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# CONTINENTAL MODELLER

FEATURING RAILWAYS FROM AROUND THE WORLD

## Vonêche

Belgian HO

### Also in this issue...

- Bambino **Swiss N**
- Kinzigtal **German HO**
- Bouy-à-Bèze **French HOm**

... and much more

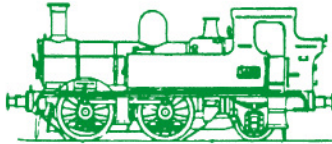
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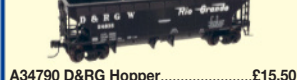


W40814 GTW 40' Box Car .....£23.00

### N Gauge



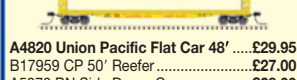
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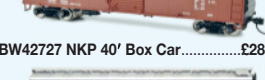
A3982 HH600/660 SP Lines .....£160.30



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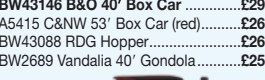


BW42727 NKP 40' Box Car .....£28.50

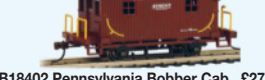


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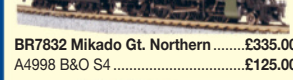
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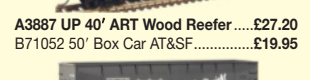
A5506 40' Santa Fe Reefer .....£31.00



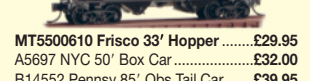
A3889 N.W. Refrig. Line .....£29.35



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



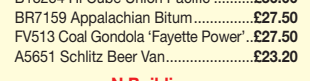
B17052 50' Box Car AT&SF .....£19.95



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



B18251 Hi Cube Santa Fe .....£36.00

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# CONTINENTAL MODELLER

June 2025  
Volume 47  
Number 6

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## RAILWAY MODELLER

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



Cover

**An empty ore train from Bertrix  
headed by an Anglo-Franco-Belge diesel  
approaches the station at Vonèche,  
recreated to scale by the MSC De Kempen.**  
Photo: editor.

## Business as usual?

The inevitable interval between completing an issue of the magazine and its publication means that it is impractical to be particularly topical in the editorial. But we think that the present uncertain world trade situation is unlikely to have been satisfactorily resolved in that interval. It would be difficult to estimate the effect (direct or otherwise) that any disruption may have on our hobby (a relatively minor consideration in the great scheme of things) given that so many ready-to-run models for so many different markets are produced in Chinese factories. Even those manufacturers who do not depend entirely on such sources are likely to encounter issues with the supply of raw materials and components, shipping, and so on.

This comes in addition to the increased inconvenience in Britain of getting models from Europe, though some suppliers there are better prepared, and importers and retailers here are doing their best. We encourage you to support them whenever possible.

With luck we should still be able to enjoy our hobby as a relief and a relaxation. That new item may be delayed – for whatever reason – but there is usually something to be done on the layout, by way of development, maintenance, or simply operation. Not only is our hobby creative but the result has 'play value' – the trains run!

Meanwhile we must proceed as best we can. "Keep calm and carry on ... modelling", to adapt (as others have) the now popular but originally unused wartime slogan. (It seems appropriate that the phrase was rediscovered on a poster found in a bookshop with a significant railway section – located in a former railway station!) Of course, in Britain at least, "Carry On ..." had other connotations, subsequently amplified by the comedy films.

But we digress. This issue offers another varied selection of articles to entertain and inspire, as usual featuring different subjects in a range of scales and gauges, variously prompted by childhood experiences, holiday visits, or simply the appeal of a particular prototype, local or distant.

*Vonèche* is an almost to scale representation of a local prototype, albeit in an ideal period which allows a wide range of traffic.

*Bouy-à-Bèze* captures the typical atmosphere of small coastal village in northern France (though fortunately without the fishy aroma the name might suggest!).

*Kinzigtal* transfers a town in the Black Forest and its surroundings to a domestic loft.

*Bambino* was a neglected layout, but was revived and developed when it rekindled childhood enthusiasm and now serves a new purpose.

*Kusttram* recalls regular Easter holiday excursions to the Belgian coast.

The scenes shown in *Les Caves du Roy* may not be so idyllic, and portraying them does not in any way condone the regrettable activities which created them, but we can admire the skill of the modeller in depicting the unfortunate results. Military modellers seem to have no difficulty with similar subject matter, and perhaps time is a factor – the events occurred over thirty years ago. In that respect it is similar to many layouts.

Finally, *Paul Köder Quarry* shows how the builder realised that quality modelling alone was not enough and devised a way of attracting the attention of exhibition visitors to a small layout.

We also have a (very) full complement of product reviews, plus books and videos.

The delivery of publications both from and to mainland Europe continues to be vexing – we cannot now send complimentary copies to European contributors without incurring customs charges on arrival, and the same applies to direct sales.



# CONTINENTAL MODELLER

June 2025  
Volume 47  
Number 6

## Contents



### 442 VONËCHE – RAILWAY OF THE MONTH

On the Athus – Maas line: MSC De Kempen present their new Belgian HO exhibition layout, set in Epoch III-IV to allow steam and diesel traction.

### 452 BOUY-À-BÈZE

A seaside town served by a metre gauge *secondaire* – MSC Het Spoor vzw introduce their HOm evocation of a French coastal light railway.

### 462 KINZIGTAL – PLAN OF THE MONTH

German HO in the loft – Ian David describes his layout, which has been developed in two stages.

### 472 BAMBINO

The result of childhood enthusiasm – Maurizio Tolini explains how his lifelong passion for trains began and lead to his present Swiss N layout.





490

**482 CUBAN SUGAR STEAM**

Peter Dale shares evocative images showing selected standard gauge lines in the east of the island.

**490 KUSTTRAM**

Oost Brabantse Modeltrein Vrienden (OBMV) decided to depict part of the Belgian coast tramway in HOm.

**496 LES CAVES DU ROY**

Matthew Strickland has created a highly detailed scene in HO based on an unusual subject – Beirut in the 1980s.

**506 PAUL KÖDER QUARRY**

Günther Kiltz reveals his new German HOe micro-layout, built as bait to attract exhibition visitors.

**514 PRODUCT REVIEWS****524 BOOK and VIDEO REVIEWS****528 NEWS****16a EXHIBITION DIARY**

496



506



482







**Hitachi Class 800/3 GWR**

10-1672

1:148  
**N**  
Scale

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R282 1,580mm OP 11-211/11-213 DCC



**Hitachi Class 800/1 LNER**

10-1675

1:148  
**N**  
Scale

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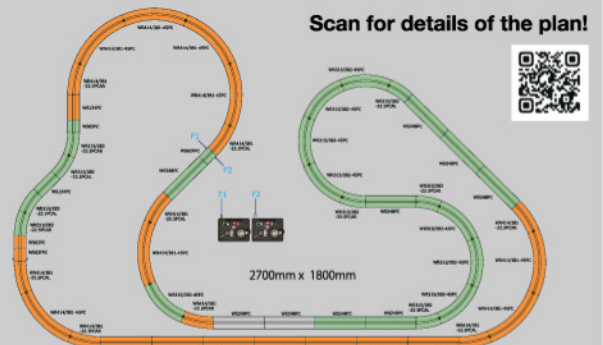
R282 1,580mm OP 11-211/11-213 DCC

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|  |                      |
|--|----------------------|
|  | Headlight            |
|  | Taillight            |
|  | Motor                |
|  | Minimum Curve Radius |
|  | Overall Length       |

### Icons - Option

|  |                               |
|--|-------------------------------|
|  | Interior Light (See item no.) |
|  | DCC-friendly                  |

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- PT513 #11 Blades fits PT514 Craft Knife
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**N**  
1:160

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**H0**  
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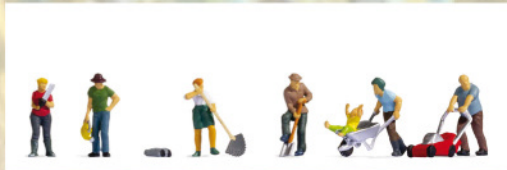
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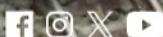
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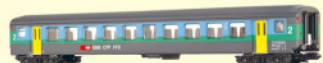
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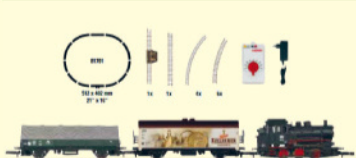
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# Vonêche

On the Athus – Maas line  
in Epoch III/IV

The former station of Vonêche was located on line 166 (the northern part of the Athus – Maas Line) between Gedinne and Pondrôme. It was opened on 1st October 1898 and closed in 1990 for freight traffic, although the local sawmill was still served until it too closed its doors. On 26th September 1993 the line was closed to passenger traffic. The station area had changed drastically during electrification – the station building and the goods shed disappeared and made way for a transformer station.

The Athus – Maas Line was known for its heavy coal and ore trains. After the war, these were double headed by steam locomotives of types 25/26, then by type 202/203/204 diesels (later series 52/53/54). That is why we chose to model Epoch III/IV. Also, until modernisation and electrification, this was also one of the last lines where classic mechanical signals ensured the service.







Above  
**AFB 'round nose' diesel 5206 carefully positions a van at the loading dock as bogie diesel railcar 4404 pauses at the platform.**

Left  
**A coal train from Dinant double headed by 2-10-0s 26 101 (a BR52 *Kriegslok*) and 25 018 (former BR50).**

### The layout

Vonèche has several advantages for the modeller. Since the station is enclosed between the tunnel entrance towards Dinant and a curve in a cutting towards Bertrix, we have been able to create a beautifully closed whole by moving the tunnel entrance towards Gedinne.

The station itself had an interesting yard with a passing track for normal traffic and an interesting set of freight sidings that served the goods shed and the local sawmill. This provides varied traffic and interesting shunting possibilities.

The whole is situated in a beautiful landscape in a wooded area.

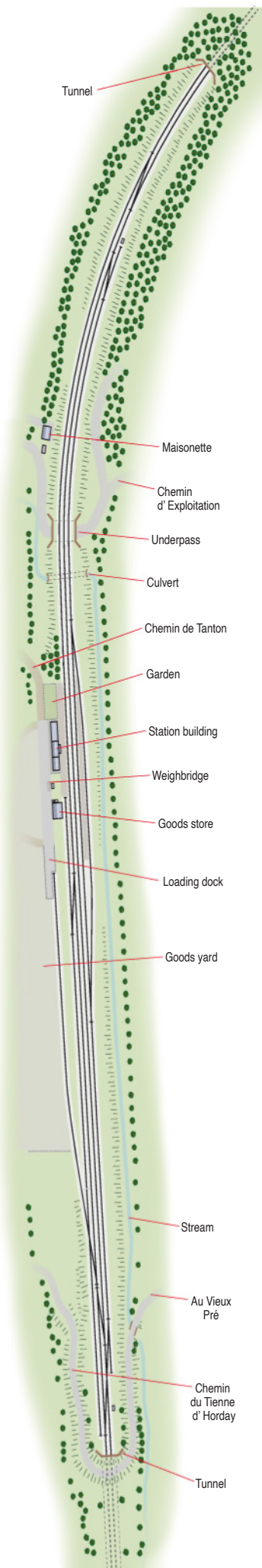
In terms of buildings, there was only a goods shed, the station, and a 'maisonette'. There are two tunnel entrances, a railway viaduct, and a culvert for the local stream.

The station was equipped with Saxby mechanical signalling.

The line was used by all types of trains, which makes a wide variety of traffic possible.

In short, a nice larger project after our smaller layouts.









Above

**A rare loco-hauled passenger service – AFB diesel 5205 (rebuilt with 'floating' cab) calls at Vonèche station leading a rake of M2 stock. The station was adapted from an old Jocadis kit.**

## Preparation

Since nothing of the original track plan can now be found on site, a search for information started.

Through *Modelspoor* magazine we made contact with the Rail Miniature Mosan club who sent us interesting information, such as the original track plan from Epoch III, and details of the immediate surroundings, including sketches and measurements of buildings.

The search for old photographs in old magazines and on the internet was completed with the interesting book *Ligne/Lijn 166* from the Nicolas Collection.

The landscape and the surroundings are still completely intact and could be documented on site.

The structures were photographed, measured, and drawn and our friend Jan printed them out on the correct scale.

The next step was the creation of a 1/10 scale model of the planned layout. We started from the SNCB/NMBS track plan at a scale of 1/1000 and reduced it so we could simply cut out the track plan and fit the track into the landscape, with the height differences determined using Google Earth. By comparing this with reality on site, errors could be corrected.

Left

**AFB diesel 5307 on the way from Bertrix with a train of empty ore hoppers.**

Inset left

**The small house (*maisonette*) by the line near the station was scratchbuilt from plans provided by the Mosan club.**

Right

**A series 44 diesel railcar on the way to Bertrix drifts to halt at the station. The goods shed was made from another Jocadis kit.**





The whole thing then had to fit on a modular baseboard system in which the components had the same standard dimensions (to facilitate transport) and yet the scale was respected. In addition, there were to be no points, viaducts, or tunnel entrances at the module joins. This was not that easy using a classic drawing board with pencil and paper and a very large eraser!

The whole thing was completely successful: the 6m radius of the curve towards Bertrix changes behind the tunnels to a radius of 1 metre towards the storage sidings, because we wanted to avoid tight curves with long trains.

The only concession is the station, which has been moved 2.5cm in order to avoid a baseboard join.

### Construction

The modules were made of lightweight poplar plywood, 10mm thick. In the visible part, the modules measure 150cm x 80cm. The curved modules have an angle of 7.5°, which exactly fits a track radius of 6m. In the hidden part, the modules are 150cm x 40cm, which guaranteed a radius of 1m and allowed for six storage tracks at the back.

The legs are placed between the modules and are adjustable in height with our new system by means of a screwdriver, which makes quick assembly possible on uneven floors.

The track is Tillig Elite code 83. However, while very detailed the track and points are a bit too delicate for a portable club layout. Moreover, it was not suitable for all the rolling stock owned by club members.







Above  
In the steam era,  
there was one train a day  
to and from Brussels  
using type K coaches  
hauled by a class 29 2-8-0.

Left  
Another class 25 2-10-0  
(former *Kriegslok*),  
paired with a box tender,  
awaits the signal  
with a mixed goods.  
The loading gauge is a kit  
by PB Messing Modelbouw.

For the ballast bed, we used ballast waste from Zichem station, which was sorted using sieves. Just count how many stones there are in reality between the rails and the choice of sieves is determined! The finest selection was used on the platforms. The middle mix ended up on the unloading area and the footpaths next to the track.

The roads were cut out of hardboard according to the plan and incorporated into the landscape.

The shape of the landscape is built up from layers of polystyrene sheet of different thicknesses so that we could form a correct representation of slopes and cuts. For this we used a home-made cutting table with a corner guide guaranteeing the correct cut. The advantage of these sheets is not only the light weight and the ease of cutting but also

the sturdiness for planting shrubs, trees, telegraph poles, and the like. For finishing, we used papier-mâché with a smooth top layer of Mifoshell.

Subsequently, a shrub and tree factory was started. The shrubs were largely made using the sisal string method. With experience, volume production can be achieved quickly.

Various methods were used for the trees: metal mesh and polyfibre, the top branches of the box hedge with branches of sea foam, and complete sea foam trees, produced beautiful results after the necessary preparation (straightening and painting).

The leaves come from the Noch range and early autumn was chosen. This guarantees sufficient colour shades and an attractive landscape.





We used Colorberry resin for the water in the stream. This product does not develop a smell or heat and does not eat away at foam, etc. Moreover, it is sufficiently viscous so that it does not flow away quickly and yet levels out nicely. This was necessary for our steeply descending stream. Once the sand and pebbles were glued in place, the resin could be poured quickly.

In addition, the sawmill was also in operation: logs were delivered by train, and stacks of wood were made for the goods yard.

### The station area

The choice for the station and the goods shed was easy – both were in the Jocadis range. Building them was a different matter, as the kits were made of plaster. This resulted in a lot of sanding and fitting work. In addition, one wall fell to pieces ...

The plastic doors and window frames were replaced by brass parts from the improvement kit by PBM. Differences in scale also resulted in grinding and sanding work being necessary here. The gutters on the shed and the station did

Above  
**Series 44 diesel railcars (from Treinshop Olaerts) passing at the station. The local sawmill generates valuable traffic.**

Below  
**The platform starter signal for trains toward Bertrix.**



Left  
**The vegetable garden is the stationmaster's pride.**

Right  
**Co-Co diesel 5528 sets off with a mixed goods.**

CONTINENTAL MODELLER





Above  
**The approach signal  
 in the cutting  
 for trains from Bertrix.**

not correspond to reality and were replaced by our own product for the shed and etches from the PBM embellishment kit. The lead flashing around the chimneys also came from the same kit.

The station was given an interior, including a Saxby signal system from Artitec, and lighting. As a final step, two tall chimneys were added to the flat wing. These were visible on the available photos but were not included in the kit.

The platforms were provided with functional lighting of our own make, flower boxes, and name boards. A wooden pedestrian crossing over the main tracks connects the central platform with the station and is made with two layers of wood veneer.

The station master's garden was a work of art in itself and was created by a gardener who had never held a spade in his hand. All this with the help of vegetables from the Busch and Fallers ranges, bean poles, and a water tub.

The other building, the 'maisonette', was built from plasticard based on the sketches from RMM and photos of the existing building with rear extension.

In the goods yard there is a height gauge from the PBM range, which is set in such a way that free passage through the gauge also provides free passage through the tunnels – it was a question of passing our tunnels without accident.

You will find all the attributes that adorned Vonèche at the time, such as the safety tracks with home-made buffer blocks and shelters, the area around the goods yard, with a weighing installation, and the electricity wires over the entire station according to our familiar concept with hanging wires.

The station is equipped with decoupling magnets to enable shunting using Kadee couplings. The local goods train ran daily from Bertrix to Dinant, stopped on the passing track and, after the signals allowed shunting, the main tracks could be crossed in the direction of the sidings, which included the goods yard and the local sawmill. In the other direction, a local wood delivery could run directly into the goods yard. Wagons can be picked up and left at the various locations.

## Signalling

The signalling system was another matter! The signals, compensators, and cable guides come from the PBM kits and were neatly cut, folded, and soldered (with the help of baking paper to keep everything movable). The operating cables were placed over the guide rollers via the compensators to the signals and that was a special task in itself. The whole thing was equipped with LED lighting and controlled under the board with servo motors. The signals look great on the layout. A few changes are still needed to the block system so that the trains come to a stop nicely in front of the signal.

The points are worked by Tortoise motors under the board.

For the kilometre and hectometre posts, we were provided with a mould by our friend Peter. After casting in synthetic resin, they were painted and numbered.

In the curve towards the Gedinne tunnel, we did not omit the white reference posts which served to correct the bend manually during maintenance work on the line.







## Rolling stock

In terms of rolling stock, almost anything that thundered over the tracks in Belgium in Epochs III and IV can be used.

However, the beautiful heavy double-headed coal and ore trains, pulled by the type 25 and 26 steam locos after the war, were typical. Various models of different brands are available for this. For easy digital operation, the motor was decoupled on the second locomotive by removing the gears. This avoided the problem of different brands with different decoders. For the coal train, open wagons were provided with a real coal layer on a foam filling. The usual guard's van completes the consist.

In the following period, steam locos were replaced by the round nose AFB diesels, types 202/203/204 (later series 52/53/54), which could complete the journey from start to finish without changing locomotives in Bertrix. Here too, there are sufficient makes and variants (including the 'floating' cab type) available on the market and here too, dummies were created by amputating the drive.

The trains ran loaded with double traction for the climb towards Bertrix and returned empty, with or without two locos, towards Dinant.

For the passenger service, the diesel motor cars of the 43/44/45 series were mainly used. In the Official Travel Guide of the Belgian Railways from 1956, we found one loco-hauled direct train in the morning and evening to and from Brussels, which in turn gave the idea for the combination of a class 29 with a set of K coaches and the later type 204 diesel with a set of M2 coaches.

There is more than enough space in the storage sidings, depending on the length of the trains.

All models have been weathered with an airbrush.

## Digital control

For the first time on a club layout, we changed from analogue manual control to digital automatic control. It has been quite an adventure, even a real revolution, for our club!

Everything was guided by our engineer/programmer, Eric Van Bocxlaer, who devoted himself to this project with great dedication. He takes up the story:

When the construction of *Vonëche* started, digital control by computer was chosen, with an option to drive manually.

Before purchasing the central control unit, the market was examined and, partly because of the price, the DigiKeijs DR5000 was chosen. This is a universal DCC control unit with all current bus connections which can be connected to the computer via network, wi-fi, or USB. It can work with various software packages, such as iTrain, Koploper, and RocRail. Peripherals such as the Roco MultiMaus or Lenz LH01 handsets can also be connected, and via WLAN mobile hand control is possible.

The DR5000 was eventually converted into a YaMoRC YD7001 using the YD9401 Wifi/LAN upgrade. This was to ensure support after the disappearance of DigiKeijs.

In order to provide the track with sufficient power, a booster was added, namely the YaMoRC YD7403.

It was all built into a 19" rack with a standard computer 12V power supply with enough capacity for everything.

For controlling the points and signals and providing detection, the affordable Mardec multi-functional decoders and Arloco feedback encoder self-build modules from ArCoMoRa (Arduino Controlled Model Railway, [www.arcomora.com](http://www.arcomora.com)) were chosen. A total of four Mardec's were used for the seventeen points and eight Arlocos for the detection sections, along with eleven Okkie detector units.





Left  
**5206 is still in the siding as 5307 runs through with a train of empty hoppers. The General Motors diesels were built under licence by Anglo-Franco-Belge (AFB) in parallel with the NoHABS for Scandinavia.**

Below  
**The double-headed coal train rumbles through the yard. The leading loco was built by Cockerill in Belgium to the BR52 *Kriegslok* design, ordered in 1943 under the occupation but not delivered until after liberation in 1944. A track inspection draine is stabled on the headshunt – these were common on the SNCB-NMBS network.**

Photographs by the editor.

Each track module was equipped with two busses, one for the digital traction current and one for the 12V power supply. All connection cables were labelled and led to the right place via cable ducts – made with cheap page binding spirals.

Each track module with Arloco detection was equipped with two external LocoNet T bus connections for fast cabling without having to be under the layout.

Initially, relay boards were used for the Mardec's to control the point solenoids and Tortoise motors. Later, a change was made to an L298N dual H bridge board. This uses mosfets and has no moving parts, which makes it more reliable. Practice will show.

To bring the DCC signals to the Mardec's, reliable network cables were chosen. These cables were connected to the available LocoNet B bus connection on the central unit. Only the two outer wires with the DCC signal were connected. As for the LocoNet cables, each Mardec track unit was also equipped with two network connections to simplify the cabling.

After all that, sending the DCC control commands through the rails turned out to be unreliable due to the distortions of the signal by the moving locomotives.

The free RocRail program was chosen for the control software. The documentation is written in a Wiki form and can be called up in the software via the 'Help' button at any time. It does exist in Dutch, but the English version is more

up to date. In addition to the wiki documentation, a certain Albert has made a series of videos for beginners and advanced users. These are very enlightening and can be found via YouTube.

The software has a lot of options and is therefore sometimes difficult to understand. The Dutch translations are also not always consistent between the software and the documentation. I recommend running the software in English together with the English wiki.

## Final touches

The layout is lit with LED panels that can be individually adjusted in intensity and warmth of the light. Due to the weight of these panels, the valance supports are tensioned and individually adjustable.

For the hardboard backscene, we were once again able to use the talent of our artist Anne, who has conjured up a beautiful Ardennes landscape.

The whole thing is framed with a black valance and a skirt.

2024 was an intense year for our club. After our exhibition in Mol, where the layout was first shown in the early stages, we were told that we had to leave our permanent location. Finishing the layout, finding a new location, and the accompanying moves to a tight timetable inevitably caused tension and frustrations. Fortunately, we had trains running for the Modelspoor exhibition in Wieze in September!

As for the rest ... time will tell.





## MSC Het Spoor vzw

introduce their evocation  
of a French coastal light railway.

# Bouy-à-Bèze

A seaside town  
served by a typical  
metre gauge *secondaire*

Since our club includes quite a few enthusiasts for the French metre gauge, it is not surprising that several of us have found our way to some interesting railways in our southern neighbours.

Our members Tim Somers and Jeroen Nieuwlaat once designed a layout that represented a line to a fishing port, called *Saint Amis sur Mer* (see CM November 2016). It was widely exhibited, including in the UK. When the builders decided to dismantle this layout, the club took over the modules, without buildings, with the idea of integrating them into a new project.

In the meantime, several members had already carried out "study trips" to the Bay of the Somme, including Saint-Valéry-sur-Somme. This produced a lot of atmospheric photos, ideas, and inspiration. A few metre gauge lines ran around this bay, and parts are now preserved and host museum traffic today. The idea quickly arose to develop a new layout on this theme, which would convey the atmosphere of the region – the typical local architecture, a tidal harbour, the coastal landscape, and of course the metre gauge railway was a 'must'. A whole soup of themes and associated materials and techniques. A fish soup in fact, because anyone who thinks of a soup in this area automatically comes to the well-known French dish *bouillabaisse*. The new layout was therefore given the name *Bouy-à-Bèze*. A working group was soon started within the club, which quickly grew to ten enthusiastic modellers, each with their own speciality.

### A man needs a plan

First, heads were put together to plan what, where, and when.

With the excursion still fresh in our memories, many ideas and proposals quickly emerged. These were combined in different ways and tested for their feasibility. After many meetings and discussions, we came to a first suggestion: a small local fishing port, transitioning to local industry and crafts, ending in a typical French village in a hilly area – of course with the necessary rail traffic.





Below

**A busy moment at Bouy-à-Bèze station.**

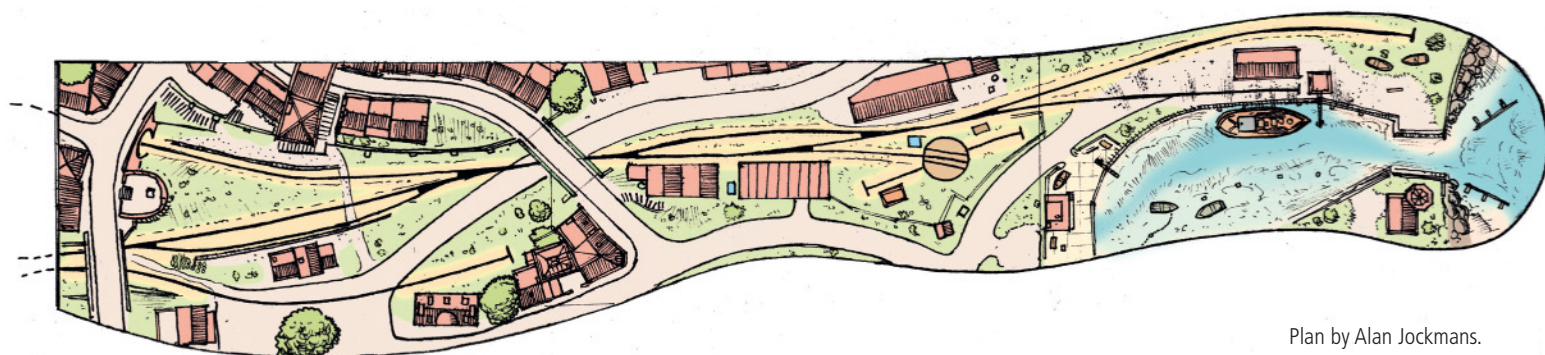
The red Corpet,Louvet 030T will shortly proceed to the quayside and the Billard *autorail* will depart, allowing the blue loco to complete assembling a mixed train.

