert is the dog.



Get in touch!

ellisclarktrains.com

ellis@ellisclarktrains.com | 01756 701 451 | Unit 2, Toller Court, Shortbank Road, Skipton, BD23 2HG

KATO
PRECISION RAILROAD MODELS

My city, My TRAM

A tram system for anywhere in the world



GREENMOVER LEX

14-804-1 Hiroden 1000 LRT "GREENMOVER LEX"



40-811

TV1 Unitram Basic Set

- Endless loop double track layout, allowing two trains to pass each other.
- The layout can be easily extended by adding track plates.
- Track spacing: 25mm
- Layout size: 620mmx496mm



22-018

Power Pack SX
(AC adaptor sold separately)



22-082

AC Adaptor for N scale models



Available from your local model shop

Official Distributor

GAUGEMASTER

www.unitrack-kato.com/wheretoget

RAILS OF SHEFFIELD

PRE-OWNED

FAMILY BUSINESS
FRIENDLY SERVICE

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO
A LIFETIME COLLECTION. DISTANCE NO OBJECT.

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

WE VALUE YOUR COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

> ***Very impressed with the professional and friendly service. Good communication and swift payment too. Thank you.*** *Mrs C*

> ***1st class service and nothing was too much trouble.*** *Mr O*



Quote Ref: CONTMOD2022

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0)114 255 5982
info@railsofsheffield.com railsofsheffield railsofsheffield railsofsheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

& SECOND HAND

SCAN ME!

IMMEDIATE PAYMENT IN 4 EASY STEPS

STEP 01

CONTACT US

get in touch by email, phone or post with your list of items

STEP 02

WE MAKE AN OFFER

our friendly, experienced staff review your list and make an honest valuation and offer

STEP 03

BRING, SEND OR COLLECT

either visit the shop, send us your items, or for larger collections we will arrange collection for you

STEP 04

PAYMENT MADE!

we confirm the offer and make a fast, secure payment via your choice of payment method

DON'T DELAY - GET IN TOUCH TODAY!

+44 (0)114 255 1436 secondhand@railsofsheffield.com

OR VISIT OUR WEBSITE AND CLICK ON THE Stuff to Sell? LINK:

www.railsofsheffield.com

TOP GUARANTEED PRICES PAID

We URGENTLY require collections of any size from these manufacturers, *plus many more...*

HORNBY · Bachmann · Mainline Railways · Graham Farish · dapol · Bassett-Lowke · LGB · Atheam · Revolution trains · Sonic Models · ViTrains · märklin · Fleischmann · Rivarossi · Gaugemaster · Rapido Trains Inc. · Games Workshop · Broadway Limited · Lima · Jouef · Triang Railways · Wrenn Railways · Brawa · Peco · Cavalex Models · accurascale · Liliput · Heljan · Atlas · Kato · Roco · Airfix · Faller · Piko · Arnold · KRModels · Minitrix · Trix · Replica Railways · Hornby Dublo · Dinky Toys · Corgi Toys · Meccano · DCC Concepts · Scalextric · Triang Minic Motorways · JB · DJH Model Loco · EFE Rail

WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

FULL COLLECTIONS PURCHASED UK & WORLDWIDE COLLECTION AVAILABLE

FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS, WE CAN ARRANGE A PERSONAL VISIT

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0)114 255 5982

info@railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

Corporate Partners of RAILWAY MUSEUM

PRESS RELEASE

KRModels



KR Models proudly announce that we will be producing a logging car to complement our model of The Shay.

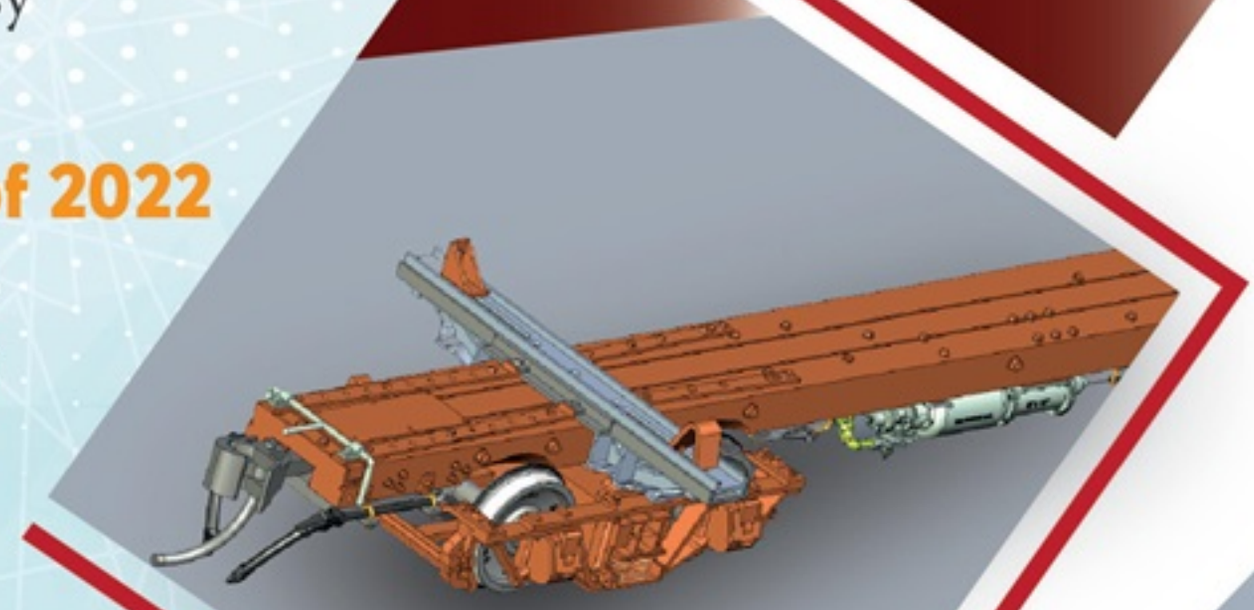
THE ORDER BOOK IS CLOSING



Logging railways used three basic types of log cars, the disconnect, skeleton and the flatcar. Skeleton cars were the most common, basically consisting of a wooden reach betweentwo freight car trucks. This arrangement allowed for the use of air brakes (unlike the disconnect), while maintaining its light weight and easy maintenance.

Delivery is expected end of 2022

Available in Single truck..$60.00,
Single truck + 3 logs.....$75.00,
Single truck + 6 Logs.....$75.00



To register your interest in this model please go to;
www,krmodels.net

We will announce further details as the project progresses.

Come aboard and have fun with Hornby International!

ARNOLD® Jouef Electrotren Hobby LimaEXPERT®

FS 4-axle container wagon Sgnss

N 1:160



ARNOLD

HN6590

FS, 4-axle container wagon Sgnss, brown livery, loaded with 2 30' bulk container "Alfred Talke", period VI

£40,99

SNCF 3-unit set of RIB 70 coaches

HO 1:87



Jouef

HJ4152

SNCF, 3-unit set of RIB 70 coaches, original livery with red access doors, period IV-V

£185,99

DB AG 4-unit set, highspeed EMU ICE

HO 1:87



LimaEXPERT

HL1751

DB AG, 4-unit set, highspeed EMU ICE 1 class 401, white/red livery, including motorized head, dummy head and 2 intermediate coaches, Tz 157 "Landshut", period VI

£217,49

RENFE Diesel railcar 596

HO 1:87



Electrotren Hobby

HE2502A

RENFE, diesel railcar 596, "Regionales R2" livery, 9-596-002-6, period V

HE2502B

RENFE, diesel railcar 596, "Regionales R2" livery, 9-596-001-8, period V

£ 147,99 / £ 147,99

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

/Arnold.Modelleisenbahnen /Rivarossimodels | /Jouef /Electrotren

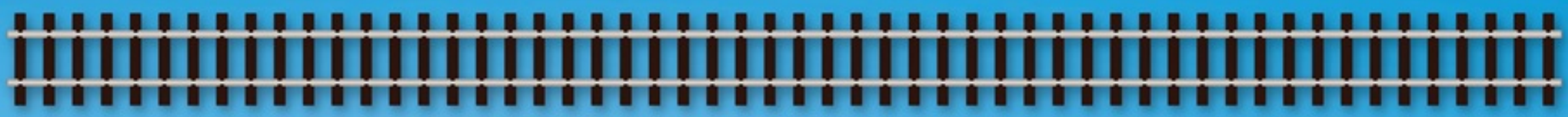
HORNBY HOBBIES Official Product

HER MAJESTY THE QUEEN
ELIZABETH II
1926 - 2022



Eisenbahn
Canada

Essential equipment for an alpine adventure!

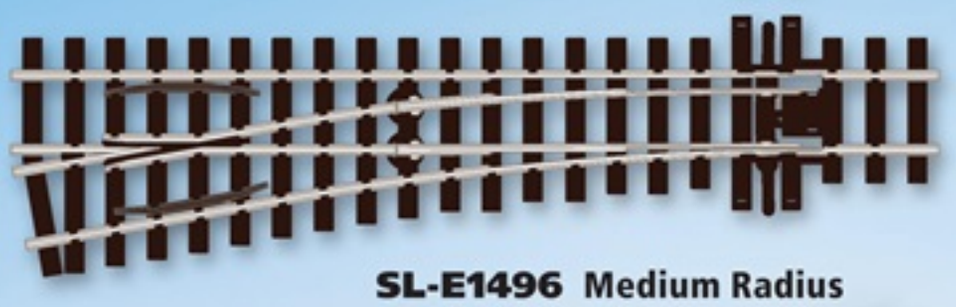


SL-1400 Flexible Track, Wooden Sleeper Type

SL-E1495 Medium Radius Right Hand Turnout



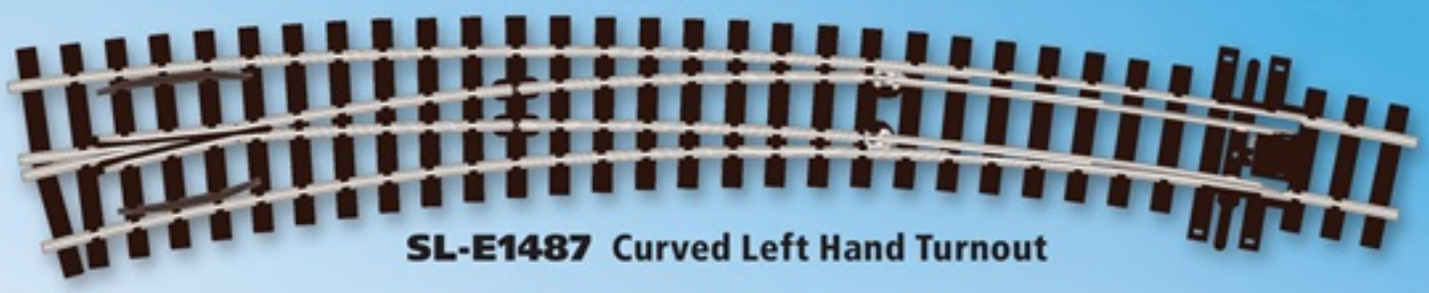
SL-E1496 Medium Radius Left Hand Turnout



SL-E1486 Curved Right Hand Turnout



SL-E1487 Curved Left Hand Turnout





SL-E1490 Double Slip



SL-E1493 Short Crossing

Soazza by Anthony Bilton.
Photo: Derek Shore.

PECO *STREAMLINE* **HOm Code 75** Metre gauge track system

For stockists call +44 (0) 1297 626204 or visit www.peco-uk.com

Michael Rumsey describes his Rhätische Bahn metre gauge layout.

Filisur

A dream come true

For the last fourteen years I have been working towards having a fully working scenic HOm layout based on the Rhätische Bahn junction station of Filisur. Having visited Canton Graubünden on a number of occasions since 1991, I spent a wonderful long weekend staying in the Hotel Grischuna which is situated at the end of the station platforms with the trains going right past my bedroom windows. This helped me to decide that I wanted to model that particular station layout where the main Chur – St.Moritz line is joined by the branch for Wiesen and Davos.

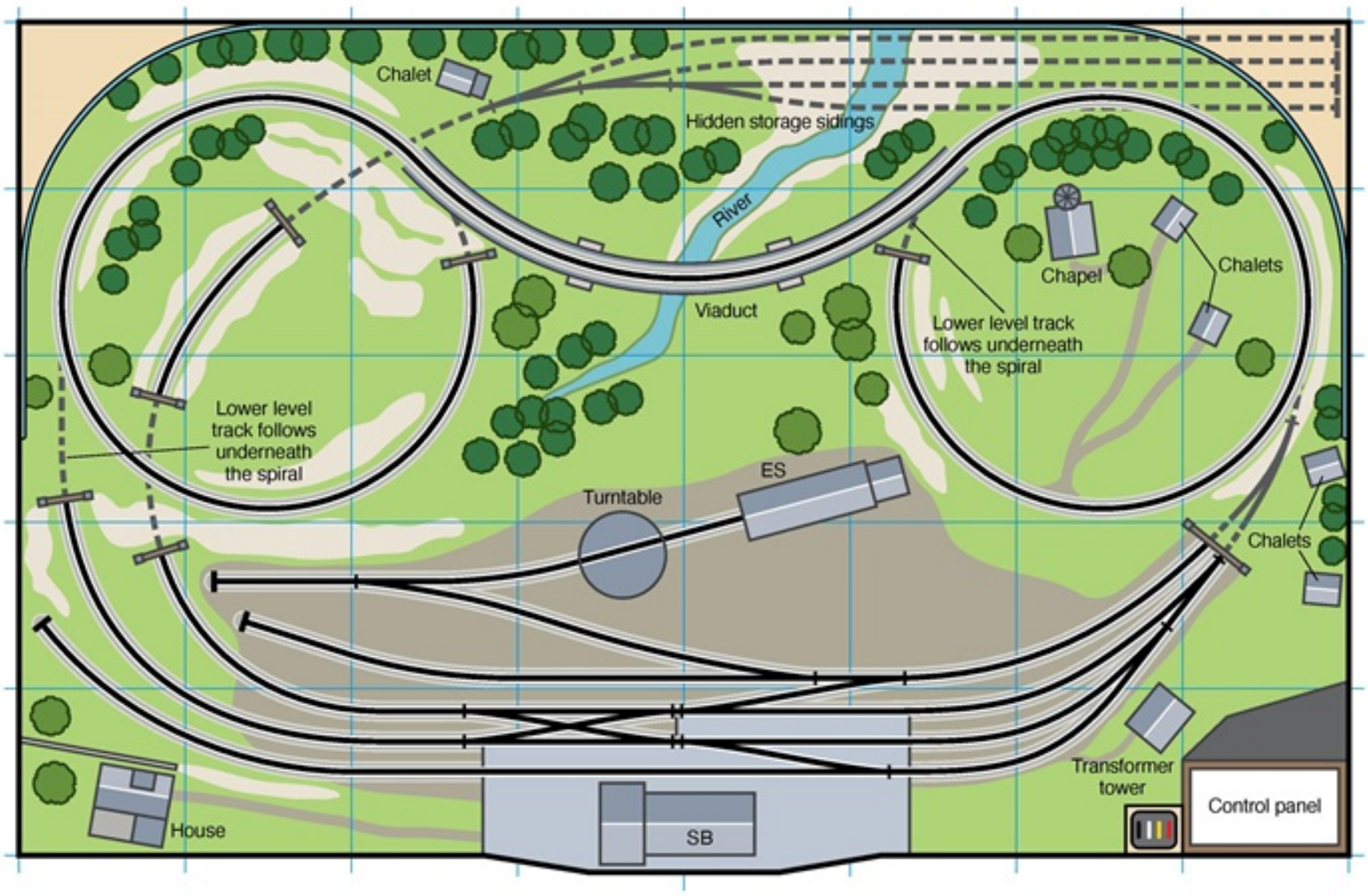
Below
Allegra ABe8/12 3513 climbs the left-hand spiral as Allegra 3510 in ABB livery arrives on the Davos line (from the hidden sidings).

My good friend, the late David Yule, designed for me a layout measuring 8' by 4' together with drawings showing the electrical connections. David also made the station building and the engine shed, both of which I now treasure.

Luckily, I found I could purchase an 8' x 5' x 1" thick piece of MDF which was placed on a excellent frame keeping the layout safe and sound from movement or vibration. The twin spirals, 30" diameter and 1 in 30 gradient, came from a firm in North Yorkshire and so, using Peco track and points a start was made constructing the layout.

The original plan was slightly altered with the engine shed being on the right-hand side instead of the left. I was helped by a friend, Jerry Clifford, who laid the track and ensured all the electrics were correct plus building a control box and wiring up four electrically-operated points, three in the hidden sidings and a fourth in the right-hand spiral tunnel.

Above
Another Allegra climbing the left-hand spiral on its way to the viaduct. Vintage electric Ge2/4 222 is on shed below.



FILISUR

Overall dimensions: 8' x 5'. Each grid square = 1ft x 1ft.

Right
The Allegras are powerful and capable of hauling several Panoramic coaches. Preparing for a steam special, G3/4 2-6-0T 8 *Thusis* can be seen on the turntable.



18+

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu



Above
Allegra 3510 in ABB livery waits in the station to pass 3513 which is descending the right-hand spiral.

Left
Almost the whole layout. The famous *Glacier Express* is at the platform and a freight is waiting to depart.

Below
The station building is actually a wooden kit for the structure at Reuen; the actual Filisur building would be much too large.

At long last I was able to run my RhB stock albeit on rather a bare layout with a simple temporary structure which spanned the gap between the ends of the two spirals.

Jerry then built a stone bridge with railings, which is at the centre of the layout in front of the mountainous backscene.

Starting in October 2020, with a gap because of the lockdown, Jerry completed the scenery in October 2021.

The layout has come alive, with figures at the hotel, round the station, by the engine shed, and in the countryside.

The latest piece of rolling stock arrived in March 2022, the new Allegra three-car set in red livery with 'Bärenland' motifs.

I can run three sets of stock using a variety of locos and coaches which match from the last thirty years. The 'Crocodiles', 412, 414, and 415, can either haul older coaches from the 1980s or preserved coaches for specials. The modern electric locos can haul the *Glacier Express* stock while the *Bernina Express* coaches can run behind the Allegra.

Just one caveat: you will have noticed the absence of catenary and overhead wires. Due to the poor state of my eyesight, I have decided, for the moment, not to install this equipment, though I might later put overhead between the tunnels and over the viaduct but leave the station area open.

Having a self-contained building for the layout is certainly a great advantage. After receiving my first model train set in 1949 at the age of five, I can now sit and relax and watch trains on my version of the RhB, which I have always admired.

I am grateful to those who have supplied stock and other requirements for the layout.

Yvonne and Peter Brett of Winco supplied most of the locomotives and stock, all by Bemo, plus the Jordan trees which appear on the layout in such profusion.

Tim Housley of Arcadia Models, Shaw, Oldham, another supplier of Bemo stock.

Gaugemaster for the control panel, various Faller kits, and Faller and Preiser figures.



Left
Crossing the stone viaduct is Allegra ABe8/12 3513 with 'Bärenland' graphics.

Right
A steam special headed by G3/4 2-6-0T 8 *Thusis* and G4/5 2-8-0 108 makes its way over the viaduct. On shed is veteran electric Ge2/4 222.

Below
The *Glacier Express* arrives hauled by two Ge4/4^{II} locos, 616 *Samedan* in Kohle livery 619 *Filisur* with Bernina 100 graphics. Shunting tractor Te2/2 73 is on the headshunt.

Below right
G3/4 2-6-0T 8 *Thusis* on shed.

Finally, Jerry Clifford, for all the scenery which has completed my dream layout.

Jerry Clifford adds:

My involvement with Michael's project started a number of years ago when he asked if I would build the bridge which would form the centrepiece of the layout. The bridge was built with a plywood core covered in a thin layer of DAS modelling clay which was then carved to represent the stone construction and painted using a combination of acrylic washes and dry brushing.

The trackwork had already been laid but when I came to install the bridge, I made a number of tweaks to ensure reliable running, and also re-wired the layout with basic cab control set up for two controllers which would allow maximum flexibility with the wide range of stock available.

The layout was now fully operational with an impressive viaduct at its heart but otherwise was just bare boards.

Roll forward to 2019 and I was delighted to be asked back to complete the scenery. This presented a number of challenges, not just the fact that I have never tackled this type of terrain before but also that the layout is quite compact. My remit was to represent a variety of mountainous scenes which would not look too geologically challenged and provide an attractive setting for the trains to run through. In order to achieve the latter, I tried to break the layout into a series of scenes so that the trains would be constantly appearing and disappearing which not only made for a more interesting spectacle but also gave a greater feeling of distance. The spirals at either end already provided the excitement of tunnels so I made great use of view blocks







Left
The double headed special rolls slowly over the viaduct as passengers enjoy the view.

Right
Travellers on railcar ABe4/4 55 *Diavolezza* get a great view of the waterfall.

using either rock outcrops or groups of the several hundred trees that were used on the layout.

The rocky terrain itself is largely made from layers of Celotex foam insulation, scrounged as offcuts, stuck together with a hot glue gun and carved roughly to shape. This is covered in layers of plaster bandage for the meadow areas whilst the rock faces are a combination of castings using Woodland Scenics rubber moulds and homemade moulds from crumpled heavy gauge tin foil. Again, painting was carried out using a combination of thin washes of base colour followed by dry brushing to highlight the strata.

The greenery was added using a variety of static grass from the likes of Noch, Heki, and Woodland Scenics, with the addition of flock and foliage mats for additional texture and many, many trees! I was originally a little concerned that the greens were a bit bright but Michael assured me that this was perfectly accurate for Swiss meadows and he backed up his comments with photographic evidence from his many visits.

Below left
ABe4/4 55 *Diavolezza* coasts down the right-hand spiral towards the station.

Below
Ge6/6^{I} 'Crocodile' 415 in blue livery has charge of the luxury Pullman coaches while Ge4/4^{III} 648 *Susch* in Watson livery waits to depart with a freight.

Photographs by the editor.

One feature I am particularly pleased with is the waterfall. A few inches behind the viaduct is a fan of storage sidings which needed to be disguised with a tall cliff face. It was decided that a waterfall would not only justify the existence of the cliff but would also make an attractive scenic feature. This was fine except for the fact that I had limited experience of water and none whatsoever of waterfalls! I need not have worried – a couple of hours watching YouTube videos and I was ready to give it a go.

The water in the stream is multiple layers of gloss varnish painted over a base of green/brown river bed – deep water is represented by very dark shades, gradually getting lighter in the shallows to an almost sandy colour at the edge. Rocks and fine gravel were added to the river bed as the layers were built up.

The falls themselves are Woodland Scenics 'Water Effects' painted onto a sheet of glass and, when dry, peeled off and stuck down to represent the cascading water. More 'Water Effects' are used to create the turbulence at the base with the crests highlighted with white paint to try and give a sense of movement. To my great surprise and delight the water feature turned out to be remarkably effective.

Overall, scenicing a Swiss mountain railway proved to be quite a challenge and a long way from my normal day job of building locomotives, but great fun. My thanks to Michael for giving me the opportunity to take on the job.

Coal and fuel merchant

Scratchbuilding a semi-derelict structure

Emmanuel Nouaillier

shows more of his techniques for highly detailed structure modelling. *Photographs by the author.*

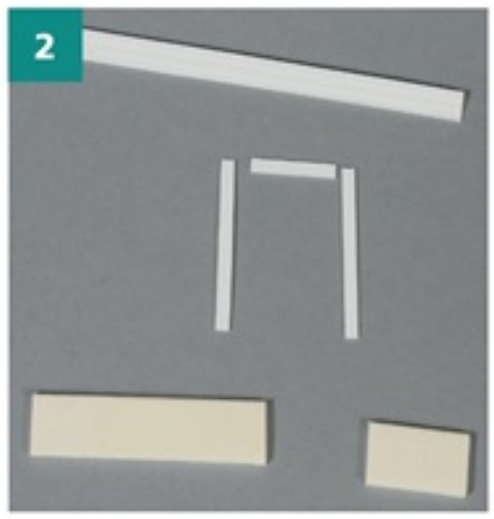


After discussing the assembly of the kit for a corner café (see CM May 2022), it seemed appropriate to continue on the theme of old shops, but this time with a scratchbuilt construction. This will give an opportunity to use some cast resin detail parts which I had in stock, but also to apply significantly different weathering to that carried out on the café. This sequence also gives more latitude for more or less weathering on this type of old building, according to your requirements.

Steps 1 and 2

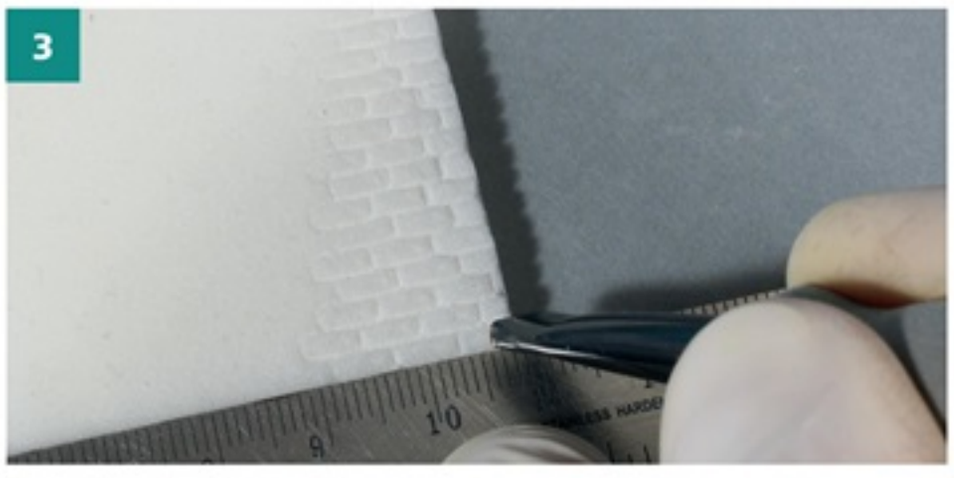
Taking up the idea of the façade of the café, especially the dimensions of the shop front, the structure was quickly cut out of foamboard, from which I removed the one layer of card as usual. Some decorative elements, such as the base, cornice, and others were soon made using plasticard or foamboard.


1


2

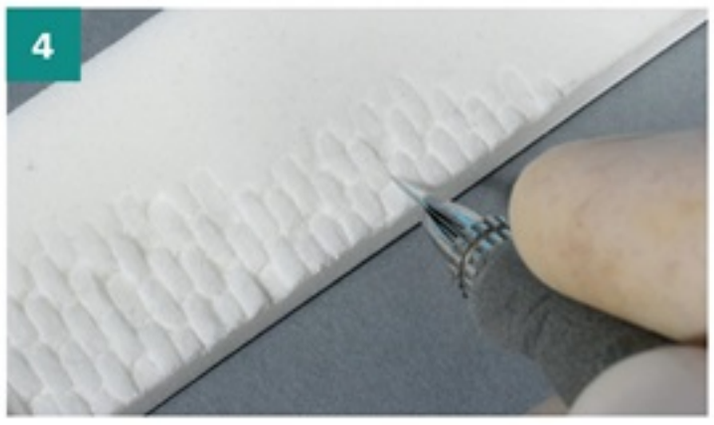
Step 3

One of the characteristics of old stucco façades is undoubtedly the fact that the material crumbles as it ages, revealing the underlying building in places. I simulate brickwork in places by pressing into the foam with a shaped stamp simply made from the ferrule of a worn-out paint brush.


3

Steps 4 and 5

Of course, working in larger scales, you can go further with the effects by hollowing out certain joints with a needle point or by bringing certain distortions into the assembly by pressing on certain bricks to make the overall look really tired.

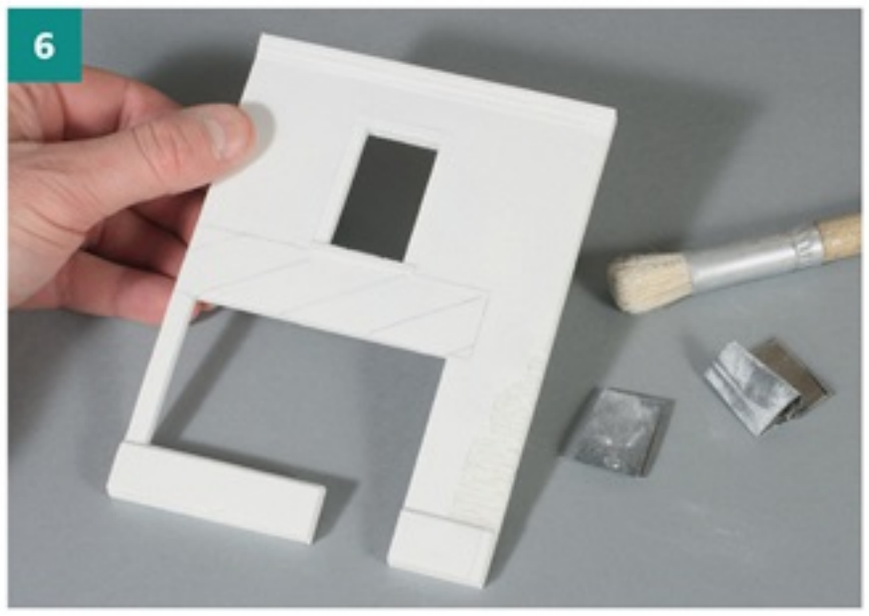

4

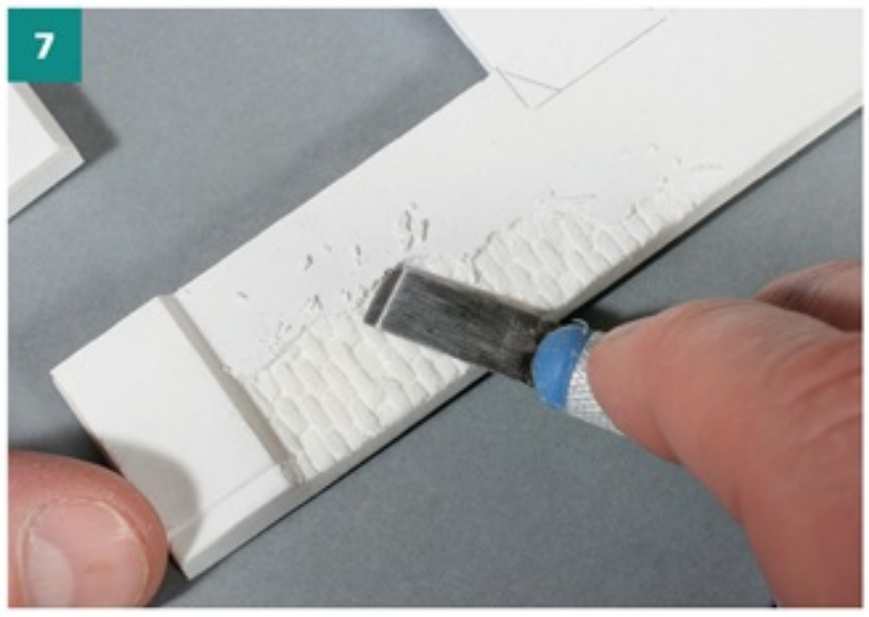

5

Steps 6 and 7

Once this work is finished, the previously made decorative elements are put in place, then the façade is covered with a thin layer of water-based plaster applied with a small flat spatula, avoiding the brick areas.

After drying, then sanding to obtain an even surface, I gave the edges of the crumbled areas a natural effect, using a chisel blade.





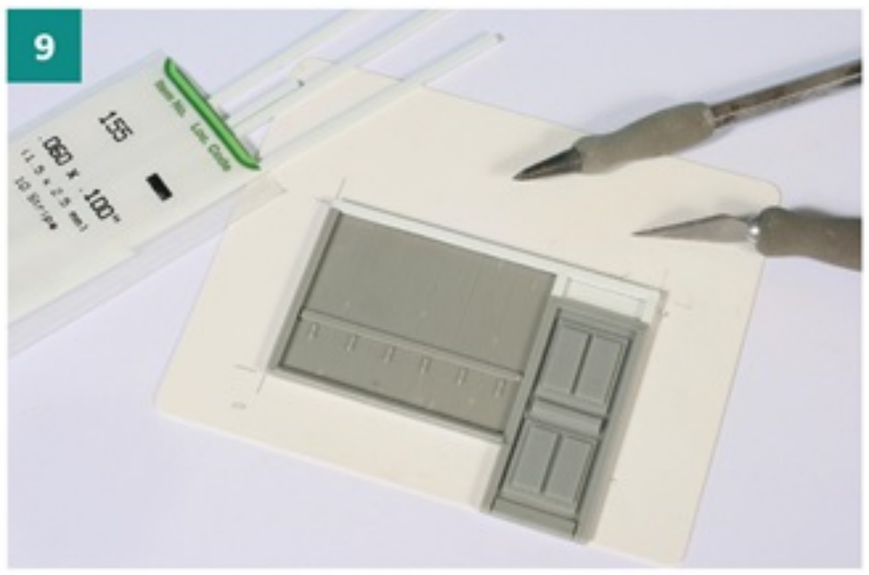
Step 8

Preparation work continues with the simulation of multiple cracks typical of this type of façade. Here I make some cracks more or less pronounced, and also take the opportunity to distress some edges. This is at your discretion, and depends on the desired state of weathering.



Step 9

I then turn to the shop front, taking advantage of a moulding identical to that of the café which I had to hand. I still made some small modifications 'at the margin', using strips of styrene simply engraved with a scriber to simulate the grain of the wood.



Step 10

The nailed wooden panels were then imitated with the same material (0.5mm plasticard), ribbed and trimmed. On this occasion, I hijacked some small tacks to simulate large nails.



Step 11

To imitate the wooden banner with the company name, I used the method developed a while ago, using just plasticard and Evergreen profiles for the mouldings, made by stacking. The zinc edging was simulated using aluminium strips, allowing all sorts of deformations to be made, as desired.



Step 12

As I had done for the café, I used lettering from real signs adapted to my needs by printing them to the desired dimensions, as fully described in a previous article (see CM April 2018).



PDF NEWSPAPERS and MAGAZINES: WWW.XSAVA.XYZ

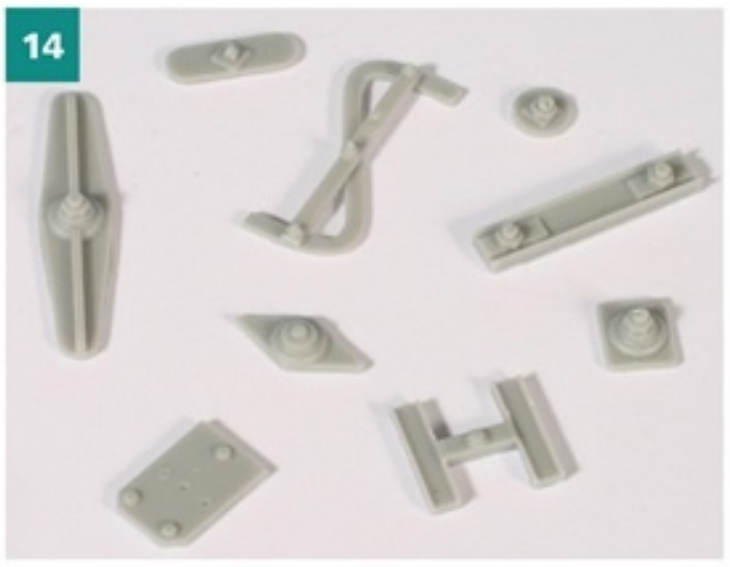
Steps 13, 14, and 15

The rest of the work comes down to the preparation of the other details, requiring much less time. For the shutters and masonry anchors I used some very fine cast resin products I had in stock, while the broken downpipe and the few metal elements were reproduced using salvaged copper wire and Evergreen profiles.

13



14



15



Step 16

The façade, with almost all of its elements put in place but not yet painted already displays a very pleasant appearance. I have already applied a first coat of neutral grey enamel as a primer in order to even the whole thing before final painting.

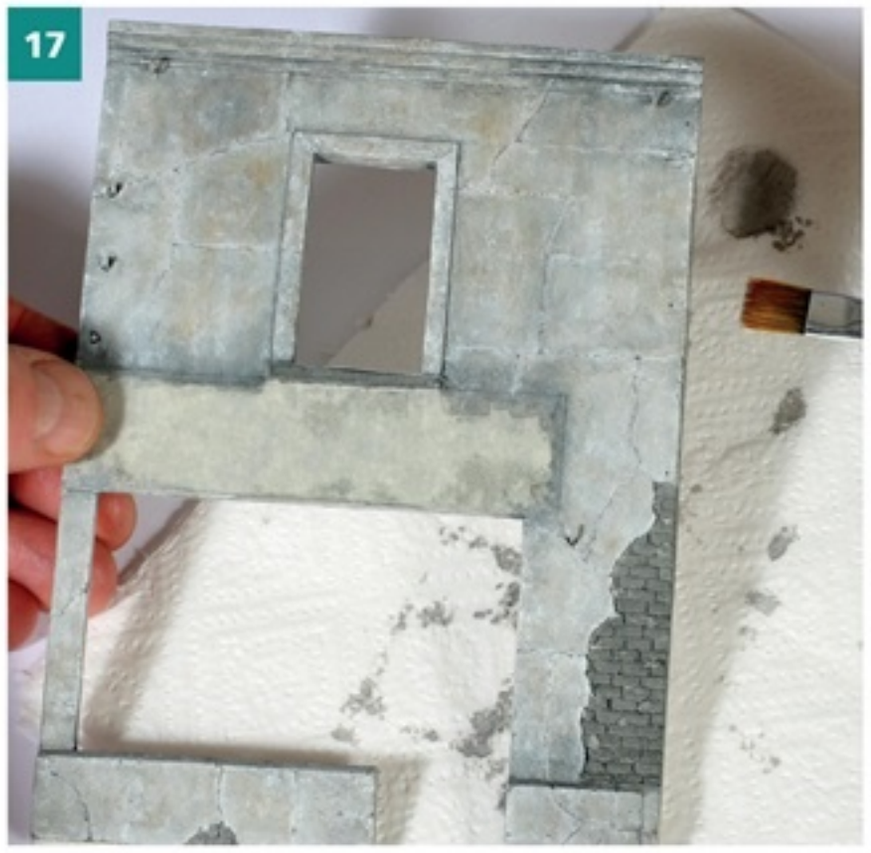
16



Step 17

As for the café, colouring was done by dabbing beige, white, and light and dark grey Humbrol tones with a sponge, mixing the colours together directly on the surface. Once done, an acrylic black wash (Vallejo 76518 'black wash') was applied over the entire surface to bring out the cracks.

