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 - Nordenburg **German N**
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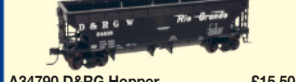


W40814 GTW 40' Box Car.....£23.00

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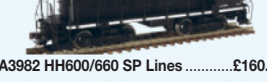
BR7365 FEF Union Pacific Grey.....£560.00



B51005 Union Pacific 4-4-0.....£224.00



A3982 HH600/660 SP Lines.....£160.30



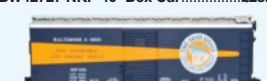
B50714 Great Northern 0-6-0.....£132.00



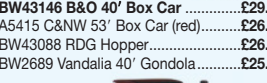
BW42727 NKP 40' Box Car.....£28.50



BW43146 B&O 40' Box Car.....£29.65



A5415 C&NW 53' Box Car (red).....£26.95



BW43088 RDG Hopper.....£26.60



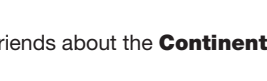
BW2689 Vandalia 40' Gondola.....£25.00



B18402 Pennsylvania Bobber Cab.....£27.95



B14001 Burlington Caboose.....£39.99



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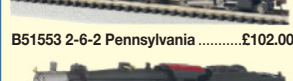
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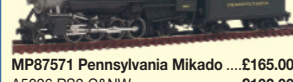
MT961 40' PFE Reefer.....£33.70



BW38164 Cyl Hopp. US Petro.....£29.35



MT0140 Tank 'Celanese'.....£33.70



A5007 'Hooker' Beer Can Tank.....£22.00



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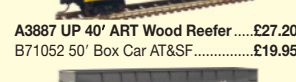
A5506 40' Santa Fe Reefer.....£31.00



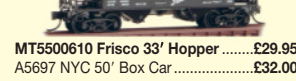
A3889 N.W. Refrig. Line.....£29.35



A3887 UP 40' ART Wood Reefer.....£27.20



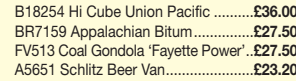
B71052 50' Box Car AT&SF.....£19.95



MT5500610 Frisco 33' Hopper.....£29.95



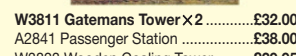
A5697 NYC 50' Box Car.....£32.00



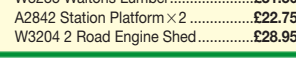
B14552 Pennsy 85' Obs Tail Car.....£39.95



B18251 Hi Cube Santa Fe.....£36.00



B18254 Hi Cube Union Pacific.....£36.00



BR7159 Appalachian Bitum.....£27.50



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

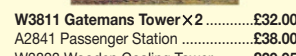


A5651 Schlitz Beer Van.....£23.20

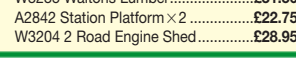
N Buildings



W3811 Gatemens Tower X2.....£32.00



A2841 Passenger Station.....£38.00



W3823 Wooden Coaling Tower.....£29.95



W3235 Waltons Lumber.....£31.50



A2842 Station Platform X2.....£22.75

W3204 2 Road Engine Shed.....£28.95

CONTINENTAL MODELLER

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Volume 47
Number 5

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RAILWAY MODELLER

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



Cover
An X73500 *autorail* in the colourful livery
of the Languedoc-Roussillon region
crosses the longer Mirandol viaduct,
high above the village in the valley.
Photo: editor.

New product plans – part 2

This issue includes the second part of our annual report of new product announcements for the coming year, covering N, TT, Z, O, 1, narrow gauge, G, and selected structures and scenics.

Our report has to be split over two issues, for reasons of time and space. You might ask whether it is necessary at all nowadays, given the instant availability of information on line, but we hope that a carefully collated presentation will reveal things of interest which might otherwise be missed.

Despite the decline in significance of the Spielwarenmesse in Nürnberg in February for the model railway sector, many model railway manufacturers, large and small, still choose to announce their plans for the coming year around this time – it may suit their production schedules, still geared to deliver in the traditionally busy autumn season. However, others do not – liberated from the need to meet a deadline for the show, and not wanting to be swamped in the mass of news where large concerns and striking innovations may draw more attention. Several of the publications are noted 2025–1, which suggests there will be more to come later in the year as products are developed – and if market conditions allow.

In general, programmes are reduced – for example, there is little new Gauge 1 from Märklin (though other specialists are emerging) and no new structures from Auhagen.

In contrast, there is some development – perhaps most notable is Roco's revived attention to TT, which has always been present in eastern Europe with a select group of specialist suppliers. The new interest does not seem to be focused on drawing newcomers into the hobby in quite the same way as TT is being promoted in Britain. But at least there is a common scale as well as gauge, which should assist the economic viability of some projects and the appeal of generally applicable items such as track and accessories.

For the first time Peco will be present at Intermodellbau in Dortmund (still to come at the time of writing) with a dedicated stand, as a direct result of not exhibiting at the Nürnberg trade fair. Their German importers, Weinert Modellbau, have long been participants, with Peco products shown alongside their own, and NMJ (Peco representatives for Norway and Sweden) also have a large stand, naturally primarily promoting their own products.

CONTINENTAL MODELLER will be there as usual, scouting for layouts to complement those submitted speculatively or from reliable regular contributors.

There has been a noticeable shift in the show in recent years – fewer layouts and more trade (both manufacturer representation and various forms of retail), while space in the traditional two railway halls has been ceded to other interests.

Further, however good the modelling, not all layouts can be successfully photographed at the show – often due to the lack of a backscene or less than ideal lighting – but contacts can be made. Also it has to be said that the standard is rather more variable than, say, OntraXS! in Utrecht or the Modelspoor show in Belgium. In fact, last year was the least fruitful yet in terms of layout photography (though still worthwhile), and we did better on the way back from Dortmund at the MOB Expo event organised by the Het Spoor club in Sint Niklaas, Belgium! What may successfully entertain the general public at a major exhibition does not always make ideal material for a specialist magazine.

Nevertheless, Intermodellbau remains a major multi-discipline event, alongside shows like Friedrichshafen and Leipzig, and can be recommended. Quite apart from the layouts, the purchasing opportunities may be worthwhile, especially now that fewer German shops (with notable exceptions) seem either able or willing to send to Britain.

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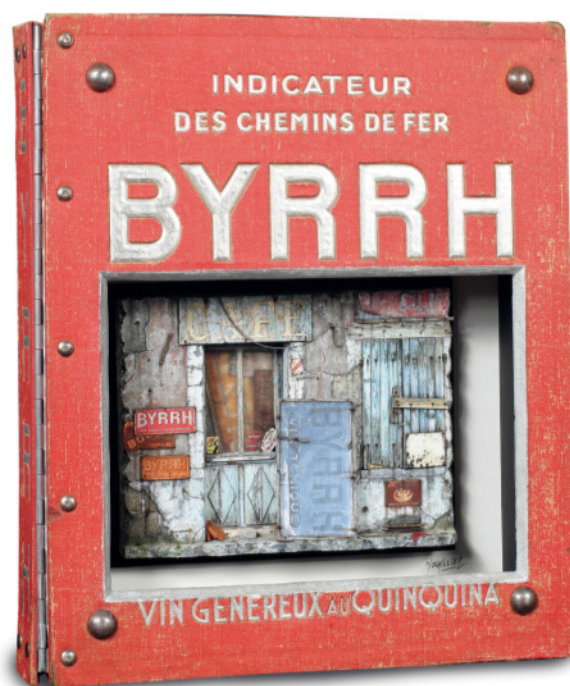
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Piko N BR152



Roco TT DB BR86



Märklin Z DB E60

A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

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

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

EPOCH III – approximately 1945 to 1968.

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

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

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

KM1 Gauge 1 DB BR211



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

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

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

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

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



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SNCF, diesel locomotive BB 467471

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1:87



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HJ2342/HJ2342S



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H0
1:87



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- PT509 Pin Pusher
- PT510 9mm Snap-off knife with 10 spare blades
- PT511 #3 Scalpel Handle & #10A Scalpel Blades (5)
- PT512 Scalpel Blades #10A (5) fits PT511 Handle
- PT513 #11 Blades fits PT514 Craft Knife
- PT514 Craft Knife with soft grip handle, #11 blade and magnetic end
- PT515 Fine Tweezers
- PT530 Precision Screwdriver Set
- PT540 A4 Cutting Mat
- PT550 Engineer's Square 3"
- PT560 Drill Bits (5) - 0.5mm, 1mm, 1.5mm, 2mm & 2.5mm
- PT570 Needle File Set (6) in a storage case

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For details of other PECO Tools see the PECO Product & Modelling Guide

Hitachi Class 800/3 GWR

Introducing a new 9-Car set

10-1672

Hitachi Class 800/3 GWR
9-Car Set

The Hitachi Class 800/3 GWR 9-Car Set includes new features not found in the previous 5-car sets, such as an inner-frame bogie, a simpler roof design for the intermediate cars, and first class carriages in the middle of the train.



Available Now

1:148
N
Scale

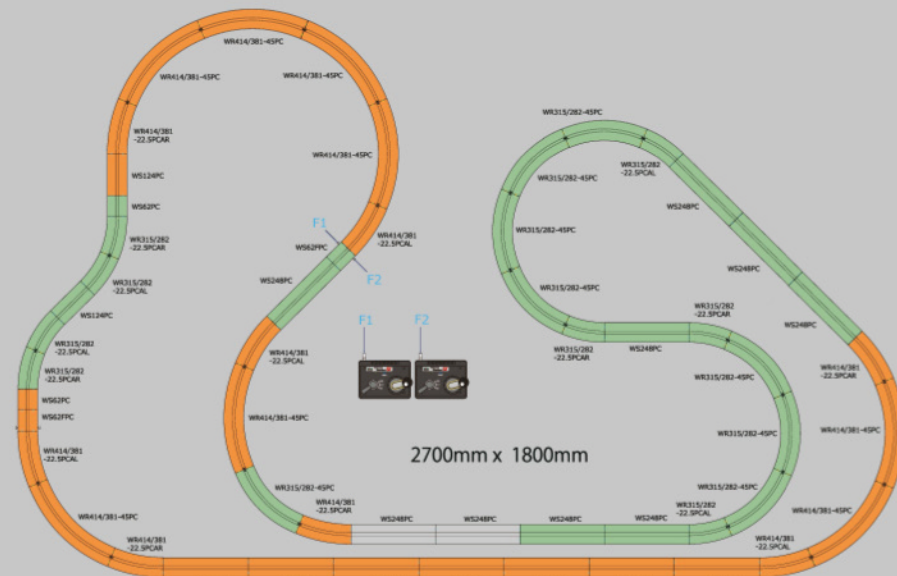
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A Suitable UNITRACK Layout Plan For Class 800

This layout plan uses a combination of the V11 and V14 Double-Track Set Series as its base and implements the WS248PC (standalone item) to extend the length of the tracks, allowing you to run your trains on an even longer journey!

Necessary items

22-870	V11 Double Track Set	x1
22-873	V14 Double Track Inner Loop Set	x1
20-004	Concrete Tie Double Track 248mm Straight Track	x1
22-018	Power Pack Standard SX	x2
22-022	KATO Power Supply 12V	x2



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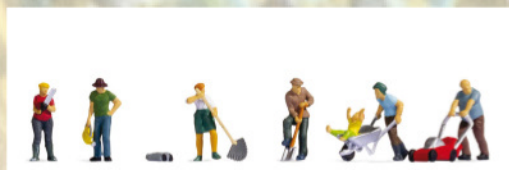
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Christophe Saclet presents a set of three linked scenes created by members of the Club Maquetisme Sedanais.

In the Cévennes

Passing through the Massif Central

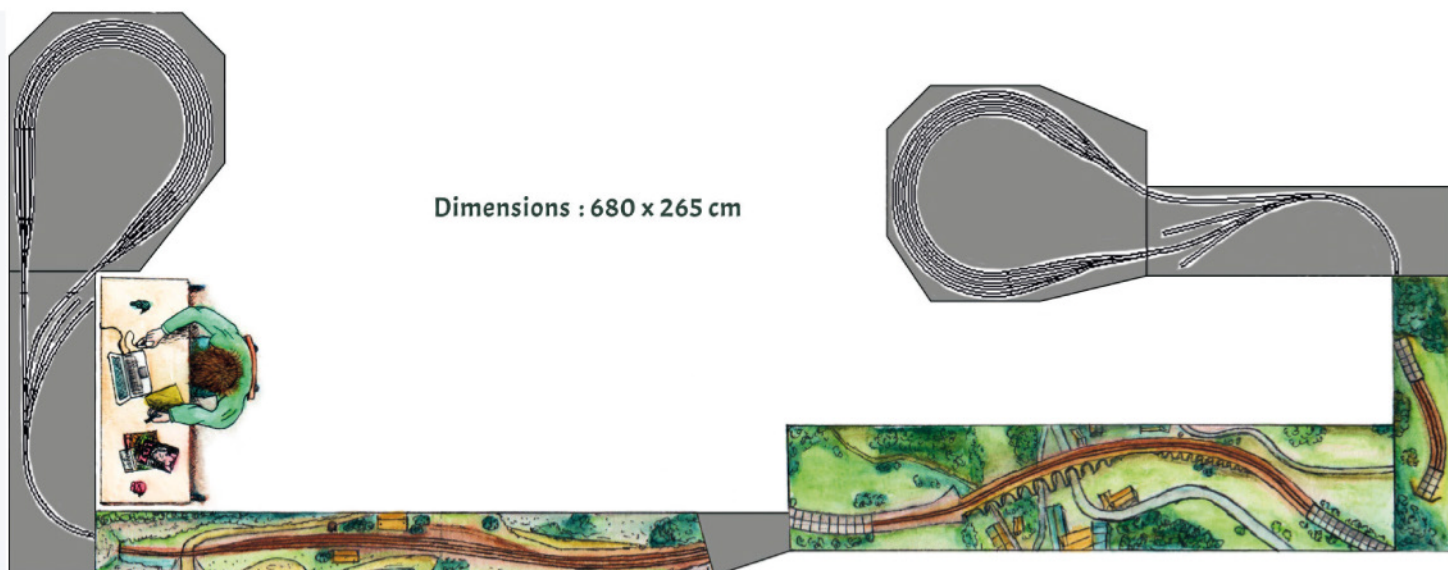
Our club is based in Sedan in the north-east of France, near Belgium. We have already built many layouts in HO, including *La Zone* (CM July 2016), and in N, for example *Les Gorges de l'Allier* (CM April 2015) and *Monthermé* (CM April 2017).

This new layout is made up of three separate parts connected by blank sections. It measures 6.8m long and 2.65m wide (with the off-stage areas – see the plan). It is located in the Massif Central region and includes features from two separate lines.



Above
Two horses take precedence on the station approach road.





Dimensions : 680 x 265 cm



Left
The water tower and the mechanical signal which controls departures from the station.

Below
Languedoc-Roussillon livery X73500 autorail pauses at Prévencières.



Prévencières

The first part represents Prévencières station which is located on the line in the Cévennes which connects Clermont-Ferrand to Nîmes. Its construction took from 1837 to 1870. It began with the southern part between Nîmes and Alès, then the northern part from Clermont-Ferrand to Brioude. The middle part was not built until 1862 and 1870.

Starting from Clermont-Ferrand at an altitude of 358m, the line follows the course of the Allier River up towards its source. The highest point of the line is reached at La Bastide – Saint-Laurent station at an altitude of 1,023m.

The line then crosses the watershed between the Atlantic Ocean and the Mediterranean. From there, the line descends towards Languedoc and the Mediterranean coast and reaches its terminus in Nîmes where numerous connections to Marseille, Perpignan, and Toulouse are possible.

This part of the layout was created by Frédéric Rensch, with the friendly help of Laurent, Claude, Guy, and Christophe. It is an evocation of this station at the end of the 1980s. Located some way from the village of Prévencières, the installations dominate the curve of the Chassezac, a river supplying the water tower using a lifting machine (not modelled) which still exists today. The fourth class PLM station building was originally a two-door building. Additional wings were then built. The goods section is very compact: a single track gives access to a small open platform where a wooden shelter was built, later replaced by a masonry construction.

At the beginning of the 1990s, Prévencières lost its siding as well as all its signalling. Today this building has become a private home and no trains stop there any more.

Designed as an extension of the *Les Gorges de l'Allier* layout, this part is made up of two showcase modules with integrated lighting. Only the point on the Clermont-Ferrand side is visible.



Left
The now disused siding
and the goods loading dock.

Right
A works train and
a Corail Intercités
pass at the station.
The departmental road
is far below the railway line.



From left to right, the track comes out of a tunnel, crosses a small road, splits, runs through the station with its two platforms, and runs along atop a retaining wall before disappearing on the right in a cutting.

Frédéric reproduced the old water tower and its water crane on the outside platform. He also installed a semaphore signal with its red rectangular plate at the end of the platform on the left.

Below left
The point at the
Clermont-Ferrand
end of the station.

Below
An express bound for
Clermont-Ferrand
stops briefly at the station.





A small portion of the departmental road is visible below the station, at the join of the two modules.

The track is Peco code 55, as on the other two parts of the layout. The two points are worked by Tortoise slow motion motors.

The landscape base was made from expanded polystyrene covered with filler, painted and flocked using Heki and Woodland Scenic products.

The buildings and track accessories come from Architecture et Passion, PN Sud Modélisme, Drim 3D Jppenati, Ara Productions, CMS Décor, and ABE.

The retaining wall is covered with Redutex self-adhesive textured sheets. The trees come from Arboris or are home-made.

Right

A heavy ballast train heading towards Nîmes.

Below

The whole of the Prévencières station scene.



Mirandol



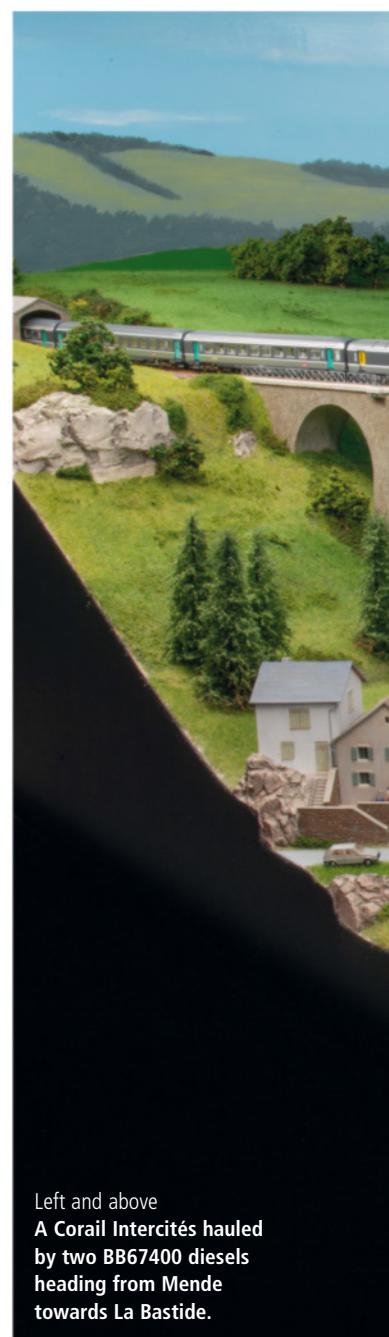
Above
A dramatic view
of the two Mirandol viaducts
with the village below.

Left
A coach has pulled over
to allow its passengers
to admire the scenery.

The other two parts of the layout are located on the line that connects La Bastide, the highest point of the Cévennes line, to Le Monastier on the Causses line connecting Neussargues in Cantal to Béziers. It serves the city of Mende, in the prefecture of Lozère. It is the highest non-electrified line on the SNCF network, reaching an

altitude of 1,215m on the Larzalier plateau. It partly follows the watershed between the Atlantic and the Mediterranean and passes the foot of Mont Lozère. It is known as the Translozérien line.

In addition to its many engineering structures, it also includes a large number of snow galleries.



Left and above
A Corail Intercités hauled
by two BB67400 diesels
heading from Mende
towards La Bastide.







This second section of the layout was created by Claude Joron. It is a reproduction of the village of Mirandol and the viaduct that overlooks it, the first major structure on the line from La Bastide. Established at an altitude of 1,111m, it actually consists of a ten arch viaduct measuring 168m long and 30m high and an eight arch viaduct 62m long. The two viaducts are separated by a short rocky spur. Made of masonry, it crosses the Chassezac and the RD 6 road. At each end there is a snow gallery.

Working in N allowed an evocation of the site without compromising dimensions.

The structure consists of two showcase-type plywood boxes. The scenery uses classic techniques. The landscape was made with Styrodur hard foam, coated with filler, and painted and flocked with various commercial products (Sylvia, Microrama, Woodland Scenics, LDP, and HEKI). The rocks were cast in plaster on site and then carved.

The buildings are scratchbuilt, mainly in coated and painted cardboard or covered with Redutex textured sheets for the stonework and roofs.

The river was made with two component resin from ResinPro.

The viaducts were made using 3mm laser-cut MDF for the structure covered with 0.7mm card also engraved and cut by laser.





The railings were made with N-Train etched brass components.
The snow galleries were made from 3mm MDF engraved and laser-cut for the arches, painted card for the cover, and printed card from Metcalfe for the walls.

Above
A long ballast train double-headed by BB75000 diesels.

Above left
An express made up of USI and UIC coaches hauled by a BB67400 diesel in Multiservice livery crossing the two viaducts.

Left
An X73500 autorail in the shimmering livery of the Languedoc-Roussillon region.



Right
Part of the village under the larger of the viaducts.

Level crossing

The third part consists of a single module placed at right angles at the end of the layout.

The PN (level crossing) module was made by Laurent Allombert and Claude Joron and is an evocation of an imaginary but typical site on the Mende – La Bastide line, between a tunnel on the left and a snow gallery on the right with a level crossing with its keeper's house in between.

The building comes from the Architecture et Passion range and represents a Compagnie du Midi structure.

The automatic level crossing barriers are Viessmann items worked by memory wire, unfortunately without the ability to adjust the speed of movement. The animation is completed by flashing lights and a sound module. All this is controlled by Train Controller software through different virtual markers placed according to the speed and length of the different trains.

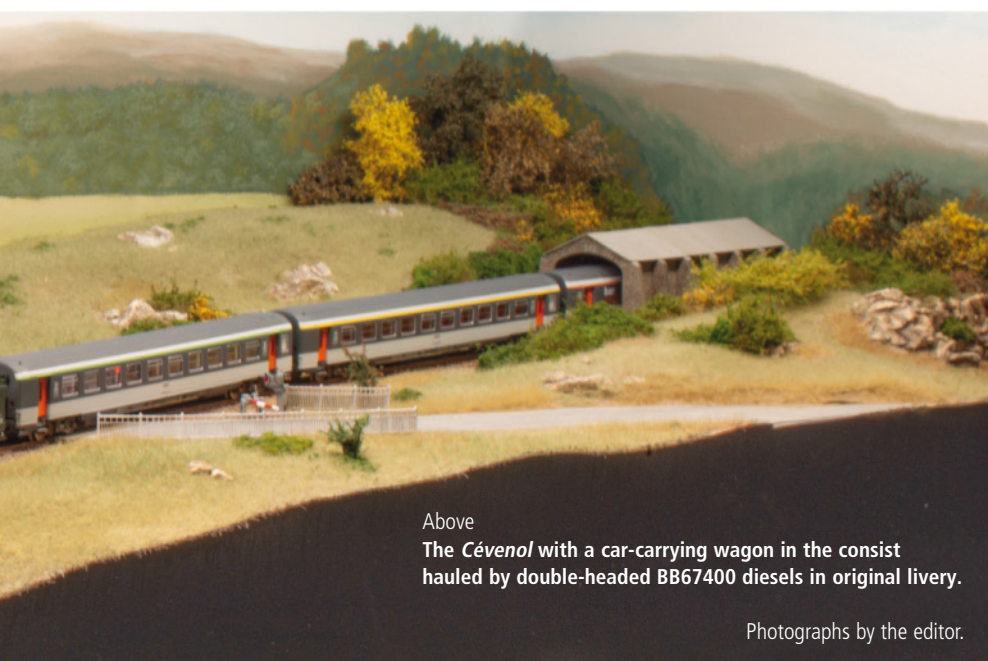
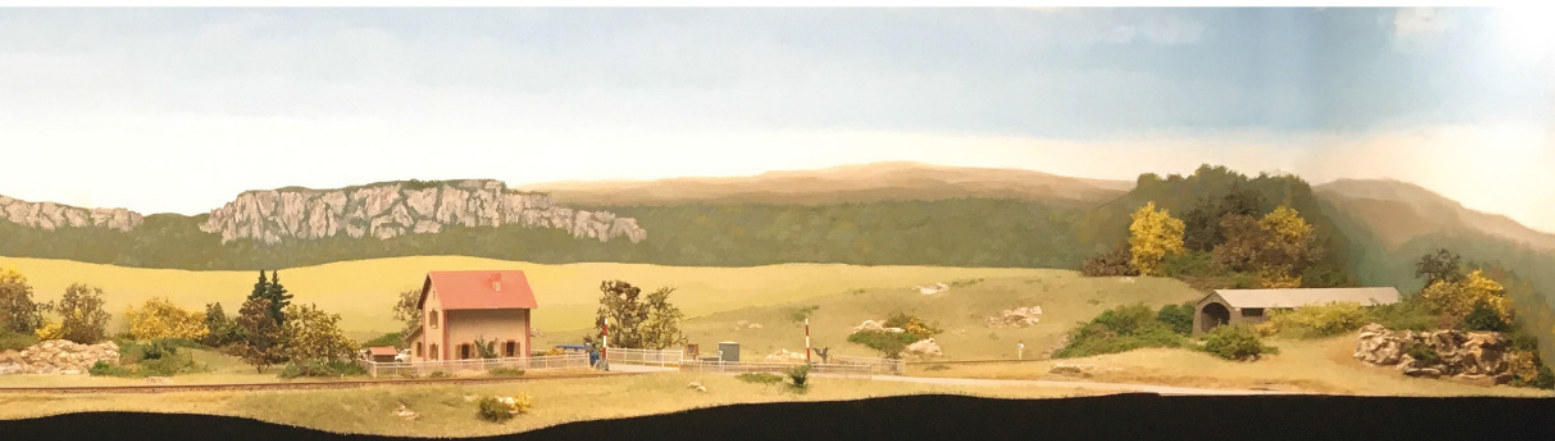


Above
The painted background and the vegetation are due to the talent of Claude Joron.

Below
A works train hauled by a BB66000 diesel approaches the level crossing.

Right
The crossing keeper's house, with a well-tended garden. The track is all Peco code 55.





Above
The *Cévenol* with a car-carrying wagon in the consist
hailed by double-headed BB67400 diesels in original livery.

Photographs by the editor.

Behind the scenes

At both ends of the layout there are modules that allow the trains to be stored and reversed by return loops.

Each loop can store four trains, plus two short dead-end tracks. The loops are used to hold the trains but also to ensure their turning because they run on a single track.

The control of the trains and points is automated using an ESU ECOS digital control unit and Train Controller software. This allows a dozen trains to alternate, with crossings and stops at Prévencières station. A complete sequence has thirty-six movements and lasts more than thirty minutes.

The automatic operation has given us complete satisfaction, as has the reliability of the rolling stock. In this scale, it is necessary to lay the track perfectly, take care of the connections between the modules, and make the couplings between the locos and the first vehicle reliable by installing short Fleischmann Profi couplings.

We have also programmed slow speeds, not exceeding a scale 60km/h for freights and 80km/h for passenger trains.

Stock

There is now quite a large selection of French equipment in 1:160. The progress in terms of fine details and mechanism quality means we have nothing to envy the larger scales.

We use models from Piko, Minitrix, Arnold, REE, and Lima.

The trains are representative of real traffic from the 1980s through to 2000. The trains include the *Cévenol*, a night train that connected Paris to Nîmes. You will also see X2200 and X73500 *autorails* in the flamboyant livery of the Languedoc-Roussillon region. There is also imaginary but plausible traffic, such as heavy ballast trains or wood transport.

Conclusion

This layout has now been presented several times at exhibitions, not only in France but also in Luxembourg, Belgium, and The Netherlands. We would very much like to be able to show it in Britain as well!



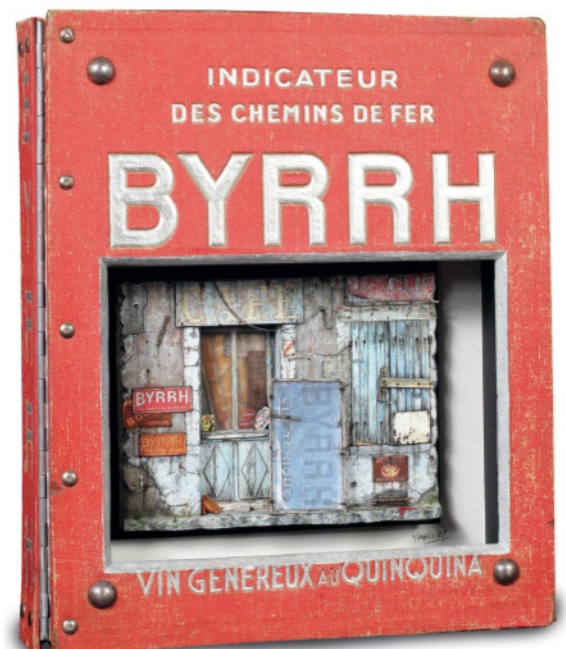
Emmanuel Nouaillier reveals his techniques for detailed structure modelling.
Photographs by the author.

A product themed display

Byrrh – part 2

I continue the description from the March 2025 edition, paying particular attention to certain points of detail each adding a realistic touch to the patiently scratchbuilt structure.

Restoring an old and tired object to give it back its original character is a source of personal satisfaction, changing its original purpose by altering it in a creative way to tell another story



Step 1

I continued by making the doors and shutters. First, the disjointed and patched shutters were made using engraved plasticard then weathered very aggressively, according to my usual methods. I finished with final touches using AK interactive weathering pencils.



Step 2

The wooden lintel above the closed shutters was thoroughly weathered, and I even added a few old nails and other twisted hooks to add the weight of the years.



Step 4

However, the degree of weathering of the wood cannot be the only effect which helps to tell a story related to the subject. So I printed old Byrrh stickers reduced to scale on very thin glossy paper, even going so far as to thin it using abrasive and partially degrading it with the tip of a scalpel blade.



Step 3

I then turned to the creation of the front door, which will have to convey a state of dilapidation as realistic as the other elements.



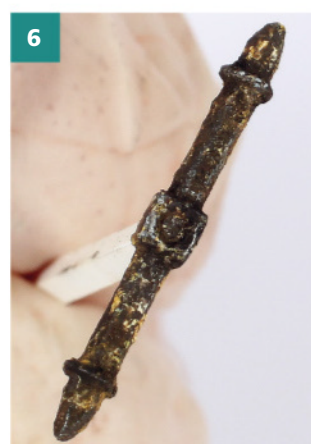
Step 5



In the same spirit, I took advantage of an ornate masonry anchor from RT Models (produced by 3D printing) to add a little more detail to the wall.

Step 6

Once the piece was cleaned with soapy water, it was painted and then weathered in the same way as the hinges. (The technique was shown in the July 2017 CM). The goal is to obtain the look of corroded metal with remnants of thick paint in some places.



Step 7



At the same time, I made an assembly of various plates, including part of a shop sign as well as a completely rusty Byrrh plate. This assembly will later be placed against the door windows and will give more character to the presentation.

Step 8

To add even more narrative to the presentation, I started to make a large BYRRH zinc panel, like this one, very faded but still in place today. A simple sheet of 80 or 90 gram paper will be perfect to imitate this kind of surface.



Step 9



9. After cropping the photograph of a panel suitable for our project, the section of printed paper is easy to degrade, deform, or make very small incisions with the tip of a scalpel or a needle point.

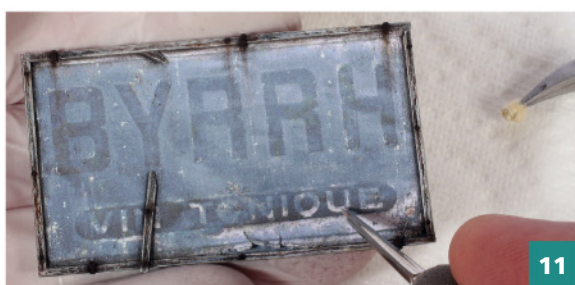
To fix these degradations, I apply a film of superglue to the back of the damaged paper with an old blade.

Step 10



10. The wooden edges were patiently made with strips of previously engraved Evergreen styrene. They were painted before installation, with different AK Interactive acrylics from the 'old weathered wood' sets 1 and 2. Once the paint was dry, I applied a 'neutral grey' enamel wash to the sticks, then add a few traces of red paint by dabbing with a synthetic sponge.

Step 11



To complete the look, at the very end I simulated some whitish spots and traces, characteristic of this type of surface completely baked by time. Here I use white and white-grey from AK Interactive, dabbed with a sponge or applied with a fine brush.

I took the opportunity to enhance parts of the typography, emphasising certain letters more or less.

Steps 12 and 13

Two different examples of advertising plaques for this famous brand of aperitif. During all my years of wandering I have taken many photos, and I also acquired some real ones at a flea market, so I am lucky to have very good quality images to serve my modelling projects.



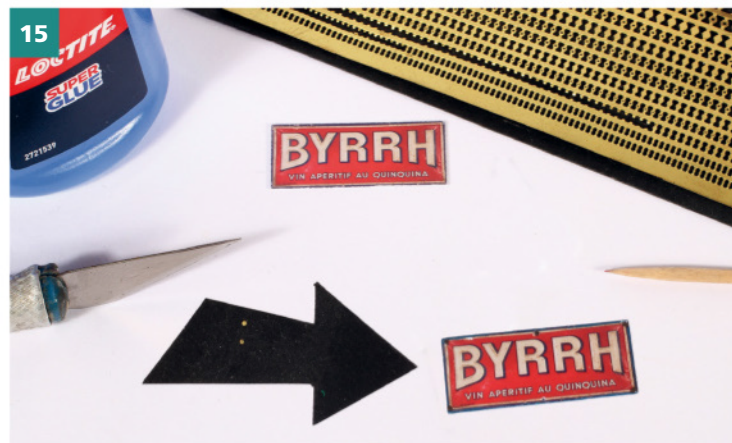
Step 14

From these two different plaques reduced to scale with Photoshop, I printed the painted sheet metal version on matte paper and the enamel example on 240 gram glossy paper.



Step 15

I used a new blade for a perfect edge, then simulated the fixing screws by adding photo-etched metal parts from an old ABER pack of 'screw heads' (ref.35A101).



Step 16

To imitate the appearance of flaking enamel on the edges or various chips, I first painted very fine flakes with a fine brush soaked in AK Interactive 'white grey' ...



Step 17

... then focused my attention on reproducing corrosion on these areas where the enamel has broken off. I use the same brush again, but this time soaked in a mixture of AK 'chipping' and 'dark rust' paints, from the 'rust colors' set.



Step 18



To perfect the rust effect, I worked in two stages: first, applying a 'rust streaks' wash on the edges; then, while it was still wet, I dabbed 'track rust' pigments onto these areas.

Step 19



Then I imitated the rust streaks. To do this, I use a mixture of water + pigments. This liquid will stick to the surface without damaging it, as an enamel wash or paint would.

Once dry, the drip effect is refined using a small carefully-cut piece of eraser.

Step 20



The painted sheet metal plaque received a different, more aggressive, treatment. Deformed and eaten away in places, the fixing points were imitated with very fine copper wire.

The corrosion was then imitated using a mixture of AK 'chocolate' and 'dark rust', dabbed on with a sponge or worked more intensively on the edges with a fine brush.

Step 22

The (very) thin section of floor on which the structure will be placed was developed in the meantime using 5mm foamboard, weathered with just as much care as the rest of the structure – dry brushing, washes, pigments, sponging, etc.).

The addition of various metal elements, such as manholes and various plates and grilles, gives even more life.



22

Steps 24/25

I particularly like using details out of context, often drawing inspiration from real situations I have observed.

In this case I selected from my stock of commercial products some paving stones and tiles, but I also added elements made from scratch, such as rags made using tissue paper soaked in varnish and shaped using tweezers.



25



24

Step 21

Dabbing on dry 'track rust' pigments, then running an old brush soaked in graphite powder along the edges will perfect the old appearance.



21

Step 23

After fixing the wall to the floor, I simulated the effect of damp at the base of the wall using AK 'slimy grime dark' wash, and added a few tiny tufts of grass growing between the cracks (from the MiniNatur 'wild tuft' set). These were put in place using wood glue that is invisible when dry, in holes previously made with a needle point.