The steam locos were 3D-printed from our own designs.

Photographs by the editor.







Plan by Alan Jockmans.



Far left  
The concrete arch bridge acts as a scenic break.



Left  
An old couple inspect the war memorial.

Right  
The track plan is quite simple (as befits a light railway) but still allows for some interesting operation.

A number of plans were drawn, tried out on a few boards, and tested for their feasibility and possibilities. Once that was done, the course was set.

Based on this plan we could arrange the buildings. We had enough photos from our excursions to the area around the Bay of the Somme. Very typical buildings, architectural styles, and local characteristics were selected, and with this we did some serious puzzling to arrive at a coherent whole.

We decided to build the whole thing on three modules each 120cm x 60cm, but not with straight edges, and with a dynamic slope, like the landscape. This gives the layout an unusual and fascinating shape. Two boards from an older layout were completely stripped, only the basic shape was retained. A third completely new module was added to this. Beyond these three modules we built a fiddle yard with a large train turntable, not visible to the public.

Below  
A locotracteur propels a couple of wagons across the station forecourt where the local market is in full swing.











Above

There seems to be a lot of activity at the police station.

### The track

We chose Peco HOM track. It is fine, realistic, and easily available.

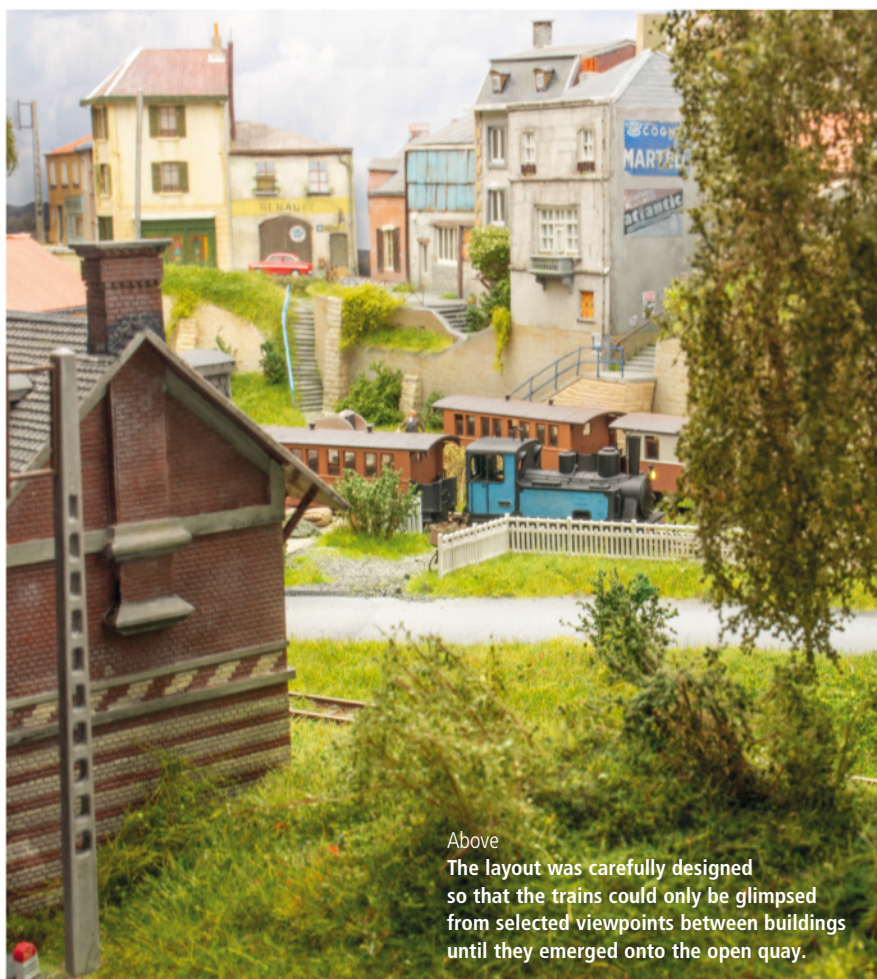
There is quite a bit of track on the layout, but it does not dominate the whole scene, not least because the tracks are not always clearly visible between the buildings and the geography of the layout.

The line comes out of the fiddle yard (on the left) at the station serving Bouy-à-Bèze village. From there it continues to the industrial area, ending at the small harbour. Both the local population, who come to the fresh fish market, and the local industries use rail transport.

### The buildings

All buildings on the layout were completely scratchbuilt. Most were made from Forex, a plastic foamboard that is frequently used in our club. Other buildings were made from plasticard. They are all based on real existing examples from the region of the Bay of the Somme. Many can be found in and around Saint-Valéry-sur-Somme. A book of photos of the real buildings is displayed at exhibitions.

The buildings were measured and photographed on site. Based on these photos, measurements, and data, the buildings were drawn with pencil and ruler and built in the classic way, i.e. cutting, filing, sawing, gluing. Many smaller details were created by etching, 3D-printing, and laser cutting.



Above

The layout was carefully designed so that the trains could only be glimpsed from selected viewpoints between buildings until they emerged onto the open quay.



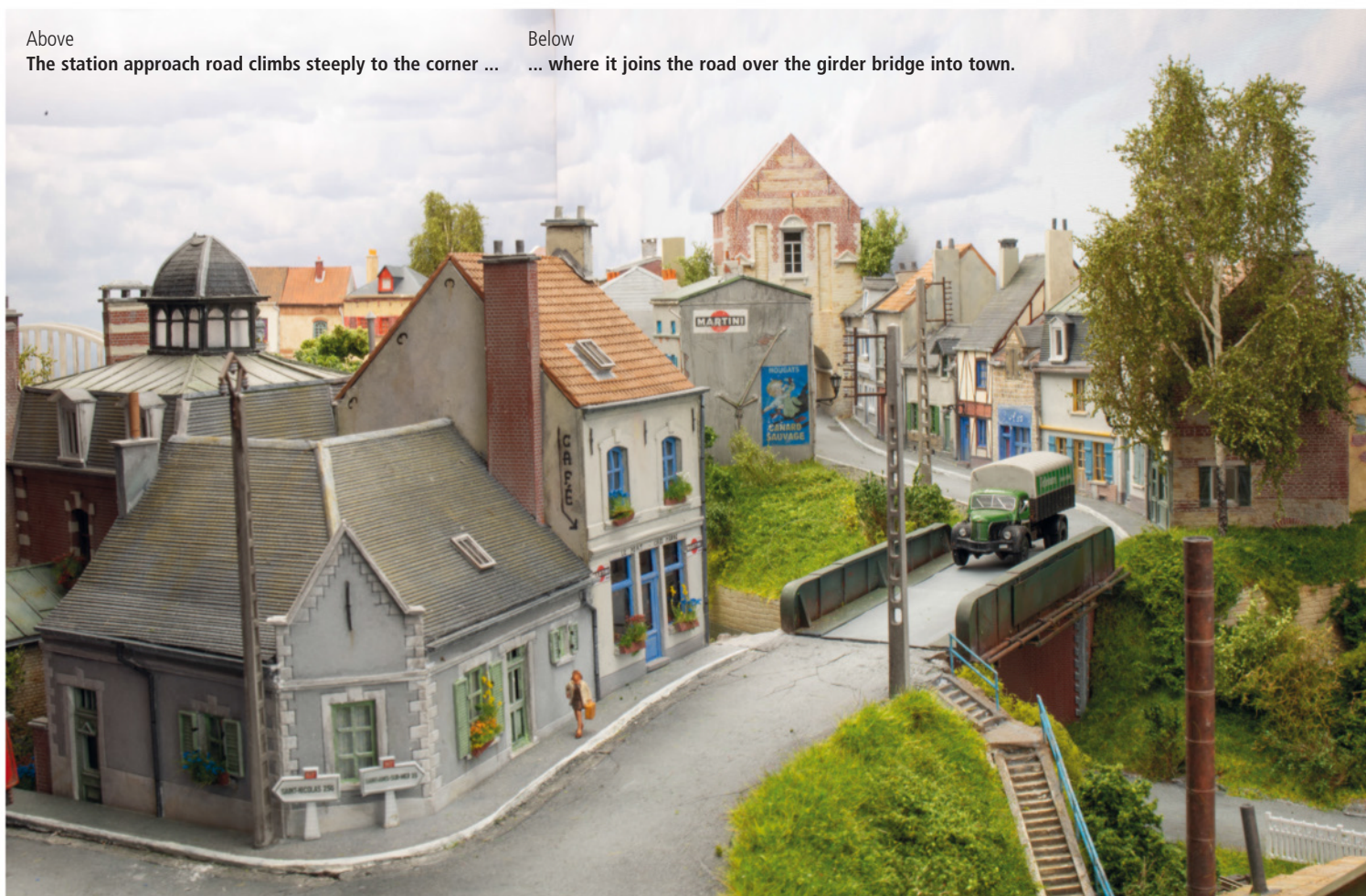


Above

The station approach road climbs steeply to the corner ...

Below

... where it joins the road over the girder bridge into town.







Left  
Between the station  
and the harbour  
the line serves  
several local light industries.

Right  
The line's loco depot  
is also located in this area.

The structures were built on foamboard bases so that they could be easily removed. This gave us the opportunity to lay the track quickly while the 'house builders' could calmly concentrate on developing and assembling the buildings without having to brave all kinds of dangers on the layout itself from track laying, electrical connections, and landscape making. That made work a lot faster!

### The landscape

From the sea, the landscape continues inland, with more and more slopes and hills, until you reach the village where many differences in level can be noticed. All this was based on our excursions on site around the Bay of the Somme. There are large differences in level over relatively short distances – that is why there are also many differences in level on the layout.

Below  
The harbourmaster's office  
at the head of the harbour.







### The backscene

In our club it is customary to make our own backscenes. The photo was taken at the Bay of the Somme by one of our members, printed on non-woven paper, and then glued to a sturdy Forex sheet – it is sturdy, stable, and light in weight! The photo of the estuary at low tide gives an enormous depth effect to the layout, especially at the harbour.

The lighting valance was also made from Forex. Very sturdy yet lightweight, it can easily be made to follow the organic shape of the module bases.

The lighting is by four large LED panels 120cm x 30cm. A special cloth was placed between the panels and the layout to filter the light. This gives a very diffuse light without disturbing shadows.

Below

**The harbour is modelled at low tide.**  
**Like the road vehicles, the vessels are not fixed so can be placed differently.**







Inset above

The market warehouse is optimistically named *L'Espoir* (hope).

B-B diesel No.8 is a repainted Bemo model, deputising for the BB400 long awaited from REE.

Main picture

A wealth of closely observed detail around the harbour. What could the coastguards be observing so closely? The Billard *autorail* brings customers to the warehouse.

Above right

Clutter at the end of the quay. Will the van or the small boats ever see use again? The anchor memorial and the stand with the lifesaver are authentic marine touches.



After a few exhibitions, we decided to equip the LED panels with dimmers so that we can adjust the light to determine the atmosphere.

### The rolling stock

Most of the rolling stock was designed and printed ourselves with 3D-printers. A number of locomotives that we had photographed and measured were drawn by some of our members and then 3D-printed, along with a large number of open wagons and vans. After the necessary painting and fitting of wheels and couplings, these could be weathered.

We have also repainted and weathered some REE, Tillig, and Bemo vehicles, including a German V52 B-B diesel.

The Billard A80D *autorail* – essential for a French metre gauge layout of the period – is a modified REE product.

This gave us a reasonable fleet of locomotives and stock to allow a nice variety of rail traffic.





**Ian David** describes his layout, which has been developed in two stages.

*Photographs by the author.*

# Kinzigtal

## German HO in the loft

### Background

In reality the Kinzigtal is the long valley stretching from Offenburg up into the Black Forest around Hausach. The Schwarzwaldbahn traverses the valley up to Hausach, where it continues upwards into the higher hills around Triberg and onto Konstanz; a branch to Freudenstadt diverges at Hausach.

The scenery varies from the townscape around Offenburg through orchards to the lovely town of Gengenbach and then on through the hills. Having had some memorable family holidays in the area, I wanted to give my layout the

feel of the region, even if some parts of the layout actually pre-dated those holidays.

As my main objective has always been to create a plausible setting to run my fairly extensive collection of models, *Kinzigtal* is essentially two large ovals with a substantial fiddle yard area and a small branch line, itself ending in another fiddle yard. I do try to run trains from the same period at the same time, but visitors like to see what they want, so from time to time odd combinations of trains can be seen.

Right  
DBAG BR628/928  
diesel railcar and trailer  
pass above the old town.

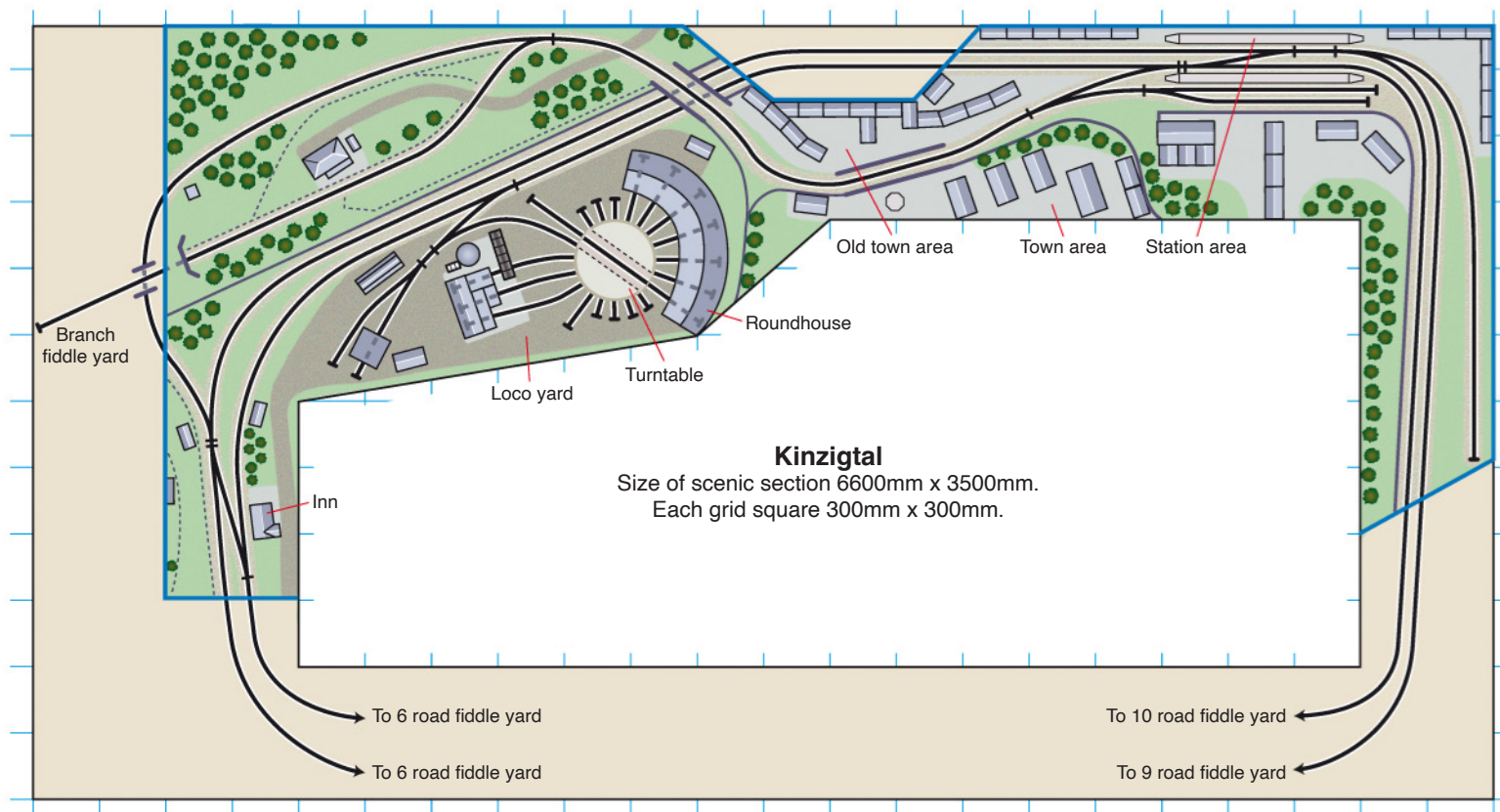
Below  
BR64 2-6-2T and  
BR485 electric railcar set  
in the town station.











The current layout is the result of evolution over time rather than any careful planning. As the house originally had a large water tank in the middle of the loft, only half the area was available for the scenic part of the layout. To run sensible length trains, some rudimentary baseboards were built around the back of the water tank to connect the original fiddle yard to the scenic area. This was never really successful and, despite there being no points on that section, it was always where something unexpected happened. An upgrade to the home central heating system allowed the water tank to be removed, and a significant extension to the layout. The slightly odd arrangement of two fiddle yards end to end is a direct result of that, but with hopefully a more successful grafting-on of the new scenic areas to the original old town board.

The heart of the layout is the suburban station area. I am not a fan of shunting, so this is pretty simple with two main line platforms, a branch bay platform, and one siding. I did not want the station to be at the front of the layout but to give a better perspective opted to put the station and town behind, on a higher level than the buildings and road at the front.

The area is deliberately dominated by the church. Many southern German towns seem to have very large churches, with the town and roads built around them. The raised railway lines and location of the church mean that shops and road are squeezed into a narrow strip, with the road past the church controlled by (Busch) traffic lights. At the chancel end of the church is the parsonage, and a small area occupied by a market. The main church doors face onto

Right  
**A BR103 electric arrives at the station.**  
The narrow street alongside the church is controlled by traffic lights.

Below left and below  
**BR515 battery electric railcar with 815 trailer on the branch line bridge.**







another small open area, with a large fountain, from where the road drops to a junction with a busier one that passes under the station area.

Behind the station is the town brewery, named after one of the Black Forest breweries. To the front of the brewery the railway curves quite sharply passing one of the signal boxes and falls gently through a cutting in the local hillside.

At the other end of the station, the main line trains disappear behind a row of buildings as they temporarily leave the scenic area. This is something of a legacy of the original much shorter layout, and is not something I would replicate as the part behind the backscene is very difficult to access for track cleaning, etc.

The branch line also leaves from this end of the station, on a slight incline over a level crossing with a sharp drop down to the local allotments and the start of the old town. The route then crosses over the old town valley on a very old Faller viaduct. Ideally this should be upgraded to one of the new laser-cut structures, but that would require quite a lot of rebuilding: maybe a future project. The buildings of the old town follow the valley sides down to the main road at the bottom of the valley, which passes another market area, and heads off through the imposing town gate at the back of the layout.

In the original configuration, trains heading away from the station turned left after crossing the viaduct, forming a small branch line in front of the old water tank. The recent reconfiguration meant that this had to be reversed, with the best option being to modify the viaduct approach to simulate

two lines approaching in a Y format, with the old line being abandoned and lifted. At least that gave a reason for the retaining walls being as they are! The line then skirts the local park which attracts visitors most days, with a queue at the ice-cream kiosk.

Below  
**ÖBB Rh1041 electric arrives  
 in the other direction.  
 The station is at a higher  
 level than the old town.**







Left  
BR485 electric railcar and trailer set departing over the branch level crossing.

Right  
BR515 battery electric railcar with 815 trailer on the branch skirting the park.

It seems that Kinzigtal may have a twin town somewhere in the UK as there is a British GPO telephone box, specially recommissioned for use in Germany – this is based on one at Heusenstamm near Frankfurt, which is twinned with Tonbridge in Kent. The park also has an old grape press as a reminder of the area's wine-growing heritage.

The branch line then crosses over the main lines as they re-emerge from behind the town, passing closely by some shops and restaurants. The line divides, with one continuing out into the countryside, past a local farm shop and under a bridge to the fiddle yard. The other line drops behind the hills to rejoin the main lines.

The main line itself emerges from behind the old town area under a plate girder bridge and in a deep cutting. It passes under the branch line and then runs behind the locomotive depot, which has a five road roundhouse off the turntable and a three road engine shed to the other side. There is a small coaling facility with ash pits beside and a water tower.

Past the depot, the line swings left, with orchards to one side and the rising Black Forest hills behind, eventually going off stage under a substantial road bridge. Just before leaving the scenic area, part of the branch line rejoins the main line.

## Track

Peco track has been used throughout. All the scenic areas use Code 75 and the fiddle yards Code 100. Ballast is granite chippings of a suitable size, with that on the oldest areas secured using Cascamite powdered glue mixed into the ballast before spraying with water. Later ballasting is by the more conventional use of diluted PVA glue.

## Fiddle yards

As built, the layout had a fiddle yard capable of holding nine trains in one direction and ten in the other. Length was always a limiting factor, so some lines are considerably longer than others, requiring some careful planning of what goes where.

The Covid lockdowns saw the incline down to the fiddle yard being eased, and likewise the sharp curves: better to sacrifice some storage capacity in the interest of better running. With the subsequent layout extension, a second, shorter, fiddle yard could be built. I was not keen on ripping up what was already there, and worked pretty well, so the second yard fans out again after the first yard. One line in each is kept as a through line, and the setup works well. Thankfully the Z21 handles routes really well as I would not be keen on trying to set up all those points manually each time. If I were ever to relay the fiddle yard, I would lay continuous long storage lines, with a diagonal bisecting line to allow trains to be released from anywhere at will.

The branch fiddle yard is a simple fan of nine lines, all quite short as space was at a premium and I wanted to keep these lines as straight as possible.

## Baseboard construction

The original scenic part of the layout consists of four boards that were constructed from plywood using the open frame method. Whilst all of these are now over twenty years old, they have not distorted at all, but the depth of the framework does make installation of lighting and accessories rather difficult. The boards were planned so the layout could be dismantled, but are now permanently connected.

Right  
V100 B-B diesel-hydraulic and Silberlinge driving trailer on the branch. Most of the coaches have been fitted with lights and passengers.









Above  
**A BR50 2-10-0  
 with cabin tender  
 hauls freight past the depot.**

Below  
**A BR44 three-cylinder 2-10-0  
 hauling a train of hoppers  
 passes the loco depot.**

When the time comes to move house, the layout would be dismantled completely and a new railway project initiated.

The fiddle yards and all additional boards are constructed from 6mm plywood on a substantial softwood frame. Very little of the layout is physically connected to the roof structure of the house; in the main it rests on horizontal softwood beams spanning the triangular trusses forming the roof structure. In that way I have tried not to compromise the integrity of the building at all.

## Control

Whilst initially conceived for analogue control, the whole layout is now set up for DCC using a Roco Z21 white unit. Whilst not the top spec, I have found this very capable of providing all the control I need.

The scenic part of the layout is separated from the fiddle yard area, which runs from a Digikeijs booster. With so many stationary trains, there is always a current draw in the yard. Coupled with the fairly large size of the layout, the Z21 was not able to provide enough power for it all.

All points are controlled digitally, mainly using DCC Concepts ADS decoders, but with Hattons decoders for the branch line fiddle yard. Nearly all the frogs are energised from the ADS decoders, although I have used a few of the Gaugemaster Autofrogs where one ADS output is controlling more than one point.

I have also experimented with a few digitally controlled animations. The water crane in the station area can be turned. This is via a Signatrak Scenery Animator, which also controls the level crossing lights and the shunt signal. All the doors to the engine sheds are now DCC operated. For this I chose the ESU Switchpilot Servo module and some inexpensive micro servos. The ESU module is very easy to set up, and I am very pleased with the door animations.

Much of my locomotive stock is quite old, but apart from a 1960s Fleischmann Pacific all have been successfully converted to DCC. It is not always the smallest locomotives that are the most difficult. Despite its enormous size, the Rivarossi Bavarian Mallet was a much more difficult conversion than either the Roco Köf III or the *Glaskasten*! I have generally found Lais decoders to provide really good







performance, at a lower price than many others, although there are odd locos that just do not get on with them.

When adding decoders, old lamps have generally been replaced with LEDs, often needing either resistors or the CVs adjusting to get them to the right brightness.

I have always liked to see coaches internally illuminated, so all coaches have had their interiors painted, figures added, and lighting installed. I looked for a more cost-effective solution than buying individual coach lighting kits. I now use low voltage LED strip sold online for domestic use.

To try to avoid wires connecting the roof of the coach to the body, the lighting is installed above the seating. With most decoders having a number of functions, there is always the temptation to add some additional lighting effects to the coaches. Most of the time I have used one of the extra functions for tail lights, with the more recent installations using red LEDs centrally in the coach roof space and fibre optic strand to actually illuminate the tail lights.

## Buildings

Within the built-up areas of the layout, the various levels were planned into the original baseboard design. Most of the changes in height are achieved with retaining walls and the interconnecting roads.

All of the buildings are from kits, some very old now, from pretty well all the European manufacturers. Most of them have seen use on previous layouts, but with care they have all lasted well. All have been weathered to some extent. All are fitted with interior lighting (not used very often), window boxes, etc., and are stuck down firmly enough to avoid a gap between the ground and the bottom of the walls.

## Scenery

Landscaping across the layout uses wood and cardboard formers to give the outline contours. A number of layers of thinner cardboard are then stuck to the formers to produce the required features. I have tried chicken wire and plaster bandage in the past, but felt that the mess involved in this was too much for the relatively few slopes and hills I planned. As trains do not go under most of my hills, I can make sure there is plenty of supporting structure in place and

Above  
**Semi-streamlined BR10 Pacific brings a long express towards the station.**

Below  
**2-10-2T 84 001 and 2-8-2T 93 682 are among the locos on shed.**







do not need to go for overall strength. Not needing to move the layout around helps here too.

The cardboard was then covered with grass mat which provides a uniform base on which to add ground cover. This comes from the usual wide range of suppliers, with the methods changing over the time I have been working on the layout. I now secure the ground cover with diluted PVA in the same way as track ballast.