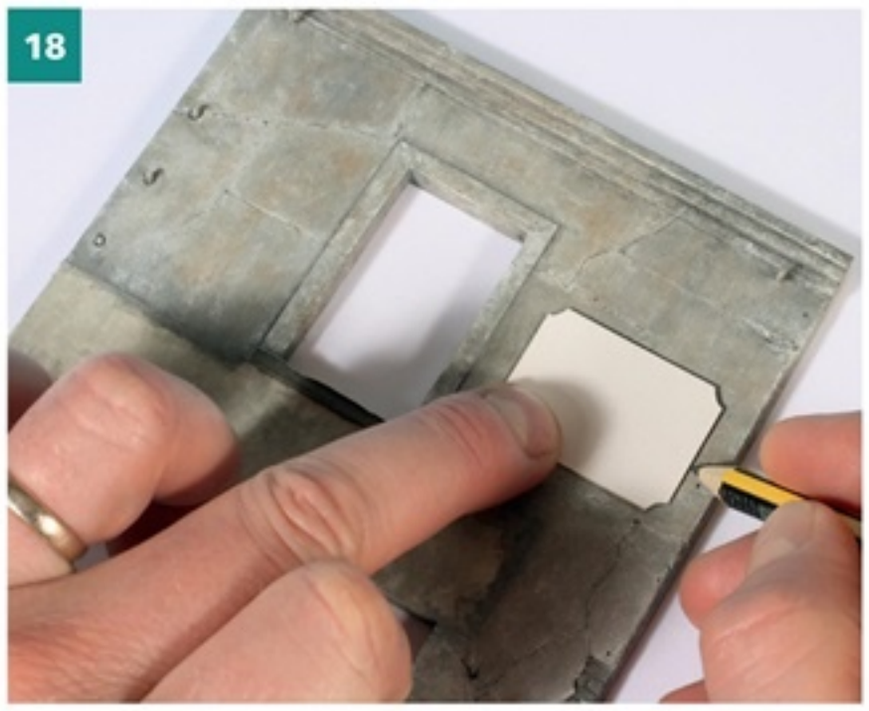
17



Steps 18 and 19

As my aim was to present a shop front with a layer of tattered and flaking paint, I then had the idea of simulating an old panel painted red with an older sign, emerging through the chipped white paint. After marking the outline in pencil using a template cut out of cardboard, the panel was painted with a mixture of Humbrol enamel paints. Once dry, I added the lettering using dry transfers, without going too far into the details ...

18



19



Step 20

... then I went back to an old method of weathering with abrasive paper to dull the paint and randomly remove some of the lettering.



Step 21

I applied a good coat of AK Interactive chipping fluid, then painted the entire façade in acrylic matt white, with a wide flat brush, a bit like dry brushing.



Step 22

After moistening the surface with a spray bottle, I carry out the work of creating more or less pronounced flakes with an old paintbrush, accentuating certain areas, in particular to bring out the old sign. At this stage, I accentuated the presence of certain cracks with a *trompe l'oeil* effect using a fine brush soaked in dark grey acrylic.



Step 23

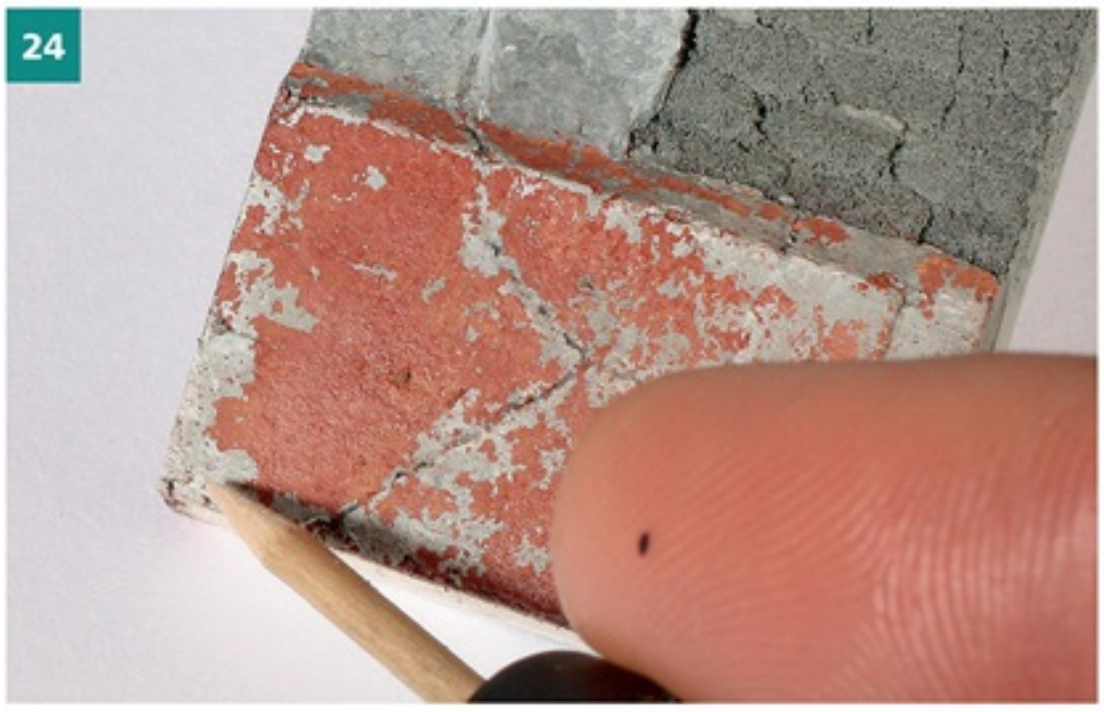
As is often the case with this type of structure, the base was painted in colours that contrasted with the rest. This is how I completed the rendering of the whole with a second chipping work, on a red obtained by dabbing two shades directly on the surface. The goal was to obtain variations imitating a faded hue.



Step 24

The façade was then moistened but the flaking work was done differently, with only a wooden stick to clear the cracks and create much more targeted effects.





Step 25

Once completely dry, I went on to colour the front, which was done using the same method as the café. Here, however, I accentuated the contrasts to reinforce the decrepit appearance of the whole. At the same time, I took the opportunity to paint and weather the rest of the components (shutters, masonry anchor, and water downpipe) before attacking the last stages of weathering.



Step 26

I continued with the sign. The woodwork was weathered in the same way as the front. The paper elements were carefully weathered using acrylic paints either dabbed with small sections of sponge or applied with a fine brush using the micro-painting process to obtain more targeted effects, for example on the remains of rusty metal panels embedded in the old signboard.



Step 27

The zinc covering strip was then quickly weathered using a light grey acrylic dabbed with a sponge and reworked while still wet with pigments to give it that tarnished effect.



Step 28

The last work consisted of bringing a marked damp effect to the corner of the building, more particularly to the brickwork that had been deliberately left bare. To begin I gave it an old brick look, with a mixture of Liquitex paints 'cadmium red', 'burnt sienna', and 'ivory black'.



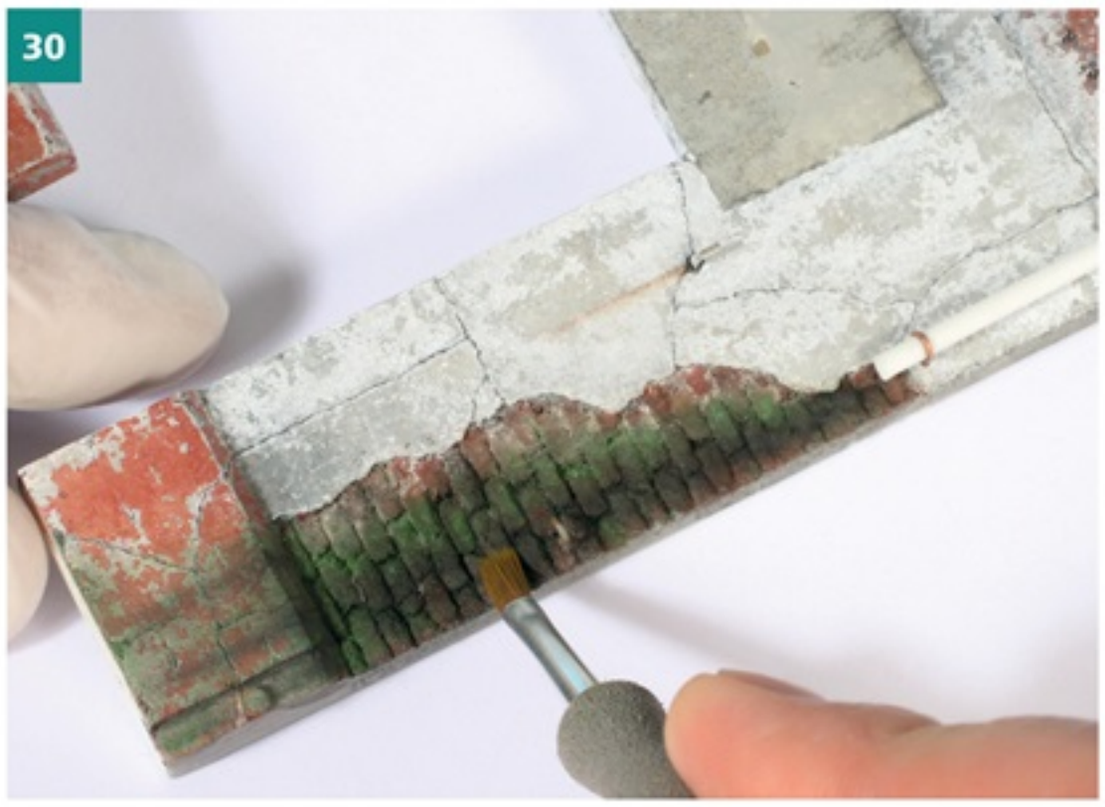
Step 29

The next step was to bring out the joints but also the particular green look. For this I used AK 'slimy grime dark' enamel wash, applied as a trickle from top to bottom of the defined surface. While the liquid was still wet, some bricks were dabbed with Vallejo light green pigments, while some joints were given 'dust' pigments to suggest crumbling masonry.



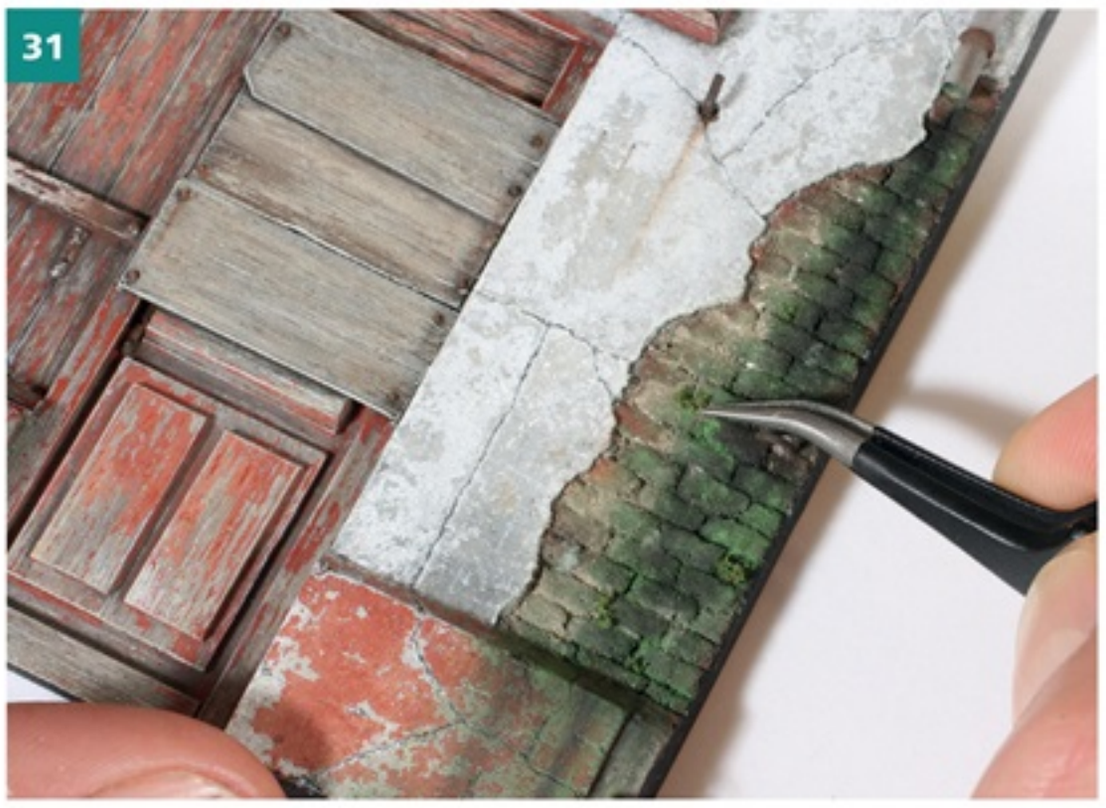
Step 30

I went one step further by darkening the places where the run-off is strongest, making the brick look almost blackish in places. In this case I simply used Wilder's grey and black pigments dry brushed with a fine #2 flat brush. To fix the whole thing, I finally sprayed a layer of pigment fixer over this area.



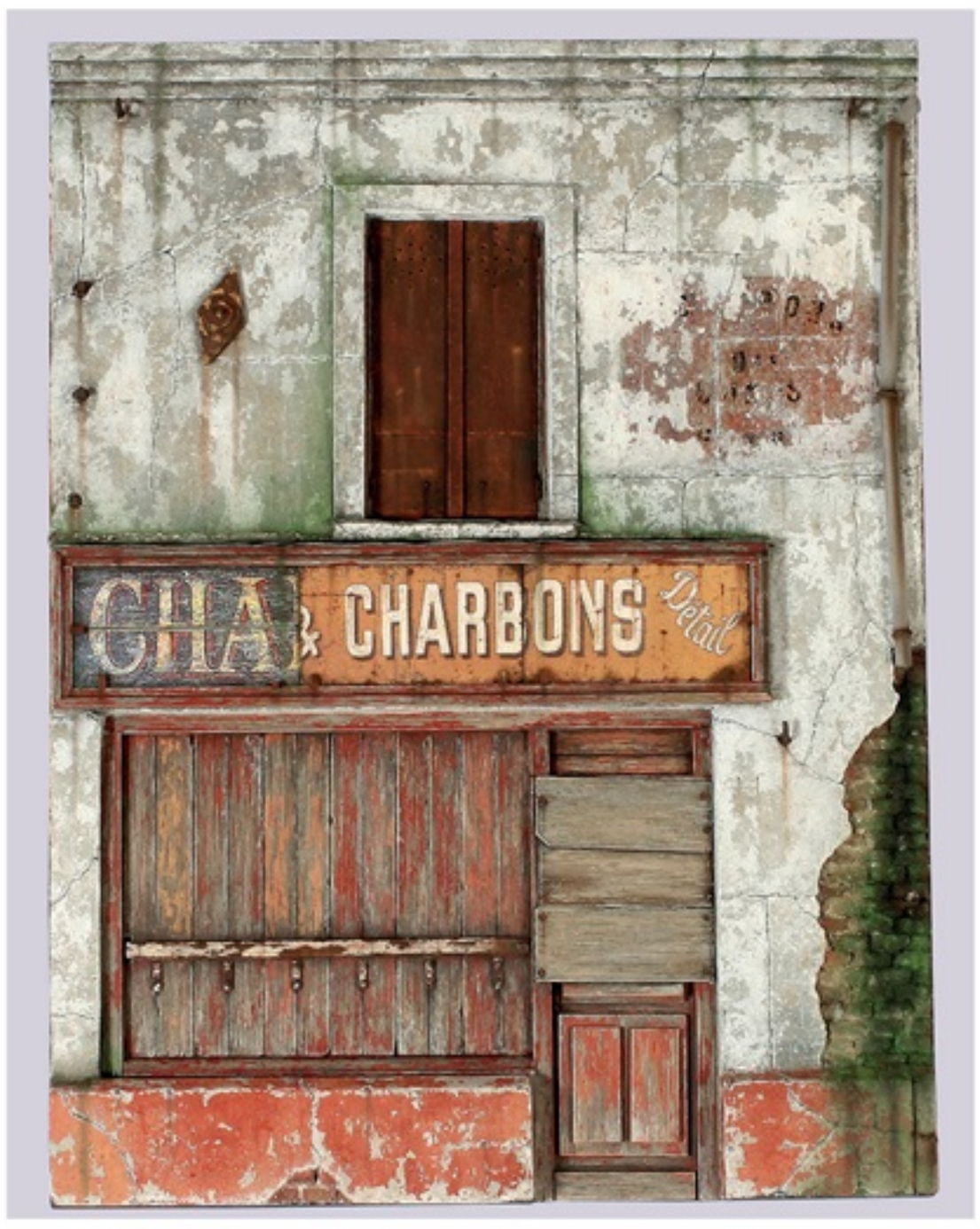
Step 31

As a finishing touch, a small sprig of vegetation was added emerging between the joints to complete the realistic effect. For this I used a few tufts from a MiniNatur packet, put in place using PVA glue.



Step 32

After all the elements have been put in place, a few micro-paint touch-ups and various drips completed the work. A couple of enamel plaques relevant to the business were added subsequently.



Step 33

As usual, a photograph taken in natural light at the end of the process either confirms the result – or suggests certain improvements!





Jacques Poré shows how he made a seasonal scene – the magic of Christmas in just over half a square metre! *Photographs by the author.*

Christmas market

Complete with narrow gauge railway

For a long time my wife, as an experienced model maker, dreamed of building a micro-layout with a Christmas theme. The main idea was to build it on a small surface.

To reproduce a scene evoking the magic of Christmas, our specifications were very precise: it was imperative to have snow, chalets, snow-covered fir trees, an alpine landscape in winter with skiers, sledges, an animated ice rink (by Faller), an igloo, a chapel, mountain hiking trails, a moving sleigh (run by Magnorail, from Maketis), a Christmas market with a large illuminated Christmas tree, coloured garlands, sound effects, and of course a small narrow gauge line (using the Busch H0f equipment).

In addition, to be able to make the most of it, our Christmas scene had to be installed a few days before Christmas Day and remain in place next to the tree for some time afterwards. It was therefore necessary to create something that was light and easy to transport while not being too fragile. The structure of the model was therefore designed in two parts, fitting into one another:

– the base which includes a support frame and the background;

– and the module itself with all the landscape.

The support background assembly consists of a frame made of 35mm x 18mm softwood strips placed horizontally,

Above
A village in the mountains with its Christmas market. Seeing this, Christmas music inevitably comes to mind.

Right
Happy memories of our Christmas holiday. Some like to ride in a horse-drawn sleigh, others prefer to take the narrow gauge tourist train.


INTERSPORT
LA CASCADE

reinforced with metal brackets. A sort of lightweight hardboard was fixed to this frame and made it possible to create L supports: strength and lightness guaranteed for a module measuring 1.10m x 0.55m overall.

Onto this frame were fixed vertically supports for the plywood backgrounds, at the bottom and on both sides. 10mm ply was chosen for good rigidity. The weight was reduced as much as possible by making openings as large as possible. The weight of ply is less than half of what it would have been without these cutouts.

The module itself is also made on a frame of intersecting strips, with the landscape made with successive thicknesses of expanded polystyrene or foamboard 3mm, 4mm, or 6mm thick, and 10mm cardboard.

Above
Overall view of the Christmas micro layout.





Far left
The wooden footbridge over the mountain stream.

Left
The man with the axe chopping wood is an animated figure by Viessmann.

Backscene

Among the ideas in our brief, the décor had to include a beautiful background made from a photo of a real mountain site; the support of the background therefore included rounded corners to conceal the join between the photo and the three-dimensional scene as well as possible. For this purpose, strong card was stuck to the plywood.

The background photo came from the vast range offered by JOWI (**http://modell-bahn-hintergrund.com**) which includes numerous backgrounds of different lengths (usually about 3m) and height (most 30 or 40cm). The realism of the background we chose showing a snowy landscape and its integration with the model fir trees just in front is breathtaking.

Moving sleigh

To install the Magnorail from Maketis, which will bring the Preiser sleigh to life, it was necessary to install the loop of the plastic chain at the same time as the layers of landscape were being put in place. Our experience allows us to say that the installation of this chain is not as easy as one might think: the attachment points between two successive links have too much of a tendency to part ... and rejoining them is not so easy; it is also necessary to ensure that the support under the U-shaped parts guiding the chain is good and rigid.

Below
Planning and laying out the Magnorail track.



Above
With the photo backscene successfully installed, the main structures were placed as a test.

Right
The narrow gauge train passing the skating rink – which seems to be a success!

The surface of the track must be very smooth; we made it from a single piece of white cardboard, which was also perfect for representing a snow-covered track, well compacted by the successive passages of the sleigh, so very white and smooth.

Railway

For the 60cm gauge circuit we used the Busch HOf system, i.e. 6.5mm gauge. First we considered what layout to make. We wanted the track to disappear into a tunnel so that the train could stop there from time to time. We tried several



Left
The moving sleigh glides past the Chalet Edelweiss (a beautiful kit by Noch).

layouts in card before choosing the design that suited us best before making the actual circuit with the Busch track sections. We soldered the sections together to guarantee optimal operation. A Decauville 0-4-0T locomotive and two pairs of bench wagons have been selected for this faultless "love of a little train"!

The tunnel entrances are by Preiser.

Scenery

The trees are mainly from a company called Model-Scene (**www.model-scene.com**), which we discovered during an exhibition in Vienna, but there are also examples from Noch – their range includes fir trees ready covered in snow – as well as Faller and Sylvia.

For the torrent, its turbulent water, and the waterfall itself, we used Noch products.

The same for the snow, which required several layers all over the landscape, on the trees and the vegetation, in short everywhere on the model. Note however that, to achieve an





Above
The wooden shelter serving as a railway station.

Left and right
What an atmosphere: the Christmas market is a magical place with stands giving off the scent of mulled wine, gingerbread, and Christmas trees.







Above
The market by day, with stalls around the large illuminated Christmas tree.

Left
While some have a snowball fight, others build an igloo.

Right
Skiers, hikers, and children having built a snowman.

Below left
The detailed interior of the sports shop.





adequate layer of snow on the roofs, a small layer of 3mm foamboard was been placed everywhere, precisely cut for each roof section and held in place with double-sided tape before covering it with Noch powder snow.

Structures

Even before starting on the landscape, the position of the buildings had already been planned, and much of the construction had already been undertaken by Guy Lasjaunias (my father-in-law, now 90 years old!).

The Faller, Kibri, and above all Noch ranges, as well as the close observation of mountain layouts at exhibitions, helped us to choose the products suitable for this model. We were

particularly charmed by the superb 'Chalet Edelweiss' by Noch (**www.noch.com**) which is incredibly fine, with its balcony, shutters, and the overall impression given off by this cardboard and wood model.

At Christmas, especially in such a pretty mountain village, you also need a square with a Christmas market. We made the basis of this with four cardboard and wood kits for market chalet stalls from Noch which were just what we wanted.

The integration of the animated Faller ice rink was planned from the outset: it had to be placed at the front of the scene to be clearly visible.

Details

In the mountains, what makes the charm are the streams or torrents, the tracks and paths attacking the slopes, the snow-covered fir trees, and all the small details: a small bridge here, signs and barriers there, an igloo, a snowman with children making snowballs next to it, toboggans, some wild animals.

Many figures and details bring this layout to life, more than a hundred in all, despite its small size. Signs, a plan of the site, the decorations on the station shelter, the fully furnished interior of the winter sports accessories store ... all contribute to the realism. For many of these features we used the computer, printing out on high definition photo paper.

There is even a lumberjack wielding his axe and a photographer taking flash photos (both Viessmann models).

You will note there are no road vehicles here – this is a car-free ski resort!



Control

Control of the various electrical circuits is by switches in a custom-made panel: three different circuits have been installed for the LED lighting inside all the buildings, including the Christmas market chalets, and for the decorative festoon lights (Noch) as well as the sound effects – the chapel and the loudspeakers in the square broadcasting Christmas music, of course.

Above
At night, everything seems even more magical. The windows of the houses are lit and you can even see the interiors of the Christmas market stands.

Left
At the edge of the wood is a small wayside shrine. Children career down the path on toboggans.

Below
The control panel was scratchbuilt.



Davide Raseni created a small diorama to explore American rural railroading in the 1950s/60s.
Photographs by the author.

Late Fall in Maryland

An experiment in seasonal modelling



It is not only the big railroad companies in the west of the United States that are interesting. Thanks to main and branch lines across many miles of the Appalachian mountains, through beautiful forests of deciduous trees and tidy villages, a lot of minor railroads in the north-east of the country have an unmistakable appeal. Why not reproduce this part of the country and one of its lines?

Can a photo indelibly strike the imagination of a modeller? That is what happened to me when I was still a kid and bought a beautiful photographic book about US railways. *America's Colorful Railroads* was the title: it illustrated and described trains from all parts of America during the transition era from steam to diesel in the 1940s and 1950s. It soon became one of my favourite books and still is very appreciated today. When I opened it, the very first picture that appeared was a real shock. The scene is very simple but very well framed: into a November light of 1952 a Central Vermont steam locomotive is switching – presumably at very low speed – on a branch line through the village of Uncasville in Connecticut. Few elements characterise the shot: a tight curve near a wooden house, slightly elevated compared to the track, some trees without foliage due to the coming winter, plus other constructions in the background. No one appears in the picture, except for one of the train crew, perched on the locomotive's running board. The picture was love at first sight! Many decades later, with this image still in my mind, I started to create a north American diorama.

In my workshop I have a good stock of American accessories bought over the years. A wooden kit from Campbell for a delightful little church, a typical American house from Faller, and the new Peco Code 70 flexible track for US branch lines, plus other small accessories. So I just had to start to reproduce in HO something similar to that beloved picture …

Above
One of the two distinctive GM-EMD BL2s on the WM roster is seen with a freight. Built specially for branch line service, this loco is perfectly at home in this scene!

Above
Baldwin 2-10-0 #1107 passing carefully over the grade crossing; one of the crew has descended from the cab to check the road traffic.

Difficult research

To understand more about this little known branch line, I did some research on the internet, using Google Earth, and contacting a Central Vermont RR association, but with very poor results. Even on some Central Vermont RR maps, I did not find the exact location along the line. From the satellite image it is possible to see a railroad track that snakes following the left bank of the nearby Thames river, but I have not been able to recognise the exact location of the photo; it appears to be distant from the river. Maybe in Uncasville there was another branch which headed to inland, but is now closed. After seventy years, everything could have changed.

As a curiosity, I was surprised to discover that near this idyllic village, a few miles south of this location, along the river and quite a way from the sea there is a US Navy base for submarines!

The diorama

The base is just 48cm square (the same size as other dioramas I have built), with the sides made of 8mm plywood shaped to follow the landscape profile. I tried to make a landscape resembling a north-eastern state. Half of the diorama is raised off the base by 7-9cm of foam, cut on an angle to create different slopes. Beyond careful attention to these slopes, the diorama is very simple.



Right
You can hardly get much more American than this! A typical country scene of the 1950s-1960s with a wooden house with a patriotic flag on the façade, a pick-up parked outside, and a woman waiting for her husband on the patio. Beyond, an Alco S4 peeps out of the shadow.

The presence of the railroad is characterised by a simple curve about 45cm long, and the main subjects of the diorama appear to be the two civil buildings. These are a nice protestant church with a little cemetery, and a classic wooden American house, built on different levels. They are separated by a secondary road that crosses the line on a continuous slope and reaches the top of the hill where the buildings are located. In my imagination they are situated on the periphery of the village.

The seasonal setting

After many years of railway modelling I decided to change the seasonal setting for this diorama. In fact, in the past I often set my works during spring, summer, or a colourful autumn.

Reading different American magazines I have found in recent years some very interesting articles which try to explain that there are transitions between the seasons and how is it possible to model them.

Above
It is the end of the 1940s: the steam locomotive's running gear is nicely highlighted by the sun. The farmer in the foreground is loading his GMC truck with logs and he seems undisturbed by the loco.



Left
In a small community everyone knows each other: the driver of the Jeep has a short chat with the crew on the speeder.

Right
Any American railroad scene set in the past must have a caboose! The loco and caboose #1804 are on the way to collect a long line of freight cars from the branch terminus. The grade crossing is marked by simple wooden crossbucks. Beyond, the church tower rises against the blue sky.


1804
WESTERN MARYLAND
RAIL ROAD CROSSING



Left
On a bright and breezy November day the sun illuminates Alco S4 #146 making a trip along the branch line. The loco is running slowly to a spur to switch some box cars and will return with them to a big yard on the main line.

In this the case it is the late autumn or the end of winter, where the autumn foliage has completely fallen and nature is waiting for the first snow, or, on the contrary, the last snow is disappearing with the coming spring.

The main colours of the landscape are different shades of grey, brown, and pale green. With the exception of the conifers and some bushes, the trees are completely bare and is it possible to see their fascinating structures. The ground is covered with foliage and often there are a lot of puddles filled with mud or water. Nature is asleep and gives the observer a sense of wistfulness; the sunlight is pale, and the rays of light are very low, so the sky is often an incredible blue. All of this can be very interesting and (above all) original for an unusual diorama. So why do not try applying this new seasonal setting to a new H0 project?

I checked what accessories I had in stock and found a Faller set of winter trees (though the thickness of the dead branches is not as realistic as I wanted) and two sets of dry foliage (from a military kit) plus different kinds of grass perfect for this project.

I began by sprinkling real soil onto the glue that covered the foam which I had already coated with tissue paper and then, using a static grass system, I placed different kinds of grasses all over the hills.

The trees were painted with a dark brown spray, then little touches of grey/white were added by dry brushing.

The final touch was the positioning of the fallen leaves under the trees and nearby areas. This is maybe the detail that gives the landscape the ultimate effect, spreading that scent of late autumn.



Left
The quiet provincial atmosphere of the 1960s. The BL2 crewman greets the photographer.



The trains

The Central Vermont is not a very popular theme among modellers. Incredibly, in my collection I do have a Central Vermont Mogul by Mehano, still branded 'Made in Yugoslavia'. But this glorious locomotive, despite being in perfect working order and quite accurate to 1:87, needs a lot of improvement to meet today's standards. Major rebuilds of models is not the part of the hobby I prefer and so, as a good selection of nice Western Maryland models was available, I transferred the setting to this more famous railroad.

I chose a 2-10-0 steam locomotive, an Alco S4 diesel (Bachmann), and a BL2 diesel (Proto 2000) plus a mix of freight cars from Athearn and Proto 2000, all lightly weathered with airbrush and powders. All these models look good on this little diorama because the landscape in that part of north-east of America is similar for both roads; it would have been a different thing to change them for models of Rio Grande stock! With these models it was possible to create a credible setting for the 1950s and 1960s.

In addition to the trains, as usual, I made a careful choice of road vehicles – which always characterise the setting of a model or diorama so well.

The photos

For a diorama set during autumn or the end of winter, I had to wait for the perfect opportunity for outdoor photography. With climate change taking place, recently autumn has not been so cold as some years ago and so it was not difficult to go outside with the diorama, models, and the photographic equipment. The particular November sunlight gives the right atmosphere to the shots, similar to that of the famous photo that I liked and I wanted to honour many years later.

Above and right

Like the falling leaves in autumn, human lives are transient … a retired Western Maryland engineer is buried in his home village cemetery. Colleagues on the loco sound the horn as a sign of respect while passing during the service.

Styrian narrow gauge

Peter Dale delves into his extensive archives once again to explore some Austrian lines as they used to be.
Photographs by the author.

The Steiermark (Styria) lay a lot further south of where I was living in Enns in the province of Upper Austria. We had no work in the area but the narrow gauge railways were worth the longer drive to visit.

The capital of the province is Graz, but by this time the Graz-Köflacher Bahn was largely dieselised. In the Steiermark many, if not all, of the secondary lines, both standard and narrow gauge, were run by the Steiermärkische Landesbahnen (StmLB or Styrian Provincial Railways).

The first of these that I visited was the Freistriztalbahn, from Weiz to Birkfeld, the narrow gauge extension of the Gleisdorf – Weiz standard gauge StmLB line which had been opened in July 1889.

This 760mm gauge line opened in December 1911 with a length of 24km. Construction of the extension from Birkfeld to Ratten was not begun until after the First World War and opened for traffic from the lignite mines in 1922. The mine company made a commitment to upgrade the line for public traffic but it did not open in this form until June 1930 with a total length from Weiz of 42km. The mine at Ratten closed in 1960 but the railway continued unchanged until February 1971 when passenger traffic was withdrawn on the Birkfeld – Ratten section, followed by closure to passengers between Weiz and Birkfeld in June 1973. The Birkfeld to Ratten section closed to goods traffic in July 1980 and the track was lifted the following year. It is now a cycle track. In 1971 a steam train for tourists was begun. Goods continued until August 2015, talc traffic from Oberfreistritz being important. There are a number of tunnels and viaducts on the line, the longest tunnel, the Puch tunnel, is 222m, while the Grub viaduct is 275m long.

Three U class 0-6-2Ts were supplied at the opening but since then various StmLB locos have operated there and one from the Mariazellerbahn, the compound Engerth 0-8+4T Mv2, saw service there. In the 1930s an Austro-Daimler railcar was used.

Naturally I wanted to visit the line when steam was in use and my first visit was in July 1986, the year the line was celebrating its 75th anniversary. The loco in use was U44, built by Krauss Linz in 1922. I made a further visit in September that year when Kh101, a large 0-10-0T built by Krauss Linz in 1930 was in service.

Above
0-10-0T Kh101 at Weiz, 6th September 1986.

Above left
Kh101 near Birkfeld, 6th September 1986.

Left
0-6-2T U44 at Weiz, July 1986.

Below
U44 at Birkfeld, August 1987.







0-6-2T U44 working a special on 17th January 1987.

Above left and above
Near Nostelgraben.



Below
Entering Oberfeistritz.



Right
Watering at Oberfeistritz.





Above left
Leaving Weiz.

Above
On Feistritz viaduct,

Of course these tourist services only operated in the summer months but when I moved to Austria I had joined the ÖGEG (which may be translated as the Austrian Club for Railway History) and while my German was not good enough to read the journal (it did improve while I was there!) I also hoped there might be other benefits. One of these soon appeared when a special on the Weiz-Birkfeld line was announced for January 1987. I immediately sent off my money and hoped I would be lucky to get on it. I need not have worried – there were probably no more than twenty people. Then the weather was important: although it was winter, snow was by no means guaranteed but we were lucky and U44 hauled our train through a winter wonderland!





Above left
Two Knotz railcars as the service train at Tamsweg, November 1987.

Above
0-6-2T Bh1 at Murau, September 1987.

Below
The Murtal-Bar coach, a conversion of a railcar formerly used on the Salzkammergut-Lokalbahn, September 1987.





Murtalbahn

An even longer line I visited was the Murtalbahn. At 76.1km it is the second-longest narrow gauge line in Austria (the longest is the Mariazellerbahn) and extends across the provincial border into Salzburg. The line opened in October 1894, and was a pioneer in the use of telephones along the line from its earliest days.

In March 1973 passenger traffic ceased on the Tamsweg to Mauterndorf section and Club 760 now operates steam trains over this section under the name Taurachbahn.

Above
VL13 with the mail train at Tamsweg, September 1987.

Below left and right
0-6-2T S11 at Stainz, 11th October 1986.

Linz in 1894; numbered 8 to 11 they also carried names of some towns along the line. Many other locos have seen service on the line and three Austro-Daimler railcars were in service in the 1930s. The first diesel was introduced in 1938, and a series of four large Bo-Bo diesels was introduced from 1964. Bogie railcars were introduced in 1980 and a development of these became the ÖBB 5090 class.

By the time I made my visit, regular passenger services were run by railcars although the timetable also shows buses in some instances. Steam tourist trains (*Bummelzüge*) were





being run between Tamsweg and Murau-Stolzalpe. In September 1987 two steam locos were in service, U40 and Bh1, a superheated version of the U class, also referred to as Uh.

The U is a large class of 760mm gauge 0-6-2Ts used on several lines in Austria and in some other places which were part of the Austrian Empire before 1918. There were some fifty-five in all and at least ten of the compound and superheated variants, and many survive.

Stainzer Lokalbahn

The third Styrian narrow gauge line I visited ran from Preding-Wieselsdorf (where it made a junction with the Graz-Köflacher Bahn) to Stainz, which by the time of my visit operated as a preserved line rejoicing in the name of *Flascherlzug* or 'bottle train' – apparently so named because a doctor practising in the area could diagnose people's illnesses by analysing their urine, so many people arrived with small bottles! By this time it no longer made a junction with the GKB but stopped just short of it for the loco to run round, and you could see the GKB trains running by behind it. The 11.3km line opened in 1892, and regular passenger services ceased in February 1951. Its first locos were two 0-4-0Ts, and one of these, No.2 *Stainz*, continued in service until the 1950s. There were a number of other steam locos, including U8, and three small six-coupled diesels. Standard gauge wagons were carried on *Rollböcke* (transporter bogies) rather than transporter wagons, as common elsewhere in Austria. In 1971 a steam tourist train was started.

At the time of my visit in October 1986, 0-6-2T S11 built by Krauss Linz in 1894 was the only loco I saw. Despite the wheel arrangement it is not a U class but one of a number of locos built for the Salzkammergut line and acquired by the StmLB in 1957. The train itself was very colourful with orange, cream, blue, green, and red coaches. Happily, its website (www.flascherlzug.at) shows trains are still operating – a good place to visit if you are in southern Austria.

Above
S11 returning to Stainz with the colourful 'bottle train', 11th October 1986.

Below
S11 in the evening at Stainz station, 11th October 1986. Atmosphere and lots of detail for the potential modeller.

Andrew Eastabrook comes in from the cold to develop his unusual HO garden layout. *Photographs by Ian Manderson.*

The Pas and Northlands expands

A new link from the garden to a planned indoor section

My garden railway *The Pas and Northlands* was featured in CM in August 2012 and over the subsequent ten years it has been altered and improved so that the running is now mostly satisfactory!

Life changes over a decade and with the approach of retirement and with increasing decrepitude, being out in the garden fettling the railway in the cold and rain was getting less attractive. Covid-19 bizarrely was the impetus to actually build the extension on our house which we had thought about for years, ostensibly to be a home office but, sneakily, also doubling as a railway room – with lights and heating and other such luxuries.



Above
Canadian Pacific GP38AC #3002 (unknown model fitted with a DCC decoder) hauling pulpwood cars on the first lift out section with the gravel access track alongside. #3002 is a much battered loco, having survived two immersions in the pond on the outside line (see CM August 2012) – including the decoder, after some very careful drying-out.

Above

On the top level main line Algoma Central SD40 #180 (Kato fitted with a sound decoder, with the speaker in a modified freight car) heads a cut of partially loaded pulpwood cars. On the main line grade below, Canadian Pacific SD90-43MAC #9138 (Kato DCC sound) (now scrapped in reality but my best loco) hauling a long mixed freight, whilst on one of the mine tracks some Chicago & North Western RD4 coal hoppers are stored.