23

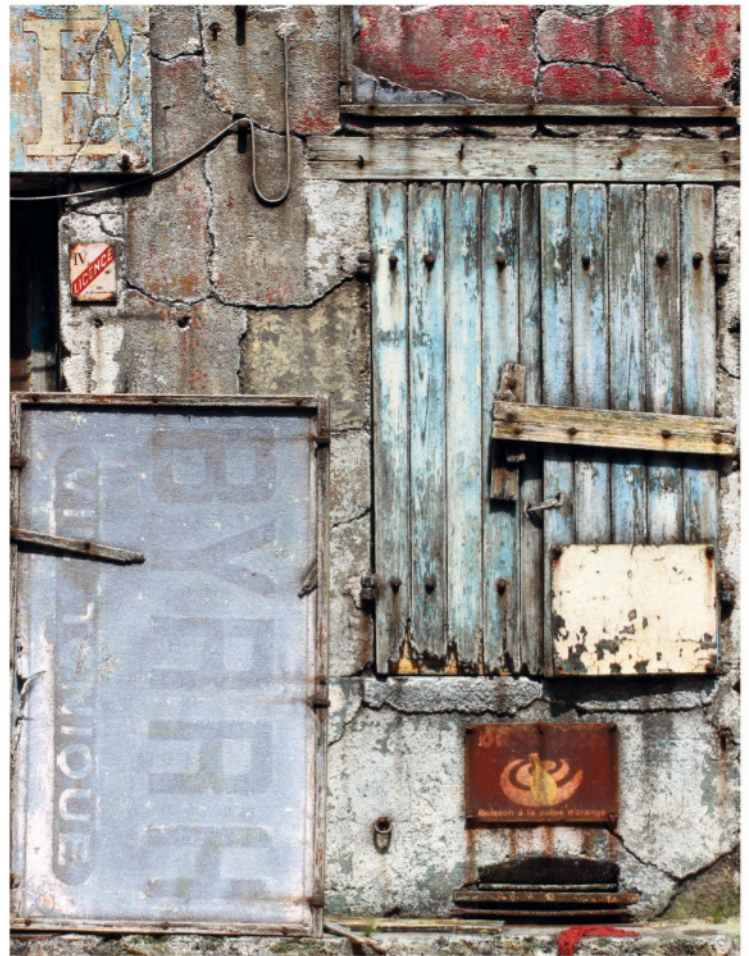
Step 26

Many details, some scratchbuilt, some adapted from specialist products, are gathered ready to be added to the ground or in the corners.



26

The finished scene – detail views



Johan van Balberghe only intended to build a small layout for use at home.

Chosette

A little thing – which turned out bigger than imagined

This layout was originally intended to be in the attic so I had something run at home. The name means 'a little thing' because it started small but it has ended up (assuming it is finished!) as an exhibition layout over 14m long!

In 2001, together with a few members of a club, I started in O gauge. The result was a Belgian-inspired modular

layout, *Thanasse-Cabusart*, which has grown to be 26.5m long and has been seen at many exhibitions both in Belgium and abroad. At first, the rolling stock was either 'home-made' or was existing equipment transformed and/or repainted into Belgian livery. It was only possible to operate the layout at exhibitions or thanks to a temporary assembly in the club premises.



Above left
**How it started –
four modules in the attic.**
Photo: author.





Above
CFL (Luxembourg) AFB diesel No.1601 (by NMJ)
with German *Umbau* bogie coaches (Lenz).
Photographs by the editor, unless noted otherwise.



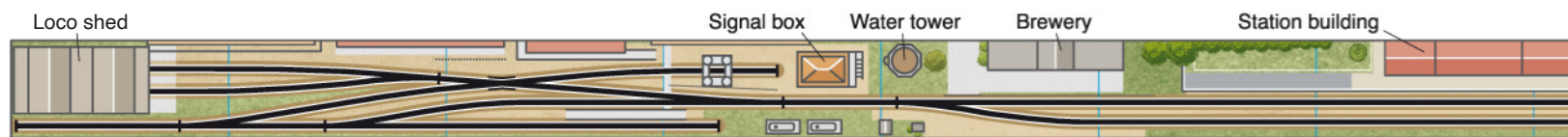
Above
O-6-OD 260 026 (later 8026), from a kit by specialists Ateliers Belges Réunies (ABR),
and AFB 204 007 (later 5407) at the fuel point with O-8-OT 53 004 at the sand tower.

In order to run my models at home, I decided to build a small layout. I live in a terraced house – just 5.7m wide – and the upper floor is already entirely occupied by an HO project and my workshop. So in the unheated (but insulated) attic, I started making four sections each 1.22m long and 45cm wide: it had to be possible to bring the boards down the attic staircase. Also, it had to fit between rafters arranged right in the middle of the roof. Result: it was now possible to run on O gauge track at home and to test digital control.

I later built two more sections with a view to possibly participating in an exhibition, to link up with the modular layout of the Belgian O-Forum.

When I visited Guildex in Telford in 2018 – an exhibition exclusively devoted to O – I took a close look at one of the layouts, which had a compact depot, *Hyde Lane* by Norman and Nick Hughes, which inspired me to build three new sections. And so *Chosette* became much larger than I had originally imagined. It now consists of nine boards making 11m long plus a fiddle yard of two and a half sections, giving a total length of 14.35m.

In the meantime, the HO layout has been dismantled and the freed space has been re-assigned as a workshop where three of the modules can be assembled, mostly the depot. The advantage is that it is now possible to work on it during the winter ...



CHOSETTE

Overall size: 14.33m x 0.45m. Each grid square: 1m x 1m.



Track plan

The track layout of the first four segments is based on a 'time-saver', a concept whereby you use one locomotive to shunt a few wagons into given positions while removing other wagons. It is not possible to use a lot of stock.

The basic layout was therefore extended somewhat. The station was given an additional section and the goods yard was enlarged. This made it possible to run slightly longer trains.

Finally, three sections accommodating a small depot were added behind a siding: there is a two-track shed, a diesel supply stand with fuel, tank, a sand filling facility, and a signal cabin.

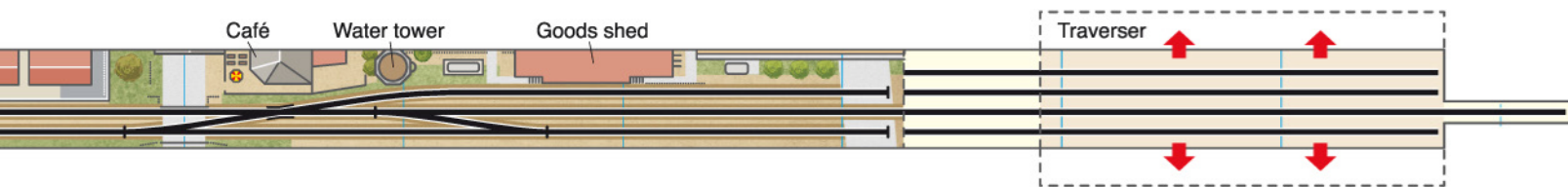
Baseboards

The section boards are trays made from 10mm poplar plywood. The panels were purchased from a wood merchant and cut with his computer-controlled cutting saw, to the nearest millimetre. Each section is 122cm long, 45cm wide, and 15cm deep. Decorative panels 70cm high were placed at the back.



Above
The loco shed area.

Top
Diesels 205 007 (later 5507), built from a kit by the specialist Belgian producer Minerva and 204 007 (later 5407), a repainted Heljan model, at the shed.



At the front, an additional 12cm high panel is provided for the connectors for the control handsets and the point switches. A 13cm valance hangs over the whole thing and hides the LED lighting.

The boards are connected to each other by 8mm bolts and captive nuts.

The track is usually 1.3m above the ground, in accordance with the O-Forum-Belge modular standards. (The French Cercle du Zéro specifies 1.2m.)

Buildings and scenery

Most of the structures on the layout are scratchbuilt, inspired by actual buildings. Each building is first assembled using 2mm thick Evergreen plasticard and then covered with Redutex. There are also few Belgian kits.

In the centre stands the station: it is a 'type 1895' building, more precisely a faithful reproduction of the one in Lissewege, north of Bruges. A sketch was made based on photos and measurements taken on site.

The goods shed was inspired by the one in Vilvoorde, near Brussels.

The signal box is a copy of the (now disappeared) one in Bruges-Port.





The shed is an interpretation of those in Gouvy, Bertrix, or Latour.

The local café is based on the HO model by Artitec.

The Février brewery, or Brasserie de la Thiérache, is from Momignies, in the province of Hainaut.

The water towers of Quiévrain (a border station in Hainaut) and Bruges were the prototypes for the models. For the latter, Slater's sheets were used.

The sides of the rails were airbrushed with Humbrol 113 (matt rust). The overspray also makes the plastic appearance of the sleepers disappear. However, no cork trackbed was laid: given the reduced depth, such a base was not necessary and the noise emitted is reduced since the traffic is at reduced speed.

Ballast of 1-2mm aquarium gravel was poured between the sleepers, then coloured using a wash.

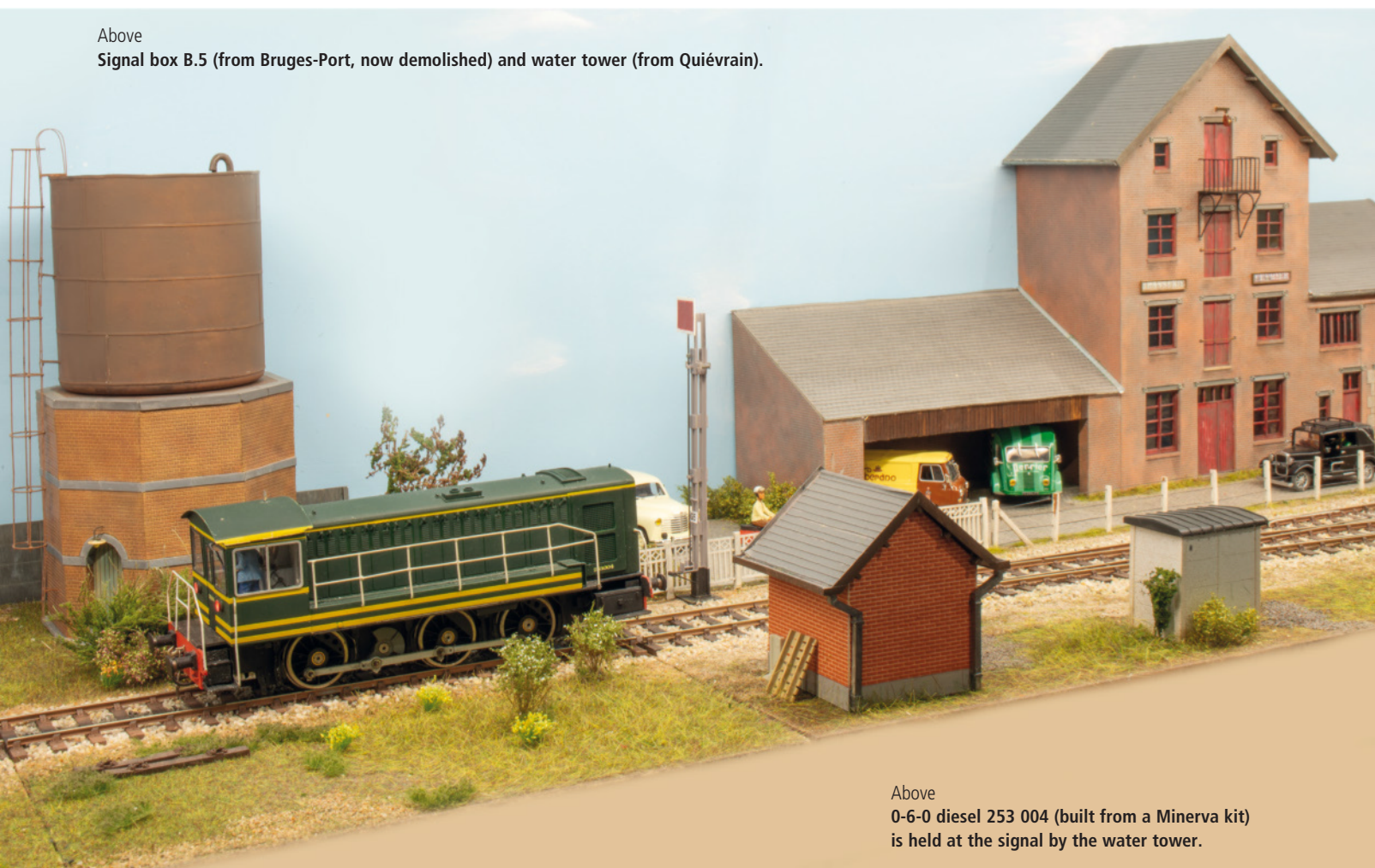
The trees are also 'home made'. For this, we used Spirea twigs from the garden. When bunched together, they form a trunk that can be coated with a kind of grey plaster and then painted. The foliage comes from Heki. Bushes, grass, and other types of greenery come from the ranges of well-known brands such as Heki, Noch, Busch, and Martin Welberg.

The accessories, vehicles, and figures come from many different sources, collected over time.

I made *Chosette* with great enthusiasm, albeit in episodes due to lack of time. It shows that even in a limited space it is still possible to build a nice layout in O.

Above

Signal box B.5 (from Bruges-Port, now demolished) and water tower (from Quiévrain).



Above

O-6-0 diesel 253 004 (built from a Minerva kit) is held at the signal by the water tower.



Below
The signal box interior. Photo: author.



Above
The impressive station building, based on Lissewege near Bruges.



Above
The station starting signals.
The old Brasserie Février brewery is based on an original at Momignies.



Left
Pacific 1.002 (a magnificent model by Olaerts)
with a passenger train waiting to leave the station.
Photo: author.



Above
Beyond the level crossing is a typical Belgian café,
with 'Touring Secours' patrols on the road.
The water tower is based on an original at Bruges.



Above

0-8-0T 53.004 with typical 'Colli SNCB' type 2211A2 vans by the goods shed.

Photo: author.

Left

205 007 passing through the station. The level crossing has typical rolling barriers.

Below

AFB 204 007 shunting vans at the goods shed, which is based on an original at Vilvoorde.



Above

An industrial 0-6-0T (former German BR80, an old Rivarossi model) at the goods shed.

Jim Trotman describes a layout created as a result of downsizing.

Photographs by the author.

Nordenburg

A permanent home layout



Right
A V200 on a passenger train
and a BR218 waiting in the loop
with a train of tank wagons.

Below
A busy time at Nordenburg
as a BR38 arrives with a regional passenger train
and the BR218 leaves with the train of tank wagons.
The local passenger train coupled to a BR64
waits in the passenger siding.

Below right
The old town above the longer tunnel.



In late 2022 my friend Norman Dickinson sold his German HO rolling stock and structures following his decision to sell his three-storey house and move into a two bedroom apartment. After moving in, it soon became obvious that the second bedroom would become the railway room but there was not the space for his beloved HO, except for display items, and that N would be the answer. Thankfully, a good record of Norman's HO layout *Rottershausen* appeared in the January 2023 edition of CM.

The new N layout is based on a fictitious town somewhere in south-western Germany, not on the real old town of Nordenburg in East Prussia. That settlement dates from 1405 and did have a station on the main Königsberg – Angerburg railway, plus two narrow gauge lines, until 1945. It now lies in the Kaliningrad region of the Russian Federation and is called Krylovo. The layout name is just a corruption of "Norman's fortified town" but does reflect the many happy holidays he spent in Germany over the years.

His brief to me was to design a layout with a variety of 'must have' requirements, including a double track main line, a busy medium-sized station with passing loops and sidings, an industrial area, a brewery, a historic old town area, and no hidden storage.

The layout was originally to be made up of two 5' x 2' (152 x 61cm) boards in an L shape but even before the first phase was completed an extension was being considered due to a growing collection of German beer vans and no identified site for a brewery! The size ended up as 8'1" x 5'2" (246 x 157cm) plus an area for the controls on top of a nearby cupboard. Good use was made of wood left over from the previous HO layout – nothing is wasted.





Norman built the baseboards from MDF and plywood, standing 3'3" (99cm) above the floor so that cupboards could be fitted underneath and viewing would be closer to eye level rather than looking down on roofs. The design included gentle gradients so that the tracks could form a figure of eight and briefly disappear from sight in a couple of places. At the lowest point, the tracks are 93cm above the floor. There is one short tunnel where the tracks pass under those at one end of the station and another under a small village hiding tighter radius curved track. There is a longer tunnel under the old town but this is open at the back for easy maintenance and access. A couple of wooded hills also let the trains disappear from sight for a short while. Southern Germany is very wooded but too many model trees can hinder track cleaning. Therefore, some 'trees' have been painted onto the backscene behind model trees to give greater depth.



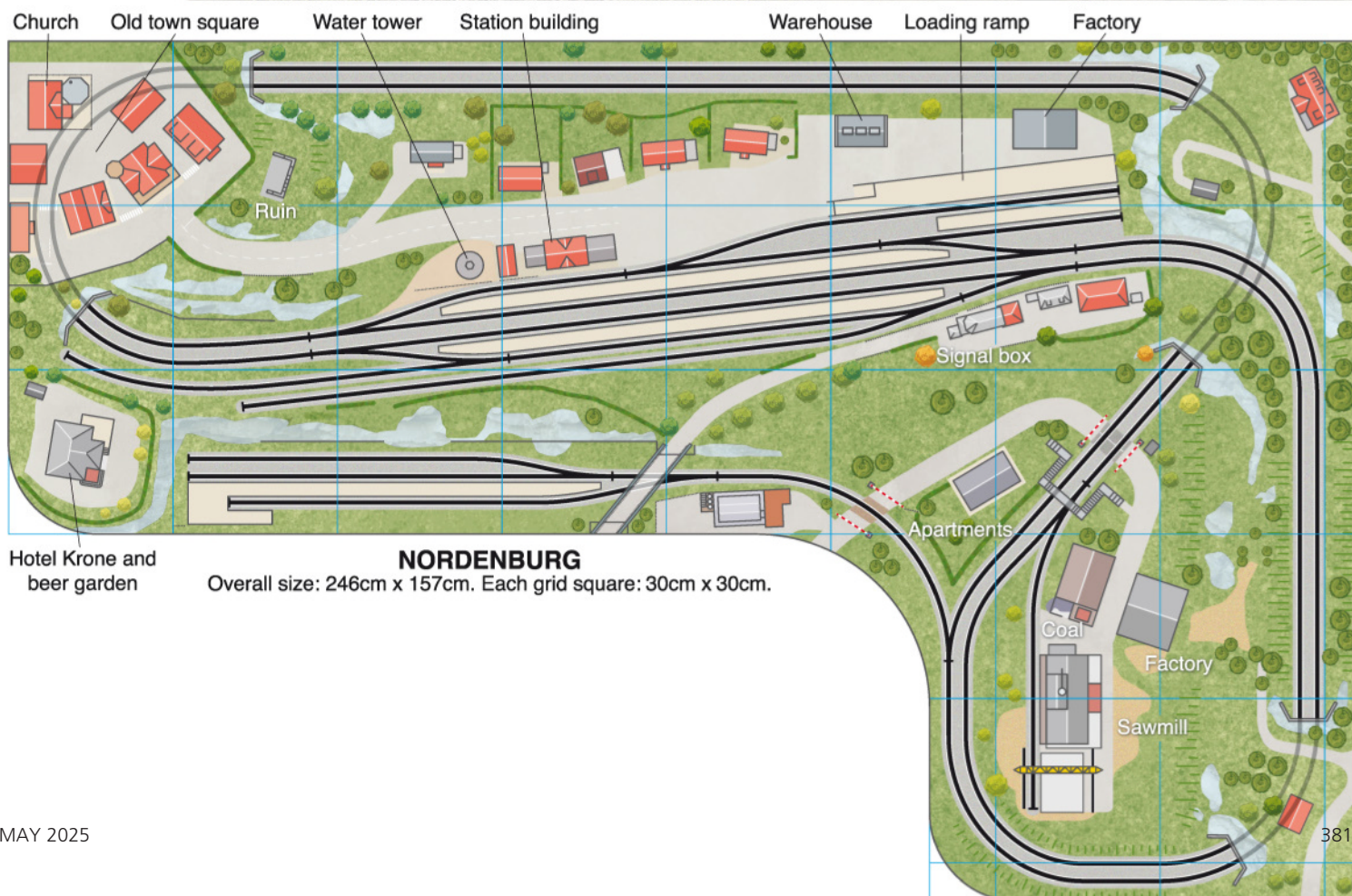
Left
The old town
above the long tunnel,
with the stock
for the local passenger
stabled in the siding below.



Left
The whole layout
from above the old town.
The Hotel Krone
is on the lower right.



Above
Most of the layout,
seen from the doorway
into the railway room.
An eight-foot-long scene
can look quite large!





The track is all Kato which has the advantage of being ready ballasted and has point motors in the trackbed. It is laid on thin cork and the edges have been ballasted with fine N scale grey grit. The only disadvantage is that the track sections are rigid and making a transition from level track to a gradient can be slightly difficult, although short sections can be used as a transition.

Even though Norman enjoys wiring a layout, the Kato system is of a simple 'plug and go' two wire design. Long UIC coaches were not envisaged and so large radius curves were not necessary, especially with limited available space. Thankfully, one section of track near to the timber yard was the same length as a point and so one left hand point was inserted to give access to the extension with its three lower-level storage sidings. These sidings serve the new brewery, which was modified from a cement works kit, and the extension also needed a bridge (Peco) to take the road over the sidings and give access to the signal box and railway workers' housing. Rather than having the sidings terminate at the end of the extension, a raised area was added that matched the height of the station area. This became the

Above
Wagons are being assembled as the tanker train leaves the lower tunnel before backing into the sidings.

Above right
The brewery with a horse-drawn wagon being prepared for a trip to the old town. The access to the sidings is under the footbridge to the signal box and workers' housing.

Left
Passenger trains passing in the station.

Right
A view over the roofs of the timber yard and factory area as the BR218 leaves the lower tunnel.





location of the Hotel Krone (a modification of the administration building from Faller Bonn station kits). Hotel guests have a grand view of the busy freight sidings.

The buildings are mostly made from Faller kits, supplemented with a couple of Kibri items plus home-made half-relief town buildings and a ruined defensive tower. These hand-built structures were made using plasticard and spare components from kits. The station is also a Faller kit but the platforms and loading docks were made from spare balsa and MDF.

Above

The tanker train passes under the footbridge at the junction to the lower level sidings.



Above

The tanker train climbs the gradient into the tunnel under the small village. There is evidence of felling on the hill behind the timber yard.



Left

The timber yard and factory. The point on the left leads to the extension with its three sidings.



N gauge signals are expensive and so non-working signals were made from scratch using brass sections, plastic sheet, and MDF bases: careful painting was required but the signals look fine from a distance.

The Faller kit for the pedestrian footbridge allows for multiple tracks to be crossed and is high enough for overhead catenary to pass underneath, so it was not difficult to make two smaller footbridges out of one kit. One was used in the station but the other was sited by the level crossing serving the timber yard area. This allows workers to get from the apartment block to their place of work when the level crossing is closed for main line trains or when shunting on the timber yard siding is taking place.

Many model stations have few people on them, as is often prototypical, but Nordenburg is a busy town and generates a lot of railway traffic. Norman already had at least half a dozen sets of Preiser people including station staff, workers, and even a band. However, many more were needed and so a hundred unpainted figures were purchased and hand painted, though not quite to the Preiser standards. These animate scenes like the goods yard, hotel, and brewery, plus, of course, the station area.

The road vehicles are mostly Wiking, acquired secondhand.

Rolling stock is predominantly Fleischmann with some Roco and Minitrix items. Much of the passenger stock (four-wheel, six-wheel, and bogie) is in the DB Epoch III dark green livery. The six-wheeled *Umbau* coaches are prototypically close coupled. There is a good mixture of freight wagons, with a strong contingent of colourful beer vans. This may be more enjoyable than prototypical but models give us that freedom.

It is good to see two trains running round the layout, alternating with others held in the station's passing loops and sidings. The layout also gives the freedom to run trains more frequently than on the real railway, adding to the enjoyment.



Members of **Modelbouw Openbaar Vervoer (MOBOV)** salvaged, refurbished, and repurposed an older layout.

Below
Zillertalbahn U class 0-6-2T No.2
pauses at Tiefengraben
with a chartered special train.

Photographs by the editor.

Tiefengraben

A small Austrian narrow gauge scene





The basis of this layout was discovered on the *Modelspoormagazine* forum. It was offered for free by a modeller living in Eersel (North Brabant), though it turned out he had not built it.

Once it was in our clubroom, the modelling virus immediately started to become active! Plans were made to create a small continuous run layout from this beautiful 2m x 1m module.

Unfortunately, it had been cleared of bushes and trees because the previous owner wanted to incorporate it into his own layout. Some rocks had also already suffered.

This was the signal to do some nice small renovations to the layout within the club.

The scene featured a single track and a wayside halt with a point and a siding where some wagons could be set out for loading and unloading.

It was decided to install the scene in a so-called viewing box: it already had an attractive backscene so sides and a valance were added, with lighting provided by a LED panel.

After we had repaired the rocks with Mifoshape from Scape Supplies, we started with a few washes to re-colour the whole thing.

Above

A Rh5090 diesel railcar provides the regular passenger service.

Below

The whole scene, from tunnel to cutting, from timber loading to ungated level crossing.





Above
The steam special positioned
by the water column
to replenish the tanks.

Right
ÖBB B-B diesel 2095 14
runs through Tiefengraben
with timber loaded
on narrow gauge wagons.





The vegetation was touched up and trees were replanted as necessary.

A few figures were also placed, along with small details and accessories such as a water column and the basic level crossing signs, as appropriate for a narrow gauge line with simple signalling.

When the viewing box was ready, we still had to lay the continuous circuit of track. A semi-circle was constructed either side of the layout to connect to three storage loops and one dead-end siding at the back of the layout. All of this had to be removable for transport.



Left
 ÖBB B-B diesel 2095 009-3
Hollenstein backs
 a transporter wagon carrying
 a standard gauge flat wagon
 part loaded with logs
 into the siding.

Below
 Preparing to load logs.
 The four-wheel van
 accommodates the guard
 and train crew (shunters).

Right
 The Rh5090 diesel railcar
 rumbles over the crossing.



So there you have it. After test running, the layout was ready for use. Because of its compact size, it is much easier and more economical to take to exhibitions than our larger layouts, and it has been seen at several shows.

The stock – by Roco, Liliput, and Halling – is owned by individual club members.

Below
**2095 008-5 arrives
with a two-coach train.**

Below right
**The steam special departs.
The beer barrel bar coach is authentic!**





Gilbert Gribi takes another look at a well-known museum line in Switzerland.

Photographs and drawings by the author.

Blonay – Chamby

Preservation Swiss style

About twenty kilometres from the Lausanne terminus of the TGV, or, more precisely, 7km as the crow flies from the Franco-Swiss border on Lake Geneva, there is a rather unusual metre gauge preserved railway.

It dominates the Vaud Riviera, a region known worldwide for its climate and its scenery. (Often illustrated by a view of the Chillon castle on the edge of the lake and the Dents du Midi mountain range in the background.)

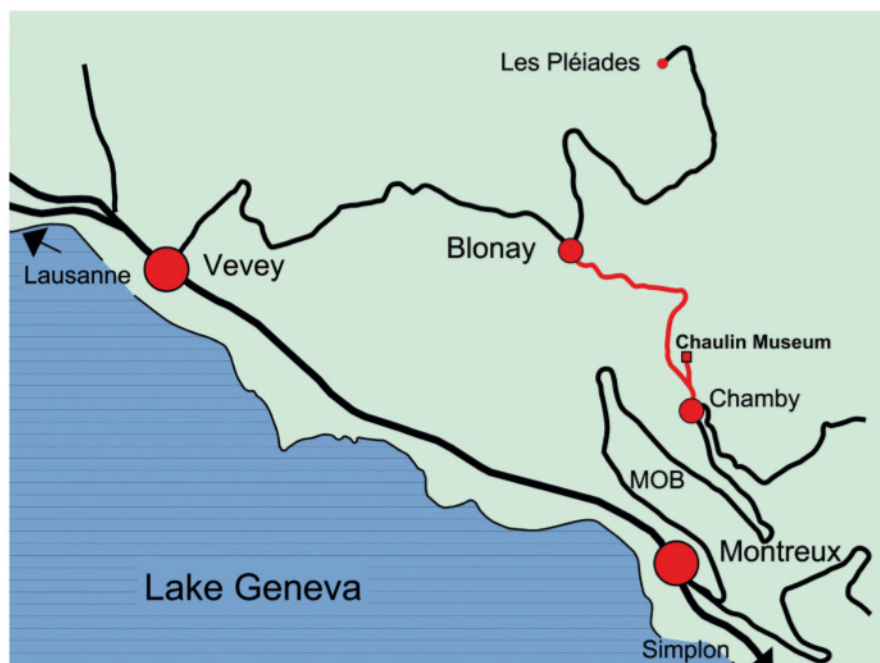
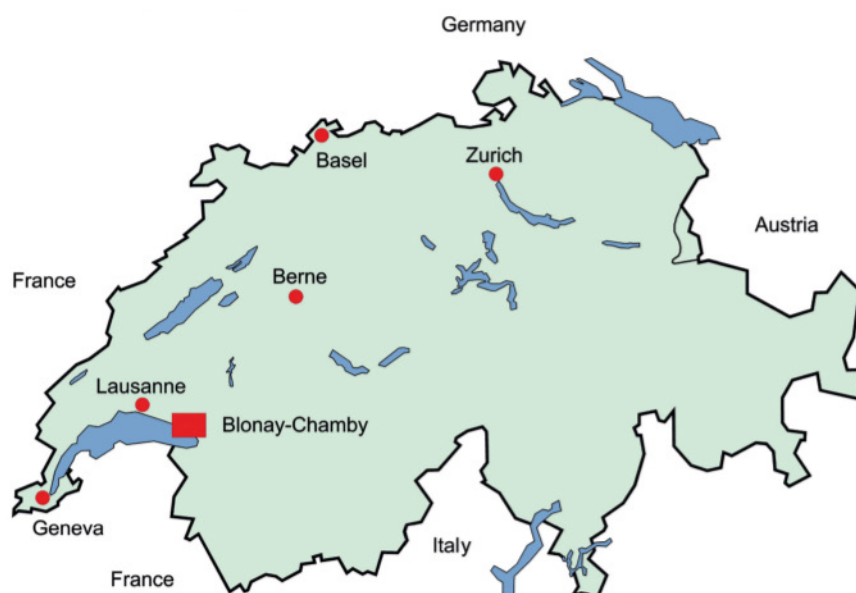
It is located in a region where railway enthusiasts can discover a wide variety of trains, including a rack railway which rises from Montreux to the Rochers de Naye at an altitude of nearly 2,000m, as well as funiculars connecting the lakeside towns to the surrounding mountains. In Aigle or Bex you can choose destinations offered by the Aigle – Leysin (AL), L'Aigle – Ollon – Monthey – Champéry (AOMC), L'Aigle – Sepey – Diableret (ASD), and the Bex – Villars – Bretaye, all these mountain lines being metre gauge. You could make longer journeys with the MOB (Montreux Oberland Bernois or GFM (Gruyère – Fribourg – Morat), in particular to visit La Gruyère; home of the famous cheese (which, contrary to popular belief, does not have holes!). And we should not forget the magnificent Swiss steam park at Bouveret which can be accessed from the Swiss or French shores of Lake Geneva by paddle steamers.

The Blonay – Chamby connects the MOB, a link between the French and German speaking parts of Switzerland, and the more modest but just as pleasant Compagnie des chemins de fer électriques veveysans (CEV), which many may have used to go skiing in Les Pléiades (1,400m).

So from either Vevey or Montreux it is possible to arrange magnificent rail itineraries.

The trip on the preserved line in period stock is enhanced by a visit to the related museum. The line is electrified (at 900V) which allows the use of historic electric locomotives and railcars as well as trams, which are well represented in the collection.

Unusually, the line is managed and operated exclusively by a team of volunteer enthusiasts.





Brief history

Before the existence of the museum, this single track line was operated by the Vevey electric railways. Due to its low profitability and poor condition, operation was abandoned in 1966. In that year, a few enthusiasts joined forces and contacted the authorities concerned. They then founded a company to establish the Blonay – Chamby tourist railway. It would later be dissolved to make way for a co-operative company and a support society.

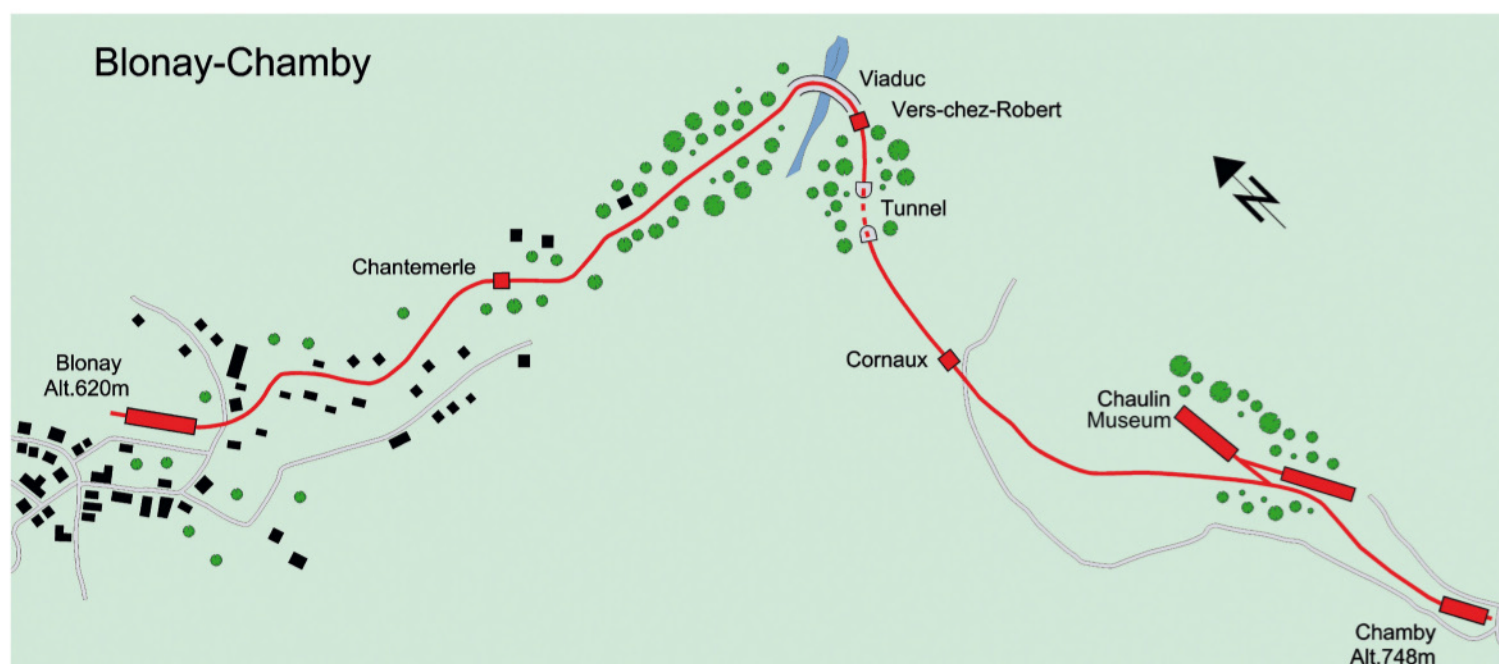
The Compagnie des chemins de fer électriques veveysans granted them the right to use the line.

After two years of procedures, they obtained from the various authorities and competent bodies authorisation to operate the railway. They undertook the necessary work, in particular urgent repairs to damage caused by the abandonment of the line.

The new company received its first tram and its first locomotive in 1967. The inauguration took place in July 1968.

Above

Lausanne Echallens Bercher G3/3 No.5 on the imposing Baye de Clarens viaduct with Bernina Bahn and Rhätische Bahn coaches.





Above
Berner Oberland Bahn
HGe3/3 No.29
at Blonay station.

In the beginning the Blonay – Chamby experienced many difficulties: work in conditions that were not always easy, a landslide which interrupted traffic for several weeks, drought which prohibited steam traction, smoke which was poorly accepted by certain local residents, and financial problems (to name only the main ones). However, thanks to the enthusiasm and dedication of the members, as well as the financial assistance provided by neighbouring municipalities and the technical participation of private companies, the company gradually overcame all the difficulties. Its current financial situation can be described as healthy despite a significant loan for the construction of a new depot.

Blonay – Chamby has several hundred contributing members, including around a hundred active people who devote a minimum of working time to it every year. They come from all social and professional backgrounds, and several nationalities.

The journey

From the small pretty village of Blonay, trains go to Chamby following a short (3km) but varied route. The average gradient is 43/1000.

For safety reasons, trains run at reduced speed which delights passengers who have the time to admire and photograph the numerous railway works along the route.

Four steam locos are currently available to undertake the heavy work of pulling the passenger coaches:

Brig – Furka – Disentis HG3/4 No.3

Ferrovie Padane G2/2 No.4

Lausanne – Echallens – Bercher G3/3 No.5

Bière – Apples – Morges G3/3 No.6.

In Blonay, the tourist train is the 'guest' of the CEV, owners of the station. An additional track was installed so that the Blonay – Chamby operations did not disrupt the circulation of CEV trains.

A small chalet welcomes visitors and the adventure begins with the purchase of the ticket, which children are happy to present to the conductor. Once the passengers have taken their seats, the countdown begins. We are in Switzerland and the stationmaster's green baton will rise on time, or rather, at the exact second of departure.

The train leaves Blonay station on a slight gradient. It passes a residential area and begins to traverse several curves on the hillside.