My observation of most European railways has been that fences are the exception rather than the rule. I have tried not to use too many heavy fences but felt that some areas really would have been protected: vertical drops, near to buildings, etc. Wills OO Great Western fencing gives a nice 'see through' impression, and has been my fence of choice to protect the railway infrastructure. Noch fencing has been used for the open spaces as it also does not look too heavy.

Natural trees are sea foam ones bought at exhibitions. I have used Hornby OO fruit trees for the orchards, and provided they are turned at different angles, being identical is not too obvious.

I have lost count of the number of figures which have been individually painted for both the scenic areas and inside the coaches. Experience shows that it works best to paint a batch of people at one time, and to have a selection to hand when setting up scenes: that way you are not tempted to use poorly painted ones near the front of the layout. There is always somewhere that needs figures that cannot be seen so clearly, including inside the coaches.

There are also lots of cars on the layout. German model shops just have such a great range available, so temptation is hard to resist. All vehicles on the layout do have appropriate registration plates added. Where I can get away with it, there are a few Oxford Diecast models of British cars too, though I doubt whether any German town would really have seen so many classics at one time. The Triumph Stag at the traffic lights really does need a driver too ...

## Backscene

Backscenes around the town area are from the old Vollmer range, cut and superimposed as required. For the later extension to the layout, I delved deeply into the family photo album. The results were printed on a good quality

Above  
**Trans Europ Express VT11.5  
on its way through the valley.**

laser printer and carefully cut to blend with one another on a plain sky background. Overall I am really happy with the latest background as I know where all the pictures have come from, and that the open countryside really is the Black Forest from around Gengenbach and Schuttertal. The farm that provided those family holidays also features a couple of times!

## Catenary

For a long time I resisted putting overhead catenary in place due to the way it restricts access to the tracks and rolling stock. When I did take the plunge, it was for catenary on the scenic areas only, and it is not operational.

All of the catenary is Sommerfeldt, which gives a nice scale impression once the shiny overhead wires are toned down with some matt grey paint.

Seeing layouts at exhibitions persuaded me that having electric locos running around with the pantographs down just did not look right. I use very fine mono-filament line to secure the pantographs to a height just below where the contact wire normally sits. This way the loco is not altered in any way, and I do not have to worry about pantographs and catenary getting damaged. It also means that fewer masts are needed since the contact wires do not have to be positioned so accurately.

## Rolling stock

I find that the current price of stock is really too high to justify any impulse purchases. My collection is now pretty extensive, so I do have to be selective with new acquisitions, and these are now nearly all good secondhand items.

Having been fitting decoders into locos for some years, I am prepared to give most of them a try. Older models, with the whole body full of weight, always need more creative solutions.

As with the locos, the coaches come from all the main European manufacturers. Some have been formed into fairly fixed rakes, connected by the original Roco four-pole electrical couplings, which eliminates any light flicker. I have

Below  
**A considerable contrast  
in passenger accommodation  
– a VT98 diesel railbus and  
two trailers on the branch.**





Right  
0-6-0D V60 423 shunting  
empty hopper wagons.



added two-pole electrical couplings to some coaches and also to some locomotives that seem to benefit from the additional pickups.

Getting consistently reliable running has always been important to me. Much time has been spent ensuring the trackwork does not cause derailments and that the rolling stock is behaving as it should.

The biggest drawback with housing a model railway in the loft space is extremes of temperature: searingly hot in summer and freezing cold in winter. These extremes place additional stresses on the track and stock. Using the layout at either end of the temperature extreme is also unpleasant! I have also found that during the winter months a dehumidifier stops any condensation in the loft space, which could damage the scenery, stock, and electronics.

## Conclusion

I have learned so much over the twenty years the layout has evolved. Earlier layouts never quite hit the mark, and thanks to the inspiration of a family friend living in Heusenstamm I always wanted to aim higher this time.

One day there will be a house move which will entail dismantling the layout. Whilst that will be a wrench, it will allow a new start, properly planned in a more suitable space. The buildings and much of the detailing has survived previous layout moves, and with careful packing will be used again.

Whilst my wife has no real interest in the layout, without her support and understanding construction would not have been possible: maybe a model in a more accessible space would be more appealing to her too!

Below  
Köf II shunter 322 156-1  
at the branch level crossing.

Below right  
Approaching the station  
from the other side  
the line passes close behind  
newer shops and houses.





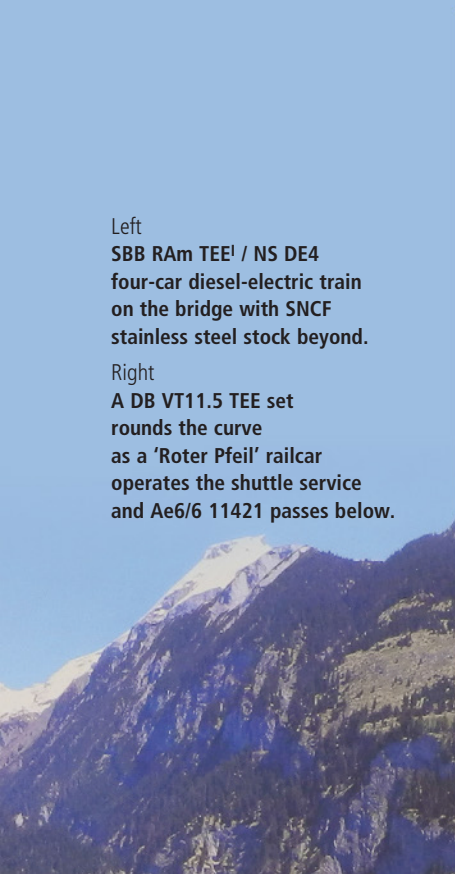
**Maurizio Tolini** explains how his lifelong passion for trains began and lead to his present layout.  
*Photographs by the author.*

# Bambino

The result of childhood enthusiasm

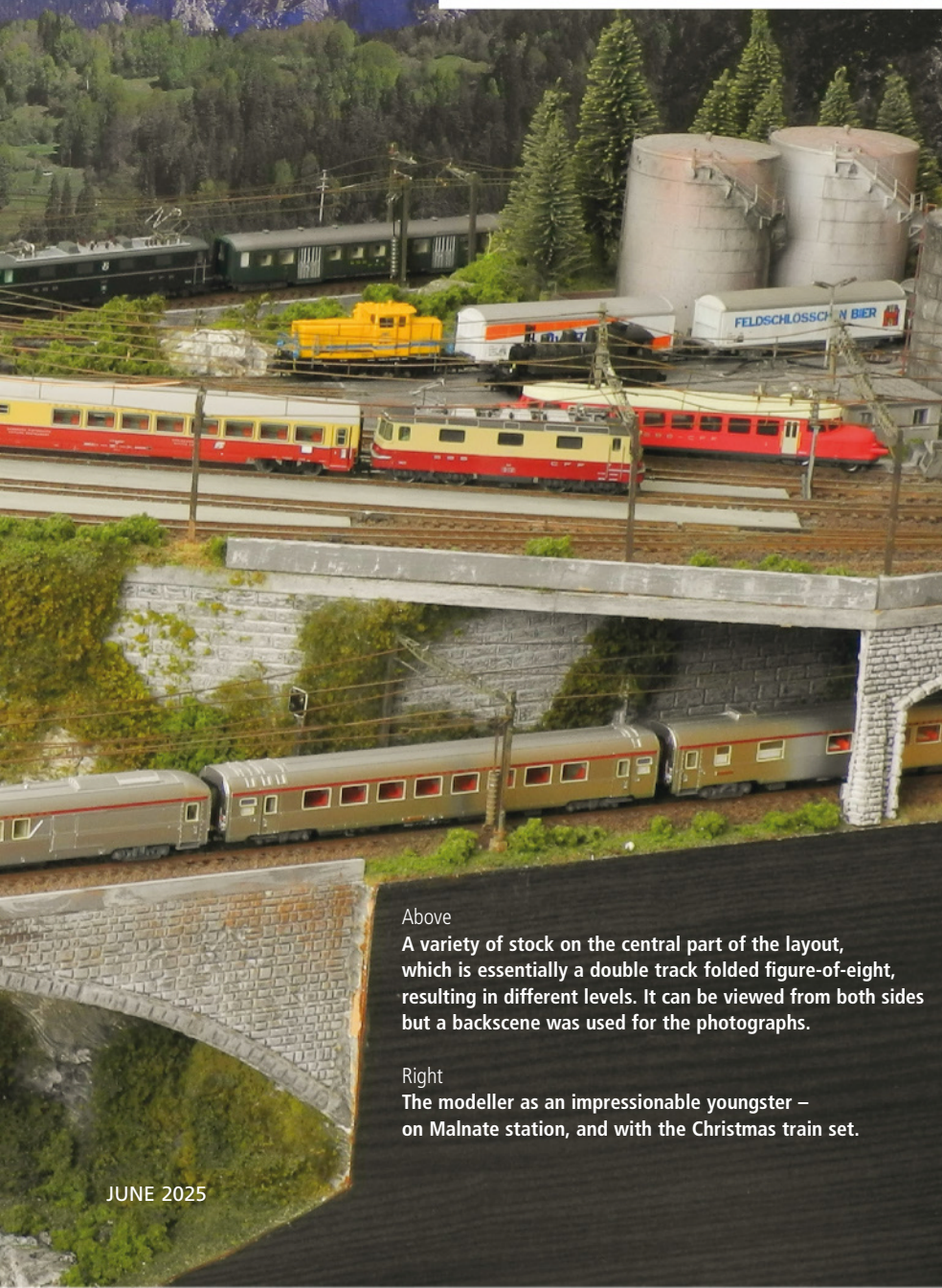






Left  
SBB RAm TEE1 / NS DE4  
four-car diesel-electric train  
on the bridge with SNCF  
stainless steel stock beyond.

Right  
A DB VT11.5 TEE set  
rounds the curve  
as a 'Roter Pfeil' railcar  
operates the shuttle service  
and Ae6/6 11421 passes below.



Above  
A variety of stock on the central part of the layout,  
which is essentially a double track folded figure-of-eight,  
resulting in different levels. It can be viewed from both sides  
but a backscene was used for the photographs.

Right  
The modeller as an impressionable youngster –  
on Malnate station, and with the Christmas train set.

Telling the story of a layout is usually quite simple. Beyond the story, it is often a list of materials and products, perhaps with a wealth of detail regarding the construction methods. However, I want to take you back in time, to some beautiful moments in my youth that this layout brings to mind.

When my mother was expecting me, she travelled to work by train. It is natural that the 'tatam-tatam' of the old rail joints has remained in my head. This is why I can say that my passion for trains was born with me!

I remember that my grandfather took me to see the trains at Malnate station – there are some photographs that confirm it – before arriving at my most distant memories.

The first electric train set also had a profound effect, discovered ready assembled under the Christmas tree at the end of the 1960s. For economic reasons the train was Lima, and I grew up with Lima models, expanding a collection that grew year after year, even if, at times, sacrificed in the narrow space of the kitchen floor.

In my childhood I experimented with everything with the train set, once even inserting a rail into an electrical outlet (those where different times, without 'child proof' safe sockets!) – and got quite a shock! My mother tells me I am lucky to be here to tell you about it!







Growing up, in the summer with my schoolmates we began to explore Varese, the city where I was born, on our bicycles. By pure chance I ended up in front of the stationery shop opposite the Ospedale del Ponte: in the window the Rivarossi model of Pergine station was proudly displayed, complete with shelter, overhead line, and TEE *Lemano* coaches, with a fantastic E.444 'Tartaruga' at the head.

I had already seen both the *Lemano* and the most emblematic FS locomotives in Sesto Calende, on the Sempione line, where my parents often took me on Sundays to see the trains pass, but finding it there in front of me in HO was a shock to the heart. In Varese, railway enthusiasts have always been a bit badly off. Although the city had two stations, one FS and the other Ferrovie Nord Milano (FNM), the railway panorama was flat, monotonous, and monotone! FNM slate grey and brown, a limited range of locally based electric locos – at least during the hours when I could be 'on the front line'.

But since 1982 there has been a small revolution: the colours have changed, the E.623 has disappeared – but the music was always the same. To enjoy it at all you had to get at least to Gallarate, close to the Milan – Domodossola line.

I came home out of breath, demanding the money to buy the Rivarossi catalogue: it had to be mine, right away. It was a big book, with on the cover the TEE *Lemano* that left Milano Centrale bound for Geneva. I wore out that catalogue by leafing through it. I think I also really wore out the owner of the shop with the thousand questions that, every day, I invented to get into the premises.

One day in the autumn I found him working on the construction of a layout to display in the window for the Christmas period. The layout was very simple, a figure eight on two levels, with double track in N. Made of polystyrene, the line went up and down to cross a bridge at the crossing point. I was surprised by the use of flexible track for the track, especially the curves, with a fairly tight radius, as far as I can remember. The model was soon on display, with two trains coming and going, one freight and one passenger.

### Childhood recalled

When I first saw the layout I am about to describe, my memory flashed back to those carefree days. The layout, similar in shape, was in a corner, lifeless, and without trains, a bit discoloured, with the overhead line partly in disrepair. I also took a look under the baseboard, without actually seeing anything, except a few wires dangling here and there.





Below

An oil depot served by two sidings was added to provide more interest and justify running some tank wagons.







I asked the owner if he was interested in selling it to me. In reality, rather than selling it, he wanted to get rid of it, so much so that there was no need to negotiate the price. I would have been willing to spend even double. The difficult work of construction was done, it was just a matter of fixing it here and there and putting it back into operation.

The layout is so small, just 178cm x 58cm, that from the beginning I called it *Bambino*. It soon arrived in my friend's workshop. Once placed on its side, we saw the architecture of the embankment that allows the track to gain altitude: it

was a surprise. The so-called ramp was made of solid wood! Accustomed to normal frame arrangements, such a layout posed, and still poses, many questions. Perhaps the builder was a furniture maker, perhaps he used offcuts. Even the box was made of plywood.

Looking closely, you could see some modelling refinements: a connection for the power supply, points with motors under the board, LED colour light signals, a siding for loading trains – in short, a layout made with some knowledge of modelling.

Above

**The stone arch river bridge is the principal feature on one side.**

Below

**Most of the trains are Swiss but French stock is also seen, like the X2800 *autorail* working on a shuttle route.**





## The layout

Originally the station had tracks that were alongside the main line. To allow for greater movement of the trains, we made the two main line tracks pass through the station, with the installation of two Minitrix right-hand curved points – the only ones that suited the geometry of the layout, using left-hand motors which could be mounted upside down, thus remaining flush with the ballast.

To increase movement, a link was added at the front of the layout between the two lines using Peco points. This crossover allows trains to travel to the right and left without distinction. As built, in fact, the two lines were completely independent, without the possibility of alternating use; a practical system to avoid electrical complications but not very realistic.

Beyond the signal box there is an additional point, hidden by a wall, which allows the trains to leave the layout. There you could build a storage yard to hold trains that would take turns on the layout.

The base level line runs at the rear of the layout; there a beautiful arched structure crosses a ravine that is very reminiscent of the Gotthard line. Originally the following curve was crossed by two simple bridges, which are, in fact, the bases of the track above. To make the scene a little more alpine, we modified a couple of Noch portals to match the size of the track.

The curves were created with flexible track, following the tightest radii of proprietary products. Personally, I prefer to create tight curves with set track which, in my opinion, offers greater guarantees of reliable running.



Beyond this horseshoe, the line starts to climb again to return to the station. The climb is truly impressive, especially seen from a peephole in the side or from the bridge over the ravine.

When I saw the layout for the first time, I wondered what could have run on that roller coaster ... but it was so beautiful and harmonious that I accepted the challenge, even if it meant dismantling it all and rebuilding it from scratch.

Above  
**On the bridge – SBB Re4/4<sup>II</sup>  
in Trans Europ Express livery  
with Italian stock  
forming the TEE Lemano –  
another childhood memory.**







Instead, surprise of surprises, practically everything runs on it and the small N gauge locos are proper mules, with more than enough pulling power.

The station was extended thanks to the two curved points; not only that, there are also two sidings and a small shed.

To animate the scene, we added an oil depot with four storage tanks; we like to think that they serve a remote

industrial area connected via a pipeline, because there are no access roads.

The Peco point that accesses the storage area is exactly where the other line goes under, so that its point motor had to be mounted on the board and hidden from view with construction site fencing.

Overall, the length of track is 20.3m.





Left

**A modern German interloper (DBAG BR648 diesel railcar) passes a train of oil tanks behind a Swiss Re6/6.**

Below left

**SBB Am4/4 diesel hydraulic (a former German V200) shunts tank wagons at the oil depot.**

Below

**French stainless steel stock passes the TEE *Lemano* at the station which we expanded on the top level.**

## The overhead

The overhead catenary is Sommerfeldt SBB style throughout, even in the four corners hidden from view. From a bird's eye view it offers a great scenic effect, while at eye level (and in photographs) it is a bit disappointing. It needs attention at some places where it looks like a loose rope – not an easy operation. The hangers that descend between the carrier and the contact line, soldered at the factory, sometimes protrude a small amount and can disturb the run of the pantograph on the wire, sometimes ruining it or, at worst, tearing both. One solution would be to file them all, but then we would also have to deal with the kinks on the curves. It is better to use it as a scenic effect, perhaps fixing the pantographs at a suitable height.

In truth, reproducing a railway electrified at 15kV, the overhead line should be at least 4.7m from track level, to provide good safety. High voltage alternating current creates a magnetic field around the overhead wires with the capacity to attract bodies composed of liquids at a minimum distance of 80cm, which becomes greater in the case of rain or humidity. Have you ever walked in the rain with a metal umbrella near a power line or in a station where trains

operate at 15kV or 25kV? By resting your cheek on the pole you can feel the electricity induced by the magnetic field, a sort of electric arc.

From a modelling perspective, to avoid destroying the pantographs, it is a good idea to mount the overhead line masts on small blocks to physically adjust the height of the contact line. In this case, this was not possible because of the underpasses that would have made the already challenging climbs even steeper.

## Landscape

The landscape is really minimal, so much so that more than once we have thought of creating a single freight railway, using the station area as a place for overtaking trains; this would have been possible with the help of a hidden station or the yard where the trains are stored or exchanged. Then, driven by the desire to see a collection of passenger trains in use, we opted for the installation of an alpine-style station building (Faller ref.212108, weathered). It lacks underpasses to reach the island platforms, lighting, and even shelters, which in an alpine station would be recommended at least between the running tracks.







The chemical plant was made up of two Kibri kits (ref.37467) one expertly weathered with powders and airbrush, the other deliberately kept of more recent construction. The platform of the crude oil loading bays is made of plaster, painted and dirtied with water colours.

Plants and greenery are by Noch and the foliage by Woodland Scenics.

### In use

The layout was intended to be shown on our TG-Trains stand at fairs and exhibitions, to be admired from all four sides, covered by a display case, and operated automatically. A case was built that fits like a glove and allows for well-protected transport.

### Automatic operation

Experience gained with years of analogue layouts encouraged us to try digital control. "Troublesome drunkenness" is the feeling we had after a first approach to something radically different using equipment from a start set. The claim that digital only requires two wires to the track is true only for relatively simple layouts.

For the automation we wanted, a simple control unit was not enough – we needed an interface with a computer and railway management software. This short sentence amounted

to a concept costing €800/1000! We converted part of our original hardware to the ESU system, a bit like switching from an old DOS computer to Windows or a Mac.

With the help of EcosDetector decoders, which detect the position of the train on the layout, via a section of track connected to one of the sixteen ports of the detector, and as many decoders serving the point motors, with the ECOS control unit alone it is possible to manage the layout manually, that is, command trains and routes using the two knobs of the control unit and the screen display.

The latter, only 7" in size, does not allow the entire track to be shown, but places it on two overlapping pages.

The only automatic operation built in to the ECOS is a shuttle service, a train that travels between two pre-defined points.

For programming we opted for Windigipet software, in Italian. The choice was favoured by friends who use it for their layouts, so that experience could be shared, which in the infant stages is always useful.

With careful programming it is possible even in this small space to run up to six trains at the same time, five on the main lines and one in the yard. Four alternate on the main lines, two in each direction, and a railcar shuttles between the junction to the yard and the station, using the two tracks alternately.

Above  
**Two classic SBB 'Crocodiles' on a specially chartered train.**

Right  
**SBB Re460 with a train that includes Russian sleepers.**

Below  
**This QR code is a link to the TG-Trains website which has some video clips of the layout on display and information about their railway publications.**







The colour light signals on the layout were already installed by the builder and have no influence on the movement of the trains.

With the clever combination of a point decoder, bi-stable relays, and the feedback detectors, which 'feel' the presence of the trains through the current absorption of the decoder in the loco, the coach lighting, or the tail light, it is possible to determine the position of the train and thus manage the stop in front of a red signal.

This is a workaround to avoid using a special signal module which is quite demanding to install due to the complexity of the Swiss signalling system, which consists of a display of lights from which the driver gets information on the route and speed.

Above left (2)  
**Some colour light signals had already been installed.**

Above  
**SBB Ce6/8 'Crocodile' 14302 pauses at the station.**





**Peter Dale** shares more evocative images from his extensive collection.

*Photographs by the author.*

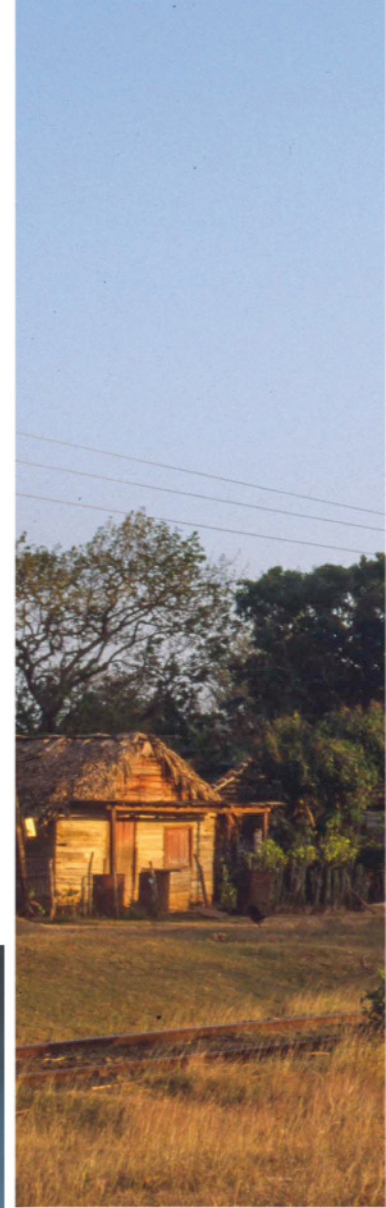
# Cuban steam

Selected standard gauge in the east of the island

During the 1990s I became aware of a new destination for overseas steam – Cuba. Initially I was not attracted by the idea as it was all on industrial lines and I imagined small tank locos shunting up and down in a factory, the public rail network having been dieselised some time previously.

Then I saw some pictures in a magazine showing large American locos working hard in beautiful scenery. I was hooked!

The cane trains were not restricted to the private mill lines but often had quite lengthy runs over the Ferrocarriles de Cuba (FCC) national system.







Above  
**O.G. Ramirez 2-8-0 No. 1837**  
 (ALCO 62543 of 1920)  
 working back to the mill.  
 23rd March 2000.

The sugar harvest in Cuba is known as the *Zafra* and my first visit was to the 1997 *Zafra* then several following years. Besides the steam, Cuba is a fascinating country and the people are very friendly and I would probably still be going

but steam on the sugar cane lines had largely finished by the end of the 2003 season. Since then things have certainly changed as I saw a news report in 2024 that Cuba was importing sugar!

Left  
**Ifraín Alfonso 2-8-0 No. 1637**  
 (ALCO 66432 of 1925)  
 departing Ranchuelo  
 on the FCC line  
 with an inter-mill working  
 from Diez de Octubre.  
 20th February 2003.



Right  
**O.G. Ramirez 2-8-0 No. 1836**  
 (Vulcan Iron Works  
 3148 of 1922) at the mill.  
 23rd March 2000.









Above  
**Marcelo Salado.**  
**2-8-0 No.1426**  
**(Baldwin 53282 of 1920)**  
**crossing 2-8-0 No.1549**  
**(ALCO 62620 of 1920)**  
**at Remedios on the FCC line.**  
**18th February 1997.**

The loco numbering system introduced by MINAZ (the ministry of sugar) consisted of nine bands based on tractive effort with locos in the 11xx series having the lowest tractive effort and those in the 19xx series the greatest. When introduced they were numbered geographically from west to east so the lowest numbers in any series were in the west of the island. Over time locos were transferred to other areas and mills so that this was not a firm rule.

Almost all the steam locos were American-built although there were a few German machines and even the remains of a Manning Wardle 0-6-OT at one mill. They were mainly oil-

fired and heavy smoke effects were not uncommon with flashes from the burner under the firebox often visible.

Locos varied in size from little 0-4-OTs in the 11xx number series to massive 2-8-2s in the 19xx series, although the smallest ones were restricted to shunting duties in the *patio* area at the mill.

The system of operation was quite simple: a train of empty cane cars would be hauled out to one or more *acopios* or loading points. In the normal run of things that loco would run back to the mill or central with the loaded cars that had been taken out previously.