This new Rocky Mountains section is a continuation of the Canadian Pacific railroad inspiration for the garden railway. Canadian Pacific are in the process of merging, as senior partner, with the Kansas City Southern. This gives CPKC (as it will be known) a complete east-west system across Canada, across the northern parts of the USA, and – most significantly – north-south from Canada via Kansas City all the way to the south of Mexico, finishing in the ports of Lazaro Cardenas and Veracruz. This opens up any modelling theme from mountain pass to baking desert.

Construction

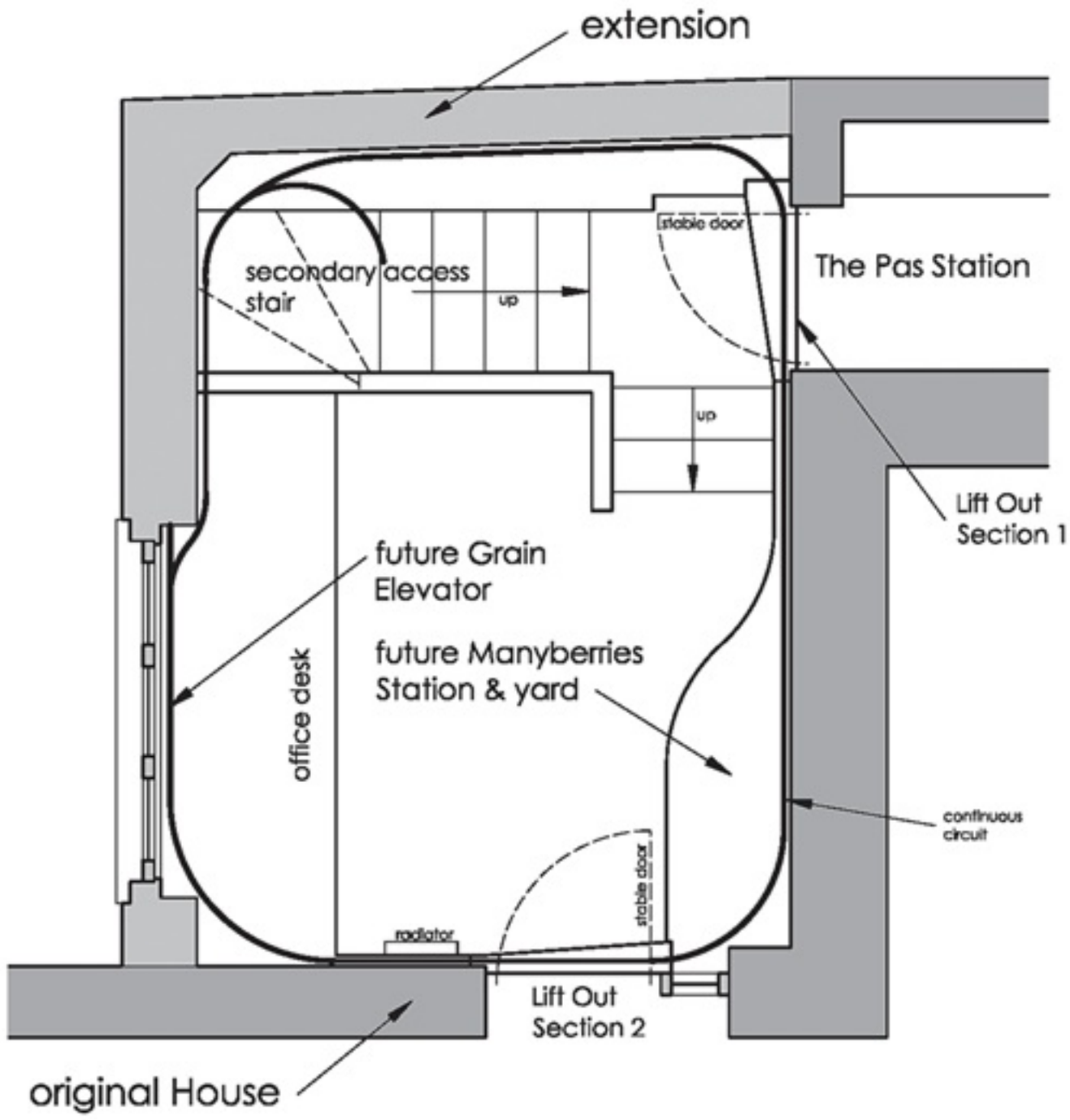
There is track laid and operating within the office with two lift-out sections at the doors giving a continuous circuit for watching the trains go by. The small plan shows the various sections and their stages of completion.

In the Rocky Mountain section there is a need to gain altitude rising from The Pas station, the original train shed terminus. We have an unusual house set in a bank with two gardens, one at ground floor at the front and one at first floor at the back, which is the location of the garden railway. The Pas station is set on a 920mm high bench so as to be 450mm above the first floor garden level. After careful calculation, the rise to the office desk / new continuous circuit level is 450mm. The dimension for the radius of the helix is given by the radius 2 Setrack which in turn set the new extension stair width and the new train 'shelf' dimension which was therefore built to suit; an interesting way round to design a new extension …

Both the helix and the approach main line track gradients are at the limit of practicality, but all stock runs satisfactorily if driven with care, particularly so for the six-axle locos. This is my take on Canadian Pacific's 'Big Hill' at 4.4% on the original main line through the Rockies.

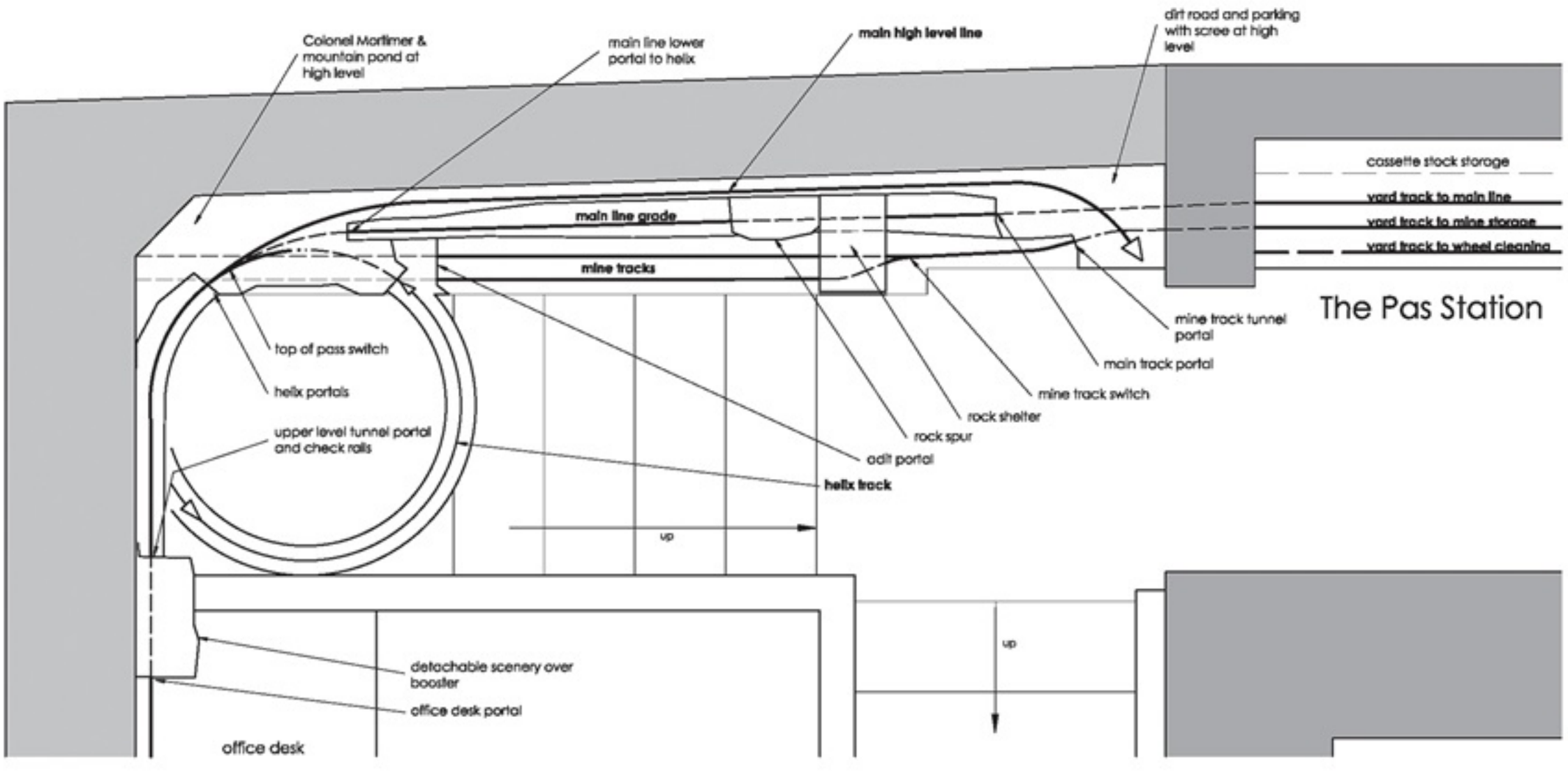
This new section is a U-shape with overall dimensions of 2.8m x 1.5m. The track and switches are Peco code 100, the same as the garden railway. There are two level tracks for car storage at The Pas level with the steeply graded main line up to the helix behind. At the top of the helix there is a long radius curved switch laid on the helix grade feeding into the main high level line. Both of the switches are worked in the time honoured fashion by a single digit.

Generally construction is a ply track base of varying thicknesses laid on softwood framing. The helix was cut by a local joiner from 12mm ply to suit the Setrack with 25mm x 2mm basswood strips pinned to the edges to contain the ballast. These strips are painted in the CP colours of tuscan red, grey, and yellow. The secondary access stair up to The Pas station and then to the home office is below the



helix with 1,750mm clearance – so tall people need to duck.

The helix is hung from an aluminium channel on the open side and otherwise secured to the walls on steel angles. The ply base has been adjusted by threaded rod and plain nuts set in short sections of aluminium channel screwed to the sides of the helix base at appropriate intervals. When the gradient was confirmed after exhaustive testing, the locking nuts were tightened. The underside is painted since there are



TP&NR Rocky Mountain Sub-division





some interesting views obtained from the house ground floor looking up. Access for humans to The Pas station is through the stable door adjacent to the long tunnels carved through the original shed wall. There is a lift-out section in front of the lower stable door which remains in operation when the upper part of the door is open to connect the new section with the operator in The Pas. The other end of the U exits through a short tunnel onto the office desk.

Above
Algoma Central GP7 #103 (Atlas Gold with DCC sound) and mixed train descending the helix. The rocks behind are part of the backscene. The helix hangs on threaded adjustment rods with lock nuts, suspended from aluminium channel.



Above right
The view from under the helix – the closest I will get to a floor-to-ceiling layout!

Right
Algoma Central GP7 #103 starting the descent of the helix with a mixed cut of cars from many railroads and leasing companies.

Ceiling and backscene

The ceiling has been painted in acrylics over gloss white on plywood to represent the sky. There are a couple of birds hanging on fine threads, these being my wife's contribution to this enterprise. The backscene above the main high level line is part of a photograph found in one of the better-known image libraries. A friend who supplies extremely large printed protective sheets for fixing onto the scaffolding on major building projects took this extremely small photo and the artwork was prepared by his colleague in New Zealand!



How small the world has become. The artwork was then printed onto foam board by a local company, producing the three panels needed. These are glued to the extension walls with silver-coated card at each end to act as 'misty' mirrors. The definition achieved despite enlarging the photograph so much is remarkable.

Rockwork

Below the main high level line and down to the mine tracks the rock faces have been created using plaster bandage on shaped wire mesh on softwood framing. The overhanging rock sections on the helix approach main line grade are inspired by the astonishing Odontotos rack railway from Diakopto to Kalavrita on the south side of the Gulf of Corinth in Greece. (I recommend searching out cab ride videos on YouTube.)

The rockwork plaster base was further sculpted with randomly applied and shaped gobbets of filler, and all was then painted in acrylics, helped by a professional artist friend. All the different colours obviously needed to match the qualities of the backscene photo above, not an easy task for a primitive artist.

The helix was built into the cliff face (so far with no derailments inside!) and there is also a short tunnel through a rock spur on the main line.

There are portals of timber, stone, or concrete on the various tunnels: the two into The Pas station at low level, those on the helix passing through the rock faces, and lastly on the short tunnel at the upper level onto the office desk. The scenic section above this upper tunnel is detachable so that the electrics below can be repaired if required.

Above
CP #9138 again, emerging from the rock spur tunnel hauling grain hoppers heading towards The Pas. The silvered card 'mirror' does its job.

Left
Budd RDC #9066 (Rapido, with DCC sound) leaves the upper level portal heading towards the helix and The Pas station. The rock face on the right is part of the backscene photo. The wolf pack blends in with the rocks above the portal.

Lineside and structures

I had some Rapido pre-strung telegraph wires and poles which I was given many years ago which I had been saving for the proverbial rainy day. I wanted to model more details along this extension than is possible on the outdoor railway. The Rapido wires are designed to be installed on a straight run but, because of the shape of the new section, I had to install them around the curve and as a result I had to superglue each line in place in its insulator – a very tedious job, as I only discovered the Zap 'kicker' accelerated setting spray after I had finished! The poles are flexible plastic, so most of them have had to have stays and braces added to maintain the curve and also to keep the pole near vertical and straight. One needed a supporting steel structure to hold the brace in place on the rock face. Some birds are resting on the tops of the poles and spare cols of telegraph wire are hung from some.

In the upper left corner there is a statue of Colonel Mortimer (a survivor from the *Stow Creek* On30 layout featured a long time ago in CM)(January 2015). He is set up at the head of the pass represented by the helix. There is also a mountain pond with a family of black bears amidst the scree which has fallen from on high and some sparse planting. Lower down the grade adjacent to the tunnels coming from The Pass station there is a rock shelter which has been scratchbuilt using original drawings prepared by Canadian Pacific dating from the 1930s. This shelter is attached to the rock spur tunnel which also needs to provide edge protection from falling rocks on to the mine tracks below. This is made of steel angles and mesh (actually using security fencing kit components fixed horizontally). Moving up the main line there are rock anchors securing the face before the overhang modelled on the Odontotos rack railway and the first portal on the helix.

The two storage sidings have been extended into a mining adit running into the mountain side and here the adjacent rock face has been reinforced using a variety of techniques. Immediately adjacent to the lower tunnel from The Pas station, vertical timber whaling boards have been used up to a moderate height followed by timber crib walling and finally using steel cable, mesh, and rock anchors to secure the cut rock face running back to the entrance to the disused mine.

Scenery

The tree planting is a mixture of conifers obtained from many sources over the years plus some sea-foam trees with added scatter. The various colours, shades, types, and densities of ground cover are interspersed with small bushes and bare rock. This is all made from a rag bag mix of scatters and foams accrued over the years. Some real mosses have been used as well, some partially painted and some left natural. Everything is secured with Woodlands Scenics scenic cement liberally applied. There are some flowers which are sold as primroses by a Romanian company which actually make excellent Indian paintbrush blooms. The small clumps of vegetation on the rock faces are fixed by superglue with neat varnish used to simulate ground water seepage.

There are some dead tree trunks and branches from Woodland Scenics and the garden in logical places, whilst on the left-hand side, on the detachable scenery shell over the booster station, it is supposed that there has been a storm with the dead conifers blown down the slope. New growth bushes and aspens are developing around an area of scoured bedrock.



Above
Canadian Pacific F7A+F7B (Intermountain with DCC sound) passing the helix switch and the outrigger steel structure propping up a dodgy telegraph pole. The varied colours on the modelled cliff face match the wide range of tones in the backscene photo.

Details

On the right-hand side there is a small parking and turning area in the dirt road adjacent to the extensive scree from the rock face. An enthusiastic family are camping, waiting for whatever trains go by. At least the husband is enthusiastic; the wife and daughter are sheltering. This cameo is based on a real experience in France many years ago, they are not impressed!. The hot rod car fulfils an unrealised dream.



Right
The avid railfan, his reluctant family, and his pride and joy, await the next train.



Left
Hudson Bay Railroad GP20 #2506 (a secondhand Life-Like model with DCC added) grinding up grade with grain hoppers below. This shows the various types of rock anchor, mesh, and guarding (Wills security fencing fixed horizontally) protecting the tracks.

Below
Hudson Bay GP20 #2506 passing under the rock shelter with Alco RSD-15 #95 extracting the grain hoppers for scrapping. This model is by Broadway Limited, fitted with DCC sound; it was bought secondhand with light weathering and lettered for an unknown road.

Sitting on the scree is a Púkel-man statue (from the Lord of the Rings) made by my sister-in-law.

There are timber planks set within the track on the lift out section to give access to this small viewing area.

I have always admired the level of detail achieved by my fellow modellers and so I have included all (or at least a reasonable amount) of the features found along the lineside. I have a two DVD set of the 177 cab ride from Field to Revelstoke which together with my own trips to Canada provided the basic information. Accordingly there are switch stands and timber platforms for the crewman obtained from Caboose Industries; the operator on the switch at the head of the pass is from P&D Marsh.

There is a small herd of buffalo on the right-hand side upper level, with the male on the lift-out section and the remainder of the herd on a flattish bit nearby adjacent to the line, in amongst the vegetation. There is a small wolf pack over the short tunnel portal on the left-hand side with a juicy flock of sheep on and around the rock outcrop area on the detachable scenery above. There are storks nesting on some of the remaining standing dead trees. (The storks are actually European rather than American but they give the right impression.) I have strung the red and white balls marking the overhead cables and planted mile posts – actually scale 1/10 of a mile posts, as I ran out of layout. There are railway crossing signs, speed restriction signs, and whistle posts, all obtained from a very helpful supplier in Ontario. From the same source came a variety of trespass warning signs, the best of which says "Trespassers will be shot, survivors will be shot again". Flanger signs are included at the top switch and the Rail Safety sign for trains both ways is an experiment in

reduction printing set in a brass channel frame. There are spare rail lengths and ties together with a pile of ballast between the tracks running into the mine since this section is very neglected and needs urgent repairs.

Stock and control

I use the same stock as for the outside railway, which has been accumulated over the years. I now have in excess of a hundred operable freight cars, including a lot for ore and grain. Working 'end of train' lights have been fitted to three cars so far. TP&NR now has eighteen functioning locomotives of various sizes, some with DCC Sound and some only basic DC without decoders. Three de-motored 'slugs' and two locos on the very sick list await rebuilding. There is also a Budd railcar, a small rake of VIA coaches, and a longer rake of Canadian Pacific cars. The management, however, are delighted to have received a brand new Dash 8-40C locomotive from Kansas City Southern de Mexico in honour of the new CPKC merger. This is an Atlas model with sound and all the trimmings.

This small section of the layout is the link between The Pas and the yet to be built Manyberries station and its yard.

All the stock will climb and descend the helix, but a permanent slow order is in place for all locos at the switch at the head of the pass. There is no signalling as this section of the railway is in dark territory and is a single track controlled by token between The Pas and Manyberries stations.

Both the mine tracks are used for car storage, which is an additional revenue stream for The Pas and Northlands Railroad; in reality they allow the assembling of longer trains for the outside railway, on which the record is thirty-seven cars so far.

All is operated by Digitrax DCC in two sections, the lower from the command station at The Pas station and the other from the booster underneath the removable scenery section. There is a radio linked throttle and receiver enabling tether free operation throughout.

The future

The line has already been laid and ballasted past the office window onto the second lift-out section. The through track for Manyberries station has been laid and tested, so the continuous run at high level can be used. An extremely helpful Canadian contact has supplied me with the construction plans for a typical wooden elevator found on the prairie dating from 1927 which is next for scratchbuilding. I have also obtained details of Manyberries station from my contact and from the sales particulars as this building is now a private residence in what is an abandoned hamlet on the Alberta prairie. More information to follow as the construction and scenic work progresses.

Finally, thank you to my long-suffering wife for the typing and for sharing the office!

Above right
A very foreign visitor to the Rocky Mountain sub is Kansas City Southern de Mexico Dash 8-40C #3493 (Atlas with sound) hauling a freight up the main line grade with a cut of withdrawn 'Trudeau' grain hoppers (Intermountain) on the mine track stored for scrapping.

Right
Through the lower portal to the flat world of The Pas station.

DECEMBER 2022

Rhys Owen introduces an interesting location on a French industrial line now hosting the tourist trains of the Chemin de Fer Touristique du Vermandois. *Photographs as credited.*

Origny-Sainte-Benoîte

A location worth modelling

The Chemin de Fer Touristique du Vermandois operates trains (pandemics and track repair work permitting) between Saint-Quentin and Origny-Sainte-Benoîte in the Aisne *département* of France. This 22km line is the sole remaining section of a network of secondary lines in the area and remains open to serve a factory that processes sugar beet.

Built under the *régime des voies ferrées d'intérêt local* (a scheme for building local railways) and classed as a *chemin de fer secondaire* (secondary railway), construction of the line from Saint-Quentin to Guise commenced shortly after the Franco-Prussian war. The 34km section from Saint-Quentin to Longchamp was opened in 1874, with the remaining six kilometres to Guise being opened in 1875.

The line's career was unspectacular, the only incident of note being an accident in 1909 at Mézières-sur-Oise that involved two locomotives. More spectacular, however, was the destruction wrought by the German army on the stations, bridges, and track during its retreat late in 1918 after several years' occupation of the area. When peace finally came, the infrastructure had to be rebuilt.



Above
Origny-Sainte-Benoite c.1910 with a passenger train hauled by a 2-4-0WT.
Wikimedia commons.

Until 1922 the railway had been run by the Compagnie du chemin de fer de Saint-Quentin à Guise but in that year this organisation merged with its subsidiary, the Compagnie des chemins de fer départementaux de l'Aisne, which ran various metre gauge and standard gauge lines in the *département*. The new company was the Compagnie des chemins de fer secondaires du Nord-Est.

During steam days freight trains were usually hauled by a variety of 0-6-0 side tank locomotives, the passenger trains being drawn by 2-4-0 well tank locomotives. One of these latter can be seen on a illustration on the internet.

Below
The very first CFTV operation on the line in the presence of the RTA authorities with Renault 150hp *autorail* X5830. The station building was rebuilt after the First World War. RTA van No.2 serves as a shed for track maintenance workers.
Photo: Frédéric Dufetrelle.

Above

On 12th May 1988, 030 T 3 was ready to depart from Origny-Sainte-Benoîte with its train of former Deutsche Reichsbahn 'Thunderbox' four-wheel coaches, with in second place an A6T in two-tone livery. Around 2010 this was adapted for use with the ex-CIWL dining car, in matching blue and gold livery.

Photo: Frédéric Dufetrelle.

Below

Origny-Sainte-Benoite on 11th August 1979. Note the goods shed, typical of the line, which was demolished around 1982. *Autorail* X5830 was later sold to the CFT at Blaise-et-Der (Haute-Marne) where it is currently out of service.

Photo: Frédéric Dufetrelle.



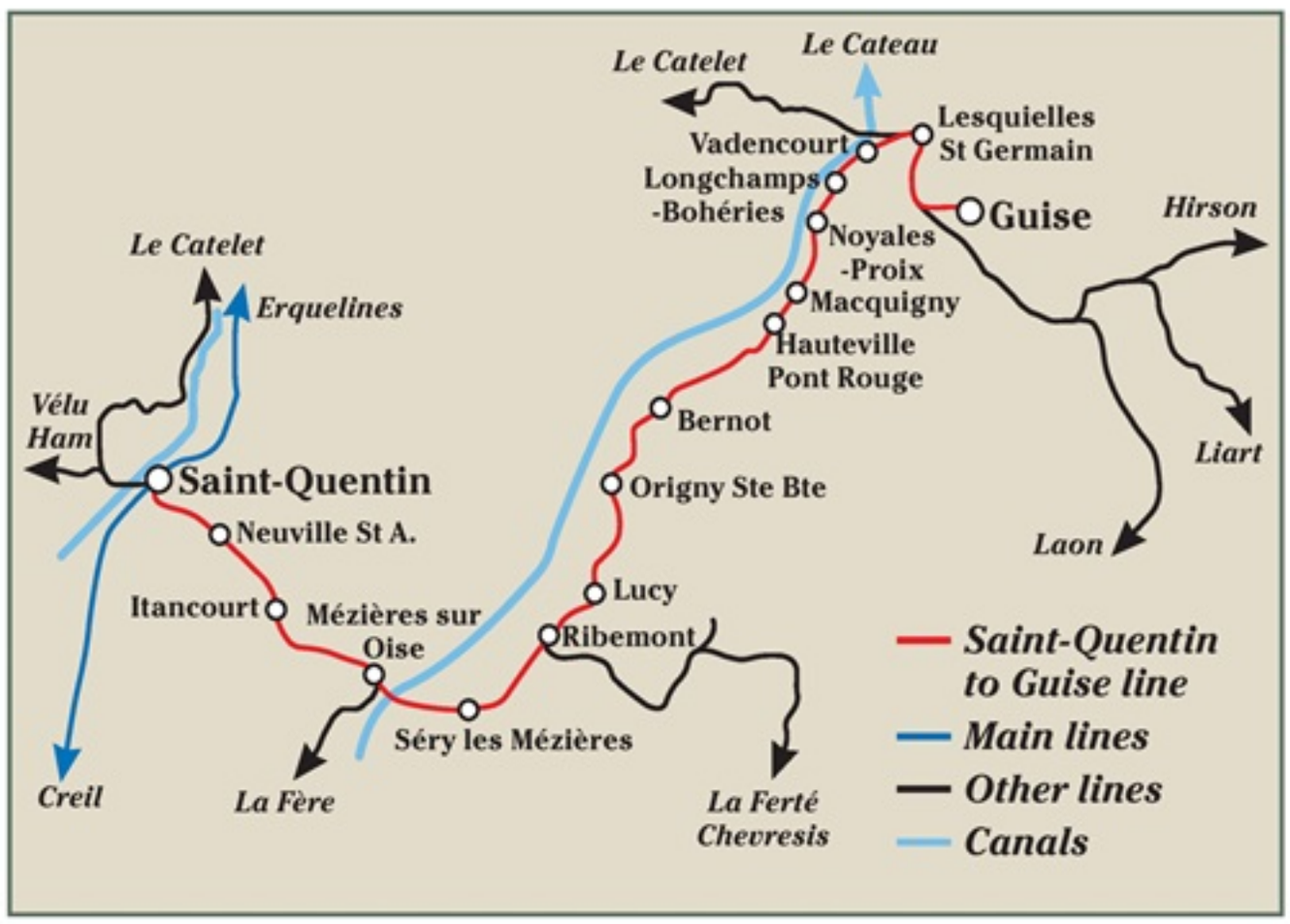
Above
RTA BB 403 leaving Origny-Ste-Benoite in August 1980, passing the station entrance disc signal with the sugar and cement works in the background. Photo: Frédéric Dufetrelle.

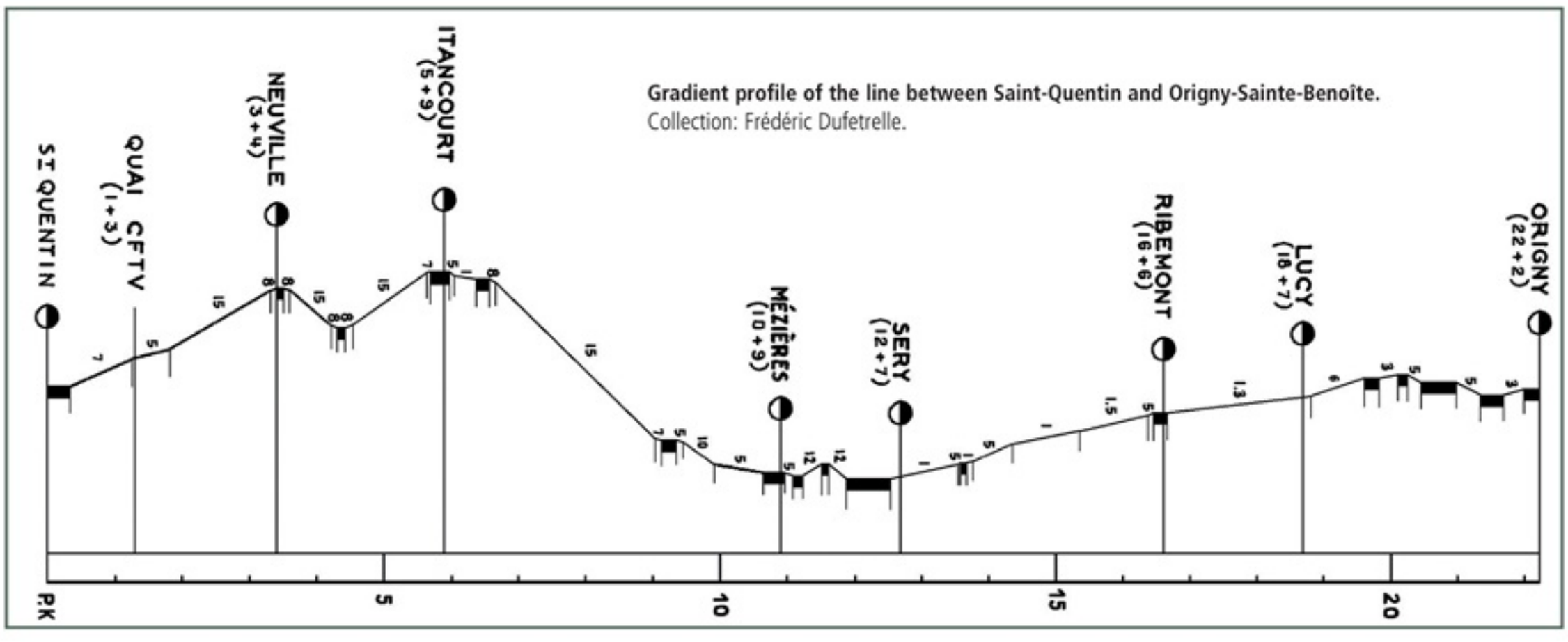
From 1952 the line came under the aegis of the Régie départementale des Transports de l'Aisne (RTA), an organisation that no longer runs trains but does still operate buses.

Competition from road transport led to the owner of the network (the *département* itself, the Compagnie being merely the body holding the concession to run it) deciding to close it in stages, as follows:

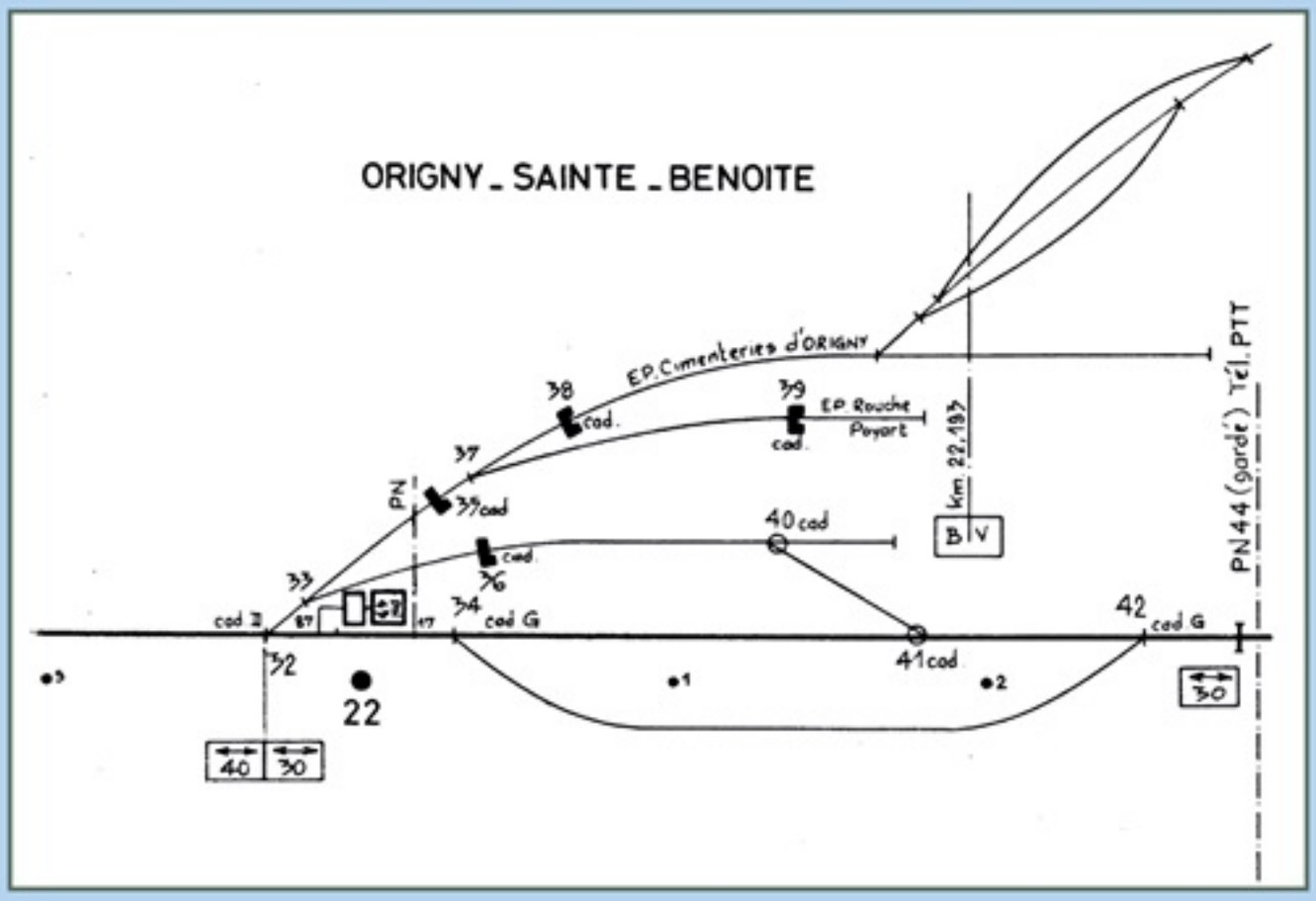
- 15th July 1965, closure of the Origny-Sainte-Benoîte – Guise passenger service.
- 15th February 1966, closure of the Origny-Sainte-Benoîte – Guise freight service.
- 1st January 1966, cessation of the Sunday passenger service between Saint-Quentin and Origny-Sainte-Benoîte.
- 29th June 1968, final day of the Saint-Quentin – Origny-Sainte-Benoîte passenger service.

The remaining section of line, between Saint-Quentin and Origny-Sainte-Benoîte, stayed open for freight traffic. Until the mid-1990s this included coal to and cement from a cement works in Origny, and the line continues to carry freight from the Tereos factory at Origny. Since 1st November 1981 this has been handled by the SNCF, which modernised the line in 1982 to ensure that the heavy wagons full of alcohol emanating from the Tereos factory could be safely

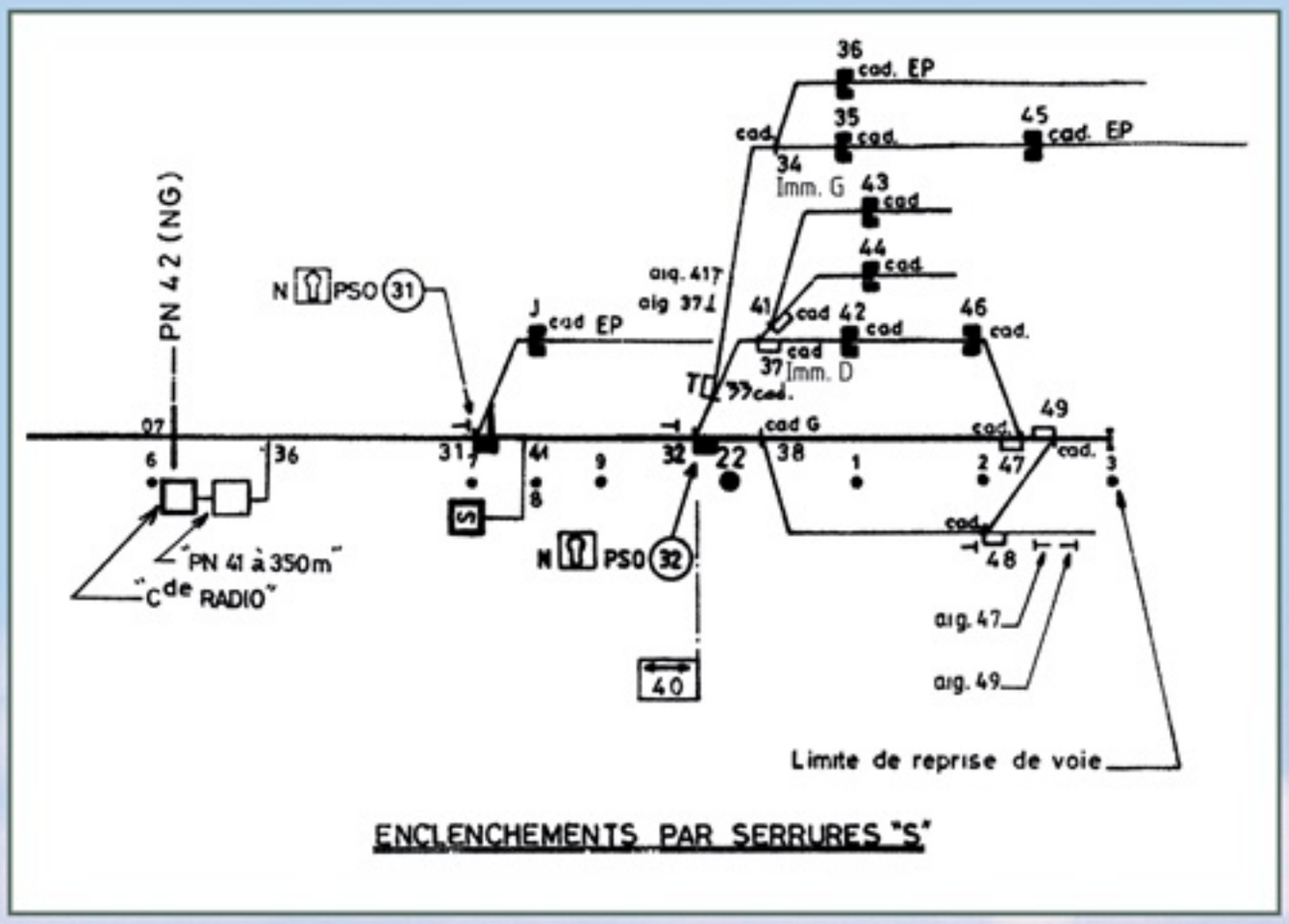




Gradient profile of the line between Saint-Quentin and Origny-Sainte-Benoîte.
Collection: Frédéric Dufetrelle.







hauled over the line. This modernisation included installation of some sixteen radio-controlled level crossings. In 2017, the line came under the authority of la Région Hauts de France.