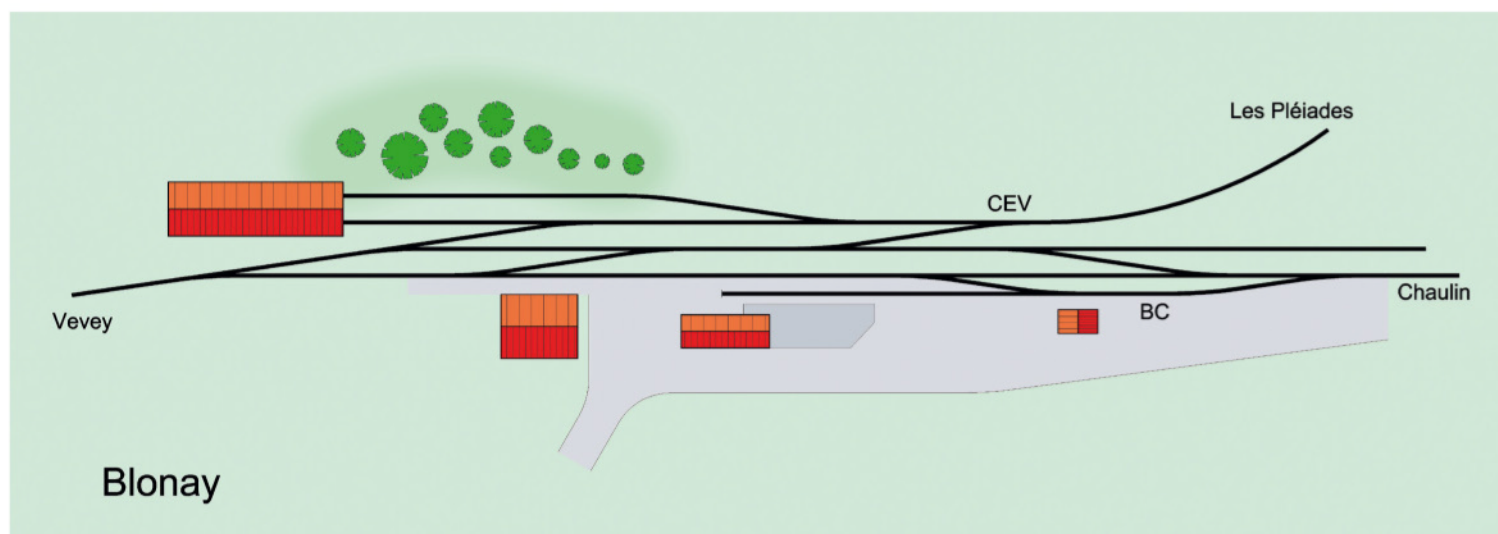
Reaching the site of the Chantemerle landslide, it must slowly cross the 'temporary' structure made of metal beams placed on stacks of crossed sleepers. Fortunately the ground has definitely stabilised.

The train then enters a dense forest and reaches the curved viaduct of La Baye de Clarens, one of the signature structures on the line.

At the other end of this bridge we pass Vers-chez-Robert halt which was, during the early years, the 'base camp' of the team. After a short stop, the train runs along a steep embankment with a retaining wall and a little further on disappears into a 45m tunnel, emerging into an open meadow where traveller can admire the exceptional scenery of the region.

From Cornaux halt, it passes the museum at Chaulin without stopping and begins the last climb in the forest to reach Chamby station. After a short stop there it returns to the museum.

This trip takes place several times at weekends from May to October. The museum visit is included in the ticket price.



Chaulin museum

What sets this museum apart from other larger ones is not only the diversity of the material on display but above all the fact that it is a living museum. Visitors will witness a multitude of diverse scenes, shunting, firing up a steam locomotive, refilling with water or fuel, etc.

You are able to visit the place in complete freedom and devote the necessary time because the connection for the return to Blonay is guaranteed until the end of the afternoon.

Rolling stock

The majority of material is from Switzerland, naturally, but there are also items from France, Germany, Italy, and Spain showcased inside two large exhibition halls.

From the founding of the preservation scheme, a team was responsible for finding the rolling stock. Although it was relatively easy to obtain electric locos and trams, it was more difficult to find steam locos – many of these machines had unfortunately already met the sad fate of scrap metal, and those that remained were sought after by other museums.

Conclusion

The visitor who spends a few hours on the Blonay – Chamby will observe with pleasure the dedication and courtesy of the members. This is one of the particular features of this railway. If you are in the area, it is well worth a visit. Your contribution will be welcome and your visit will be the best encouragement to this team who are dedicated to ensuring that these trains will be available for a long time to come.

If during your visit you would like to quench your thirst or eat something, the buffet at Chaulin station is open every Saturday and Sunday from May to October.

Blonay – Chamby railway museum
Boite postale 366,
CH-1001 Lausanne, Switzerland.
<https://blonay-chamby.ch>

Previous CM features about the line:

May 2008

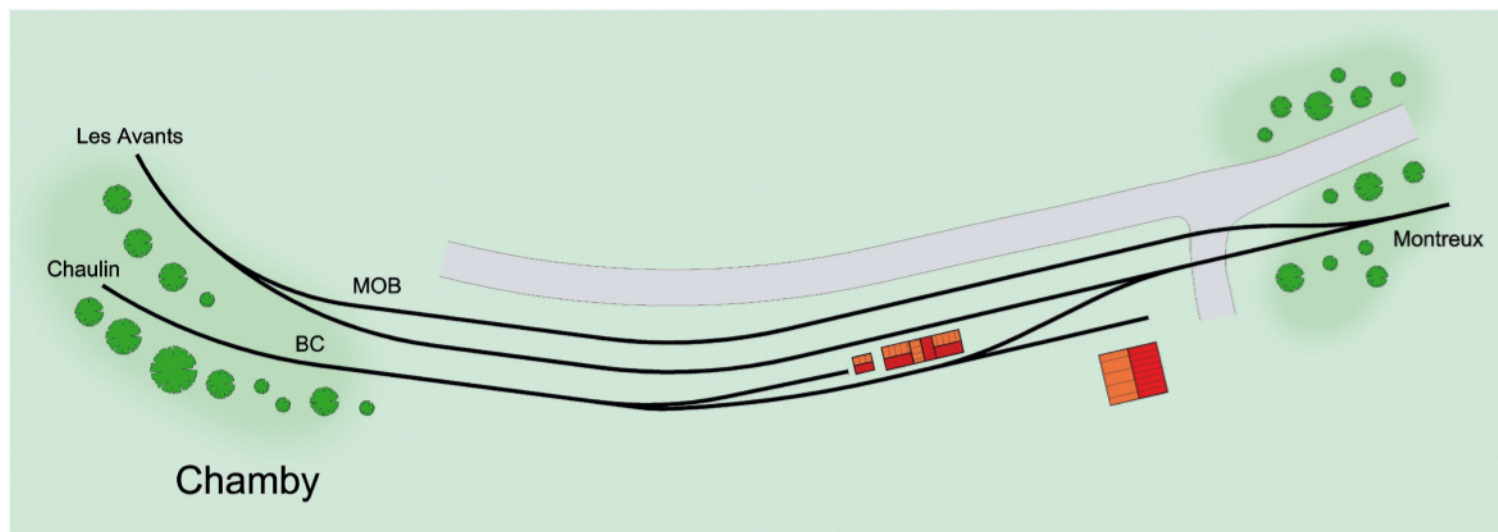
June 2008 (with scale drawings of Chamby station)

June 2016 (with scale drawings of Chaulin shed)



Above
Süddeutsche Eisenbahn Gesellschaft Mallet
G2x2/2 No.105 from the Zell – Todtnau line
on the Baye de Clarens viaduct.

Below
No.105 is refuelled at the coaling stage
as Compagnie Genevoise des Tramways
Electriques Fe4/4 No.151 leaves the museum.



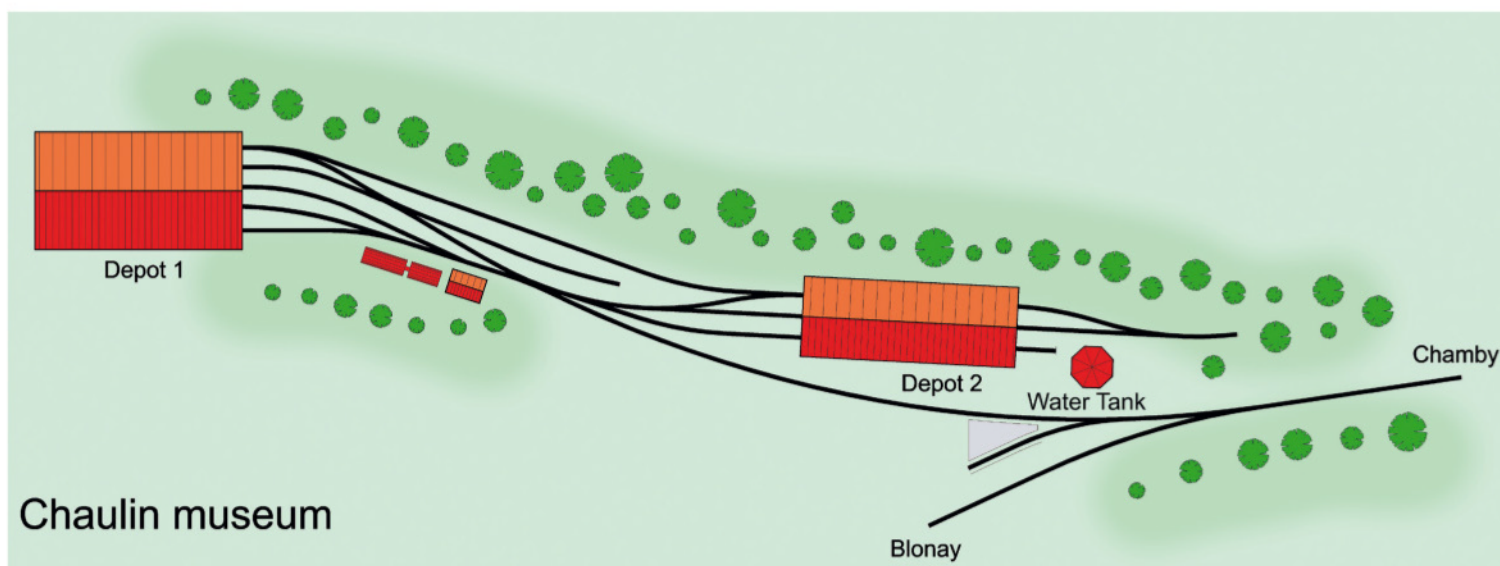


Above left and above
Brig Furka Disentis HG3/4 No.3 at the museum,
ready to leave for Chaulin and Blonay.

The small selection of photographs on these pages
gives just some idea of the variety of metre gauge stock
at the museum, and the very high standard of restoration.



Left
Rheintalische Strassenbahn Ze2/2 No.31 at the museum.





Above
Rhätische Bahn BCe4/4 No.35 outside No.1 shed.



Above right
Bernina Bahn Ge4/4 No.81 in the yard.



Right
Monthey Champéry Morgins BCFe4/4 No.6
alongside Tramways Lausannois Ce2/3 No.28.

Right
Bernina Bahn G2x3/3 No.1052 rotary snow plough.

Below
Tramways Lausannois Ce2/3 No.28 and trailer.



Warren Miller shows how he used souvenir card kits to fill a corner of his layout.

Photographs by the author.

A cardboard village

A small French scene

When visiting France several years ago, I came across an attractive selection of unusual greeting cards in one of the arcades in Paris. They were in the form of a well printed kit which was designed to be made up into a simple model of historic French buildings – cathedrals, castles, the Eiffel tower (of course), and also several that formed street scenes of urban buildings and shops. They were termed ‘Carte Maquette’ and were pre-cut for assembly by the tab-and-slot method. I was attracted to the quality of the artwork, so I bought a few out of curiosity.

Right
A 230K on a freight crosses a 231D with a passenger train at the country station. The platform shelter is based on a Réseau Breton prototype. The background buildings are under scale but create an artificial perspective.

On returning home, I assembled them simply for the enjoyment of doing so, and put them aside without any particular thought of their potential for model railway use. However, I recently decide that it was time I did something about the still-vacant corner of my layout (see CM July 2020).

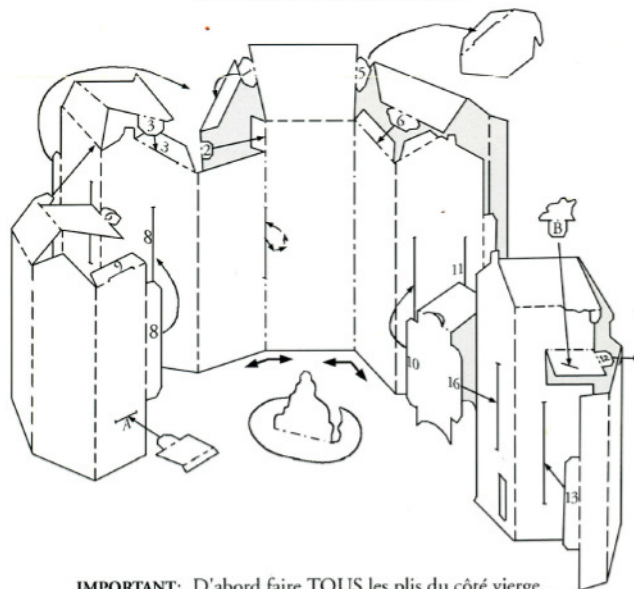
Judging by the size of the building features and the people shown on the side of the buildings I would estimate the scale to be about 1:140 – too small for significant use in HO, although possibly suitable for N scale. Other building cards from the same publisher are to varying scales, depending on the size of the building they portray.

Right
A typical label for a Carte Maquette, and the assembly instructions. The tab and slot assembly works reasonably well, but use of glue and some card reinforcement improves the models.





IMPORTANT: First bend ALL folds. With blank side facing it's easier to see all the folds. Gently loosen cuts between thumbs and forefingers. Now follow the numbers in order.



IMPORTANT: D'abord faire TOUS les plis du côté vierge. Détacher doucement les incisions entre le pouce et l'index, surtout les petits. Puis suivre l'ordre des nombres.





Above
A Renault ABJ4 *autorail* waits at the main platform, while a venerable branch train collects passengers on the island platform.

I felt that the street scenes offered something better than a flat backscene if they were considered to provide a forced perspective in a limited area. So I placed them in position on the empty corner of the layout, behind a Jouef 'Neuville' station, and was instantly struck by how right they looked. A little work with some scenic materials to integrate the buildings into the landscape seemed like an inexpensive and effective way to provide an interesting distant scene at the remote corner of the layout.

The design and colouring of these card models is very effective to the extent that, at least to me, it is easy to overlook the obvious shortcomings (flat chimneys, printed trees, and even people printed along the shop fronts). This is a little reminiscent of the many painted *trompe l'oeil* decorations of actual buildings in Lyon.

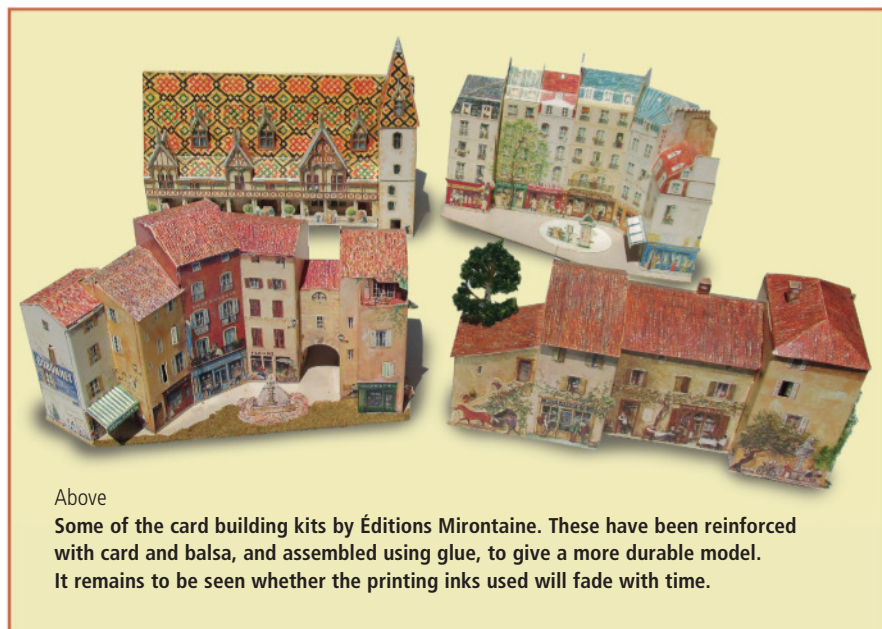
I am uncertain whether these Cards Maquettes are still readily available. The publisher is Éditions Mironontaine but I could not find a current website for them.

Each card is named after one of the shops in the scene it portrays. The models I used were A18 *Beau Soleil* and A28 *Chez Marius*. Another attractive one is A17 *Au Cochon qui Dort*.

These could not be considered sophisticated railway modelling, but they are surprisingly effective, and a change from some of the more usual low-relief or backscene subjects.

Below

The village scene made with the card buildings was fitted into an empty corner of the layout behind the small country station.



Above
Some of the card building kits by Éditions Mironontaine. These have been reinforced with card and balsa, and assembled using glue, to give a more durable model. It remains to be seen whether the printing inks used will fade with time.





Below

Because the buildings are correctly proportioned in three dimensions, they look convincing when viewed from most angles. A small market stall is active in the Place de la Gare.

Above

One of the *trompe l'oeil* painted buildings in Lyon, with realistic figures painted into the landscape. There is a prototype for everything!



Roberto Macchi completes the description of his layout.

Photographs and diagrams by the author.



Part 4 – computer control and operation

Computer control

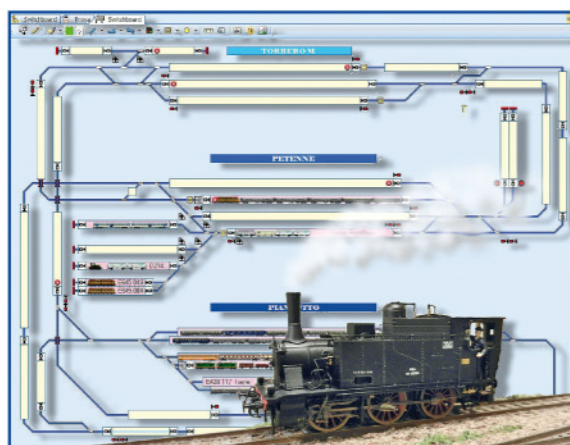
From the outset, the plan was to automate the entire layout with several trains which would simultaneously run their routes from one station to another as in reality, perhaps following a timetable. The idea was to have the trains start automatically, either from the hidden yard or from another station, by launching the pre-programmed routes. You switch on (sound and lights) and trains are thus set off, setting up in sequence all the necessary turnouts, signals, and all other drives on the layout to simulate what happens in reality. You also control the accelerations, decelerations, and stops at stations (with perhaps switching on the light in the cab during the stop) or at a red signal. They then restart and return, for example, to the pre-selected track in the hidden sidings, switching off all lights and other functions that were on during the run. All this can be achieved with a computer and with dedicated software programmed to obtain all the operations you want to reproduce with prototypical effects.

Before going into the description of layout management with software and computer, I want to tell you about the locomotives and the trains that I run on the layout.

The rolling stock

Figure 1 (made using images from www.stagniweb.it, for which my sincere thanks) shows the locos and trains that frequently run on my layout. This stock has all been digitised and most has been modified to add those features that I deemed appropriate to be as realistic as possible, with the inevitable compromises due to miniaturisation. The ability to send commands to individual locomotives or coaches through DCC makes it possible to replicate realistic operations with excellent control of speeds, headlights, shunting lights, cab lights, coach interior lighting, and end-of-train lamps that can be switched on and/or off relative to the service to be performed. Inertia simulation, for example, is based on the weight/power ratio of the loco and the weight of the train being pulled. The sound, installed on all traction units,

Figure 1
The train compositions that run most frequently on Petenne.
With thanks to www.stagniweb.it



adds further dynamism to the movement, emphasising the operation that the loco is performing (acceleration, braking, whistle, etc.). Most sound decoders have more than twenty functions and include many of the sounds generated by the various locos. Some sounds, such as guards' whistles or announcements, which belong to the scene, I personally think are badly placed on rolling stock, since their origin is in the station area.

Each model loco, purchased analogue, was modified to have the functions I am interested in with the selected sound decoder. This involved activities that ranged from simple modification of the electronics to the complete replacement of the original printed circuit board or the milling of parts to create the necessary space for the devices to be installed. Figure 2 shows an old Roco model to which has been added sound, smoke, and the light of the open firebox door while shovelling coal. The addition of a loudspeaker and the installation of LEDs for the dummy lamps completes the upgrade. For some locos, like the Roco FS D.345 diesel, the entire p.c.b. was rebuilt with a PluX22 socket. (See Figure 3.)

At the same time, work was done to illuminate the coaches with LED strips equipped with decoders, after adding passengers and wipers to collect current from the rails (where not already present). Some coaches and a few freight wagons got end-of-train lamps (as used in the 1970s-1980s) either using the LED strip decoder or a dedicated function decoder.



Fig.2

Layout control with the computer

With just the digital central unit, connected to the various decoders and actuators to operate the switches and change signal lights, it is possible to manually control one or two trains at most with a hand-held controller (throttle). But manual control becomes quite complicated and practically impossible if we increase the number of trains we want to run at the same time. So to manage the traffic of several trains, with the switching of the correct turnouts and automatic change of signal aspects, a computer with dedicated software is more than recommended.

Let me describe the architecture of the DCC system, connected to the computer on which I installed the software I chose for managing the layout in automatic, semi-automatic, or even manual modes.

Figure 2
The FS Gr.473 0-10-0 (former Prussian G10) made by Roco in 1983 to which a decoder with loudspeaker was added in the tender (which involved milling the coal), plus a light in the firebox, and modified current pick-up.

Figure 3
Roco D.345 chassis adapted with decoder socket and other upgrades.

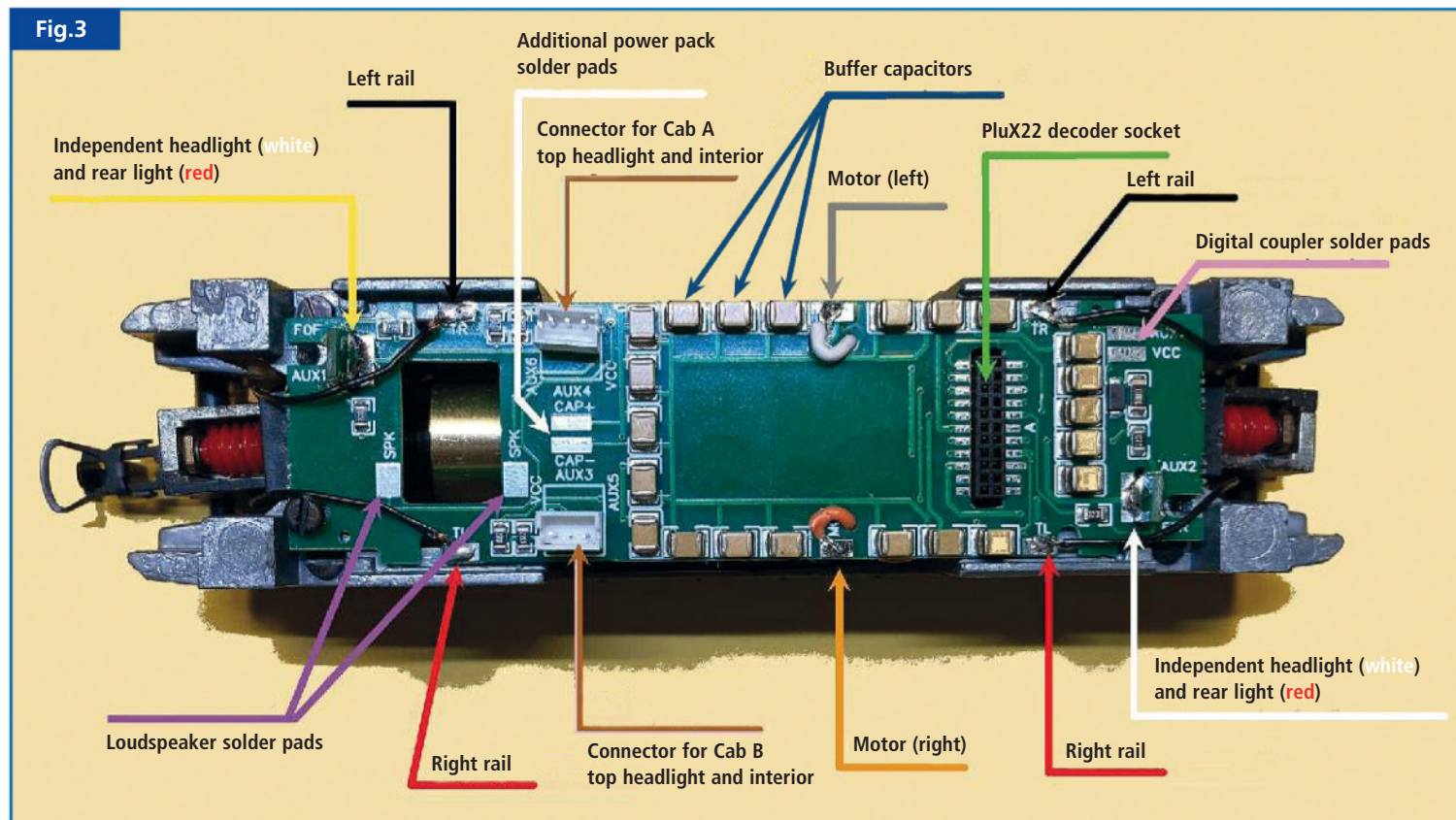


Fig.3

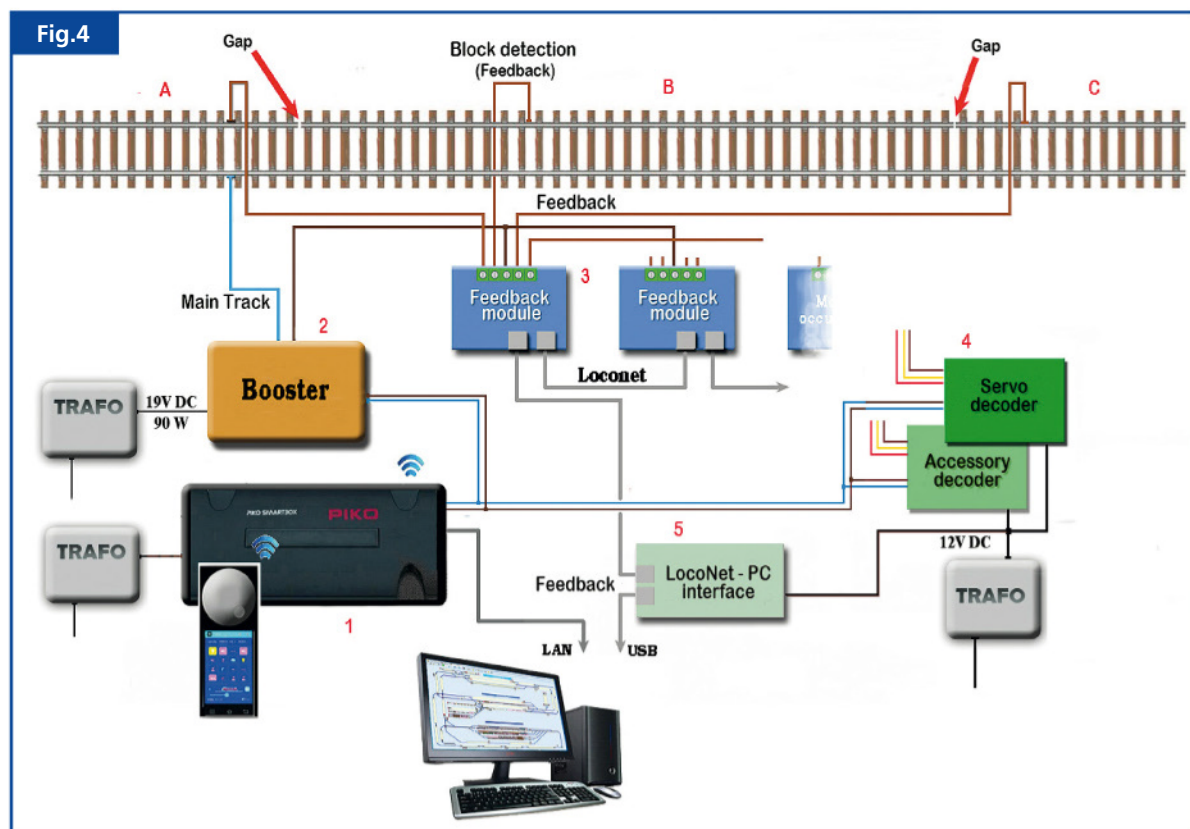


Figure 5
My DCC system
for the automatic control
of the layout
with the interconnections.

Hardware

Let me start with the equipment used.

With reference to Figure 4, in addition to the computer running a Windows OS (initially XP, now Windows10), the heart of the system is the digital control unit (1 in Figure 4), which in my case is a Piko SmartControl®, with its 36VA power supply and the handheld throttle that connects with the control unit via wi-fi.

The control unit is connected to the computer via an Ethernet cable.

The DCC output of the control unit is connected to:

- the accessory decoders (4 in Figure 4), which operate the points, signals, and more.

- the booster input (2 in Figure 4) for track power. This protects the control unit from short circuits created by the rolling stock as only the booster shuts down, leaving the control unit functioning to switch, for example, the turnout that may have created the short by not changing properly. The output of the booster is connected to the track – one pole to the outer rail (blue wire) and the other (brown wire) to the inner rail.

- through the occupancy sensors of the feedback modules (3 in Figure 4) to the sectioned rails (forming blocks A, B, and C in Figure 4).

- directly to the rail in all other track sections where there is no feedback sensor (points and neutral zones, e.g. between two neighbouring points).

The occupancy sensors send information about the controlled train section (block) to the computer whenever the section changes state (is occupied or vacated). Thanks to this feedback, the computer will know where the various trains are at any given time and will be able to send the next commands correctly. Since the feedback modules use the

LocoNet bus, in order to make the information readable from the computer (via USB), it was necessary to add an interface (5 in Figure 4) which is opto-isolated and then connected with a USB cable to the computer. The power supply for this interface also powers all the feedback module boards.

LocoNet is a communication protocol developed for model railways in 1997 by the American company Digitrax. It has a network architecture based on CSMA/CD (Carrier Sense Multiple Access/Collision Detection). Carrier Sense means that each node connected to the network is able to read the information packets on the network, and can determine whether the network is busy or not. Multiple Access means that each node can generate or receive packets, so it does not require a central unit to continuously poll all connected nodes as is the case with the old S88. Connections between boards, starting from the interface, are made via 6p6c cables and RJ12 connectors.)

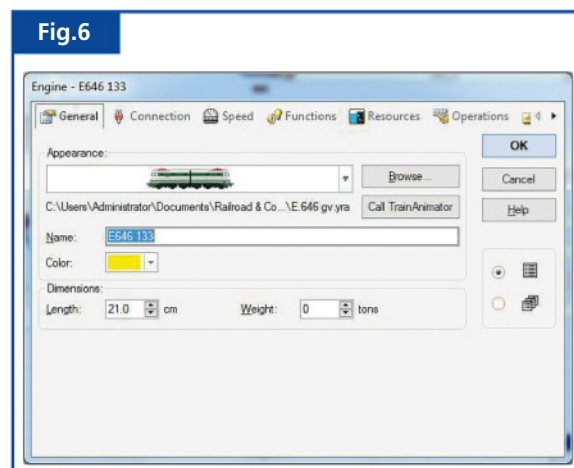
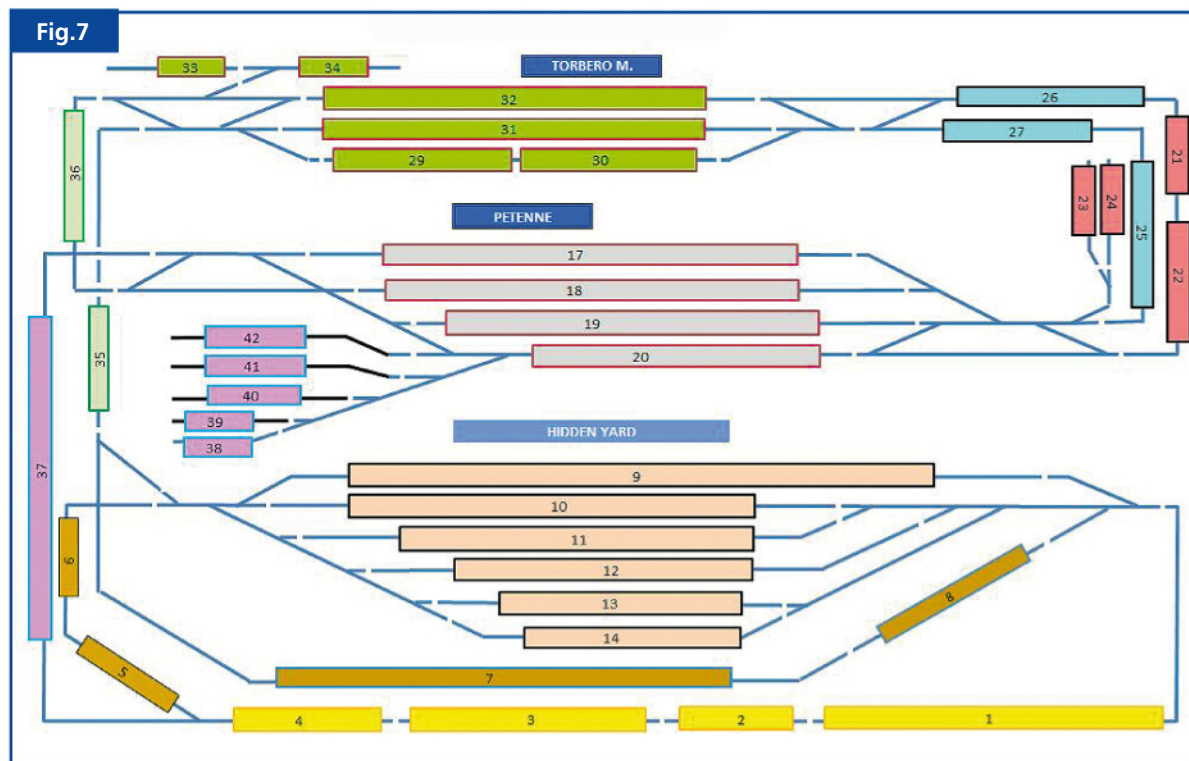


Figure 6
A new locomotive is loaded
into the TCG database.

Figure 7
The block diagram
for the Petenne layout.



Software

Now to the software to be installed on the computer.

I started reading the manuals of the most popular programs and, after an initial skimming, I downloaded the demo versions of the two I liked best, to try out at least the main functions, considering the different limitations imposed in these demo versions. Both were for the Windows OS.

Without dwelling on the merits and demerits of these two, my choice was TrainController™, the main program in Freiwald Software's suite of model train control programs

Upon analysing this software, I found the user interface very friendly with simple and straightforward graphics and it seemed easier than others to learn. I chose the Gold version so that I would have the full range of functionality at my disposal to be able to manage the trains and the entire model layout to my liking reliably. Train Animator is the free add on to convert images for TrainController™.

After installing the program, the first thing to do is to draw the track plan, schematically with stations, yards, and sidings, including points, signals, level crossings, etc. All these accessories must be addressed according to the addresses of the decoders through which they are controlled. Then blocks should be placed on the track sections selected for train monitoring (these can be seen in Figures 7 and 13) and the addresses set on the feedback modules should be assigned to these blocks.

After setting up the two digital systems (the control unit via LAN with its IP address, and the LocoNet bus via USB with a COM port), I was ready to operate the trains with the software.

Driving locomotives

To operate a loco it is enough to simply to enter the loco with its digital address (that of the installed decoder) into TrainController™ Gold's database, but for a more realistic control it is better to enter all its parameters, from basic data such as length, maximum speed, and available functions (which will be different for each loco). It is possible to add both an identification number or name and a picture to facilitate recognition on the layout. Figure 6 shows the window of a loco with the various tabs for the types of data/functions to be entered.

To ensure that the speeds of the various locos or trains correspond to the scale speeds of the real trains, and are harmonised with each other, it would first be necessary to correctly adjust the speed range in association with the control levels used by the software. In more advanced software, such as TrainController™ Gold (TCG), this is possible by calibrating the speed profile, which should be done for each loco that will run on the layout. The advantage is particularly evident in the management of slowdowns and the accuracy of stops.

Trains are formed by adding coaches or wagons, and if you have entered the data correctly TCG manages inertia with movements and stops according to the data entered (e.g. weight and length of train).

Feedback sensors, bus, and blocks

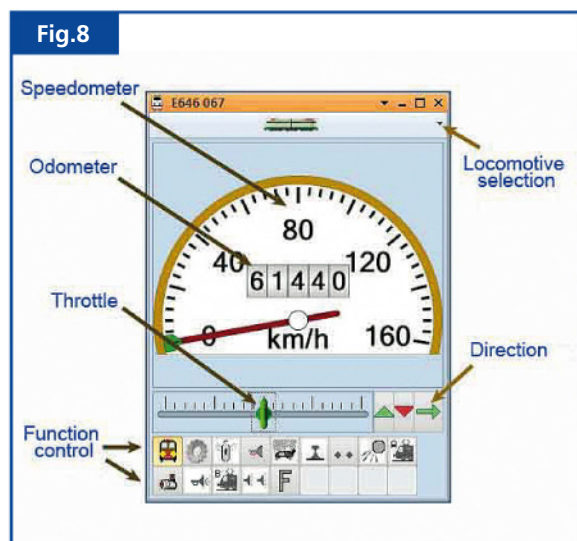
Feedback is a core component for fully or partially automated operation. Its task is to inform the command station or the software about what is actually happening on the layout. This information is essential to take further decisions and to run actions and avoid collisions and/or derailments.