Left  
**Marcelo Salado.**  
**4-6-0 No.1342**  
**(Baldwin 37172 of 1911).**  
**It only needs a diamond stack**  
**to imagine this loco**  
**in a western movie!**  
**23rd February 2001.**

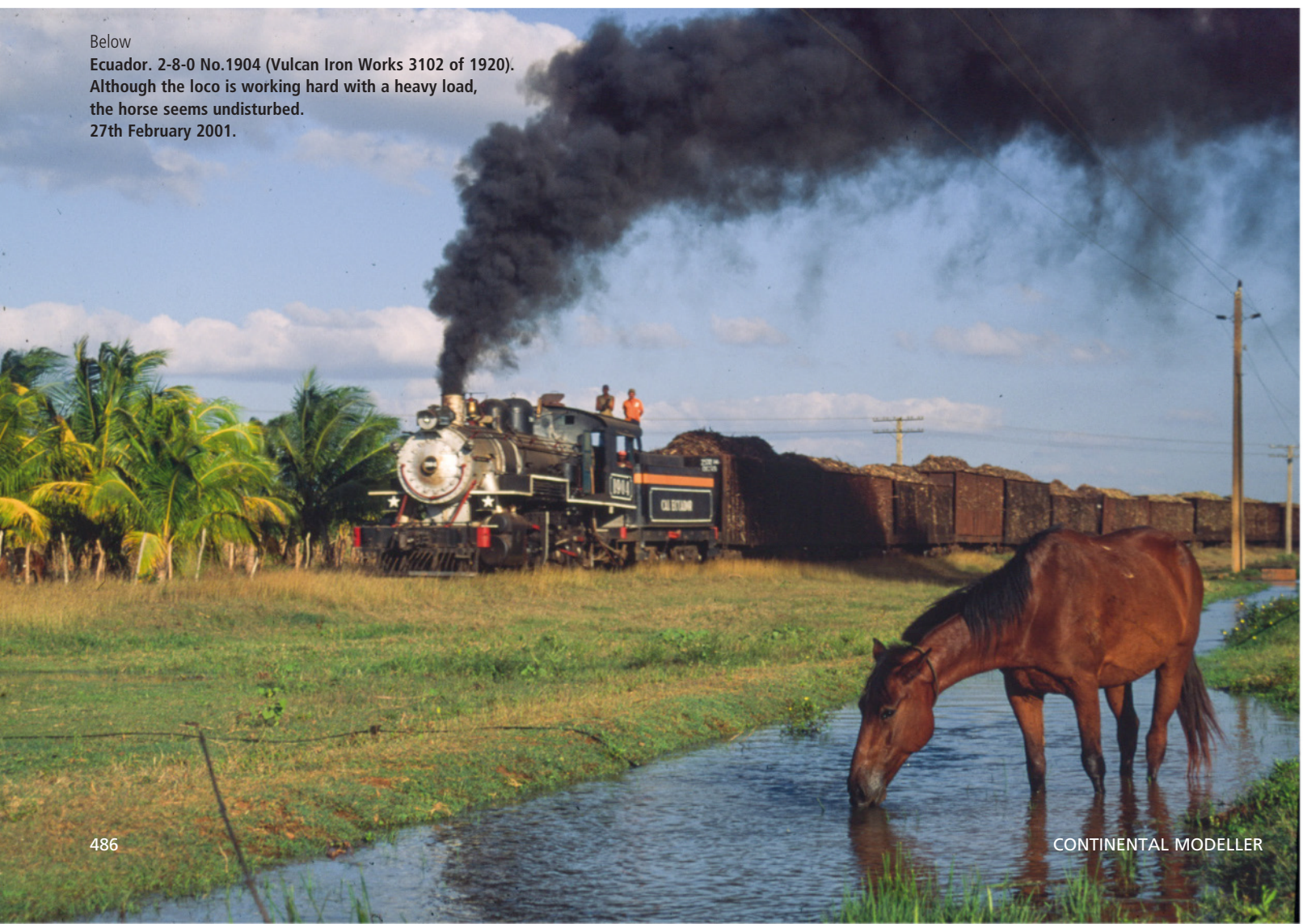
Right  
**Diez de Octubre.**  
**Che oversees operations**  
**but the loco, 2-8-0 No.1637**  
**(ALCO 66432 of 1925),**  
**is from the neighbouring**  
**mill, Ifraín Alfonso.**  
**18th February 2003.**







Above  
O.G.Ramírez. 2-8-0 No.1837 (ALCO 62543 of 1920) again, on the street section in Limones. 12th March 2000.



Below  
Ecuador. 2-8-0 No.1904 (Vulcan Iron Works 3102 of 1920).  
Although the loco is working hard with a heavy load,  
the horse seems undisturbed.  
27th February 2001.



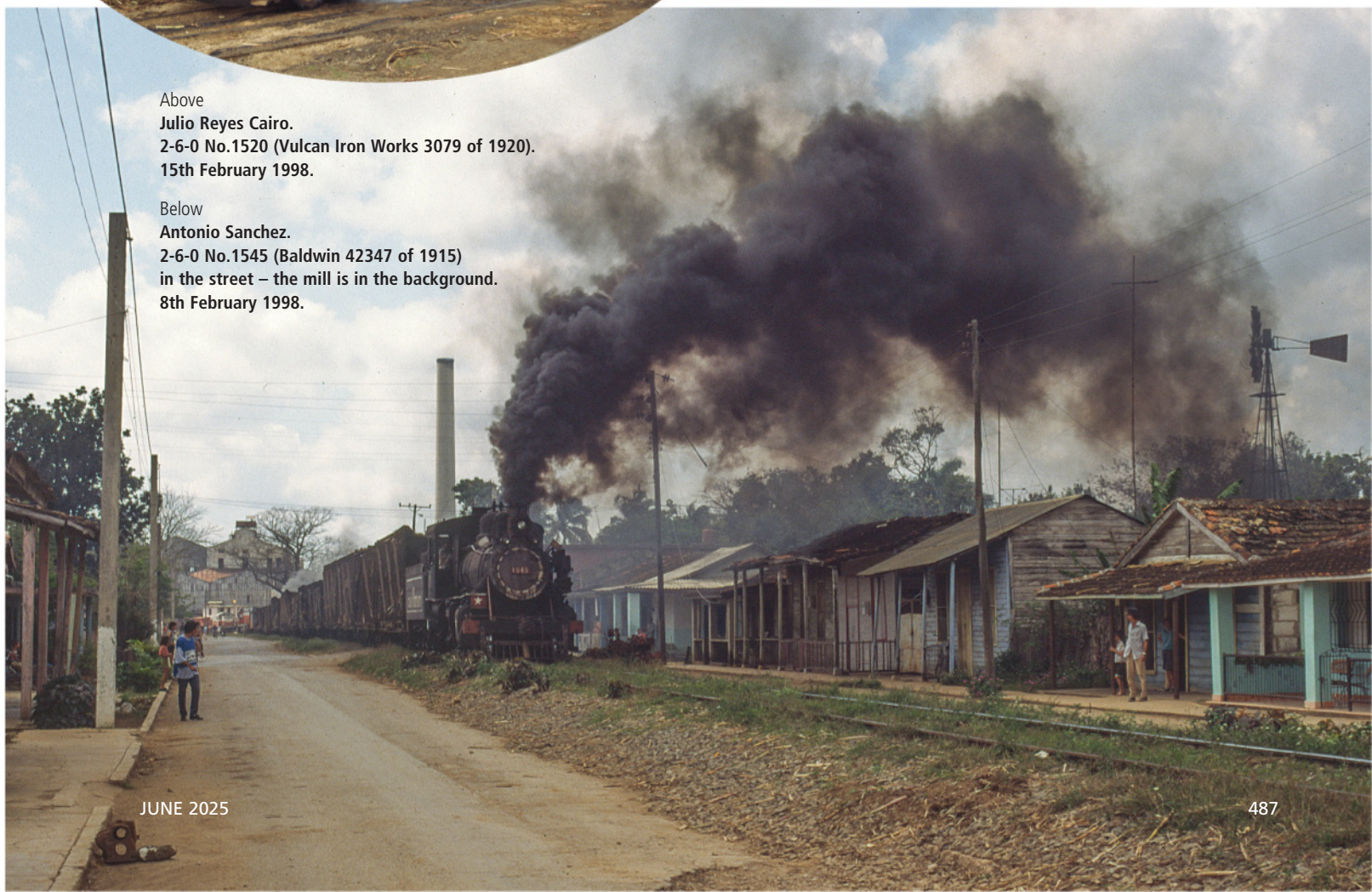
Below  
**Marcelo Salado. 4-6-0 No.1342**  
**(Baldwin 37172 of 1911)**  
**returning to the mill.**  
**17th March 2000.**



The sugar industry started with very small mills, often oxen-powered, each close to a small port so that the product could be exported by sea as internal communications were very poor in the early days of cane cultivation. Then there was a period of consolidation when many smaller mills were combined into a larger central steam-powered mill (hence the term *central* for a mill). These had their own railway systems out into the fields and were normally linked to the standard gauge national system.

Above  
**Julio Reyes Cairo.**  
**2-6-0 No.1520 (Vulcan Iron Works 3079 of 1920).**  
**15th February 1998.**

Below  
**Antonio Sanchez.**  
**2-6-0 No.1545 (Baldwin 42347 of 1915)**  
**in the street – the mill is in the background.**  
**8th February 1998.**





Below

Ramon Ponciano. 4-6-0 No.1552 (believed ALCO).

There were also diesels at this mill so steam was not often seen.  
We were not allowed on the train across the bridge  
which had been somehow weakened. 27th February 2003.







Above  
**O.G.Ramirez.**  
**ALCO 4-6-0 No.1732 with a late working to the mill.**  
**25th February 2003.**



Left  
**Ifraín Alfonso.**  
**2-8-2 No.1910 (ALCO Brooks 66284 of 1925),**  
**formerly Cuba Railroad No.351, returning to the mill.**  
**7th March 1999.**

Other means of transport in the island were of interest as well: American cars (often now with Lada engines under the bonnet) and animal-hauled carts and wagons on a road system which had the main highway down the island crossed by railways on the level protected only by a man with a red flag and bridges which had been started with Russian help but left unfinished with the collapse of the Soviet Union and the end of that aid.

My visits were as part of an organised group which flew into Havana, often from Paris as that flight was convenient. We would begin in the west of the island and work our way eastward as far Rafael Freyre, a mill in Holguin province with a large narrow gauge network. As we went further east the mills were spread further apart. Mills had numbers and names, many of which were heroes of Cuban history. There was a tendency to visit the same mill year after year but many of the mills listed in the authoritative Industrial Railway Society handbook had either closed or had no steam.

This article covers just some of the standard gauge mills in the east of the island and I hope to reminisce about the narrow gauge mills in a later feature.



Left  
**No.1910 again, crossing the main highway down the island**  
**protected by a man with a red flag! Note that the bridge**  
**is not complete – and had been that way for many years.**  
**Not all the old American cars were well-preserved.**  
**7th March 1999.**



## Oost Brabantse Modeltrein Vrienden (OBMV)

decided to depict part of the famous Belgian coast tramway.

# Kusttram

## Raversijde halt as it was c.1970-1980

**A**s a fervent fan of trips to the seaside, I could be found somewhere along the coast line in Belgium every Easter holiday.

Hence this evocation of a piece of the spectacular tram line on the sea wall somewhere between Oostende Mariakerke and Middelkerke to the south-west. A shuttle service between Mariakerke and Middelkerke is depicted, pausing at the Raversijde halt.

The layout is designed in the form of a simple oval, or perhaps better described as a dog bone, with return loops at either end.

The track is from Peco, and the overhead was made by Staf de Meester.

The rolling stock is from Ferivan (type SO and BN trams).







Above  
A type BN articulated tram arrives at Raversijde halt where a few passengers are waiting to travel south-west towards Middelkerke.



Above  
The next westbound service is provided by a type SO tram with type NO and Standard trailers. Most of the vehicles on the double track coast line have doors on one side only, but the Standard trailers were intended for use on all Vicinal lines so are accessible from both sides.

Photographs by the editor.





Operation is automatic. The trams have been fitted with digital decoders and are controlled via a Lenz 200 central unit and the Railroad & Co. computer program. This may seem over-complicated for such a small and simple layout but once set up it works very well, and it allows us to interact with the public at exhibitions without worrying about driving the trams.

We hope you enjoy our virtual day trip to the seaside!

The OBMV are Herman Van Esbroeck, Alain Vandergeten, Gilbert Collin, and Guido Duchateau, with the support of the Leuven Gauge 1 Friends (Peter, Jean-Luc, and Luc).



Above  
The SO tram and trailers pass the BN tram again at Raversijde.

Right  
A type BN tram on the eastern return loop.  
These useful loops do exist on the coast line  
but in reality there is not one at Raversijde.



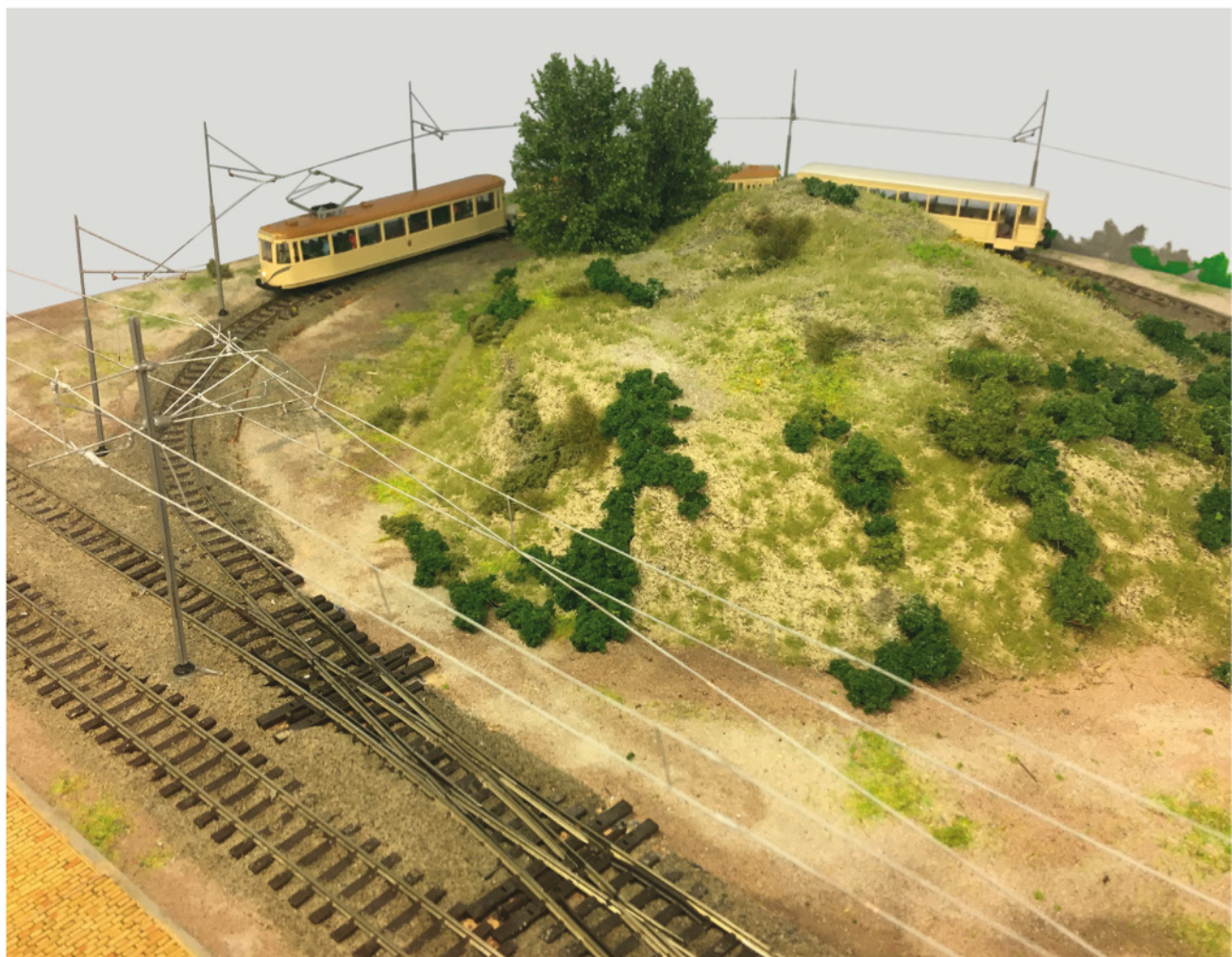


Above  
The whole scene,  
viewed from the sea.

Far left  
The wartime bunkers  
and gun emplacements  
were well built and proved  
very difficult to remove.  
They are now much visited.

Left  
Visitors to the seaside  
will require refreshments!

Right  
50 tram and trailers round  
the eastern return loop.  
The slip saves space and  
allows flexible operation  
if ever required.







Above

SO tram and trailers on the western loop, approaching the halt.



Left

The FIAT 420 bus was also made from a Ferivan kit. As it is static, we made the lights work.

Right

An excavator at work on the beginnings of a new large block of holiday apartments.





Above  
BN tram at the halt.

Right  
The loop encompasses  
two houses and a shop.





**Matthew Strickland** chose to create a highly detailed scene based on an unusual subject.

# *Les Caves du Roy*

A shunting layout in an extraordinary setting





Below

The sheep – strange in an urban setting – seem unperturbed as the Moyse diesel tractor shunts tank wagons to various oil depots in the area, loosely based on Dowra in Beirut. Modelling buildings is difficult enough; modelling dilapidated, derelict, or damaged buildings even more so, as the structure itself must be correctly represented – no ‘simple’ shells, however much texture and detail is applied. Military modellers know this challenge.

Photographs by the editor.



This layout attempts to portray a small part of the Chemin de fer de l'État Libanais (CEL) in Beirut during the Lebanese civil war which ravaged the country from 1975 to 1990. The layout is set during 1980s in the eastern suburbs, loosely based on the Dowra area, which contained several petrol companies and oil terminals.

Beirut as a place was somewhere I became aware of as a teenager growing up in the 1980s as the ongoing conflict was reported regularly on television. I have always been attracted to 'off the beaten track' railroads in unique places: my previous layout was set in Cuba. However, I decided after that layout I would move away from the 'blue sky and green scenery' that it is very common. I wanted to try something different. Using a darker stormy backdrop to reflect the turmoil of the war, I contrasted this with a careful selection of colours for buildings and ground cover, bringing them all together in an overall cohesive scene.

### The name

*Les Caves du Roy* (The King's Cellars) was one of Lebanon's most popular nightlife spots, located in the Excelsior Hotel in Beirut. Famed in the 1960s and 1970s, it hosted bands, musicians, and celebrities from all over the world. It was a great example of the luxury typical of 'The Paris of the Middle East' for which Beirut became known.

Unfortunately, during the war, occupied by the Kamil Chamou militias, it became the location of one of the 'Battle of the Hotels'. Now the Excelsior Hotel is abandoned, with bricked-up windows, destroyed balconies, and the only guests being homeless cats.

I chose *Les Caves du Roy* as the name for the layout because it represents a place that was once the pride of the city and the prosperous route that Beirut could have taken. Unfortunately, it ended up on a much darker and destructive path of invasions, occupation, air strikes, and car bombs which took the city many years to recover from, and a railway system that never did, still being out of service today.

### Background

Both standard and narrow gauge lines were built in Lebanon, the latter with an Abt rack section over the Lebanon Range reaching close to 1,500m above sea level. It was started in 1891 when a French concession was allowed to build a 1.05m gauge railway between Beirut in Lebanon and Damascus in Syria. This was further extended over the next few years with lines to Aleppo in Syria via Homs, and a branch to Tripoli in Lebanon. This company was the Société des Chemins de Fer Damas – Hamah et Prolongements (DHP).

The standard gauge route came into existence when the British in Palestine started to build the Haifa – Beirut railway, which was extended to Tripoli in 1942. This became known as the HBT Railway.

Lebanon became independent from its French mandate officially in 1943 but it was not until 1960/61 that the government was able to re-organise the railway system as the Chemin de fer de l'État Libanais (CEL)

Ultimately, the civil war caused the destruction of the railway network throughout Lebanon, not just in Beirut where most of the fighting took place. The line from Beirut to Damascus closed in early in the war and never re-opened.





Damage to the standard gauge line was continually caused by various factions blowing up the tracks, strategic artillery bombardment, and entrepreneurial individuals digging up parts of the track to sell as scrap metal.

Despite the on-going civil war and its devastating effect on the city and its population, there were always some trains running on the railway and I have tried to reflect this in the operations on the layout.

Petrol trains moved tons of fuel from refineries in the south to electricity plants in East Beirut and refineries in the north of Lebanon.

Cement trains came daily from Chekka where a few cement plants were located. The last cement train survived until 1997.

There was also some attempt to maintain a commuter passenger service between Dowra in East Beirut and Jbeil until 1993.

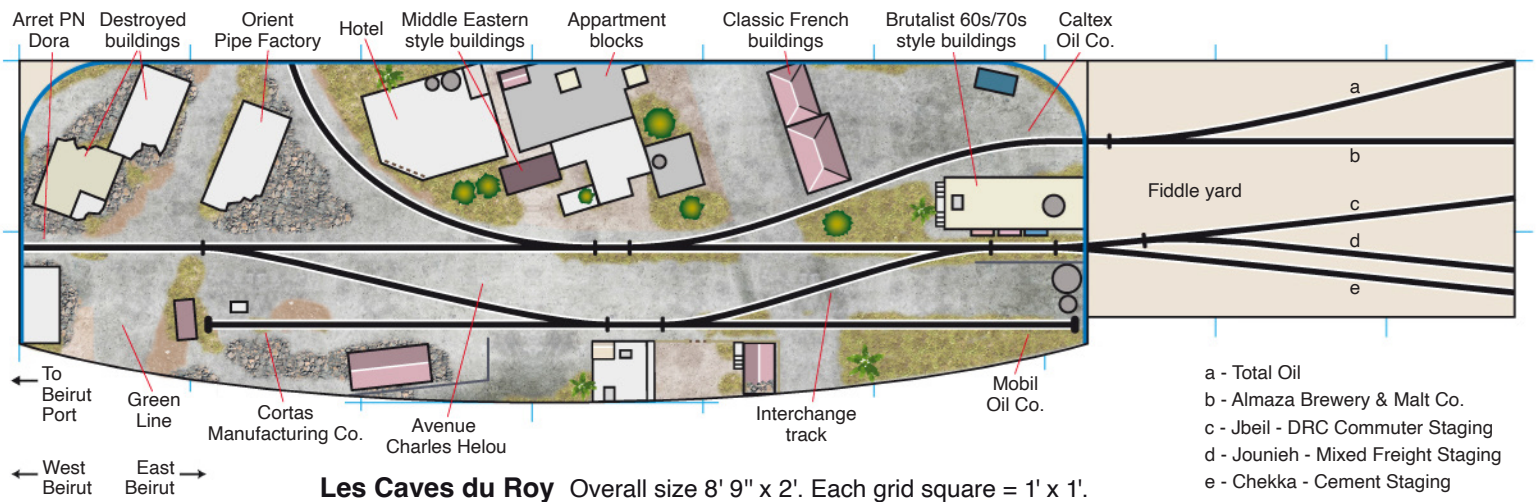
Above  
The whole scene.

Left  
The railway continues  
among wrecked buildings  
to the port.

Below  
The road is the Green Line,  
the 'border' between  
West and East Beirut.  
Former German railcars run  
between Dowra and Jbeil.







By choosing the 1980s, I was able to include the above along with some freight services that resumed in 1984 between the port in Beirut and Jounieh.

### Layout design

There were several ideas that I wanted to try and include in the design of the layout.

The priority was to try and create a convincing atmosphere of Beirut during the civil war. This was far more important to me than prototype fidelity and I am great believer that not everything prototypical will look right on a layout. Everything looks right in real life but that does not mean you should include it on your layout.

With a small layout, you are not able to include everything you want to, and as soon as you 'make friends' with this limitation, it becomes just as liberating to leave things out than to cram them in. For example, my initial plans wanted to include the 1.05m gauge line as it crossed the standard gauge line in Beirut. I could only fit it in by compromising the balance of the overall scene the viewer would take in. As it was more important to achieve the right look than prototype fidelity, I omitted it.

The first step in creating a believable atmosphere was to make a list of important characteristics that I believed would define the setting. These included, but were not limited to:

- the different types of architecture seen throughout Beirut: classic French, brutalist 1960s/1970s, Middle Eastern, and bombed/destroyed/damaged versions of such.
- the 'Green Line', a line of demarcation separating the predominantly Muslim West Beirut and its factions from the predominantly Christian East Beirut controlled by the Lebanese Front. The name refers to the colour of the foliage that grew because the area was essentially uninhabited. Many of the buildings along the Green Line were severely damaged or destroyed during the war.
- numerous posters: different factions in Lebanon's civil conflict flooded the streets with posters to mobilise their constituencies, undermine their enemies, and create public sympathy for their cause.

### Track plan

I found a very detailed map of Beirut in 1978 on line. It had been made by the U.S. Defense Mapping Agency to help the CIA early in the civil war when Beirut was more of a centre for spying and intrigue rather than all-out conflict. Apparently, only a few were produced for official purposes, with many being deliberately destroyed after use. I focused on the area of East Beirut known as Dowra and used it as a guide to help me put together a track plan.

The numbers on the map identify various industries but I have obviously used some modeller's licence when putting it all together.

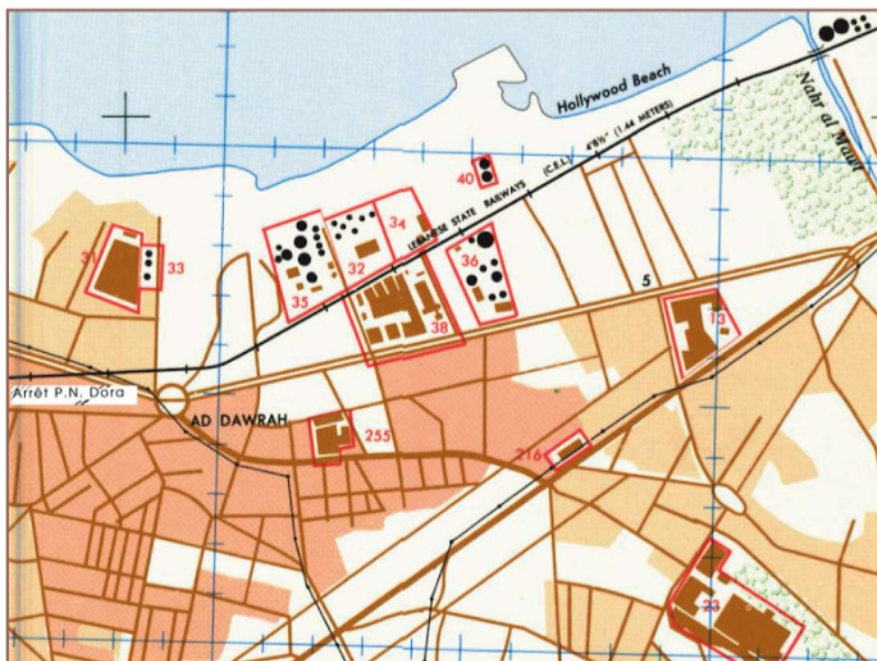
The layout has the following features, providing plenty of operational potential:

- Orient Pipe Factory
- Cortes Manufacturing Company (canning & refrigeration)
- interchange track for port traffic, including cement
- Arrêt PN Dora (passenger stop for the railbus)
- Caltex Oil Company
- Mobil Oil Company

The Almaza Brewery & Malt Company and the Total Oil Company are located off scene in the fiddle yard and accessed by the spur running through the Caltex Oil Company.

To be honest, there is plenty to keep one operator busy and it is to some extent over-engineered. I think for a layout of this size four industries are more than enough.

Below  
Part of the American map.









Left

**The body of the van – or what remains of it – was an interesting exercise. It is not the result of damage during the fighting – the woodwork was probably scavenged for fuel.**

### Baseboard, electrics, and track

The layout needed to be portable and light to carry, so I used baseboards from Tim Horn Laser Cutting. I salvaged them from a previous failed project: an around-the-walls layout that just became too big and too ambitious for my current lifestyle. That is how I ended up with a scenic area 75" long and 21" wide at the ends and 24" in the middle. The fiddle yard is open and measures 30" by 18".