The Tereos factory is accessed by a set of points to the south of the station but, although there may have been slight alterations following the closure of the section to Guise, the track layout at Origny station itself remains substantially as it was in its heyday. This even includes a small turntable that could be used to turn small tank engines.

Some features of the line are unusual to British eyes. One example is the massive weight that rotates on an arm that is pivoted around the point lever at the south end of the run-round loop on the east side of Origny station. Care must be exercised when changing the points if one does not want to suffer from a bruised shin!

Above
Typical point lever.
Photo: Rhys Owen.

Below
Origny-Sainte-Benoîte station was busy on 21st June 1992 with a train from the Cimenterie d'Origny (*locotracteur* BB 203, built by the CFD in 1954, since preserved by the CFTV) with a short train of cement wagons, the 300hp 'Picasso' *autorail* X3866, and 030 T 3 with its train of ex-DR coaches.
Photo: Frédéric Dufetrelle.



Left
Just above the loco cab is the warning signal at Neuville-St-Amand, looking towards St.Quentin, protecting the private sidings of the St-Lazare industrial area, in particular the Mariage siding near level crossing 4 on the rue de Chauny.
Photo Frédéric Dufetrelle.

Right
The entry to St.Quentin station, with signs showing the boundary between Hauts-de-France territory and the SNCF network with the consequent change of ground to train radio channel.
On the main line beyond, the junction is protected by a *carré* signal.
Photo: Antoine Schnakenbourg.



Where in the UK a single tongue trap would be used to derail vehicles that tried to escape from a siding with the points set against them, this device does not feature on this loop (and I have not seen it elsewhere on the line). At the CFTV depot in Saint-Quentin, the exit onto the main running line is protected by two large metal flaps that stand erect unless the relevant procedure is followed to lower them to allow a movement to proceed. These flaps are known as *oreilles de cochon* (pigs' ears) and they can only be laid flat by opening a padlock and operating a point lever.

Operation of the line both currently and in former years involves very little in the way of signalling. While there is a signal governing the entrance to Saint-Quentin station, Origny-Sainte-Benoîte has no signals, being technically no longer a station. Otherwise, the line is unsignalled, being classed as *une voie-mère d'embranchements* – essentially, this means that the line is treated as a very long siding leading to sub-sidings, only a single train being permitted to access the line at any one time.

Below
On 21st June 21 1992, diesel C 61041 enters the station hauling the unique Nord prototype express coach converted in 1957 into an ordinary coach, with the 'Picasso' *autorail* X3866 on the left and 030 T 3 on the train of ex-DR coaches.
Photo: Frédéric Dufetrelle.

Operation of the tourist trains consists basically of the line being formally handed over to the CFTV for the day, details of the train's progress being reported as required to the SNCF at Saint-Quentin by mobile telephone. Staffs and block instruments are not used, although the operating rules are designed to ensure safe operation, procedures being laid down for all eventualities.

Le Cercle Ferroviaire et Touristique du Vermandois was created on 1st January 1977 and shares its initials with the Chemin de Fer Touristique du Vermandois. The CFTV has in its care a considerable collection of locomotives, rolling stock, and railway artefacts, some of which are at the depot in the ZI Saint-Lazare (ZI = *Zone Industrielle*), the remainder being held in fenced sidings closer to the main line.



Above
140 C 314 operates special trains all over northern France, to the Baie de Somme, Reims, Lille, or Paris, usually with Nord express coaches. On 26th June 1994, it hauled a train of ex-DR coaches with the DD2f Night Ferry van at the back – this vehicle is to the characteristic British small loading gauge. The sign on the right prescribes radio-control from the next level crossing (PN 9).
The line is equipped with sixteen radio-controlled crossings.
Photo: Frédéric Dufetrelle.



Above right
On 21st August 2011, 030 T 3 passes Lucy station, with its radio-controlled SAL-FC level crossing.
Photo: Frédéric Dufetrelle.

Right
Steam appeared on the CFTV in 1981 with 030 T 3 (Fives-Lille 1933) and ex-DR 'Thunderbox' four-wheel coaches, here seen crossing the elegant bridge over the Oise in Mézières-sur-Oise, a place long popular with fishermen who used to charter special trains on Sundays at the beginning of the 20th century.
Photo: Frédéric Dufetrelle.

DECEMBER 2022



Left
Shunting at Origny-Sainte-Benoîte station with Renault 300hp *autorail* ABJ4 28 (ex SNCF X3623) in July 1980, with the loading gauge on the right, before the track plan was modified by the SNCF which took over the operation of the line in 1981.
Photo: Frédéric Dufetrelle.

The steam locomotives consist of 030 T 3 and 030 T 4, both Fives Lille 0-6-0T; 140 C 314, a 2-8-0 built by North British for the État; and 230 G 352, a 4-6-0 built by Batignolles for the Paris-Orléans. None of these is currently operational although a recent arrival, 030 T 8157, built by SACM, should be put into working order relatively easily.

Diesels include BB66252, hired from the SNCF, a Bo-Bo diesel electric built by Alsthom. Also from the SNCF is a six-wheeled diesel electric shunter assembled by Compagnie Électro-Mécanique.

There are also some *locotracteurs*, most notably one constructed by Baudet-Donon-Roussel which, despite its small size, is capable of moving surprisingly heavy trains – albeit very slowly!

One artefact that originates directly (and relatively recently) from the RTA is a small hand-operated crane, which looks as if it was built sometime in the 19th century. It lacks a works plate, so little is known about its origins, although its axleboxes are marked 'NORD'. After having been used within the confines of the RTA depot, this crane became a roadside monument before eventually finding its way into the care of the CFTV.

Before the pandemic the CFTV operated pre-booked dining car trains on certain Sundays through much of the year and 'omnibus' trains during high summer. Details are available from the website **www.cftv.fr** (mostly in French with a limited amount of English).



Left
030 T 3 (Fives Lille 1933).

Below left
570hp 0-6-0 diesel C 61041, manufactured by Forges et Aciéries de la Marine et d'Homécourt in 1952.





Below
BB466252 and restaurant car WR 3585 (ex-CIWL).

Right
C 61041 enters Origny-Sainte-Benoîte on 21st June 1992 with a mixed train of two ex-DR 'Thunderboxes' framing a Nord type C11 express bogie coach. Note also the cement wagons which were a significant traffic until the plant closed in 1996. Fortunately, the Tereos distillery brought new traffic which allowed the line to be maintained. Photo: Frédéric Dufetrelle.



Below right
The Baudet-Donon-Roussel *locotracteur* shunting.

Left
The hand-operated crane. 23rd April 2016.

Below
The plaque on the crane counterweight reads *Charge Maxima 4000 K. On ne doit jamais manœuvrer la grue sans employer les vérins.* (Maximum load 4,000Kg. Never operate the crane without using the jacks.) Many such cranes were used in France, on both standard and metre gauge lines. Photos (7): Rhys Owen.





Roger Ellis explains how a latent interest in trams lead to building a layout in lockdown which has proved successful and is already being extended.

Bremen tramways

Trams through the town

When the lockdown imposed by the Covid pandemic at the beginning of 2020 meant that millions of us had time on our hands, like many others I sought tasks to keep busy. House decorated and painted both inside and out, garden looking very tidy and daring a weed to show its face above the earth, so what else was left to occupy the time?

During my many trips to Europe to both travel and photograph trains I had always taken pictures of trams. They are a most efficient way of moving people around a city. Many years ago I bought a quantity of tram track to construct a layout which, of course, never happened, and the track was sold. However, no excuse this time, so I looked to see what model railway items I had available that could be used.



Above
Düwag GT6 two-car articulated tram in Coca-Cola Christmas livery (model by Rivarossi). The low relief town buildings were mostly adapted from Faller kits.
Photographs by the editor.

Above
Nearing the depot is a three-car articulated Düwag GT8 in Kölner Verkehrs-Betriebe colours (model by Roco).

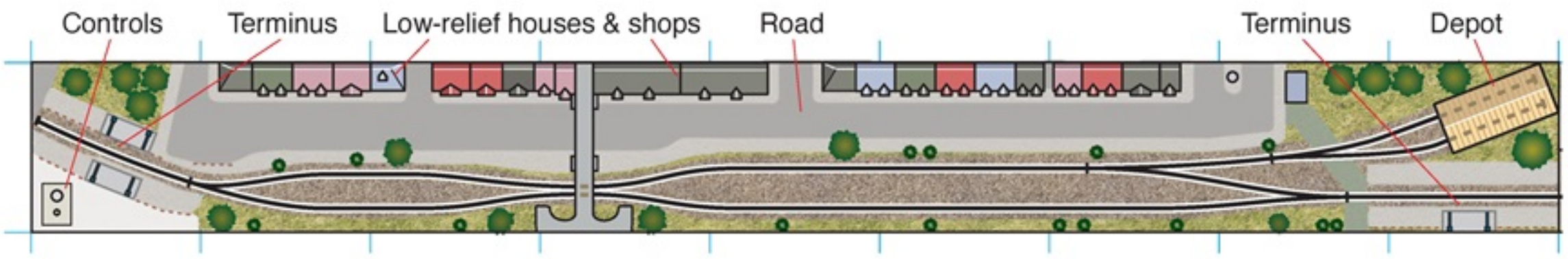
Below
It must be a big package if a fork lift is needed!

The size of the layout was dictated by the length of my kitchen work surface and I decided to attach adjustable feet to the baseboards so that the layout would fit above the gas hob. I already have a Swiss/Austrian HO layout in the second bedroom so the tram layout also had to fit into a downstairs cupboard when not being used. My main layout is DCC, but I had kept a Gaugemaster controller from my analogue days and had also retained some Faller low relief buildings.





Tram Layout Size of scenic section 9' x 1'. Each grid square = 1' x 1'.



The baseboards use the conventional 2" x 4" planed wood frame plus 9mm plywood for the surface. The boards are aligned to one another with male/female brass studs and held together with bolts and wing nuts.

The track plan is very simple. I used Peco Setrack points and code 100 track. I decided to place the track on a reservation, as many European cities have done, and this avoided the complication of modelling the tram track in a roadway, or so I thought! My son and I took the layout to an exhibition recently and subsequently made the decision to extend it by making a simple turning circle. This means track will have to be inset into the road.

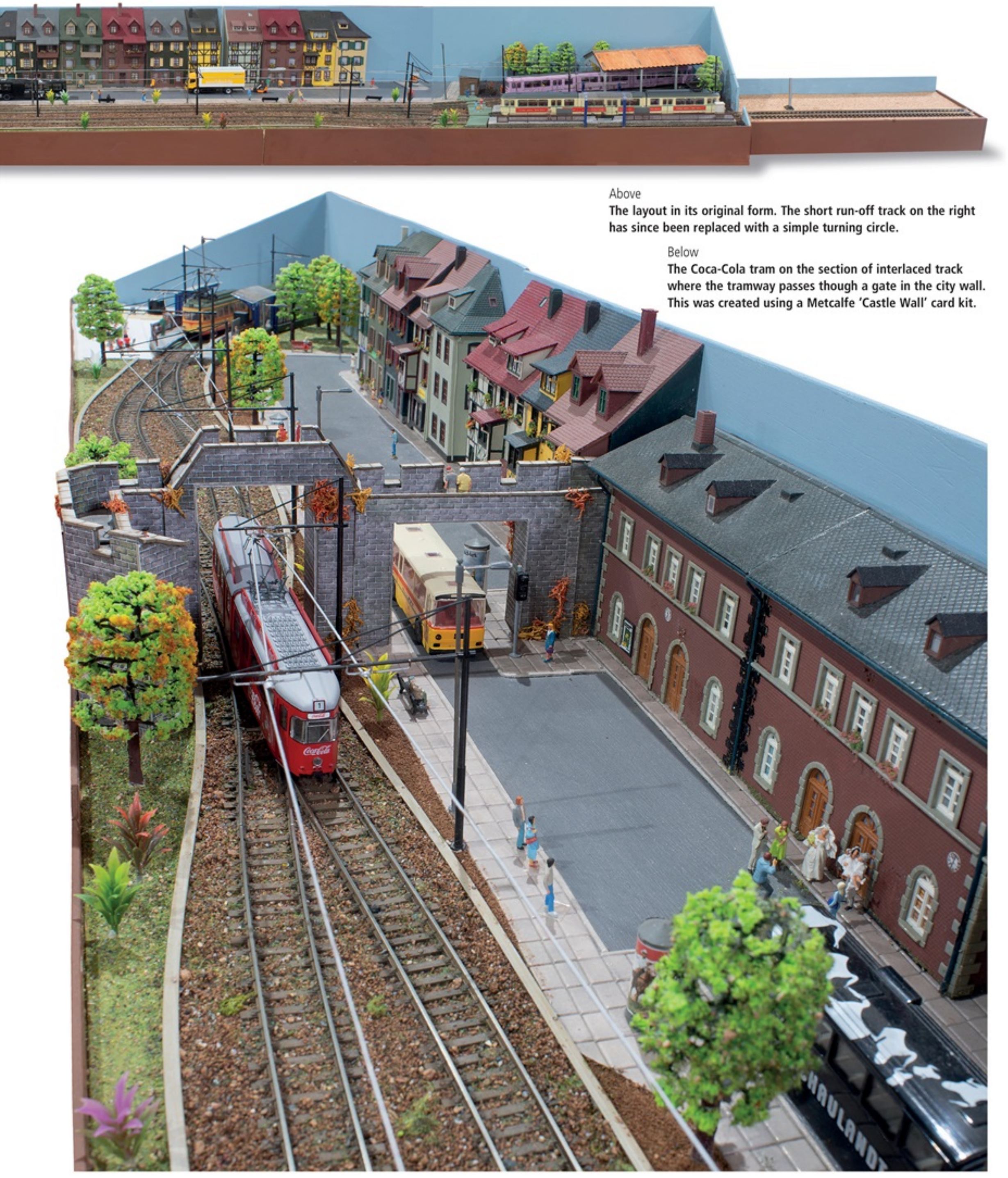
The track is secured with Woodland Scenics ballast using diluted PVA glue with a small amount of washing-up liquid to reduce the surface tension.

None of this is new, but it works, especially if the layout is to be transported.

People have commented on the small section of interlaced track where the trams pass through an old city wall (a cannibalised Metcalfe castle wall kit). All I did was to cut a Peco diamond crossing into three pieces and join the two sections containing the frogs with small sections of track after removing every other sleeper and pushing them together. If the layout were longer, I would have extended the interlaced track as it does look interesting. Amsterdam has a classic example of this in one of its busy narrow streets where there are three or four sections of this arrangement. There do not appear to be any signals for the trams, so the drivers have to be alert and co-operative. My tram drivers of course are from the same mould.

Below
The simple controller plus point and section switches are built in to the left-hand end of the layout.
One of the passengers seems exasperated at the late arrival of the tram!





Above
The layout in its original form. The short run-off track on the right has since been replaced with a simple turning circle.

Below
The Coca-Cola tram on the section of interlaced track where the tramway passes though a gate in the city wall. This was created using a Metcalfe 'Castle Wall' card kit.

HO **BREMEN** GERMANY

I made simple tram stops and found fencing and street furniture left over from previous projects. The LED street lights do illuminate, and I have lit several of the shops. I had some ready-painted Preiser people but purchased some that were not. I now have enormous respect for the workers who paint blank figures for a living. It is like watching paint dry.

The catenary is by Sommerfeldt, and I cannot understand layouts where electric locomotives are featured but catenary is absent. It really is not that difficult to build and does make any layout look more realistic. Granted the contact wire is fairly thick copper as if a layout is to be portable then realism has to give way to being practical.

It is fun at exhibitions when people ask if the trams pick up power from the overhead catenary only to be told of the voltage and "... why don't you touch the wire and see what happens?"!

Right
A wedding party outside the Town Hall. The trams have even stopped whilst the photos are being taken.



Above
The depot and terminus with two Düwag KVB vehicles. The purple livery promotes Stollwerck Alpia, a famous brand of chocolate.

Left
Beyond the terminus the next stage of the layout will be a return loop, already under construction.

The traffic lights work but with the British sequence as I could not at the time obtain a set with European changes.

I wanted to include a small tram depot but could not find a suitable building – all the designated structures were too large, so with the help of the internet I found a laser-cut barn kit.

Most of the trams are uni-directional, but of course I do not (yet) have a return circle. Tram enthusiasts will know this but most people looking at the layout will not, so that is our little secret.

The trams are from Roco, Halling, and Rivarossi, and were in the main bought secondhand.

I do not think there are many HO tram layouts around. I got a lot of pleasure building *Bremen*, and it was nice to take it to an exhibition at last. I never thought that it would be extended, but I am already armed with plywood, screws, Peco track, and wire.

Les Fordham shows how he modified a commercial kit (the Ratio OO/HO carriage shed) to be suitable for his latest New South Wales HO layout project.
Photographs by the author.

Carriage shed to loco shed

A straightforward adaptation



I wanted to build a simple two road loco shed that looked similar to a New South Wales Government Railways shed. Looking through a *Byways of Steam* book, I came across a photo and plans for a shed with a curved roof that had been erected at Orange, in western New South Wales.

Looking for a suitable kit to form the basis of this conversion, the Ratio ref.527 'Carriage Shed' appeared to be a likely starter, and an enquiry to Peco requesting a copy of the instructions resulted in the required document arriving in my e-mail inbox.

Drawings of the prototype were supplied by a friend, and a conversion appeared to be quite feasible. My conversion is for use on an HO layout, so all dimensions refer to 1:87 scale lengths.

The parts required are:
Ratio ref.527 Carriage Shed kit.
Peco ref.LK-156 Inspection Pit kit.
Evergreen ref.4527 metal siding.
Evergreen ref.4515 sidewalk.
Evergreen ref.175 square section.
Evergreen ref.186 square section.
Grandt Line ref.5030 eight pane windows.
Grandt Line ref.5021 five panel doors.

The first thing was to decide on the length of the completed shed, which I decided would be as close to a scale 60' long as possible. The length is determined by the beams that support the roof trusses and the side legs. The top wall beam was cut to keep complete sections. When the beams were cut to size, the shed scaled out to 68'.

The shed is wide enough to cover two tracks, and the included walkway could be used inside the shed.

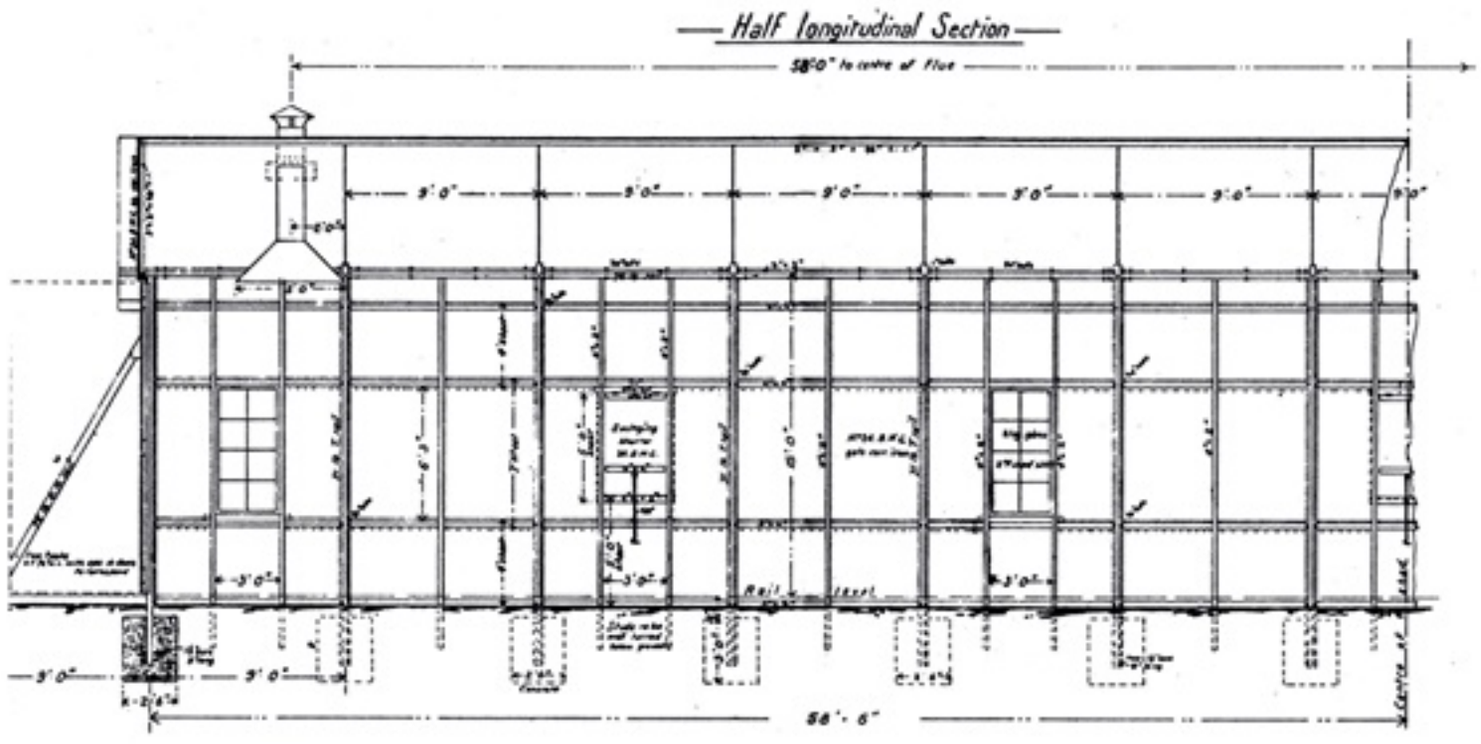
I used Evergreen ref.4515 sidewalk as a base for each long side wall as well as the floor inside the shed. At the front of the shed on one side I added a lean to shed structure that was common on many loco sheds as a store room for tools and parts as well as an office.

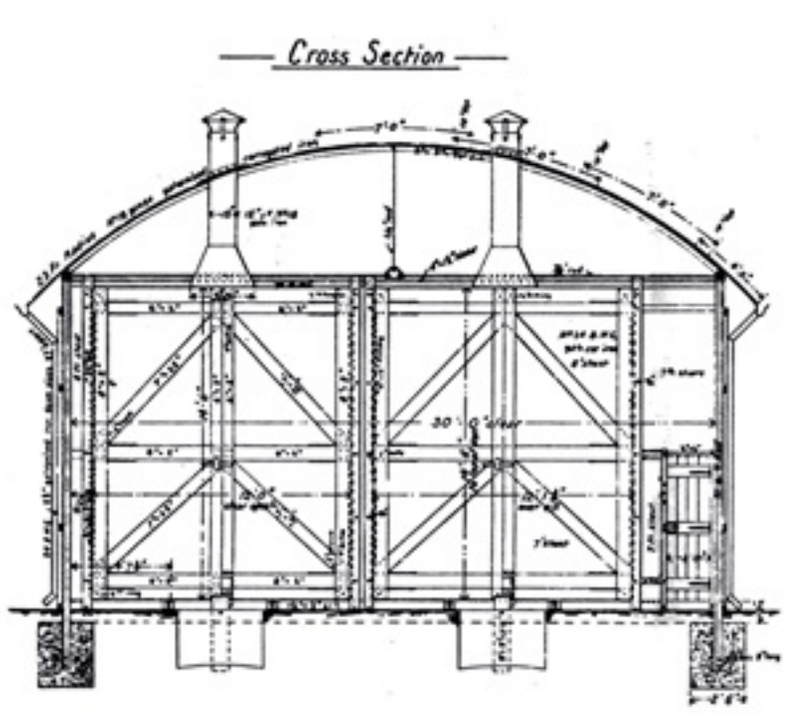
The first step was to mark the shed wall outline on the Evergreen ref.4515 sidewalk. If you use a non-permanent marker pen, when it comes to painting it is easy to clean off the markings. The pen I used was a more permanent marker and the lines and text needed more paint to cover them.

I allowed three squares along the side and ends to form pathways and the internal shed floor up to the edge of the Peco inspection pit which I was installing inside. I cut the floor a little oversize so that once the track was correctly positioned, I could then trim the floor to be an exact fit.



Below
Official NSWGR drawings reproduced to 1:160 (N).







Right
The shed sides, showing the side beams and posts. By making the cladding about 3 to 4 mm higher, showing over the top beam, a neater finish would be possible.

Once the base for the complete shed, with inspection pits, running rails, and the raised inspection walkways have been constructed, the internal floor can be trimmed to suit so that there is enough clearance for locomotives to enter and leave the shed.

The area where the paved floor is placed will need to be filled up to sleeper level so that the floor paving then can be fitted up to the rails. I used a balsa wood sheet to pack the base to sleeper height so that I could then install the shed with the styrene floor with the paving sitting at rail height.

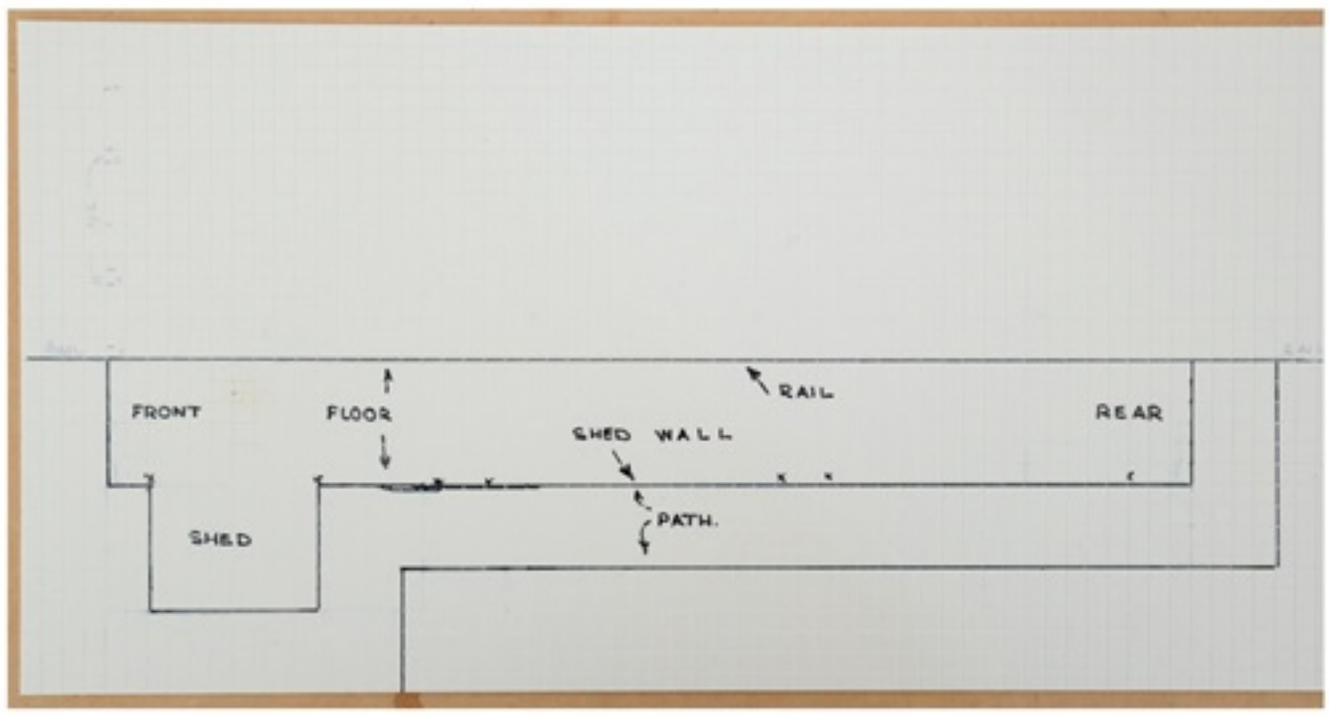
I painted the paving slabs with Floquil 'Aged Concrete'; unfortunately this is no longer produced, but there are many paint brands that have suitable colours.

While it pays to follow the manufacturer's instructions, in this case when it came to adding the roof onto the walls, in hindsight I could have achieved a much better join by cutting the Evergreen metal siding sheet so that the wall was about 3mm taller.

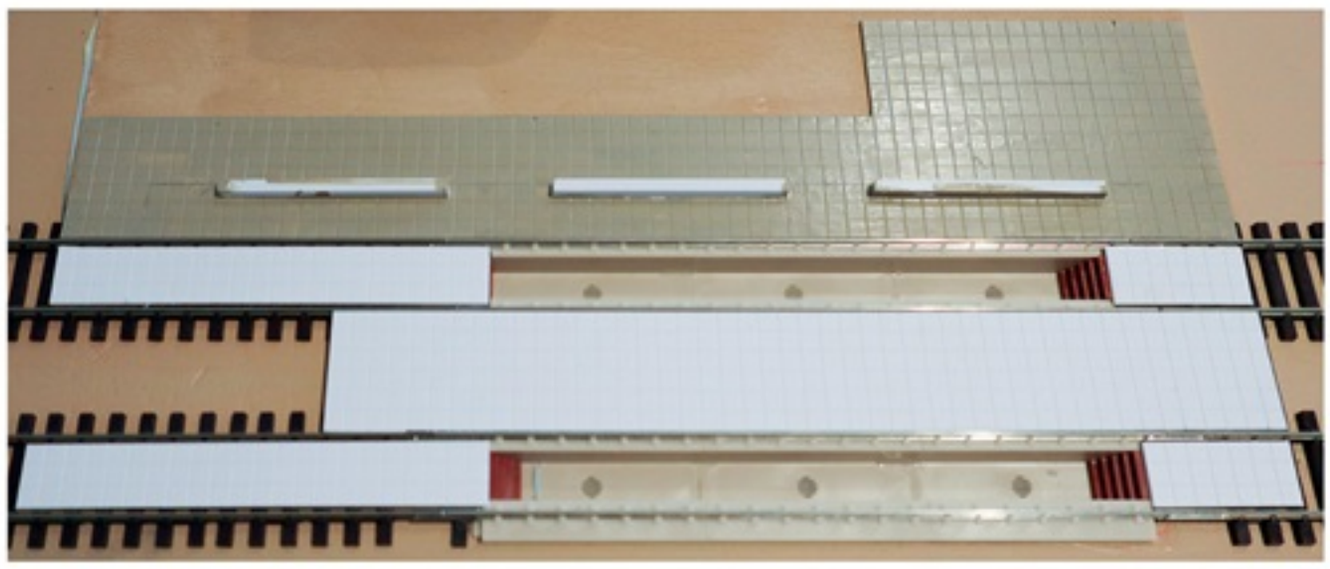
The side wall beams were then glued to the Evergreen metal siding, leaving a 3mm section above the side beams. If you hold one of the roof trusses in position on the side beam, you can the see how the two fit together and follow the truss curve down to the Evergreen metal siding. Once the roof is cut to the correct size, when it is installed it will fit down onto the walls without a gap that requires filling.

The support beam sections were cut to the required length and then glued onto the back of the sheet of Evergreen metal siding. A little extra sheet was left at both ends, which might make a neater final finish, or would need a slight trim. The supports were then glued in place, ensuring that they were square with the top support beam. With this type of thing, you learn as you progress the conversion. In hindsight, I should have lined up the tops of the side beams to ensure the locating pins on the top of the beams lined up on each side and made the cuts to shorten the beams accordingly.

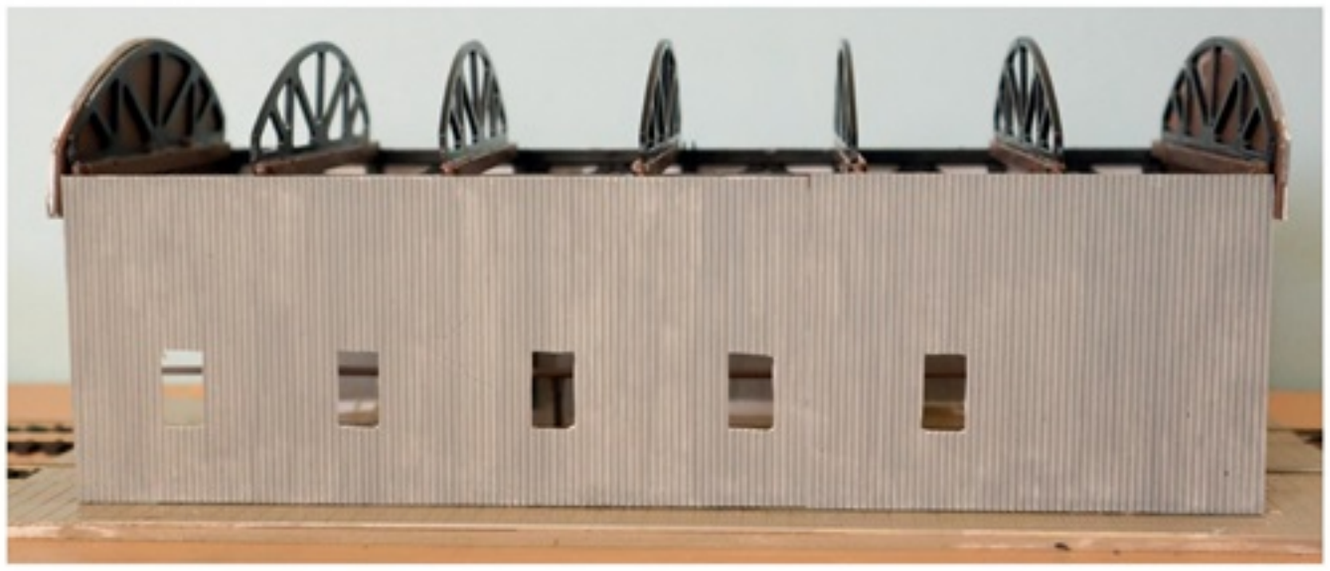
The position of the windows needs to be marked out on the inside of the wall and then the holes are cut out to fit the window frames. I cut along the four sides and then cut from corner to corner. Once the two diagonal cuts were made, the pieces of styrene pushed out easily. The window openings were then trimmed so that the Grandt Line windows fitted. If you want the windows a different colour, they should be painted before they are glued in place.



Above
The Evergreen sheet marked up to show the external path, where the walls are attached, the lean-to shed, and the floor inside.



Below
The floor pieces in place round the inspection pits.





If the walls are not made 3mm higher, a length of Evergreen ref.175 section will have to be glued along the top of the wall to fill in the space that will be visible when the roof is added later. It should be painted grey to match the wall sections.

The walls were then painted with Humbrol No.1 grey primer on both sides to represent the colour of weathered corrugated iron. I found that each side needed two coats of paint to get good coverage.

Lengths of Evergreen ref.175 square section were cut and glued to the base section so that the walls could be glued to the paved floor when required to ensure that they were solidly fixed in position. When it came to placing the second side, the grid lines on the paving sheet made it easy to ensure the two sides were square.

The loco shed was mounted on a piece of foamboard and an outline of the walls was drawn onto the board. The centre line was marked through the length of the shed, and then lines were drawn to indicate both sides of the work platform between the two tracks. Once the position of the two tracks was established, I stuck them in position with some double-sided tape to check clearances between the shed entrance walls and the work platform.

Once the track position was established, the holes for the inspection pits could be cut out. I used two three section pits.

When the track had been fixed in its final position, pieces of Evergreen paving were cut to fit into the space between the running rails as well as between the two tracks. They were then painted with the Floquil 'Old Concrete' paint.

When the first wall is positioned and glued in place, and checked to ensure it is parallel to the internal track and standing vertical, it can be left to dry before then positioning the second side and floor. The cross bars and roof trusses can be glued together and put aside to let the glue set.

If everything goes to plan, the cross bars and roof truss assembly can then be used to test the location of the second shed wall. If the assembly goes well, the cross bar assemblies can be used to hold the second wall in position. When everything is holding together, I drip some liquid plastic glue over the truss assembly end where it sits on the wall assembly between the two upright pins. After allowing time for the glue to set, it is worth checking how everything lines up and then glue the cross bar assemblies onto the second wall.

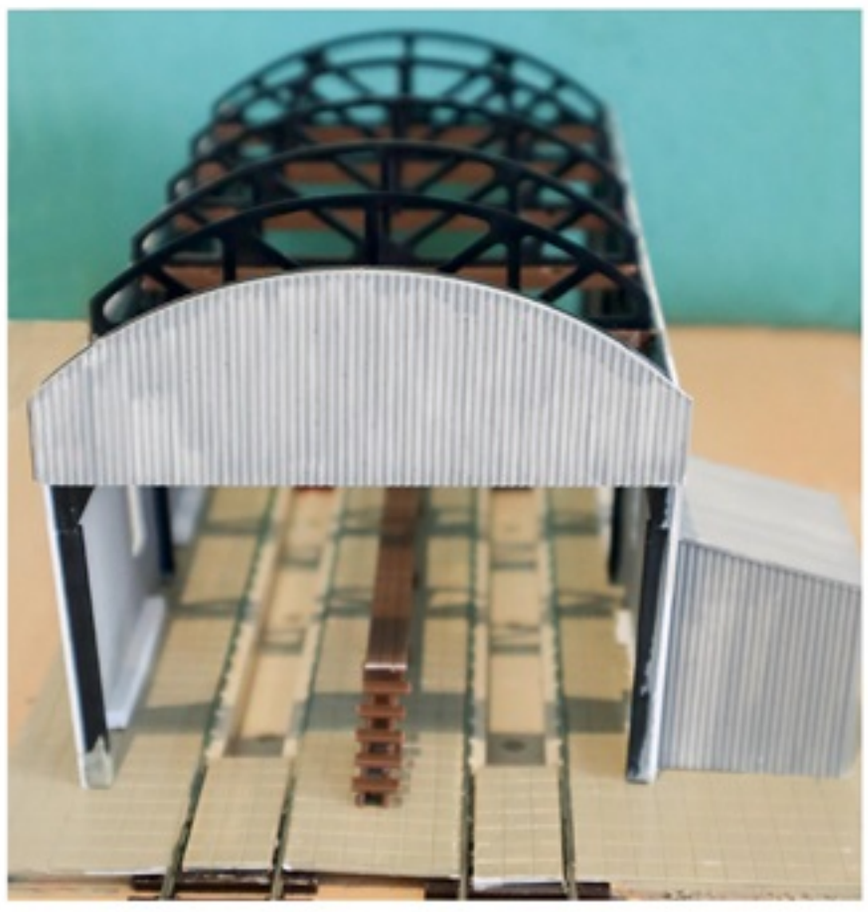
I glued a spare truss piece to the middle bar of the roof beams and trusses so that there was more support where the two roofing pieces would meet.

After the glue has had a reasonable time to set, it is time to check that the second wall is square and vertical before it finally cures. The grooves in the paving floor make it easy to line up the walls with the walls on the other side.

I then glued pieces of the ref.175 square section against the wall and the floor on the inside of the shed wall to give it a little more strength.

Below
The centre access walkway from the kit was retained.

Below right
The gutter conveniently masks the strip added to the top of the cladding.





Right
The smoke vent on the roof was made from styrene strip and offcuts of roof material.