There are different types of sensors to obtain this information: my choice was for sensors that detect current consumption (also called occupancy sensors). These sensors monitor the flow of current within an isolated section of track (a block) when it is occupied and communicate this situation to the computer.

The feedback sensors are grouped in modules of four or eight and these modules are connected to each other and to the computer via six-wire RJ12 LocoNet cables.

For controlling trains automatically or to monitor the movements of running trains, the layout has been separated into logical blocks. Each block corresponds to a portion of the track from which a train may depart or on which it may arrive, pass, slow down, and stop, and from which it can depart for another destination. Figure 7 shows the 39 blocks of the Petenne layout. TCG represents the blocks on the computer screen by rectangular symbols and each block is associated with a feedback sensor that has its own address.

To bring the feedback signal directly to the computer or via the control unit, a bus is needed: my choice was for LocoNet, which is connected to computer via a dedicated interface.



The Switchboard and the Train Windows

Having completed the addressing of the accessories and occupancy sensors, the switchboard was ready and, after entering the loco data into the database, I started to run them on the tracks after a few trials. Through the Switchboard and the Train Windows (see Figure 8), everything can be controlled in automatic, semi-automatic, and/or manual modes.

By entering images of the locos, coaches and wagons, trains can be composed and displayed on the control panel as they move.

Once the route is defined, before starting the train the software sets the appropriate points. During the course of the route, the aspects of the signals involved are also changed, but this does not affect the movement. Other commands can be added along the route, e.g. to adjust the speed, emit a sound, or activate other devices. It is important to insert the slowdown and stop commands into the blocks using the appropriate markers.

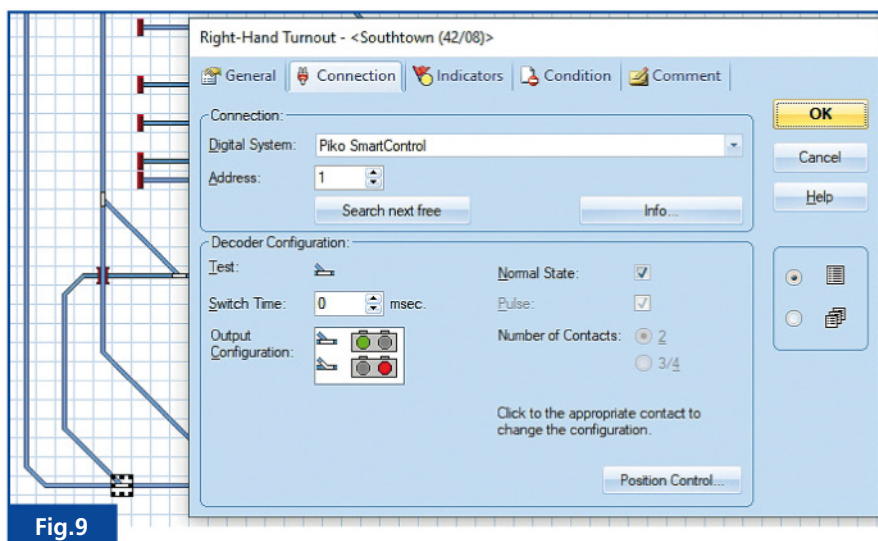
Trains with their functions, points, and all other accessories can be controlled directly from the Switchboard, where all the movements or switchings are reproduced in real time.

It is not possible to explain and illustrate all train operations on the layout in a short article, but to give an idea of the power of management with this kind of software, but as an example I will give the various operations for changing locos on a train while a couple of wagons are added by a shunting loco, which then comes to pick them up when the train returns.

Turnouts

To configure the points, in Edit mode, double-clicking on the point opens the pane with tabs where the data and address can be entered. In the first tab (General) I entered the name of the point while in the second (Connection, the essential one) Figure 9, I entered the digital system that controls it and the point address.

Just below, to verify correct operation (Test), there is the drawing of the point on which you can click to control the position. If the image of the switch, for example, in straight configuration, does not correspond to the same position on



the layout, simply click on the grey circle, next to the green one, to invert the colours of the configuration and reverse the command sent to the point through the decoder. This is particularly convenient for point motors connected with the classic three wires (centre – right – left): the configuration change just described avoids rewiring.

Markers

To stop a loco (or train) at the desired point on a track section (block), the deceleration curve and stop point must be set, otherwise the loco will stop as soon as it enters the destination block. To set this desired stopping point, TCG uses markers. With reference to Figure 11, from the Block pane (on the Block Editor) I have entered both the marker (yellow arrow) for the deceleration (braking) to be performed along the (entered) 120cm, starting 10cm after the block entrance, and the marker (red arrow) for the stopping point which must be 135cm from the block entrance, obviously in the correct direction.

The correct procedure, although one tends to skip it, is to set markers for slowing and stopping trains on all blocks. This prevents a train, stopping at the beginning of the block, from holding up the last switches of its journey.

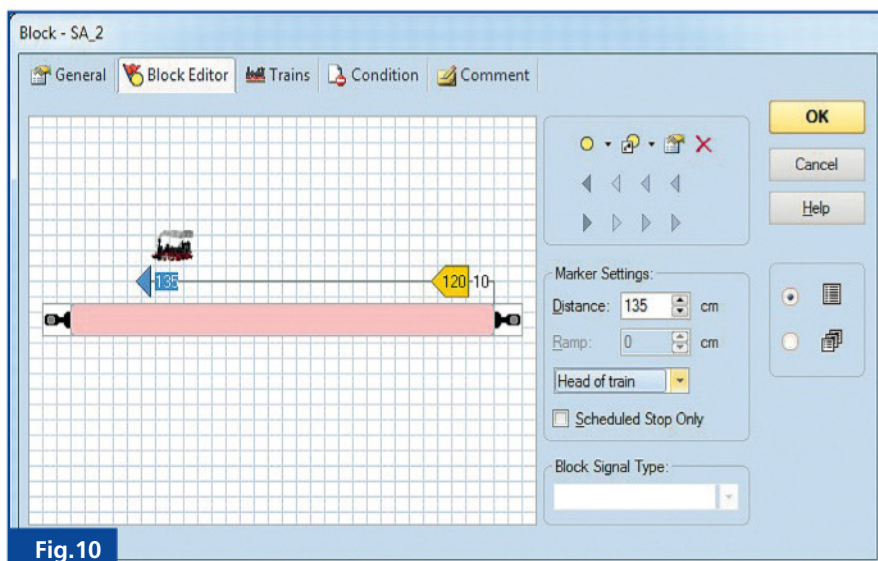


Figure 8
A Train Window
(showing E.646 067).

Figure 9
The pane for setting
the Digital System
which controls the points
(address and position).

Figure 10
Markers for slowing down
and stopping a loco.



On the Block Editor tab there are two other types of markers:

- the Speed Marker
- the Action Marker

The first (green arrow) is used to change the speed of the train, while the second (grey arrow) is used to activate/deactivate actions such as switching off the running train lights, lowering the barriers of the level crossing, etc.. The Action Marker cannot be used to change the speed of the train.

Signals

First of all, it must be said that the TCG does not need signals for train control. It can also manage train traffic without signals. However, in my opinion, their placement on the layout with their correct representation displaying the different aspects as a function of communication to the driver are essential for the realistic reproduction of train operation with prototypical signalling.

Like the points, the signals must also be set (connection and address) and configured according to the aspects offered by the decoder that controls them and makes them show the correct lights (red, green, yellow, etc.) related to the operation being performed.

I therefore first chose the type of signal (one light, two lights, etc. Figure 11a), then entered the digital system that controls it, entered the address, and set the correlation between the aspects shown (Figure 11b).

With the Trigger tab, you set the element you want to use to change the aspect of the signal according to the specific situation that requires that appearance (which turns green in Figure 11c – see the arrow). For the Italian system, the signal must be configured as closed, i.e. with the red light on (Normal State checked).



Fig.11a

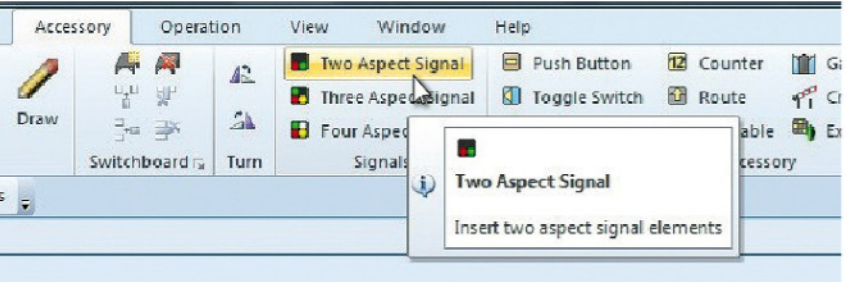


Fig.11b

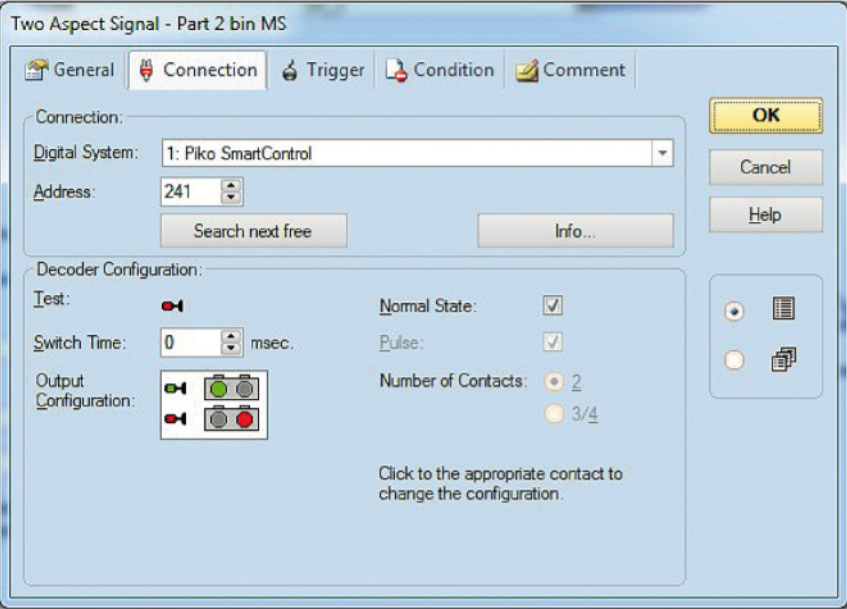
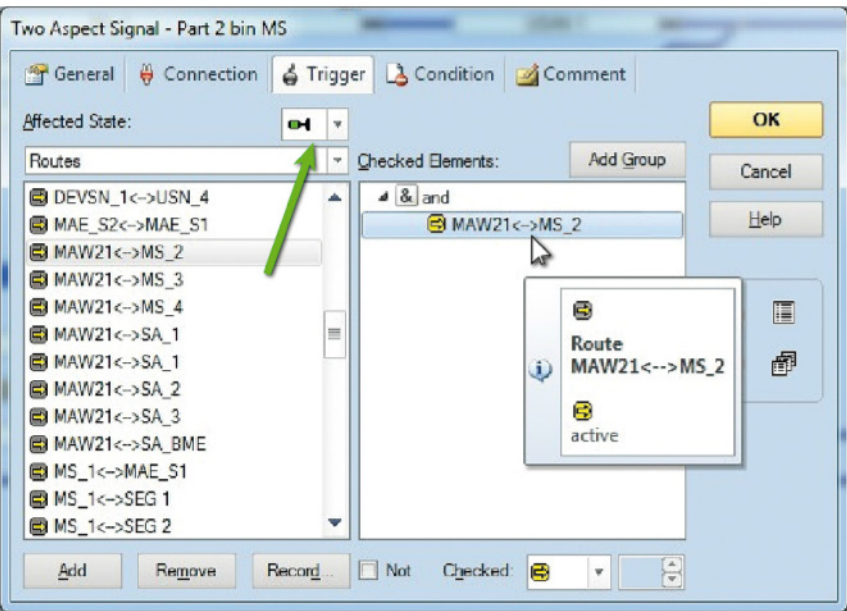


Fig.11c



Above left
E.645 037 hauling gas tanks
is held at the block signal.

Left
E.428 239 rolls past the signal
with a passenger train.

Figure 11
Signal configuration.

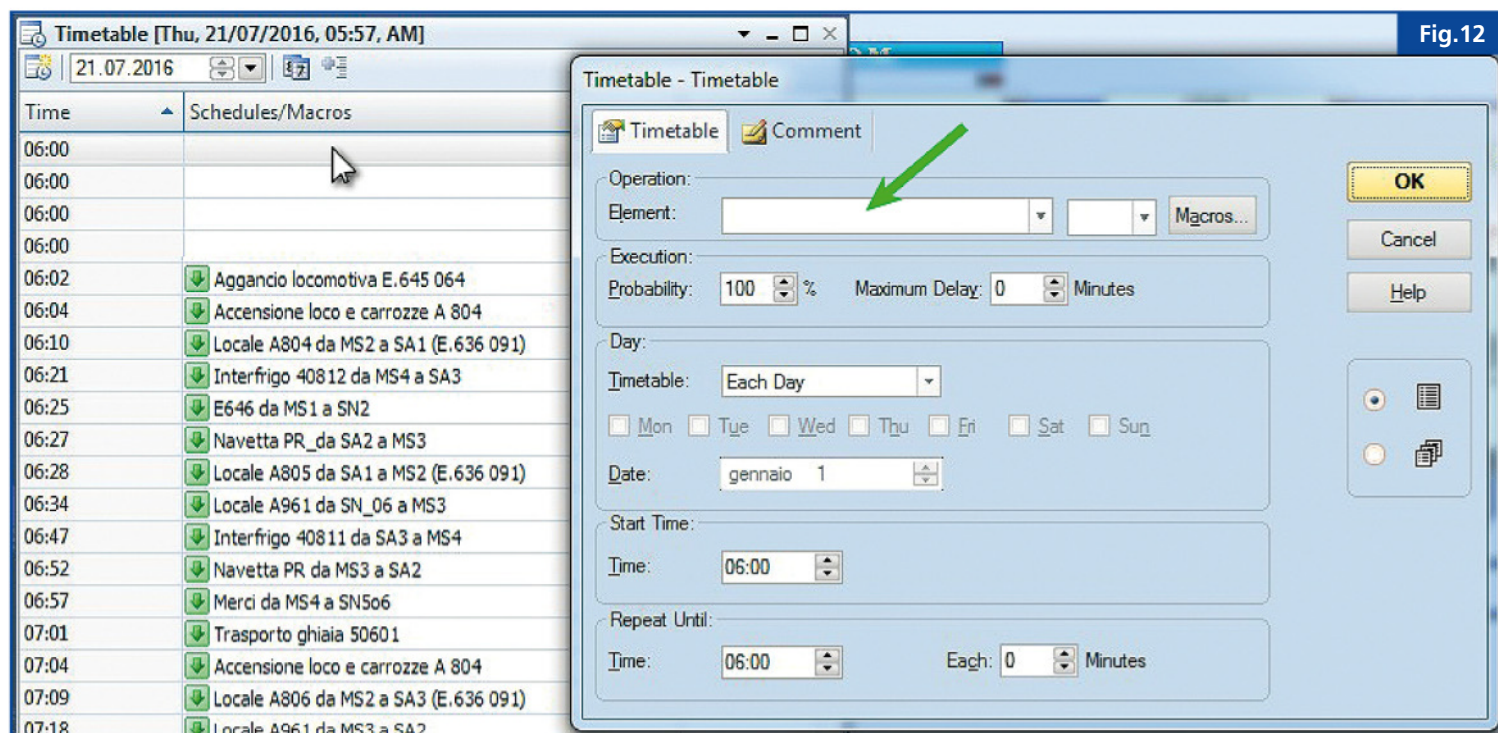


Fig.12

Schedules

To specify the desired movements of trains, TCG can also use schedules, and so one of the tasks that most involved me when defining the routes was to develop and harmonise all the schedules that would generate the desired movements, including departures and stops at stations, priorities, stops at signals, speed changes, switching lights on/off, and so on.

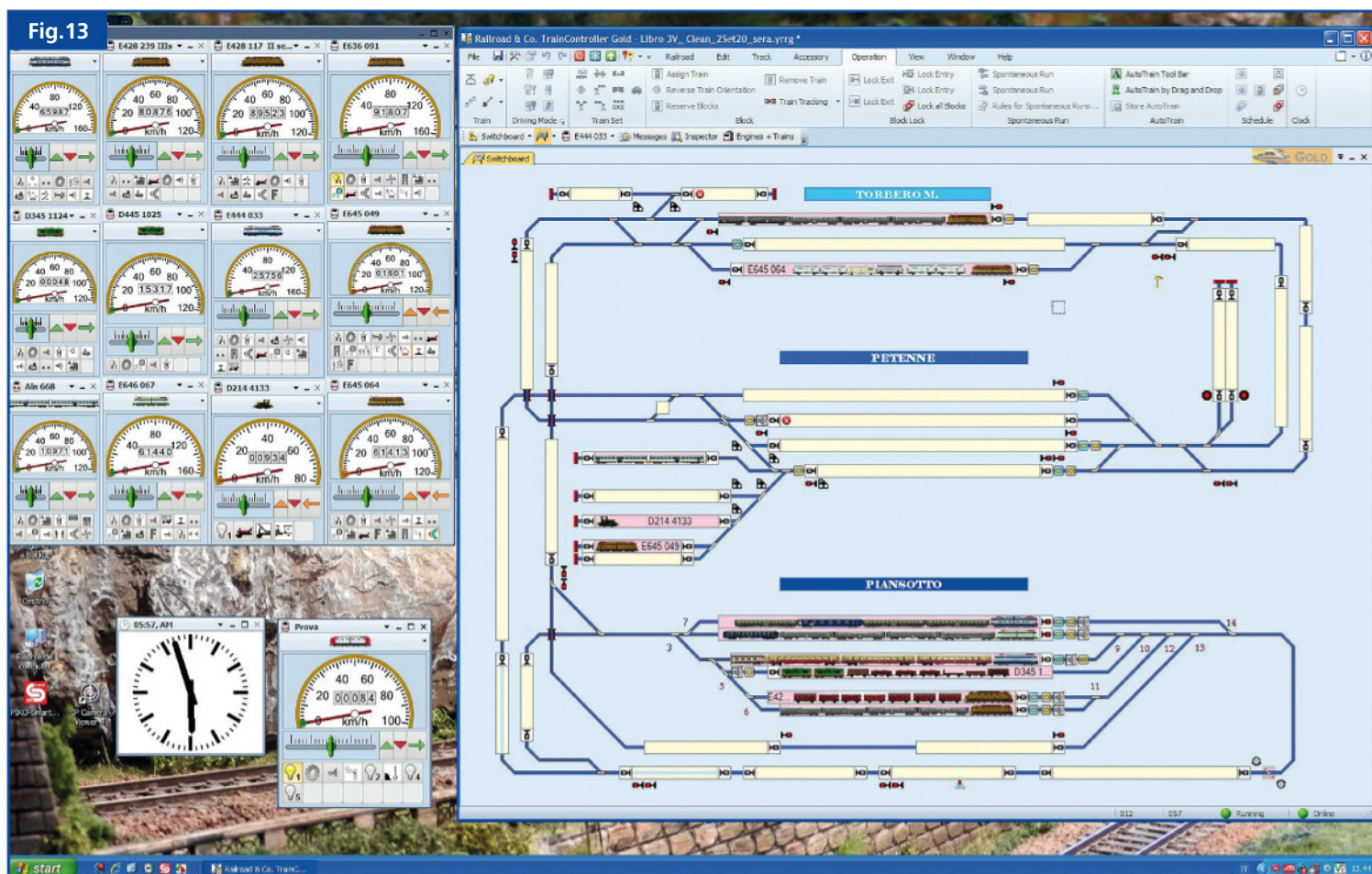
Practically, schedules describe the route from the selected departure block to the destination block. They must contain all the blocks and routes that the train will use on its journey and all the operations which are executed during the schedule. Different options can then be set to select the strategy to reserve the next blocks and routes, or to have only some trains perform certain routes/operations.

Figure 12
The form for entering the operation to be performed (green arrow) by choosing it from the drop-down list, and all the parameters for the execution methods, from the days of the week to the departure time.

Below

E.645 087 (Rivarossi) with refrigerated vans at Petenne.





Timetable operation

For operation with the Timetable, I used the clock that TrainController™ has inside it (it runs in the background).

I set the clock to run faster (1:10) in order to simulate events in scale more realistically. You can display the clock on the monitor (Figure 15) and, if so, stop/start it. Thanks to the functionality of the Dispatcher, it is possible to use the

Timetable to manage trains, e.g. by inserting schedules with times with the addition of when to activate them (day, hour, every hour, only on weekdays, etc.) and then execute certain operations in sequence according to said Timetable.

Figure 14 shows the table setting with the list of the schedules on the left and with the various boxes to be configured with times for execution.

Figure 13
The Switchboard for Petenne with the trains detected and the Train Windows on the left, plus the clock.

Below
Petenne station and town.



David Ellis shows how he made a typical wooden water tower for his narrow gauge layout.

Photographs by the author.

A water tower

... based on a mandarin tin!

I have been steadily working towards an On30 narrow gauge layout for a few years now after my partner secretly bought the blue Bachmann Mogul for me at an exhibition thinking it was "a nice model" and it would just be for show in a display case! When I worked out what it was meant to be, I was hooked on this scale and started planning for something to run the loco and some stock on. Of course, I quickly amassed more Bachmann locos and stock even though I had not made a start on a layout! The models have such a good quality feel about them. They are very well made, detailed, and run very smoothly.

I wanted to make my own buildings and other scenic accessories as I generally have done on my British OO layouts. I have already made a depot, a general store, and the obligatory trestle bridge using a jig for the bents.

I studied many pictures of water towers before I made a start on one. There did not seem to be a standard design although they all possessed generic features and I have blended these together in my own interpretation. The main body is a mandarin tin.



This was clad in wood using those coffee stirrers you get at coffee shops (even though I do not take sugar!). They are a good cheap source of modelling wood. I stained them first with a weathered wood stain which gave them a pleasing aged brown/grey look. If you stain them after constructing a model there is a risk that the glue, usually PVA, may get on the surfaces and prevent the stain from penetrating properly, giving an uneven appearance.

The base was also made of wood from the same source. This in turn was mounted on a more substantial framework made from square section wood from a doll's house supplier. I braced the framework with diagonals (more coffee stirrers) and added Grandt Line bolts at the joints. Grandt Line turnbuckles were also used in the characteristic hoops on the tank. These attached easily to the wood with a little plastic solvent cement, and cotton thread for the hoops was secured with cyanoacrylate glue. When all the hoops were complete they needed adjusting carefully to ensure they were parallel before I fixed them with a few coats of Testor's Dullcote.

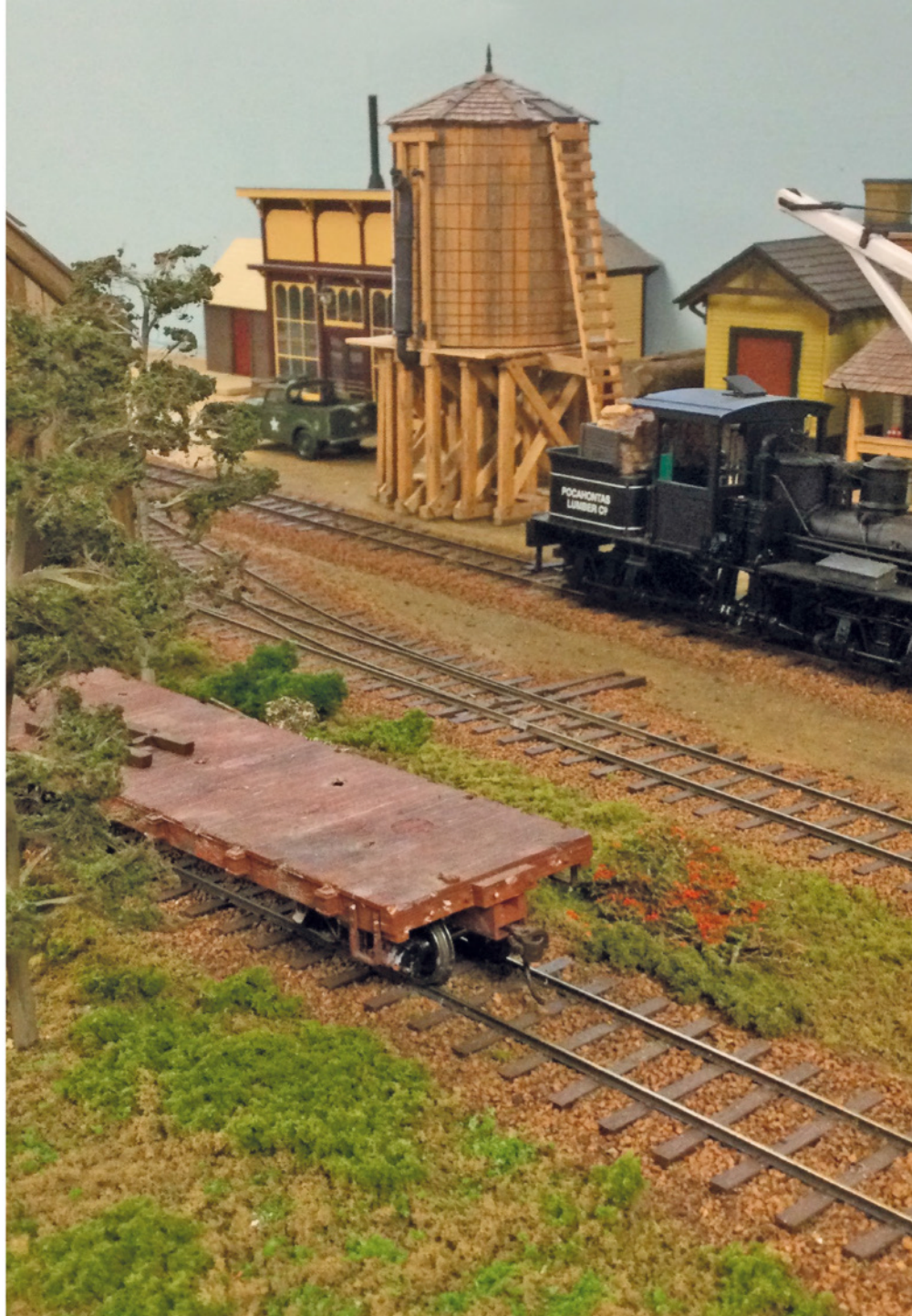
I decided to use a conical roof rather than some of the flat ones I had seen in various photos. It was made from a circle of 30thou plastic sheet with a wedge cut out – as you bring the edges together you get the conical shape.

After gluing the edges together, I decided to cover the roof in some Paper Creek shingles that I had left over from the depot project. At first I thought they were a bit expensive but they are a really great product and completely transform the look of buildings. The roof was divided up into eight panels for the shingles, and the ridges between the panels were covered in strips of a thin metal foil from a custard powder tin. (Another cheap source of modelling material!) A disc of this same material covered the peak of the roof and a signal finial from my spares box finished off the roof.

I already had a Grandt Line water spout and fixings, and I made a framework for it from stripwood. The counterbalance weights and pulleys were added after first drilling out holes in them to thread more cotton through them.

The ladder, inspection hatch, and external gauge were just made from scraps of wood, card, and plastic, again based on photos.

And there you have it. I am quite pleased with the result and feel it captures the feel of these structures.



N

Fleischmann

New items are presented in the 108 page A4 size landscape format catalogue. Anticipated delivery is given by quarters (noted in brackets).

Most locos have the option of a factory-fitted DCC decoder, most with sound. Some are hard wired, not in a socket.

Fleischmann DB BR925-10



Epoch II DRG

Modified tooling – BR44 three-cylinder 2-10-0 with large Wagner smoke deflectors, for the first time with a 2'2" T 32 rivetted tender. (2)

Update – BR925-10 0-8-0T for the first time with authentic sounds. (4)

To accompany – set of four four-wheel freight wagons (type G10 van with raised brake house, tank wagon, and two Talbot ballast hoppers, loaded). (2)

Type Pwgs41 goods train crew van with raised cupola lookout and original steps. (2)

Four-wheel carbonic acid wagon with brake house. (3)

Epoch III DB

BR98.8 0-8-0T (1)

BR01 Pacific with large Wagner smoke deflectors. (2)

To accompany – express coaches of types A4üm first (blue), AB4üm composite (green), B4üm second (green), BR4ymg second half restaurant, and BD4üm second baggage (green). (All 4)

E10 Bo-Bo electric in blue, version with rain gutter, double lamps, and all-around end handrail. (4)

Update – VT95 railbus with VB142 trailer, with skylight window above the driver's cab; for the first time with Next18 decoder socket and LED headlights on the lower lamp, and no annoying cable connection between the two units. (1)

Four-wheel acid vat wagon with brake platform. (3)

Set of four four-wheel wagons – Rms lowside with side stakes, Gmhs53 van, Otmm64 hopper, and Pwg crew van. (2)

Fleischmann DB VT95/VB142



Fleischmann DBAG ICE Redesign



Fleischmann DRG BR44



Fleischmann DBAG Sdggmrs⁷³⁸ (T3000e)



Epoch III DR

BR86 2-8-2T now with Next18 decoder socket. (2)

Epoch IV DB

BR055 0-8-0 (Prussian G8.1). (1)

BR140 Bo-Bo electric in green, version with rubber rain gutters, double lamps, and a grab handle on the front. (2)

New tooling – BR120 pre-series Bo-Bo electric, with fine windscreen wipers and elaborately modelled multi-part roof equipment, in red & cream. (3)

BR260 0-6-0 diesel in red. (4)

BR211 B-B diesel in blue-beige. (1)

BR218 B-B diesel in CityBahn grey & orange. (3)

Digital start set with BR221 diesel in dark red with three side discharge bogie hoppers, z21 start unit and Z21 multiMAUS, mains power unit, and long oval of track.

Centre entrance coaches in blue-beige: types ABymb⁴¹¹ composite, Bymb⁴²¹ second, and BDymf⁴⁵⁶ second baggage driving trailer. (all 2)

Pair of type BTs50 four-wheel small container flats. (2)

Type Zags bogie gas tank with long sun shield, lettered for 'VTG', and without sun shield. (Both 3)

Type Remms bogie flat with side stakes with corrugated steel ends and aluminium sides. (3)

Type Rins hooped tarpaulin cover bogie bulkhead flat. (3)

Type Samms heavy duty six axle bogie flat. (4)

Epoch IV DR

BR230 Bo-Bo electric in Bordeaux red. (3)

BR120 Co-Co diesel with silencer, in red with large chrome strip below the windscreens. (4)

BR106 0-8-0 diesel in orange. (1)

BR118 B-B diesel, with half windows in the engine room. (3)

Two sets of two Görlitz double-deck individual coaches, DBmq driving trailer second plus DBmue second and two more DBmue seconds, in sand-beige livery. (All 3)

Set of three type Tdgs four-wheel swing roof hoppers, suitable for grain. (3)

Type Tadgs long swing roof bogie hopper. (4)

Type Eaos bogie open loaded with scrap. (4)

Epoch IV-V

BR112 Bo-Bo electric in orient red with white 'bibs'. (2)

Epoch V

BR103 Co-Co electric, unique example in traffic red as sponsored by Roco. (2)

BR101 Bo-Bo electric in traffic red. (1)

Two sets of bogie coaches in inter-regional banded blue to represent IR 2471 Heidelberg – Konstanz, types ARkimbz^{262.6} bistro café, Aimz^{261.6} first, and Bimz^{264.6} second, and types Bimdz^{268.6} and Bimz^{264.6} seconds. (Both 1)

Epoch VI

New tooling – BR120 series production Bo-Bo electric, in traffic red. (4)

BR139 Bo-Bo electric in 'RailAdventure' post-2012 grey. (2)

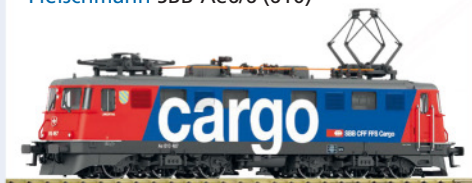
BR193 Vectron Bo-Bo electric in Siemens promotional livery. (4)

Update: DBAG ICE2 (BR402) with green stripes on the end cars, in 'Redesign 2005' condition, for the first time with Next18 decoder socket and LED headlight. Four car base set and four car extension pack. (Both 4)

BR218 B-B diesel in 'PRESS' blue. (2)

DBAG IC/EC bogie coaches, types Apmmz^{126.2} open first and Bpmmz^{284.4} open second (two numbers), Bvmmz^{187.5} compartment second, ARkimmbz^{288.4} Bord Bistro, and Bpmmdbzf^{286.3} driving trailer second. (All 1)

Fleischmann SBB Ae6/6 (610)



New tooling – type Sdggmrs⁷³⁸ (T3000e) articulated intermodal pocket wagon, carrying either 'LKW Walter' lorry trailers, 'DHL' 20' containers, or 20' tank containers for 'TWS' and 'Bertschi'. (All 1)

Set of two type Hccrs close-coupled car carrier pairs in 'ARS Altmann' yellow. (1)

Type Zans bogie tank in 'GATX' grey. (1)

Type Shimmns short bogie bulkhead flats with hooped covers used by 'wascosa'. (3)

Type Sdggmrs (T2000) articulated intermodal pocket wagon, carrying two 'Dissegna' trailers, one refrigerated and one curtain-sided. (3)

Type Hbbllns sliding side four-wheel van registered with AAE. (3)

Type Habbllns sliding side bogie van registered with AAE. (4)

Type Uacs bogie silo operated by VTG in 'Max Aicher' green. (4)

Type Sgnss (T5) bogie flat with two 20' tank containers. (4)

Type Sgnss (T5) bogie flat with 'LKW Walter' lorry trailer. (4)

Switzerland

Epoch IV – SBB Re4/4^{II} Bo-Bo electric, in green. (2)

SBB 'Re10/10' – set of Re6/6 11672 *Balerna* and Re4/4^{II} 11361 in red; both locos are fully equipped. (2)

Type Tgpps four-wheel swing roof grain hopper in blue. (4)

Epoch V

Update – SBB Ae6/6 as 610 487-1 'Langenthal' in cargo red & blue. (4)

EWIV first and second in original condition, suitable for push-pull trains, on bogies without yaw dampers, plus restaurant with pantograph and driving trailer second. (All 3)

Epoch VI

Bo-Bo electric Re 421 394-8 in 'Zurich – Munich' advertising livery. (4)

Bo-Bo electric 460 078-9 'Nendaz' with different graphics each side. (1)

Vectron multi-system Bo-Bo electric 193 451-2 with alpine graphics. (4)

Beilhack rotary snow plough in brown, fully working digitally controlled model. (2)

Type Sgnss (T5) bogie flat with 'lemoli' lorry trailer. (3)

Type Sgnss (T5) bogie flat with two 'CarbaGas' swap bodies. (4)

Set of two type Uacns bogie silos lettered for 'Jura Cement'. (1)

Rollende Autobahn set of three low-floor lorry carrying flats operated by HUPAC. (2) Additional intermediate wagon. (2)

Austria

Epoch III – ÖBB Rh638 4-6-0 (P8/BR38) without smoke deflectors. (1)

To accompany – set of three vehicles, two type C3 six-wheel clerestory roof compartment coaches, one with raised brake house, and a type Dih baggage van with raised cupola lookout. (1)

Epoch IV

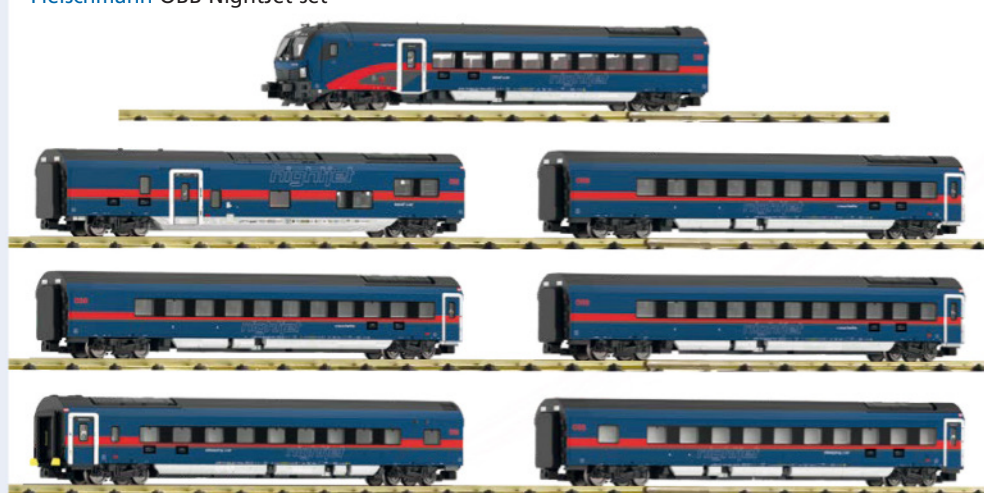
New tooling – ÖBB Rh1010 Co-Co electric, in green. (4)

Type Bp fast train second bogie coach in 'jaffa' livery. (2)

Set of two type Ks four-wheel low-sides loaded with wire coils. (1)

Set of three bogie tanks with 'Schwechat 2000' branding. (1)

Fleischmann ÖBB NightJet set



Epoch IV-V

ÖBB Rh1044 Bo-Bo electric, in orange. (2)

Epoch VI

New tooling – seven coach NightJet set: Bfmpz driving trailer, ABbmvz composite, three Bcmz couchette seconds, and two WLAmz sleepers. Each coach is equipped with interior lighting and current-carrying couplers, and the compartments differ (e.g. open and closed doors). (3)

To power the train – 1116 195-9 in new NightJet livery. The locos formerly in the NightJet livery have been given an overhaul. The previously used starry sky is now a thing of the past – instead of foils, preference was given to the colours of the latest NightJet coaches.