On top of the baseboard, I glued a sheet of 25mm thick Styrofoam. The track can be placed directly on it for good sound absorption. You can also easily carve undulations into the ground below track level, but in this case they were not really needed.

I like to use less rather than more track crammed in as much as possible for fear of not having enough industries to shunt. I also try and avoid having tracks parallel with the edge of the baseboard.

I used Peco Code 75 track and turnouts which are reliable and straightforward to wire for DCC. Each turnout is wired to a frog juicer, using a combination of products from Tam Valley and Gaugemaster.

The DCC control is by North Cost Engineering (NCE).

I distressed the track by removing one sleeper in four.

I used 'Daylight' LEDs for the lighting of the layout, deciding in the end that 'Warm' LEDs are just too yellow and 'Cool' LEDs are just too cold and 'blue'.

### Scenery and structures

With a scenic section just over 6' in length, you do not have the luxury of space to convey the overall theme. I certainly think that urban layouts lend themselves (especially if only one location is modelled) more convincingly to smaller layouts than those set in the countryside, for example. I tried to use the buildings not only as models to be observed in their own right but also as view blocks to create the illusion of distance and make the layout appear bigger, forcing the viewer to peer round them to open different vistas. They also hide the spurs and exits to the fiddle yard, and create a clear divide between the war-torn West Beirut and the 'life as normal' East Beirut. Smaller structures make the layout appear bigger, and I kept the foreground structures low with the occasional taller one for visual interest.

Below

**Within the overall scene there is a transition from the hotel area through residential to industrial.**







Before putting the track down, I made sure of the locations of buildings and that they would fit as I wanted to give the impression of a railway creeping through an urban environment. I think is always sensible to leave enough room at both the front and back of the layout to achieve this. Ideally, I aim for 6" but in some areas compromise is needed.

As you can imagine, commercial model railway manufacturers do not produce buildings that can readily be used realistically to represent Beirut in the 1980s!

However, for some of the 1960/1970s buildings some suitable models are available from European manufacturers such as Kibri, Vollmer, and Faller, especially older items. I am more of a kit-basher than a scratchbuilder and believe that somewhere a manufacturer has probably already produced a kit that could serve as a good start for the building you are trying to create. Commercial kits can get you 50% of the way ... with careful choice of paint colours and weathering you can achieve a 'good enough' approach for prototypical structures.

I also used some kits from NVM Hobbies (from Argentina) left over from my Cuban layout. They had a certain look to them which I could see in many photos of buildings in Beirut.

The atmosphere is further conveyed by adding small details such as signs, advertisements, poles, wires, air conditioning units, washing, and rubbish, etc.

For the rest, I turned to the war gaming/military modelling market. On line I managed to locate a few suitable models. Apparently, military modelling operates in scales between 15mm and 40mm ... none of which are really suitable for HO. However, many of the producers of these models are







Left  
A Polish SP45 diesel  
treads carefully along the loop.  
The Olympic Hotel (built from a kit)  
is actually from Mogadishu but seemed to fit in here.  
Above  
Several residences have hung washing out to dry.

Below  
**While the hotel quarter  
suffered the most damage,  
suburban residential areas  
did not escape entirely.**

cottage industries or small independent businesses who were very happy to print them in 1:87 upon request.

Most of the buildings have been 3D-printed in sections and then glued together. For example, I found a model of the Olympic Hotel in Mogadishu, Somalia, as it had been in

1993. (It featured in the film *Black Hawk Down*.) Hotels were a very prominent feature of 1980s Beirut. There was even a sub conflict within the 1975–77 phase of the civil war known as the 'Battle of the Hotels' which occurred in hotel district of downtown Beirut.







Above

**Residential buildings make a good background – on the left, new apartments, on the right, older structures with a classic French look.**

Below

**The modern apartments, in various styles but all with air-conditioning units added.**

### Backscene

I searched the internet for a panoramic photo of Beirut that would meet most of my requirements. This was a time-consuming process as it needed to be a high enough resolution to be printed to the size required.

Simple and free photo editing apps such as PhotoScape X can be used to make adjustments such as cropping or removing certain elements. There are many tutorials on YouTube if you need guidance. The image was then printed on 1mm thick PVC board (Foamex) which is flexible enough to be curved for coved corners and sturdy enough to stand vertical, yet easily cut if needed for adjustment.

### Scenery

I wanted the colours used to complement and contrast with the dark grey of the stormy backscene, but obviously they had to reflect the flora found in Lebanon. I had used with great satisfaction products from Martin Welberg Scenic Studios on my Cuban layout, and he produces a wide range of subtle colours and textures. I tended towards shades of mundane browns with some yellow and orange mixed in for visual interest.

I was careful not to overdo it as I wanted the foreground of the layout to be quite mundane so the emphasis would be drawn to the middle where the track and trains would be.

The background is mainly residential buildings which I feel tend to make good background scenery.

I did not go overboard with trees, adhering to my scenic philosophy that less tends to be more. I kept it simple with a few good trees from MBR of Poland. Palm trees are present throughout Beirut, and I used etched ones from The Model Tree Shop.

### Locos and stock

As you can imagine, the locomotive roster for the CEL was relatively sparse considering the events of the civil war. This suits my 'Keep It Simple' philosophy and a small shunting layout! As a result, I have a just three locos and some twenty freight wagons.

The main loco type used by the CEL was a Polish SP45 diesel, of which they had three, numbered 1201, 1202, and 1203. These were ordered before the war in 1974 and were eventually delivered in 1977; they were specifically designed for use on freight trains. The idea for modelling war-torn Beirut had been growing in my imagination for several years







but what really helped make it become a reality was the availability of these locos in HO from Piko. The model came fitted for DCC and I added a sound decoder, which was straightforward.

The CEL also used former German railbuses which were acquired in 1982–83 from DB. They were refurbished in Kassel and shipped to Beirut from Greece. All were eventually destroyed during the war. Several Uerdingen railcars are available in HO and I used a Roco model which came with a sound decoder. I custom painted it using photos of the one that remains in the train graveyard at Furn El Shebbak in Beirut.

The CEL also had a GM-EMD GM6 six-wheel switcher that was replaced by the Polish diesels, but I could not find any commercially produced model or even something similar. Not surprising really as only six were ever built, four of them for Lebanon!

Several photos show that the CEL operated both a standard gauge and a 1.05m gauge *Moyse locotracteur*. I have a Moyse 32 TDE from REE with sound to reflect this.

I may add some steam locos for operational interest at exhibitions, but all the CEL former SNCF locos were out of service by 1974.

Most of the official information regarding the rolling stock roster was lost because of the war, so I have had to use some modeller's licence. Photos on line show train graveyards in Beirut, Tripoli, and Chekka, and I have used these to identify similar models in HO.

I used wagons from the following manufacturers: Jouef for cement cars; LS Models for older oil tanks; for Polish oil tanks (which I assume were ordered at the same time as the SP45 locos) I have suitable models from Piko, Roco, and Brawa.

I currently use Fleischmann couplers but want to revisit these to get something a little more hands-off for exhibition operation.

## Conclusion

I would like to thank my father for taking me to model railway exhibitions when I was a child; my wife for supporting my hobby; and all those modellers who have built a layout that has influenced me. They are too numerous to mention but the main ones are Steve Howe (*Roseladden Wharf*), Peter North (*Maria, Illinois* – see CM November 2002), and Iain Rice (*Bodesmeer*).

I get most pleasure from researching, designing, and building layouts, so I may look to start another soon as I have some more ideas and techniques I would like to try. But in the meantime, there are a number of things on *Les Caves du Roy* that I want to improve which will keep me busy ...

Above

**The Moyse shunter spots four-wheel tank wagons on the interchange track. There are few trees on the layout but the palms provide an appropriate atmosphere.**

Below

**The brutalist style flats from the 1960s/1970s sit between the two tracks to the fiddle yard.**





**Günther Kiltz** reveals his new micro-layout.

*Photographs by the author.*

# Paul Köder Quarry

## A layout built as bait

**M**y previous exhibition layouts (*Squarefoot Mine*, see CM January 2023, and *Gynthrolith Mine*, see CM March 2024) have point-to-point operation. This means there is no movement when the train is at one of the ends, e.g. when loading and unloading or when emptying the truck. At these moments, visitors tend to just cast a brief, disinterested glance at the layout and pass by carelessly.

I considered this a bit annoying and looked for a solution. Since the higher primate *Homo Sapiens*, despite all its civilisation, still has a hunter inside who instinctively looks for prey, I could exploit this hunting instinct for my sneaky purposes.

Right  
**The entire layout is just 40cm x 30cm and fits exactly into an IKEA picture frame. (OK, I built it specially for that.)**

Below  
**The complete train.**







So I built a decoy. I am not really a big fan of pizza layouts with their pointless, unrealistic round-and-round operation. But they offer constant movement, and that attracts people.

As I did not want to invest a lot of time, effort, and money in a layout that was not actually supposed to be one, it all started with an inventory of my various scrap boxes. And hurray: almost everything for a little something in HOe/OO9 was there. It is amazing what kind of stuff you hoard over time. A steam locomotive, a couple of tipper wagons, and an excavator set the theme: a quarry.

The only thing I did not find were suitable buildings. As I am lazy on the one hand, and 1:87 scale is slowly becoming a bit too fiddly for my old fingers and blurred eyes on the other, I bought a set of sheds from Faller. However, I reworked them so that the proprietary origin is no longer quite so obvious.

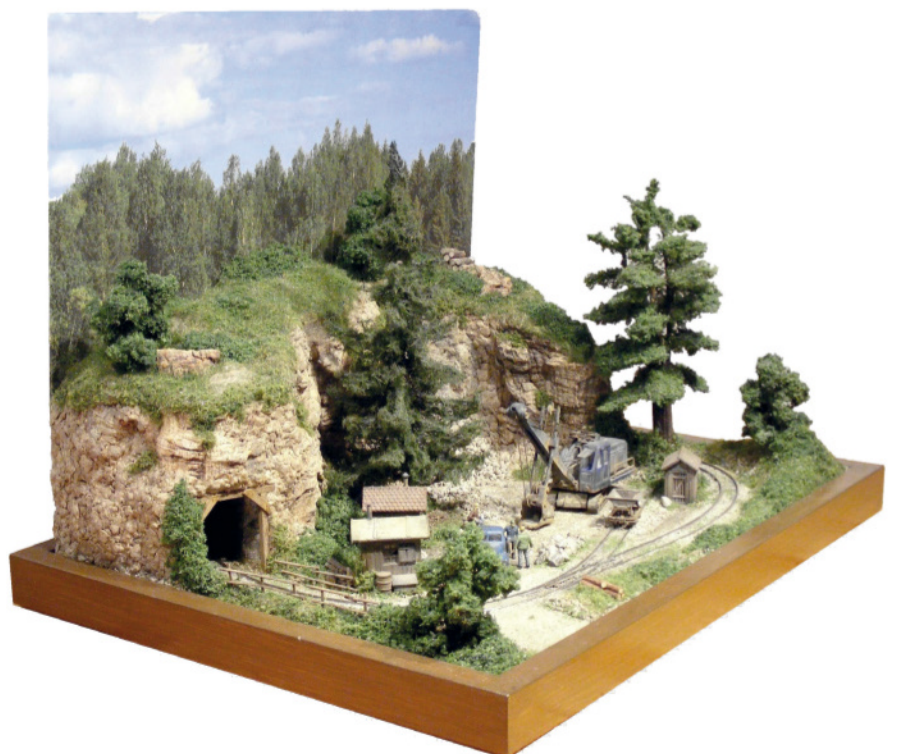
With a few other bits and pieces, I came to a total extra expenditure of around 20 Euros.

Because it is supposed to attract people, the layout is called Paul Köder Quarry. (*Köder* is the German for decoy.) It is not a model railway but a bait. If there is nothing moving on a layout at an exhibition, visitors tend to walk by without paying attention. But when something is moving, they come closer to look what it is (instinctive hunter – prey reflex) and then they observe the layout as well.

It always creates an amused grin and often starts a little chat. I did not expect that the effect would be very great but at recent exhibitions it turned out that the majority of the visitors came straight up to it ("Oh, look that little railway"). So the labour was worth it, the trick works.

Above and below

The excavator is a Nobas UB 80 from the late 1950s, produced by the Nobas machine factory in Nordhausen am Harz (former DDR). I do not remember the manufacturer of the model but it is still available under the *minicar* label: <https://1zu87.eu/de/nobas-ub-80-universalbagger-blau.html> Out of the box, it had much too thick rubber cables, wrapped around it without any logic or sense. I removed them, looked for pictures on the internet showing how the cables were arranged, and replaced them with sewing thread in the right way.







Above  
The train leaving  
the left tunnel mouth.

Left  
Some scrap has accumulated  
behind the sheds.

Above right  
The actual quarry  
with buildings, a small lorry,  
and a run-down excavator.

Right  
A loaded train is under way.

Far right  
Approaching the right tunnel.

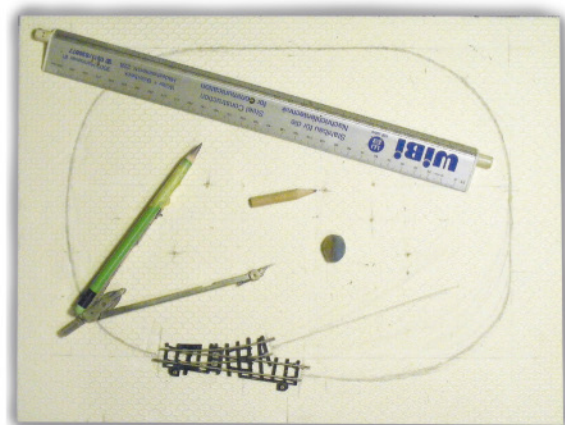
Right  
The lorry was lying around,  
waiting for its chance.  
I bought it over thirty years  
ago but do not remember  
what for. As a Chevrolet  
(if that is what it is),  
it does not really fit  
in a German quarry, but it is  
assumed that Paul Köder  
is fond of American vehicles  
and bought it secondhand.

Far right  
The Nobas UB 80 excavator  
has seen better days.









### Construction

You would not be reading this magazine if you were not interested in how everything was built.

It all started with a 20mm Styrofoam board measuring 40cm x 30cm on which I sketched the track plan with a pencil. Because there was an old HOe field railway point from Roco lying around, I inserted it to make the line a little more interesting. This resulted in some ridiculous curve radii at the corners – for instance, at the front left corner there is a radius of just 7cm.

Top

Careful planning is just as important for a small scene – arguably even more so as there is less room for error.

Above right

Ballast and yard ground are glued down bird sand.

The triangular thing back left is the housing for the controller which later disappears in the mountain.

Right

A rear wall and a tunnel to hide the running round operation were made from 3mm foam board.

The small pin that protrudes from the landscape front left is the handle that works the point via a rod under the board. Later it will be concealed with an oil drum as a handle.



Left

The back of the layout. Note the two bolts with knurled knobs for holding the backscene, and the controller (right).

Right

I also installed a flap in the back to provide access to the tunnel for track cleaning or in case of a derailment.





Right

The rocks were made of cork,  
the rough landscape with pieces of foam.  
The final surface is, as usual for me, made of paper-mâché  
(egg boxes dissolved in water, mixed with glue)  
and the stones are cat litter.



Right

The basis of the landscape, awaiting greenery and details.



Below right

As the landscape at the back looked a bit too flat,  
I added a backdrop. This is simply a suitable photo  
(from the internet) printed onto A3 (this was just wide enough)  
and mounted on a piece of foamboard.  
It is bolted into two captive nuts from the back  
so that it can be removed for transport.  
As I only have low bushes at the back  
and the lighting comes from above,  
there are no shadows and the illusion is perfect.  
Furthermore, the laser printer reproduced the green tones  
almost exactly matching the scatter material used on the layout,  
so that the transition is hardly visible.

Below

The home-made analogue DC transistor controller.





**The locomotive**

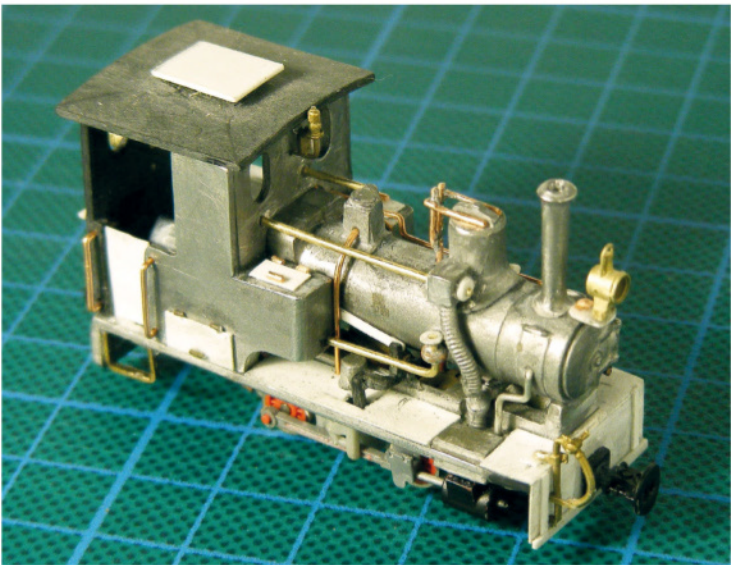
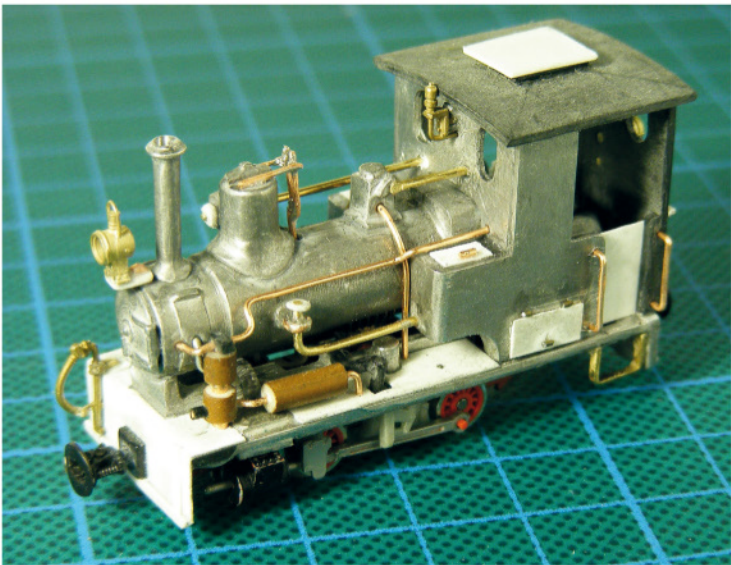
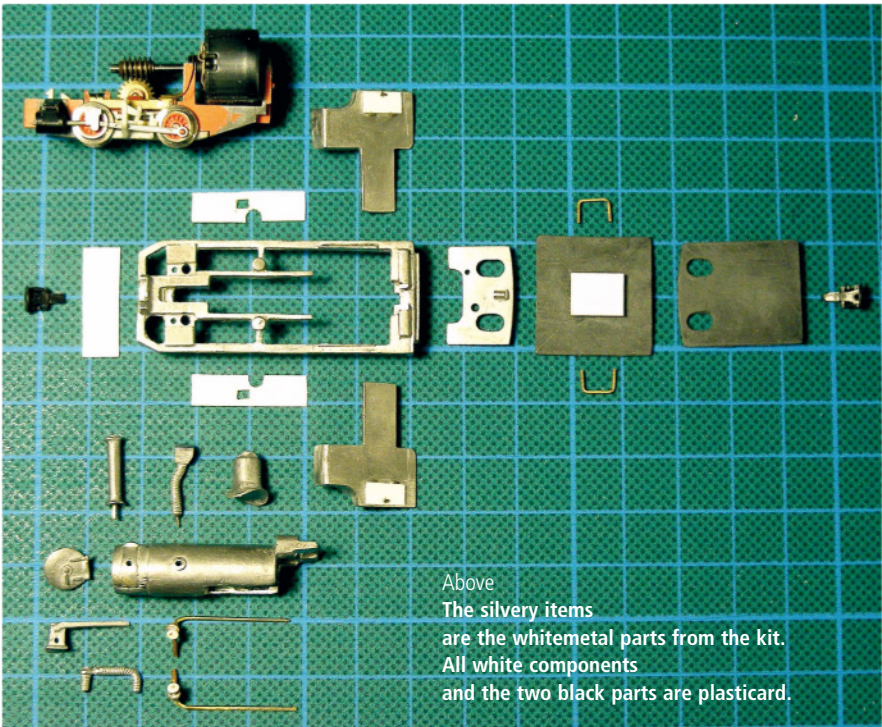
About thirty years ago a friend presented me with the GEM whitemetal body kit for the Tal-y-llyn Railway *Douglas* and the necessary 0-4-0 chassis from an Arnold N steam loco.

Both laid in the scrapbox like sleeping beauties until I found them recently.

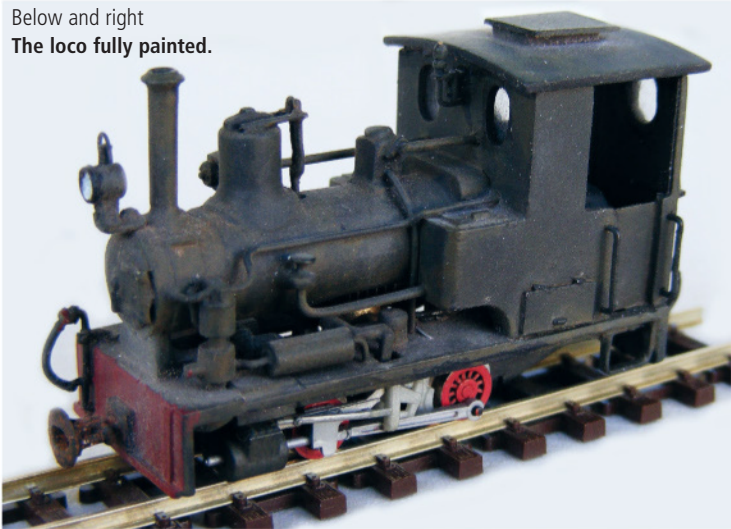
After I placed the body parts on the chassis provisionally, I discovered that the distribution of weight was terrible. The motor is situated too far back and the whitemetal body has its heaviest parts in the cab. So there was about 17g on the front axle and nearly 50g on the back. This resulted in very poor running properties.

I replaced the whitemetal parts of the cab with scratchbuilt parts from 0.5mm styrene. I also distributed as much lead as possible at the front. This resulted in a more or less even weight distribution and rather better running capabilities. Cab doors to hide the motor, some pipes, rods, and a safety valve made from wire were added. Two continental style lamps and some couplers were in stock too, and finally it became a nice little model.

Below and below right  
**The assembled model, with new pipes and rods.**



Below and right  
**The loco fully painted.**





## Rolling stock

Some time ago a few Roco tippers from my long-gone HOe era fell into my hands – the perfect train for the little steam loco. Just a quick brushing with a drop of paint, a few traces of wear and that was it, no big deal. So far my initial thoughts.

But an idle mind is the devil's playground. The idea that it would certainly be beneficial to the operational safety of a tipper train that it could be stopped again, slowly crept in my head. Because the Roco tippers do not offer this possibility – there is no braked version – I had to make it myself.

To get a platform for the brake mechanism I extended a chassis by cutting down a second one and glued the parts together.

I then made the individual parts of the braking system from plastic strip and wire, and added them to the underside of the chassis – very fiddly.

Because someone has to operate the brakes, a little figure was recruited. I happened to have in stock one in a vest with a cap that was perfect for the job. He got two 0.3mm wires in his legs to fix him in two holes on the platform, so he can be removed to leave the tipper parked somewhere on its own.



Above  
A Roco V-tipper as supplied and looking more realistic after some weathering.

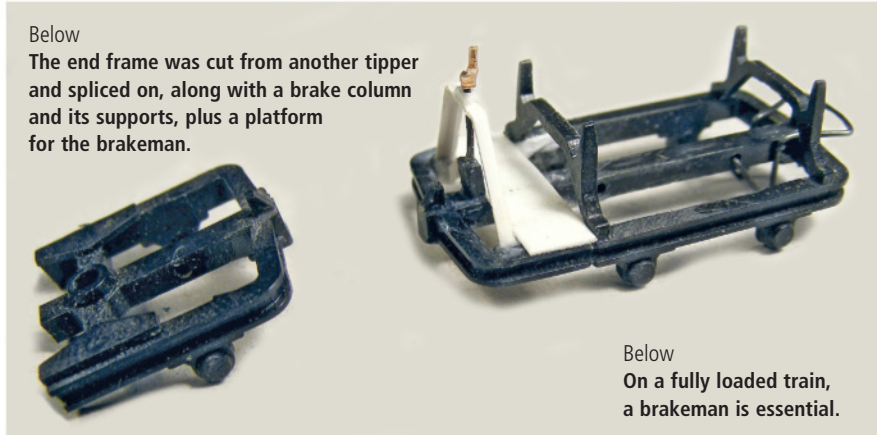


## Conclusion

So much about the quarry. Initially it was supposed to be a really simple quick job with only essential detailing. But as is the case with us crazy modellers, once you start, one idea leads to another. And so finally 160 hours in five months went by rather quickly. (I kept count, just for interest!)

Below

The end frame was cut from another tipper and spliced on, along with a brake column and its supports, plus a platform for the brakeman.

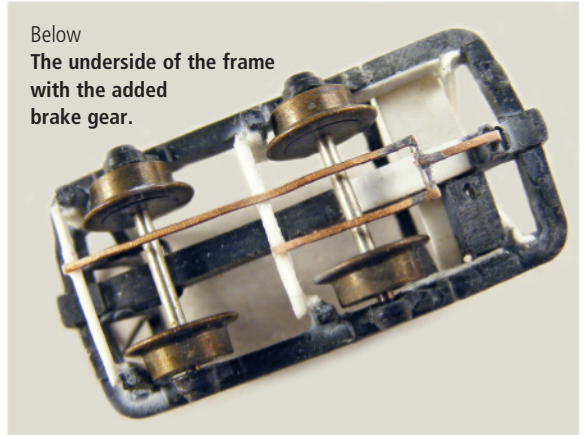


Below

On a fully loaded train, a brakeman is essential.