The end wall sections of the truss and the brown wall piece are glued together and the wall piece on each side is carefully cut off to leave the bottom edge straight. This assembly is then laminated onto the metal siding sheet and once it has had time to dry the end wall is trimmed to the shape of the truss and brown plastic section before it is glued to the wall ends. I found that a small piece of masking tape on each side held the end piece in place while the glue set.



Left
Another view which shows how the sides and roof would be a better overall fit without the need for a filler if the cladding was 3mm taller.

The locomotives on shed are an X200 diesel shunter from IDR Models and the new 19 class 0-6-0 from Casula Hobbies.

Below
Complete and ready to place on the new layout.

At this stage the whole shed structure should be quite strong and stable.

The next stage of the instructions details the fitting of gutters and downpipes to the building. I decided to fit these before I fixed the roof in place.

One step I was dreading was trimming the clear plastic roof sections, but with a sharp knife blade it was easy to cut each piece. I then trimmed each roof piece so that the two sections overlapped on the middle roof truss. It is easy to trim the roof sections with a sharp knife and a steel rule once they are cut from the sprue.

I applied liquid plastic glue to the shed end piece and to the double truss section in the middle of the shed, to ensure the roof was stronger. It is best to try a couple of test fits of the roof material before applying the glue, because the two parts come together very quickly after the glue is applied.

The offcuts of roof material were then used to make the smoke vent on the roof. After I had assembled a suitable length, I trimmed the sides to form a straight edge on both sides. A piece of Evergreen ref.175 square section was glued along each side of the vent material. The vent must be painted inside and out before being glued into position.

The next step will be to mount the shed on the layout and to decorate the site with the usual clutter.

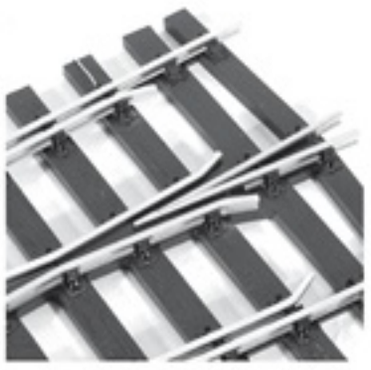


Reviews

Evaluated by our own specialist staff







O SNCF 140C new from Chrezo





This class of 2-8-0 was originally built for the Chemins de fer de l'État. 340 were ordered in three series. The first batch of seventy, numbered 140-101 to 140-170, were built by Schneider et Cie. at Le Creusot, SACM at Belfort, and Fives-Lille, and put into service in 1913.

They had an output of 1,210hp were and capable of 70km/h. The light axle load made them suitable for most of the État network, hauling both passenger and goods trains.

The declaration of war in 1914 forced the État to entrust the construction of the second series to Nasmyth, Wilson and Company of Manchester and North British Locomotive Company of Glasgow. Two hundred, numbered 140-171 to 140-370, were delivered in 1916 and 1917. Six were lost at sea on 30th April 1918 when the ship transporting them was torpedoed.

The third series of seventy was ordered by the French Artillerie Lourde sur Voie Ferrée (ALVF). They were numbered 1 to 70, and half were built by North British in 1916, the others by Vulcan Foundry between 1919 and 1920. After the war, all these were sold, with the NBL locos going to the Chemins de fer de l'Est as 40.001 to 40.035 and the VF locos to the Chemins de fer de Paris à Lyon et à la Méditerranée (PLM) as 140.K.1 to 140.K.35.

On the formation of the SNCF in 1938, the Est locos became 1-140.C.1 to 1-140.C.35, the État locos became 3-140.C.101 to 3-140.C.370, and the PLM locos 5-140.K.1 to 5-140.K.35. After the Second World War, the locos were concentrated in the eastern region, and while the ex-État locos only needed the region prefix changed from '3' to '1', the ex-PLM locos were renumbered to 1-140.C.36 to 1-140.C.70.

The loco could haul 1,000 ton trains at 50km/h on the level, 550 tons at the same speed on 1 in 100, and 260 tons on 1 in 50.

They were allocated to all the main État depots – Mézidon, Le Mans, Rennes, Brest, Nantes, and Bordeaux, and were used the Grande Ceinture.

After the end of SNCF steam in 1974, the 140Cs became the last operating 'main line' French steam locos, hired to CFTA. Their final area of operation was the CFTA Réseau Franche-Comté, based at Gray in Haute-Saône, mainly operating on the line from Gray to Châtillon-sur-Seine and Troyes (in Champagne). 140 C 287 pulled the last commercial steam train on French rails on 24th September 1975 between Gray and Sainte-Colombe.

Eight have been preserved – seven NBL and one VF; all Nasmyth, Wilson engines were scrapped and none of the pre-war engines built in France has survived.









The new model from Chrezo comes assembled, painted, and ready-to-run. It makes a very favourable impression as soon as the box is opened. The main colours are dense and even, and the fine lining is a delight, not to mention the brass boiler bands.

The boiler, cab, footplate, and tender body are injected-moulded plastic, enhanced with many added details (whistle, handrails, handwheels, sand pipes, backhead, etc.) Components such as the catenary protection grille on the cab are finely photo-etched, as are the number plates which are supplied separately for the modeller to install. Around fifteen alternative identities are provided. Other optional parts include the piston tail rod covers, cylinder cocks, air brake pipework, and steam heat hoses.

The bunker has been left empty for the modeller to load as required.

The chassis of both loco and tender are cast metal. Wheel centres are also cast, with burnished steel tyres to fine scale standards.

The motion is all metal, with the different rods of the correct thickness.

A nut spinner is supplied to remove the crankpins if necessary.

The model is driven by a powerful 12V DC motor with flywheel though a reduction gearbox, all concealed within the boiler and firebox.

Current is collected from all driven wheels and those of the tender to ensure a secure supply.

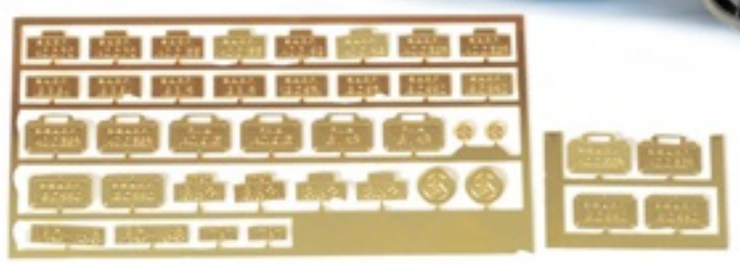
The lights work, using warm white LEDs, and change according to the direction.

There is a socket for a digital decoder – an ESU type V5L is recommended (ref.59315 or ref.58315 with sound). According to the instructions, loudspeakers are ready installed in the tender.

There is space and wiring for a synchronised smoke generator from ESU (ref.54678) which requires small modifications and some soldering.

The loco and tender must be linked for the model to run but can be easily disconnected (mechanically and electrically) if required.

The buffer beams are equipped with standard pattern buffers, which are sprung. Scale screw couplings are fitted front and rear, but the tender also has socket for an optional Lenz coupling.



Length over buffers is an impressive 440mm, but the model is able to run on Lenz R2 radius curves and Peco points (with a radius of 1,028mm).

The model weighs 1,75kg.

It is delivered in a substantial card box, securely held in a shaped high density foam insert, though there is no plastic film liner to assist removing the model from the packaging.

Four versions have been produced so far, with authentic livery and detail differences. We illustrate SNCF 140 C 362 with tender 18 C 550 (ref.140-04) allocated to the Ouest, in green and black livery with yellow lining, polished brass boiler bands, Coale safety valves, conical smoke box door, and Nord exhaust.

It was originally based at La Rochelle on the État (La Rochelle) and allocated to Nantes in 1955. It was the last 140C in service at this depot, being set aside in November 1968 and written off in May 1969.







Manufactured for

Chrezo SARL
15 rue François Arago,
F-17200 Royan, France.
https://chrezo.fr

AVAILABLE IN THE UK FROM
Minerva Model Railways,
P.O.Box 244, Penarth, CF64 9FJ.
www.minervamodelrailways.co.uk

PRICE £780.00 +£15.00 p&p

HO

Austrian Rh5044 diesel railcar new from Jägerndorfer





Although modern vehicles with diesel-electric transmission were available in the form of the class VT42 railcars, for cost reasons the BBÖ decided in the spring of 1937 to order a new type of vehicle, with Voith hydraulic transmission, classified VT44. Sixteen were ordered. The increase in performance of diesel engines achieved through supercharging was a critical factor. The R12a engine used in the VT44 ('a' denotes supercharged) was a development of the R8, with the same cylinder bore and stroke but twelve instead of eight cylinders. The amount of supercharging was not very high, around 0.3 bar, but even with this the engine produced 425hp (313kW) at 1,300rpm, about twice the rated power of the R8, so it seemed possible to match the twin-engined VT42 with a single-engined railcar.

Two VT44 railcars could be run in multiple, or with a driving trailer.

The first VT44 was delivered on 12th March 1938, the day that Austria was annexed by German troops.

In July 1938, the DRG ordered ten more VT44s, which were numbered C4ivT 921 to 930. They were not delivered until 1940. By this time, civil traffic using combustion engines had been discontinued, so all ten were put into operation with interiors adapted to the needs of the military. Most of the others were also modified during the course of the war. Most of them were destroyed in the war and only nine of the twenty-six (02, 06, 11, 16 – 19, 21, and 23) were rebuilt. In the numbering scheme of 1953, they became Rh5044. They were used for fast train services and expresses on the western and southern lines. In time they were displace by progressive electrification and the commissioning of the Rh5045 *Blauer Blitz* sets, and were used for regional trains and on branch lines, for example the local Mürzzuschlag – Neuberg trains in Styria or in the Weinviertel in Lower Austria.

The last units were retired in 1988. 5044.06 was preserved and is currently stored at St.Aegid in Lower Austria.

Recently released by Austrian specialists Jägerndorfer is a brand new model of these railcars, made in China, and announced in 2021. Our sample represents a unit with opening half windows and blue skirts, numbered 5044.21, with Epoch IV markings. The finish is good, with the main colours even, and all markings nicely printed. Later ÖBB 'flying snail' logos are supplied as optional transfers.

The model conforms closely to published dimensions.

The body shell is plastic, with the various grilles and panels neatly formed; added parts include the handrails, windscreen wipers, gangway fall plate and gate, buffer heads, shunters' grabs, horns, and exhaust cowlings. Fine black plastic brake hoses and scale couplings are provided as optional details.

Glazing fits flush and there is interior detail.

The model is a High End edition, with cab and interior lighting as standard, switchable in digital mode, as well directional head and tail lights.

The bogie side frames have good relief detail.

The frame is metal, and power comes from a low profile can motor with two flywheels, driving both axles of the leading bogie, with traction tyres on the outer wheelset. The railcar weighs 335g.

Current is collected by wipers on the backs of all wheels.

There is a Plux22 socket for a digital decoder, and the model is also available with sound factory fitted.

Operation is smooth and quiet, with good control across the speed range from a crawl to a reasonable maximum. Running in for 30 minutes in each direction is recommended.

Length over buffers is 293mm, and the unit is designed to negotiate a minimum radius of 419mm.

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

The illustrated instruction booklet has text in German and English.

Note the model fits only one way in the wrap-around packaging.

Manufactured for

Jägerndorfer
Bundesstraße 20,
A-2563 Pottenstein, Austria.
www.jaegerndorfer.at

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

PRICE ref.23020 £285.00.







Czech 499.1 electric new from Piko











In the 1960s, the Czech railways began extensive AC electrification of the network in the southern part of the country. For this purpose, powerful locomotives for express trains were procured from Škoda in several batches, which, due to their unusual appearance with the large, rounded front windows are among the most striking locos in Europe. The body was covered with glass fibre reinforced plastic panels, so the locos quickly earned the nickname 'Laminátka'. Between 1966 and 1969, 145 were supplied to the CSD. 25 were classified as S499.1, differing from the S499.0 only in having a higher top speed of 140km/h instead of 120km/h.

From 1978, however, they were all derated to match the S499.0. After 1992, around two-thirds of these locomotives passed to Slovakian Railways (ŽSR). Those that remained in the Czech Republic with CD are mainly used for freight.

Following its success in HO, Piko have repeated the model in TT. In addition to the eye-catching paintwork and authentic Epoch IV markings, all neatly printed, the model sports many impressive details – for example, the grilles and louvres, wind deflectors, handrails, steps, windscreen wipers, machine room windows giving a good view of the interior, the whistle, cables, insulators, and fine metal pantographs on the roof, the extremely detailed bogies with excellently moulded spring assemblies, speedometer drive, and sand pipes, and the representation of the linkage under the floor. Coupling hooks, brake hoses, and electrical connections are included as options for display. The windows are particularly characteristic and have been excellently reproduced.

The model has a powerful central motor with two flywheels driving all wheels. Current is collected from all wheels.

A traction tyre is fitted to one inner wheel of each bogie, and a weight of 189g should provide ample pulling power.

The model has a NEM 662 Next18 interface for fitting a digital decoder.

The white and red head and tail lights are LEDs and change with the direction of travel. The cab lights and machine room lighting are switchable in digital mode.

Regular TT couplings are fitted in pockets on close-coupling mounts, which also carry the lower part of the skirt.

The minimum recommended radius is 310mm.

The model is 137mm long overall.

Note the model only fits in the shaped packaging one way – a small sticker indicates which end the delicate whistle should be. Thoughtful.



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.gaugemasterretail.com

PRICE ref.47540 £270.00.

Modelling the New South Wales Railways
Windows, blinds, and interiors
for NSWR passenger cars

by Ian Black

Published by the author.
295mm x 210mm 108pp
Softback A$25.00
No ISBN

This book was prompted by an invitation to present a clinic on modelling New South Wales Railways passenger cars at the New England Model Railway Convention in Armidale NSW in October 2022, the event making a welcome return after two years enforced absence due to the pandemic. It was thought that the areas of windows, blinds, curtains, and interiors (including passengers) had received little attention in magazine articles and books. These often overlooked features can be the difference between an ordinary and an outstanding model.

The first section looks at windows, the best material for modelling them (acrylic sheet), making some open, simulating tints, and installing shutters, blinds, or curtains. There is then detailed consideration of the important matter of interiors, naturally followed by the provision of passenger figures. Interior lighting is briefly mentioned.

The second part of the book applies these principles to available models, kits or ready-to-run, in the approximate order of introduction to service, from 'early days' four-wheelers (from specialist kits) to modern stock such as the XPT cars (Auscision) and the Explorer diesel railcars (Southern Rail). All the models illustrated are HO. It would have been impractical to deal with every passenger car since 1855, so the book focuses on the most commonly modelled types. It is an impressively wide selection, with representatives of all the main types as examples.

While much of the information is very specific, some of the techniques explained here could have wider applications.

All is based on real experience and illustrated with examples of the work of the author and other modellers - this is no theoretical treatise but a very practical guide. Most of the work seems relatively simple but can make quite a difference, as some 'before' and 'after' photos demonstrate.

Once again this booklet clearly demonstrates that even with the ever-increasing quality and detail of ready-to-run models, there is still scope for individual creativity, adding specific detail or improving older models to match.

As with the authors' previous six booklets, the presentation is simple and straightforward, without use of coloured text, fancy fonts, or graphic devices. The photographs are all in colour, and reproduced well, generally just inserted at the appropriate point in the text at a sensible size. A few of the images have been 'cut out' to a white background; most are sensibly photographed against a plain background which reproduces more or less white, and are clear enough, but it would have been nice if they could all have been cut out similarly.

The work is rounded off with acknowledgements and extensive references to relevant books, magazines, and websites.

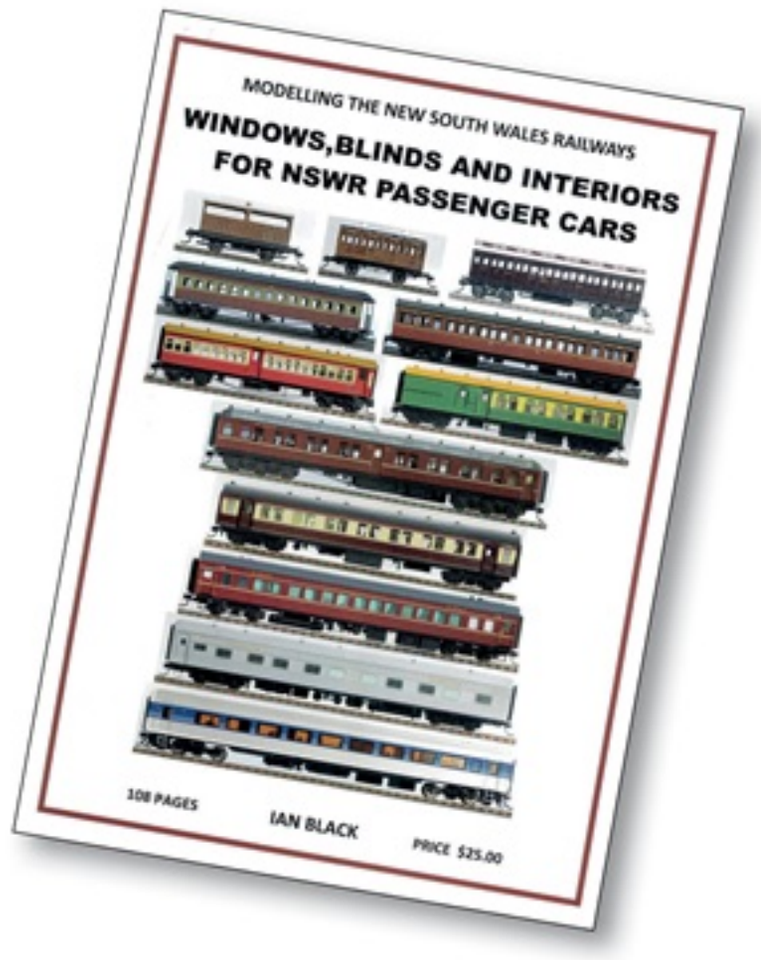
An interesting and informative book.

The book is available in selected model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:

Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

https://stephenjohnsonmodels.com.au



Flat rate postage for a single copy within Australia is A$10.00.

Payment can be via PayPal.



Le Train – spécial 109 2/2022
Les "Fers à repasser"

by Raymond Devaux

Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.
www.letrain.com
297mm x 210mm 100pp
Softback €18.00
ISBN 1267-5008 French text

This new special from *Le Train* deals with the so-called 'flat irons', SNCF classes CC14000/14100 and BB 12000/13000, designed to operate on 25kV 50Hz AC, plus the CFL 3600, capable of also working on 3kV DC.

The book begins by considering the background to the designs before describing the technical characteristics. There are then sections on the deployment and uses of each type. There is detailed analysis of the colours applied, with references to the shades of blue-grey and green. Technical specification sheets with basic dimensioned outline drawings complete the coverage.

The CC14000 (twenty built) and CC14100 (sixty-five in the first batch) were ordered in 1952; visually very similar they differed in the electrical equipment supplying the traction motors. Thirty-seven more of the latter were ordered in 1954. Deliveries stretched from 1954 to 1958.

With a top speed of just 60km/h, these powerful machines were intended for heavy freight and were mainly deployed in the north and north-east. However, they could occasionally be seen on passenger services. The first 14000 was withdrawn in 1972, the last in 1981. The 14100s went from 1975 but the last remained until 1994.

The BB12000/13000 were conceived as lighter mixed traffic machines, with a maximum speed of 120km/h. Introduced between 1954 and 1961, the 12000 class grew to 148. Differing again in the traction motors and supply, the fifty-three 13000s arrived between 1954 and 1957. They were also at home in the north and north-east, but ranged further, to Le Havre in the west and the Jura in the east. They were withdrawn between 1976 and 1999 (12000) and 1974 and 1994 (13000).

The Luxembourg 3600 class (twenty locos) was a dual supply variant of the 12000 delivered between April 1959 and January 1960, and some lasted until as late as 2005.

The work is built around an excellent collection of 155 photographs, as usual for these specials from Le Train, most in colour and all very well reproduced. There are attractive scenic views, from all over the country, plus many roster shots of specific vehicles, plus some pictures of units under construction, with specific components illustrated, and views of the interiors.

The pictures date from before the introduction of the types right up to the end of their careers, and come from official sources and many photographers.

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

The page design is straightforward, in the usual style, with graphic devices restricted to coloured chapter and section headings, along with frames and a subtle drop shadow for the tables and information panels to aid clarity. There are eight pages of advertisements for other *Le Train* publications.



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

Reasonable French will help to get the full benefit of the text, but the captions should be clear enough and as usual the strength of the publication is in the illustrations.

Useful for modellers to deploy the classes authentically.

Loco-Revue Hors-Série 87
Embranchements de Particuliers

Edited by Alexis Avril
Éditions Loco Revue, BP 30 104,
F-56401 Auray Cedex, France.
www.locorevue.com
300mm x 210mm 100pp
Softback €15.00
ISSN 0024 5739 French text

This new special from *Loco-Revue*, dated 10/2022, is concerned with industrial sidings, with prototype background and modelled examples.

Such installations can be an excellent opportunity for modellers to exercise some imagination, going beyond the strict confines of the national network, usually with no need for complex signalling and licence to employ interesting motive power, not necessarily restricted to small shunters. Choosing to model an industrial siding almost inevitably means creating a shunting layout, usually quite compact, but not necessarily so. It may be a stand-alone scene or part of a larger layout, a classic corner filler.

After a general look at the workings of typical industrial sidings, including loading timber and delivering paper, plus a closer look at one in particular which would make a good subject to model, and a survey of shunting locos for all tastes, there are model features by a number of contributors:

– a siding serving a cheese factory, with an ingenious wagon turntable;
– a siding serving a fruit juice factory, with scratch-built structures;
– a line devoted to fuel facility, with inset track;
– a simple but substantial buffer stop for an industrial siding;
– a workshop for an industrial branch;
– a sector plate (Faller) to facilitate shunting;
– a hand-operated portal crane built from a laser-cut card kit by MBZ;
– converting a Dutch class 600 0-6-0 diesel (British 08) to industrial service;
– smaller than a shunter: a wagon pusher Unimog, adapted from a proprietary road vehicle.

All the modelled are examples are HO.

The features range from four to sixteen pages.

The presentation is in the usual LR style, simple and straightforward, with clear photos well reproduced in colour throughout, augmented by track plans, diagrams, and drawings. Some plans for structures can also be downloaded from the website.

The materials required are usually listed at the start of each feature, and tips or additional details are highlighted on separate panels.

Some knowledge of French will help to get the full benefit from the text, but the strong visual content makes it useful anyway.

Modellers interested in such railway operations in France should find that the French perspective helps to achieve an authentic look.



The book includes just three pages of advertisements, for other LR Presse publications.

World Railways Series, Volume 2
Czech and Slovak Railways
Three Decades of Change, 1990-2020s

by Keith Fender
Key Books
P.O.Box 100, Stamford, Lincolnshire, PE19 1XQ.
243mm x 170mm 96pp
Softback £15.99
ISBN 978 1 80282-029-4

The Czech Republic and Slovakia emerged as independent countries in 1993, as joint successors of the former Czechoslovakia, itself having only existed since 1918. Having once been a single country, with a single national railway operator, the change was significant, although both countries, and their railways, still have a lot in common. Loco types – many produced locally by such well-known firms as Skoda and CKD – have changed through modernisation and rebuilding, often with the same companies involved, though the pan-European products of Siemens and Bombardier are also apparent. Both countries have invested in modern fleets, and rail freight has boomed thanks to globalisation and EU membership. Passenger workings have been more varied, especially on lightly patronised rural lines, but there are ambitious plans for high speed inter-city service.

Both countries still have some narrow gauge lines, very different in nature.

Spanning three decades, this book explores the railways in both countries as they mutated from one state system into two and then saw the growth of open access operators.

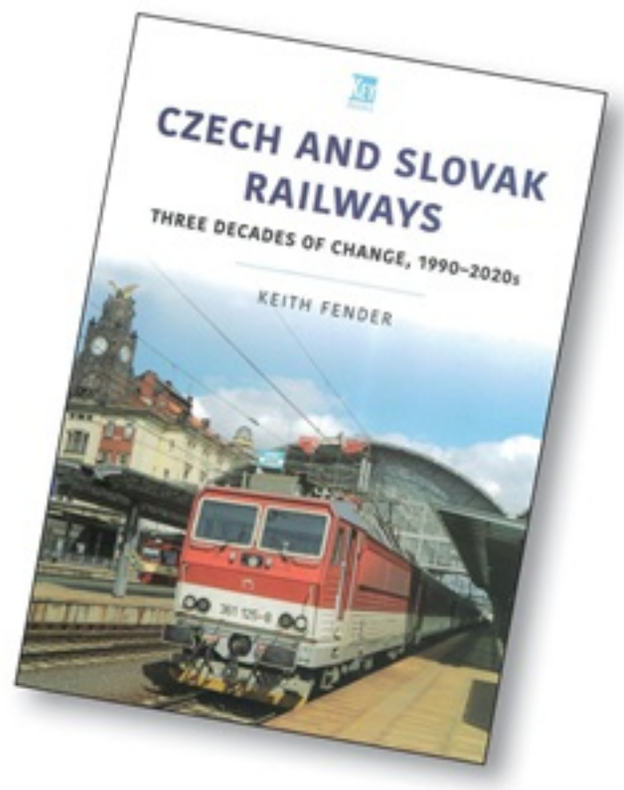
The introduction provides a historical overview, then chapters deal with:
– railways in transition 1989-1993;
– two countries, two railways 1993-2003;
– EU membership and fleet development;
– central European freight hub;
– competition flourishes;
– international connections enhanced;
– narrow gauge mixed fortunes;
- rail preservation large and small;
– high speed future.

A short glossary concludes the collection, while select sources are mentioned in the preamble.

The work is copiously illustrated with over 140 colour photographs, all but a handful by the author, and all well reproduced on quality paper. They are presented large, mostly page width, generally two to a page, or one where there is text. They date from April 1990 to November 2020.

The captions (in dark blue rather than black, presumably to distinguish them even more clearly from the main text as well as using a different font) are long and informative; most are specifically dated, which helps for modelling reference.

An interesting and informative introduction to a network that is not so well known but for which quite a number of models are available.



Keith Fender is a London-based journalist and photographer, known for writing about world railways in British and European railway magazines. His photos have been published by a wide range of magazines. He has been freelancing as a railway author since 2004, documenting his travels in Europe and beyond.

Latest *Satellite* available on line

The latest (Autumn 2022) issue of *Satellite*, the free online magazine of the British 1:87 Society, is now available.

The 36 page illustrated publication edited by Ken Clark includes features on GBRf and DRS class 66 locomotives in HO by Andrew Donaldson; road and police vehicles in 1:87 by Richard Sweetman; working on the LMS Royal Scot class, continued and concluded, by Lorenzo Ricotti; the USATC S160 from Roco by Richard Gawler; and wagons for Dounreay, a micro-layout, by Alan Monk.

www.british-ho.com/society/satellite1-87.pdf





News

Information from CONTINENTAL MODELLER



Surprise model from Märklin and Trix in HO – Czech class 498.1





Märklin/Trix have again surprised with an unexpected autumn announcement for a 'fringe' market, following the Belgian series 1 Pacific and Danish class Pr Pacific of previous years.

This time the subject is the Czechoslovak State Railways class 498.1 'Albatros' 4-8-2 designed for heavy international express trains.

Developed from the class 498, fifteen of these locomotives were built by Skoda between December 1954 and June 1955. They represented a high point in the construction of steam locomotives in Czechoslovakia.

The three-cylinder locomotives had welded high-performance boilers with a combustion chamber and a steel firebox. The modern features included a mechanical stoker, Kylchap dual blast pipe, a Škoda design multiple safety valve, a water purifier in the front dome, and SKF roller bearings in the coupling and connecting rods. The completely enclosed cab contributed considerably to the comfort of the crew in winter. The rated maximum speed of 120km/h was sufficient for hilly routes, but higher speeds could be reached – 498 106 demonstrated this on 27th August 1964 in test runs on the experimental circuit at Velim with a speed of 162km/h.

While these locomotives were initially stationed at Prag, Prerov, and Žiliny, from 1960 they were all assigned to Bratislava. This did not change until 1970, as electrification displaced them to new areas – they now ran out of Nové Zámky and Pilsen. 498 106 was even equipped in 1978 with an HU unit in order to replace the trouble-plagued class 753 diesels between Brünn (Brno) and Prerov. It survived together with road numbers 498 101 and 108 in Pilsen until 1980, and then it was all over.

One 'Albatros' survives in Slovakia: the operational museum locomotive, 498.104. At the end of 2004, it had to be set aside with boiler damage. Restoration took several years with considerable support from the Albatros Club in Bratislava, which since 2006 has been responsible for its maintenance and operation. Restoration was completed in November of 2009. Since then, this mighty express loco has gleamed again in the original paint scheme with the boiler, cylinders, cab, tender, and smoke deflectors in steel blue, the running gear and buffer beam in red, and a continuous white stripe from the running boards across the cab to the tender. The cab roof is also white. This is the prototype for the new HO model from Märklin (ref.39498) and Trix (ref.25498).

The loco and tender are new tooling and constructed mostly of metal, with many separately applied details. The model has a World of Operation mfx+ digital decoder with extensive light and sound functions. It has a controlled high-efficiency motor with flywheel, in the boiler, driving four axles, with traction tyres on two wheels. The loco also has a factory-installed smoke unit with speed-dependent dynamic exhaust. The loco has triple headlights and the tender dual light which change with the direction of travel and can be controlled digitally. The upper headlight on the loco with a working illuminated number board can be controlled separately, as can the cab lighting. Maintenance-free warm white LEDs are used for all lighting.

There is an adjustable close coupling between the loco and tender, and close coupling with NEM pocket on the back of the tender. The buffer height on both loco and tender conforms to NEM standards.

Piston tail rod covers, brake hoses, imitation screw couplers, and an air tank for the tender are included for the modeller to install as required

The minimum radius is R2 (437.5mm)

Length over buffers is c.293mm.

www.maerklin.de
www.trix.de

ÖBB 'jaffa' livery stock in HOe



The series of ÖBB 'jaffa' livery models in HOe continues. Halling offer a complete train consisting of three seconds (B) and a matching coach with service compartment (BD), the latter for the first time in this colour scheme.

With modern production methods, it has been possible to do justice to the wide range of possible models. Each coach is unique and has been made exactly according to prototype photos from the period. The four new coaches date from the end of the 1980s, with a check digit added to the number.

Each is a little different from the others. Not only has the lettering been implemented in an exemplary manner, but also the frames, bogies, roofs, and the type of Webasto heating have been carefully represented, with an abundance of detail, even with faulty stickers on the windows.

Each coach is only available in very limited numbers. The production plan includes more than twenty different versions from all stages of the coaches' life, so there is hardly any possibility for a further edition if any one coach number sells out. So if you are interested, do not delay in ordering.

The 'jaffa' livery is emblematic of an entire era in Austrian railway history. It began with the repainting orange of the first locos in the early 1970s. Coaches were gradually overhauled and repainted into this much more striking colour scheme until it was replaced by the 'Valousek' red & grey design in the 1990s.

Halling Modelle,
Leopoldigasse 15-17,
A-1230 Wien, Austria.
www.halling.at

American Z Line new releases



MAXI IV container flats

AZL have recently released a new model, in the form of the MAXI IV articulated sets of three container well cars.

The first release from for Florida East Coast (FEC), in brown with a patch over the previous owner's name. Three sets are offered, with different numbers.

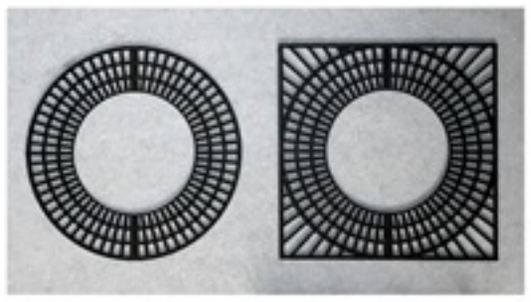
The second release is for Massachusetts Central; two sets are offered.

The cars are articulated and ride on modified AZL 90001 roller-bearing trucks. These trucks swing quite freely. A minimum of radius curve of 220mm is recommended.

Each set will come with six 53' containers, the first time AZL has offered corrugated containers in this length. The 40' containers are a re-release with new tooling. AZL plans to offer a mix of containers with different graphics.

www.americanzline.com

More French accessories in HO and O





Cités Miniatures continue to expand their interesting range of structures and details for the French scene with a number of accessories to equip a town square.

Round and square tree grates are already available from various sources, but often the central opening does not allow the installation of HO trees if the trunk is sometimes a little too thick. The Cités Miniatures grates remedy this problem, in both 1:87 and 1:43.

Benches for parks and public gardens, originally developed for 1:87, are now also offered in 1:43.

Half-height and full-height fence panels are now available for 1:43.

www.cites-miniatures.com



Accessories from Swiss Model Rail



For anyone modelling the Swiss scene, standard or metre gauge, Swiss Model Rail is a small manufacturer focusing on typical accessories on and off the track for N, HO, and O.

Swiss Model Rail is run as a hobby by a dedicated modeller whose layout can be seen at **www.albulamodell.ch**

There is practically no feature to be seen on Swiss platforms that does not appear in the range.

One recent addition is a modern Bern–Lötschberg–Simplon ticket machine, produced exactly to scale by 3D-printing. It is available as an unlighted version (13.00CHF) or with lighting (21.00CHF).

The other two items illustrated are a modern waste glass bin and a station platform recycling bin.

www.swissmodelrail.ch/shop

Our thanks to Peter Marriott for this information.

Custom painted figures and animals



Geke van Petegem from The Netherlands has an expanding range of superbly painted animals for N, HO, OO, O, and Gauge 1. As a basis she uses resin and cast metal items from such companies as Dart Castings to which she applies multiple layers of paint to produce beautiful models.

The range includes various country-specific cows (e.g. for Australia, Belgium, The Netherlands, Germany, Switzerland, the USA, and the UK). All have been created by working from photos to create the correct type.

As an example, we illustrate a pack of three Swiss cows (£24.95) – one standing, one grazing, and one sitting. They have cow bells, coloured ear tips, a brown nose, and brown eyes. These superbly painted products have to be seen for their quality to be appreciated.

In addition there are sheep, pigs, donkeys, foxes, rabbits, cats, birds, woodpeckers, and more.

Selected models are available in the UK from Ten Commandments.

www.tencommandmentsmodels.co.uk

There is a list of European retailers on manufacturer's website:

www.vanpetegemscenery.com

Our thanks to Peter Marriott for this information.

Coming next month

out 15th December



- **Kreuzweg**
  The Rhätische Bahn in the snow – Oliver Browne presents a compact HOm scene constructed as test for future scenic modelling.
- **Liguria**
  A layout built in lockdown – Edward Longinotti was inspired by visits to this area of the Italian coast to recreate a small but representative section in N.
- **Rottershausen**
  Jim Trotman describes what developed into a series of German HO layouts evolving in the same space built with and for his friend Norman Dickinson.
- **Vallet station**
  Peter Smith illustrates a unique structure in rural France, the station building at Vallet in Loire Inferieure, which he plans to model from his own scale drawings.
- **Bitterfeld**
  A German track maintenance depot in HO by Eric Bird which showcases a collection of digitally controlled engineering and construction equipment.

... and much more!