Beilhack rotary snow plough in ÖBB Infra traffic red, fully working digitally controlled model. (2)

Fleischmann ÖBB Beilhack snowplough



Set of two type Shimmns telescoping cover bogie bulkhead flats. (3)

Type Habbllns bogie sliding side van registered with SETG. (4)

Set of three type Eanos bogie opens loaded with scrap. (4)

Italy

Epoch IV – UIC first and second compartment coaches, without skirts, in slate grey. (2)

Czech Republic

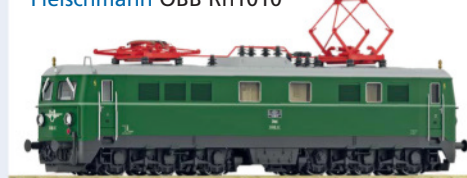
Epoch VI – Vectron multi-system Bo-Bo electric 193 696-2 with advertising for the bicycle hire service. (1)

Metrans Herkules Bo-Bo diesel 761 102 in an eye-catching advertising livery with the motto 'Past, Present, Future'.

Set of two type Shimmns short bogie bulkhead flats with hooped covers. (3)

CD Cargo type Habbllnss sliding side bogie van. (4)

Fleischmann ÖBB Rh1010



Poland

Epoch VI – set of three type Falns bogie side discharge hoppers in 'Norske Skogs' blue. (3)

Hungary

Epoch IV – MÁV M62 Co-Co diesel in orange. (2)

Set of four four-wheel wagons: types Ks lowside, E open, Gbs van and Zs tank. (2)

France

Epoch III – Prussian T18 4-6-4T as SNCF 232T. (2)

Two accompany – set of three bogie coaches, composite and two seconds. (2)

Epoch V-VI – BB426063 in FRET silver and green. (3)

Type Res bogie lowside with side stakes carrying wire coils. (4)

Belgium

Epoch III – SNCB/NMBS class 64 4-6-0 (P8/BR38) without smoke deflectors in green. (1)

To accompany – set of two bogie coaches and a baggage van with raised cupola lookout. (1)

Type Pwgs four-wheel goods train guards van without lookout. (1)

The Netherlands

Epoch VI – B-B electric 9902 in Railexperts 'Tommie and Tess' children's books livery. (1)

B-B electric 7178 in VolkerRail livery, with added cab air conditioning unit. (2)

Type Zags gas tank with sun shield lettered for 'Elphee Gas BV'. (1)

Type Tadgs swing roof bogie hopper with 'Grawaco' graphics. (1)

Type Sdggmrs (T2000) articulated double pocket wagon operated by wascosa carrying two 'Hofman' curtain-sided trailers. (3)

Norway

Epoch VI – set of three type Falns bogie side discharge hoppers in 'Norske Skogs' blue. (3)

Spain

Epoch IV-V – German BR220 as RENFE 340 in green and yellow. (2)

UIC type AA first and BB second bogie coaches. (Both 2)

Epoch VI – type Res bogie lowside with side stakes, carrying wire coils. (1)

Type Shimmns short bogie bulkhead flat with hooped cover lettered for 'Tramesa Steel'. (3)

Type Shimms short bogie bulkhead flat with telescoping cover. (3)

Minitrix DB BR01



Minitrix

New items are presented in a 44 page brochure. Anticipated delivery is not given; lists are issued regularly to dealers.

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

Epoch I

Insulated beer van used by the Häberlen brewery in Gaildorf on the Royal Württemberg State Railways (K.W.St.E.), to mark the brewery's 150th anniversary.

Epoch II DRG

To mark the 175th anniversary of the Geislingen grade, an E93 Co-Co electric, the German 'Crocodile', as it was around 1937. The bonnets are made of metal-impregnated plastic.

To accompany – set of ten type Erz Ild OOT Saarbrücken / Ootz43 bogie hoppers, with medium high upper body and a brake platform, loaded with real scale-size iron ore.

Epoch III DB

Club Exclusive model for the year – marking one hundred years of the BR01 Pacific, 01 058 with old boiler, closed front skirt, and small Witte smoke deflectors, for the first time with a 2'2T30 short tender.

DB 89 853 0-6-OT, former K.Bay.Sts.B. class R3/3, built from 1898. MHI limited edition. First Minitrix 0-6-OT with sound.

To accompany – limited edition GmP mixed train of four-wheel vehicles from around 1958 consisting of one type ABie (BCi Bay10) coach, one type Bie (Ci Bay 10) coach, one beer van from the J.G.Reif brewery of Nürnberg, and one type Gmhs53 van.

Hobby – type Gmms40 van, standard design 10.58m long, panel sides with ventilation openings.

Epoch III DR

BR89 0-6-OT dating from 1898. This version of the model comes with a decoder installed but not sound.

To accompany – set of three second class four-wheel coaches, two type B 541 one type Btr-541 car (former type Cd-21b/33) for passengers with luggage, in c.1964 condition.

Epoch IV DB

New tooling – BR110.3 Bo-Bo electric, nicknamed 'Trouser Crease', in cobalt blue with double lamps, rain gutters above the end windows and cab doors, end handrails, and continuous ventilation band consisting of seven long Klatte grilles, but without skirting and buffer cladding. The body will be metal.

Minitrix DB BR110.3



Minitrix DBAG BR249 Vectron Dual Mode Light



Minitrix DBAG type Bduu^{497.2}



Minitrix Club wagon for 2025 is a standard Uerdingen bogie tank with brake platform privately owned by the Zeller + Gmelin GmbH & Co.KG oil refinery of Eisingen/Fils.

Epoch IV DR

Type OOt⁶⁷⁷⁸ bogie hopper with a middle upper body, two unloading hatches on each side, and a brake platform, on standard welded pressed sheet metal bogies with a beam welded on as reinforcement. Loaded with coke.

Epoch V

Hobby – DBAG BR232 Co-Co diesel, now with LED lights and sound.

Type Zs four-wheel tank privately owned by the KVG Tank Car Leasing Company.

The Trix Club Anniversary wagon (for those with twenty-five years membership) is a DBAG type Sdgkms707 bogie pocket wagon carrying a lorry trailer with 'Minitrix' branding.

Epoch VI

New tooling – DB Cargo BR249 Vectron Dual Mode Light Bo-Bo.

Modified tooling – BR155 Co-Co electric with body made of metal-impregnated plastic and now with digitally controlled working pantograph.

Modified tooling – BR291 B-B diesel operated by Railsystems in black with "Amazing Amelie" graphics.

BR218 B-B diesel in orange and white as 218 117-0 operated by the Neckar-Schwarzwald-Alb in c.2022.

To accompany – coaches for the SVG trains to Lake Constance, types Bnrbdzf^{480.1} second driving trailer, Bduu^{497.2} second, Bnrdz⁴⁵¹ second, Bnrz⁴⁵¹ second, and Dm bicycle transport can (with tail lights), all in blue & grey.

New tooling – set of two Bduu^{497.2} coaches in different versions for the RE 7 'Murg Valley Recreation Express' from Ludwigshafen via Mannheim, Karlsruhe, Station, Rastatt, and Gaggenau to Freudenstadt in the Black Forest, as they were in 2022.

To complete the train – type Bnrbdzf^{480.1} driving trailer second.

As motive power – 218 425-7, DB Regio Bayern with roof modified to accommodate the MTU engine, with parallel exhaust hoods and Behr cooling equipment.

The Minitrix Museum Car for 2025 is a type Fcs⁰⁹² four-wheel hopper in 'Leonhard Weiss' yellow livery. As usual it is a limited edition available only at the Märklineum Store in Göppingen.

Minitrix DBAG BR155



Switzerland

Epoch VI

Bern – Lötschberg – Simplon 'GOLDEN PASS LINE' express, set of four EWIII coaches, one type AD first/baggage, one type A first, one type B second, and one type Bt second driving trailer, all in the white/bright green paint scheme. A further set of a first and second will be available to extend the train.

As motive power, a BLS class Re420 electric.

SBB Cargo type Sgns bogie container flat loaded with two 'co-op®' refrigerated containers, with apple graphics.

The wagon will also be available with no load, and there will be a pack of six different containers (sunflowers, gerbera, lettuce, oranges, lemons, and strawberries).

Austria

Epoch VI

Type Sgnss container flat on Y25 bogies operated by GATX Rail Austria, carrying three Innofreight bulk freight containers.

Czech Republic

Epoch V

CD type Y/B express second in grey/blue/red livery.

France

Epoch IV

Hobby: SNCF CC 6500 electric in grey & red, now with LED lights and sound for the first time.

Grand-Confort coach sets – open first with baggage compartment and dining car; two open firsts.

The Netherlands

Epoch VI – Rotterdam Rail Feeding B.V. (RRF) class 1600 electric as number 4402 in orange & black.

Type Sgns bogie container flat on Y25 bogies, leased to Railion Nederland, loaded with two 20' tank containers for the freight forwarder 'DEN HARTOGH'.

Type Sgns bogie container flat on Y25 bogies used by RailRelease BV, registered in Luxembourg, loaded with an 'Evergreen' 40' container.

Minitrix Railsystems BR291 Amelie



Piko DB BR132



Piko

The N catalogue is 52 pages, with new items noted; there is no separate new items leaflet. Expected delivery quarter noted in brackets.

Epoch IV DB

Modified tooling – BR132 1-C-1 electric with series insulators and standard DB lamps. (2)

Set two skirted first class coaches for the IC 'Merkur', one compartment and one open, in red-beige. (1)

Six-wheel *Umbauwagen* now for Epoch IV, in pairs – AB3yg composite + B3yg second, B3yg second + B3yg second, and B3yg second + BD3yg second baggage. (3)

Epoch V

BR185 Bo-Bo electric in Railion red. (2)

Epoch VI

New tooling – DBAG BR152 Bo-Bo electric. (1)

DBAG BR101 Bo-Bo electric with 'Tessin' advertising. (1)

BR185 Bo-Bo electric in Alpha Trains silver & yellow. (2)

BR440 four-car electric unit in 'bwegt' yellow & white. (1)

Type -n coaches in GfF blue and white – composite, second, and Wittenberg type driving trailer. (1 and 2)

New tooling – bogie chemical tank wagon, polished chrome finish, either 'VTG' or 'GATX'. (1)

Type Falns side discharge bogie hopper, either 'RBH' or 'OnRail'. (3)

The Netherlands

Epoch III

NS 1200 Co-Co electric in turquoise. (3)

Epoch IV

NS 1100 Bo-Bo electric, in blue with yellow 'noses'. (1)

NS 2400 Bo-Bo diesel in grey & yellow, with warning beacons. (3)

Epoch VI

6400 Bo-Bo diesel in grey & yellow with 'Railion Logistics' red overlay on cab sides. (3)

Type Falns side discharge bogie hopper in 'VTG' blue. (3)

France

Epoch IV

BB 25500 with long cabs in beton grey. (3)

Corail first and second open saloons and compartment first and second, plus second baggage. (All 3)

Two sets of two Corail coaches, first plus second and second plus second baggage. (Both 2)

Epoch VI

Two sets of two Corail coaches in 'Alsace' livery. (2)

Brawa DB E44



Piko DBAG BR152



Piko chemical tank GATX



Two sets of two Corail coaches, first plus second and second plus second baggage. (Both 3)

America

65-ton Whitcomb diesel (ex USATC) as Lehigh & New England, two numbers. (2)

Brawa

N occupies just four pages of the 60 page brochure.

Epoch III

DB BR244 Bo-Bo electric.

DR four-wheel diesel railbus VT 2.09.

Epoch IV

DR BR132 'Ludmilla' Co-Co diesel, weathered, as a limited edition.

DR BR171 four-wheel diesel railbus, set of two.

Liliput

N occupies 8 pages of the 26 page leaflet.

Epoch II

Modified tooling – set of three type SSy45 heavy duty bogie flats with SSy45/Rlmp700 frames, with side stakes, on standard Deutz bogies.

Three-stanchion railings, stakes, and bridging plates supplied.

Epoch III DB

Modified tooling – set of three type SSy45 heavy duty bogie flats, with side stakes, on standard Deutz bogies.

Type SSy45 heavy duty bogie flats with side stakes of the F.F.A. registered with the DB.

Type SSy55 heavy duty bogie flat with SSy55/Rlmp650 frames on Minden-Dorstfeld DB 931 bogies, used by the US Army Transportation Corps, registered with the DB, loaded with a weathered cylindrical tank. Bridging plates supplied.

Piko chemical tank VTG



Epoch IV DB

Modified tooling – set of three type Rlmp650 heavy duty bogie flats with SSy55/Rlmp650 frames on Minden-Dorstfeld DB 931 bogies, loaded with weathered cylindrical tanks. Bridging plates supplied.

The tank is available separately.

Epoch IV DR

Set of three type Rlmp3890 heavy duty bogie flats on Niesky bogies. Four-stanchion railings supplied.

Epoch VI

Dienstgüterwagen 206 on Y25 bogies, with high-performance buffers. In the 1980s the DB converted a number of former SSy45 (later Rlmp700/Rlmp651) with side railings, end ramps for loading road vehicles, and a box with electrical connections, for carrying road vehicles with elevating work platforms to be able to work on overhead lines when an overhead line or tower railcar could not be obtained quickly. They were initially painted black or brown, later yellow. The cars were often also used as cable drum cars for use with tower railcars. Some of them are still in use today.

New tooling – type Uagpps bogie grain hopper on Y25 bogies. The wagons have an interior coating that is suitable for food. The top fillers are either flaps or sliding covers. The design also allows for loading from the ground. Gravity unloading is in the middle of the track via three pairs of hopper doors, controlled by an operating mechanism on the side of the wagon.

The first examples were built for Bulgaria in the 1980s. Since then the number of wagons (built for example by Transwagon Burgas, Fauvet Girel, or Kolowag) has grown steadily, mainly for eastern European countries.

Versions:

Epoch V Slovakia 'Glencore' grey, 'Burgt EUROTRAIN' green, 'Rail4Chem' green set of two, 'Wagon Care' blue set of two; Bulgaria (BDZ) brown set of two, mixed set one each red and brown.

Epoch VI Netherlands 'NPE' blue, 'Grawaco' grey set of two; Germany 'NACCO' light grey set of two; Czech 'Loko Trans' grey.

Liliput type Uagpps hoppers



Arnold DR ASF



Arnold

Arnold N and TT are again in a separate 135 page catalogue, not with the Hornby International HO brands. New items are indicated, with a colour code for new tooling, modified tooling, and new versions; there is no separate new items leaflet.

No expected delivery dates are given.

Some items have been announced previously.

Epoch III DR

BR95 2-10-2T coal fired, with modernised sandboxes, now with working running gear lights.

Modified tooling – unique Pacific 18 201, coal fired, in original green without striping. The digital sound version has a new sound system.

New tooling – type D87 articulated double-deck coaches in bottle green with 'DEUTSCHE REICHSBAHN' lettering and grey roof.

Second set of 'Tourex' coaches, one WR, one SD, and two WLAB, in blue.

Epoch IV DB

Modified tooling – set of three coaches for the TEE 'Rembrandt', consisting of one ARmz²¹⁷ restaurant, one Apmz¹²² open first, and one Avmz²⁰⁷ compartment second.

Epoch IV DR

BR95 2-10-2T oil fired, with modernised sandboxes, now with working running gear lights.

BR132 Co-Co diesel 'Ludmilla' in red with grey roof.

New tooling – ASF four-wheel battery electric workshop shunter in green and in yellow. This will be the smallest ever Arnold powered model.

New tooling – set of four type DBv double-deck articulated coaches, with driving cab, straight front, in leaf green with brown roof.

Two sets of three OSSHD type B coaches, consisting of a first, a composite, and a second couchette all in green/beige and one WR restaurant in Mitropa red plus two seconds in green/beige. All have a brown roof.

Epoch V

Modified tooling – unique Pacific 18 201, oil fired in green with striping and auxiliary tender. Also in red but with second tender in green.

BR234 Co-Co diesel in unique experimental banded mint green.

Epoch V-VI

BR232 Co-Co diesel 'Ludmilla' in traffic red with grey roof.

Bogie cereal hopper with 'Tucher' beer branding.

Epoch VI

New tooling – ASF four-wheel battery electric workshop shunter in InterCity white.

Arnold DR type D87 double-deck stock



Arnold SNCF RGP II



Set of four coaches to represent the IC 'Wawel' (Hamburg – Berlin – Krakow) consisting of one Avmz compartment first, one ARmz²¹⁸ first restaurant, and two Bpmz seconds in InterCity white.

Two sets of three coaches to represent the AKE *Rheingold*, one consisting of ARDm dome observation, one WGmh club coach, and one Avmz open CHECK first, the other one ARmh²⁷¹ restaurant, one Avmz compartment first, and one Apmz open first, all in historic red & beige.

Bogie tank wagon in 'Enviloc' blue.

Set of three bogie tank wagons in with 'MAD' animal graphics, new animals (bear, tiger, elephant).

Set of two GATX round-sided bogie silos in 'RAIL CARGO GROUP' neon-green.

Switzerland

Epoch III – set of two SBB type K4 four-wheel vans in blue 'APROZ' livery.

Italy

Epoch III

New tooling – FS heavy articulated tri-bo electric E.646 in 'Treno Azzurro' two-tone blue, with narrow front steps, no horn, single original windscreen wiper on the left of the glass, short roof handrails only on the right of the cabin, and original air intakes on the sides.

Sets of two four-wheel tank wagons in either 'Agip' or 'Shell' silver.

Epoch IV

FS D.445 diesel, first series, with round lamps, in original green and brown livery.

New tooling – FS heavy articulated tri-bo electric E.646 in green/grey and in two-tone brown, each with aluminium trim, and large steps.

Type Uas flat-sided bogie hopper with 'Pagnan' lettering, in grey.

Epoch IV-V

FS D.445 diesel, second series, with two low lamps, in 'MDVC' livery.

New tooling – FS E.646 'Navetta' tri-bo articulated body electric, second series, with Triplex windows and silver roof, in 'MDVC' livery.

New tooling – FS E.645 tri-bo articulated body elec-

tric, second series, with Triplex windows, in two-tone brown. The new body is without moulded trim and has Triplex windows and new details on the roof and front.

FS D.445 diesel, third series, with four low lamps, in the first version of the 'XMPR' livery.

Epoch V

E.656 tri-bo electric, second series, with side dampers on the bogies, in blue/grey.

Set of two UIC Z1 coaches, one first in grey/yellow and one second in 'Bandiera' livery.

Set of two UIC Z1 seconds, one in Eurofima C1 orange and in 'Bandiera' livery.

Epoch V-VI

E.656 (not 655 as listed) tri-bo electric, fourth series, with side dampers on the bogies, in 'XMPR Cargo' livery.

Epoch VI

E.656, fifth series, in blue/grey, as a 50th Anniversary limited edition. It comes in commemorative box, containing a special edition booklet and a key ring reproducing the front of the loco. E656 492 is preserved thanks to the work of the FS Foundation. During 2022 it was completely overhauled in the Foligno workshops, receiving the classic original pearl grey/oriental blue livery and the famous 'Caiman' emblem on the left side of the cabs. It is currently regularly used on historic trains throughout Italy.

New tooling – FS Trenitalia 'Frecciarossa 1000' high-speed train, four-unit base set plus extension set of four intermediate coaches, all in new livery. Also with 'Ducati' advertising on the end cars, and in the joint FS/SNCF version with 'Le plaisir d'un voyage nouveau' advertising.

Type Uagpps flat-sided bogie hopper with new 'Monfer' markings, in grey with red stripes.

France

Epoch III

Modified tooling – SNCF 141R 568 with mixed spoked and boxpok wheels (the latter on the driven axle) and coal tender with rivetted tank, in black lined red. A driver is now present.

Also 141R 463 in plain black and 141R 460 in green lined yellow.

Arnold FS E.646 'Navetta'



Arnold SNCF 141R





Arnold RENFE class 444 e.m.u.

Epoch IV

New tooling – RGP II X2700 *autorail* and XR7700 trailer as rebuilt, in green/beige. Also in orange/silver and orange/grey.

CC72071 Marseille diesel in original livery.

CC6502 electric Mistral, original silver livery.

Two-system electric CC21003, silver livery.

CC21002 in beton (concrete) grey with 'Beffara' logo.

The CC21000 electrics were rebuilt to CC6500 in 1995 and 1996, taking the numbers 6575 – 6578. All were withdrawn in 2005. 6575 (formerly 21001) is on static display at Nîmes dépôt.

Sets of three and four Mistral 69 air-conditioned stainless steel coaches to represent the TEE 'Jules Verne'.

Two sets of three first class coaches to represent the TEE 'Mistral' (Nice - Paris), consisting of one Vru, one A8tu, and one AD4tux, plus one Arux, one A8u, and one AD4tux. The A8u and A8tu will be available separately to extend the train.

Set of two four-wheel tank wagons with 'BYRRH Préfontaines' branding.

Bogie tank wagon with 'Elf' graphics.

Bogie sugar hopper used by 'Cantalou'.

Type G4 four-wheel van with Permaplex walls and 'JOUF Trains' decoration.

Epoch IV-V

Set of two type Kijls/K70 four-wheel hooped cover bulkhead flats with 'Citroën' logo.

Epoch V

CC72006 diesel in Multiservice livery with old SNCF logo in red on one end.

Set of four-wheel tank type G4 four-wheel van in Colas Rail orange.

Epoch VI

Set of two chlorine tank bogie wagons lettered 'VTG' and 'Ermewa' in beige/orange/red.

Curved-side bogie cereal hopper wagon lettered for 'Millet' with 'Telefoot' graffiti.

Spain

Epoch III

Modified tooling – type DGCT postal van in olive green with large lettering.

Epoch IV

Bo-Bo electric 269-078 in green/yellow with modern logos on the ends.

New tooling – class 444 three-car electric unit in original condition with communication doors in the ends, in red/yellow livery (1980 – 1993).

Also as class 444-500, with full cab ends, in 'Estrella' livery (1987 – 1994).

Bz5x-10500 coach 'Guarderia' in Estrella livery.

Modified tooling – set of two type DGCT post vans in yellow livery.

Epoch IV-V

Set of two type Lis four-wheel hooped cover bulkhead flats with modern 'Transfesa' logo.

Epoch V

New tooling – class 444 three-car electric unit in original condition with communication doors in the ends, in blue-white livery (1990 – 1994).

A8lv-10500 coach 'Superreclinable' in 'Largo Recorrido' blue/white livery.

Two sets of two type JPD sliding side four-wheel vans, in 'TEM' green and with 'San Miguel' beer branding.

Epoch VI

Bo-Bo electric 269-413 in ALSA blue/white.

New tooling – Italian 'Frecciarossa 1000' high-speed train, four-unit base set plus extension set of four intermediate coaches, with 'Iryo' branding.

CIWL

Epoch II

Modified tooling – two packs of three coaches for the 'Étoile du Nord', each consisting of a DD3 baggage van, VP Flèche d'Or, and VPC Étoile du Nord, all in blue & ivory.

Two similar sets for the 'Edelweiss Pullman Express' but with the baggage vans in blue.

Epoch III-IV

Two sets of three coaches to form the 'Sud-Express' linking France, Spain, and Portugal – DD3 baggage, RENFE AA 5000 in green, with corridor connections, and WL; one VPC Étoile du Nord and two WL.

Lemke

New N occupies 14 pages of the 64 page A4 size brochure (plus 5 pages updating previous announcements and 9 pages devoted to current stock).

Hobbytrain SBB Re4/4II



Hobbytrain

The E63/BR163 and E60/BR160 electric shunters were expected in February.

New tooling – Mercedes-Benz Unimog U243 road-rail vehicle, three versions.

SBB Re4/4II first series, three green versions and Swiss Express orange & grey.

Re4/4II in SBB Epoch IV red, as Südostbahn Epoch VI Re446, also in 25th anniversary livery and with 'Fernweh' graphics.

BR189 multi-system Bo-Bo electric – DB Cargo traffic red, with and without logo, Rotterdam Rail Feeding orange & black, and Beacon Rail blue.

BR248 Vectron Dual Mode in DB, CD Cargo, and Flex versions.

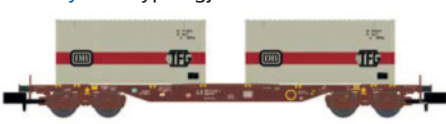
New tooling – type Sgjkmmss⁶⁹⁹ bogie container flat carrying two 20' containers, four versions – 'DB', 'TFG', 'P&O', and 'Evergreen'.

Type Uacs bogie cement silo in sets of three as used by 'Holcim', either with new logo or panoramic photos.

Also singly as used by 'SERSA'.

Type Hbbllns four-wheel sliding side van, with graffiti, different each side.

Hobbytrain type Sgjkmmss⁶⁹⁹



Jägerndorfer for Lemke

DR E89 in Epoch II grey

ÖBB Rh1089 in Epoch IV green

City Airport Train (CAT) four coach set, with Rh1014 electric, Epoch VI.

Jägerndorfer ÖBB Rh1089



Arnold RENFE type DGCT post van



Arnold CIWL Edelweiss Pullman Express



LS Models Snälltaget couchettes



LS Models

Exclusive editions for Lemke.

Set of two Snälltaget Bvcmz248.5 couchettes. Ten of these previously used on CityNightLine and DB night trains were acquired from Germany and modernised in 2020. They are now used on the Stockholm – Berlin route. In addition, a night train has been running from Stockholm to Salzburg since 2022.

Additional single coach.

CD WLABmz⁸²⁶ in three versions – Praha, Kutna Hora, and Trebic, all Epoch V.

Set of two ÖBB WLABmz + WLBmz sleepers, Epoch VI.

Kato via Lemke

As in HO, DR VT18.16 / BR175 diesel train set.

ICE 4 (BR412) No.9457. To mark the thirtieth anniversary of the ICE, the set was named *Federal Republic of Germany* by the Federal President in June 2021. Since then, it has carried the German flag colours instead of the red stripe. Another special feature of the train is that it is a so-called ICE XXL, as it consists of thirteen cars. The model is offered as seven and six car sets.

The standard ICE4 is produced in four, five, and three car sets.

The four car basis also features in a start set with an oval of track and a simple controller.

There will be six new Epoch VI versions of the Class 66/77 diesel – DB Cargo red, DB Cargo 'Climate Hero', Freightliner, Rotterdam Rail Feeding, Lineas, and RHC.

Jägerndorfer

There is a separate 24 page landscape format A4 catalogue for N; however nothing is noted as new this year and much is still awaited.

REE / Mikadotrain

The type Sggmrss80 articulated container flats are now being delivered.

Future plans include:

UIC coaches, fifth run – second quarter.

UIC *Le Capitole* coaches – second quarter.

BB75000/27000/37000 Prima – fourth quarter.

X2400 *autorail*, first run – fourth quarter.

X2800 *autorail*, fifth run – fourth quarter.

BB67400 diesel, first run – 2026.

SudExpress

N is featured on 26 pages of the 126 page 2025-2026 full catalogue.

New versions of the Euro 9000 Co-Co – Rail Force One, Lokomotion (blue zebra stripe), HSL (two liveries), RTB Cargo (two liveries), Rail Car, and BBL. (All Q1)

New versions of the Euro 6000 Co-Co – DB Cargo, DB Cargo/Transfesa, and Captrain (two numbers). (All Q2)

New versions of the Spanish class 256 Co-Co, RENFE Mercanias, Continental Rail, and Medway (two liveries). (All Q2)

New versions of the Euro 4000 diesel – Captrain and Europorte, and as Spanish 335 Captrain (two liveries), Medway, and TakCargo. (All 4)

New versions of the Euro Dual BR159 Co-Co – BSAS, MAD, EBS (two numbers), Captrain, and Raildix. (All Q4)

Eleven versions of the type Sggmrss 90' Smart GigaWood close-coupled pairs of bogie stake flats, including four Austrian, three German, two Czech, and

two Portuguese. There will also be twin packs of Austrian wagons with either yellow or pink bulkhead ends. (All Q2)

Fulgurex

The pioneer Seebach-Wettingen electrics Fc2x2/2 *Eva* und *Mariannli*, the first electric locomotives in Switzerland, were built and tested by the manufacturers and then taken over by the SBB. They were in regular operation until 1960. Six versions are planned, with the option of digital. Limited to a total of 250. The project is still illustrated with archive photos.

The SBB/CFF, BT, and STB Ce4/4 are illustrated with photos of actual models, presumably advance samples. Orders are invited.

The previously suggested PLM/SNCF 262 'double diesel' with two Swiss Sulzer engines was built for the Paris – Lyon – Méditerranée and shown at the colonial exhibition in 1931. Tests in 1933 showed it could match steam or electric traction.

There are two variants: as built with three front windows and as rebuilt with two. There will be seven versions of the model, three PLM and four SNCF. The hand-made brass modela will feature two motors, and will come with a digital decoder fitted. Production will be limited to 250 in total. The project is illustrated with photos of the HO model.

There is no mention of the NORD/SNCF Pacifics 3.1201-3.1240 and 3.1241-3.1250 which were planned for 2024/2025.

SudExpress Euro Dual BR159



SudExpress Innofreight Gigawood wagons



REE / Mikadotrain type Sggmrss80 flats



Kato DBAG ICE4



Kato DR VT18.16 / BR175

Märklin

Epoch III DB

New tooling – BR03¹⁰ Pacific with as rebuilt with the streamlining removed, high-performance new design boiler, small Witte smoke deflectors, and Leading bogie with spoked wheels.

To accompany – new tooling – set of five different standard design 1928 to 1930 express train coaches (Group 29): one type Pw4ü-29 baggage car, two type C4ü-28 thirds, and two type ABC4ü-29 tri-composites, all with interior detail.

New tooling – DB E60 1-C electric in red, with shunter's platforms. Metal frame, high-efficiency motor, headlights with warm white LEDs, cab lighting.

Privately owned four-wheel refrigerated van lettered for the firm 'Kühltransit A. G.'.

Märklin E60



Epoch IV DB

Pacific 01 2118-6, formerly 01 118, now in private preservation, to mark 100 years of the class.

BR288 former Wehrmacht double diesel electric (Do+Do) in crimson, as converted with Maybach engines, no roof extensions, and four sandboxes each side of both halves.

BR194 Co-Co electric with a type Bnb⁷²⁰ Silberlinge second, as common on the Geislingen grade.)

BR232 (former V320) heavy C-C diesel in fictitious TEE red & cream livery.

BR290 general-purpose B-B diesel hydraulic in ocean blue/ivory.

To accompany – construction train wagon set consisting of: rest car 456, foreman's car 407, and bunk car 427 (all converted from type 3yg Umbauwagen), plus type Kklmmo⁴⁹⁰ short wheelbase four-wheel lowside (former type X05).

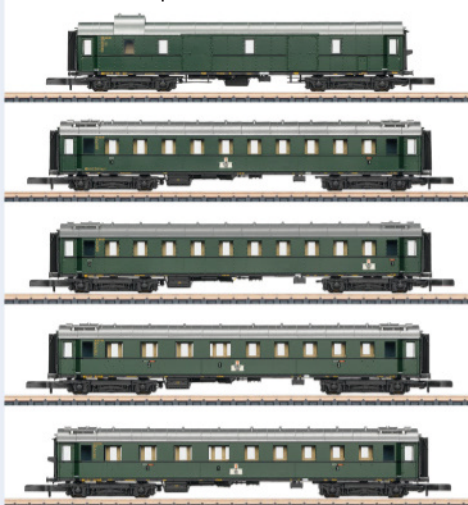
Märklin 01 2118-6



Märklin BR03¹⁰



Märklin Group 29 coach set



Set representing the autumn sugar beet harvest on the route of the Grafschaft Hoya (VGH) from Syke via Bruchhausen-Vilsen and Hoya to Eystrup, with three type Eo17 four-wheel steel opens hauled by V36 005 (former DB 236 237-4) in green. Set of two more differently numbered type Eo17 wagons to extend the train. All wagons loaded with imitation beets.

Epoch V

MHI limited edition – DB BR410.0 InterCity Experimental (ICE-V), five-part unit as around 1986.

Insider Model for 2025: new tooling – DBAG BR628.2 diesel railcar with BR928.2 driving trailer, in traffic red. Plastic bodies, frames of metal-impregnated plastic, directional LED head/tail lights, cab interiors, interior details, passenger area lighting, coreless motor, built-in buffer capacitor.

Märklin BR628.2/928.2



Märklin BR103



Epoch VI

BR103 Co-Co electric as DB Museum 103 113-7, in an attractive wooden presentation box. The body is made of metal-impregnated plastic for the first time.

BR111 Bo-Bo electric number 111 074-1 (Hilde) in the colourful 'Touristik' livery.

To accompany, two sets of two similarly decorated double-deck coaches, two type DABpza^{758.5} and type DBpza^{753.5} with type DBpbzfa^{765.6} driving trailer.

Switzerland

Epoch VI

SBB Zürich S-Bahn train, consisting of a class Re420 electric as modernised under project LION, with double-deck stock – one second, one composite, and one second driving trailer.

Austria

Epoch III

ÖBB Rh1018 1-Do-1 electric in fir green.

To accompany – set of three express coaches in dark green, one first and two seconds.

Epoch VI

Salzburg Railway Transport Logistics (SETG) B-B diesel hydraulic V100.57 (former DB 212 357-8) in bright green / light grey, as from 2020.

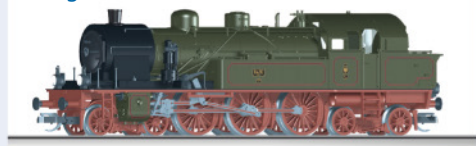
Tillig

The catalogue is 60 pages, once again in a format shorter than A4.

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

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

Tillig Prussian T18



Epoch I

Modified tooling – Prussian T16 4-6-4T. (2026)

Clerestory roof bogie third. (2)

Type Ommk(u) four-wheel open with brake house in both Sachsen and Baden versions. (Both 2)

Epoch II DRG

New tooling – BR84 2-10-2T. (2026) The chassis block, running plate, and cab are described as new, and several features highlighted as added parts – this implies a modification or update.