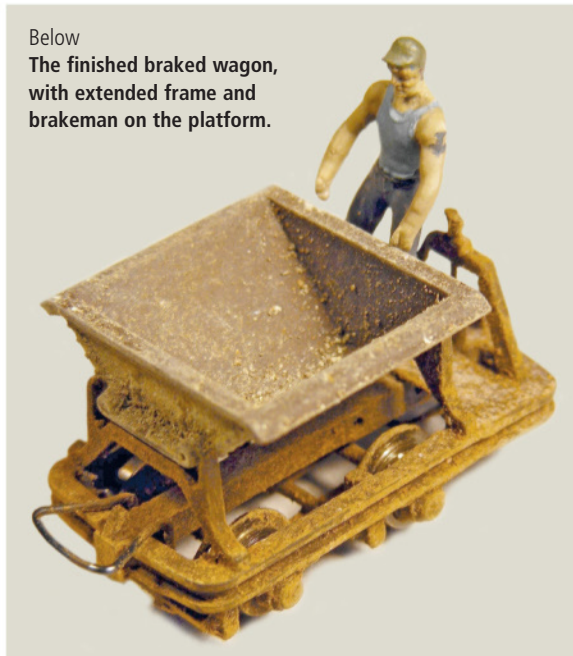
Below

The underside of the frame with the added brake gear.

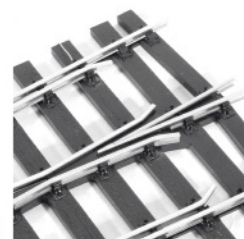


Below

The finished braked wagon, with extended frame and brakeman on the platform.







## HO Vossloh DE18 diesel new from Piko

The DE18 bogie diesel-electric locomotives from Vossloh are used for heavy shunting as well as line service. With a top speed of 120km/h and a continuous output of 1,800kW, they are currently the most powerful centre cab units in Europe. The design is modular and can be adapted to the customer's requirements. Since being introduced in 2014, over 130 have been sold. Users include DBAG, CFL Cargo (Luxembourg), the French SNCF/Geodis subsidiary AKIEM, and various private operators. There are also some in the Vossloh demonstration and lease fleet.

It is one of these (500 2774) that forms the subject of one of the first versions of the brand new Expert series model from Piko, which was announced as part of the 2024 programme.

The finish is first class, with dense, well defined main colours and very clear lettering and markings.

The moulded plastic body shell excellently reproduces the overall appearance and characteristics of the DE18, including extremely crisp ventilation grilles, and features a multitude of added details, among them see-through mesh covers with fans below.

The fine walkway railings are metal, combining appearance and strength.

The bogie side frames are moulded in deep relief and have added parts to give a remarkable effect of depth.



A powerful motor with two flywheels mounted in a cast metal chassis ensures smooth running, and the haulage power is enhanced by two traction tyres. All wheels are driven and collect current.

As well as directionally controlled LED head and tail lights, cab interior and driver's desk lighting is now a standard feature of new Piko models.

A PluX22 socket is provided on the printed circuit board for easily fitting a decoder. A sound decoder (Piko ref.56635) is available.

Under digital control, many prototypical lighting functions can be switched.

The model has a separate module that controls the lighting. To use all functions, the SUSI interface must be activated on the decoder used. For more information on this, refer to the relevant operating instructions for the decoder.

The model comes with standard couplers in NEM362 pockets on close-coupling mounts on the frame.

The minimum recommended radius is 358mm.

The model is 196mm long.



### Manufactured by

Piko Spielwaren GmbH,  
Lutherstraße 30,  
D-96515 Sonneberg, Germany.  
[www.piko.de](http://www.piko.de)

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PRICE ref.52360 £215.00.



Almost two hundred E44 Bo-Bo electric locomotives (after 1968 on the DB classified BR144) were put into service between 1932 and 1954. They had an output of around 2,200kW and a top speed of 90km/h. They proved their worth hauling both passenger and freight trains. Some were equipped with push-pull control for use on suburban services in metropolitan areas. The type (from which the E44.5, E93, and E94 were developed) can rightly be called one of the most reliable and successful electric locomotives, as it helped to establish the bogie design with traction motors.

They remained in service with the DB until 1984 and with the DR until 1991.

Under the 'Edition Freilassing' label, Roco have recently released a new model specifically representing DB 144 029-6 in Epoch IV condition. This prestigious series features machines from the former Freilassing depot, established in 1905. Around twenty years later, the electric workshop was built, with further buildings in the years that followed. It is now home to a museum collection.

The model is accurate according to published drawings, dimensions, and photographs.

A detailed plastic injection moulded body with many separately applied components, including added windscreen wipers, and wealth of roof equipment.

The delicate pantographs are sprung but not wired for current collection from the overhead.



The glazing fits flush, and the cabs have interior fittings, with a driver figure at one end. The interior of the equipment room is also simulated.

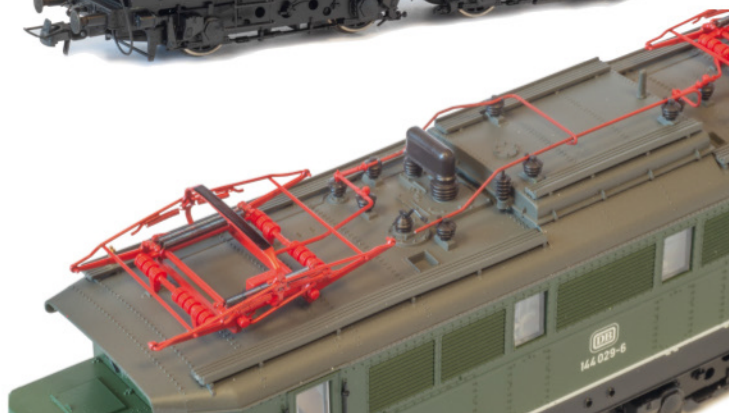
The body is carried on a substantial metal chassis, which houses an open frame five-pole motor with two flywheels which drives all axles via cardan shafts to reduction gearing in the bogies.

There are two traction tyres, on both wheels of one inner axle, which with the weight should provide ample pulling power. The wheels have low flanges.

The bogie side frames are moulded in deep relief, with added components.

The directional 3+2 lighting is achieved with LEDs and the internal printed circuit board incorporates a PluX22 socket for a digital decoder.

In digital mode the cab interior and equipment room lights can be switched.



The minimum recommended radius is 358mm (R2).

Standard couplers are fitted in NEM pockets on the bogies; Roco close couplings are also supplied.

There are also the usual sprues of parts to equip the buffer beams.

The 176mm long model is supplied to fixed to a plastic track base with a clear cover for display, suspended within the usual stout card box.

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Roco,  
A-5101 Bergheim, Austria.  
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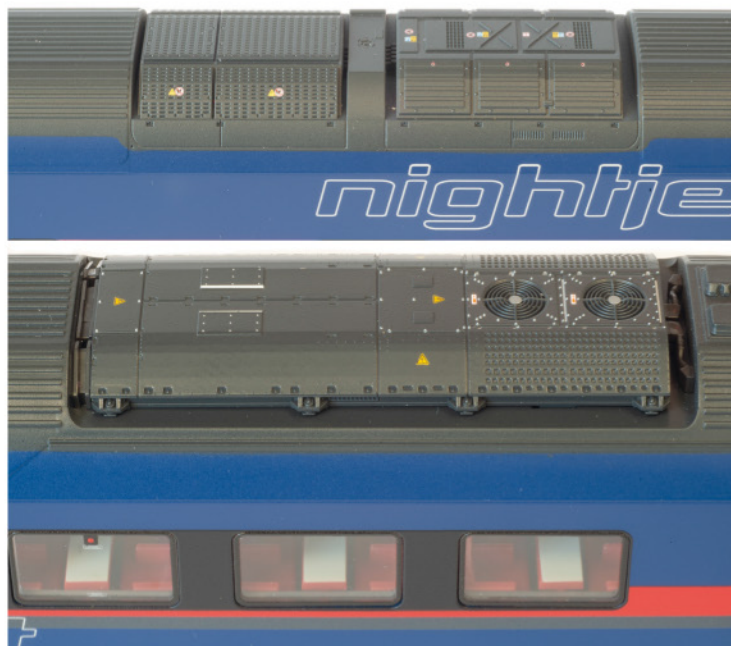




In 2018 the ÖBB (Austrian Federal Railways) company attracted a great deal of attention on the European railway market by ordering a new generation of night trains. The specially-developed lightweight bogies from the Siemens plant in Graz ensure smooth running and a perfect night's sleep for the passengers. The production of the coaches, including final assembly, takes place at Siemens in Vienna.

The windows of the coaches have a special surface that makes mobile communications in the train easier.

In addition to high-quality two and four person compartments in the sleepers, which among other things feature their own toilet and shower facilities, it is mostly the 'Mini Cabins' that are causing a sensation. These offer everything needed when travelling: shelves, a folding table, reading lamps, and separate storage facilities for shoes and luggage.



The area between the coaches is detailed for the first time on a push-pull train. There are sprung corridor connections and all connecting cables are factory-fitted. The coaches are coupled as closely as possible while allowing a minimum radius of 358mm. Each vehicle has NEM coupler pockets on close-coupling mounts, linked by rigid bars. A stepped link is provided for connection to the loco, along with a guide tool.

The underframes are also well detailed, with different equipment as appropriate and separate skirts.

The bogies have been completely redesigned following the Siemens lightweight construction, with separate disc brakes.

The models roll freely on blackened metal disk wheels.

The seven coach train is an impressive 2,137mm long. Not for every layout!

Small seating areas in each mini cabin alcove are designed to encourage socialising, which is ideal for young travellers or groups.

The ÖBB has ordered thirty-three seven coach train sets, which will be used in Austria, Germany, Italy, Switzerland, and The Netherlands, as well as in other countries. Maintenance of the modern trainsets will be carried out at the ÖBB plant in Vienna Simmering, which has been given its own modern maintenance hall especially for this purpose.

Each train consists of one type WLA mz end sleeper, one type WLA mz sleeper, three type Bcmz couchette seconds, one type ABb mp vz multi-functional composite seat car, and one type Bf mp vz driving trailer. Motive power would normally be a Taurus or Vectron Bo-Bo electric.

The set of finely detailed new scale length models from Roco, licenced by the ÖBB, is every bit as impressive as the prototype.

The front of the cab is elaborately detailed, and the rear wall of the cab is multi-coloured. The vehicle has working lights and is fitted with a PluX16 socket

for a function decoder. A small adaptor circuit board (free from dealers) must be inserted between socket and decoder.

Throughout the coaches there are multi-part interior fittings with separate plug-in parts. The interiors are particularly elaborately painted and printed – for example, the doors of the mini cabins in the aisle areas. There are separate ladders in the cabins, and added plug-in luggage racks. The mini cabins are designed differently for more variety (e.g. open and closed doors).

The air-conditioning units on the roof are a combination of elements moulded in place and added detail.

The DCC fitted models have interior lighting. Retro-fitting lighting to the DC model is not possible.

Train destination displays are set flush into the coach sides.



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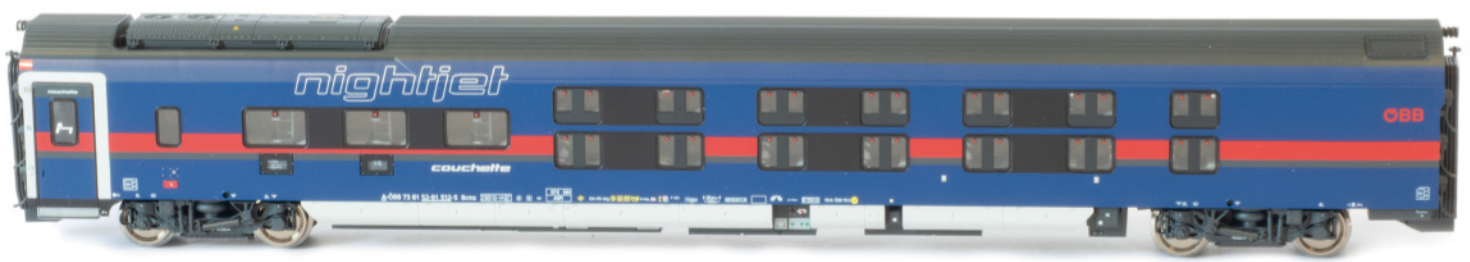
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DCC ref.5510004 £1,320.00.











For the transport of steel coils, i.e. sheet wound into rolls, wagons with sliding telescopic hoods to protect the load from moisture were designed and introduced in Germany in the 1970s. The covers could be pushed over one another to open two-thirds of the wagon length. Loading and unloading could then be done either from above or from the side. Beneath the hoods were five troughs with side securing arms for holding the load.

The wagons, classified type Shimmns<sup>708</sup>, were built until the 1990s. By 1994, 2,970 of various designs had been delivered to DBAG. The bodies of some wagons were lined with rubber mats to protect aluminum coils; these were designated Shimmns-u. Large numbers of these vehicles are still in use, primarily in block trains and in groups.

As part of their 2024 new items programme, Piko announced a new model of these wagons. The initial release was a set of two in brown with DBAG Epoch VI markings and aerials for GPS tracking on the ends; we illustrate a pair with DB Epoch IV markings.

The models of the 12.04m long wagons are absolutely true to scale, and finely detailed.

The hoods are not movable, but they have the correct proportions, and the wagon floor within features the troughs. Details such as grab bars, lashing hooks, handbrake wheels, and hood locks are separate yellow parts. The brake equipment underneath the wagon also consists of separate parts.

The brake levers and adjustment fittings are printed in multiple colours, greatly enhancing the authenticity.



On the left of the side, an imitation of the metal panel carries the official railway inscriptions, all clearly printed.

The lettering on the corrugated metal structure of the covers has been correctly reproduced.

The type 652 bogies are accurately modelled, and bolted to the frame from below.

The wagons are well weighted and run smoothly on blackened metal disk wheels on pinpoint metal axles, insulated one side with a plastic centre bush.

Standard couplings are fitted in NEM 362 pockets on close-coupling mounts on the frame.

The minimum recommended radius is 358mm.

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The decision to introduce a second power supply system on Czech railways was made in 1959. The new system was to be single phase alternating current at 25kV at the industrial frequency of 50Hz. The government was pursuing financial savings resulting from the need for less copper, but the wish to help the then V.I.Lenin Works (SKODA Plzen) gain further experience in the development of electric locos for export was also significant. In 1961, two locos were built with silicon traction rectifiers; these were designated E 479.001 and E 479.002. In 1962, two more prototypes were produced - E 479.101 and E 479.102. These differed from the previous two in the use of mercury rectifiers - the intention was to compare them and choose the best for series production. The tests were carried out at the factory and then on the Plzen - Blovice line, plus deployment in Bulgaria and the Soviet Union. From July 1965, the locos were re-classified - CSD began to distinguish between DC and AC electrics, so the letter E in the designation was replaced by S.

In addition to weight savings, the use of laminated fibre-glass for the body allowed a distinctive body design which is still unique.

After evaluating the test results of the prototypes, it was decided to use silicon rectifiers, and an increase in maximum speed from 100 to 110km/h was required. The first twenty units were finally delivered in 1966, classified S489.0 (later 230). Forty more were built in the same year, then in 1967 the third and final series of fifty followed.



These locos were designed as universal – they were used for freight and to a lesser extent also in passenger service.

Having already modelled this distinctive design in HO, as part of the TT programme for 2024 Piko have released a brand new model with well-defined main colours and authentic Epoch IV markings, all neatly printed, representing S489 0104. The precise reproduction of the body includes the continuous ventilation grilles in the sides. The small machine room skylights above are perfectly flush and give a good view of the interior.

The model boasts many other impressive details – for example, the handrails, shunters' grabs, and windscreen wipers. The roof is notable for the cabling and

insulators, and fine metal pantographs (sprung but not wired for current collection).

The bogies are extremely detailed with excellently moulded spring assemblies, speedometer drive, sand pipes, and brake shoes, plus the representation of the linkage under the floor.

Coupling hooks, brake hoses, and electrical connections are included as options for display.

The model has a powerful central motor with two flywheels driving all wheels through cardan shafts and reduction gearing in each bogie for smooth performance and realistic speeds. Current is collected from all wheels.

A traction tyre is fitted to one inner wheel of each bogie.

The model has a Next18 socket for easily fitting a digital decoder.

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

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

The minimum recommended radius is 310mm.

The model is 137mm long overall.

Another excellent example of Piko's interest in specialist markets.

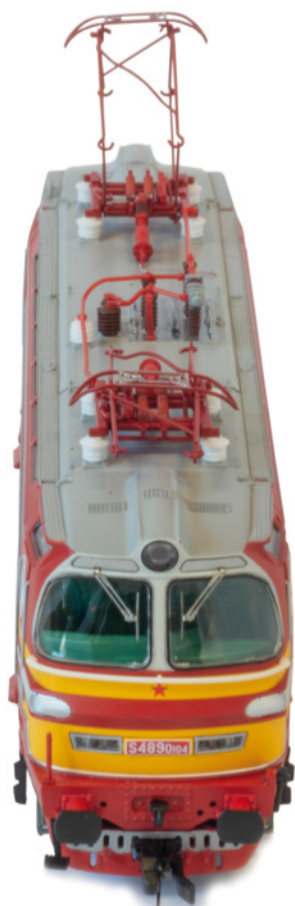


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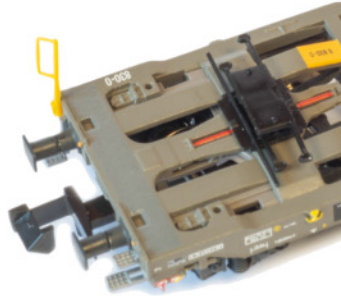
PRICE ref.47548 £235.00.







Following the new Roco model in HO (see CM March 2025) comes a new model of the type Sdgnss/T5 pocket wagon in N from Fleischmann, also announced as part of the 2024 programme. The first version represents a vehicle operated by Hupac, carrying a trailer used by the Schöni forwarding company.



All markings are very neatly printed, even in the recessed areas of the frame.

The wagon has a metal body (for rigidity and a low centre of gravity) augmented by plastic details, including the trailer hitch plate at the end of the wheel well, steps, and shunters' grabs.

The bogie side frames are moulded in deep relief, with brake shoes in line with the wheel treads.

The model runs very freely on blackened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are fitted in pockets on flexible mounts.

The model is 125mm long.

#### Manufactured by

Gebr. Fleischmann,  
Plainbachstraße 4,  
A-5101 Bergheim, Austria.  
[www.fleischmann.de](http://www.fleischmann.de)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE ref.6660038 £51.00.

Roco have recently released a modified model of the Deutsche Reichsbahn Halberstadt type Bm second class express compartment coach, initially in *StädteExpress* (City Express) livery, with Epoch IV markings.

For the first time the sides have the continuous rain gutters, and the model runs on new Görlitz V modified bogies.

The handrails are separate parts, and the usual accessories are supplied for detailing the buffer beams, along with a set of destination boards.

Two running numbers are available, along with two first class vehicles in the same livery.

The models are to scale length (303mm).



The main body has most features moulded integrally – ribbed roof, vents, grilles, and door handles. Separately applied parts include the corridor connections, buffers, and electrical connectors.

The glazing fits flush and there is a full interior.

There is provision for fitting optional internal lighting.

The bogie side frames are moulded in deep relief, with well detailed axleboxes, suspension components, and brakes.

The model rolls freely on blackened metal wheels on pinpoint metal axles, insulated one side by a plastic centre bush, arranged so that one side is 'live' each end for current collection for the internal lighting.

Standard couplers are provided in NEM362 pockets on close-coupling mounts.

The minimum radius is 358mm.



#### Manufactured by

Roco,  
A-5101 Bergheim, Austria.  
[www.roco.cc](http://www.roco.cc)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICE ref.6200043 £68.00.



Kato have recently further expanded the range of Rhätische Bahn metre gauge stock with a model of baggage van DS4222 with the pantograph which was added around 2009-2011.

The moulded plastic body shell has good moulded detail, with ribs and vents on the roof. The pantograph is purely cosmetic. There is an interior, and tinted flush glazing.

The only added parts appear to be the door steps and the corridor connections, in retracted position.

The underframe has the major components represented.

The bogies have well-detailed side frames, and are lightly sprung. They run on blackened metal disc wheels, on plastic tube axle centres, with outer stub axles running in bearing pickups.

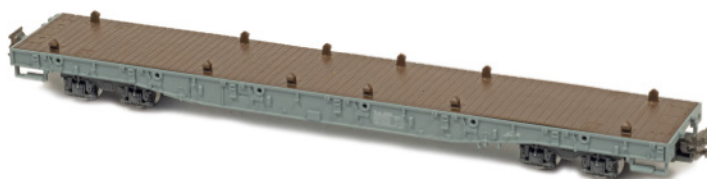
The minimum radius is given as 150mm, maximum gradient 5%.

Also new is the R-w bogie stake flat wagon; the stakes are supplied separately for the modeller to install.

The model is also offered in packs of four, with log loads available separately.

As before, the models are accurate and approved by the RhB. They have been made in 1:150, running on regular N (9mm gauge) track, to be compatible with other Japanese models, not European Nm – the stock is slightly larger (but significantly cheaper!) than the models in 1:160 on 6.5mm track marketed by specialist suppliers.

Kato have recently announced a model of the RhB Ge6/6' 'Crocodile' and a pre-production sample was noted running at the Intermodellbau show but no delivery date has been given.



#### Manufactured by

Kato (Sekisui Kinzoku Co.Ltd.),  
Tokyo, Japan.  
[www.katomodels.com](http://www.katomodels.com)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemasterretail.com](http://www.gaugemasterretail.com)

PRICES van ref.5279-2 £30.00.  
wagon ref.8203 £19.25.







The Y class was a result of the new policy of standard design principles being adopted by the Victorian Railways. The original pattern 0-6-0 tender engine was built by Kitson & Co. of Leeds in England in 1885, and was exhibited at the Melbourne Centennial Exhibition in 1888. Another thirty of this type were built by the Phoenix Foundry at Ballarat in 1888-1889. They were given numbers 383 to 441 (odd numbers only), and the pattern engine became 445.

They were big locos for their time – the largest and most powerful 0-6-0s to run in Australia, with a top speed of 40mph.

The class excelled in their performance and were well liked by the crews. Prior to electrification they were often seen on suburban passenger trains, and finishing their careers as yard shunters. Withdrawal began in 1926 and only twenty were still in service when renumbered in 1940. The last in regular service was 108 which was withdrawn in 1963 after being a pilot engine at North Melbourne for many years.

Two have been preserved.

Y108 is on static display at the Newport Railway Museum.

Y112 was withdrawn from service in 1961 and preserved on a plinth outside Ballarat station. It was eventually restored to operational condition with the help of West Coast Railway and returned to service in 1996, operating occasional rail tours.

Train World have commissioned all-new models of these iconic locos in various versions and liveries:

Y 421 black, no shunters steps  
Y 106 black, with shunters steps  
Y 108 black, with shunters steps  
Y 108 dark green, as preserved  
Y 128 green, as preserved  
Y 385 black, with cow catcher  
Y 112 green, as restored by WCR

The design has taken into account a number of physical differences:

flared or straight side tender  
riveted or welded tender sides  
tender rear vertical handrails  
standard or compensated springing  
cab roof (three styles)  
shunters' steps  
shunters' handrails  
cowcatcher  
couplers (screw or knuckle)

The first thing that strikes you is the quality of the finish. Even, clearly defined colours, and the fine lining and the boiler bands are simply exquisite.

The number and builder's plates are all clearly printed.

There are fine separately added parts, vary according to the version. These include cab and boiler handrails, pipework, balancing pipe, brake pump (where fitted), turbo generator (where fitted), and dome. Added parts of the tender include the handbrake column, handrails, and tool racks.

Our sample ran very smoothly straight from the box, but we did not have the opportunity to test haulage ability.

The loco and tender are permanently coupled with a close-coupling link.

The model will negotiate 18" radius curves.

There are wiper pick-ups on all loco and tender wheels.

The head and marker lamps work, and four small switches on the blanking plug allow control of the lights in analogue operation.

A 21-pin MTC socket for a decoder is located in the tender. The models are also available sound fitted using an ESU Lok Sound 'Full Throttle' decoder with sound files produced and optimised for this model by DCCSound.com

F0 headlight and turbo generator  
F1 start-up/mute  
F2 whistle (playable)  
F3 short whistle  
F4 cylinders  
F5 heavy load  
F6 coasting  
F7 brake  
F8 coupler  
F9 marker lights  
F10 air pump  
F11 coal shovelling  
F12 injector  
F13 headlight dimmer  
F14 safety valve

The Full Throttle features (functions 5, 6, and 7) enable you to adjust the regulator to simulate the loco working without the motor speed changing – for example to get the effect of the loco working hard to start a train but without an unrealistic speedy start, or to coast before braking. These three functions provide a realistic and satisfying driving experience.

The sound quality is excellent.

Note the DCC models cannot be used on DC.

There is a comprehensive illustrated sheet of instructions for maintenance.

In a word – superb.

#### Manufactured for

Train World Pty. Ltd.,  
290, Bay Street, Brighton,  
Victoria 3186, Australia.  
[www.trainworld.com.au](http://www.trainworld.com.au)

#### PRICE

DC c.£375.00 (A\$780.00)

DCC sound c.£430.00 (A\$890.90)



The Victorian Railways Z type coaches are air conditioned steel vehicles built from 1957 for use on interstate services.

Two main types were constructed – thirteen AZ first class cars with closely spaced smaller windows, and twelve BZ second class cars with wider spaced larger windows. A thirteenth BZ entered service on standard gauge.

The body length was 71'6". The new coaches were essentially a saloon version of the earlier S car design, using the most modern developments and adjusted for a saloon rather than compartments. The saloon layout had 2+2 reversible seating, with each row lining up with the windows. First class was provided with more legroom than second. There was initially an internal partition between the two parts of the saloon, but it was removed in later years.

1AZ had curved ends reminiscent of the streamline S car outline, while 2AZ, 1BZ, and 2BZ had flat ends. The remainder were built with chamfered edges to the body, and all had exposed rubber diaphragms from new.

Externally the only difference between the first and second class carriages, other than appropriate markings, was the number and size of windows.

The earlier coaches had a single tank for 140 gallons of cold water and small air-intake panels either side of the end diaphragms. Later cars had two much larger air intakes on one side only, and tanks for 280 gallons of cold water, and in some cases an additional tank for 20 gallons of hot water.

A number of coaches were placed onto standard gauge bogies from 1962 for use on interstate trains such as the *Spirit of Progress*.



With the end of these trains in the 1980s, they were returned to broad gauge. During this time a number of AZs were provided with conductor's work stations/compartments and recoded ACZ.

The Z type coaches were made redundant by the early 1990s with the introduction of the Sprinter railcars and most sets were broken up.

In September 1993 West Coast Railway acquired some to run Melbourne – Geelong – Warrnambool passenger services under contract to the Victorian Government Dept. of Transport. Later, some went preservation groups such as 707 Operations Steamrail Victoria.