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

Peco Publications & Publicity Ltd., Beer, Devon, EX12 3NA.
Telephone: 01297 20580
Note new e-mail: clubs@railwaymodeller.co.uk

Events

Friday 18 & Saturday 19 November
HINCKLEY, Leicestershire
Organiser: Three Counties Area Group of the G Scale Society (3CAG).
Venue: Hinckley Methodist Church and Halls, Albert Road, Hinckley, Leicestershire, LE10 1PL.
Open: Friday 1600-2000
Saturday 1000-1600
Admission: Friday: by donation. Saturday: adults £3.00, accompanied children under 10 free, otherwise £1.50. Fundraising for BBC Children in Need, Hinckley Methodist Church, and 3CAG.
Amenities: car park in Alma Road LE10 1PN, also street parking. Exhibits on ground and first floor, lift available, some further steps to stage. Refreshments.
Features: 10+ layouts from T to G.
Contact: 07751 898619

Saturday 19 November
PORTSMOUTH, Hampshire
Organiser: South Hants MRC.
Venue: Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth, PO3 5XT.
Open: 1030-1630
Admission: adults £6.00, accompanied children (16 and under) free.
Amenities: free parking, access from A27/A3M/M27; disabled access; refreshments.
Features: layouts include *Clearwater Harbor* (US On30, CM September 2019). Demonstrations, trade.
Contact: 01329 847989.
secretary@shmrc.org.uk
Website: www.shmrc.org.uk

Saturday 19 & Sunday 20 November
ASHFORD, Kent
Organiser: Ashford International Model Railway Education Centre.
Venues: The Elwick Club, Church Road, TN23 1RD; Ashford College, Elwick Road, TN23 1NN; and The Swan Centre, Cudworth Road, TN24 0BE.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: a wristband giving entry to the three venues on both days costs £10.00 for adults and over 14s; under 14s are free. Accompanying free events are listed below.
Amenities: venues located within easy reach of Ashford International station, or use town centre car parks. Elwick Club has external access ramp and internal stair lifts to exhibition areas; Ashford College has step-free access to ground floor and lift to first floor; Swan Centre has step-free access. Refreshments and toilets available in all venues.
Features: celebrations to mark 180 years since the railway arrived in Ashford. In addition to model railways, traders, films, artwork, and society stands in the three main venues, there are open days at the Town Museum, a photographic display at Ashford Gateway, a beer festival at the Coachworks, and the story of Newtown railway workers' village in the Alfred Arms. A classic bus service will link the seven venues.
Contact: friends@aimrec.co.uk
Website: www.aimrec.co.uk



Saturday 19 & Sunday 20 November
GRANGEMOUTH, Falkirk
Organiser: Falkirk MRC.
Venue: Grangemouth Athletic Stadium, Kersiebank Avenue, Grangemouth, FK3 0EE. (New venue.)
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £8.00, children £4.00, family (2+2) £18.00, under 6s free.
Amenities: parking; disabled access; refreshments.
Features: *St.Adrian* (Swiss Z, CM February 2003), *Aldorf* (HO), *Masonville* (HO), and *Coeur d'Alene Railway* (US On30, CM April 2012). Demonstrations, societies, trade.
Website: www.falkirkmrc.com

Saturday 26 November
RAINHILL, Merseyside
Organiser: Rainhill MRC.
Venue: Rainhill Village Hall, Weaver Avenue, off Warrington Road, Rainhill, L35 4LU.
Open: 1000-1700
Admission: adults £4.00, children £5.00 (includes visit from Santa and gift).
Amenities: free vintage bus to North West Museum of Road Transport; refreshments,
Features: layouts include *West Ridge Mt.* (US HOn30), *Fort Whiting* (colonial OO9, CM March 2021, *below*), and *Ammobaux* (WWI OO9, CM December 2019). Demonstrations, trade.
Website: www.rainhillmrc.org.uk



Saturday 26 & Sunday 27 November
NATIONAL EXHIBITION CENTRE, Birmingham
Warley National
Model Railway Exhibition
Organiser: Warley MRC.
Venue: Hall 5, National Exhibition Centre, Birmingham.
Open: Saturday 0945-1800
Sunday 0945-1700
(0915 for advance ticket holders)
Admission: **On the day**: adult one-day ticket £20.00, two-day £35.00; child (5-16) one-day £1.00, two-day £2.00; show magazine £4.00. **Advance**: adult one-day £18.00, two-day £33.00; child one-day £1.00, two-day £2.00; show magazine £7.50 including postage & packing. Under 5s free. One carer for disabled admitted free.
Amenities: parking (fee payable – discount if booked in advance); disabled access; catering facilities.
Features: layouts of foreign interest include: a section celebrating 40 years of the Swiss Railways Society – *Die Lötschbergbahn* (N, CM Swiss Special 2018), *Bärental und Dorf* (RhB HOm, CM December 2004), *Beckenvick* (RhB HOm, CM September 2012 and October 2022), *Neuburg 1913* (RhB HOm, CM Swiss Special 2018 and November 2022), *Neuburg 2013* (RhB HOm, CM November 2020 and November 2022), *SwissPass* (HO & HOm), CM October and November 2022), *Chlâtère* (HO, CM November 2022),. *Somewhere in France* (WWI 009, CM June 2019 and November 2022), *Schwingischerplatz* (German N), *Pottendorf* (German HO, CM July 2018, *above*), *Diano Marina* (Italian HO), *Kozel Cement* (Czech HO, CM March 2013), *Spencer 20 Heritage* (US N), *Tipton Sub Division PA* (US N), Chica (US HO, CM August 2018), *Snowy River Railroad* (US On30), and *2nd (Hand Yard)* (US O). Junior modellers' corner and workshop, demonstrations, societies, and over 130 traders and manufacturers.
Contact:
Ticket Factory, 0844 5810737.
www.the ticketfactory.com
(N.B. £2.00 administration fee applies.)
Website: www.thewarleyshow.co.uk

Saturday 10 December
CUPAR, Fife
Organiser: Cupar & District MRC Sponsored by Scoonie Hobbies, Billy Thomson Models, and North Road Trains.
Venue: Upper Hall,
The Corn Exchange, Cupar, KY15 4BT.
Open: 1000-1600
Admission: adults £3.00, accompanied children under 15 free. Cash and card payments accepted.
Amenities: wheelchair accessible; light refreshments (in aid of Macmillan Cancer Support).
Features: layouts include *Handegg* (HOm) and *Whyte Hills Pass* (US N). Club sales stand, trade.
Website: www.cuparmrc.co.uk

Saturday 10 & Sunday 11 December
MANCHESTER
Organiser: Manchester MRS.
Venue: The Sugden Sports Centre, Sidney Street, Manchester, M1 7HB.
Open: Saturday 1030-1730
Sunday 1030-1630
(0945 for advance ticket holders)
Admission: adults £8.50 (advance) or £10.00 (on the day), up to three children free with each adult.
Amenities: venue close to Oxford Road and Piccadilly stations and on numerous bus routes, with free shuttle bus from Piccadilly. Step-free access throughout. Catering.
Features: *Antwerpse Fiskade* (Belgian HO) and *Great White River Navigation, Extraction & Steam Packet Company* (US On30). Demonstrations, including 3D-printed and laser-cut components. Societies, trade.
Website:
www.mmrs.co.uk/exhibition

Saturday 10 & Sunday 11 December
NORTH SHIELDS, Tyne & Wear
Organiser: Blyth & Tyne MRC.
Venue: Redpath House (above Asda), 40, Saville Street, North Shields, NE30 1NT.
Open: 1000-1600 both days
Admission: free (donations welcome).
Amenities: 125 yards from Metro station; on-street parking, multi-storey car park opposite; refreshments.
Features: open weekend with over 10 layouts. Contikits trade stand.
Contact: trevor3489@hotmail.com
Website: www.btmrs.co.uk

Meetings

Saturday 19 November – 14.00
British Overseas Railways Historical Trust
AGM via Zoom
The meeting will be followed at 14.30 by a illustrated talk by Julian Rainbow on Rhodesia Railways using slides mostly from the collection of the late R.A.H.Baxter, formerly Deputy Civil Engineer of RR and NRZ which show the Wankie line, Bulawayo, branch lines, and the Umtali line.

If interested, contact B.O.R.H.T. via the website for an invitation to join the meeting.
www.borht.org.uk

Opportunity Yours

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

CONTINENTAL MODELLER Classified Advertisements

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

Replies to box numbers should be sent to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

LOWESTOFT, *Parrs, 252 London Road South, Kirkley* for MODELLING MATERIALS and PECO PRODUCTS and many other lines. *Tel: 01502 565695.*

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

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

Trade Sales

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

Trade Sales Books

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

Wanted (Trade)

This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British and American N and OO/HO scales plus Continental HO model railway equipment. British and American O-scale also considered along with interesting items of railwayana. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

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

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

WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. *Tel 07511 899314 Email gambiacat@tiscali.co.uk*

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. *All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk telephone: 01297 443363*

Private

Property for Sale

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

Private Wanted

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. *Tel: 01302 371623 email: sophiecull99@gmail.com*

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. *Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com*

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for February 2023 issue is 1st December 2022

Please insert advertisement under the section headed:.....

PLEASE NOTE: If you do wish to renew an existing advert, phone, write or email within 3 months of the original advert being placed.
MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 25p, Swapmeets 40p.
Box number £5.50 extra. Tick if a box number is required ☐

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

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

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

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

I enclose cheque/PO for £ .....
(made payable to Peco Publications).
It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name.....

Address.....

.....

..... Postcode.....

Please send remittance to: **Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA**

Alternatively you can telephone: 01297 306 045 or email: classifieds@peco.co

This form may be copied to save cutting the page

MARCWAY

POINTWORK 58 years

01709 542951

marcway.co.uk

RENOWN FOR QUALITY

UNRIVALLED EXPERTISE IN TRACK AND POINTWORK

Ranges available in gauges 1, O, SM32, OO, EM, HO O-16.5. All are ready to run and spray finished. SAE or phone for leaflet.

Custom Pointwork

We construct custom pointwork & junctions in any gauge to your required specifictions. All gauges O, OO, EM, 1, G including Dual Gauge & American O, S and Narrow Gauges.
PHONE MARC 01709 542951
(not always manned)
☎ TECHNICAL & CUSTOM POINTWORK



SMP MARCWAY Bullhead Flexible Tracks

Finely detailed and proportioned to capture bullhead trackwork of the British Steam era.

SPECIAL OFFERS

OO Gauge Nickel Silver Track Box of 10 yards
Type J Code 75 Bullhead £46.50
O Gauge Nickel Silver Track Box of 10 yards
Type O Code 125 Bullhead £75.00

Marcway & SMP on www.marcway.net – carriage extra

Track Building Materials
PCB, SLEEPERING, RAILS, TEMPLATES, GAUGES, KITS, LEVERS, MOTORS ETC



MARCWAY SCALE MODELS
MODEL RAILWAY SPECIALISTS

VISIT OUR SPACIOUS SHOP 1200sq ft Sales Area
SHOP OPEN 10am-4pm 5 days a week – closed Wed & Sun
SITUATED 2 MILES FROM M1 JUNC 34 (Meadowhall Exit)
200 yds from Attercliffe Tram Stop

0114 2449170

598-600 ATTERCLIFFE RD, SHEFFIELD S9 3QS

ONLINE SHOP **LENDONS** OVER 70 YEARS IN BUSINESS EST. 1944

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

ARNOLD Electrotren Jouef Rivarossi HORNBY INTERNATIONAL

Hornby Collectors Centre and Hornby Warranty Repair Centre

Large selection of spares

192 Fidlas Road, Llanishen, Cardiff CF14 5LZ

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

INDEXES

PLEASE SEND SAE FOR DETAILS OF AVAILABILITY AND CHARGES:

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

NscaleCH

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

More exciting new stock just arrived.

See website for full details.

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

MORRIS MODELS
NORTH LANCING

80 Manor Road, N Lancing,
West Sussex, BN15 0HD
Tel 01903 754850 (Voicemail)

After 58 years of trading, we regret that we have not been successful in finding a buyer to continue the business upon our retirement. Regretfully, the shop is now closed to visitors, but our webshop will continue to operate for the time being.

Thank you to all who have been customers over the years. It has been a pleasure to make so many friends and supply your modelling requirements.

Our webshop can be found at www.morrismodels.co.uk. You can contact us by email to info@morrismodels.co.uk or by leaving a telephone Voicemail message at 01903 754850.



HAMPSHIRE MODELS

OPENING: Monday to Friday 9am–4pm

PECO BACHMANN GRAHAM FARISH by BACHMANN dapol GAUGEMASTER MINITRIX HORNBY

01256 406604

enquiries@hampshiremodels.co.uk

www.hampshiremodels.co.uk

For all your modelling needs from 'N' gauge through to 'O' gauge, both new and pre-owned.

Unit 31,
Basepoint Business Centre,
Stroudley Road, Basingstoke RG24 8UP

www.hampshiremodels.co.uk

FLEISCHMANN Roco PIKO

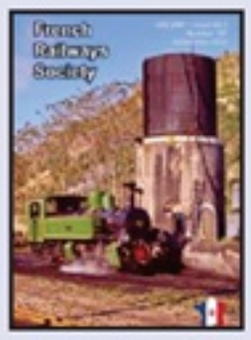
THE FRENCH RAILWAYS SOCIETY

For all enthusiasts and modellers of the railways of France. Membership of the Society includes, a quarterly journal, library and photographic archive (40,000+ images, drawings etc).



Membership only
£17 (UK) p.a.
£25 (Europe) p.a.
£30 (RoW) p.a.

If you join after September, your subscription will run through to the end of the following year.



Further information at www.frenchrailwayssociety.org

The European Railways Association

For a FREE copy of our magazine "Eurorail" ask editor@eurorail.org.uk

Two e-Magazines
Many information sources
Local Meetings
Annual Show



See us on Stand A31 at the
Warley MRC Exhibition at the NEC
on 26th and 27th November 2022

Worldwide subscription is still only £11.50 p.a.
Contact membership@eurorail.org.uk for information.

WWW.EURORAIL.ORG.UK



THE GERMAN RAILWAY SOCIETY

QUARTERLY JOURNAL ↔ PUBLICATIONS
ANNUAL EXHIBITION

See us at

The Warley Exhibition

on Saturday 26th and Sunday 27th November
with our sales stand

For details e-mail memsec@grs-uk.org or send an A5 SAE to:
49 Queens Road, St George, Bristol BS5 8HT Telephone: 0117 954 2424

Thunderbolt Models

Build your dream

UK distributor of CMD's
RTR South African Rolling Stock

Stockists of quality pre-owned European and North American Outline models in both HO and N Gauge, along with a large selection of modelling accessories and tools.

Superbly detailed, fantastic accessories.

Email: **sales@thunderboltmodelsltd.com** Tel: **07851 731629**

www.thunderboltmodels.com

Feeding your obsession

OSBORN'S MODELS



7 HONESTONE ST, BIDEFORD, N.DEVON, EX39 2DL 01237 423453

www.osbornsmodels.com

THE AMERICAN RAILROAD CENTRE

Specialist Importers and Retailers of American Model Railroad Equipment

15 Lower Bore Street, Bodmin, Cornwall PL31 2JR
Telephone: (01208) 72025
E Mail: americantrains@aol.com

Tuesday–Friday 10am–4pm
Saturday 10am–3.30pm ★ Closed Monday

Diesels · Steam Engines · Books · Backscenes · Buildings
Passenger Cars · Freight Cars · Signals · Trucks & Cars
Magazines · Detailing Parts · Scenics · DCC · Trackwork · DVD

Visit us Online at:
www.americanrailroadcentre.com

MARNO LTD.

Specialists in Continental Outline

Exclusive products for Switzerland, Italy and France made by Roco, Acme, Liliput and others.

For full details of our current stocks and prices, please visit our website:

www.marnoltd.co.uk

Any enquiries please email to: **marnoltd@aol.com**

ELAINE'S TRAINS

Pre-Owned European and International H0 and N gauge
British 00 and N gauge, other gauges as available
Website and exhibition sales only, see us at:
✧ Warley NEC Nov 26th/27th - Stand B38 ✧
✦ Continental stock selection at all exhibitions ✦
✧ New items regularly added to our website ✧
All fully photographed, tested and serviced if needed
✧ We have some unused Roco Line track available ✧
✦ Co-run by a continental enthusiast ✦

elaines-trains.co.uk 01673 857 423

SRS SWISS RAILWAYS SOCIETY

CHRISTMAS GIFT IDEAS

WARLEY 2022

Join us at the Warley Model Railway Exhibition at the NEC on 26th & 27th November to celebrate 40 years of the SRS (because of Covid it's actually 42 years, but no matter)

Several Swiss layouts will be on display and our Sales Stand will have lots of special offers.

GIFT SUBSCRIPTION

Give a family member or friend a year's membership of the SRS for just £20 and they will get 4 issues of our quarterly full colour A4 magazine - Swiss Express. Buy before 15 December and you will get a free gift card to send. UK rates quoted - see our web site for other offers.

2023 SWISS CALENDAR

13 stunning views of RhB trains in scenic locations throughout Graubunden.
Limited edition
A3 full colour one month to a page.
Only £10 plus p&p.





CHRISTMAS CARDS

New packs of 5 cards with different views of trains in the snow.
Only £4 for one pack, £10 for 3 and £12 for 5, plus p&p.

SEE OUR WEBSITE SHOP FOR MANY MORE GIFT IDEAS - BOOKS, GUIDES, CLOTHING, MUGS, DVDS AND MUCH MORE

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

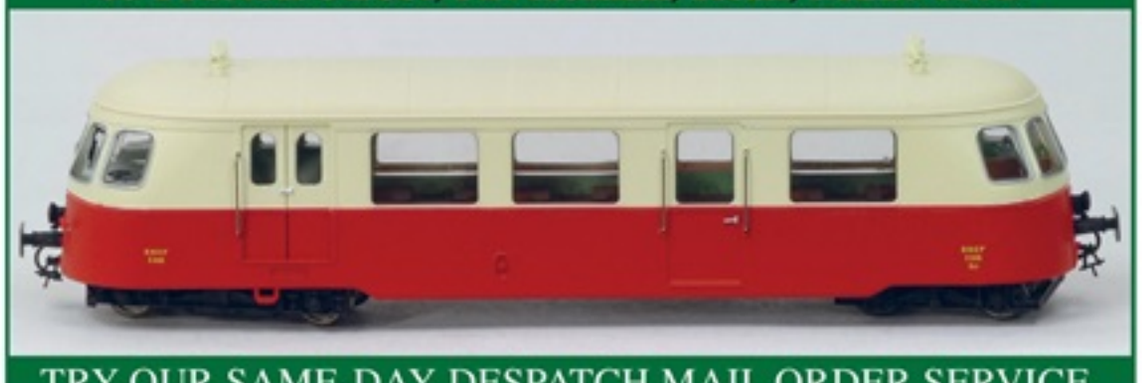
www.swissrailsoc.org.uk

THE HOBBY SHOP

Est. 1988

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

85 Preston Street, Faversham, Kent, ME13 8NU



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

European O and HO





A&H MODELS

Website: www.aandhmodels.co.uk
e-mail: dccshop@hotmail.co.uk
Telephone Mail order
01280 701410

Shop: A&H Models 95 High Street, Brackley, Northamptonshire NN13 7BW

WARLEY MODEL RAILWAY CLUB
WARLEY NATIONAL MODEL RAILWAY EXHIBITION
NEC BIRMINGHAM

WARLEY NATIONAL 2022

at the NEC Birmingham
Sat 26th & Sun 27th Nov 2022



Saturday 26th & Sunday 27th November 2022
Sat 9.45am - 6pm & Sun 9.45am - 5pm Advance ticket holders 9.15am Sat & Sun

- Model Railway Layouts - Gauges Z to 1 and Bigger
- Specialist Trade Stands
- Modelling Demonstrations
- Most Major Scale & Gauge Societies
- Preservation & Specialist Interest Societies
- Full Size Centrepiece Locomotive Display

TICKET HOTLINE
Tel: 0344 5810737
Booking fee applies

See our website for more details

Tickets on the day & NEC Outlets are payable by card only
The NEC is now a cashless venue

www.thewarleyshow.co.uk

Sponsored by:
GRAHAM FARISH by BACHMANN
BACHMANN BRANCH-LINE
RAILWAY MODELLER PECO CONTINENTAL MODELLER
HORNBY
Crécy

Photos: courtesy Railway Modeller

'We are back for 2022'

MAC'S MODEL



RAILROADING

4-8 Reform Street Kirriemuir
Scotland DD8 4BS

Authorized Exactrail Dealer, Railflyer Prototype, Kato, Gaugemaster, Digitrax, Broadway Limited, Woodland Scenics

BRITISH, AMERICAN AND CONTINENTAL OUTLINE

To contact us: email is best or mail to the above address.

ian@ecscenics.co.uk **www.macsmodels.co.uk**

Telephone 01575 572397

Payment:- £4.95 PER ORDER. Overseas at cost.
Postal orders, Cheque, IMO (stirling),
All Major Credit Cards & Debit Cards

Opening Hours Monday - Saturday 10.30 -5.00pm
Closed Thursday

Our full terms & conditions are available on our website or by sending us a SSAE

Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB * Accucraft * Piko * Bachmann * Roundhouse * Pola

Great Stocks of On30, OO, HO, OO9, HOe, N & Z

We have large stocks from the leading manufacturers



Hornby * Bachmann * Minitrains Gaugemaster * Metcalfe * Heljan Graham Farish * Dapol Woodland Scenics * Kato * Walthers * Kadee Expo * Noch * Kestrel * Atlas * Oxford * Rapido and much more



21430 LGB G scale Class Ge 4/4 III Electric Locomotive



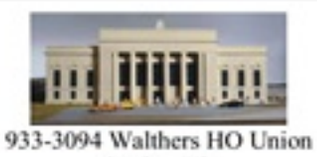
85095 Bachmann G Scale Climax #2 Demonstrator



920-49707 Walthers HO EMD GP9 Phase II High Short Hood – Penn Central #7110



Roundhouse 16mm Darjeeling B - live steam locomotive



933-3094 Walthers HO Union Station Kit

Kent Garden Railways
68 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgrmodels .com www.kgrmodels.com

Web. Telephone and Exhibition Sales only

Christmas Time



14 BUSCH PRODUCTS TO CELEBRATE ON LAYOUTS

1060: Sales Booths for Christmas Markets - **1182**: Christmas tree sale scene - **1183**: Romantic Christmas Market - **1061**: Christmas Decorations - **5413**: Christmas tree with baubles and lights - **5411**: Illuminated Christmas Tree - **5409**: Snow covered Christmas tree with candles and snowman - **6464**: 3 Snow covered Christmas trees - **1140**: Christmas Gift Set - **6465**: 10 Snowed Trees And Snowman - **6566**: 20 Assorted Snowed Fir - **7170/7171**: Glittering Snow Powder - **7172**: Crystal Snow Paste 150g

Ask for them at your local model shop

TRADE ACCOUNTS WELCOME! WWW.GOLDENVALLEYHOBBIES.COM - 01981 241237

Kernow Model Rail Centre

CAMBORNE / GUILDFORD

Kernow Model Rail Centre @kernowmodelrail

BACHMANN BARGAINS / HO



13602 72ft Heavyweight Coach Combine No. 1443, working interior lights. RRP £83.95 **£59.99**



16704 52'6" Flat Car with 35' Piggyback Trailer Load, Reading. RRP £39.25 **£24.99**



64801 Alco FB2 Diesel Locomotive in Canadian National livery. RRP £103.95 **£64.99**



64803 Alco FB2 Diesel Locomotive in Erie & Lackawanna livery. RRP £103.95 **£64.99**



64804 Alco FB2 Diesel Locomotive in Louisville & Nashville livery. RRP £103.95 **£64.99**



64805 Alco FB2 Diesel Locomotive in Baltimore & Ohio livery. RRP £103.95 **£64.99**

KEEP UP TO DATE THROUGH OUR WEEKLY NEWSLETTER. SIGN UP VIA OUR WEBSITE TODAY

Visit **www.kernowmodelrailcentre.com** to see our full range of models and accessories or call our team on **+44 1209 714099**

UK POSTAGE & PACKING £4 PER ORDER / FOR OVERSEAS POSTAGE SEE OUR WEBSITE

UK ORDERS POST FREE IF ORDER OVER £250 AT TIME OF DESPATCH

98A Trelowarren Street, Camborne, TR14 8AN / 75B Stoke Road, Guildford, GU1 4HT



Treat yourself for Christmas at

C&M Models

ACME 52461	DR Bautzen 'Am200' 1st, Green/Beige		£62.15
ACME 52471	DR Bautzen 'Bm280' 2nd, Green/Beige		£62.15
ACME 52472	as 52471 with different number		£62.15
Roco 74800	DR Halberstadt 'Am' 1st, Green/Beige, IV	~~£66.00~~	£57.15
Roco 74801	DR Halberstadt 'Bm' 2nd, Green/Beige, IV	~~£66.00~~	£57.15
Roco 74802	as 74801, with different number	~~£66.00~~	£57.15
Roco 74806	DR Mitropa Restaurant Car, Red, Era IV	~~£66.00~~	£57.15





ACME 60193	FS Class E444R Electric, XMPR Livery		£206.65
ACME 40380	GTS Rail 90' Container Twin, 2 x swap bodies		£97.55
ACME 40298	GTS Rail 90' Container Twin, 2 x Containers		£90.80
ACME 40299	GTS Rail 90' Container Twin, 2 x Containers		£90.80
LS 44245	NS ICR 2nd, Yellow/Blue, Era V		£61.35
LS 44249	NS ICRm 2nd, Yellow/Blue, Era IV		£61.35



Jouef HJ6232	SNCF 2-Axle Horse van, Yellow Livery	~~£35.85~~	£32.45
Rivarossi HR4334	SBB Type 'MU' Sleeper	~~£66.30~~	£59.70
Rivarossi HR4335	SBB Type 'MU' Sleeper	~~£66.30~~	£59.70
Rivarossi HR6582	FS 4-Axle Sliding Wall Van	~~£43.50~~	£37.10





Roco 70431	OBB Class 1044, Orange Livery, Era V	~~£220.00~~	£196.45
Roco 70794	DB-AG Class 141 Electric, Red, Era V	~~£210.00~~	£182.70
Roco 74283	SBB EuroCity Restaurant Car, Era VI	~~£60.00~~	£57.20
Roco 76543	GATX 4-Axle Slurry Tanker, Era V-VI	~~£43.00~~	£37.55
Roco 76791	Rail Cargo Austria 2-Ax.Sliding Wall Van	~~£34.50~~	£29.50
Roco 77489	OBB/AAE 2-Axle Sliding Wall Van, VI	~~£39.00~~	£34.15

1 Crosby Street, Carlisle CA1 1DQ

Tel: 01228 514689, Tues > Sat 10a.m. > 4.30p.m.

https://candmmodels.co.uk sales@candmmodels.co.uk

WANTED

Model Railway & Collectables

Top Prices Paid

For all makes, all gauges and live steam, aeroplane kits, boats, die cast etc.

Instant cash paid

Will travel to collect

LITTLEWORTH MODELS

email: littleworthmodels@gmail.com

01775 630385
07723 336344

Woodgate Cottage
New Road,
Deeping St Nicholas,
Spalding, Lincs, PE11 3DU

Stocking Fillers from PECO

MODELLERS' LIBRARY

These 'must have' guides make ideal gifts for your modelling friends and family and are also a great introduction to the railways of the world. Find them at all good model shops or order online using the website below.



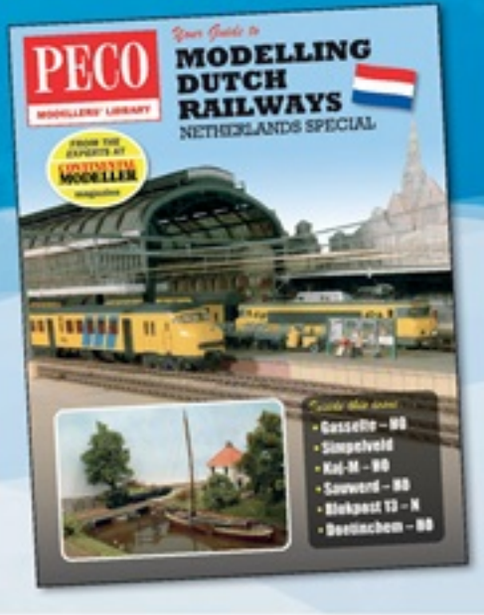






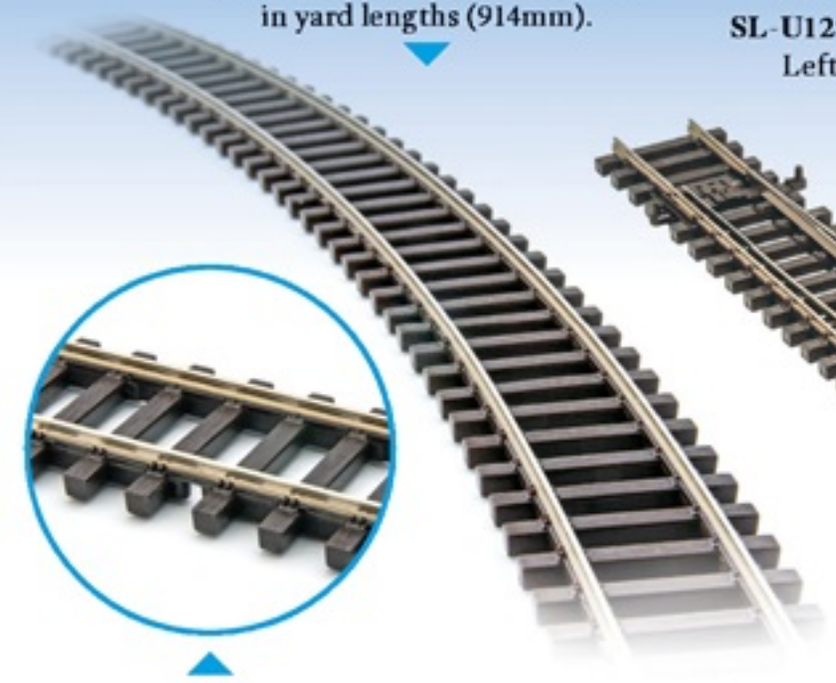






www.pecopublications.co.uk
Peco Publications • Beer • Seaton • EX12 3NA
Telephone: 01297 626204

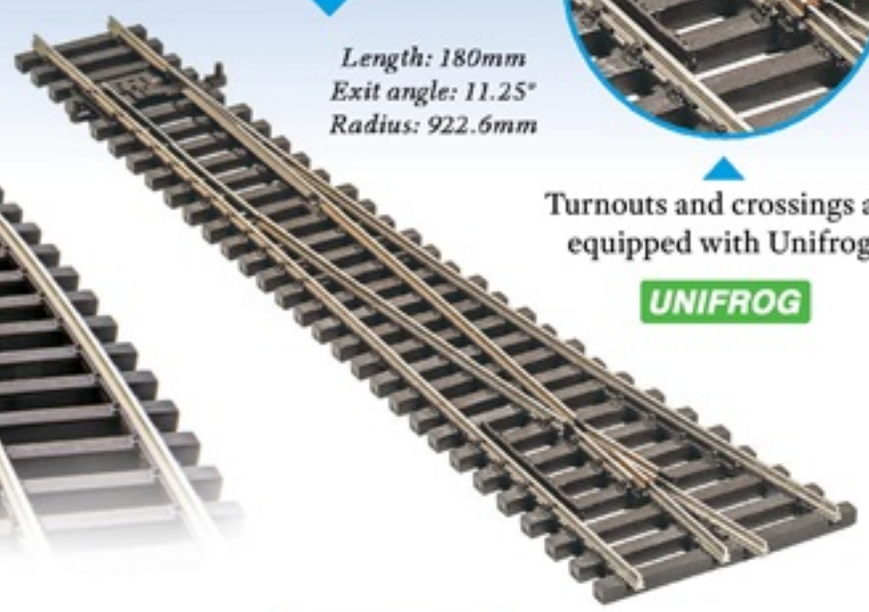
SL-1200 Flexible Track with wooden style sleepers. Available in yard lengths (914mm).



SL-U1295 Medium Radius Right Hand Turnout

SL-U1296 Medium Radius Left Hand Turnout

Length: 180mm
Exit angle: 11.25°
Radius: 922.6mm



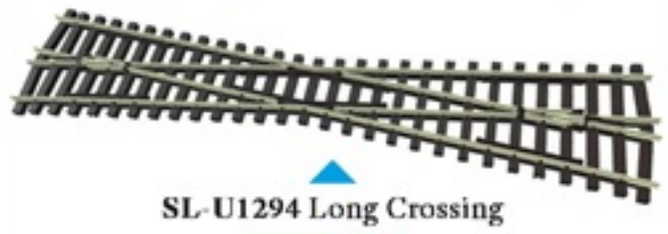


Turnouts and crossings are equipped with Unifrog.

UNIFROG

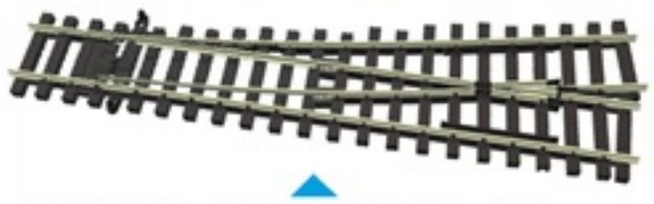
Trackwork features realistic rail clip detail and sleepers with wood grain finish on the top surfaces.

Arriving imminently...



SL-U1294 Long Crossing

UNIFROG



SL-U1291 Small Radius Right Hand Turnout
SL-U1292 Small Radius Left Hand Turnout

Length: 135mm
Exit angle: 11.25°
Radius: 466mm

UNIFROG

PECO STREAMLINE

TT:120

1:120 scale 12mm gauge track system



SL-1240 Buffer Stop



SL-1208 Joiner Sleepers
(shown on sprue, 24 pieces per pack)

For stockists call +44 (0) 1297 626204 or visit www.peco-uk-com

KITTLE HOBBY

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

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD
(Callers welcome by appointment please)
All correspondence to Kittle Hobby/Banks of Kittle
P.O. Box 05, Ystalyfera, Swansea SA9 1YE
★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005
or 01639 731003
E-mail: kittlehobby@gmail.com

American N Gauge post & packing £4.20



K428 B&O F7 A&B Unit £155.00



B63562 GP40 Santa Fe £80.00
B51553 Pennsylvania 2-6-2.....£102.00



K8513 SD70 Norfolk & Southern...£118.00



K7608 Union Pacific SD70M.....£110.00



A3952 Union Pacific SD60.....£135.00



B50561 U.P. 0-6-0 Switcher £80.95

B63565 GP40 Norfolk & Southern.....£89.00
B63566 Conrail GP40 .....£89.00



A4673 S2 Chicago Great Western..£115.00



Dash 8-40C Lancaster & Chester..£124.00



A2896 Baltimore & Ohio S2 .....£108.95



K8942 Union Pacific ES44AC £105.00



A4116 GP38 KCS.....£110.00



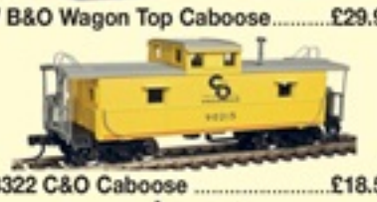
Now taking orders for the Walthers HO & N 2023 catalogue



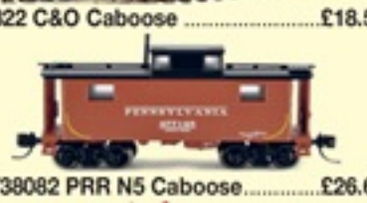
MT280 C&NW Steel Caboose.....£40.00



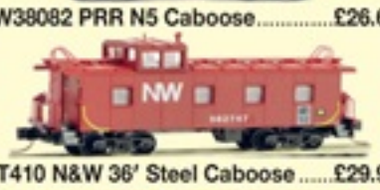
FV B&O Wagon Top Caboose.....£29.95



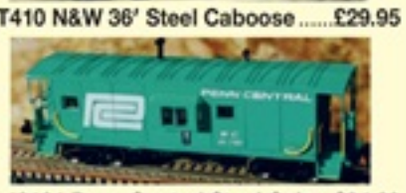
A3322 C&O Caboose £18.50



BW38082 PRR N5 Caboose.....£26.65



MT410 N&W 36' Steel Caboose £29.95



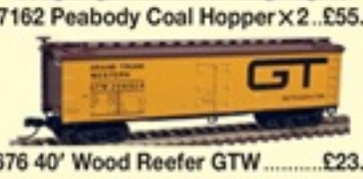
BL40131 Penn Central Steel Cab....£34.20



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



BR7162 Peabody Coal Hopper×2..£55.00



A2676 40' Wood Reefer GTW.....£23.90



MT0140 Tank 'Celanese'.....£33.70



A4147 C&NW Stock Car £23.50



BL222 South-East Coal Hopper.....£12.65



B19461 Reading 50' Box Car £28.20



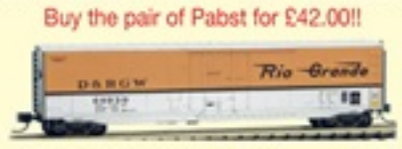
BL14212 D&S Hopper £13.90
FV513 Coal Gondola 'Fayette Power'..£27.50
A4684 52' UP/CNW Gondola £22.00



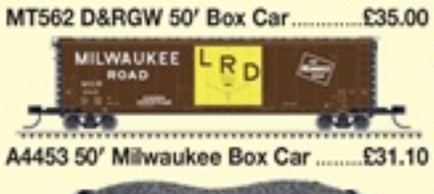
A5637 Short Tank 'Pabst' Beer £23.00



A5646 Box Car 'Pabst' Beer.....£23.20
Buy the pair of Pabst for £42.00!!



MT562 D&RGW 50' Box Car.....£35.00



A4453 50' Milwaukee Box Car £31.10



BW879 Westmorland Coal.....£16.80



B71052 50' Box Car AT&SF £19.95
MP1546 Holland Iron £19.95
W3823 Wooden Coaling Tower.....£29.95
W3235 Waltons Lumber.....£31.50
A2842 Station Platform×2 .....£22.75



W3201 Freight Terminal £33.95

Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.
If you can't visit simply phone, Fax or E-mail your requirements.

NEW IN STOCK



Marklin HO 39498 ZSR Rh498.1 Albatross museum livery MFX Digital sound Ep6 £650.00



Trix HO 25498 ZSR Rh498.1 Albatross museum livery MFX Digital sound Ep6 £650.00



Trix HO 22895 DB Br38.384 MFX Digital sound Ep4 £450.00



Trix HO 22400 DB BrE140 weathered, MFX sound working panto's Ep5/6 £350.00



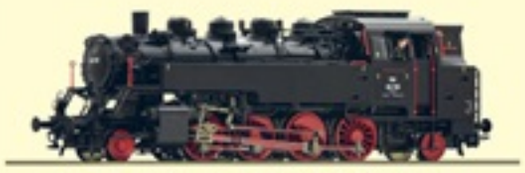
Trix HO 22619 DB BrE150 heavy freight loco MFX sound loco Ep5 £325.00



Trix HO 22794 DB Br75.4 steam tank DCC sound Ep3 £365.00



Brawa HO 70011 DR 242 electric Digital extra, sound livery Ep4 £360.00



Roco HO 73030 ÖBB Rh 86 steam tank analogue Ep3 £275.00



Brawa HO 2009 DB passenger train (BR212 diesel locomotive + four "Silberlinge" passenger cars), epoch IV. Digital EXTRA version with digital couplings and rotating motor fans. "Silberlinge" with built-in interior lighting. £750.00

We are still only a phone call/email away and offer an excellent mail order service.

Come see our vast range of stock and pick up the 2023 new items brochures at:

4th-5th March 2023 Nürnberg New Items Show
Cromford Community Centre, Cromford near Matlock, Derbyshire DE4 3RE

Attractions: New items brochures, Mount Tabor Models, Gaugemaster support stand, Italian shunting layout – Andrew Housden, Italian Railway Society, ERA sales stand, Austrian Railway Group, Free admission.