Limited edition – BR86 2-8-2T in photographic grey. (4)

EG 3 1-B+B-1 articulated body rod-coupled electric. (4)

Limited edition – set of three type Mci-43 four-wheel coaches converted from goods vans in dark grey. (2)

Type Pw4ü-37 bogie baggage van. (1)

Four-wheel tank with brake platform, 'Chemische Fabrik Julius Jacob, Ammendorf' and 'Luftkreiskommando 2'. (1 and 2)

Epoch III DR

VT 137 diesel railcar with VS 145 driving cab trailer in red & cream. (2)

Limited edition – fourth set of two bogie vehicles to form the D 118 Leipzig – Köln train, one couchette second and one type Pw4i-32 baggage van. (4)

Type B4ge bogie second, new number. (1)

Type Pw4ü bogie baggage van. (1)

Type TTnhr refrigerated bogie van. (1)

Type BT four-wheel flat with load of four small box containers. (4)

New tooling – type Zr four-wheel tank with brake cabin, set of two. (4)

Epoch III DB

VT 32.0 railcar with VS 145 trailer with driving cab in red. (2026)

Type WR4üm-64 skirted restaurant in 'DSG' red. (3)

Type B4üm-54 second. (3)

Type Pwi long wheelbase four-wheel baggage van. (2)

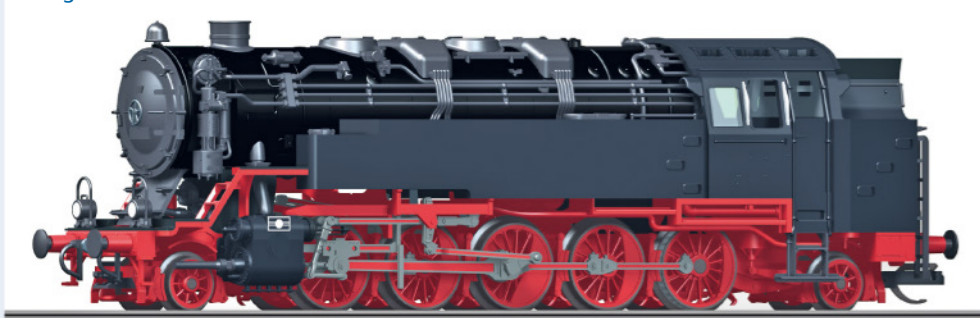
Type Omm52 four-wheel open with brake platform. (2)

Type Kmmgk58 four-wheel wagon with sliding roof and sides. (2)

Type Kmmk51 four-wheel wagon with sliding roof. (3)

Set of two Omm55 four-wheel opens, one with brake platform, both loaded with coal. (4)

Tillig BR84



Tillig BR50



Four-wheel tank with brake platform in black with 'DEA' logo. (4)

Epoch IV DR

BR35¹⁰ 2-6-2. (1)

Limited edition modified tooling – BR50 2-10-0 with ESU Lok-Sound. (4)

Modified tooling – BR50 2-10-0, with new front deck supports, small smoke deflectors, cab roof vents with etched mesh. (4)

BR118 B-B diesel hydraulic with two white bodyside bands. (2)

BR243 Bo-Bo electric in Bordeaux red. (3)

Short bogie type BDghws second baggage and Bghw second in green (1 and 2) and type Wgr 'Mitropa' restaurant in sand & beige. (2)

Type Bmhe middle entrance second in green and green & cream. (Both 2)

Type Y/B70 first in 'Städteexpress' orange & cream. (3)

Type Post me-bl/24 bogie van in green. (2)

Type EI5598 four-wheel steel open. (2)

Type Gbs15000 long wheelbase four-wheel van. (1)

Epoch IV DB

Limited edition – BR218 in City-Bahn orange & grey. (4)

Limited edition – Bo-Bo electric 182 001-8 (originally E 320, one of only three built) in red & white. (4)

Four-wheel tank with brake platform in black with 'Esso' logo. (3)

Type lbhhlps⁴⁰¹ long wheelbase four-wheel refrigerated van. (3)

Type Sdkms⁷⁰⁷ intermodal bogie flat carrying two 'Krautter & Simon' 20' swap bodies. (2)

Epoch V

BR232 Co-Co diesel-electric. (2)

BR346 0-8-0 diesel in DB Cargo traffic red. (3)

Limited edition – set of three Halberstadt coaches to extend the 'Filmzug'. (4)

Type Tms⁸⁵⁸ four-wheel wagon with sliding roof and sides. (2)

Type Tms⁸⁵¹ four-wheel wagon with sliding roof. (2)

Type Es⁰²⁶ four-wheel open, with paint patch repairs. (2)

Tillig E77.10



Epoch VI

Modified tooling – E77 10 electric as preserved. (3)

ITL Co-Co diesel as W 232-09 in white. (2)

Limited edition – V 270.09 B-B diesel-hydraulic (DB V200) operated by the Schienen Güter Logistik GmbH. (4)

Limited edition – Co-Co diesel-electric 232 426-7 of the Nossen-Rieser Eisenbahn-Compagnie GmbH. (4)

Limited edition – Bo-Bo diesel 247 904 of the Eisenbahn Gesellschaft Potsdam mbH (EGP). (3)

Limited edition – BR642 articulated diesel railcar with 'MV tut gut' graphics promoting Mecklenburg-Vorpommern. (4)

Limited edition – Bo-Bo electric 243 179-9 of DeltaRail GmbH. (4)

Limited edition – Bo-Bo electric 143 841-5 in green with 'Miete mich' branding. (4)

Limited edition – Bo-Bo electric 101 027-1 in RDC Deutschland GmbH blue livery. (3)

Limited edition – Bo-Bo electric 101 019-8 with 'Fahrziel Natur' graphics. (3)

Vectron BR193 Bo-Bo electric in 'Flixtrain' green. (2)

First 'Flixtrain' coach set, two type Bmmz^{264.4} and one Bmmbz^{266.9} seconds. More packs are planned.

Second set of three RDC Deutschland coaches in blue with green SJ branding, one second and two couchettes. (4)

BR642 two-car articulated diesel railcar with 'Erzgebirgsbahn' branding. (3)

Limited edition – first set of three type DBpza⁷⁸⁰ double-deck coaches in 'alex' livery. (3)

Limited editions – two sets of two coaches operated by Gesellschaft für Fahrzeugtechnik mbH (GFT), one with a driving trailer and a second, the other two seconds. (Both 4)

Limited edition – second set of three Halberstadt coaches in Mitteldeutschen Regiobahn blue & white. (4)

Limited edition – type Bybdzf⁴⁸² Wittenberg driving trailer in traffic red used for the Schleswig-Holstein-Express. (4)

Limited edition – Nord-Ostsee-Bahn second. (4)

Limited edition – 'Enercon' sand transport train pack, BR193 Bo-Bo electric and four type Faccns bogie hoppers; another pack of two to extend the train. (Both 4)

Limited edition – HSB loco transfer set, a BR204 B-B diesel in Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn mbH (PRESS) in blue with a four-wheel van and a non-powered BR199.8 of the HSB on standard gauge bogies with the (dummy) metre gauge bogies loaded on a bogie lowside. (4)

Type Res-x^{679.1} bogie lowside. (4)

Type Sggmrs⁷⁴⁷ articulated bogie container flat carrying two 20' 'DB Schenker' containers. (2)

Type Rns bogie flat operated by VTG. (2)

Type Sggmrs articulated bogie flat operated by AAE carrying two 'MSC' 40' containers. (2)

Limited edition – set of two type Sggmms⁴⁵⁰⁵ bogie flats operated by ERR and carrying 'Max Bögl' 40' containers.

Tillig type Zr tank wagons



Tillig StMLB type Fbs open



Austria

Epoch I

Type Ke four-wheel open with brake house. (2)

Epoch II

BBÖ type Ke four-wheel open. (2)

Epoch V

Modified tooling – set of two type Fbs high capacity four-wheel opens used by the Steiermärkische Landesbahnen. (1)

Czechoslovakia

Epoch III

New tooling – type R four-wheel tank wagon with roller bearings, with brake cabin, lettered for 'Chemické závody Záluží'. (4)

Czech Republic

Epoch V

Set of two type Uacs451.1 four silo bogie wagons in blue with 'NHN spol. s.r.o.' lettering. (4)

Epoch VI

Limited edition – T 334.004 0-6-0 diesel (former V36) as preserved at the railway museum in Lužná. (4)

Class 642 articulated diesel railcar in Arriva Vlaky s.r.o. blue livery. (4)

CD Cargo brown type Fbs four-wheel high side open (Beginner). (1)

Set of two type Faccnpps bogie hoppers used by Railco. (2)

Modified tooling – type Laails permanently close-coupled pair of four-wheel telescoping cover bulkhead flats, as converted in 2009. (3)

Two sets of two type Uacs^{451.1} four silo bogie wagons, in green with 'Transportservics s.r.o. Beroun' lettering and in grey as used by 'Holcim (Cesko) a.s.'. (Both 4)

Slovakia

Epoch VI

ZSSK type Y composite sleeper in red & white. (2)

ZSSK type Y/B 70 second in red & white. (3)

Type Eaos bogie open operated by 'Advanced World Transport a.s.'. (1)

Type Zas bogie tank lettered 'DUSLO a.s.'. (2)

Set of two type Uacs^{451.1} four silo bogie wagons used by 'Raj-Wagon Trenčín spol. s.r.o.'. (2)

Hungary

Epoch IV

M61 diesel (NoHAB). (4)

Type Y/B 70 first and second in blue & grey. (3 and 2)

Epoch VI

MÁV type Kils sliding side four-wheel van (Beginner). (2)

Tillig NS tank wagon



Tillig CD type Laails



Arnold Vossloh DE18 BASF



Poland

Epoch VI

PKP Cargo blue type Fbs four-wheel high side open (Beginner). (1)

Switzerland

Epoch V

Limited edition – Lokoop former DR Bo-Bo electric Ae477 905-4 in dark blue. (4)

France

Epoch III

Limited edition – former V36 0-6-0D as SNCF 030DB. (4)

The Netherlands

Epoch II

Modified tooling – four-wheel tank wagon with brake house registered with the NS and lettered for 'APC / ESSO'. (1)

Epoch VI

Type Sggmrs articulated bogie flat operated by WASCOSA carrying two 40' containers. (4)

Denmark

Epoch IV

DSB type E four-wheel open with brake platform. (1)

Arnold

TT and N is now in a separate catalogue, not with the Hornby International HO brands. TT occupies around twelve pages of the 135 page brochure.

Many of the items noted as new have been announced previously.

Epoch IV DB

Set of two bogie silos in 'NACCO' grey.

Epoch IV DR

Four-wheel refrigerated van in new liveries – 'VEB Fischkombinat Rostock', 'Margon' water, and 'Köstritzer' beer, the latter as a twin pack, one white and one black.

Epoch VI

New tooling – Class 66/77 Co-Co diesel electric, in DBAG traffic red, Heavy Haul Power grey, and Hafen- und Güterverkehr Köln (HGK) red.

Modified tooling – Vossloh DE18 Bo-Bo diesel as BR4185 in DB Cargo red/grey.

Vossloh DE18 Bo-Bo diesel in 'BASF' orange.

Set of two type Sffgmss bogie container flats carrying 45' containers lettered for 'P&O Ferrymasters', one yellow, one blue; also singly with either 'ONE' or DB Schenker' containers.

France

Epoch IV-V

Set of two curved side bogie hoppers in 'Transcérales Algeco' grey.

Czech Republic

Epoch VI

Set of two bogie silos in 'Interfracht' neon green.

Arnold type Sffgmss container flats



Arnold DBAG class 77





Piko BR243

Piko

There is no separate new items leaflet for TT, but new items are noted in the 40 page A4 size landscape format full catalogue.

Most locos now have the option of digital sound.
Delivery quarter in brackets.

Epoch I

Prussian G7.1 0-8-0. (1)

Type G02 four-wheel van with KPEV markings, with and without raised brake house. (1 and 3)

Epoch II DRG

BR93 2-8-2T. (2)



Piko DB BR62

Epoch III DB

Modified tooling – BR62 4-6-4T with small Witte smoke deflectors. (2)

BR290 B-B diesel-hydraulic in wine red. (No date)

Epoch IV DR

Modified tooling – BR62 4-6-4T with large Wagner smoke deflectors. (2)

BR118 B-B diesel hydraulic with 'FDJ' emblem. (2)

New tooling – BR243 Bo-Bo electric. (2)

Reko bogie restaurant car in Städteexpress orange & cream. (3)

Four-wheel flat with two 'DSR' 20' containers. (2)

Epoch V

Type Ucs-v four-wheel twin cement silo wagon 'VTG'. (1)

Epoch VI

151 129-4 Co-Co electric in the Railpool 'retro' three element livery, exclusive to Shop System retailers. (1)

To mark the end of the BR151, railwaymen from the Ruhr area undertook a voluntary project to repaint

151-129-4 in a commemorative livery highlighting the three schemes it wore during its working years. The project was a collaborative effort of DB Cargo AG, Railpool, and Piko. A third of the loco received the original Deutsche Bundesbahn ocean blue and beige scheme including the Piko logo on the doors. The middle section was painted in the DBAG traffic red and the last section received traffic red with the Railpool logo on the cab. 151 129-4 wore this era-spanning livery as it took its farewell journey in September 2024 from Hagen to Maschen, Mannheim, Seddin, Bremerhaven, and Seelze.

BR182 Taurus Bo-Bo electric with 'Deutschland-Ticket' graphics. (1)

BR119 C-C diesel hydraulic, with upper third headlight under the windscreen, in as preserved condition. (3)

Vectron Bo-Bo diesel as DB cargo BR247. (2)

G1206 diesel in Infraleuna blue. (4)

BR312 0-4-0 diesel in EBS red. (4)

BR442 three car electric unit as operated by Abellio. (2)

New tooling – as in N, bogie chemical tank, polished chrome finish, 'VTG' and 'GATX' versions. (1)

Type Falns side discharge bogie hopper with 'RBH' branding. (2)

Four-wheel flat with two 'PRS' 20' containers. (2)

Czechoslovakia

Epoch V

CSD Cargo class 242 Bo-Bo electric. (4)

CD Cargo class 230 'Laminatka' Bo-Bo electric. (2)

Four-wheel flat with 'Intrans' 40' container. (2)

Epoch VI

CD Cargo class 388 (TRAXX 3) Bo-Bo electric with 'Metrans' branding. (3)

CD Cargo class 230 Bo-Bo electric. (4)

CD Cargo class 242 Bo-Bo electric. (4)

Poland

Epoch VI

Vectron multi-system Bo-Bo electric as PKP Cargo EU46. (1)

Roco DB BR86



Roco

Roco already had some TT items and acquired the Kühn range in late 2023. They have now published a separate 44-page TT brochure.

Epoch II

BR80 0-6-0T. (1)

BR945-18 0-10-0T (Prussian T16.1). (1)

Set of two type ZZw Uerdingen bogie tanks in grey. (4)

Epoch III DR

BR80 0-6-0T. (1)

Epoch IV DB

New tooling – BR86 2-8-2T, with long cutout water tanks, welded bunker extension, DB reflex lamps, and flange lubrication equipment. (4)

BR111 Bo-Bo electric in blue-beige. (4)

To accompany – set of three Silberlinge coaches (composite and two seconds) with blue solebars, plus matching Karlsruhe type driving trailer. (Both 4)

Set of two type Eanos bogie opens. (2)

Epoch IV DR

BR945-18 0-10-0T (Prussian T16.1) with cab roof vent. (3)

New tooling – BR86 2-8-2T, with long cutout water tanks. (3)

Set of two BR111 B-B diesel-hydraulic heavy shunters with end handrails, in yellow. (2)

BR142 Co-Co diesel-electric. (1)

BR230 dual system Bo-Bo electric. (1)

Czech class M152.0 (later 810) four-wheel diesel railcar and trailer as fictitious DR BR174.

Two sets of two compartment coaches in Städteexpress orange and cream, firsts and seconds. (Both 2). A further second to extend the train. (4)

Two sets of two double-deck single coaches, driving trailer plus second and two seconds, in the fawn/birch grey livery. (Both 3)

Set of two type ZZw Uerdingen bogie tanks in 'Minol' yellow. (4)

Set of three type Uaooos-y bogie potash hoppers. (3)

Set of three type Eas bogie opens, individually weathered. (2)

Epoch VI

BR202 B-B diesel in Erfurter Bahnservice black. (3)

BR203 B-B diesel in DB Netz yellow. (2)

BR232 Co-Co diesel electric in red & white. (1)

BR185 Bo-Bo electric in 'Stahl auf Stahl' livery. (3)

BR111 Bo-Bo electric in 'DAV' livery with alpine graphics. (4)

To accompany – set of three Silberlinge coaches (composite and two seconds) in traffic red, plus matching Karlsruhe type driving trailer. (Both 4)

Set of three type Shimmns bogie bulkhead flats with hooped covers in traffic red, one with 'Das ist grün' logo. (2)

Set of two type Shimmns bogie bulkhead flats with hooped covers in 'GATX' bright green. (2)

Limited edition set of two type Shimmns bogie bulkhead flats with hooped covers, one with Kühn, one with Roco, branding.

For 2026 – a new model of the T5 intermodal bogie pocket wagon.

Roco DR BR86



Piko chemical tank



Roco CD 810 railcar and trailer



Switzerland

Epoch VI

SBB Re482 TRAXX Bo-Bo electric with 'Alppiercer' graphics. (3)

Set of two type Shimmns telescoping cover bogie bulkhead flats. (2)

Roco SBB Re482



Czechoslovakia

Epoch IV

CSD class T478 'Goggles' Bo-Bo diesel in dark red. (1)

CSD class T478.1 Bo-Bo diesel, third series with sided corrugated right up to roof level. (1)

Set of two double-deck seconds in blue. (3)

Set of two type Eas-u bogie opens. (2)

Czech Republic

Epoch V

Class 371 dual system Bo-Bo electric. (2)

Epoch VI

New tooling – class 810 four-wheel diesel railcar and trailer in blue & white, for the first time with side mirrors. (3)

Set of two double-deck seconds in two-tone blue & white. (3)

Two sets of two coaches in two-tone blue & white, first plus composite and two seconds. (Both 2)

Slovakia

Epoch VI

Class DGBgq four-wheel diesel railcar and trailer in red & white,

Set of two type Shimmns telescoping cover bogie bulkhead flats in blue. (2)

Hungary

Epoch IV

M62 Co-Co diesel in MÁV orange. (3)

Type Zans bogie tank. (4)

Epoch VI

'Ludmilla' Co-Co diesel electric as GySEV 648 001-9 in green & white. (1)

Poland

Epoch VI

Type Hbbilns sliding side four-wheel van. (1)

Saxonia Sachsen type C4üSa07 coaches



Busch

Busch have been involvement with TT in a small way since they acquired of the moulds for some wagons along with the experience of employees from the Peter Lorenz company. New this year:

Type Fal⁶⁵⁵³ hopper on Niesky bogies loaded with coal.

Type Ks³³⁰⁰ four-wheel lowside with stakes carrying either steel plates or two Fortschritt ZT 300 tractors.

They have now surprised the market by announcing a new loco, the BR56 2-8-0, initially in three versions: Prussian G8.1 with three-cylinders; DRG BR56 two-cylinder; and DR with pulverised coal tender.

Busch see TT as a great opportunity since it offers an optimal combination of detail and compact size that attracts both beginners and experienced modellers.

Saxonia

A new name, with a 28 page brochure mainly offering TT but with some duplicated in HO. Their main focus is Epoch III-IV DR.

New tooling – BR58³⁰ three-cylinder 2-10-0 with T34 tender, with T28 tender, and as a heating loco.

Baureihe 22/39¹⁰ 2-8-2 with T34 tender.

New tooling – as in HO, Sachsen type C4üSa07 express bogie coaches, in Epoch II and III versions.

The Altenberg bogie coaches will be produced in DR, CSD, and PKP versions all with Epoch III markings.

The standard Deutz four-wheel tank wagon is offered singly and in twos and threes, with markings for Epochs II to IV.

Kres

Still shown as new:

Epoch III DR

A variant of the DR VT137 type 'Stettin' with a third headlight.

Epoch IV DR

Type DGBgq five car double-deck articulated coach set, the so-called 'Sputnik', with driving cab.

Epoch V

DBAG BR670 double-deck four-wheel diesel railcar.

VT18.16.10 diesel train set, with Epoch III markings as preserved, with the distinctive blue stripe.

Epoch V

DBAG BR628⁴ diesel railcar and driving trailer with Südbayernbahn branding, as operating c.2022.

New to the list –

DB ET91 01 'Gläserner Zug' electric railcar, Epoch III.

Kres DB ET91 Gläserner Zug



Busch DR BR56



Saxonia DR BR58



Saxonia DR BR22



Beckmann BR75¹



Beckmann

This specialist produces high quality models for collectors, usually with analogue, digital, and sound options.

Currently listed as new are:

Prussian T8 0-6-0T, later BR89, in Epoch I and III versions.

Prussian P6 2-6-0, later BR370¹, in Epoch I and III versions.

BR75¹ 2-6-2T for Epoch I.

BR38² 4-6-0 in DR Epoch III and IV versions.

BR120.1 Bo-Bo electric for DBAG Epoch VI.

Beckmann BR370¹



Beckmann BR120.1



Lenz DB E03 / BR103



Lenz

The DB BR103 Co-Co electrics (pre-series E03) were developed for heavy passenger trains and are still the most powerful locos ever used in scheduled service in Germany. Four pre-series locos were put into service from 1965, and in 1968 they were reclassified BR103.0.

145 more were built from 1970 to 1974 (103 101 – 103 245). From 216 onwards, the cabs and thus the overall length was increased by 70cm.

In the first edition, Lenz offers both the pre-series version and the first series with the shorter body.

All models are fully equipped digitally with pantographs that can be raised and lowered as well as sound and all other typical Lenz features. This is an all-metal model, which ensures impressive pulling power.

The following versions are planned: Epoch III pre-series with buffer cladding and scissors pantographs; Epoch IV series production with either scissors or one arm pantograph. All will be in red/beige with black solebars and black DB emblem.

Five different electric locos were grouped under the class E69, initially delivered to Lokalbahn AG for the Murnau – Oberammergau line. LAG was taken over by the Deutsche Reichsbahn in 1938 and the five were incorporated into the DRG fleet as E69 01-05.

In 1954, the line was converted to the standard AC system, as were E69 02-05 while the E 69 01 was taken out of service.

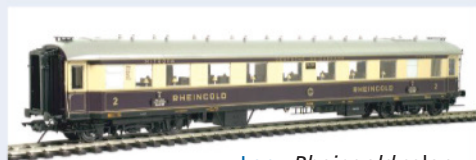
Lenz is producing various versions of the E69 02/03 and E69 05 as all-metal models, as always with full digital equipment including sound, remote-controlled couplers, and pantographs that can be raised and lowered.

The following variants are planned:

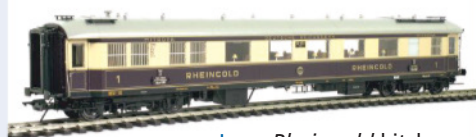
Epoch III: E69 02, 03, 05, all green;

Epoch IV: BR169 002-3 in green, 169 003-1 in red.

The Epoch II five-car *Rheingold* set will be delivered shortly. There will also be a suitable loco, namely Pacific 01 193 from Bw.Deutzerfeld, as a limited edition.



Lenz Rheingold salon



Lenz Rheingold kitchen



Lenz Rheingold van

Lenz E69



Lenz SNCF Thunderbox



Lenz Deutz KG230



There will be a limited edition of the four-wheel Thunderbox coaches, composite and second, with SNCF markings for the first time.

As a further development of the successful Shimms⁷⁰⁸, the Shimmns-tu⁷¹⁸ sliding tarpaulin wagons were built from 1996. The tarpaulins made them lighter than their predecessors and the load troughs were lined with rubber to protect the steel coils.

Lenz offer several Epoch VI versions: DB Cargo, with handbrake; DB Cargo; DB Railion, with handbrake; DB; OnRail; VTG / caib; VTG / caib, with handbrake; VTG.

Expected arrival of other new items and re-issues:
Four-wheel hopper wagon: end of February.
Deutz KG230 diesel: second quarter.
ETA150 / BR515 battery electric railcar: third quarter.
Köf II: third quarter, but some of the proposed versions will not be made due to lack of orders.
Small run of BR55/56: early third quarter.

Lenz ETA150 / BR515



Lenz BR55

Lenz type Shimmns-tu⁷¹⁸

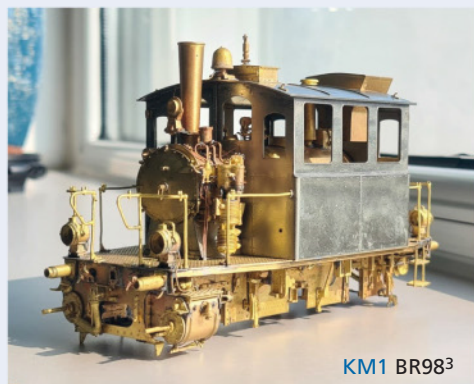
BR24: end third / early fourth quarter.
VT95 / BR795 railbus: end of the year.

Lenz BR24



Lenz VT95





KM1 BR983

KM1

The Gauge 1 specialist has some projects in O.

The BR44 three-cylinder 2-10-0 is due in December; all versions are fully reserved.

However, the order books are still open for the BR23 2-6-2, BR42 2-10-0, BR10 semi-streamlined Pacific, BR01 Pacific, the unique Pacific 18 201, and the BR70 2-4-0T – all offered in several versions, as usual.

The first test assembly sample of the BR983 'Glaskasten' has arrived.

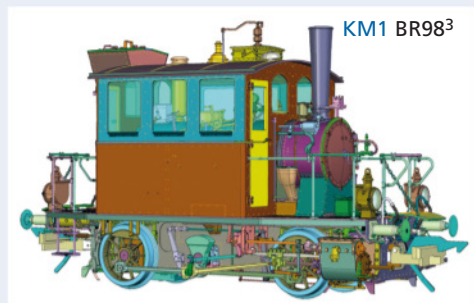
KM1 BR44



KM1 BC-21



KM1 D-21



KM1 BR983



KM1 Pw4ü 36/37

The VT11.5 / BR601 TEE seven car trains are fully subscribed.

The BC-21/D-21 four-wheel standard compartment coaches and derivatives are expected in July; there will be twelve versions, and most are already sold out at the factory.

The Pw4ü 36/37 bogie baggage vans are at the CAD stage. As usual, several versions are listed for different periods.

Many versions of the type Sdgmns³³ / Sdgmns⁷⁴³ bogie container flat can still be ordered, along with various types of container as loads.

Schnellenkamp

The O gauge specialist offers models in 1:45 scale of mixed plastic/metal construction.

Delivery of the type SS15 rail-carrying bogie flat wagon is planned for spring 2025, but a second run has been cancelled.

The narrow gauge transport wagon can be pre-ordered – delivery is planned for early 2026. Note – the loco is extra!

Now available:

- the last of the 63m³ tank wagons (but many versions are already sold out).
- the remaining type Tbis sliding roof wagons. There will not be a new edition.
- the second runs of the small K15 lidded and O11 open wagons.

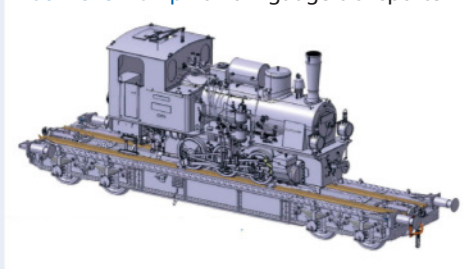
Schnellenkamp type SS15



Fulgurex Nord/SNCF TAR



Schnellenkamp narrow gauge transporter



Fulgurex

Still awaited: the Nord/SNCF TAR 36 ZZ and XF high speed train (as done in other scales previously).

Next for the Swiss market is the Bern Lötschberg Simplon Re4/4 electric, in six numbers and names across Epochs III and IV, the latter with reinforced pantographs, and including one with single arm pantographs. The models come with a decoder fitted, with authentic sounds.

Limited to a total of 55.

Fulgurex BLS Re4/4



Gauge 1

Märklin Switzerland

New tooling – SBB RCE 2/4 Roter Pfeil (Red Arrow) electric rail car 607, as preserved by the Oensingen – Balsthal Bahn (OeBB), refurbished to look as it did in the mid-1950s crimson livery.

Museum model for the year – type Fcs092 four-wheel side discharge hopper in yellow with lettering on the sides of the upper part of the body for the 125th anniversary of the firm Leonhard Weiss, Göppingen. Limited edition, available only in the Märklineum Shop in Göppingen.

Tempo Hanseat three-wheeler pick-up.

Magirus Mercur 120S 'Rundhauber' (curved bonnet) lorry with an open flatbed.

Set of ten different sitting passengers, brass castings, painted in realistic colours. The figures are not available individually.



Märklin SBB RCE2/4 Roter Pfeil

KM1 Kö1



KM1

Ongoing projects

BR01 Pacific with original boiler – January 2026

BR03¹⁰ Pacific – expected April

BR50 ÜK 2-10-0

Pacific 18 314 – expected November

Kö1 diesel shunter

E69 steepie cab electric – expected August/September

Vectron – expected May/June

DGW 266 bogie ballast hopper – expected September

Ommr33 Villach high side open, Ommr32 Linz lowside open, and Xflmm37 flat four-wheel wagons in various versions – expected February.

New announcements

V100.10 / BR 211 Classic Edition

For their tenth anniversary, KM1 produced the V100.10 for the first time. Another decade later and it is time for a new edition of this diesel classic. Tried and tested and new features will be incorporated. Production is scheduled for autumn, in no fewer than fifteen livery and period variants. Five versions will be limited editions of only thirty. New versions include ÖBB and private operators in Epochs V and VI.

The models have a high-performance motor, multi-protocol decoder, broadband loudspeaker, Dynamic Smoke generator, imitation of engine exhaust gases and steam heating, cab lighting, white-red head-



KM1 BR03¹⁰



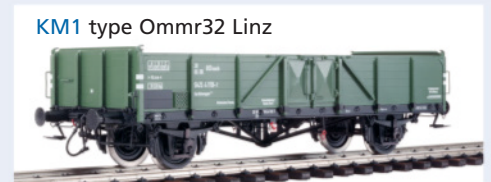
KM1 BR50 ÜK



KM1 type DGW 266



KM1 E69



KM1 type Ommr32 Linz



KM1 type DGW 266

lights that change with the direction of travel, tail lights that can be switched individually, shunting lighting, prototypically profiled wheels, sprung buffers, movable cab doors, detailed cab, perforated fan grilles and fan that rotates synchronously with the sound, screw couplings which can be exchanged for KM1 couplings or 'claw' couplings (servo couplings can be retrofitted).

BR243 / 143 Premium Edition

New tooling – the BR243 (later 143) will be made in ten versions from DR through DBAG to private operators. The models will be made entirely by hand from brass to the usual high specifications of detail and performance, mechanical and electronic.

Delivery is planned for 2026.



KM1 DB BR211



KM1 DB BR211

Kiss Re6/6 / 620



Kiss

This company specialises in highly specified precision brass models of Swiss prototypes. They typically feature doors can be opened, sprung buffers, servo driven pantographs, Maxon motors, sprung axles, and stainless steel wheels to NEM profile, with the option of finescale wheels. They are designed for 1,020mm minimum radius (to match Märklin) and are supplied with screw couplings which can be exchanged for the regular Gauge 1 'claw'. Some are offered weathered.

Further versions of the Siemens Vectron BR193 Bo-Bo electric are being considered but will only progress if there is enough demand. Ten more SBB Cargo International numbers/names/liveries are listed, plus DB, ÖBB, and WRS.

SBB Re6/6 series production with one-piece body, six versions, different numbers and names in green, red, and SBB Cargo blue/red. If there is enough interest, they will also produce the two articulated body prototypes, again in both green and red.

Kiss type BDt



SBB EWII type BDt driving trailer second baggage, in green with either old or new style lettering, and NPZ blue & grey. In original form with end connecting door. The limited edition brass model is due this year.

This year will also see a second run of the type Hbis/Hbils four-wheel sliding side van, with either flat or ribbed sides, in fourteen colourful advertising liveries.

Kiss type Hbis / Hbils



In preparation is the type Hbills four-wheel sliding side van with movable load space partitions, in twelve versions for various administrations (DB, SNCF, and FS as well as SBB), four plain aluminium, some with red or green trim, and eight advertising, two with graffiti.



Kiss type Hbills



Spur 1 Austria BR44

Kiss Vectron



Kiss type Tgpps / Upps



There will also be ten SBB Cargo numbers for the longer type Hbbills variant.

Also in preparation is the type Tgpps four-wheel silo wagon, six versions in different liveries plus two as Upps for sugar.

At the planning stage is the type Ucs four-wheel twin chamber silo wagon, in eight versions.

Also planned is the three silo type Uckks, in five authentic versions.

Kiss type Ucs



Kiss type Uckks



Pesolillo

This Swiss concern also produces high quality exact scale 1:32 brass models in limited numbers. Projects are illustrated with prototype photos or graphics.

They offer the SBB 'Krokodil' Ce6/8^{II} and Be6/8^{II} electrics in fifteen versions with different numbers.

For Italy, the FS E.428 2-C+C-2 electric, the series with articulated bonnets at each end of the body, in seven variants with different operating numbers.

All details are into account, with many period-related differences. Four Faulhaber motors ensure high power and smooth running. The models are equipped with an ESU sound decoder, and the movement of the pantographs is achieved by a servo. The wheel profile can be NEM or fine scale. The models come in a high quality wooden box.

In development is a range of SBB four-wheel high side open wagons, in many variants and versions, with and without brake house, in various liveries.

The characteristic enclosed Carba Gas wagons (using the same underframe) are also planned.

Spur 1 Austria

The eight page brochure introduces a range of brass models, mostly with prototype photos.

Already available:

BR44 2-10-0, digital, sound and smoke, 31 versions.

Blauer Enzian stock, either as Henschel-Wegmann train or in two DB versions.



Spur 1 Austria Blauer Enzian

Voith Gravita B-B diesel, digital, sound and smoke, 17 versions.

The proposals include:

BR03 Pacific

BR38¹⁰⁻⁴⁰ (P8) 4-6-0

BR50³⁵ 2-10-0 and BR50⁵⁰ 2-10-0

ÖBB Rh77² 4-6-2T

ÖBB Rh78 4-6-2T

V36 0-6-0 diesel (ex-Wehrmacht)

Stadler Eurodual

Siemens Vectron Dual Mode

Vossloh G1000BB and G800BB

Innofreight Innwagen (high capacity open containers)

Type ARmz²¹¹ and ARmh²¹⁷ half restaurant cars

(illustrated with graphics)

T3000e articulated pocket wagon

Fulgurex

In the 1920s, the Bern Lötschberg Simplon, like many other Swiss railway companies, had to struggle with a shortage of coal. Since electrification was already under way, fourteen Ce4/6 electric locos were ordered. Eventually seventeen were supplied to the BLS. From 1950, numbers 307 to 314 were converted to Ce4/4. Five versions of these interesting locos are planned, digital and with sound, so far illustrated with prototype photographs.



Spur 1 Austria Voith Gravita

Narrow gauge

German narrow gauge in 1:87

Bemo

The new items leaflet is six A4 pages. It covers new models to be delivered in the first half of the year. There may be further announcements later.

Württemberg

After a long absence, the Klose Tss4 loco is back in the range, both as a kit and as finished models for Epoch I (K.W.St.E. 12 *Oberstenfeld* in either green or anthracite grey) and Epoch II (DRG 99 621 in black).

The Exclusive Metal Collection limited edition model for this year, now with working lights and DCC (ESU Loksound Nano V 5 decoder with Henning Sound) which must be ordered by 1st May, will be the VIK 0-10-0T as used in Württemberg, as numbers 99 651 and 99 716, with corresponding detail differences (smokebox with a new door, light guide below the water tank, open roof hatches, and DB lamps), with Epoch III markings.

The models have a new motion bracket and vale gear cast entirely in nickel-silver.

To accompany the Tss4, there will be K.W.St.E. four-wheel rolling stock to form a mixed train: third class coach 111 in brown, second/third 123 in green, baggage van 152 in green, van 476 in green, and high-side open 172 in green.

Saxony

New tooling – between 1907 and 1911, the K.Sächs. Sts.E.B. placed a total of 66 bogie coaches, numbered 345K – 346K and 366K – 429K, class 711, into service. They were delivered with Heberlein brakes; later, many were converted to Körting brakes. They were the first Saxon passenger cars to be fitted with toilets.

The DRG began converting them with sheet metal cladding in the 1930s.

Most were taken out of service between 1967 and 1972, but eight were modernised in 1977. Of these, the 970-318 (at Schönheide) and 970-343 (Freital-Hainsberg) still exist; 970-328 at Rittersgrün retains the with wood planking.

This model is to scale and both body types will be produced, initially only with Epoch III markings, with a choice of three numbers for each type.

The *reko* bogie coaches will be re-issued but with new Epoch IV numbers, and by popular demand, the Schönheide preserved coach 970-473 returns to the range, along with a livery variant of this vehicle in an earlier version: it was last used as a personnel carrier in Mügeln before being moved to Schönheide.

Rügen

Diesel 251 901 in red with DB lettering. Last year, the Rügenschke BäderBahn (RüBB) repainted its V51 901, which was once in service in Württemberg, with Epoch IV markings. It primarily assists steam trains on the mixed gauge section between Putbus and Lauterbach, where there is no run-round.

Following 99 782 – 784, 2-10-2T 99 781 became the fourth *Einheits* machine to serve on Rügen, to relieve older steam loco. It was given its Epoch IV number again.

To accompany these two locos, five coaches will be produced in green and beige with the current Rügenschke BäderBahn (RüBB) lettering.

Tillig HOm Harz Mallet



Bemo HOe Württemberg VIK 99 651 and 99 716



Bemo HOe Württemberg Tss4 and stock

Tillig

The narrow gauge is on six pages of the combined 28-page HO leaflet.

The expected delivery quarter is given in brackets.

Just one version of the planned Harz Mallet is mentioned, in green as 99 5802-4 (should be 5902), now expected 2026.

The Spreewald 0-6-0T as DR 99 5706 is offered in both HOm and HOe. (2)

The type Ow four-wheel open is listed in freelance grey, again for HOm and HOe. (1)

New tooling – type Rf4 *Rollwagen* (transporter for standard gauge wagons), sold as a pair, and for either HOm or HOe. (3)

Weinert

The kit for the Harz 0-6-0T *Gernrode* (later 99 5811) is to be re-issued. The loco was built by Henschel in 1887 as the first of three. After 1945, it was the only *Gernrode* – Harzgerode Eisenbahn loco remaining in the Harz – all others had to be handed over as repara-

Weinert HOm Gernrode 99 5811



tions. Despite getting a new boiler in 1956, what was then the oldest DR narrow gauge loco was scrapped in 1967.

Complete kit with cast whitmetal and brass parts, nickel-silver investment-cast wheels, and a pre-assembled chassis. With markings for the DR and the six GHE names (*Selke*, *Gernrode*, *Harzgerode*, *Güntersberge*, *Alexisbad*, and *Hasselfelde*).

Tillig HOm/e DR Rf4 Rollwagen



Panier

This narrow gauge specialist is proposing an exclusive handcrafted model of Brohltalbahnhof bogie diesel D5 (a Henschel DHG 1200 BB) for both the authentic HOm and HOe, in Epoch IV – VI form, as a kit or a finished model. It will be of brass construction with etched, milled, and cast parts in brass with some whitmetal.

The kit will come with a fully assembled chassis.

The models will have: drive on all four axles; five-pole motor with flywheel; current pickup from all wheels; RP25 wheelsets; cab and engine room interior; working original couplers plus model coupler. The kit will have a complete lettering set.

The project is illustrated with a prototype photo.

Busch HOe mine train



Busch

New HOe Feldbahn items include a mine railway start set, with a B360 mine railway loco, two enclosed personnel carriers, an oval of track, and a control/battery box.