The coaches still with V/Line were refurbished from 1995, being provided with 2+3 seating like the N type coaches. Some were fitted with wider doors and toilets with wheelchair access.

Today only a handful of Z type coaches remain in unaltered form.



Powerline have offered models of these coaches in various classifications and liveries.

We illustrate two BZNs in VPC4-PTC livery and ACZ and BZ as used by 707 Operations livery. These are from the first production run but were delayed leaving the Chinese manufacturer.

All the VPC4-PTV livery coaches are now sold out at source but it is intended to re-run them soon.

The 707 Operations versions are still available, as are VR blue & gold, V/Line orange (both styles), and PTC blue/red/grey.

The complex livery on the VPC-PTV vehicles has been superbly reproduced – the shaded areas are particularly impressive. The markings, signs, and labels on both colour schemes are all very clearly printed.

The moulded plastic body shells feature grilles and panels appropriate for each type, as are the added details such as corridor connections, handrails, and roof hatches, etc.

Glazing fits flush and there are full interiors.

The bogie frames are moulded in deep relief with components such as the shock absorbers added.

The underframe has been designed so the equipment can be added correctly for each version.

The models roll freely on blackened metal RP25 profile wheels, on pinpoint metal axles, insulated one side with a plastic centre bush. They will negotiate 18" radius curves.

Knuckle couplers are mounted on the frame.



#### Manufactured for

Powerline Models Pty. Ltd.,  
P.O. Box 2100, North Brighton.  
Victoria 3186, Australia.  
[www.powerline.com.au](http://www.powerline.com.au)

PRICE each £79.20 (A\$165.00)



## Loco-Revue Les Dossiers Thématiques 07 L'entretien du réseau

Edited by Alexis Avril

Éditions Loco Revue,  
BP 30 104, F-56401 Auray Cedex, France.  
www.locorevue.com

297mm x 210mm 116pp  
Softback €16.80  
ISSN T.B.A. ref.L11659  
French text

The leading French model railway magazine *Loco-Revue* continues its now quarterly additional offering with another themed collection with the emphasis on practical modelling.

This seventh issue (dated April – May – June 2025) concentrates on maintenance, prototype and (mostly HO) model.

In real life, as on any layout, the track must be regularly and thoroughly maintained to ensure reliable running.

As well as looking at the machinery used to do this in the first section, the second and much longer section considers how some of these machines can be represented in model form, from ready-to-run items, kits, and with some creative adaptation or scratchbuilding. Tampers, ballast cleaners, their support vehicles, cranes, drains and trailers, weed killers ... it is all here.

Some equipment is particularly French, others are internationally known.

Some machines have been built in some quantity and widely used, others are unique and would make an unusual feature on a layout. Tools and materials required are listed for each project.

The third and final section deals with methods and models to assist maintenance of a layout, primarily wheel and track cleaning but also removal of the dust that inevitably accumulates. Various commercially available products, from simple track rubbers to elaborate powered wagons, are tested and assessed, and there are ideas for handy home-made aids.

There is a very useful glossary of abbreviations for prototype technical terms on page 7 which would be a useful addition to any enthusiast's French vocabulary!

The coverage seems thorough, and goes into considerable detail. Modelling projects have actually been carried out and are generally illustrated with step-by-step photos.

While most of the modelling is HO, with a few examples in N, most of the techniques would be valid in other scales/gauges.

The articles are by a number of contributors.

They are all substantial and range in length from five to thirteen pages, with occasional sub-sections.

The work is very well illustrated, with clearly drawn diagrams and step-by-step photo sequences. The photos are all in colour and well reproduced on good quality matt paper.

As usual for *Loco-Revue*, the presentation is clear and straightforward, with restrained use of different fonts for the chapter titles and subheadings. The occasional 'tip' is highlighted separately.



A fair knowledge French will be required get the full benefit of the text but the illustrations make it useful for any modeller of the French scene, and some of the features may have wider applications. (Try the spot resleeper with the odd concrete sleeper amongst the wood!)

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

## Het Zwarte Woud

by Lars op 't Hof

Uitgeverij Uquilair B.V.,  
Biestkampweg 39,  
5249 JZ Rosmalen, The Netherlands.  
www.railmagazine  
295mm x 230mm 100pp  
Softback €11.95  
ISSN 0926-3489 Dutch text

This is *RAIL Magazine* special 21, not dated, which seems to be a compilation of separate articles from the magazine describing aspects of the construction of a German Epoch III HO layout set in the Black Forest, with scenery by noted Dutch modeller Lars op 't Hof who now offers his services commercially - this is a pretty good advertisement!

It is described as 'room-filling', with one main station and a branch terminus on different levels. The introduction features an overall photo of the scenic sections, which reveals the layout is large enough (14.5m<sup>2</sup>) but not overwhelming. However, there is no complete plan.

The material is presented in several sections, which range from four to twelve pages: the branch terminus, around the farm, local industries, the loco depot, untouched nature, along the main line, Laar Parkstraße station, Laar - the main town (depicted only in part), self-made conifers, the laser-cut loco shed, washes

and dry-brushing, the superstructure which includes laying the track), the landscape, and making rocks with MifoShape.

It may be noted that these topics are not necessarily presented in the most logical order.

It is also clear that there is a lot about the scenery but nothing about the baseboards, or the control system (probably Roco Z21 to judge by the router visible in the overall photo). Perhaps these elements were not done by Lars? The text and captions reveal certain features and details were provided by a few others, and proprietary products are identified.

The photographs are all by the author, and all are of good quality, though the facing side of stock in the foreground is sometimes in shadow. (The room has a large window but there is no evidence of dedicated lighting.) They are all reproduced very well on high quality paper. Many are presented full page width, and several as double page spreads – both the modelling and the images merit such expansive treatment, in the magazine's usual clear style.

The special includes just three pages of advertising – for *RAIL Magazine*, other Uquilair publications, and Lars op 't Hof's scenic services.

While not a complete description of the layout construction (which, to be fair, it does not claim to be), there is more than enough on the scenic aspects to inform and inspire.



## German railway or technical terms

by Doug Tompkins

German Railway Society  
GRS Sales, 4, Woodmere Avenue,  
Croydon, Surrey, CR0 7PA.  
www.grs-uk.org  
297mm x 215mm 28pp  
Softback £6.00 + £2.50 postage.  
No ISBN

This useful booklet from the German Railway Society does exactly what it says on the cover, and includes railway modelling words and terms.

It is effectively a convenient collection of the partial lists which were published in the Society's magazine *Merkur* between 2015 and 2020, augmented with additional entries and selected photos and diagrams (around twenty) to illustrate certain terms. The photos are all in colour, well reproduced, and clearly captioned.

The introduction maintains that the list is not comprehensive, but it seems thorough to us. There were some that were new to us, certainly in a rail context, and some with meanings that differed slightly from our limited experience.

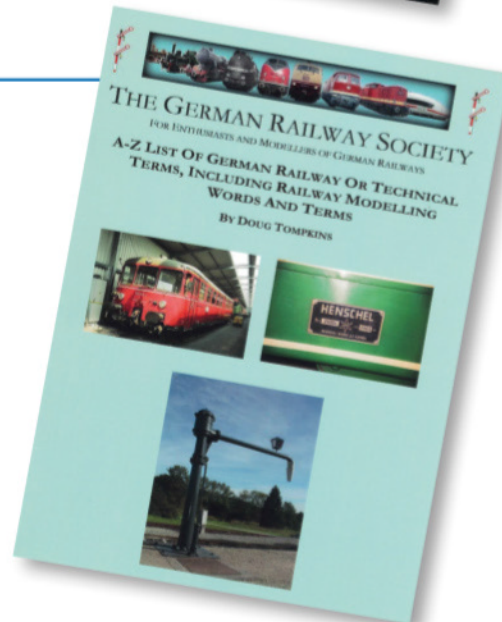
The layout is simple. A few line returns have gone astray, but as the words are in plain text and the translations/explanations in italic, the sense should still be clear.

Some of the terms get a brief explanation as well as a plain translation.

As usual, the inside front cover gives general information about the Society and its activities.

Although on line translation services are available even on portable devices, most will not be aware of specialist railway and modelling terms.

Any enthusiast or modeller with little or no German should find this very useful if trying to decipher a book, magazine, or set of instructions.





## Modellbahn-Kurier Special 50 10 Jahre Faszination Spur 1 Ausgabe 30, 4.Quartal 2024

Edited by Ralph Zinngrebe

EK-Verlag GmbH

Munziger Straße 5a, D-79111 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 98pp

Softback €19.90

ISBN 978-3-8446-1963-8

German text order no. 1963

This thirtieth edition of the magazine devoted to model railways in Gauge 1 includes an extra 16 pages to celebrate its tenth anniversary.

It begins with 'AW Lokhalle' (pages 4-10) in which Ernst Jorissen describes and illustrates his exhibition layout depicting an Epoch IV Deutsche Bundesbahn (DB) main works and fuelling point for diesel motive power. Many of the photos show the detailed interior of the shed building.

In '10 Jahre Faszination Spur 1' (pages 12-16) Ralph Zinngrebe looks back over the last ten years.

One page then provides a list of model railway events taking place across Germany for the period November 2024 – June 2025.

'01 TREFF 2024 in Maarn' (pages 18-21) is an account of the annual Gauge 1 meeting and exhibition at Maarn in The Netherlands in 2024, illustrating the layouts that were present.

On pages 22-35 Peter Pernsteiner describes and illustrates some of the latest products available for Gauge 1 modellers, including kits for making up point levers and point lanterns from the firm Hosenträger, new stake wagons from Steiner Modellwerke, and the Märklin *Schweineschnäuzchen* Wismar railbus.

Pages 36-41 take a detailed look at the model from Wunder of a DB BR218 diesel-hydraulic locomotive, one of the highlights at the 01-TREFF 2024 in Maarn. Close-up colour photos show the cab, roof, radiator fan, and bogies. The photos all feature Henschel-built 218 443-0 in Epoch IV ocean blue & beige livery with

MaK bogies sporting the MeGi type springs. Other livery variations are to be offered for Epochs IVC through to VI, namely orient red, traffic red, and Bahnbau yellow & black.

'Wt-Dohlenberg' (pages 42-48) is the third part of Michiel Stolps' Epoch III DB layout project, the first two of which were in Modellbahn-Kurier Specials 48 and 49. He describes and illustrates how he recreated station lettering and advertising.

'Evolution statt Revolution' by Hans-Jürgen Götz (pages 50-53) describes and illustrates the new MX33 hand-held digital controller and app from Zimo.

'Alles Plaste ...' by Manfred Kohnz (pages 54-55) takes a look at the new kit from Mini Art of a Mercedes type MB 170V van.

'Altösterreichische Vierkupplerin' by Oliver Strüber (pages 56-59) considers the Austrian class 178 tank engines of the kkStB and BBÖ, BR/Rh92.22 under the DRB and ÖBB, a model of which is to be offered by BMB/Bees Modellbahn.

'Epoche-1-Schönheit' (pages 60-63) reviews the new model from Wunder of a Prussian class T14.1 tank engine. Photos include close-ups of the highly detailed cab interior and valve gear.

In 'Aus Alt macht Neu' (pages 66-69) Thomas Montaperti describes and illustrates detailing that can improve the Märklin model of a DB V100 diesel-hydraulic loco.

'Schlesische Gebirgsbahn' (pages 70-74) reviews the new model of Siemens-Schuckert electric EG539 (later E91.3) by Fine Models. Eight colour photos showing the model are featured, along with one black & white image of the prototype sister locomotive EG538.

In 'Lust auf Tbis' (pages 76-81) Frank Mäule describes and illustrates how he detailed and weathered the new model of a type Tbis wagon from Spur 01 Modellbahnen.

Pages 82-91 feature '03.10 im Paarlauf', a detailed look at the new models from BMB & Co. of DB and DR BR03.10 Pacifics. As well as colour photos of the models there is one black & white scene showing DR examples around the turntable at Bw Stralsund in September 1975.



The final feature is 'Digitalfunktionen individuell' (pages 92-95) in which Heiko Herholz examines digital control software from ESU, Märklin, Massoth, Piko, Uhlenbrock, and Zimo. The illustrations include computer screen images.

This is another useful work, full of advice and inspiration for Gauge 1 modellers. A good knowledge of German will be required to get the best from it.

Many advertisements from model manufacturers are included, from the likes of Märklin, Wunder, BMB Beesmodellbahn, ASOA, Fine Models, Bünning Modellbau, HEGOB Modellbahn, Spur-01.de, KM1, and Zimo. There are also advertisements for some model shops in Germany and for other products available from Eisenbahn Kurier Verlag, namely books, magazines, calendars, and DVDs.

## Peter Gray's Travels Volume 1: Austria Standard Gauge Volume 2: Austria Narrow Gauge and Industrial

Compiled by Andrew Fox

Totem Publishing

Transport Treasury Publishing,

16, Highworth Close, High Wycombe, HP13 7PJ.

www.ttpublishing.co.uk

192mm x 245mm 96pp

Hardback each £17.50 + £3.00 p&p

1 ISBN 978-1-913893-59-0

2 ISBN 978-1-913893-58-3

Totem Publishing is an imprint of The Transport Treasury photographic archive specialising in short run photographic albums, using images from collection accompanied by interesting and informative captions.

These two albums are the first to feature European slides from noted railway photographer Peter Gray.

He visited Austria several times between 1958 and 1973, recording the country's railways before the demise of steam and the advent of modernisation, although electrification was already well under way.

Each collection opens with a brief biography and an introduction to set the scene.

The standard gauge material is in eight sections: Vienna, Oberösterreich und Linz, Niederösterreich und Wiener Neustadt, Steiermark und Graz, Kärnten, the Erzbergbahn, the Graz-Köflacher Bahn, and the Steiermärkische Landesbahnen.

The other book is in five sections: ÖBB narrow gauge lines, ÖBB rack lines, Steiermärkische Landesbahnen, independent lines, and industrials (standard and narrow gauge).

A high proportion are loco portraits, taken at stations during halts and around loco depots, but we are also treated to quite a number of wider scenic views. Those on the Erzberg are particularly memorable.

Some of the journeys were as part of organised excursions, including notably in September 1963 with the Railway Correspondence and Travel Society (RCTS), so there are some staged scenes and often other tour participants in view – clad in the seemingly *de rigueur* tweed sports jacket with shirt and tie or (when conditions demanded, as quite often!) a macintosh.

The pictures were taken on Kodachrome, so the grain is excellent and the colours have generally lasted well. The relatively 'slow' film was great in bright sunshine but could be awkward in poorer light – and Peter was not always lucky with the weather!

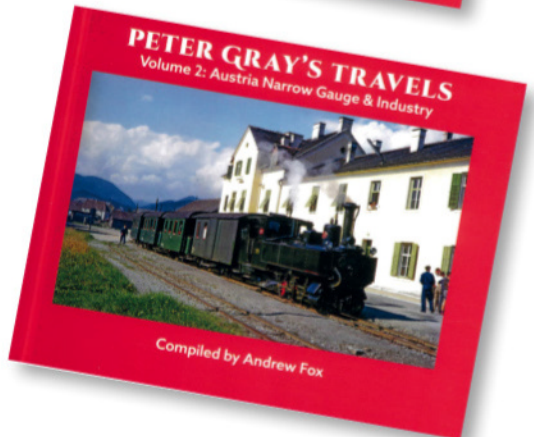
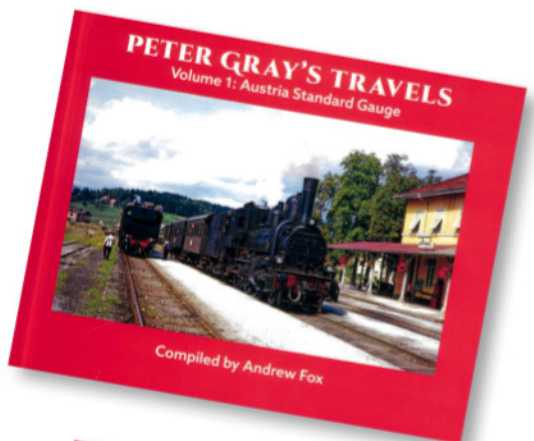
Most are presented large, one to page, with some instances of two. They are well reproduced, a testament to the quality of the original slides. A few might have benefited from a little processing to restore shadows or optimised the colour balance for publication, but overall these are the slides as Peter would have shown them.

The captions are generally brief and to the point, giving location and date, and a lot of loco information. Having had the privilege of seeing many of these images at Peter's own presentations, the only things missing are the accompanying anecdotes!

It appears that some trips were meticulously organised with a tight timetable and proceeded at quite a pace, though sometimes re-scheduling was necessary when things did not go quite to plan!

These books are marvellous reminders of trips to lines that were then not well-known to railway enthusiasts, and have since closed or been radically transformed. Sections of some narrow gauge lines have been preserved, but here we see them as working railways, albeit often providing a special train.

Another fitting tribute to a fine railway photographer. Warmly recommended.



We hope that in due course The Transport Treasury will make more of Peter's European pictures available in a similar form.



## Le Train – spécial 118 1/2025 De Paris à Venise

by Jean Tricoire

Editions Publitrain eurl,  
CS80010, F-67660 Betschdorf, France.

www.letrain.com

297mm x 210mm 100pp

Softback €18.00

ISSN 1267-5008 French text

This new special from *Le Train* takes us from Paris to Venice via Dijon, Lausanne, the Simplon, Milan, and Verona.

The material is presented in seven sections: Paris to Dijon, Dijon to Vallorbe, Vallorbe to Lausanne, Lausanne to Domodossola, Domodossola to Milan, and Milan to Venice, plus a chapter on international services (concentrating on certain through workings, though these are not absent elsewhere).

A wide variety of is traffic shown, freight as well as passenger.

Each section spans a wide period of time, with relevant historical background.

After steam in the early days, motive power is predominantly electric (though quite varied through the years), and there are examples of French, Swiss, and Italian locomotives and units along with a variety of rolling stock. Plenty to inform the creation of authentic consists – space allowing, as there are generally not short trains.

As usual for these compilations from *Le Train*, the work is built around an excellent collection of 169 illustrations, drawn from many sources; there are some archive black & white images (among them some contemporary engravings, a few hand tinted), but most of the photographs are in colour (from as early as September 1963), and all are very well reproduced. They range in date; as well as the historic pictures there are views from the 1960s to the 1990s, but most are from the last twenty years or so, with the most recent August 2021. They show different seasons but always in good weather.

The collection includes some impressive views presented as double page spreads.

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

The route is shown with two maps, though not until page 20, and later there is a map showing the rail connections around Milan. Two plans (1859 and 1927) show the development of the Gare de Lyon in Paris.

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases where images overlap, and graphic devices restricted to coloured chapter and section headings, along with frames and tinted backgrounds for tables and information panels to aid clarity.

There are nine pages of advertisements for other *Le Train* publications.



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

Reasonable French will help to get the most from the text, but the captions should be clear enough and as always the heart of the publication is the illustrations.

## Taurus Record-breaking locomotives

by Maurizio Tolini

TG-Trains

Via Don Luigi Sturzo, I-21046 Malnate (VA), Italy.  
www.tg-trains.com

210mm x 295mm 296pp

Hardback €68.00/CHF 75.-

From the Taurus to the Railjet – this book describes the history and current status of the EU 64 U2 – U4 Bo-Bo electrics built by Siemens.

With more than five hundred locomotives produced, the Taurus is the successful and award-winning model among modern high-speed traction units. 'Towards Europe with all our strength' was the motto of the ÖBB when, in 1997, they ordered the first universal locos from Siemens. The Taurus project (from the Latin for bull) was developed, capable of 230km/h and with 6,400kW of power.

On the Eurosprinter platform, a universal machine with modular components was created, usable on multiple networks. Classified Rh1016/1116/1216 by the ÖBB in Austria, as BR182 by the DB in Germany, and 470 by the Hungarian companies MÁV and GySEV, the Taurus combined stylish design with successful technology. Even the new independent operators, born from the liberalisation of the European networks, lease the Taurus ES 64 U2 and U4 (first from Siemens Dispolok, then MRCE, now Beacon).

On 2nd September 2006, ÖBB 1216 050 set a new world speed record for conventional locos: on the new Nürnberg – Ingolstadt high speed line the machine reached 357km/h.

The multi-system 1216s also managed, with no small difficulty, to run on the Italian network as well. Classified E.190 by the RFI, today they can be found hauling freight and passenger trains for various private operators. They are also at the head of the Brennero and Pontebbana EC services, initially with ordinary DB and ÖBB stock, today Railjet, driven and crewed by Trenord staff.



A chapter is dedicated to the first and second generation Railjet and Nightjet trains, where the Taurus is the undisputed master of the traction.

Over two hundred images, drawings, and tables illustrate the text, and QR-codes link to as many videos relating to the photos.

## D.341 The first Italian main line diesel

by Emiliano Maldini

TG-Trains

Via Don Luigi Sturzo, I-21046 Malnate (VA), Italy.  
www.tg-trains.com

210mm x 295mm 220pp

Hardback €55.00/CHF 60.-

This book presents the history and current situation of the Italian D.341 bogie diesel, built in quantity for the Ferrovie dello Stato (FS) by the major manufacturers (FIAT, Breda, Ansaldo, and Reggiane).

At the end of the reconstruction of what had been destroyed during the Second World War, the FS began to think about the gradual replacement of steam traction with diesels. In those years many main lines were not yet electrified and trains were still operated with steam; for some of them, such as Venice – Udine, Rome – Naples (via Cassino), Padua – Bologna, Ancona – Bari, and the entire Po Valley, Turin – Milan – Venice – Trieste, electrification was planned, although not in the short term. The main doubt about the transition was, more than anything, linked to the type of transmission, hydraulic or electric. In the United States, electric transmission had given excellent results; in Germany, on the other hand, hydraulic transmission was favoured. The Italian railway industry was commissioned by FS to create a new diesel-electric locomotive with a common structure but that could differ in use with different types of engine. Two versions were presented that differed aesthetically: the first was characterised by inclined fronts, the second by vertical fronts.

This book traces the history of the design with some reference to its predecessors, the various versions, changes of over time and use throughout the Italian peninsula, as well as the current status of the last D.341 locos still in service.

The work is copiously illustrated with a good selection of black & white and colour photos, all well reproduced on high quality 130gm paper. Drawings and tables complete the volume.





## Eisenbahn Video-Kurier 163

EK-Videothek DVD c.58mins + c.45mins Bonus ref.8563 €19.80

### Schwerpunkt: MaK Diesellokomotiven

The main topic of this programme considers the diesel locomotives built by MaK (now Vossloh) in Kiel. However, first we take a brief look at the latest rail vehicles at the bi-annual InnoTrans event in Berlin in 2024. There are scenes showing the new Mireo Smart units and 105 019 for Deutsche Bahn AG.

Moving on to the main feature, we see preserved MaK-built

Deutsche Bundesbahn V65 0-8-0 diesel-hydraulic V65 001, followed by preserved DB V60 (after 1968 BR260) 0-6-0 diesel-hydraulic shunter 260 109-4. Both these locos are in DB crimson red (RAL 3004) livery. A similarly liveried preserved DB V200.0 is seen at the head of an enthusiasts' special, followed by a DB Regio traffic red BR218 at the head of a train of double-deck stock. Preserved black 0-6-0D V36 235 is also featured on a train of seven DB coaches, followed by archive colour film of DB V80 locos on passenger services around Frankfurt am Main, including V80 002. Further examples of MaK-built diesels are shown, including more V60s and V100s. Some black & white film shows B-B diesel-hydraulic 213 340 is seen on a Boppard – Emmelshausen service, with some scenes filmed inside the cab. This is followed by a look at some DB V90s and 294 158-1 in orient red is seen with a train of VW vans. The Regentalbahn's MaK-built D03 is seen working, with some scenes in the cab, and this is followed by views of a BR240 diesel-electric heading a passenger train on the Berlin Stadtbahn. MaK-built diesels used by private operators are shown on a variety of freight workings from the lineside and from the air, with some scenes in the cabs.

The next section is entitled *Rübedampf* and here we see heavy sugar beet trains worked by ex-DB 2-10-0 042 018 and ex-Deutsche Reichsbahn 2-10-0 052 073 filmed from the lineside. Another steam-hauled train, this time loaded with logs, is seen behind ex-DR 2-10-0 50 4073-8. Some scenes were filmed on the footplate, with further lineside scenes showing an ex-DB crimson red BR290 assisting at the rear. At Dürrenzimmern, near Nördlingen in Bavaria, the driver of 50 4073-8 is interviewed,

and then we see this loco moving off slowly with a train of sugar beet. There is further film of this working the lineside, and later the loco is seen with a tank wagon train.

The next feature is a look at the Eisenbahnen und Verkehrsbetriebe Elbe-Weser (evb). We see evb locos at work, including the former DB 219 001, carrying the number 420 01, at the head of a train of containers. At Bremerhaven Hbf. diesel railcars belonging to evb are seen on local passenger services, followed by more footage of evb locos on freight duties filmed from the lineside, including Bombardier TRAXX BR185 electrics and former DB classes, such as BR140s. More modern EuroDual locos are also seen, and an ex DB V100 diesel-hydraulic is shown working a container train. At Hamburg docks a blue-liveried MaK type G12 diesel is seen on another container train, and another on a train of bogie stake wagons.

The next section looks at Smartron electrics, beginning with examples at the InnoTrans event in Berlin, followed by film of these locos from the lineside, including 192 104 belonging to EGP on a freight. Further examples are featured on a variety of freight workings with different operators, including LOCON and Northrail.

In the *Erinnerungen* section, colour film shows the *Plandampf* event between Gera and Saalfeld in 1991. We see DR Pacific 01 2137-6 with large Wagner smoke deflectors arriving at Gera at the head of a passenger train, with further scenes from the lineside and on the footplate. This is followed by DR Pacific 03 1010-2 on a passenger train leaving Gera, and a freight is seen behind 01 2137-6.

Among the topics covered in *Bahn News* is a look inside the Dampfkloswerk Meiningen's *Dampflok Erlebniswelt* museum and exhibition opened in August 2024. On 8th August 2024 Berlin celebrated the S-Bahn's 100th anniversary, and we see film of the special train that worked as part of this celebration.

The final *Rückblick* section presents archive black & white film of the Lehrter Bahnhof in the 1930s, which includes streamlined 05 002 departing on an express.

The 'Bonus' section entitled *Der Gurkenzug* shows 1993 film of six BR52 steam locos that were deployed on scheduled services around Berlin.

The commentary (only in German) is clearly delivered and informative.

A certain amount of background music is used, but it is not too intrusive.