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.
Mail order continental model railway specialists.
Mount Tabor Models, Scarthin, Cromford, Matlock, Derbys DE4 3QF
Phone & Fax 01629 822294
E-mail: mount.tabor@btopenworld.com

SCOGRAIL

EUROPE (& SCOGBAHN)

Latest items in stock or available at our supplier and prices correct 13/10/2022

Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB

Opening Hours: 1000-1600 Mon-Fri, 1000-1300 Sat. Closed Sun & Bank Holidays
Phone: 01473 715769. **Email:** scograil@btinternet.com **Web:** www.scograil.co.uk

UK delivery on orders under £100 = £3, £100 – £199.99 = £4. Orders £200 & over = free UK economy delivery



Arnold HN2493 N Gauge DBAG BR181.2 Mosel Electric Loco **£146.95**



Arnold HN2493 N Gauge DBAG BR181.2 Mosel Electric Loco – DCC Sound **£249.95**



Arnold HN2533 N Gauge FS E656 (5th Series) Electric Loco **£165.50**



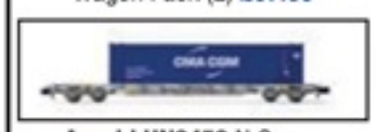
Arnold HN4354 N Gauge DB Autozug DDm Car Transporter Wagon Pack (2) **£67.60**



Arnold HN6455 N Gauge Wascosa Sgnss Container Wagon with "Kehrli & Oeler" 20' Containers **£32.15**



Arnold HN6457 N Gauge CEMAT Sgnss Container Wagon with "Samskio" 45' Container **£32.15**



Arnold HN6458 N Gauge SNCF Sgnss Container Wagon with "CMA CGM" **£32.15**



Arnold HN6536 N Gauge Wascosa Pannonia Ethanol Bogie Tank Wagon **£53.95**



Arnold HN6537 N Gauge ERR Bogie Tank Wagon Pack (2) **£53.95**



Arnold HN6542 N Gauge NACCO Amberger Kaolinwerk Bogie Tank Wagon Pack (2) **£52.95**



Arnold HN6582 N Gauge SNCF 4-axle 60' Container Wagon Novatrans Sgss + 2 22' Container "T.T.S." **£35.20**



Arnold HN6583 N Gauge SNCF Sgnss Container Wagon with "P&O Ferrymasters" 45' Container **£32.15**



Arnold HN6585 N Gauge CEMAT Sgnss Container Wagon with "DI MARTINO" 45' Container **£32.15**



Arnold HN6586 N Gauge FS Sgnss Container Wagon loaded with 2×22' "Dani Transporti" Coil Containers **£35.20**



Arnold HN6587 N Gauge AAE Sgnss Container Wagon with "Warsteiner" 45' Container **£32.15**



Arnold HN6588 N Gauge CEMAT Sgnss Container Wagon with "DHL" 45' Container **£32.15**



Arnold HN6589 N Gauge CEMAT Sgnss Container Wagon with "Gartner" 45' Container **£32.15**



Arnold HN6590 N Gauge FS Sgnss Container Wagon loaded with 2× "ALFRED TALKE" Bulk Containers **£35.20**



Jägerndorfer 40950 HO Gauge OeBB Rh4020 3 Car EMU **£289.95**



Jägerndorfer 60150 N Gauge OeBB UIC-X 2nd Class Coach Set **£92.95**



Jägerndorfer 60160 N Gauge OeBB UIC-X 2nd Class Coach Set (2) **£92.95**



Jägerndorfer 23020 HO Gauge ÖBB 5044 DMU **£219.95**



Mehano 90660 HO Gauge HUPAC Sggmrss90 Bertschi Bogie Container Wagon **£69.95**



Mehano 90661 HO Gauge PKP Cargo Sggmrss90 ONE/Maersk Bogie Container Wagon **£69.95**



Mehano 90662 HO Gauge OeBB Sggmrss90 Spedition Troll Bogie Tanktainer Wagon **£69.95**



Mehano 90663 HO Gauge CBR Sggmrss90 DHL/ZIH Bogie Container Wagon **£69.95**



Mehano 90702 HO Gauge AAE China Rail Sggmrs90 Double Container Wagon **£69.95**



Piko 58812 HO Gauge Hobby SNCB 2nd Class Double Deck Coach **£46.40**



Piko 58813 HO Gauge Hobby SNCB 1st Class Double Deck Coach **£46.40**



Piko 58814 HO Gauge Hobby SNCB 2nd Class Double Deck Driving Coach **£67.20**



Rivarossi HR6549 HO Gauge Ermewa Hoyer Bogie Tank Wagon **£32.95**



Roco 10870 Z21 Digital Control System **£349.95**



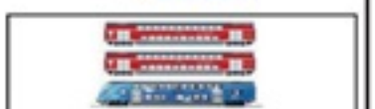
Roco 10834 Digital Z21 Profi Digital Set **£459.95**



Roco 10870 Digital Z21 XL Control System **£495.95**



Roco 70275 HO Gauge DB BR52 2443 Steam Loco **£229.95**



Roco 74155 HO Gauge DBAG Sudostbaverbahn Bi-Level Coach Set **£299.95**



Roco 76948 HO Gauge SBB Bell Sgnss Container Wagon **£52.30**



Tillig 70043 HO Gauge Two Rail Adventure Gmbh Baggage Cars DMZ and Loco-Buggy-Set **£159.95**



Trix 22830 HO Gauge BLS Re465 Electric Loco VI – DCC Sound **£319.95**

SUBSCRIBE

Only £49 for 12 issues

Delivery direct to your door

Free Digital Edition Access*

visit **www.pecopublications.co.uk**

or call us on

01297 626203



30% SAVING off the cover price

UK only offer





A scene on Bob Harper's On2 layout 'Franklin'.

OVERSEAS SUBSCRIPTIONS
only £79 (12 issues)

DIGITAL EDITION *Worth £39.99.
Available for your PC, Mac, tablet or mobile device. Fully searchable back issues starting from Jan 2011. Access to digital content available only while subscription is active.

CONTINIKITS

STRICTLY MAIL ORDER. Specialists in Top Quality European equipment.
Postage £4 per order. Overseas at cost (regret no VAT relief).

VISIT OUR WEBSITE: www.contikits.com

PLEASE NOTE: Items shown are simply a selection of our stock which is constantly changing. It is impossible to list everything and it is always worth writing or giving us a ring even if you do not see what you want on this page.

A SELECTION OF NEW AND SECONDHAND STOCK. ALL EXCELLENT CONDITION. BRACKETED NUMBERS INDICATE CURRENT STOCK LEVEL.
NOTE: ub — unboxed, or in the case of locos in an incorrect box.
t/b — turquoise/beige.
Catalogue Numbers quoted are those which appear on the Model's box where applicable.

HO SCALE EUROPEAN

ACME

45058 FS Interfrigo 2 x van set, white, ep/iVa **£65.00** (2)
45077 FS Interfrigo 3 x van set, white, ep/iV **£90.00**
45079 FS Interfrigo 2 x van set, blue, ep/iVa **£65.00**
50246 FS DZ93000 boge baggage, Post, ep/iV **£50.00** (2)
50644 FS 2nd Eurofima, orange, ep/iV **£50.00**
50645 FS 2nd Eurofima, orange, ep/iV **£50.00**
50736 FS UIC-X 1968 Baggage, slate grey, ep/iV **£50.00**
50738 FS UIC-X Baggage Bandiera Livery, grey/cream/red, ep/iV/V **£50.00**
50914 DBAG T2 WLABbin TEN Sleeper, blue/cream stripe, ep/iV **£35.00**
50915 DBAG TEN, T2s sleeper, blue **£32.00**
50952 FS T2s WLABm sleeper, blue/green/white stripe **£40.00** (2)
50999 CIWL Breda Restaurant, blue ep/V **£60.00**
52329 DBAG Bar Coach 'ICE livery' **£28.00**
52352 DB Bogie baggage Dms 905.0, t/b, ep/V **£40.00**
52354 DBAG Dmd 906 Autozug coach, red/grey, ep/V **£25.00**
52355 DBAG Regio Bogie Baggage, red/light grey **£35.00**
52382 OBB WLABmz, blue, ep/iVI **£45.00**
55050 FS 3 coach push/pull set (includes drivers end) XMPR, blue/green/white stripe **£158.00**
55079 FS 3 coach push/pull set XMPR, blue/green/white stripe **£135.00**
55090 TCDD (JZ) Istanbul Express x 4 coach set, ep/V **£200.00**
55110 FS UIC-X Giubileo (Pope's Jubilee) Aluminium Frame windows, XMPR x 2 set, ep/V **£95.00** (2)
55116 FS 2nd + 1st/2nd Couchette, blue/green/white stripe **£60.00**
55194 FS 3 coach push/pull set IC, white/red stripe **£135.00**
55195 FS 3 coach push/pull set IC, white/red stripe **£135.00**
60052 DBAG 185 244-1, Railion, red **£115.00**
60090 DBAG Metronom 246 002 (TRAXX P160DE), yellow/white/blue **£110.00**
60133 FS E646 170, Navetta Livery, ep/iV, one buffer missing **£115.00**
60168 FS E646.040 2nd series, green/grey, ep/iVa **£165.00**
60281 FS E656.598, XMPR livery, ep/iV **£145.00**
60309 FS E447.075, 2nd series, blue/grey, ep/Va **£165.00**
60370 DBAG 120 112, orient red, ep/V **£135.00**
60376 DBAG 120 141-7, red, ep/iV **£125.00**
60382 FS E402.134, XMPR livery, 3 panto, ep/VI **£145.00**
60383 FS E402.176, XMPR livery, ep/V **£135.00**
60420 DBAG 245 003, INNOTRANS 2012, red **£135.00**
60421 DBAG 245 001 + 245 002, powered + dummy, red **£195.00**
60422 DBAG 245 004 (Noise Test Status), red **£135.00**
60454 FS E636.119 2nd series Isabella, brown, ep/iV/V **£165.00**
60456 FS E636.123 Isabella, brown, ep/V **£165.00**
550774 FS 1st Type X Special XMPR livery, gold window frames, ep/V **£45.00**
550786 FS 2nd Type X Special XMPR livery, gold window frames, ep/V **£45.00**
55036a/b FS 2nd Type X Special XMPR livery, gold window frames, ep/V **£90.00**
70008/9 FS E444 081 Eurostar City Italia + 6 x Eurofima **£395.00**

BRAWA

40100 BAV G4/5 #5506, 2-8-0, green, ep/ **£225.00** **£210.00** (2)
44010 BOB VT720, blue/white stripe/yellow doors **£128.00**
44208 DB VT45 502 2 unit DMU, maroon, ep/iI **£175.00**
45540 DB 4wh CIV-33 coach for use with Railcar, maroon, ep/iI **£45.00**
45541 DB 4wh CIV-33 coach for use with Railcar, maroon, ep/iI **£45.00**
45812 DB Br212 + 3 x bogie convert (Jubilee set) Ltd to 300 sets **£285.00**
0080 DB 216 221-2, maroon (Museum lok), ep/V **£90.00**
0384 DB 216 102-4, red **£75.00**
0505 DB Kiv96 Propangaszug, yellow **£145.00**
0712 DB Bi643 Talent, red/grey **£125.00**
41090 DBAG 219 159-1, DCC sound, red/pro weather **£135.00**
0550 DB 312 245-4, 4wh diesel shunter, orange **58.00**
41140 DBAG 216 165-1, red, ep/V **£65.00**
41256 DBAG 203 312-4, yellow/blue line **£65.00**
42718 DBAG Gravita diesel 9280, ep/V, red (digital sound), two missing roof insulators was 1235 ..... **£220.00**
42902 DBAG TRAXX 245 002-1, Traffic red, sound **£275.00**
43916 DBAG 146 216-7, red, ep/iI **£95.00**
43920 DBAG 146 216-7, red, DCC/sound **£135.00**
0534 DBAG LVT 772 twin unit railbus, two tone green/grey (TCS digital) **£78.00**
0710 DBAG Bi643 Talent, red/light grey **£115.00**
42908 DBAG TRAXX 245 017, Traffic red, sound **£275.00**
44188 DR 137 329 Railcar **£175.00**
0252 DR E77 14, green, ep/iI **£165.00**
0300 DR 132 410-0 Maroon/white stripe **£75.00**
0402 DR 229 100-3 diesel, red/white stripe **£65.00**
40130 DR 19 1001 streamline 4-6-2, black **£175.00**
41002 DR 119 045-3, red/cream/weathered, ep/V **£75.00**
0410 DR 232 371-5, maroon/white stripe **65.00**
0422 DR V100 025, maroon/cream stripes, DCC fitted **65.00**
44352 DRG VT137/VB147, red/cream, digital sound **£295.00**
44082+4507 DRG ET65 + middle coach, red/cream (ESU sound) **£298.00**
0210 DRG E95 02, Artic Electric, green **£175.00**
42002 KWstE Tn #1008, 0-10-0T, green (Dig Sound) **£220.00**
0425 TLG V100, yellow/blue stripes **£70.00**
0640 Wurt 4-4-0 AD #1521, green, ep/ **£145.00**
41018 PRESS 204 005-3 (ex DRn100), blue, ep/V **£90.00**
41218 Railpro V100 093, grey/blue (digital sound) **£150.00**
42676 Bahnbau 213 332-0 diesel, yellow **£75.00**
45649 BBO 3rd 4wh, green **£35.00**
45650 BBO 3rd 4wh, green **£35.00**
45600 DB Gepackwagon Pwi, ep/iI, green **£25.00**
46013 DB 2nd Byu438, two tone blue/grey, ep/V **£35.00**
46170 DB WG4u-36/50 Gesellschaftswagen, maroon, ep/iI **£45.00**
46174 DB Eilzugwagen B4ye, green, ep/iI **£45.00**
46175 DB Eilzugwagen B4ye, green, ep/iI **£45.00**
46176 DB Halbspeisewagen BR4ye, Semi Buffet, green, ep/iI **£45.00**
46302 DB Pair of 6wh C3yge/CPw3yge, green, ep/iI **£78.00**
46304 DB 1st + 2nd AB3yg/B3yg 6wh convert set, ep/iI, green **£85.00**
46305 DB 2nd+2nd/baggage B3yg+BD3yg 6wh convert set, ep/iI **£85.00**
2150 DRG (ex Wurt) 4wh 4th, green **£28.00**
2151 DRG (ex Wurt) 4wh 3rd, green **£28.00** (2)
2152 DRG (ex Wurt) 4wh 4th, green **£28.00**
2400 KWstE 1st/2nd #812, 4wh gondola end, green **£28.00**
2401 KWstE 2nd #158 4wh/gondola end, green **£28.00**
45609 WEG 2nd 4wh gondola end, red/cream **£32.00**
2130 Wurt 4wh Post Coach, green **£28.00**
2158 Wurt 4th 4wh brown **£25.00** (2)
2164 Wurt 4th, 4wh, grey **£25.00**
2175 Wurt Bogie Baggage, green **£35.00**
2153 Wurt Landerbhn, 4th, 4wh, grey **£25.00** (3)
2047 DB Refrig van, Fustenberg Pilsner, white **22.00**
2051 DB Shell Bogie tanker, yellow **£8.00**
2058 DB Esso Bogie tanker, grey, ep/iI **£24.00**
2066 DB Esso Bogie tanker, maroon, ep/V **£24.00**
48433 DB Om21 open, Europ, brown, ep/iI **£25.00** (2)
48719 DB Gklm 191 van, brown, ep/V **£28.00**
2020 DBAG (Ex DR) SAMMS 6 axle bogie lowside x 3 set, brown **£60.00** (2)
47110 DBAG Remms 655 bogie Flaschwagen **£24.00**
2062 DR Eas 5965 bogie open, brown **£20.00** (3)
2079 DR Erfurt 7687 Schwellentransport flat **£20.00**
47003 DR Rrym bogie lowside with girder/rail load **£25.00**
48224 DR Gm van, brown, ep/iI **£18.00**
48528 DR Leuna 6 axle Bogie tanker with brake hut, grey **£27.00**
2071 DRG Erfurt Lowside, brown **£20.00**
48023 DRG Regensberg van G33027, green, ep/ **£28.00**
48357 DRG Koln 4wh guards van #127 040, green **£22.00**
48548 DRG 6 axle bogie tanker ZZdlp), grey **£30.00**
48725 DRG Long van 'Carl Weiss Jena', brown **£30.00**
2410 KWstE Baggage van #1426, green **£25.00**
2043 NS Interfrigo van x 3 set, white **£50.00**
2102 NS Heineken Brewery van, white **£20.00**
48303 SBB 3 x Refrig Van set, ep/iI **£58.00**
2070 Wurt 4wh gravel carry lowside, green **£18.00**
2075 Wurt Gi 21181 van, green, gondola ends **£24.00** (2)
2080 Wurt van 22564, green,one gondola end **£24.00** (3)
2085 Wurt van, gondola ends, green **£24.00**
2091 Wurt Liddell wagon (for salt), green/light brown **£24.00**
2100 Wurt Joseph Goisele Beer van, gondola ends, white **£24.00**

FLEISCHMANN

481209k 145 023-6, Fleischmann 2012 125th, graphics **£135.00** **£105.00**
3 Unit Track Testing Train DMU (rework of 614 3 unit set), yellow/no decals. (In Roco boxes) **£175.00**
4886 80 Yr set, 0-10-0 + 5 x wagons, ep/ **£155.00**
481101 BAV DVI 0-4-0T, 'Nurnberg', lined green **£95.00**
994093k CSD 537 0505, 0-10-0T special **£125.00**
741066k DB 003 111-2, 4-6-2, digital sound **£195.00**
741034k DB 03 090, 4-6-2, digital sound **£195.00**

74376 DB 103 109-5, TEE, red/cream, digital sound **£145.00** **£125.00**
4349 DB 111 188-9, orange/grey (DCC Fmann chip) **£70.00**
74118k DB 18 629, 4-6-2, digital sound **£105.00** **£175.00**
423401 DB 218 105-5, maroon/cream (Rabbit ears) **£80.00**
4234 DB 218 217-8, TEE, red/cream **£65.00** (2)
8674233 DB 218 217-8, TEE, red/cream, Special (DCC Sound) **£165.00**
4938 DB 218 227-7, track cleaner diesel, maroon **£70.00** **£60.00**
4238 DB 218 230-1, maroon **£60.00**
4232 DB 218 306-9, maroon **£60.00**
4236 DB 218 356-4, traffic red **£65.00** (2)
4237 DB 218 362-2, orient red **£75.00** (2)
4233 DB 218 413-3, t/b **£65.00** (3)
74233 DB 218 420-8, t/b (DCC Sound) **£150.00** (2)
4132k DB 41 019, 2-8-2 ..... **£125.00**
4174 DB 50 008.2-10-0 ..... **£95.00**
4061 DB 64 247, 2-6-2T, (Fmann DCC fitted) **£90.00**
4065 DB 65 018, 2-8-4T **£90.00**
4086 DB 86 739 2-8-2T, LENZ DCC **£85.00**
4086 DB 86 457 2-8-2T **£85.00**
8240030k DB 91 980, 2-6-0T **£55.00** **£30.00**
4320k DB Cargo 145 002-2, red (DCC Fmann chip) **£60.00** **£30.00**
4320k DB Cargo 145 002-3 ..... **£85.00**
4383 DB Cargo 151 004-9, red,blackened wheels (DCC Fmann chip) **£90.00**
64215 DB Cargo 212 309-9, red , DCC **£80.00**
4223 DB Cargo 360 159-8, red (blackened wheels) **£55.00**
44064 DB Railbus trailer, maroon VB99 ..... **£45.00**
4355k DBAG 101 027-1, red, (DCC Fmann chip) **£90.00**
9943556k DBAG 1010 029-7, Police, red/graphics (DCC) **£95.00**
4278 DBAG 103 101-2 Lufthnsa Airport Express, yellow/light grey **£120.00**
4377 DBAG 103 115-2, red, (DCC Fmann chip) **£90.00**
4376/03k DBAG 103 172-3, red/white bibs **£100.00**
4347 DBAG 111 036-0, red (DCC Fmann chip) **£70.00**
4352 DBAG 120 160-7 electric, red **£70.00**
4352 DBAG 120 160-7 electric, red (Fmann chip fitted) **£90.00**
4328/05k DBAG 141 198-2, red **£95.00**
4322k DBAG 145 545-1, red (DCC Fmann chip) **£90.00**
4382 DBAG 151 021-3, red, blackened wheels (DCC Fmann chip) **£85.00**
4229 DBAG 212 242-2, red **£55.00**
4236 DBAG 218 225-1, red (DCC Fmann chip) **£85.00**
4236(NEM) DBAG 218 225-1, traffic red **£80.00**
74233 DBAG 218 225-1, traffic red (Sound), body swap **£160.00**
954237 DBAG 218 286-3, experimental livery of late 80's, red **£150.00**
4236(NEM) DBAG 218 356-4, traffic red **£80.00**
4237 DBAG 218 362-2, orient red (DBAG Transfer applied) **£70.00**
4233 DBAG 218 421-6, t/b **£70.00**
4233 DBAG 218 421-6, t/b, blackened wheels (DCC Fmann chip) **£80.00**
4233 DBAG 218 498-4, t/b **£75.00**
4233 DBAG Br218 416, Touristik, super detail + repaint (with certificate) (ran as matching pair with 218 418) - original price 240 euros **£165.00**
4233 DBAG Br218 418, Touristik, super detail + repaint (with certificate (ran as matching pair with 218 416) - original price 240 euros **£165.00**
448001k/201k DBAG ICE Br407 6 car set **£245.00**
4113 DR 13 1189 4-4-0, Fmann DCC **£115.00**
4160 DR 38 2609 4-6-0, blackened wheels **£90.00**
4098 DR 98 811, 0-8-0T **£85.00**
4171k DRG 0 1081, 4-6-2 Streamline (Full valve gears) **£135.00**
8241309k DRG 2-8-2 #2811, photogrey (50yr Special) **£145.00**
4827k DRG 39 105, 2-8-2, green (DCC) - poor box + front steps missing **£115.00**
4132k DRG 41 019, 2-8-2 ..... **£145.00**
031049 DRG 4-6-2 streamline, red DCC sound, factory weather **£265.00**
4181k DRG 50 849, 2-10-0, gold boiler straps **£120.00**
4062 DRG 64 455, 2-6-2T **£85.00**
4825k DRG 91 1790, 2-6-0T (Repainted and renumbered as East Prussian loco – unique) **£90.00**
4900 DRG ep/ii goods wagon set 2-8-0, green + 6 x wagon **£195.00**
8041566k DRG G8 2-8-0, Photo Grey **£96.00**
8241399k DRG P10 2-8-2 #2811, grey (50 Yr Special) **£128.00**
442003 FMV/HLB Bi648 (Lint 41), yellow/grey/red **£145.00**
442003 HLB Lint 41 2 car DMU, yellow/grey/red, ep/iI **£185.00**
4010 Humboldt D-6-0T #2, green **£80.00**
4810 Humboldt D-6-0T #7, green **£80.00**
4881 KPEV D-10-0T (Lined green) + 4 x 4wh coach + 6wh baggage **£195.00**
497k KPEV 2-8-2 (Br39) + 2 x bogie coach + 2 x 4wh + 6wh coach (Digital) **£225.00**
4898k KPEV 4-4-0 + 3 x clerestory coach + baggage Express set) **£215.00**
4899 KPEV P8 4-6-0, I+ 4 x 6wh coaches, ep/ **£200.00**
6350 Lufthans iport Express set DB Br111 + 3 x coach, yellow/grey **£145.00**
432301k NIAG 481 004-0, #14, blue/white/green **£85.00**
432301k NIAG 481 004-0, blue/white/green **£80.00**
8543200k Railion 145 063-4, red (DCC Fmann chip) **£90.00**
4345 SBB Ae3/6 #10647, green **£80.00**
8643222k TCS 145 001, black/red **£100.00**
8643223k TCS 145 001, black/red, (DCC Fmann chip) **£90.00**
5104M DB Messwagen, yellow (UK Hobbies Conversion) **£28.00**
5124k DB 1st/2nd Citybahn, orange/grey **£18.00**
5125k DB 2nd Citybahn, orange/grey **£18.00**
5127k DB Bogie Convert 2nd/brake, green **£18.00** (3)
5611k DB 1st/Corridor, t/b **£20.00** (2)
5899k DB 1st/2nd silver/ish 1007!! Fleischmann logo **£20.00** (2)
631404 DB 1st. Twin pack, blue **£48.00**
8658303k DB 1st/2nd 6wh clerestory with brake hut green **£24.00**
4439k DBAG Bi614 Railcar Cenre Coach (914 013-8) two tone green/grey **£25.00**
4441k DBAG 1st, ICE **£22.00** (2)
4449k DBAG Bord Restaurant, ICE **£30.00**
4445k DBAG 2nd ICE **£22.00**
4447k DBAG 2nd ICE **£22.00**
4448k DBAG 1st ICE **£22.00**
4449k DBAG 2nd, ICE **£22.00** (5)
5760k DR 4wh Post Coach, green **£18.00**
5065k DRG 1st/2nd 6wh Clerestory with brake hut **£20.00**
5892k KPEV 3rd 6wh clerestory with brake hut brown **£22.00**
5851k KPEV 4wh 3rd/4th, gondola endsbrown/grey **£18.00**
5825k KPEV 4wh POst/Baggage, Yellow/brown **£16.00**
5894k KPEV Halle 6wh baggage coach, brown **£25.00**
9150756AK OBB 4wh Thunderbox with gondola ends, green **£25.00**
5139k SBB 2nd, green, lights **£24.00**
5821k Wurt 3rd, short 4wh, brown **£20.00** (2)
5804 Chocolate Express Milka Coach + 3 x van (Toblerone, Suchard, Lila) **£50.00**
52838701k DB Eanos bogie open with log load, brown **£18.00** (5)
52848701k DB Cargo bogie open with log load, red **£18.00** (5)
5319k DB Gmhs van, brown, light weather **£12.00**
5372k DB Cargo Hbillns slidewall van, red **£15.00**
5395k DB Bogie GGuwshs44 works van with brake hut **£15.00** **£15.00**
553101k DB Railion Fanns 128 side dump bogie wagon, red **£22.00**
5531k DB Cargo Fanns 128 side dump bogie wagon, red **£22.00** (3)
5914k DB X05 wood lowside, brown **£10.00**
8358/02k DB Westdeutsche 4wh tanker/brake hut **£14.00** **£12.00**
8558/26k DB TT flat with stakes **£10.00**
5371k DBAG Hbillns slidewall van, silver **£14.00** (2)
5710k DR short gravel hopper, brown **£14.00**
5307k DRG Fish Van, 4wh LWB + brake hut, grey **£18.00**
5431k DRG EVB 4wh tanker with brake hut, silver **£15.00**
5506k DRG short gravel hopper, brown **£14.00**
5837k DRG Banana van (Oiff+Sonn) with brake hut, cream **£18.00**
5856k DRG Essen Acid Carboxy wagon **£16.00**
5875k KPEV Nm van with brake hut, brown **£15.00**
5832k KPEV Magdeburg short steel open, brown **£14.00**
5834k KPEV lidded wagon with brake hut, brown **£15.00**
5842k KPEV Essen short steel open with brake hut, brown **£15.00**
5855k KPEV Essen wood open with brake hut, brown **£15.00**
5857k KPEV Altona, guards van, brown **£18.00**
57878705NLK NS Long Bogie stake wagons with load **£28.00**

LILIPUT

L104020 Baden Br18.3 ep/, light blue, 4-6-2 ..... **£110.00**
38210 D+T motorised Ballast vehicle with crane, yellow **£45.00**
4098 DB 18 323, 4-6-2, Factory weathered specil **£95.00**
4504 DB 45 001, 2-10-2 ..... **£115.00**
17703 DB Akku Twin unit DMU (Railcar) ETA 180 016, maroon **£95.00**
L104201 DB Bi42 2339, ep/iI **£95.00**
L133542 DB EMU ET1102, grey/blue **£110.00**
L133542 DB ET1102 2 Unit EMU, grey/blue, ep/iI **£175.00**
L133023 DB VT62 904 diesel railcar, maroon **£95.00**
L105201 DB 52 1809, 2-10-0, tub tender (DCC Fitted) **£110.00**
L133970/71 DBAG Flirt 429026, 5 unit set, red/grey (DCC fitted) **£195.00**
L111103 DR 01 1062, 4-6-2 Streamline ..... **New** **£135.00**
L131545 DR 05 003 Streamline, red, ep/iI **£160.00**
L131356 DR 92 214, ep/iI **£70.00**
L131400 DR 93 1359, 2-8-2T, ep/iI **£115.00**
L104503 DR Br45 026, 2-10-2 ep/iI **£135.00** (2)
L131540 DRG 05 003, Streamline, red **£128.00**
L109103 DRG 91 1449, 2-6-0T **£50.00**
L131400 DRG 93.1353, 2-8-2T, ep/iI **£95.00**
11250 EBT (Swiss) Be4/4, green **£45.00**
L102901 Herschel Fireless 0-4-0T, green/weather, DCC fitted **£85.00**
L112700 KPEV Akku twin unit railcar (Illitfield), green/brown/cream **£95.00**
L238105 Motorised works Skl, X 953.04 with crane, yellow **£50.00**
L131401 OBB 93 1369 2-8-2T, ep/iI **£115.00** (2)
L131402 OBB 93 1441, Giesl-Ejektor 2-8-2T **£95.00** (2)
L133000 OBB X625033 Motorbahnwagen, green/cream **£85.00**
21 25 23 OBW 10, motorised track maintenance vehicle with crane, yellow (Conrad) **£60.00**
380 Plasser + Theurer set, tamper + motorised crane + flat (weathered), yellow **£60.00**
LtEd SBB Ae4/7 electric set, green (no outer sleeve to box) **£135.00**
L112441 Siemens Mak diesel, white **£60.00** (2)
L235000 Baden 4wh baggage Pwg bad21, ep/, green **£14.00**
L327325 BBO 4wh 2nd, green, ep/iI **£14.00** (2)
L327335 BBO 4wh 3rd, green, ep/iI **£14.00** (2)
Bodensee Toggenberg 4wh, red **£15.00**
Bodensee Toggenberg 4wh, yellow **£15.00**

PO Box 279, RYTON, NE40 9AF

e-mail on: contikits@btinternet.com

PLEASE NOTE OUR NEW ADDRESS AND OPENING HOURS
Opening hours: WED 12.30–5.30pm, THUR 7.30pm–9.30pm
FRI & SAT 12–4pm, CLOSED SUN, MON & TUE TEL: 0191 4133389

27990 BT 4wh baggage, LWB, green/graphics **£15.00** (4)
27992 BT 4wh coach, LWB, blue **£15.00**
27991 BT 4wh coach, LWB, red **£15.00**
27993 BT 4wh coach, LWB, yellow **£15.00** (2)
27994 BT 4wh baggage, LWB, brown/graphics **£15.00**
L328501 DB 2nd Eilzuwagen, recess door, green **£18.00** (2)
L328601 DB 2nd Eilzuwagen, recess door, green **£18.00** (2)
L328701 DB 1st/2nd Eilzugwagen, recess door, green **£18.00** (3)
L328731 DB Unterrichtswagen (works), recess door, grey **£20.00** (2)
L334548 DB 2nd Bye 654, recess door, green, ep/V **£20.00**
L381991 DB 2nd Langenschwalbacher, green, ep/iI **£16.00**
L383355 DB 2nd, D-Zug Bue, ep/V with LED lights at rear, green **£20.00**
L383412 DB Skirts Mess wagon, yellow **£18.00**
L383451 DB 1st/2nd D- Zug Abue, ep/V, skirts, green **£18.00**
L383621 DB Diner, skirts, maroon/grey **£16.00**
L383801 DB Post, skirts, green, ep/iIa **£16.00**
L384201 DB Express 1st Gr28, blue, ep/iIb **£18.00**
L385111 DB Salonwagen of the Bundeskanzlers, ep/V, green **£20.00** **£16.00** (4)
L385301 DB Autotransport Coach, green, ep/iI ..... **New** **£20.00** **£16.00**
L385401 DB Salon diner, ep/iI, green **£20.00**
L385401 DB Salon, skirts, green, ep/iI **£18.00**
L383811 DBAG coach for crane set, ep/iI, red **£20.00**
L328731 DBAG Unterrichtswagen, grey, ep/V **£15.00**
833081 DB 3rd Skirts, blue **£18.00**
833082 DB 3rd Skirts, blue **£18.00**
L350011 DR ReiseZugwagen x5 set, Museum Nurnberg **£90.00**
L350032 DR Eibzug coach set, recess door x 3, green, ep/V **£55.00**
L334018 DR 2nd 4wh Btr 30-375,balcony ends, ep/iI, green **£16.00**
L381502 DR 2nd B4ip, Ex Langenschw., ep/iI, green, 232-402 ..... **New** **£15.00** **£12.00** (2)
L381702 DR 2nd B4ip, Ex Langenschw., ep/iI, green, 232-403 ..... **New** **£15.00** **£12.50** (3)
L381602 DR 2nd B4ip, Ex Langenschw., ep/iI, green, 232-406 ..... **New** **£15.00** **£12.00** (3)
L381802 DR 2nd B4ip, Ex Langenschw., ep/iI, green, 232-407 ..... **New** **£15.00** **£12.50** (4)
L334017 DR 2nd, 4wh, green, ep/iI **£15.00**
L384713 DRB 3rd Badische Express, green, ep/iI **£20.00** **£16.00** (3)
L384703 DRB 3rd Express Badische Bauart, green, ep/iI **£20.00** **£16.00** (2)
L381903 DRB 3rd Langen schwalbacker, green, ep/iI **£18.00**
L383503 DRG 1st/2nd/3rd, skirts, green, ep/iI **£20.00**
L383303 DRG 3rd, skirts, green, ep/iI **£20.00**
847 DRG ex Baden 5 x coach set, green **£75.00**
27851 EBT 4wh 4rd, LWB, green **£12.00**
27752 Feldschlossen LWB 4wh coach, blue **£15.00**
27753 Feldschlossen LWB 4wh coach, green **£15.00**
27751 Feldschlossen LWB 4wh coach, red **£15.00**
L388345 OBB 2nd, Liegewagen, red/two tone grey/red roof **£22.00**
26950 SBB 4wh baggage, gondola ends, green **£12.00** (3)
27550 SBB LWB 4wh 3rd, ,gondola ends, green **£12.00**
27550 SBB LWB 4wh 2nd, ,gondola ends, green **£12.00**
27850 SBB LWB 4wh 3rd, ,gondola ends, green **£15.00** **£12.00** (4)
26951k SBB LWB 4wh 3rd, green (incorrect box) **£15.00**
L334483 SBB 6wh 2nd (Old time), green **£32.00**
L334485 SBB 6wh 2nd (Old time), green **£32.00**
L387514 SBB Diner Dr4 10112, maroon, ep/V museum coach ..... **New** **£22.00** (3)
L387814 SBB 1st A42251, ep/iI Museum coach, green **£20.00**
L388004 SBB Speisewagen WRM, orange **£20.00** **£16.00**
L388104 SBB 1st RIC, green, ep/iV+ **£18.00**
L388614 SBB Mitropa Diner, with Panto, purple/grey, ep/V **£20.00** (2)
L388886 SBB 2nd/Drivers Swiss Express, orange/ grey, ep/V ..... **New** **£26.00** **£20.00** (4)
88254 SBB TEE Restaurant with panto, red/cream **£20.00**
27752 Swiss Feldschlossen 4wh coach, blue **£16.00**
27751 Swiss Feldschlossen 4wh coach, red **£16.00** (3)
L35004 SBB Sleeperette x 3 set, blue/Moon+Starts graphics **£75.00**
L224801 BADEN Menzer Wine van, cream, ep/ **£10.00**
L224811 BAV Lowenbrau van, white **£15.00**
Schuco Bella Italia BLS 4wh car carrier, grey + MB Roadster + Vill caravan set **£80.00**
L240075 BLS 2 x Autotransport wagon, with numbers **£50.00**
L240076 BLS 2 x Autotransport wagon, without numbers **£50.00** (2)
Special BLS Aptransit BLS Fas-u Bogie Gravel carrier + cement mixer + gravel **£80.00**
L224609 CSD Bogie Gravel carrier, brown **£12.00**
L221561 DB 4wh flat x flmm/37, ep/iI **£10.00**
L225071 DB 4wh tanker, grey, ep/iI **£10.00**
L225091 DB ARAL, 4wh tanker, white/blue **£9.00** (2)
L221521 DB Augustiner Brau 4 x cont wagon, ep/iI **£10.00**
L240051 DB Bauzugwagen set (coach + 2 x wagon) **£40.00** (2)
L220011 DB Bogie Low Level transport wagon with DB Artic load **£15.00** (2)
L225081 DB DEA, 4wh tanker, grey **£9.00**
L235497 DB Dujardin 6wh tanker, cream, ep/iI **£15.00**
L235065 DB El-u 061 open, middle hinged, brown **£10.00**
219449 DB Flat with 4 x Weiherstephan barrel load (Conrad) **£10.00**
L235660 DB Konig Pilsner Bogie Beer van, red **£16.00**
L235075 DB middle tipping open with brake platform, brown, ep/V ..... **New** **£11.00** **£9.00**
20000 DB Saaks-z low level rolling road wagons (pair), brown **£18.00**
L230903 DB Snow Plough (ex tub tender), green/red plough **£20.00**
L235655 DB Veltins Bogie Beer van, white/graphics **£16.00**
L224431 DBAG Bogie Eaos open, brown **£12.00**
L22117-2 DR 4wh open Villach Holz, brown with brake house, ep/iI **£10.00** (2)
L235480 DR 6wh Shell tanker, yellow, ep/iI **£16.00**
L235490 DR 6wh tanker Heyden Ag, grey **£16.00**
L235993 DR Bogie triker, Bauart Deutz, grey, ep/iI **£15.00**
L235498 DR Kallen 6wh triker, grey, ep/iI **£16.00**
L224806 DR Porter Beer van, black **£10.00**
L235480 DR Shell 6wh tanker with brake hut, yellow **£15.00**
L235104 DRG Altona Stock van with brake house, brown, ep/iI **£12.00**
L223030 DRG Fish van, white, ep/iI **£10.00**
L235493 DRG Monopolin 6wh tanker, silver/white/orange, ep/iI **£16.00**
L225503 DRG Oppein van with brake hut, brown **£8.00**
L225303 DRG Oppein van with brake hut, brown **£8.00**
L235772 E+H Long bogie canvas cov wagon, yellow **£16.00** **£13.50** (4)
L220901 Heavy Duty Transporter 'Trafo-Union' (14 axle) **£45.00** (2)
L224609 LSD Bogie Gravel Hopper, brown **£12.00**
L225308 NS Oppein van, grey **£8.00**
L221905 OBB E Villach steel open, brown **£8.00**
L220015 OBB low level transport wagon **£10.00**
L220015-1 OBB low level transport wagon **£10.00**
L221705 OBB Wood open Villach Holz, ep/iI, brown **£7.00**
20050 SBB 2 x Hupac rolling road, blue **£18.00** (2)
L240094 SBB 4wh LWB works coach + K2 van set (both 'K'), brown **£25.00**
24851 SBB Ankel Bier van, white **£8.00**
24852 SBB Biere Du Cardinal van, white **£8.00** (3)
744451 SBB Bogie Eaos open, grey **£10.00**
L225704 SBB Bogie Flat, grey (Tiefladen), ep/V **£15.00**
24651 SBB Bogie gravel hopper, Kies AG Wil, green **£10.00**
24653 SBB Bogie gravel hopper, Kieswerk Hunwagen, brown **£10.00** (4)
L224614 SBB Bogie gravel hopper, Makies, green/white **£12.00**
24652 SBB Bogie gravel hopper, Vetro Recycling, two tone green **£10.00**
24654 SBB Bogie gravel hopper, Weacher Kies, brown/white **£10.00**
L225824 SBB Bogie Tanker BP, grey **£15.00** (2)
L225864 SBB Bogie tanker Wascosa, grey **£15.00** (3)
24853 SBB Exchof Bier van, white **£8.00**
L221752 SBB Es 4wh open, brown, ep/iV **£9.00** (3)
24951 SBB Feldschlosen Beer van, white **£8.00** (6)
24750 SBB Gklm van, brown **£8.00**
SBB Gklm van, green **£7.00**
SBB Holderbnk bogie gravel carrier #74, grey **£10.00**
SBB Huntswagen bogie gravel carrier #12, light brown **£10.00**
SBB Huntswagen bogie gravel carrier #73, grey **£10.00**
SBB Huntswagen bogie gravel carrier, Brown **£10.00**
L224714 SBB K2 van, grey **£9.00**
24952 SBB Lowenbrau Beer van, white **£8.00** (2)
42953 SBB Salmen Bier van, white **£8.00**
SBB Sputnik Guards van, green **£7.00**
L225884 SBB Wascos Bogie Tanker, multicolour graphics **£14.00** (4)
24250 SBB Weacher Kies twin tub gravel carrier, green/white **£14.00** (8)
24250 SBB Wacher Kies twin tub bogie gravel wagon, green/white **£14.00**