There will also be a pack of two more four-wheel personnel carriers, with side access. The interiors include benches. They come with a rod coupling for forming a train.

The 'Park Railway' start set is to be re-issued: it contains a former mine loco, two coaches, track, and switch/battery box. Also supplied is a sheet of self-adhesive signs for decorating the coaches (as an adventure railway, city or park railway, or Chemnitz Park Railway, etc.).

The model is based on the Chemnitz Park Railway (www.parkeisenbahn-chemnitz.de). Originally, the B360 loco, built in 1985, was used with the personnel carriers at the Hartenstein mining operation.

More new items may be announced in the summer.

Other narrow gauge in 1:87

REE

The CFD BB400 diesel is now noted for the third quarter, in four livery versions.

The CFD *fourgon* is also due in the third quarter, with the 'cage à poule' four-wheel compartment coaches, in four versions, with and without brake house, following in the fourth quarter.

The De Dion type ND *autorail* is also now noted for the fourth quarter.

Austrian narrow gauge in HOe

Roco

The HOe range is presented on four pages of the 196 page HO brochure.

C-C electric 1099.001-8 *St.Pölten* in Epoch IV orange & cream. (3)

To accompany – set of three type B4ip/s coaches, one declassified first/second in the range for the first time. (1)

B-B diesel 2095.11 in ÖBB Epoch IV orange with raised decorative strips. (3)



Bemo HOm RhB tower railcar Xm2/2 9916



B-B diesel Vs73 (former Rh2095) in Pinzgau Epoch VI ruby red with *Neukirchen am Großvenediger* emblem. (3)

Set of two Zillertalbahnhof four-wheel coaches in current livery, with full windows, toilet, and Webasto heater. (3)

Set of two type OOm/s bogie opens with brake house in ÖBB Epoch IV brown. (2)

Roco HOe PLB Vs73



Liliput

HOe occupies just one page of 26-page leaflet.

There will be four new versions of the four-wheel van:

Steyrtalbahnhof Gw/s 10 070 and Gw/s 10 239 in brown, Epoch III-IV.

Bregenzerwaldbahnhof Gw/s 200 (ex. 10 050) in grey, Epoch VI.

Zillertalbahnhof Gw 102 'Velowagen' (for bicycles) in red, Epoch VI.

Swiss metre gauge in HOm

Bemo

The six-page A4 leaflet may not include all that will be announced in the course of the year. There should be further news later.

Most proposals are shown with prototype pictures.

Most motive power has the option of a factory-fitted ESU multi-protocol sound decoder.

Rhätische Bahn

Modified tooling – the inner workings of the RhB 'Crocodile' are to be upgraded with LED lighting and a Next18 decoder socket. The digital version is available with sound and cab lighting for the first time.

Two versions are planned – Ge6/6¹ 403 in 1970s condition and Ge6/6¹ 415 as preserved.

The first Ge4/4¹ (611) was acquired by the Green & Chrome Foundation for the RhB nostalgic fleet and restored to its original livery, but for full operational capability the rheostatic brake and electric connection equipment was retained, along with the later rectangular

Bemo HOm RhB tower railcar Xm2/2 9916



lar headlights that were later retrofitted. The model reflects these features.

Ge4/4¹ 631 with the *Southeast Switzerland* advertising applied in 2024 as successor to the retired 619. The second version is significantly more colourful.

As motive power for the Bernina Express with EWIV stock, Ge4/4¹ 649 *Lavin* appears in original red from 1994. (It did not begin its career as an advertising loco until 1998 with 'BCU' motifs.)

After reworking the circuit boards of the Bernina Bahn vintage railcars AB4/4 30–38, the two yellow nostalgic railcars will also be converted to LED lights and a Next18 decoder socket. The digital version is now available with sound.

There will be a new edition of two EWIV AB and B coaches in the current livery with different numbers.

The short Bernina Bahn EWIV coaches in 1990s condition (without door handles) also get new numbers.

To match the new model of the Ge6/6¹ 403, a steel coach and a van will form the basis of a typical 1970s/1980s mixed train (GmP), which helped serve smaller stations, making shunting stops as needed. The modernised Gbk-vans are being produced for the first time without the metal lettering.

The Metal Collection model of the year which must be ordered by 1st May is tower railcar Xm2/2 9916, built in 1963 for overhead work on the Bernina Line. It was largely based on the Tm2/2 56-67 (later 15-26) shunting tractors. It can also be used on the main network and the Arosa line. During its service life, its livery changed from red oxide to orange (1988 – 2002) and then to its current yellow.

The vehicle has been continuously modified, especially the roof structures. In 2002, the it was modernised and the work platform was optimised for occupational safety.

The work platform can be rotated and extended, and has movable railings. The model has LED lights and a Next18 decoder socket.

The third edition of the high capacity bogie vans reproduces the former Kuoni advertising vehicle, repainted in chocolate brown, including doors and ventilation flaps, as well as two vehicles in their final operating condition before decommissioning, with additional shunting handrails and a shunting step.

The third edition of the four-wheel military tank cars features the five vehicles delivered to the RhB in 1970s/1980s operating condition, with only one lettering panel per side and light rust.

Along with the RhB models, the three vehicles acquired from the MOB appear in a slightly weathered condition; the lettering has been updated, but they have not been repainted.

Roco HOe ÖBB B4ip/s reclassified



Friho HOm MOB Gem2/2 (incomplete) and X 466



Friho

Montreux Oberland Bernois specialists Friho are working on the Stadler Rail Gem2/2 2502 – 2504 as a small series model with a 3D-printed body supplemented by nickel-silver and brass investment castings. The specially developed drive system has a milled brass gear block, and a five-pole motor with flywheel ensures perfect running. Both axles are driven, and the top speed has been scaled to the prototype. The LED lighting follows the prototype. The model comes standard with an ESU LokPilot 5 in a Plux22 (NEM658) socket.

The first batch, of fifty, in blue & yellow will be released in the fourth quarter.

MVR, TPC, TPF, AB and NSTCM dual-fuel diesel rack/adhesion variants of the Gem2/2 will follow if there is sufficient interest.

Also planned is a snow plough as a small series model of mixed construction, using 3D-printing with brass castings, representing MOB X 466-467 and MGB X 4902-4.

MGB Modelle

Furka-Oberalp Bahn snow plough X 4905.

In 1978, the FO took over this snow plough from the RhB. In 1979, it was completely rebuilt (conversion to remote control, additional track plough, removal of the operator's cab). In 2003, it was transferred to the Matterhorn Gotthard Bahn, where it was scrapped in 2016.

The small series limited edition model is mixed construction (3D-printing and cast metal parts). It has movable side flaps and a Bemo coupling.

Two versions are offered – as in 1997 and 2015.

In 2024, the MGB purchased another snow plough from Zaugg, numbered X 4905s.

This modern unit differs in its construction from the previous X 4901 – 4904 as the motor installed was no longer available.

The 3D-printed model has numerous brass detail castings and is optimised for rack and pinion track. Bemo and scale couplers are included.

It is produced by Friho for MGB-Modell.

Nm

AB-Modell

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

AB-Modell Nm

RhB Tmf2/2



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

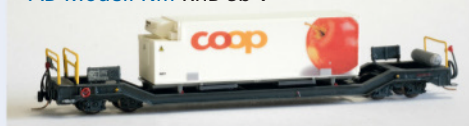
Rhätische Bahn

The orange Tmf2/2 85-90 shunting tractor is a completely new model. The running gear and the bonnet are milled from brass, and a Faulhaber-type motor provides smooth propulsion. The superstructure, platform and driver's cab are etched nickel-silver. Three numbers are planned. It is expected to be released at the end of 2025.

The Lb-v and Sb-v container wagons will have the Co-op refrigerated container with an apple motif from the Minitrix programme as well as new numbers.

The Co-op refrigerated swap bodies (Minitrix) are offered for sale individually. With separate legs included, they can be used as loads or to decorate the layout.

AB-Modell Nm RhB Sb-v



MTGN

The Rochers de Naye Bhe2/4 railcars appear in ivory/sky blue with silver or grey roofs, each with two different numbers. The 3D-printed body has raised etched lettering and Sommerfeldt pantographs. Two modified bogies from Rokuhan provide drive on all axles; a high-quality coreless motor from sb-modellbau is available as an alternative. Gradients of up to 25% are possible thanks to the interaction of built-in magnets and metal plates under the track.

(The prototype is 800mm gauge, so the model should be for 4.5mm track.)

Bemo Om RhB Fd



AB-Modell Nm MTGN Bhe2/4



O scale

Bemo Om

New tooling – Rhätische Bahn four-wheel ballast hoppers, type Fd.

In 1965, the RhB purchased from Talbot ten self-unloading ballast hoppers, originally numbered OS 8656 – 8665. Designated Fd from 1969, they were eventually renumbered Xc 9416 – 9425, and some were acquired by the MOB. Similar vehicles were later delivered under license to other railways, such as the FO, MOB, and SBB Brünig.

The frame detailing, especially the braking equipment and the operation of the unloading flaps, has been reproduced as faithfully as possible. The model comes with a load tray that can be inserted and covered with ballast.

Three numbers are offered in ochre/rust and one in brown.

The tooling of the containers with refrigeration units is being modified so that additional authentic vehicles can be produced. The new edition includes containers from the RhB, Co-op, and Volg.

The type Lb-v four-wheel flat wagon is also being revised, to make an Lb with various adjustments to the wagon ends.

Lb-v 7861 with Coop Lieschen container Y 11534

Lb-v 7879 with Coop Paprika container Y 11533

Lb-v 7881 with container Y 11532

Lb 7859 with Volg Lavin container Y 11601

Ferro-Suisse by Pesolillo

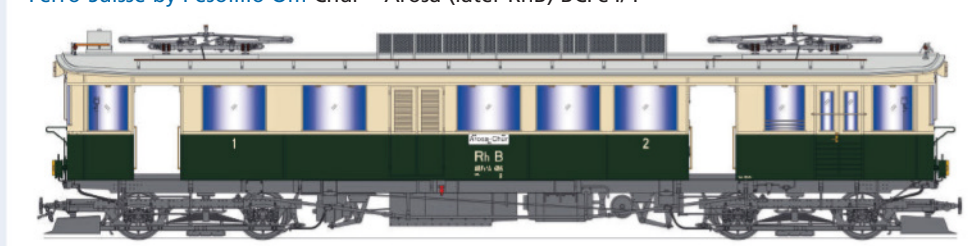
The Chur – Arosa type BCFe4/4 bogie railcar is proposed in ten versions with detail and livery versions appropriate to various periods.

Four-wheel goods wagons are also in preparation – the type M lowside, in four versions, including pairs carrying logs, and the type K van, in four versions.

Bemo Om RhB Fd



Ferro-Suisse by Pesolillo Om Chur – Arosa (later RhB) BCFe4/4



LGB

The new items are presented in a 36 page A4 size landscape format brochure.

Most locos now include a dual protocol mfx/DCC decoder with sound.

Germany

IVK 99 1561-2 demonstrates the typical condition of DR narrow gauge locos in the final stages before line closures. Souvenir hunters have robbed the plates so as a temporary measure new ones were made with a black sheet of metal using a numbering stencil and white paint. The overhaul dates were applied freehand without a stencil. These unique details make this IVK something special.

DR bogie railcar VT 137 566.

The freelance DR 99 5016 0-4-0T, reminiscent of those used on the metre gauge in the Harz, is to be re-issued.

New tooling – Zittauer Schmalspurbahn baggage van, as currently in service with the SOEG.

LGB Zittau baggage van



Switzerland

High End metal model of Dampf Furka Bergstrecke rack and adhesion 0-8-0T HG4/4 708.

Rhätische Bahn Ge2/4 small electric of 1913 (essentially half a Ge 4/6 in terms of drive and electrical equipment) as the preserved No.222, with dynamic brake on the roof and a working pantograph.

RhB first and two second so-called steel coaches, and a dining car, with Epoch IV markings.

RhB four-wheel baggage van in Epoch IV green.

RhB Haik 5130 sliding wall bogie van with authentic Epoch VI Märklin advertising.

Three sets of two type Lb-v four-wheel flats carrying refrigerated Co-op containers: apple and grapes; tomatoes and mushrooms; radishes and pear. Epoch VI.

LGB Club model 2025 – RhB radio test car Xak 96501, converted from a EWI standard design second class coach at the beginning of 2017.

Austria

ÖBB diesel 2092.04, a former Heeresfeldbahn HF130C, as assigned to Zell am See for the line to Krimml in Pinzgau, with Epoch IV markings.

A slag car as used in many steel plants to transport slag or also molten steel, including appropriate weathering. The hopper can be emptied digitally.

LGB Shay Roaring Camp & Big Trees #7



Piko DB BR221

America

New tooling – three-truck three-cylinder Shay, as a high end detailed metal model, with three variants:

– #7 of the Roaring Camp & Big Trees Railroad, dating from 1911. Oil fired.

– West Side Lumber Company #7, which operated on the last narrow gauge forest railroad in the USA until 1962.

– #5 built in 1912 for the Madera Sugar Pine Railroad in California; wood fired, with large spark arrestor stack.

To match the Shays, a skeleton log car, loaded with one large log.

LGB skeleton log car



Piko

New items are noted in a 20 page A4 landscape format brochure.

Anticipated delivery quarter noted in brackets.

Epoch III

Four-wheel tank wagon with brake platform registered with the DB and used by 'ESSO'. (1)

Epoch IV

New tooling – DB BR221 (former V200.1) B-B diesel hydraulic. (2)

DB BR194 Co-Co electric in blue-beige as the unique 194 178, nicknamed The Blue Mauritius. (1)

DB BR260 0-6-0D in crimson. (1)

Modified tooling – DR BR130 Co-Co diesel electric, with square brake vent on the roof. (2)

Reko Mitropa restaurant car in Städteexpress orange and beige. (1)

Reko first and second in StädteExpress orange and beige. (Both 3)

Bogie flat carrying two 20' 'DSR' containers. (4)

Epoch V

Former DR BR203 B-B diesel hydraulic in DB Bahnbau yellow. (3)

First, second, and second driving trailer in DB InterRegio banded blue. (All 2)

Type Ucs twin silo four-wheel wagon with 'Soda' branding. (1)

Epoch VI

Taurus BR182 Bo-Bo electric in DB Netz yellow. (2)

BR218 B-B diesel hydraulic in PRESS blue. (3)

GE four-wheel diesel in blue as Soda works shunter. (3)

Type Shimmns bogie bulkhead flat with hooped cover in 'VTG' blue. (1)

Type Res-x bogie lowside in PRS yellow. (4)

New tooling – bogie kinked chemical tank 'VTG'. (4)

America

2-6-0 Baltimore & Ohio blue. (2)

2-6-0ST Pennsylvania. (2)

0-6-0ST Santa Fe. (3)

Coach, combine, baggage, and drovers' caboose lettered for the Union Pacific. (1 and 2)

Wooden caboose in Baltimore & Ohio red (2) and USATC green (4).

Set of two ore hoppers in either Santa Fe red or Pennsylvania boxcar red. (Both 2)

Tank car in 'Mobilgas' red. (2)

Two-bay hopper in CSX black. (2)

Pack of two D&RGW flat cars with side stakes. (2)

Flat car with side stakes with real wood log load in UP yellow. (3)

Flat car with side stakes with real wood sawn lumber load in PRR boxcar red. (3)

Piko chemical tank



LGB Shay Westside Lumber Co. #7



LGB Shay Madera Sugar Pine #5



Structures and scenics

Faller HO Oberstenfeld



Faller

A 36 page A4 brochure presents new items in all scales and ranges. It is titled 'No.1 2025' which suggests there may be more to come later in the year.

Delivery month in brackets.

HO

Oberstenfeld station, Epoch III. (4)
Uderns station, Epoch III. (4)

Faller HO Uderns



Faller HO electric shed



Two-track shed for electric locos, Epoch IV. (4)
Zuoz transformer/switch tower, Rhätische Bahn, Epoch II. (6)
Bus shelter, Epoch III. (3)
Agricultural machinery workshop, Epoch VI. (4)
Police and DRK office containers, Epoch VI (1)
Worker with pneumatic drill and compressor, Epoch V (animated). (3)

Faller HO Zuoz trafo



Faller HO Darmstadt signal box



Tunnel boring machine being assembled, Epoch V (animated). (6)

Gasometer with pipework, Epoch II. (4). Extra sets of pipework.

THW building, Epoch V. (1) Appropriate Car-System vehicles – Mercedes G class, Epoch IV (3), and Sprinter van, Epoch V (6). (Base models from Herpa.)

Electric vehicle charging station, Epoch VI. (3)

Four and six storey town houses, Epoch III. (both 2)

'ModernLife' WeberHaus, Epoch VI (6)

Guarda Bündnerhaus in the Lower Engadine, Epoch I. (4)

Music pavilion, Epoch I. (3)

Under the 'Classics' label, there will be limited re-runs of some familiar kits:

- Darmstadt signal box, Epoch II. (6)
 - town wall, Epoch I.
 - old town block, Epoch II.
 - villa in Tessin, Epoch III.
 - car service area, Epoch III.
- (Delivery dates not given.)

Models of the month

January Oberprechtal day-labourers' house, Epoch I.
February double sanding tower, Epoch II.
March Bad Liebenstein post office, Epoch I.
April railway admin building, Epoch II.
May car wash, Epoch IV.
June 'Rust' observation tower, Epoch IV.
July ungated level crossing, Epoch III.
August 'De Kat' windmill, Epoch I.
September small bakery, Epoch IV.
October Black Forest farm, Epoch I.
November town hall with fire station, Epoch III.
December alpine house with café, Epoch IV.

Faller HO Peterstal



Hobby range

Peterstal station, Epoch II. (2)
Donaueschingen signal box, Epoch III. (3)
Black Forest mill, Epoch I. (2)
Black Forest farmhouse, Epoch I. (3)
Dairy shop, Epoch II. (2)
Suburban house, Epoch III. (3)

Faller HO Donaueschingen



Faller N Lavin



Small accessories

Field cross and boundary stone, Epoch I. (4)
Four-wheel farm wagon with slurry tank, Epoch I. (6)
Sets of ten bollards, cast iron Epoch II and concrete Epoch IV. (both 2)
Concrete terrace slabs, pack of ten, Epoch V. (4)
Pack of ten 'big bag' building materials delivery containers, Epoch VI. (4)
Twelve green beer crates (without bottles), Epoch VI. (3)
Ten milk churns, Epoch I. (3)

Faller N bascule bridge



N

Lavin station, Rhätische Bahn, Epoch II. (3)
Two track loco shed and workshop, Epoch II. (4)
Bascule bridge (with drive), Epoch II. (6)
Pair of two track stone tunnel portals, Epoch I. (2)
Town house being reconstructed, Epoch III. (3)
Weberhaus 'CityLife' and 'Villa' houses, Epoch VI. (both 6)
Two telephone boxes, Epoch IV. (4)
Two clothes recycling bins, Epoch V. (4)
Large (eight) and small (twenty) wheeled waste bins in brown and yellow, Epoch IV. (4)
Fire hydrants, pack of ten, Epoch II. (4)
Osterreich Lake Constance cruiser, as recently restored. Two sets of six sailors. (Both 1)
Models of the quarter
February Horrem station, Epoch VI.
May THW buildings, Epoch V.
September village church, Epoch I.
November small town hall, Epoch III.

Z

Row of town houses, Epoch II, laser-cut model. (2)
Old town hall, Epoch I, laser-cut model. (3)

Pola G

New items are presented in an eight-page A4 leaflet.

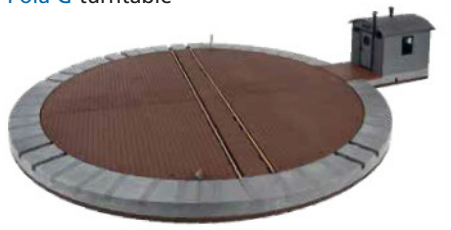
Expected delivery month in brackets.

A weatherproof narrow gauge turntable controlled by a new decoder which supports both analogue and

Faller N loco shed



Pola G turntable



digital operation. The integrated reverse loop module enables smooth operation and the robust geared motor rotates the turntable in either direction, with a minimum angle between tracks of 15°. An operator's hut covers the drive. The deck is 590mm long. (6) Half-timbered water mill. (4)

Opel Blitz breakdown tow truck equipped with a crane. (5)

Lanz Bulldog tractor. (4)

Lanz Bulldog tractor with skeleton cab roof and four-wheeled trailer. (4)

Set of three different sack trucks. (2)

Set of two delivery men. (6)

Auhagen

The four page A4 leaflet is noted as half year information, so there should be more to come.

Delivery month in brackets.

HO

LED lighting sets for shop interiors, two styles, powered by USB. (2)



Auhagen TT fork lifts

TT

Lighting sets as in HO. (2)

Kit for two DFG 1002 fork lifts. The prototype has a load capacity of 1 ton and is powered by a 19hp air-cooled 2 NVD 12.5 SRL diesel engine. It primarily serves as an industrial truck for stacking, loading, and unloading, as well as for transporting pallets, wire mesh crates, and similar items. The tiltable mast can be attached at two different lengths and with different fork heights. Four transport bins included. (2)

Scenics

Material for creating perennials, shrubs, and bushes in winter and with snow covering. (Both 2)

Winter grass fibres 0.5mm. (2)

Sandy ground cover in white for snow. (2)

Kibri

HO

Plastic kit for a modern lorry repair workshop.

Kibri HO lorry repair workshop



Joswood HO goods platform



Vollmer

Twelve page combined leaflet with Kibri and Viessmann.

HO

Set of ten road signs.

Stone Art range:

– pavement with curb, made of weatherproof composite material.

– asphalt street with groove for magnetic tape. The section comes with two manhole covers and two drain grids.

– 90° intersection road surface, with groove for magnetic tape.

Modelling paste, asphalt coloured.

Viessmann

Combined A4 brochure with Kibri and Vollmer.

HO

Concentrating on vehicles and accessories for the CarMotion range, some now with sound, so less structures and accessories.

Taxi stand (illuminated).

Road works temporary traffic lights (working).

Couple taking selfie (with flash).

Additions to the range of colour light signals:

ÖBB four-aspect home signal with substitute and shunting/marshalling signal.

SBB type N entry, distant, and block signals.

SBB type L departure signals, two types, both with either tall or short masts.

Joswood

New items in an eight page A4 size brochure, which gives dimensions of all items, and now estimated delivery date. Several things announced last year have been delayed, so the plans are modest while they catch up.

Kits in laser-cut architectural card, ready coloured, from sustainable sources and environmentally friendly. Structures and accessories for the industries often served by rail, notably coal, steel, and chemicals.

Developing a modular range to enable modellers to mix and match to create structures to suit a site or situation.

HO

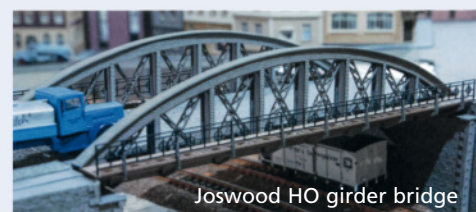
Drivstua station in Norway, as now protected (autumn) (prototype photos).

Goods platform with roof.

Coal stage with store and crew hut.



Joswood HO coal stage



Joswood HO girder bridge

Bowstring steel girder bridge.

Victorian orangery or palm house (drawing only).

Half-timbered cottage based on an example in the Lindlar open air museum (prototype photo).

Transformer tower based on an example in the Lindlar open air museum (drawing and prototype photo).

Jetty deck and supports, with fencing (first quarter).

Wooden bus stop with bench (first quarter).

Breeze block wall with capping and base (first quarter).

Large industrial building for processing raw materials (autumn).

Tall concrete bunker, modular (summer).

Viessmann HO SBB type N and L signals



Artitec HO

newspaper kiosk



Sawtooth roof light components (second quarter).
Clerestory roof light components (second quarter).
Wooden shingle roof sheet (first quarter).
Handrail for bridge walkway (first quarter).

Loads – large cast gear wheel on support (for two four-wheel bolster wagons) (first quarter); large cast component from Krupp (for low loader) (first quarter).

N – there will be new kits in the autumn.

O – wooden bus stop with bench (first quarter); criss-cross diagonal strip fencing (first quarter).

Artitec

There is a twenty page new items leaflet for civilian items. (There is a similar one for military vehicles.)

Models are assembled and painted unless noted otherwise.

HO

MB200 regional bus in twenty-seven liveries.
CSA1 city bus re-issued in thirteen liveries.
In various forms and liveries – Ford AA, Opel 1.2l, Opel P4, Citroën HY van.
Loads – beer barrels, sacks of coal.
ANWB patrolman with motorcycle and sidecar.
ANWB roadside direction signs.
Classic octagonal newspaper kiosk, two versions.
Belgian telephone box.
Belgian bus shelter.
Café interior, with three figures.
Office interior.
Atlas 1302 excavator.
Coles Aeneas mobile crane.
Metalworking lathe, pillar drill, band saw, and circular saw, all with operator.
Vending machine with customer.
Pinball machine with player.
Bar billiards table with two players.
Self-loading forage trailer; cultivator; silage bales (white wrapping).
Nesting boxes.
Figure sets – NS drivers standing and seated, signal

Artitec HO NS drivers



Artitec HO

café interior



box staff, passengers, passengers in a hurry, bus passengers, passers by, market trader with crates, petrol station figures, buskers, street robbery in Amsterdam, cycling rascals, doorbell bandits, bar brawl, couch potatoes, staying with grandparents, ice skating, skating beginners, fun in the snow, window cleaners, house painters.

Kits – Dutch advance audible warning for signal, café interior, Atlas 1302 excavator, Volvo LM218 shovel, Opel P4 delivery van, Opel Blitz 6, Opel 1.2l, Ford AA power unit and trailer, E3 3t trailer, IFA Brockenhase tractor, McCormick international G24 tractor, Volvo BM350 tractor.

TT

Newspaper kiosk; 340t inland freight vessel; Hansa Lloyd Merkur DR lorry; Opel P4; Opel P4 open top; hay wagon (empty); silage bales (green wrapping); beer barrels; coal sacks; pillar drill with operator; bandsaw with operator; lathe with operator.

Figure sets – DR depot personnel; depot personnel; passengers on the platform; sailors in harbour; forklift drivers (two styles); coalmen; farmer's wife with chickens; milking farmers; farmer with obstinate cow; morning on the campsite; campsite games; "one too many".

N

Newspaper kiosk (two versions); Esso and Shell filling stations; herring stall; ice cream cart; Atlas 1302 excavator; Opel P4 close and open top; forage trailer; cultivator; beer barrels; coal sacks; lathe and pillar drill, with figures; band saw and circular saw, with figures; empty hay wagon; silage bales (green wrapping).

Figure sets – SNCF steam loco crews (four sets); DB depot cleaners; track workers with brazier; passengers on the platform; bus drivers at the wheel; fork lift drivers (two styles); tractor drivers; coal men; steel workers; sailors in harbour; house movers; park maintenance; dog dirt; morning on the campsite; farmer's wife with chickens; vandals; chip shop figures; beer hall figures; "one too many".

Z

Newspaper kiosk; Atlas 1302 excavator; lathe and pillar drill, with figures; band saw and circular saw, with figures; empty hay wagon; silage bales (green wrapping); mobile loading conveyor;

Figure sets: DB steam loco crew; DB depot personnel; depot personnel; track workers with brazier; coalmen; milking farmers; farmer with obstinate cow; farmer's wife with chickens; camping; beer hall; chip shop; dog dirt.

Artitec HO NS signal warning



Artitec HO signal box staff and interior



Loewe

There is a twenty page new items brochure.

Limited edition laser-cut card kit in HO for THW admin building and vehicle garage; garage available separately to extend the structure.

Limited edition modular laser-cut kit in HO for a large fire station from the 1960s, with hose tower, control centre, and vehicle garage.

Limited edition laser-cut card kits in HO, TT, and N: Signalmeisterei (old grounded baggage van); brick-built filling station; brick-built workshop.

Loads for four-wheel flats and lowslides, and bogie flats, most for HO but some also in TT and N:

Different sizes of large wooden shipping crates, many decorated for various circuses and model railway companies.

Small portable tanks 'MINOL' or 'BUNA' in twos or threes.

Large portable tanks 'BUNA' and 'BASF' in pairs or singly.

Short and long cast concrete beams, various types.

Concrete tunnel ring sections.

Industrial diesel loco (dummy).

Set with telegraph poles, cable drums, and equipment crate.

Short and long tower crane sections.

Large pipes.

Mesh for reinforced concrete.

Steel ingot insulated covers.

Large compressors.

Treated timber.

Sets of four skips, in three different sizes.

Pairs of accommodation containers for a DBAG works train.

'ATCO' shipping crates.

Schreiber-Bogen

A huge range of ingenious traditional printed card kits – few directly railway related structures but many old town buildings, churches, and castles that might serve as backgrounds. Not all are in exact railway modelling scales.

HO – typical German two-track brick-built loco shed and water tower.

TT – Rialto bridge (Venice)

N – Tower of London; Constantine's arch (Rome)



Schreiber-Bogen HO loco shed

Busch HO Aufhausen



Busch

The 20 page A4 landscape format brochure includes eight pages devoted to road vehicles. It is titled 2025/1, which suggests more to come later.

HO

The main railway structure is a kit for a three-track loco shed with aged brickwork, timber framing, and doors (which can be opened) made of real wood.

The kit for Aufhausen halt, based on a prototype near Bopfingen in Baden-Württemberg, is to be re-issued, with clock, 'phone box, litter bin, and ticket machine.

Kit for a platform including a ramp for goods and two waiting shelters.

The station accessories set is to be re-issued, with train destination signs, loudspeakers, advertising boards, benches, litter bins, planters of various designs including plants, and a sheet of advertisements.

A typical DDR kiosk of modern design with large windows and door at the back. Includes a sheet of labels and motifs from newspapers and magazines.

Milestones (kilometre stones) used along railway lines, printed with kilometre and 100m designation. They are set up every 100m alternately to the left and right of the track. Includes 40 stones (numbered from 23,0 to 26,9).

Milestones printed on both sides, reproduced from originals on west German lines.

Kit for a factory building from the Art Nouveau era, based on the Kammerl power station in Bavaria.

For the interior decoration of the individual departments there are suitable Action Sets featuring modern machines for pad printing, laser cutting, injection moulding, or a spray paint booth, each with a figure in typical working positions. An office can also be installed.

Kit for a paddock fence with posts and boards made of real wood.

Detached and semi-detached houses – these kits symbolise DDR architecture, type EW 65. Even today you can see these buildings in eastern Germany. The typical details are perfectly reproduced, with plastered façade in typical colours. Doors and window frames are made of real wood.

Kit for a water mill with a waterwheel, based on an example in the Black Forest.

Kit for a farmhouse from Franconia with timber framing, doors, and window frames made of real wood. The doors can be opened.

Printed card sheets representing light-coloured bricks, 0.6mm thick, 210mm x 148mm, pack of two.

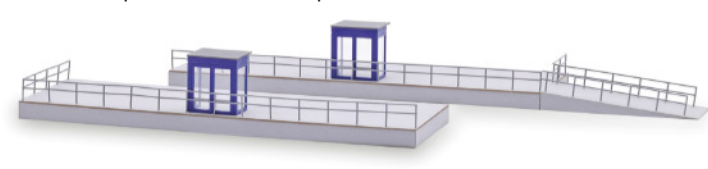
Action Sets

A railroad employee loading a platform trolley with suitcases, bags, and barrels.

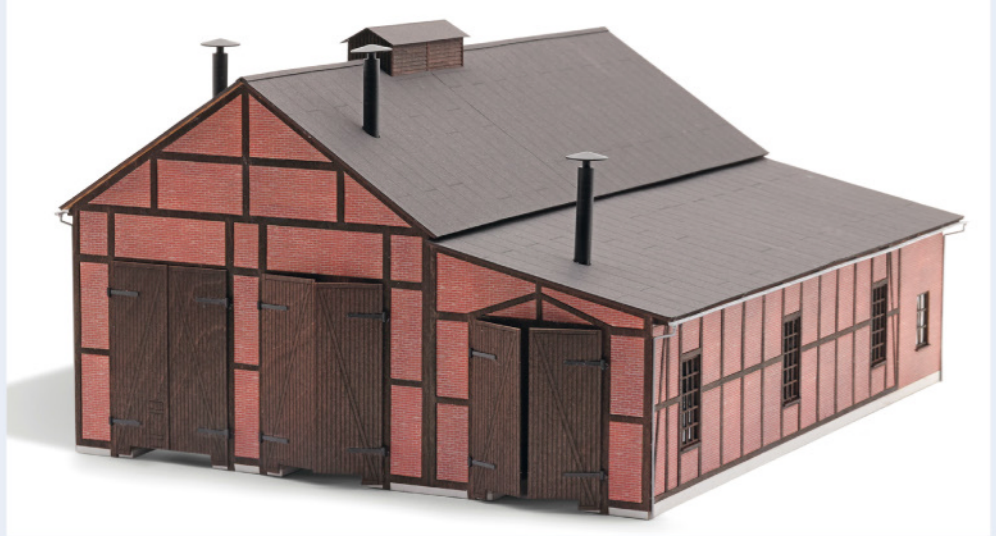
A railway worker is pulling a loaded luggage trolley to the next pieces of luggage.

A track inspection walker – set with figure, milestone markers, and two spruces.

Busch HO platforms with ramp



Busch HO and TT and N loco shed



Two men setting up a paddock fence (made of real wood). Wheelbarrow and tools included.

Peening a scythe – before a scythe is ready for use it needs to be sharpened. Peening is the art of cold hammering the edge of the blade in order to restore the ideal cutting profile. The detailed set includes a seated figure with a hammer, scythe, bench, block of wood, hay bales, wheelbarrow, and tools.

A woodcarver with his workpiece fixed on the carving bench. Wooden rods and shavings, hay bales, a wheelbarrow, and tools are included.

A transport policeman lets the German shepherd sniff the abandoned luggage.

Policeman with detection dog, and luggage.

Mechanic setting up an injection moulding machine, with workbench, tool trolley, and vice.

An employee standing at the laser cutting machine, inspecting the inserted workpiece, with desk, flat screen monitor, and office chair.

Painter with professional spray painting booth, with ventilation and hanging panels to be painted, workbench, and office chair.

Pad printing machine with operator, desk, chair, and boxes.

Complete office set-up with three workstations, including flat screen monitors, office chairs, and waste-paper baskets, as well as a shelf and a cabinet.

TT

As in HO, a kit for a three track loco shed.

Kit for two platforms based on an original located at Adorf in the Vogtland area. Like the original, the wooden structure is made of real wood.

Busch HO track inspection walker



As in HO, DDR detached and semi-detached houses, type EW 65. The typical details are perfectly reproduced, with plastered façade in typical colours. Doors and window frames are made of real wood.

As in HO, a transport policeman lets his German shepherd sniff the abandoned luggage, and there is a policeman with detection dog, and luggage.

N

As in HO and TT, a kit for a three track loco shed with old brickwork. Timber framing and doors (which can be opened) made of real wood.

Heki Forsythia



Heki

Four page A4 leaflet with new items.

Six weather spruces 140-180mm.

Three weather spruces 180-220mm.

Six Forsythia bushes 30-60mm.

Flexible Forsythia hedges, two sizes.

Six rose bushes 30-60mm.

Flexible rose hedges, two sizes, with arch.

Grass fibres – harvested hayfield, 2-3mm; forest ground, 2-3mm; powdery snowflakes, only 0.7mm long, specially manufactured for winter landscapes.

Heki weather spruces



Busch N Adorf platforms



Noch HO Linderhof



Noch

The 48 page A4 brochure features some QR-codes and web links to video clips and modelling demonstrations. It includes some items already available.

The major new HO structure is a laser-cut kit for the Linderhof Palace, the smallest of Ludwig II of Bavaria's three castles, built between 1869 and 1886 near Ettal in the Ammergau Alps. It was the only one of his projects to be completed during his lifetime.

The kit comes with an exclusive figures set consisting of King Ludwig II of Bavaria, Empress Elisabeth ('Sisi'), Richard Wagner, a stable boy, two horses, and two swan statues. Expected release: November.

Figure sets in HO, TT, and N – in the dining car; grass cutting; female teenagers; wheelchair and pusher; graffiti sprayers; rockers on motorbikes.

HO only – divers; beekeepers with beehives; alpine cattle drive; camping trip; children on bicycles; sexy car wash. European railway officials – German, Austrian, Swiss, French, Dutch, and Czech.

All already available.

Themed sets in HO. Expected release: October.

Dining room – father, mother, two children, table with four chairs, shelf, chest of drawers, door.

Kitchen – man, woman, kitchen unit with sink, cooker, and cupboards, fridge, extractor fan, door.

Living room – man in armchair, couple on the sofa, wall unit, living room table, door.

Bedroom – man, woman, bed with bedside tables, wardrobe, dressing table with stool, door.

Children's room – mother, two children, bunk bed, chest of drawers, door, further accessories.

Bathroom – man, woman in bath, shower, toilet, bidet, washbasin, bathroom cabinet, door.

Accessory sets in HO. Expected release: August.

Platform – two suitcases, ticket machine, ticket validator, train status/schedule display board, mesh trolley, three luggage trolleys, sign, two three-seater benches.

Freight yard – hand pallet truck, sack truck, empty pallet, two loaded pallets, pallet cage on pallet, small crate, four different barrels, four different gas cylinders.