Trailers for other DVDs from Eisenbahn Kurier Verlag last for about ten minutes.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)



## 100 Jahre Berliner S-Bahn

EK-Videothek DVD c.58mins ref.8686 €22.80

### Gleichstrombetrieb im Wechsel der Geschichte

On 8th August 1924 the first line was opened on the new Berlin Direct Current (DC) S-Bahn system between Bernau and the former Stettiner Bahnhof (now Berlin Nordbahnhof). It was developed in stages into one of the most modern transport networks in the world. The Second World War and the partitioning of Berlin hit the S-Bahn hard. In the eastern part of the city the S-Bahn was the main transport

system, but in the western sector it declined in importance until it was taken over by the Berliner Verkehrsbetriebe (BVG). This programme takes a look at the Berlin S-Bahn's history, from its beginnings through to the present day. Using archive film material the pre- and post-war period is shown, including the so-called 'ghost stations' (*Geisterbahnhöfe*) which were abandoned because of the city's division following the construction of the Berlin Wall. A variety of different S-Bahn units are shown and there is a look inside the company's workshops, and not forgotten are the celebrations to mark the system's centenary.

The programme begins with scenes shot on 8th August 2024 with a special train (*Sonderzug*) from Berlin Nordbahnhof to Bernau to mark the centenary of the first line to open. Scenes inside the cab show the driver (standing) wearing a period uniform with peaked cap. Further film shows this train from the lineside, and there are interviews with on-board S-Bahn personnel.

Archive black & white film then shows the earliest S-Bahn services, followed by colour film inside Berlin Technical Museum of a preserved unit. Later types are seen in service, as well as one on test. Further black & white footage dates from the 1930s, then moving to the present day a map of the network is shown, followed by archive colour film of a train for Wannsee. Some scenes of this working were filmed from the cab. Further S-Bahn units at work are also featured.

Archive black & white film shows the development of the network with the laying of new lines, and the results of air raid damage during the Second World War.

Black & white film from 1959 shows the building of new S-Bahn units and the construction of the Berlin Wall in 1961. Archive colour film shows trains passing through

the so-called 'ghost stations', such as Unter den Linden, and at the former border station at Friedrichstraße we see the border control posts on the station's platforms. S-Bahn services are seen with the Berlin Wall featuring prominently in the background.

Colour footage from 1984 shows previously closed S-Bahn lines re-opening to passenger services. We see new BR270 (now 485) units, including 270 008. There are views inside the main works at Hennigsdorf, and a new unit is seen on a route U4 working to Buch. There are also views inside this unit showing the passenger accommodation. All-over red 270s known as 'Cola Cans' are observed, followed by 480 501 in overall grey. Further units of this class are seen in the more traditional red and cream livery, including scenes filmed from in the cab.

Next we get footage of the fall of the Berlin Wall on 9th November 1989, followed by film from 1990 showing the first east-west S-Bahn services, with the former 'ghost stations' re-opened to passengers. Brand new S-Bahn trains are seen entering service with scenes filmed on board and from the cab of a BR482.

In 1997 the use of BR475 units ended and a special train to mark was filmed.

S-Bahn trains are shown at Berlin Zoologischer Garten, including BR476s.

The opening of the Berlin Ring line in 2002 is shown, along with a BR477 on its final run to Erkner and Schöneweide. The opening of the line to Tetlow is also featured. At Potsdamer Platz the latest types of units are noted, and film from 2002 shows lines being extended. New sets are seen at Berlin Brandenburg (BER) airport and modern units for the Berlin S-Bahn are shown under construction at the Stadler factory.

Next we get BR484 units at work, including at Oberspreewald, and their last day in service on 12th November 2023 is also featured, including an interview with the head of the Berlin S-Bahn. Preserved S-Bahn units are seen at Erkner, including scenes inside the depot there. We also see the S-Bahn 'Christmas Train' (*Weihnachtszug*) in action at Charlottenberg.

The presentation ends with further footage of the centenary celebrations on 8th August 2024, with crowds of people on the platform at Bernau, followed by scenes of various classes of which were once used on the network. Finally the special commemorative train departs Bernau for Berlin Nordbahnhof.

The commentary, which is only available in German, is both clear and informative.

There is some background music, mainly towards the end, but it is not intrusive.

There are around five minutes of trailers for other Eisenbahn Kurier DVDs.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)







## New from American Z Line



American Z Line announces the release of the ES44AC – in six new road numbers – 7829, 7830, 7853, 7854, 7870, and 7893.

The models are DCC ready and include directionally controlled LED lighting, blackened metal wheels, traction tyres, AZL AutoLatch™ couplers, pre-installed front pilots/ploughs, and optional truck with coupler.



The ALCO RS-3 (phase III) is coming in two new Missouri Pacific road numbers, 992 and 996.



The new run of GM-EMD F7s are now rolling out. First is Pennsylvania in Brunswick green with a single stripe. There is an A+B set as well as an individual A. The A units have separately applied Trainphone antennas.

The DCC ready models feature the AZL 7mm motor, dual flywheels, prototype specific details, metal stirrups, directionally controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.



The New York Central bay window caboose represents a revised version with white bay roof. Two road numbers are available, 21049 and 21056, the 'Road To The Future' logo.



Two new road numbers are available for the GM-EMD SD60 as Conrail 6859 and 6860.

The models include directionally controlled LED lighting, blackened metal wheels, traction tyres, AZL AutoLatch™ couplers, pre-installed front pilots/ploughs, optional truck with coupler, and prototype specific details.

The GM-EMD SD40-2 is available with two new SOO road numbers – 6018 and 6023.

All AZL SD40-2s include directionally controlled LED lighting, blackened metal wheels, traction tyres, AutoLatch™ couplers, and optional pilots/ploughs.



[www.americanzline.com](http://www.americanzline.com)

## New from Cités Miniatures



### PLM railway housing

ref.BV-021-HO

The idea of a residential building from a PLM railway housing estate is not new. A unique four-storey model was specifically designed for a client several years ago but was not included in the range as similar models already existed. But while researching these railway housing estates a two storey version was discovered, one of which still exists in Villeneuve-Saint-Georges. While its footprint is quite large, its low height also makes it easier to integrate into a low-rise residential area.

A first for this model: it can be ordered with 1:87 Redutex textures (two sheets, choice of diamond-shaped interlocking or standard interlocking tiles). A roof underlay version is also available, allowing users to install their preferred roof covering.

The interior fittings are available separately.

A 1:160 scale (N) version could be released later this year.

### HO security fence

ref.ED-001-BB-HO

This was requested by a customer and is now in the range.

The barbed wire must be purchased separately (for example, from Maketis).

### Cités Miniatures

145 Avenue Henri Ginoux,  
F-92120 Montrouge, France.  
[www.cites-miniatures.com](http://www.cites-miniatures.com)



CHEMINS DE FER  
DU KAESERBERG

## train of the month

Train of the Month for June on the Chemins de Fer du Kaeserberg, the noted Swiss permanent display layout, is a Rhätische Bahn Landquart – Engadin mixed goods hauled by a Ge4/4<sup>II</sup>.

In the 1990s, such trains were ubiquitous on the RhB. Only the last wagon of this train heralds a new era of flats with containers. Vans and high side open wagons have disappeared from freights today, and the former wide variety of tank wagons had to be completely replaced around the turn of the millennium due to new regulations regarding

wall thickness. Currently, there are just three types of bogie tanks.

Of interest are the ballast hoppers, delivered to the RhB by the Talbot wagon factory of Aachen, Germany, in 1965. After more than fifty years of service, they are still in the original paint scheme; the RhB only ever renewed the lettering.

### Chemins de Fer du Kaeserberg

9 Impasse des Ecureuils,  
CH-1763 Granges-Paccot,  
Fribourg, Switzerland.  
[www.kaeserberg.ch](http://www.kaeserberg.ch)





# 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 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@sdrmwweb.co.uk

**Website:** www.sdrmwweb.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/coffee, cakes, etc.).

**Features:** a dozen 1:87 and 1:76 narrow gauge layouts. OO9 Society sales.

**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, NTT/OO/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



## Sunday 1 June ASHTEAD, Surrey

Rendezvous

**Organiser:** French Railways Society

**Venue:** Ashted Peace Memorial Hall, Woodfield Lane, Ashted, Surrey, KT21 2BE.

**Open:** 1000-1600

**Admission:** adults £6.00, child £2.00, family £10.00.

**Amenities:** free parking; refreshments. Trains to Ashted SWR & Southern (20 minute walk) or Falcon Bus 479 Epsom to Guildford (hourly), alight in Ashted (The Street).

**Features:** layouts include *Givry-Chambertin* (French N), *Xertigny-les-Bains* (French HO, above), *Circo Minimo* (Italian HO), *Klein Schmalitz* (German HO, CM January 2025), *SBB rue de Bahnweg* (Swiss HO), a Scandinavian layout (TBC), *Lindsay* (US HO), and an O gauge test track. Plus illustrated talks (Indian Railways, the FRS archive, European Rail Campaign, and rails of southern France), bring & buy (10% commission), Italian Railways Society, BORHT, specialist trade including Scograil and Reg Davies books.

**Contact:** exhibition manager

Alan Marlow 07914 978105

alanmarlow1000@gmail.com

## Saturday 7 June 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 7 June MILTON KEYNES, Bedfordshire

**Organiser:** Milton Keynes MRS

**Venue:** Featherstone Road, Wolverton Mill, Milton Keynes, MK12 5TH.

**Open:** 1000-1630

**Admission:** adults £8.00, children 5-16 £2.00, U5s free.

**Amenities:** free parking; refreshments.

**Features:** expanded this year – more than 26 layouts, including *Nakato* (N), *Grazellar Bahn* (HOe), and *Fort Myers* (HO, CM September 2005). Demonstrations, trade.

**E-mail:** secretary@mkmrs.org.uk

**Website:** www.mkmrs.org.uk

## Saturday 14 June BURTON-ON-TRENT, Staffordshire

**Organiser:**

7mm Narrow Gauge Association

**Venue:** Burton Town Hall, King Edward Place, Burton-on-Trent, DE14 2EB.

**Open:** 1030-1630

**Admission:** members (with family) £5.00; non-members – adult £10.00, family £15.00, accompanied U16s free.

**Amenities:** close to town car parks, Burton station, and local bus stops; wheelchair access; refreshments and bar.

**Features:** layouts include *Apadobe Mine* (US O9, CM November 2023), *Fürenalpbahn* (Oe, CM May 2019), *Nicola Landing* (US On2/On3 new by Bob Harper), and *Sawyers Bend* (US On30). Demonstrations, specialist trade.

**E-mail:** exhibition@7mmnga.org.uk

**Website:** www.7mmnga.org.uk

## Saturday 14 June SWINDON, Wiltshire

**Organiser:** WorldWide Group

of The N Gauge Society and Wiltshire Five Towns Area Group.

**Venue:** Hawksworth Hall, GWR Steam Museum, Firefly Road, Swindon, SN2 2EY.

**Open:** 1000-1600

**Admission:** adults £5.00, partners and accompanied children free.

**Amenities:** Outlet Shopping Centre North Car Park. Five minutes walk from Swindon station. Refreshments in museum café.

**Features:** layouts *Hillside Junction* (US), *Bruce Springs* (US), *Glacier* (US, CM October 2022), *Eheim*, *Silk Road* (European). Display of scratchbuilt Dutch buildings. Two 20' T-Trak modular layouts featuring European and American scenes. Technology displays include coreless motor operation and electronic shuttle operation. Mount Tabor Models.

**Contact:** John Brady, 07818 077663.

**E-mail:** wwv-editor@outlook.com

## Saturday 21 June BANSTEAD, Surrey

**Organiser:** North Downs MRC

**Venue:** 3rd Banstead Scout Group, Scout Ridge, Banstead, Surrey, SM7 1RB.

**Open:** 1000-1700

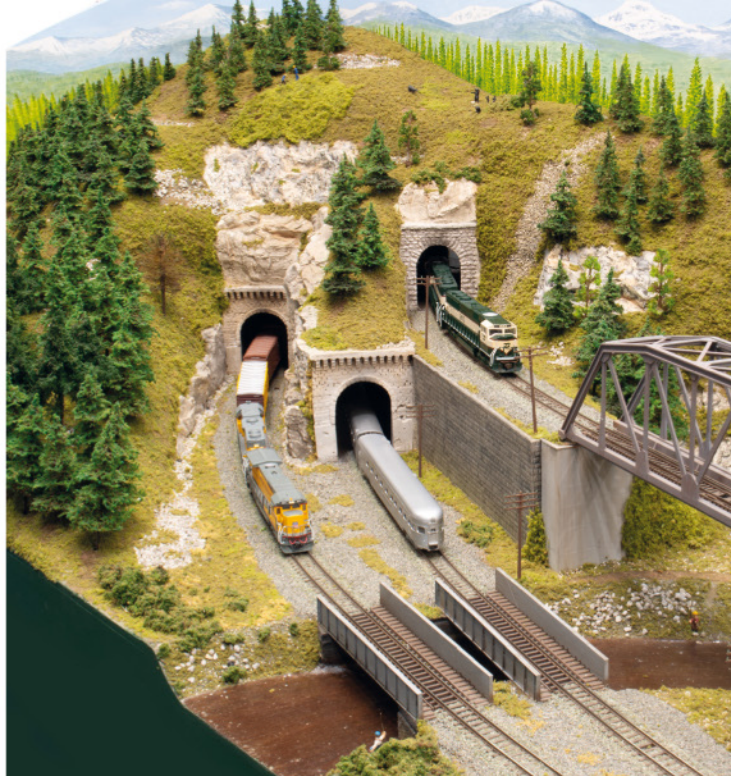
**Admission:** adults £6.00, senior/disabled £5.00, U16s £3.00.

(All proceeds to Scout Group.)

**Amenities:** free parking; refreshments.

**Features:** 20 layouts invited; trade.





**Contact:**

Stuart Robinson, 07758 458827.  
**E-mail:** stuart.robinson27@ntlworld.com  
**Website:** www.ndmrc.info

**Saturday 21 June  
 LUDLOW, Shropshire**

**Organiser:** Craven Arms & District MRC  
**Venue:** Ludlow Racecourse, Bromfield, Ludlow, Shropshire, SY8 2BT.  
**Open:** 1000-1600

**Admission:** adults £7.50, accompanied U16s free.

**Amenities:** Ludlow station 2.6 miles; on A49 Shrewsbury to Hereford road – ample free parking, including dedicated disabled spaces; wheelchair-friendly venue; cafeteria.

**Features:** over 20 layouts including *Sugar Creek* (N), *St.Fayre Rhianne* (French HOm, CM September 2021), and *Oasis* (HO/HOn30). Demonstrations, societies, trade.

**Contact:**  
 Chris Jamieson, 07510 109347.  
**E-mail:** cadmrcehibitions@gmail.com

**Saturday 21 June  
 ST.OSYTH, Essex**

**NMRA-BR Summer Meet**  
**Organiser:** Thamesiders Model Railroad Group supported by the National Model Railroad Association British Region, Orwell Models, & Coastal DCC.  
**Venue:** Village Hall, St.Osyth, CO16 8PE.  
**Open:** 1000-1530

**Admission:** by donation.  
**Amenities:** parking on site and on Longfields side street. Venue is accessible by public transport. Wheelchair access. Tea & coffee plus cakes & biscuits.

**Features:** HO and N modular layouts, plus demonstration boards representing T-Trak and Kato dioramas. Trade, bring and buy.

**Website:** www.thamesidersmrg.org.uk/summer-meet-2025/

**Saturday 21 & Sunday 22 June  
 EXETER, Devon**

**Organiser:** Exe MRS  
**Venue:** The Matford Centre, Matford Park Road, Marsh Barton, Exeter, EX2 8FD.  
**Open:** Saturday 1000-1700  
 Sunday 1000-1600

**Admission:** adults £10.00, accompanied children free. Cash or card accepted.

**Amenities:** free car park; disabled friendly with level access; excellent restaurant.

**Features:** over 30 layouts, including *The Andeer Line* (Swiss HOm), *Autenbak* (German HO), *Köstritzer Mine* (German HO), *Porcupine Creek* (Canadian HOn30), and *RS Tower* (US HO). Demonstrations, trade.

**Contact:** 07775 765716.  
**E-mail:** train@exemrs.co.uk  
**Website:** www.exemrs.co.uk

**Saturday 28 June  
 HEMEL HEMPSTEAD, Hertfordshire**

**Organiser:** Carey Baptist Church.  
**Venue:** Carey Baptist Church, Marlowes, Hemel Hempstead, HP1 1LD.

**Open:** 1000-1600  
**Admission:** £5.00, family (2+2) £15.00, U10s free. Raising funds for church.

**Amenities:** no parking on site but car parks in Gadebridge Park or Hillfield Road; wheelchair access limited; light refreshments.

**Features:** layouts include *St.Pankraz im Steiermark* (Austrian HO, CM February 2021), *On Picasso Lines* (French HO), *Ontario Street* (Canadian HO), and a Faller 'Hit Train' layout.

**E-mail:** theuptons36@btinternet.com

**Saturday 28 & Sunday 29 June  
 PERTH, Perth & Kinross**

**Organiser:** Perth MRG (part of the Scottish Model Engineering Trust).

**Venue:** Dewars Centre, Glover Street, Perth, PH2 0TH.

**Open:** both days 1000-1700  
**Admission:** adults £10.00, children £4.00, family (2+2) £20.00 (Contactless card payment welcome at the door.)

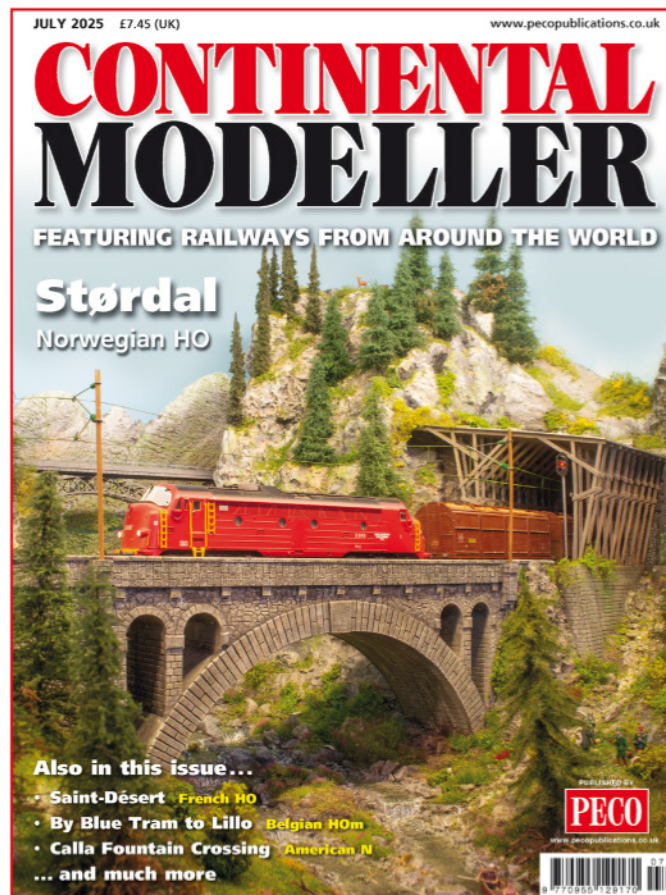
**Amenities:** on-site parking. Next to Perth station. Also served by park & ride bus from Broxden. Buffet and bar.

**Features:** 30 layouts including *St.Adrian CFF* (Z, CM February 2003), *Ronshafen* (N), *White Cow Flats* (N), *Calla Fountain Crossing* (US N, above, in CM next month), and *Four Feather Falls* (US On30, CM July 2019). Trade.

**Website:** www.smet.org.uk

# Coming next month

out 19th June



## • Størdal

Members of the Modelspoorgroep Valkenswaard took over and developed the Norwegian HO project started by a club member who had passed away.

## • Saint-Désert

Régis Déroussin introduces his French HO home layout, which manages to include a station, a junction, and an impressive viaduct in a reasonable space.

## • By Blue Tram to Lillo

Recreating a lost line near Antwerp – MOBOV present their HOm depiction of a well-known Vicinal route.

## • Calla Fountain Crossing

Members of the Perth Model Railway Group have created a mountain landscape through which long trains run, illustrating the scenic advantages of N.

## • Boudois

A little bit of the Ardennes – Patrick Raes describes his Belgian HO exhibition layout, a passing station with an interesting variety of authentic traffic.

... and much more!



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*telephone: 01297 20580.*

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

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone  
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F 656 AT THE NVR

No. 103, Spring 2024



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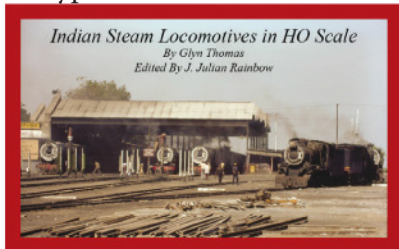
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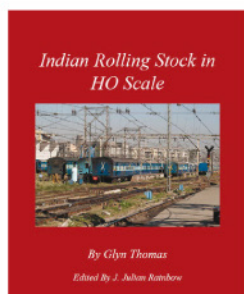


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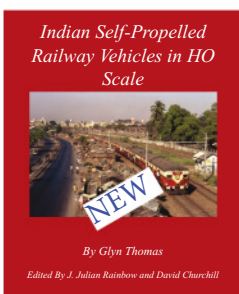
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# INDEX TO ADVERTISERS

|                                                                                |                                                                                     |
|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <b>A</b>                                                                       | <b>L</b>                                                                            |
| A&H Models .....20a                                                            | Lendons of Cardiff.....19a                                                          |
| <a href="http://www.aandhmodels.co.uk">www.aandhmodels.co.uk</a>               | <a href="http://www.lendons.co.uk">www.lendons.co.uk</a>                            |
|                                                                                | Littleworth Models.....23a                                                          |
|                                                                                | <a href="mailto:littleworthmodels@gmail.com">email: littleworthmodels@gmail.com</a> |
| <b>C</b>                                                                       | <b>M</b>                                                                            |
| C&M Models, Carlisle .....14a                                                  | Mainline & Maritime.....23a                                                         |
| <a href="http://www.candmmodels.co.uk">www.candmmodels.co.uk</a>               | <a href="http://www.mainlineandmaritime.co.uk">www.mainlineandmaritime.co.uk</a>    |
| Contikits (m).....24a & 25a                                                    | Marcway Models & Hobbies, Sheffield .....19a                                        |
| <a href="http://www.contikits.com">www.contikits.com</a>                       | <a href="http://www.marcway.co.uk">www.marcway.co.uk</a>                            |
| Continental Modeller Explore.....19a                                           | MECH Models, Burton on Trent .....27a                                               |
| Continental Modeller Subscriptions.....13a                                     | <a href="http://www.mech-models.com">www.mech-models.com</a>                        |
|                                                                                | Micromotor.....19a                                                                  |
|                                                                                | <a href="http://www.petersspares.com">www.petersspares.com</a>                      |
| <b>E</b>                                                                       | Mount Tabor Models, Matlock .....14a                                                |
| Editorial .....3a                                                              | <a href="mailto:mount.tabor@btopenworld.com">email: mount.tabor@btopenworld.com</a> |
| Elaine's Trains.....19a                                                        |                                                                                     |
| <a href="http://www.elaines-trains.co.uk">www.elaines-trains.co.uk</a>         | <b>O</b>                                                                            |
| Ellis Clark Trains.....10a                                                     | Osborn's Models.....21a                                                             |
| <a href="http://www.ellisclarktrains.com">www.ellisclarktrains.com</a>         | <a href="http://www.osbornsmodels.com">www.osbornsmodels.com</a>                    |
| Exeter MRS.....22a                                                             |                                                                                     |
| <a href="http://www.exemrs.co.uk">www.exemrs.co.uk</a>                         | <b>P</b>                                                                            |
|                                                                                | PECO HOm Swiss .....page 441                                                        |
| <b>F</b>                                                                       | PECO Subscriptions .....13a                                                         |
| Features .....4a & 5a                                                          | PECO Tools.....7a                                                                   |
| French Railways Society .....20a                                               | PECO WWScenics .....22a                                                             |
| <a href="http://www.frenchrailwaysociety.org">www.frenchrailwaysociety.org</a> |                                                                                     |
| <b>G</b>                                                                       | <b>R</b>                                                                            |
| Gaugemaster .....12a & OBC                                                     | Rails of Sheffield .....8a, 9a & 19a                                                |
| <a href="http://www.gaugemaster.com">www.gaugemaster.com</a>                   | <a href="http://www.railsofsheffield.com">www.railsofsheffield.com</a>              |
| German Railway Society .....20a                                                | Recreation 21 .....19a                                                              |
| <a href="http://www.grs-uk.org">www.grs-uk.org</a>                             | <a href="http://www.rue-d-etropal.com">www.rue-d-etropal.com</a>                    |
| Golden Valley Hobbies.....21a                                                  |                                                                                     |
| <a href="http://www.goldenvalleyhobbies.com">www.goldenvalleyhobbies.com</a>   | <b>S</b>                                                                            |
|                                                                                | Scandinavian Railways Society .....20a                                              |
| <b>H</b>                                                                       | <a href="http://www.scanrailsoc.org.uk">www.scanrailsoc.org.uk</a>                  |
| Hampshire Models.....20a                                                       | Scograil, Ipswich.....21a                                                           |
| <a href="http://www.hampshiremodels.co.uk">www.hampshiremodels.co.uk</a>       | <a href="http://www.scograil.co.uk">www.scograil.co.uk</a>                          |
| Hornby Hobbies International.....11a                                           | John Sutton Models.....19a                                                          |
| <a href="http://www.hornby.com">www.hornby.com</a>                             | <a href="http://www.johnsuttonmodels.co.uk">www.johnsuttonmodels.co.uk</a>          |
|                                                                                | Swiss Railways Society .....20a                                                     |
| <b>K</b>                                                                       | <a href="http://www.swissrailsoc.org.uk">www.swissrailsoc.org.uk</a>                |
| Kato.....6a                                                                    |                                                                                     |
| <a href="http://www.unitrack-kato.com">www.unitrack-kato.com</a>               | <b>T</b>                                                                            |
| Kittle Hobby, Swansea.....2a                                                   | This Month in Railway Modeller .....25a                                             |
| <a href="http://www.kittlehobby.com">www.kittlehobby.com</a>                   | Glyn Thomas.....21a                                                                 |
|                                                                                | <a href="mailto:glynthomas42@gmail.com">email: glynthomas42@gmail.com</a>           |
|                                                                                | Transporters .....22a                                                               |
|                                                                                | <a href="http://www.transporters.com">www.transporters.com</a>                      |
|                                                                                | <b>W</b>                                                                            |
|                                                                                | White Rose Modelworks.....26a                                                       |
|                                                                                | <a href="http://www.whiterosemodelworks.co.uk">www.whiterosemodelworks.co.uk</a>    |



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