LS MODELS (HERIS)

10165 SNCF BB16500, grey/orange, ep/V **£135.00**
49198 CIWL WR Breda, blue (1971 livery) **£75.00**
38101 PKP Zags PL-Orlen, bogie tanker, grey/orange band **£28.00**
41107 SNCF Le Mistral (Paris - Lyin) 3 coach set, ep/iIc **£185.00**
40415

CONTI KITS

STRICTLY MAIL ORDER

Continued from the previous page

47409 SBB Portland Cement bogie hopper, brown ... £16.00 (2)
46662 SBB Rexeel 4wh tanker, grey/weathered ... ~~£10.00~~ £10.00
46648 SBB Slide roof van, Ruppersw, white/brown ... £14.00
46321 SBB stake wagon, brown/grey ... £10.00
46323UNB SBB Stake wagon, grey/weathered ... £12.00
46643 SBB Tbis sliderooof 4wh LWB van, brown ... £15.00
46641 SBB Tbis sliderooof 4wh LWB van, silver/brown ... £15.00 (2)
47416 SBB Tbis sliderooof van, silver/brown ... £15.00 (2)
66208 SBB van, Gielbauer, blue/graphics ... £10.00
47533 SBB Vetro Recycling, 4wh hopper, brown ... £14.00
47575 SBB Vs van 'Scheuchenzer Puma 901', light brown ... £8.00
47020 SJ Hupac with 2 x Volvo Cont ... £27.00
46294 SNCB Bogie COWL wagon, brown ... £14.00
46980 SNCB DSM Chemielnz bogie tanker, white/orange stripe ... ~~£20.00~~ £20.00
46588 SNCB Hupac (TRW) with Hyundai cont ... £23.00
46570 SNCB/TRW Hupac with P+O cont, orange ... £27.00
76141 OBB 2 x Rnoos-uz Modern Bogie Stake + log loads ... £60.00 (2)
76044 PKP 2 x Eanos Bogie open, blue ... £40.00
76472 ZSSK Cargo Lionj Bogie Canvas Cover wagon, grey ... £27.00 (2)
76473 CD Lonj Bogie Canvas Cover wagon, grey ... £27.00 (2)
76730 Sk-ZSSKC Bogie Eas open, brown ... £20.00 (6)
76942 D-CDC Bogie Ealos open, brown ... £20.00 (6)
47121 SBB Hupac with 2 x Crossrail Swap bodies, red ... £27.00 (2)
76078 PL-PKPC 3 x Fals Bogie Hopper, blue ... £30.00 (2)
66125 CFL Cargo 3 x Bogie Canvas Cover hopper, brown/grey ... £65.00 (2)
76177 ZSSK 3 x Tdgs 4wh covered hopper, brown ... £70.00 (4)
76446 Bremse-O-GP 2 x Bogie COWL wagon, blue ... £45.00 (2)
76441 SK-ZSSKC Cargo Bogie Canvas Cover wagon, blue/brown ... £25.00 (3)
46916 SNCF Bogie Cnvas Cover wagon, grey/brown ... £15.00
46161 SNCF Gbs LWB 4wh van, brown/silver door ... ~~£10.00~~ £9.00
46449 SNCF Gbs van, brown/silver vent covers, white stripes ... £14.00
46364 SNCF Hupac (SEGI) with Novatrans Artic Trailer ... £25.00
46370 SNCF Hupac with Guyon Artic trailer ... ~~£25.00~~ £22.50
46357 SNCF Hupac with Rouch artic trailer ... £25.00 (5)
46442 SNCF Interfrigo van, white ... £10.00 (3)
46377 SNCF Novatrans Hupac with Furet Cont Swapbody ... £25.00
44311A SNCF Novatrans Hupac with Novatrans Artic Trailer ... £25.00 (5)
46374 SNCF SEGI Hupac Danone Artic Trailer ... £25.00
46374 SNCF Segi Hupac with Guyon Cont Swapbody ... £25.00
44311D SNCF SEGI Hupac with Novatrans Artic trailer ... ~~£25.00~~ £22.50 (2)
44311A SNCF SEGI Hupac with Rouch Artic trailer ... ~~£25.00~~ £22.50
46368 SNCF Segi Hupac with Rouch Cont Swapbody ... £25.00
44323A SNCF Stock van (Cows), yellow ... £14.00
46439 SNCF Stock van (Horses), yellow ... £14.00
46322A SNCF Stock van, light green ... £14.00
47833 TLG 4wh gravel hopper, brown ... ~~£15.00~~ £13.50
44311E Trailstar Hupac with 2 x Antoine swapbody ... ~~£25.00~~ £22.50

SACHSENMODELLE

73124 DR VT135 4wh Railbus, red/cream ... £68.00
78813 Bahnpostwagen MRZ Eisenbahn Kurier coach, blue ... £30.00
14263 DB Deutsche Weinstrasse Bogie recess door, blue/cream ... £15.00 (2)
14407 DBAG 1st Halberstadt/Corridor, green/cream ... ~~£25.00~~ £20.00
14410 DBAG 1st/2nd Abom, green/cream ... £24.00
78093 DBAG Kosttrizer, Refrig Bogie van mk-4, black ... £24.00
78193 DB Stemquell Refrig Bogie Van mk-4, white/green ... £24.00
76354 DBAG Lausitzer Kindl Refrig Bogie van, mk-4, white ... £24.00
78826 DBAG Erzquell Pils Refrig bogie van, mk-4, grey ... £24.00
78828 DBAG Zunftkolsch Refrig Bogie van, mk-4, white ... £24.00
78386 DBAG Radeberger Beer van, 4wh, black ... £12.00
78427 DBAG Kosttrizer, Beer van 4wh, black/red ... £12.00
78471 DB Pilsner Urquell Beer van, 4wh, white/graphics ... £12.00
78800 DB Haseroder Beer van, 4wh, white ... £12.00
18085 DB 4wh flat with HOe 0-6-0T steam loco (dummy) ... £30.00
18746 Zittau-Jenadorfer Van (Smallspur since 1890), brown ... £8.00

See us at the following shows: 26th & 27th @ Warley (Alison's layout will be there, no trade stand but collections of orders possible) and 10th & 11th Dec @ BTMRS Open Weekend, North Shields. Please pre-order any items from the website for collection at shows but give us a few days notice.

14421 DBAG 2nd/baggage Halberst, green/cream ... £22.00
14501 DBAG 1st/2nd Corridor Halberst, two tone blue/grey ... £22.00
74481 DBAG 2nd Corridor Halberst, two tone blue/grey ... £22.00
14506 DBAG 1st Corridor Halberst, two tone blue/grey ... £22.00
DBAG 1st/2nd Corridor Halberst, two tone blue/grey
14418 DBAG 2nd Halberstadt, green/cream ... £20.00
14422 DBAG 1st/2nd/Baggage RZ, two tone green/grey ... ~~£24.00~~ £20.00
14423 DBAG 1st/2nd RZ, two tone green/grey ... ~~£24.00~~ £20.00 (3)
14446 DBAG Restaurant, red/pink/grey ... ~~£25.00~~ £22.50 (2)
14507 DBAG 2nd two tone blue/grey ... ~~£22.00~~ £20.00 (2)
14582 DBAG 2nd/Bicycle two tone blue/grey ... ~~£25.00~~ £22.50
14583 DBAG 2nd/Corridor Halberstadt, green/cream ... ~~£22.00~~ £18.00
14415 DBAG 2nd RZ-wg Bom, green/cream ... £24.00 (2)
14263 Deutsche Weinstrasse 2nd, recess door, blue/cream ... ~~£20.00~~ £15.00
14452 DR 2nd/Corridor/Blue, two tone blue/grey ... ~~£24.00~~ £20.00
74336 DR Typ Y, 1st, green ... £20.00
14028.1 DRG 2nd 4wh green ... ~~£10.00~~ £8.50
14007 DRG 4 x 4wh coach set, green ... ~~£50.00~~ £40.00
73126 DRG Railbus, cream, epII ... ~~£65.00~~ £50.00
14015 SBB D Deck SZU x 2, epV ... ~~£40.00~~ £34.00
14013 Special Parkcw IV coach salon, green ... £20.00
74168 CSD 3 x 4wh tanker, epIII ... ~~New £55.00~~ £40.00
76419 CSD KRP 4wh tanker, epIII ... ~~New £22.00~~ £15.00 (2)
76309 DB ESSO 4wh tanker, silver, epIII ... £10.00
76219 DB Refrig van, Kaisser Freidich Quelle, yellow ... £10.00
16181 DB Rexeal Bogie tanker, grey ... ~~£16.00~~ £16.00
17887 DB long Bogie Interfrigo van, blue/white/weather ... £18.00
74154 PKP DEC/KEG 3 x Bogie tanker, brown ... £55.00
74152 PKP DEC/KEG 3 x Bogie tanker, brown ... £55.00
74153 PKP DEC/KEG 3 x Bogie tanker, brown ... £55.00
16108 DB Rexeal Bogie tanker, grey ... £22.00
76121 PKP DEC/KEG Bogie tanker, brown ... £23.00
76416 PKP DEC/EVA Bogie tanker, brown ... £23.00
76404 DB VTG Bogie tanker, grey, epV ... £22.00
76176 DB VTG Bogie tanker, grey, epV ... £22.00
76298 OBB CAIB bogie tanker, grey, epV ... £23.00
16320 DR Om04 special open, Brown ... £9.00
16126 DRG Altona stock van, brown,e epIII ... £10.00
16183 DRG Hornann 4wh tanker + brake hut, yellow ... £10.00
16208 DRG Refrig van, Molkerei-Illaren van, white, epII ... £9.00
16264 DRG Hornann van, yellow ... £9.00
76281 DRG Landskron Beer van, white, epII ... £12.00
16044 DRG twin tub Kalk wagon, brown ... £9.00
16138 SBB Eanos bogie open, covered, pink/grey cover ... £15.00 (2)
76358 SBB UETIKON Acid Carbouy wagon ... £12.00

USA N

ATHEARN

Amtrak West F59PHI #450, silver/blue ... £68.00
11469 D+H 52' Mill Gondola Coil Steel Load #15008, black ... £12.00
14137 Frisco 50' Plug Door Box, #12007, yellow ... £9.00
14138 Frisco 50' Plug Door Box, #12055, yellow ... £9.00
23660 GTW 52' Mill Gondola #148010, blue ... £10.00
22963 Lawrence railroad 50' box car, blue ... £9.00
SF EMD F45 #1099, silver/red ... £50.00

ATLAS

49913 CSX B30-7 #35562, blue/grey ... £45.00
49011 CSX SD60 #6723, grey/blue ... £40.00
51939 CSX YN-2 Dash 8-40CW #7677, blue/yellow ... £55.00
49205 UP SD60 #6253, yellow (DCC ready) ... £55.00
49210 UP SD-60M #2265, yellow ... £55.00
49026 UP SD-60 #6026, yellow ... £55.00
45502 Aberdeen + Rockfish 52'6" Evans Gondola #2019, black ... £9.00
NSc Cab-3 Amtrak Standard cupola caboose #1400?, orange/blue, Special ... £12.00
50001621 B+M 40' PS-1 Box car, blue/black ... £8.00
50001659 B+M PS 2750, Triple Hopper, black ... £8.00
41413 Blatz Beer 40' Woodside Reefer #23120, yellow/graphics/ weather ... £9.00 (2)
41414 Blatz Beer 40' Woodside Reefer #23122, yellow/graphics/ weather ... £9.00
45532 C+NW 52'6" EVANS Gondola #340202 ... £8.00
45563 C+NW 52'6" EVANS Gondola #340202 ... £8.00
32784 C+O 90T hopper #82534, black ... £9.00
32781 C+O 90T hopper #82590, black ... £9.00
32782 C+O 90T hopper #82599, black ... £9.00
3962 Chemplex Plastics ACF 4 bay centre flow, white ... £9.00
32884 Chessie (B+O) 90T hopper #183058, black ... £9.00
32873 Chessie (B+O) 90T hopper #186860, black ... £9.00
51 001 334 Chessie System (B+O) 90T hopper #184252, black ... £9.00
50 001 331 Chessie System (B+O) 90T hopper #186475, black ... £9.00
52 001 335 Chessie System (B+O) 90T hopper #188489, black ... £9.00
32751 Cinchfield 90T Hopper, black ... £5.00 (2)
50001700 CN Hart Ballast Car #360985, black ... £9.00
32774 Conrail 90 ton Hopper #490455, brown ... £6.00 (2)
3914 CONRAIL ACF 2 Bay Centre Flow #875644, grey ... £6.00
33621 CSX 50' FGE Box #199585, blue ... £9.00
38903 DL+W 50' Single Double Box #12079, brown ... £6.00
36872 DT+I ACF 60' DD Box #2508, green ... £7.00
36441 Duluth, Southshore + Atlantic 50' DD Box #15510, brown ... £6.00
39866 EL Cupola Caboose #C201 ... £10.00
38051 ERIE 50' Flat with stake, black ... £8.00
3737 Genesee+Wyoming 3 Bay Cov Hopper, orange #710017 ... £7.00 (2)
45551 GTW 52'6" Evans Gondola, blue ... £7.00
50001596 ICG 50' Single door box car, orange ... £7.00
38955 L+N 50' single door box, green ... £6.00
38958 Maine Cent 50' Single door box car, yellow ... £7.00
36371 MKT 50' DD Box #99269, brown ... £8.00
50000979 N+W St Cupola Caboose #518595, red ... £10.00
43071 N+W Standard Cupola caboose, red ... £7.00
37281 NS ACF 60' Box #600901, brown ... £8.00
50000981 NS St Cupola Caboose #555569, red ... £10.00
37015 PYROFAX Gas (SHPX) #17002, 33000 gallon tank, white ... £12.00
41439 Schlitz Beer 40' Reefer #92132, yellow/graphics/weather ... £9.00
32993 Seaboard Line 90T hopper, brown ... £7.00
41423 Tivoli Beer 40' Reefer #5100, green/graphics/weather ... £9.00
43804-40 Utility Fuels Coalveyer, black/orange ... £8.00
37132 Virginia Petroleum #1002, 33000 gallon tank, white ... £12.00

BLUFORD SHOPS

14303 Cinchfield (Post 1967) 14 Panel Rib Side Hopper, black ... £10.00 (3)
14301 Cinchfield (Post 1967) 14 Panel Rib Side Hopper, black ... £10.00

CONCOR (KD STYLE COUPLINGS)

40B1K EL Baggage, grey/maroon ... £12.00
4001K EL coach, grey/maroon ... £12.00 (2)
4071K EL Diner, grey/maroon ... £12.00
4061K EL Dome, grey/maroon ... £12.00
4021K EL RPO, grey/maroon ... £12.00
4011K EL sleeper, grey/maroon ... £12.00
4072E ERE Diner, blue/grey ... £12.00
4022E ERE RPO, blue/grey ... £12.00
4012E ERE sleeper, blue/grey ... £12.00
OOO1-202004 GN Alco PA1, orange/green ... £35.00 (2)
OOO1-003891 MILW 'Hiawatha' JJa 4-6-4, orange/grey/brown ... £95.00
OOO1-041012 MILW 'Hiawatha' 7 coach Express passenger set, orange/grey ... £125.00
OOO1-040045 VIA Rail 85ft coach #2239, blue/yellow ... £15.00
OOO1-040028 VIA Rail 85ft coach #2246, blue/yellow ... £15.00 (2)
OOO1-040726 VIA Rail 85ft Diner, Diamond Lake, blue/yellow ... £15.00
OOO1-040128 VIA Rail 85ft Pullman, Riverview, blue/yellow ... £15.00

DELUXE INNOVATION

180303 Amtrak Road Railer Trailer ... £10.00 (2)

E+C SHOPS

702 CSX Johnstone Coal Porters, black (Kds), various #s ... £7.00 (6)

FOX VALLEY MODELS

FVM8105-2 B+M PS5344 SD box #80013, blue ... £10.00
8115-1 Corinth + Council PS5344 SD, blue ... £9.00
8115-3 Corinth + Council PS5344 SD, blue ... £9.00
FVM4400031 Milwaukee Road coach, orange/brown #4401 ... £20.00 (2)
FVM4400032 Milwaukee Road coach, orange/brown #4437 ... £20.00 (2)
8110-1 Southern Brach Valley PS5344 DD box, yellow ... £9.00
8110-2 Southern Brach Valley PS5344 DD box, yellow ... £9.00
8110-3 Southern Brach Valley PS5344 DD box, yellow ... £9.00
8110-4 Southern Brach Valley PS5344 DD box, yellow ... £9.00
8089-1 SP (exGNS) FMC 5393 DD box, blue ... £9.00
8117-1 Terminal Rwy of Alabama PS5344 SD, yellow ... £9.00
8117-2 Terminal Rwy of Alabama PS5344 SD, yellow ... £9.00

HALLMARK BRASS (BY SAMHONGSA)

Penrsy Baldwin Centipede, dark green/yellow stripe ... £185.00

INTERMOUNTAIN

65387-01 Armstrong 4750 CuFt 3 Bay Hopper, grey ... £12.00
65387-02 Armstrong 4750 CuFt 3 Bay Hopper, grey ... £12.00 (2)
66402-09 BN 60ft flat, green ... £12.00
67022-07 Continental 4750 CuFt 3 Bay Hopper, white ... £12.00
67022-10 Continental 4750 CuFt 3 Bay Hopper, white ... £12.00
67045-18 CSXT 4750 CuFt 3 Bay Hopper, cream ... £12.00
65922-7 D+H 50' PS-1 Single Door box, I Love NY, blue/white stripe #50009 ... £12.00
67205-07 DM+E Trinity Hopper #5161, yellow ... £13.50
67205-12 DM+E Trinity Hopper, yellow ... £13.50
67237-01 KCS Trinity Hopper, black ... £13.50
67237-07 KCS Trinity Hopper, black ... £13.50
T650406-01 NYC Tichy Train Wreck Train: Crane, mtch truck + 2 x works van ... £65.00
67019-01 NYC 4750 CuFt 3 Bay Hopper, grey ... £12.00
66013-26 SP 12 Panel 40' Boxcar #60672, brown ... £10.00
60602-10 UP 50' AAR St door Box #154177, brown ... £7.00
67008-14 UP ACF 4650 Cu Ft 3 Bay Hopper #82096, grey ... £12.00
67033-08 WP 4750 CuFt 3 Bay Hopper,grey ... £12.00
67033-11 WP 4750 CuFt 3 Bay Hopper,grey ... £12.00

KATO

106-0101 Amfleet P42 + Viewliner phase IV loco nd 5 car set ... £165.00
106-6282 AMFleet, Viewliner IC Express phIV, silver/blue, 3 coach set ... £45.00
176-6005 Amtrak P42 PhIV #22, silver/blue/red ... £55.00
106-011 AMTRAK Smooth side 6 car set, silver/red/blue ... £90.00
106-3501 Amtrak Superliner Phase 3 set A, 4 x coach ... £70.00
106-7115 AT+SF EL Captain 2 coach set ... £30.00
176-6301 BNSF SD70 MAC #9782, green/beige ... £55.00
176-6304 BNSF SD70 MAC #9853, green/beige ... £55.00
176-6305 BNSF SD70 MAC #9812, green/beige ... £55.00
176-6401 BNSF SD70 MAC #9802, green/beige ... £55.00
106-090 + 176 5401 CB+Q EMD E9A Loco + Silverstreak Zephyr 6 unit set ... £245.00
176-5902 CP C44-9W #6290, red (Pro Repaint) ... £65.00
176-8921 CP ES44AC #8759, red ... £65.00
176-6307 CSX SD70 MAC #713, blue/grey ... £50.00
176-5504 CSX SD80 MAC #801, blue/grey ... £55.00
106-082 MILW Road 'Olympiam Hiawatha' x 9 coach set, orange/ brown ... £148.00
106-7111 Pennsy Broadway 4 coach set ... £65.00
106-6004 Santa Fe Super Chief 4 coach set ... £70.00
SOO Line SD60M #6058, red ... £48.00
176-7003 UP AC4400CW #5714 ... £70.00
176-7004 UP AC4400CW #5799 ... £70.00
176-3304 UP C44-9W #9701 (renumber), yellow/green ... £55.00
176-3304 UP C44-9W #9702, yellow/grey ... £70.00
176-293 UP ES/9B #9258, yellow ... £45.00
176-294 UP ES/9B #9358, yellow ... £45.00
176-8412 UP SD70 Ace #1111 'Powered by Our People' graphics (Ltd Ed) ... £115.00
176-1943 UP SD70 Ace #11943 'The Spirit' graphics (Ltd Ed) ... £110.00

LIFELIKE

7051 AT&SF ALCO PB #51A (Dummy) ... £15.00
7982 B&O SW9/1200 #602 ... £32.00
7028 CB&Q E7 A #9924A ... £30.00
7189 IC E8 #5022, brown/orange ... £25.00
7038 MILW E7A #18A, grey/orange ... £30.00
7058 NKP ALCO PA #190,blue/grey ... £30.00
7835 RI E8/9 #657, yellow ... £28.00
7084 UP ALCO PA #604, yellow ... £30.00
7019 UP E7 A #986, yellow ... £30.00
7020 UP E7 A #989, yellow ... £30.00
7518 UP SW9/1200 #1828, yellow/grey ... £35.00
7519 UP SW9/1200 #1837, yellow/grey ... £35.00

MICROTRAINS

Amtrak #531 Switcher MOW special Ed, orange ... £60.00
AMTRAK MOW diesel fuel oil tanker, orange ... £14.00
Amtrak MOW gondola, orange, Special Edition ... £12.00
Amtrak MOW Tool car, orange, Special Edition ... £12.00
46340 Alaska 50' Gondola, brown/weather + load ... £12.00
62030 AT+SF 50' Composite Gondol, brown ... £10.00
31340 AT+SF 50' St Box #10001, red ... £15.00
109040 AT+SF Heavyweight Depressed Centre Flat car #90000, brown ... £12.00
03300170 Atlantic Coast Line 50' St Box #15394, black ... £8.00
34010 B+O Chessie 50'Steel box, blue ... £8.00
20306/1 BN 40' St Box, single door, brown ... £7.00
101 00 708 Civil War Series: Battle of Gettysburg #8 ... £15.00
07300070 CN 40' St Box Full Ladden w/o Roof walk, black/white #110?8 ... £12.00
37010 Conrail 50' Box, D Dr wo Roofwalk, brown ... £7.00
45130 Conrail 50' Flat car with load, brown/weather ... £10.00
46320 CONRAIL 50' Gondola, brown/weather + load ... £12.00
09400060 CSX Transportation 3 Bat Cov Hopper #254238, cream ... £14.00
77080 D+H 1 Love New York' 50' Standard Box , white/blue ... £9.00
67205-07 DM+E Trinity Hopper, #51027, yellow ... £15.00
106050 DT+I 50' Steel side 14 Panel fixed end gondola, low cover, black/yellow ... £10.00
102010 DT+I 60'Box Excess Height, double plug doors #25912, green ... £12.00
12500020 FEC 3 Bay Ortner Rapid Discharge Hoper, red #15088 ... £11.00
12500020 FEC 3 Bay Ortner Rapid Discharge Hoper, red #15178 ... £11.00 (2)
12500060 FEC 3 Bay Ortner Rapid Discharge Hoper, red #15300 ... £11.00
20096 FEC 40' St Box, blue ... £8.00
03600060 FEX 50' St Box DD plug door, red ... £10.00
09400260 GN 3 Bay ACF Centre Flow Cov hopper, blue ... £12.00 (2)
27220 GTW 50' Rib side box, plug door, blue ... £9.00
46310 HO+H 50' Gondola, black/weather ... £10.00
100120 Hershey 36' Rivet Steel Caboose Offset Cupola, brown #4011 ... £12.00
07300090 IC 40' St Box, single door, brown ... £8.00
31000 IC 50' St Box, single door, orange ... £9.00
65607-07 KCS 50' Ar DD Box, Southern Belle, brown ... £10.00
67017-08 KCS ACF 4650 Cu Ft 3 Bay Hopper #5408, brown ... £12.00
77130 L+N 50' box Single door, wo rochwalk, blue ... £10.00 (2)
03200430 Libby's Famous Foods 50' St Box, turquoise ... £11.00
43510 LV 40' D.Sheathed Box, brown ... £9.00
62020 N+W 50' Composite Gondola, brown/weather ... £10.00
1935-1995 Nat Model Rail Assoc MP 50' Box, brown/graphic ... £12.00
25510 Nevarda Norther 50' Rib side box, single door, white ... £9.00
08300041 NP 40' Drop Bottom Gondola #53035, black ... £10.00
10100010 NP 40' Hy-Cube Box, #659999, black ... £11.00 (2)
12000720 PENN 40' box, brown/white ... £8.00
34080 Pennsy 50' St Box DBL door, brown ... £9.00 (2)
34472 Pennsy 50' St Box, d door, brown ... £9.00
105020 Pessiny 50' Gondola, brown/weather + load ... £12.00
27170 PRR 50' Rib Side Box Car, plug door w/o roof walks ... £10.00
20626 Pullman St Ex PS-1 40' box, orange/brown ... £7.00 (2)
62040 Rock Island 50' Composite Gondola, black/weather ... £10.00 (2)
05200100 San Lois Central 52' 2", yellow ... £8.00 (2)
32350 SF 50' St Box #6572, red ... £12.00
59090 SMS 40' ICE Reefer #495, red ... £8.00
32240 Southern 50' St Box, plug door, brown ... £10.00
10800170 St Louis-San Francisco 100T 3 Bay Open Hopper #88470 coal load, black ... £10.00
38130 Triangle Pacific 50' St Box, plug door, no roof walk, red ... £8.00 (2)
21240 WM 40' St. Box, brown ... £8.00
33070 WM 50' St. Box, brown ... £9.00
33451 WM 50' St. Box, brown ... £9.00
46050 WP 50' Gondola (SMBL) + load, black ... £12.00
106220 WP 50' Steel Side 14 Panel fixed end gondola, low cover, black ... £10.00

USA On30

ON30 SPECTRUM

25599 0-4-2T Porter (unlettered) ... £40.00 (2)
28803 14T 2 Truck Steams Hesler, painerd/unlettered (speaker fitted/DCC) ... £118.00
25499 2-4-4n Forney, Painted/Unlettered (DCC Sound) ... £135.00
25323 C+S 0-4-0T Porter ... £55.00
25223 C+S 2-6-0 ... £65.00
27962 C+S 2-6-0 #22, black (DCC) ... £65.00
25211 C+S 2-6-0 #78, black/weathered (Nice repaint) ... £65.00
25663 Little River Logging Co 2 truck Shay ... £95.00
25963 Little River Logging Co 2-8-0 (DCC) ... £100.00
28502 Montezuma Lumber T-Boiler Two-Truck shay, black/ weathered (Sound) ... £125.00
28306 Painted/Unlettered 4-4-0, steel cab + electric headlight (DCC) ... £95.00
26760 Pocahontas Lumber Co #42, 2-6-6-2 (DCC) ... £135.00
28460 Pocahontas Lumber Railbus + trailer, full interior (DCC) ... £95.00
26498 2 door Baggage, burgundy/black/unlettard (LIT interior) ... £35.00
26323 C+S coach ... £40.00
26423 C+S 2 door baggage ... £40.00
27323 C+S REA coach #26, green ... £40.00
27323 C+S coach #75, green ... £40.00
27723 C+S coach #911, green ... £40.00
27023 C+S Box car, brown/weathered ... £28.00 (2)
27018 C+S Box car, brown/weathered ... £30.00
27323 C+S Mining Hopper, black/weatered ... £30.00
27523 C+S Stock car, brown/weathered ... £32.00
27962 Colorado Mining Highside gondola, heavy weather ... £30.00 (2)
27011 GN Box car ... £28.00 (3)
27711 GN Caboose w interior light ... £28.00
26995 McWay Camp Car, brown/weather ... £35.00
27029 OR+W Box car ... £25.00 (2)
Rebuild Crane car, brown/weathered ... £34.00
27391 Skeleton Log Car x 3 + log loads ... £55.00
27391 Skeleton Log Car x2 only+ log loads ... £45.00
27634 SPC Ventilated box car ... £28.00
27198 Tank car, silver, unlettered ... £34.00

WESTSIDE MODEL COMPANY

D&RGW C-16 #268, brass ... £235.00

BROADWAY

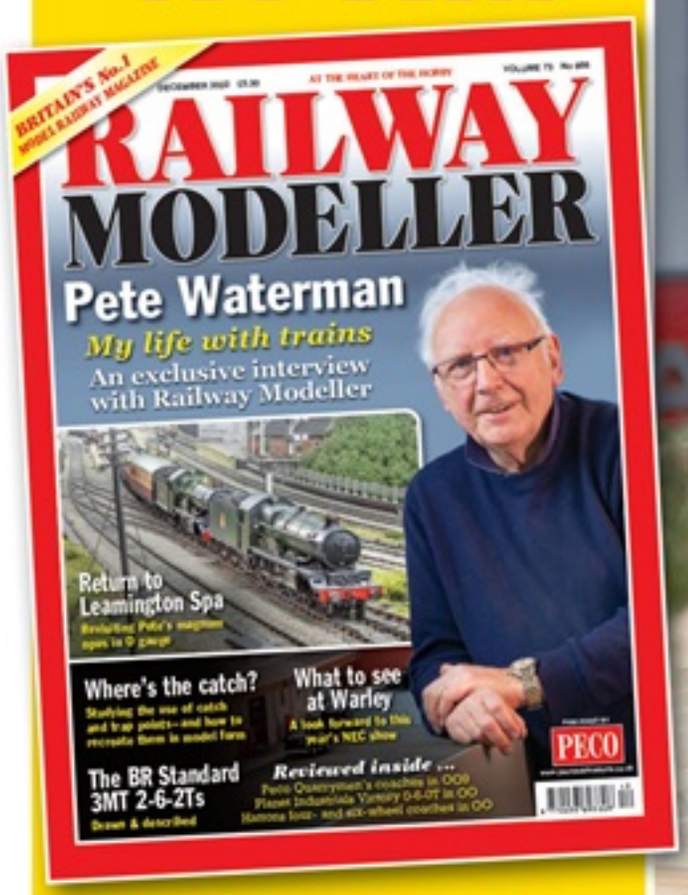
901 D+RGW C16 2-8-0 #278, black (Sound) ... £165.00

Please Note loads more stock available in HO European, HO USA, HOm, N European and USA, Z. Please write, ring or e-mail for details.

Please Note! Our stock is changing regularly. If you do not see what you require give us a ring or write. We may be able to help and we always enjoy chatting to fellow enthusiasts.

WANTED: We specialise in buying and selling secondhand equipment. Top quality only please in Gauges Z, N, HOe, HOm, HO urgently required. Part exchange a pleasure. Same day quotations. As fellow enthusiasts we pay good prices for European and American Outline. Brass and high quality kit built of all types always wanted. Simply telephone or write with details. We rarely disappoint.
Why not "Spring Clean" the collection and make cash on those surplus items. Part exchange a pleasure – so give us a try. We are particularly interested in any Z, HO, N or Narrow Gauge as well as European Brass in good condition. European and American 'O' scale always required.

THIS MONTH IN RM



SUBSCRIBE NOW!
and never miss another issue
Call 01297 626203 or visit
www.pecopublications.co.uk

Pete Waterman
Reveals his life's passion for trains

ON SALE THURSDAY 10TH NOVEMBER

ALSO FEATURED:

The Workmen's Special - A further look at train formations on the 4mm scale *Dentdale*

The Ogore Valle Line - Layout suggestion based on Nantymoel in South Wales

Where's the catch? - A study of catch and trap points and how to replicate them in model form

BR Standard 3MT 2-6-2Ts - Drawn & described

Wandleford Junction
BR blue Southern Region in OO

PLUS! MUCH MORE

White Rose Modelworks
Unit 10, The Craft Yard,
Bedale Station, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

Check our new website:
www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



Modular Lasercut Baseboards
40 Standard Sizes to Suit Your Space & Needs
Control Shelves and Backscenes
Unique Plug and Latch System for Easy Joining





Lasercut Helixes in 4 Standard Sizes
Also Stretchered & Bespoke Helixes
All Baseboards & Helixes Made from Baltic Birch Plywood



Tracklaying, Electrics and Scenics
Control Systems for DCC & Analogue

Available in Kit format, Assembled Baseboards or fully Electrified and Sceniced Layouts

If you are interested in American Railroads remember Hampsthwaite meeting 1st Sunday in the odd months

INDEX TO ADVERTISERS

A

American Railroad Centre, Cornwall.....17a
www.americanrailroadcentre.com

A&H Models.....18a
www.aandhmodels.co.uk

C

C&M Models, Carlisle.....19a
www.candmmodels.co.uk

Contikits (m).....24a & 25a
www.contikits.com

Continental Modeller Subscriptions.....23a

E

Editorial.....3a

Eisenbahn, Canada.....14a
www.eisenbahncanada.com

Elaine's Trains.....17a
www.elaines-trains.co.uk

Ellis Clark Trains.....8a
www.ellisclarktrains.com

European Railways Association.....16a
www.eurorail.org.uk

F

Features.....4a & 5a

French Railways Society.....16a
www.frenchrailwayssociety.org

G

Gaugemaster/Faller.....7a

Gaugemaster/Noch.....OBC
www.gaugemaster.com

German Railway Society.....16a
www.grs-uk.org

Golden Valley Hobbies.....19a
www.goldenvalleyhobbies.com

H

Hampshire Models.....16a
www.hampshiremodels.co.uk

Hattons Model Railways.....6a
www.hattons.co.uk

Hobby Shop Faversham.....17a
www.hobb-e-mail.com

Hornby Hobbies International.....13a
www.hornby.com

K

Kato.....9a
www.unitrack-kato.com

Kent Garden Railways.....18a
www.kgrmodels.com

Kernow Model Rail Centre, Cornwall.....19a
www.kernowmodelrailcentre.com

Kittle Hobby, Swansea.....2a & 21a
www.kittlehobby.com

KR Models.....12a
www.krmodels.ca

L

Lendons of Cardiff.....16a
www.lendons.co.uk

Littleworth Models.....20a
email: littleworthmodels@gmail.com

M

Mac's Model Railroading, Kirriemuir.....18a
www.macsmodels.co.uk

Marcway Models & Hobbies, Sheffield.....16a
www.marcway.co.uk

Marno Ltd.....17a
www.marnoltd.co.uk

MECH Models, Burton on Trent.....27a
www.mech-models.com

Morris Models, West Sussex.....16a
www.morris-models.co.uk

Mount Tabor Models, Matlock.....22a
email: mount.tabor@btopenworld.com

N

N Scale CH.....16a
www.nscalech.com

O

Osborn's Models.....17a
www.osbornsmodels.com

P

PECO HOm Streamline.....page 717

PECO Modellers Library.....20a

PECO Subscriptions.....23a

PECO TT:120.....21a

R

Rails of Sheffield.....10a & 11a
www.railsofsheffield.com

S

Scograil, Ipswich.....22a
www.scograil.co.uk

Swiss Railways Society.....17a
www.swissrailsoc.org.uk

T

This Month in Railway Modeller.....25a

Thunderbolt Models.....17a
www.thunderboltmodels.com

W

Warley MRC.....18a
www.thewarleyshow.co.uk

White Rose Modelworks.....26a
www.whiterosemodelworks.co.uk

Official ScaleTrains Dealer
For both HO and N scales

The U.K.'s Premier North American Model Railroad Store

'Bricks & Mortar' store so why not pop in have a cuppa, chat and check us out !

- **Extensive Stock with Competitive Prices**
- **FREE Parking, Tea or Coffee**
- **Friendly Staff & Helpful Advice**

UK Distributor for Tru-Color Paints

In Stock (in various roads and cab #'s): -





ScaleTrains **HO** Museum Quality SDL39's



Broadway **N** PRR Boxcab's



Broadway **HO** GP20's



Broadway **HO** SD40-2's



Broadway **HO & N** EMD NW2 & SW7 Switcher's



Broadway **HO** Union Pacific Big Boy's



Broadway **HO** Union Pacific FEF's







ScaleTrains.com Rivet Counter **N** GTEL8500 Union Pacific Big Blow Turbine's

Coming Soon (currently taking pre-orders): -

ScaleTrains.com Rivet Counter & Operator **HO** GE ET44AC's

Broadway Limited Imports **N** Big Boy's

The Best for North American Model Railroads

MECH MODELS

Unit 9, Lancaster Park, Newborough Road, Burton on Trent, DE13 9PD
www.mech-models.com admin@mech.co.uk 01283-575444

Retail Therapy

Who doesn't love a bit of retail therapy? Let your figures shop till they drop with these market and shop scenes. Afterwards let them relax with food and drinks in a cafe or restaurant too.



At The Vegetable Market Themed Figure Set
N16225 - HO Scale - **£33.50**



At The Fruit Market Themed Figure Set
N16226 - HO Scale - **£33.50**



At The Flower Market Themed Figure Set
N16227 - HO Scale - **£35.50**



At The Fish Market Themed Figure Set
N16228 - HO Scale - **£31.50**



At The Hot Dog & Ice Cream Stalls Themed Figure Set
N16229 - HO Scale - **£31.50**



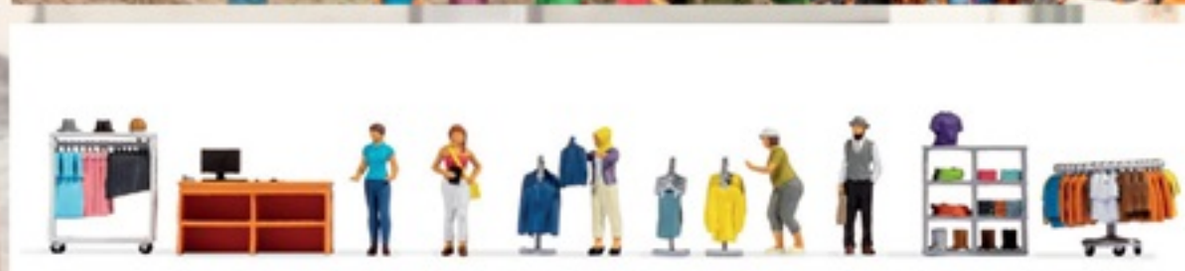
At The Coffee Stall Themed Figure Set
N16230 - HO Scale - **£31.50**







At The Toy Shop Themed Figure Set
N16240 - HO Scale - **£40.00**



At The Fashion Store Themed Figure Set
N16241 - HO Scale - **£40.00**







At The Cafe Themed Figure Set
N16245 - HO Scale - **£39.00**



At The Restaurant Themed Figure Set
N16246 - HO Scale - **£40.00**

These products are distributed in the UK by Gaugemaster Controls Ltd. and are available from your local model shop, or, in case of difficulty, direct from ourselves.
GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM
tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com **www.gaugemaster.com** E&OE.