Railway depot – hand crane, two cable drums, four barrels, wheel scotch stand, welding trolley.

Workshop – two workbenches, metal cupboard, filing cabinet, metal shelf, welding equipment, barrel.

Noch HO Swiss, French, Dutch railway staff



Police – four lightweight barriers, four Hamburg barriers, floodlight, power unit, two speed cameras, traffic sign.

Post – post box trolley, two delivery trolleys, bicycle, cargo bike, transport trolley, two different letterboxes.

Mountain – summit cross, fountain, two wayside crosses, two hiking signposts, wooden bench with backrest, table, two benches, hiking board with map.

Winter – two bobsleighs, two wooden sledges, two snowmen, snow blower, small snow shovel, large snow shovel, snow pusher, snowboard, ski stand with skis.

Weekly market – covered market stall with vegetables and scales, market table with vegetables, four baskets with vegetables.

Beach – beach chair, two deckchairs, two sun loungers, two parasols (folded up), parasol (unfolded).

Funny Scenes in HO, available only from participating dealers, to be advised on www.noch.com from September. Expected release: October.

'Parking Offender', 'In Flagranti', 'Dog Encounter', 'Couple', 'Cigarette Break', 'Reporter Team', 'Boozers', 'Peeping Tom', 'Kerb Crawling', 'Smombies' (lost in mobile phones), 'Caution Dog', 'Too Fast' (vandalising speed camera)

Individual colour 3D-printed figures

Twelve new models characterised by the highest level of detailing and a very sophisticated colour scheme. Expected release: November.

Railway official at his desk, sculptor, at the lectern, clown, organ grinder, woman at dressing table, woman ironing, woman in a deckchair, man on a folding chair, baseball, soccer, Segway rider.

Noch HO railway official at desk



Figure sets in coloured 3D-print. Expected: October.

For N and Z – police officers, green uniform; waste collectors; mothers with children; scooter riders; motor bike riders; animals on the farm.

For N – track construction team; sitting passengers; business travellers; police officers, blue uniform; forest workers; hikers.

Noch N track workers



Themed figure sets, 3D colour printed, for N.

Expected release: December.

Carpentry – six figures, two work benches, four woodworking machines.

Metalworking – six figures, work bench, vice and anvil, four metalworking machines.

Warehouse – six figures, various goods on pallets, barrels, gas cylinders.

3D minis

These come fully assembled and weathered, ready to be placed on the layout. Expected release: February.

HO and N – two buffer stops; intercom set, 5 pieces, rail scotch, 10 pieces.

HO only – Indusi track magnet, 10 pieces; braking shoe/wheel chock set (as used in hump shunting yards) – two stands with brake shoes plus eight separate shoes/chocks.

Noch HO and N buffer stops



Noch HO and N intercom



Noch HO and N rail scotches



Noch HO Indusi magnet



Noch HO braking shoes/chocks



Laser-Cut minis

Small kits for decorating the landscape – two ornamental trees in tubs; wooden fence; balustrade.

The fence and balustrade are easy to assemble. The ornamental trees are already assembled and only need to be placed. Expected release: June

Stone Wall PROFI-plus

The foam walls are the perfect enclosures for model buildings, fields, plots of land, etc. They are made of high-quality Structured Hard Foam and look extremely realistic. They are also lightweight and can be easily reworked.

The walls are hand-coloured and ready to install.

Expected release: June 2025.

Single and double track tunnel portals; plain wall and retaining wall, both standard and long.

All in HO, TT, and N

Noch HO and TT and N tunnel portals



Scenics

The Master Tree series is the highest quality. Each tree is handcrafted from up to forty wires, creating a flexible skeleton that is subsequently coloured and adorned with foliage. Due to the manufacturing process, each tree is unique and the shape can be changed later.

The trees mentioned here expand the popular series with new variants. Already available.

High trunk spruce 14cm, 21cm, and 23cm tall; ash, 13cm; oak, 10cm; silver birch, 12cm; spruce, 15cm; copper beech, 10cm; cherry tree in blossom, 6cm.

Gras-Master 4.0

For the first time the electrostatic applicator has an integrated rechargeable battery, in two versions. Both offer some features that have never been available before.

The 2,200mAh battery gives a running time of up to 4 hours. The device can be adjusted using a rotary control to optimise the voltage and power consumption. For shorter grass fibres, you can reduce the voltage and thus the consumption. With longer grass fibres, you always have enough power reserve and can increase the voltage if necessary.

The Gras-Master 4.0 PROFI has a 3,000mAh battery. This enables continuous operation for up to 10 hours (at low voltage) and up to 3 hours (high voltage).

Both are easily recharged using the USB-C cable supplied.

Optional accessories for both versions: Detail Flocker, Flock Container, and XL Flock Container, each supplied with a lid and three sieves.

Grass Stamps

Grass Stamps are innovative tools to create natural varied grass areas, in combination with Grass Glue and the Gras-Master applicators.

This is how it works: dip the Grass Stamp into the adhesive tray previously filled with glue. Now stamp the glue onto the prepared surface and then apply the grass fibres with the Gras-Master.

The set includes two sizes of stamp and the adhesive tray.

The stamps should be cleaned with lukewarm water after use.

Expected release: second quarter.

Easy-TRACK layout kit 'St.Andreas', L-shaped 219cm by 160cm with a centre section of 116cm.

Expected release: November.

Z gauge layout in a briefcase, using Märklin® mini-club track, in summer and winter versions.

Preiser

New items are shown in a four page leaflet.

HO exclusive series sets – track workers, Epoch II/III; DB security staff; Rhätische Bahn personnel; wi-fi café; gardening; enjoying ice-cream; Chinese passers-by.

Individual characters – RhB steam engine driver and fireman; track inspection walker; level crossing keeper, checking his watch; signalman, with signal levers; extra signal levers; man lifting a crate; man sitting on bench; female musician with double bass.

Themed sets – snowman; Father Christmas.

Preiser HO DB security staff



Preiser HO track workers



I – nine unpainted track and railway workers, with accessories.

II – track workers, Epoch II/III (two sets of two); elderly woman on a rolling walker with a squirrel.

Preiser HO Rhätische Bahn staff



Useful addresses

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

AB-Modell (Anja Bange Modellbau)
Im Stuckenhahn 6, D-58769 Nachrodt, Germany
www.n-schmalspur.de

A.C.M.E. srl
Via Belluno, 24, I-20132 Milano (MI), Italy
www.acmetreni.it

AIMX
www.exbonzai.com/collections/locomotiva-elettrica

ASM (Arndt Spezial-Modell)
Auf der Rübekuhle 23A, D-21335 Lüneburg, Germany
<https://as-modell.de>

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

Beckmann TT
Scharnweberstrasse 86, D-12587 Berlin, Germany
<http://beckmannTT.de>

B-Models (Van Biervliet)
Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com www.b-models.be

Dekas
Reskavej 6, 4220 Korsør, Denmark
<https://dekas.dk>

Exact-train
Ijsvogellaan 15, NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Friho Friedli Modellbau (A. Friedli)
Rawylstrasse 10, CH-3775 Lenk, Switzerland
www.friedli-modellbau.ch

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

HAG Modellbahnen GmbH
Ausserfeld 6, CH-6362 Stansstad, Switzerland
www.hag.swiss

Igra Model s. r. o.
Barevná 258, 671 81 Nový Šaldorf, česká republika
www.igramodel.cz

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

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

KM1 Modellbau
Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Kres
Am Grenzbach 7, D-08427 Fraureuth, Germany
<https://modelle.kres.de>

Lemke (Kato/Hobbytrain/Mehano)
Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

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

LS Models / Models World
Rue Bosfagnes 31, B-4950 Sourbrodt, Belgium
www.lsmodels.com

Makette Modelle
Martin Klinger, Obernesselbach 56,
D-91413 Neustadt an der Aisch, Germany
www.makette.de

MGB Modelle
Gigerstrasse 2, CH-5734 Reinach AG, Switzerland
www.mgb-modell.ch

Mistral
Avenue Winston Churchill, 92, B-1180 Bruxelles, Belgium
www.mistraltrains.be

NMJ (Norsk Modell Jernbane)
Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

NPE
Geschwister-Scholl-Straße 29,
D-91452 Wilhermsdorf, Germany
www.npe-modellbau.de

Os.Kar
Raxo S.r.l., Via G. Marradi, 4 57126 Livorno, Italy
www.oskartrains.eu

Panier
Oeringer Weg 11, D-23845 Itzstedt, Germany
www.carocar.com

Pesolillo
Via Purasca Inferiore, 13, CH-6989 Purasca, Switzerland
www.pesolillo.ch

Pi.R.A.T.A.
Via Mantova 27, I-25017 Lonato del Garda (Brescia), Italy
www.piratamodels.it

profi model thyrow (pmt)
Thyrower Bahnhofstraße 6
D-14959 Trebbin OT Thyrow, Germany
www.pmt-modelle.de

Saxonia Modellbau
Baudenweg 2, D-01328 Dresden, Germany
<https://saxonia-modellbau.de>

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

Schreiber-Bogen Aue-Verlag GmbH,
Korber Straße 20, D-74219 Möckmühl, Germany
www.schreiber-bogen.com

Spur 1 Austria Spur 1 Modellbahnen GmbH
Freileiten 5, A-4840 Vöcklabruck, Austria
www.spur-1.at

SudExpress AVALIARE Engenharia Lda.
Centro Comercial da Estação
Praça Camilo Castelo Branco, 31
2º Andar - Sala 48, 4700-209 Braga, Portugal
www.sudexpressmodels.eu

Treinshop Olaerts
Nieuwstraat 192, B-3590 Diepenbeek, Belgium
<https://treinshopolaerts.be>

ViTrains
Via Montonale Basso, 5/g,
I-25015 Desenzano del Garda, Italy
www.vitrains.it

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

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

Telephone: 01297 21542

E-mail: clubs@railwaymodeller.co.uk

Saturday 19 April MAIDENHEAD, Berkshire

Organiser: Berkshire Area Group – N Gauge Society.

Venue: Woodlands Park Village Centre, Manifold Way, White Waltham, Maidenhead, SL6 3GW.

Open: 1000-1600

Admission: adults £7.00, children £4.00, family £12.00.

Amenities: Maidenhead station is four miles away via bus route No.7. Free parking; overflow car park if the show gets busy. Disabled access. Refreshments.

Features: layouts include *Veja Megstra* (Swiss 1:150). Trade, secondhand stall.

E-mail: bagladdies@weebly.com

Website: www.bagladdies.weebly.com/2025-exhibition.html

Saturday 19 – Monday 21 April YORK

60th York Model Railway Show

Organiser: YMRS.

Venue: Knavesmire Stand, York Racecourse, Racecourse Road, York, YO23 1EX.

Open: Easter Saturday 1000-1700

Easter Sunday 1000-1700

Easter Monday 1000-1630

Admission: pre-paid with discount via Eventbrite website (until Good Friday 18 April) or by scanning QR code on the show website and flyers: adults £14.00, children 5-15 £2.00, family (2+3) £30.00, under 5 free, carer with disabled person free.

On the door: adults £15.00, children £2.00, family (2+3) £32.00, under 5 free, carer free.

Full colour show guide £2.00 (available on the day only). Small child step stools – returnable deposit £5.00 (cash only).

Amenities: signposted from A64 York Outer Ring Road. Parking for over 800 cars (ground conditions permitting). Set sat-nav to 'York Racecourse, Racecourse Road, York, YO23 1EX'.

York Pullman will be running a 30 minute frequency Service 197 Show Link bus from the station as a commercial operation independent of YMRS (free passes not valid; payment can be by cash or card). The first bus from the station will be at 0930, with the last to the Racecourse at 1500. The last return service to the station will be at 1730 on Saturday and Sunday and at 1700 on Monday. Note traffic may affect timings. Full refreshment service and licensed bar.

Features: layouts include *Bregenbach im Schwarzwald* (German N, CM September 2022), *North 9th Street Terminal* (US HO, CM February 2024), *Mauch Chunk, PA* (US HO, CM June and July 2023), *Beijiao* (Chinese HO), and *Laramie Engine Terminal* (US O, CM November 2017). Demonstrations include soldering, 3D-printing, etched locos, wagon loads, buildings, trees and static grass, N finescale, and modelling in larger scales. Societies, trade.

E-mail: John Shaw – showmanager@yorkshow.org.uk

Website: www.yorkshow.org.uk

Saturday 26 & Sunday 27 April WINTERSLOW, Salisbury

Organiser: Winterslow Village Hall.

Venue: Winterslow Village Hall, Middleton Road, Winterslow, Salisbury, SP5 1PQ.

Open: Saturday 1030-1700

Sunday 1030-1600

Admission: adults £7.00, accompanied children £3.00, family (2+2) £17.00. Card and cash payments.

Amenities: free parking; disabled access; refreshments.

Features: 14 layouts including *Rhineside* (German TT, CM September and October 2010) and *Norge* (Norwegian HO, CM May and June 2020). Trade.

Contact: Rob Hampton, 01980 862387.

E-mail: hamptonrob1951@outlook.com

Website:

www.winterslowmodelrailx.com

Friday 2 – Sunday 4 May THORNBURY, South Gloucestershire

BRISTOL MODEL RAILWAY EXHIBITION

Organiser: The Association of Model Railway Clubs Wales and West of England in conjunction with Warners Group Publishing.

Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB.

Open: Friday 1230-1900

Saturday 1000-1700

Sunday 1000-1630

Early entry at 0930 Saturday and Sunday for advance ticket holders booking via www.eventbrite.co.uk/e/the-bristol-model-railway-exhibition-2025-tickets.

Admission: adults £13.00, children (5-16) £7.00, family (2 adults + up to 3 children) £35.00.

If a visitor requires a full-time companion, a companion's ticket can be obtained if supporting documents are e-mailed to exhibit@warnersgroup.co.uk prior to the show. Note: No dogs apart from official guide or assistance dogs.

Amenities: the centre has parking for over 200 cars plus twelve disabled parking bays and four electric vehicle charging bays. First Bus T1 service from Great Stoke stops a short walk (15-20 mins) from Bristol Parkway station and runs every 30mins to Thornbury Leisure Centre. Venue has full disabled access. Step stools are available for a returnable deposit of £3.00. Snacks and hot/cold drinks will be available.

Features: over 30 layouts in N to O, including *Kaninchenbau* (alpine HOe, CM February 2022) and *Alte Ulmenberg* (HOM). Trade.

E-mail: bristolmodrailx@gmail.com

Website: www.bristolmodrailx.uk

Saturday 3 May BECCLES, Suffolk

Organiser: Norfolk & Suffolk Narrow Gauge Modellers.

Venue: Blyburgate Hall (former St. John Ambulance Hall), Blyburgate, Beccles, Suffolk, NR34 9TF.

Open: 1000-1600

Admission: adults £5.00, accompanied U16s free.

Amenities: no parking at the hall except for disabled, so use nearby local public car park (behind the library and near the Roys Store). The venue is 10 minutes walk from Beccles station. Only two of the three hall are accessible for wheelchairs. Light refreshments.

Features: layouts include *Samson Vale* (HOe), *Chipeta* (HON3), and *Gare de Brindille* (WWI SM32, CM November 2019). OO9 Society stand.

Website: www.nsnmg.org.uk

Saturday 3 May BEER, Devon

Venue: Station Gallery/Lecture Theatre, Pecorama, Underleys, Beer, Devon, EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama special 50th anniversary entry prices: adults £7.25, concessions (ages 3-17 & 65+) £6.25, family (4) £24.95, family (5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.

Amenities: parking; disabled access (N.B. hilly site); refreshments.

Features: visitors are invited to help operate modular digitally controlled Swiss HOM layout *The Andeer Line*. (Full instructions will be given.)

Website: www.pecorama.co.uk

Saturday 10 May BEER, Devon

Venue: Station Gallery/Lecture Theatre, Pecorama, Underleys, Beer, Devon, EX12 3NA.

Open: 1000-1600

Admission: included in Pecorama special 50th anniversary entry prices: adults £7.25, concessions (ages 3-17 & 65+) £6.25, family (4) £24.95, family (5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.

Amenities: parking; disabled access (N.B. hilly site); refreshments.

Features: a collection of narrow gauge layouts by members of the South West group of the OO9 Society.

Website: www.pecorama.co.uk

Saturday 10 May BUSHEY, Watford, Hertfordshire

Organiser: South-West Herts MRS.

Venue: Queens School, Aldenham Road, Bushey, Hertfordshire, WD23 2TY.

Open: 1000-1630

Admission: adults £8.00, children £4.00, family (2+2) £16.00. Accompanied children under 15 – up to two free with each adult.

Amenities: close to M1 Jct.5 (A41); on-site parking; wheelchair access throughout; refreshments.

Features: 20 layouts, including *Churchwalden* (Swiss RhB N), *Achalraj* (Himalayan OO9, CM March 2019), *Donnersbachkogel* (Austrian HO), *Hells Glen Power Station* (US N), and *Geeksville Depot* (US HO). Trade.

Contact: John Davy, 07783 823457.

E-mail: jhdavy1@virginmedia.com

Website: www.southwesthertsmrs.org.uk

Saturday 10 & Sunday 11 May SHEFFIELD, South Yorkshire

Organiser: Neepsend MRS (Sheffield).

Venue: Grenoside Community Centre, Main Street, Sheffield, S35 8PR.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £7.50, accompanied U16s free.

(Price includes free cup of tea/coffee).

Amenities: by road from north of Sheffield or Manchester, follow the A61 (M1 Jct.36) and signs for Sheffield (North); from south of Sheffield, follow A57 (M1 Jct.33) and signs for Sheffield (Centre) on Sheffield Parkway. See website for detailed directions. Venue has car park, but if full use on-street parking. Stagecoach bus No.86 runs from Chapeltown to Sheffield City Centre (and Lowedges), connecting with rail services at Chapeltown station. It runs half-hourly on Saturday, stopping outside the venue; on Sunday, it is hourly and runs along A61. (Timetable at www.travelsouthyorkshire.com) Disabled access. On-site café.

Features: 15 layouts including: *Ulvaryd Strand* (Swedish HOe, CM November 2019), *Industrivej* (Danish HO, CM March 2016), *24th Street Wharf* (US HO), *Americana* (US HO), and *Hornby Transcontinental*. Demonstrations, trade.

E-mail: Chris Saxby, exhibition manager, csaxby1@gmail.com

Website: www.neepsendmrs.weebly.com

Saturday 10 & Sunday 11 May STAMFORD, Lincolnshire

Organiser: Market Deeping MRC.

Venue: Stamford Welland Academy, Green Lane, Stamford, PE9 1HE.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £9.00, U16s £4.00, registered disabled £4.00, parent + child £12.50, family (2 + up to 3) £25.00.

Advance discounted booking on line at: www.trybooking.com/uk/events/landing/67424?

Amenities: turn off A6121 into Recreation Ground Road, which then becomes Kings Road, then Green Lane. Stamford rail and bus stations are 25-30 minutes walk away but a free bus service to the show will be provided, starting from the railway station and stopping at the main town car parks; see website for timetable. Refreshments.

Features: 25 layouts including *Kaninchenbau* (alpine HOe, CM February 2022), *Megsdorf* (German HO), *Beijiao* (Chinese HO), *Mosquito Falls* (US On30), *Purgatory Peak* (US On30, CM November 2011), and *The Kwai Bridge*. Trade.

E-mail: stamfordmoderail@gmail.com

Website: www.mdmrc.org

Saturday 17 May ELY, Cambridgeshire

Organiser: Ely & District MRC.

Venue: Ely College, Downham Road, Ely, CB6 3DY.

Open: 1030-1630

Admission: adults £6.50, children 5-16 £3.00, U5s free, family (2+2) £15.00.

Amenities: venue is now the new hall, with ample free parking, disabled access, and refreshments available. There will be a free vintage bus from Ely station.
Features: 14 layouts in various scales, including *Zeedijk* (Dutch HO, CM June 2023). Trade.
Contact: 01353 721280.
Website: www.elymrc.org.uk

Saturday 17 & Sunday 18 May ANDOVER, Hampshire

Organiser: Salisbury & South Wilts Railway Society, supported by Peco, Bachmann, VWSenics, Ray Heard, and West Hill Wagon Works.
Venue: Thruxton Centre, Thruxton Circuit, Andover, SP11 8PN.
Open: both days 1000-1630
Admission: adults £10.00, children (5-16) £2.00, U5s free, family (2+2) £22.00.
Amenities: free local parking; disabled access to all areas refreshments available. The move to Thruxton Racing Circuit represents a considerable expansion of this annual event, previously in a much smaller venue.
Features: layouts include *Griswald* (Swiss N) and *Brian's Continental N*. Demonstrations, trade.
Contact: Exhibition Publicity Manager, 07768 448369.
Website: www.sandswrs.co.uk

Saturday 17 & Sunday 18 May JARROW, Tyne & Wear

Organiser: Jarrow MRC.
Venue: Primrose Community Association, Lambton Terrace, Jarrow, Tyne & Wear, NE32 5QY.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, children £3.00, family £14.00. Card payments.
Amenities: free limited on-site parking plus limited disabled parking, as well as permitted on-street parking. Refreshments, including light lunches and bar.
Features: layouts include *Neuburg 1913* (Swiss HOm, CM Swiss Special November 2018 and November 2022), and *Mariana Mesa* (US On30). Societies, trade.
Contact: 01914 249977.
Website: www.jarrowmrc.org

Saturday 17 & Sunday 18 May PORTHMADOG, Gwynedd

Model Railway Workshop
Organiser: Ffestiniog & Welsh Highland Railways.
Venue: Y Ganolfan Community Centre, High Street, Porthmadog, Gwynedd, LL49 9LU.
Open: both days 1000-1600
Admission: T.B.C. – check website.
Amenities: new venue in Porthmadog, close to the Ff&WHR Harbour Station, in place of previously advertised venue at the Minffordd Gweithdy. Refreshments.
Features: layouts and demonstrations, to show the skills of railway modelling and how to take up the hobby in space you have available. Dedicated to the memory of the late railway modeller and writer Paul Towers, organiser of many exhibitions in the Porthmadog area.
Contact: 01766 516000.
E-mail: enquiries@ffwhr.com
Website: www.festrail.co.uk/
model-railway-workshop/

Sunday 18 May HASTINGS, East Sussex

Organiser: Model Railway Quest.
Venue: The Hastings Academy, Rye Road, Hastings, TN35 5DN.
Open: 1000 -1600
Admission: adults £7.00, seniors and U16s £5.00, family £15.00, TFL & rail workers with ID £5.00. Discounts for advance booking.
Amenities: free on-site parking; on bus route from Hastings station. Wheelchair access.
Features: 20 layouts. Trade.
E-mail: modelrailwayquest@gmail.com
Website: www.modelrailwayquest.com

Sunday 18 May STOW-ON-THE-WOLD, Gloucestershire

Organiser: StowRail Organising Group and Parents, Teachers, and Friends Association of Stow-on-the-Wold Primary School.
Venue: St.Edward's Hall, The Square, Stow-on-the-Wold, Gloucestershire, GL54 1AF.
Open: 1030-1600
Admission: adults £5.00, accompanied children free. Raising funds for the primary school.
Amenities: short-stay parking in the Square, long-stay and pay & display parking within walking distance. Disabled access. Tea and cakes.
Features: layouts include *Kaninchenbau* (alpine HOe, CM February 2022). Demonstrations, pre-loved items sales.
Website: www.stowrail.org.uk

Saturday 24 May BEER, Devon

Venue: Station Gallery/Lecture Theatre, Pecorama, Underleys, Beer, Devon, EX12 3NA.
Open: 1000-1600
Admission: included in Pecorama special 50th anniversary entry prices: adults £7.25, concessions (ages 3-17 & 65+) £6.25, family (4) £24.95, family (5) £29.95, under 2s free, dogs £1.00. Additional Beer Heights Light Railway train rides £4.00.
Amenities: parking; disabled access (N.B. hilly site); refreshments.
Features: visitors are invited to help operate modular digitally controlled Swiss HOm layout *The Andeer Line*. (Full instructions will be given.)
Website: www.pecorama.co.uk

Saturday 24 & Sunday 25 May AYLESBURY, Buckinghamshire

RAILEX 2025
Organiser: Risborough & District MRC.
Venue: Stoke Mandeville Stadium, Guttman Road, Aylesbury, Buckinghamshire, HP21 9PP.
Open: Saturday 1000-1730
Sunday 1000-1630
Admission: adults £12.00 including programme, U16s free.
Amenities: free car park, disabled access, refreshments.
Features: 16 layouts including: *Cessy en Bois* (French HO, CM October 2023) and *Maple River* (US HO). Demonstrations, trade.
E-mail: railexmanager@rdmrc.org.uk
Website: www.railex.org.uk

Saturday 24 & Sunday 25 May RUDDINGTON, Nottinghamshire

Organiser: Nottingham Transport Heritage Centre in association with Nottingham MRS.
Venue: Nottingham Transport Heritage Centre, Mere Way, Ruddington, Nottingham, NG11 6JS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, U16s £2.00. (MasterCard, Visa, etc., cards accepted.)
Amenities: from M1 Jct.24, take A453 (Remembrance Way) towards Nottingham, then onto Green Lane in Clifton Village, towards Ruddington. Further detailed directions on website. Parking on site at £2.00 per vehicle – card payments possible). Venue can be reached by Nottingham City Transport bus No.10 or Kinchbus No.9 from Nottingham city centre. Fully wheelchair accessible. Catering from heritage café.
Features: 27 British, Continental, and American layouts, including *Köstritzer Mine* (German HO) and *Central Alonzo Mill* (Cuban HO, CM September 2023), *Bear Creek*, and Black Diamonds US N modules. Demonstrations, trade. Plus Heritage Centre attractions.
Website: www.nottingham-modelrailway.org.uk

Saturday 24 & Sunday 25 May SCARBOROUGH, North Yorkshire

Organiser: Scarborough & District Railway Modellers.
Venue: Newby & Scalby Community Hall, Scalby Rd, Scarborough, YO13 0RA.
Open: Saturday 1000-1700
Sunday 1000-1530
Admission: adults £7.00, children free.
Amenities: free on-site parking, plus there is a regular bus service. Venue is wheelchair-friendly except for the stage. Refreshments.
Features: 10 layouts, including *Megsdorf* (German HO). Demonstrations, trade.
Contact: Roland Wood, 07897 595344.
E-mail: roland@sdrmweb.co.uk
Website: www.sdrmweb.co.uk

Saturday 31 May ROMSEY, Hampshire

50th Anniversary Open Day
Organiser: Wessex Narrow Gauge Modellers.
Venue: Abbotswood Community Centre, 14, Abbotswood Common Road, Romsey, SO51 0BX.
Open: 1000-1630
Admission: adults £5.00, accompanied U16s free.
Amenities: free parking (check signs for any restriction), wheelchair-friendly building, basic refreshments (teas/coffees, cakes, etc).
Features: a dozen narrow gauge layouts, in scales of 1:87 and 1:76. OO9 Society sales stand in attendance.
E-mail: admin@narrowgaugesouth.org.uk
Website: www.narrowgaugesouth.co.uk

Saturday 31 May SLEAFORD, Lincolnshire

Organiser: Sleaford MRC.
Venue: St.George's Academy, Westgate, Sleaford, NG34 7PP.
Open: 1000-1600
Admission: adults £6.00, children £4.00, family £12.00.

Amenities: 10 mins walk from station; free parking; level access; refreshments.
Features: 14 layouts, including *Tyskie Wielkopolska* (Czech HO, CM September 2017) and *Bluegum Ridge* (Australian N). Loco doctor, N/T/O/O test track, trade.
Contact: 01529 400142.
E-mail: Sleaford-MRC@hotmail.com

Saturday 31 May & Sunday 1 June HULL, East Yorkshire

Organiser: Hull Miniature Railway Society.
Venue: The Event Space, Princes Quay, Hull, HU1 2PQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, one child free with each adult, additional children £1.00.
Amenities: 500m from Hull Paragon Interchange rail and bus station; access from A63; large on-site car park, entry via Waterhouse Lane (satnav HU1 2PS, what3words atomic.Figure.salon). Food and drink outlets.
Features: layouts include *Dettingen* (German HO, CM October 2016). Demonstrations, trade.
Websites: www.hullmrs.org
www.hullmodelrailwayshow.blogspot.com

Meetings

Monday 5 May – 1930 Peak Rail Association (Sheffield Branch)

An Andean Adventure by David Worth, plus *The David Odd Collection* by Roger Hallatt.
Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield, S2 2TP.
Admission: £5.00.
Contact: Dave Sharp, 0114 2745478
E-mail: davidsharpssheffield@gmail.com
Website: www.peakrail.co.uk/sheffieldbranch

Thursday 15 May – 1930 Lutterworth Railway Society

New England in the Fall by Bob Gellatly.
Venue: The Pavilion, Recreation Ground, Coventry Road, Lutterworth, LE17 4RB.
Admission: members £2.00, non-members £5.00.
Contact: Alan Bilton, 01455 207996 or 07771 756013.
Website: www.lutterworthrailwaysociety.co.uk

Thursday 15 May – 1930 Marlow & District Railway Society

The US Railroad Scene in the 1960s/70s by Don Woodworth.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX; or on Zoom.
Admission: free for members, £3.00 non-members.
Website: www.mdrs.org.uk
Contact: Martin Stoolman, 07954 849390.

Friday 16 May – 1900 Stephenson Locomotive Society

My Book Of World Trains (Part 3) featuring Denmark, Norway and The Raumabanen by Phil Kirkland.
Venue: The Conference Room, First Floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67, Westgate Road, Newcastle-upon-Tyne, NE1 1SG.
Website: www.slsnewcastle.org.uk



Beginner's DCC courses at Peco



The 'Beginner's guide to DCC' one day course designed to dispel myths surrounding Digital Command Control proved very popular in 2024 so more dates are planned for 2025.

The next course is due to take place on Monday 9 June between 10.00am and 4.00pm.

There will be further dates in July and August.

Numbers are limited to enable a personal approach.

The course fee (£65.00) includes complimentary tea/coffee through the day and lunch.

Participants will also be entitled to a discount in the Pecorama model shop.

The Pecorama site and the Beer Heights Light Railway will be open.

The course combines theory and practical sessions covering all the main

aspect of Digital Command Control. There will be opportunities to install a locomotive decoder and connect stationary accessories.

The approach is flexible and there will be plenty of chance for questions.

Although DCC is now part of the mainstream model railway hobby, it can seem very complicated and this sometimes puts people off starting at all.

Peco have a long tradition of providing support and advice for the hobby and these courses build on that. As the company has no vested commercial interest in any brand or system, the advice is completely impartial and based upon practical experience.

If you are interested, e-mail julia.boswell@peco.co for further information.

Peco, Beer, Devon, EX12 3NA.

Kaeserberg train of the month



In 1980, the Seetalbahn between Emmenbrücke, Lenzburg, and Wildegg still had over four hundred level crossings and only eighteen of these were fully protected by lights, so the accident rate was correspondingly high.

From 1983, the SBB sought to make the trains more visible by applying large yellow foils to the front of the vehicles.

On the Kaeserberg layout, a shuttle train displays this ugly but useful decor-

ation. A second class EW1 coach serves as an intermediate car, as was the case on the section to Wildegg, which was closed in 1984.

In 1968, De4/4 1661, built in 1927, got a new welded body with large cab windows and a red livery, but retained the riveted bogies until its retirement in 1988. Maximum speed was 75km/h.

www.kaeserberg.ch

New HO trams from Halling



The Viennese manufacturer **cbmodels** has often delighted us with models based on prototypes from Vienna.

Now they are back with the c4 trailer, probably the most loyal companion of the E1 tram, which entered service in the mid-1970s and formed the backbone of the trailer fleet in Vienna for an incredible 48 years. The c4 was retired from regular use in summer 2022. The veteran of so many decades in the streets of Vienna can now take the public to the locations on Tramway Day.

The c4 models developed in Vienna take all the differences into account, with a permanently illuminated red LED tail light in both analogue and digital mode as standard.

A comprehensive set of decals for lining, lettering, and pictograms is included, along with a dummy coupler. For all those who want to couple the c4 with the E1 a set of finely detailed and functional magnetic couplers is now available.

The TW3021 is available again, while stocks last. For many years, Halling have been producing models for Üstra, the Hanover transport company. Thanks to their orders, several basic models and numerous colour or number variants of these basic models have been created.

The TW3021 was made in 2015 and sold out years ago. Now they have managed to produce some more. If you are interested, order as soon as possible as they were only able to make a very small number and after that it is unlikely that they will be able to produce this model again.

www.halling.at



Vale Kelvin White

We were sad to hear that Kelvin White passed away on 3rd March at the age of 71 having been diagnosed with pancreatic cancer less than three weeks earlier. This was after he was told that his multiple sclerosis might have stabilised.

Kelvin had an eclectic range of interests and was an active member of many specialist groups, but many only knew him from their mutual interests. There was more to him than many knew.

As a railway modeller, Kelvin was often called a modelling butterfly. He defined this as a modeller who settles on a subject, researches it in great detail, buys too many kits, even makes some, achieves some progress, then loses interest and moves to the next project. This must be the sign of a fertile imagination. There were many projects, of a wide range of prototypes, in a variety of scales; he seems to have had a go at all the major scales and gauges from 2mm through to Gauge 3, dabbling in live steam in the garden along the way. British, Continental, Indian, and Japanese prototypes all attracted his attention; known projects were, Eastern European TT, Japanese N (twice), O in both standard and narrow gauge, Dutch narrow gauge in N, Indian narrow gauge, a number of British S scale layouts, Ibiza salt flats ... the list goes on.

His many friends in the informal White Horse Group of North American modelers would tease him about his many abandoned projects but Kelvin took it all in good spirit. How could anyone spend a lifetime making models of the same prototype in the same scale and gauge – there were far too many interesting prototypes to settle on just one.

His abiding railway modelling interest was American S. A number of small exhibition layouts were built and displayed. They all looked simple, but those that operated them soon found that they demanded thought and attention. Kelvin clearly enjoyed operating model railways. The White Horse group will remember operating sessions on Ted Smale's *Pacific* and *North Eastern* HO layout. Kelvin would annoy the yardmasters and infuriate the dispatchers by assembling over-length trains, complicating any single track meets, and clogging up yards on arrival. This would generate much banter, and Kelvin would just smile and all would be mostly forgiven.

He was warm, friendly, enthusiastic and never too serious: just what the hobby needs.

Editor's note: thanks to Mick Moignard and Patrick Smith for the above information. Our condolences to his family and friends.

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This section is reserved for the use of traders only.

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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*

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UK TOY AND MODEL AUCTIONS LTD. We are pleased to announce that our next auction will take place on Monday 12th May from 11am. This will be an INTERNET ONLY AUCTION plus our usual commission and phone bids. To include a nice collection of LBG and Hornby O gauge, plus a selection of diecast models. Our buyers premium 16% plus Easylyve charges. *For further information please visit our website www.uktoyauctions.com. Phone 01270 652773, 07484 670385.*

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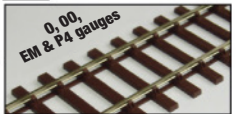
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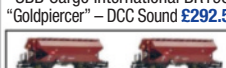
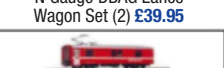
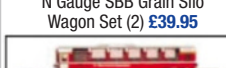
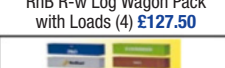
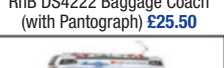
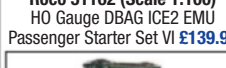
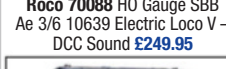
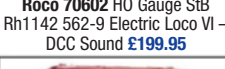
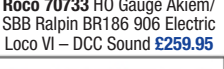


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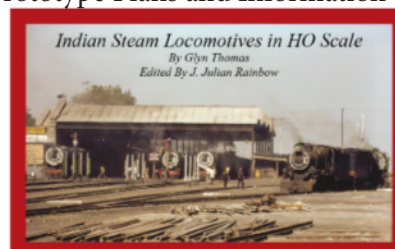
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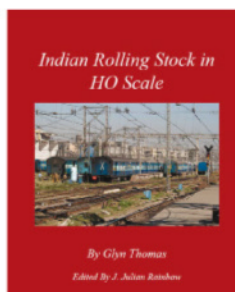


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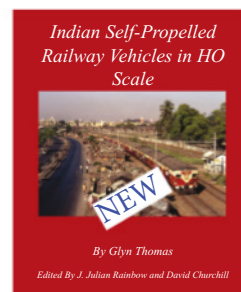
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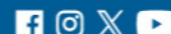
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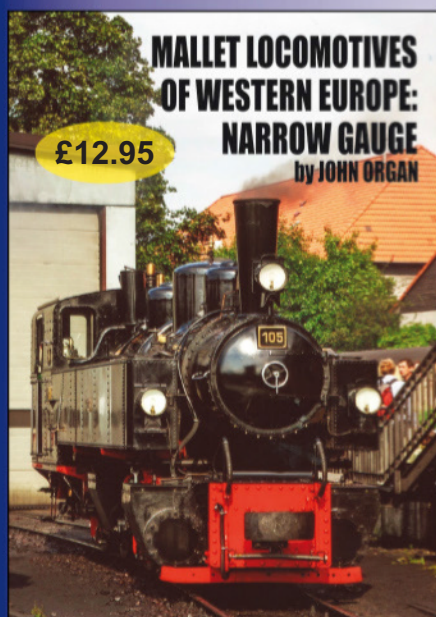


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