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European HOe



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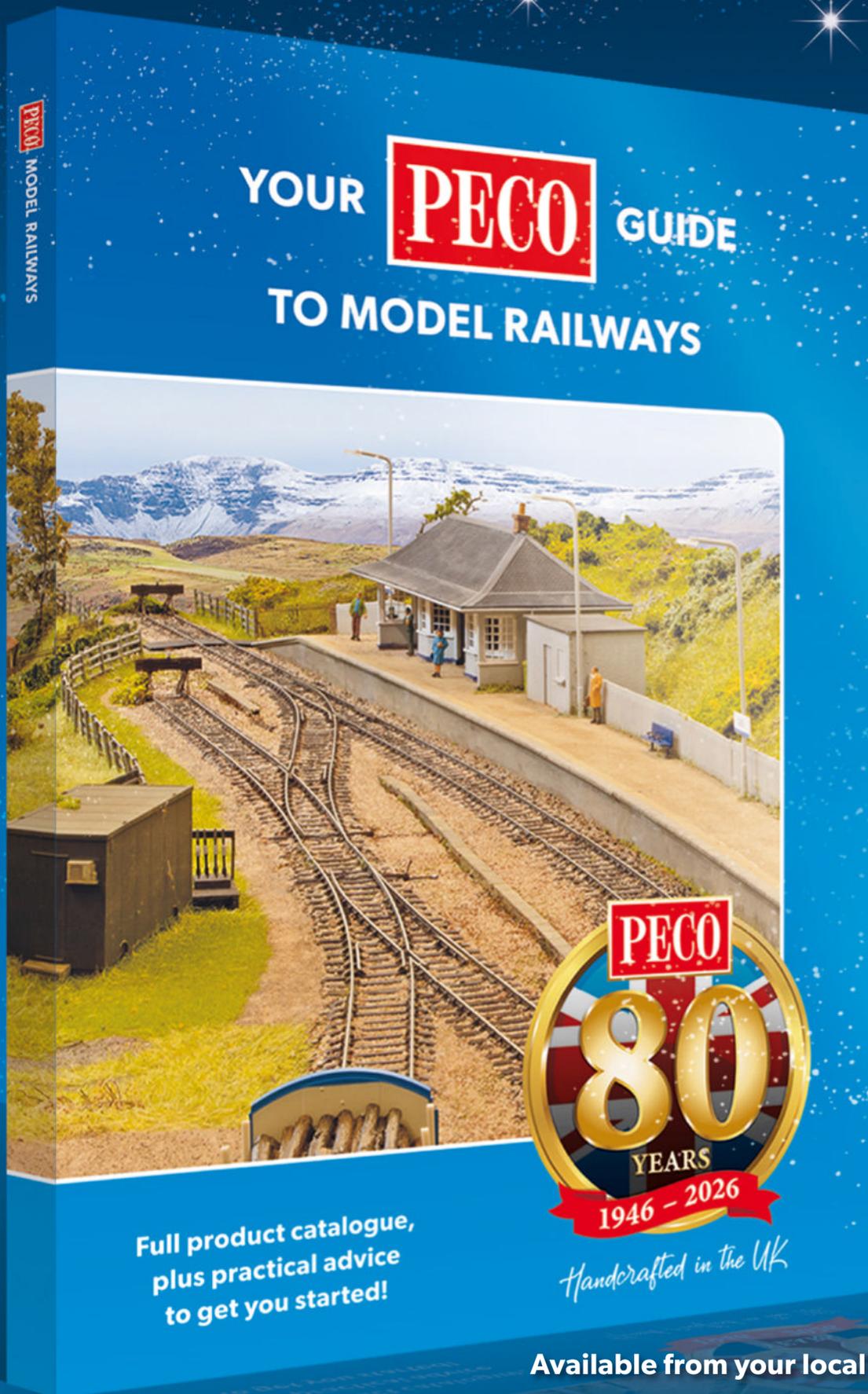
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March 2026

Volume 48

Number 3

From the Editor

Editor ANDREW BURNHAM
andrew.burnham@peco.co 01297 306023

Associate Editor & Photographer CRAIG TILEY

Editorial Assistants

CALLUM WILLCOX, SIMON ARTYMIUK, TINA BISHOP

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

General & Advertisement Manager JOHN KING
john.king@peco.co 01297 306045

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions CHRISTINE TYNE
subscriptions@peco.co 01297 306041

Chairman C.M.PRITCHARD

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RAILWAY MODELLER

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



Cover

Small but beautifully formed – *Sehr-am-Üzant* is a charming work of fantasy from the imagination of Alan Jockmans. What it lacks in size is more than balanced by the vision, the artistry, the modelling skill, and the overall presentation. It will be at the OntraXS! exhibition in the Spoorwegmuseum in Utrecht from Friday 20th to Sunday 22nd March.
Photo: editor.

Model Rail Scotland in Glasgow

No, we are not a month late with that headline! Exceptionally, for this year only the major exhibition organised by the Association of Model Railway Societies in Scotland (AMRSS) had to be postponed from its customary late February dates as the usual Hall 3 at the Scottish Exhibition Campus (SEC) was not available – the whole site was required for a larger event. Finding an alternative venue was not considered practical, given the hall's suitability for the show and the organisers' familiarity with the facilities, so the only option was to change the dates.

It will take place from Friday 27th to Sunday 29th March.

Model Rail Scotland is one of the UK's premier model railway exhibitions, and has been held annually in Glasgow since 1967. It began as Model Rail, and was first held at the McLellan Galleries but as the event grew it moved to larger venues – the Anderson Centre in the 1980s and later the Scottish Exhibition and Conference Centre (SECC), helping it gain national recognition. In 1997, it was renamed Model Rail Scotland to reflect its growing stature.

The Association of Model Railway Societies in Scotland was formed in the late 1960s to co-ordinate the planning and operation of the show. AMRSS Ltd. remains a not-for-profit organisation dedicated to promoting railway modelling across Scotland. At present there are thirty-five associated groups.

Model Rail Scotland continues to thrive, supported by major industry names like Peco, Hornby, Bachmann, Accurascale, Irish Railway Models, Heljan, and Kato.

This year the show is celebrating its sixtieth anniversary and will present over fifty layouts in a range of scales, gauges, and subjects. Among them will be a number of foreign layouts of particular interest to CM readers. At the time of going to press these were:

<i>Altstetten</i>	Austrian N	Falkirk MRC	CM December 1992
<i>Handegg</i>	Swiss HOm	Graham Arnold	
<i>Auswiss</i>	Austrian HO/HOm	David & Susan George	
<i>Megsdorf</i>	German HO	Norman Raven	CM August 2025
<i>Cesky Západ</i>	Czech HO	Neil Sutton	in this issue
<i>Broadford</i>	Australian HO/HOB	Iain Hunter	CM January and March 2010, January 2013, June 2019

There will also be a display of Hornby ACHO French models dating from 1966.

There will be around 130 traders, societies, and demonstrations.

Full details in *Exhibition Diary* on page 15a. The foreign layouts are previewed briefly on page 16a.



Broadford



Megsdorf

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Number 3

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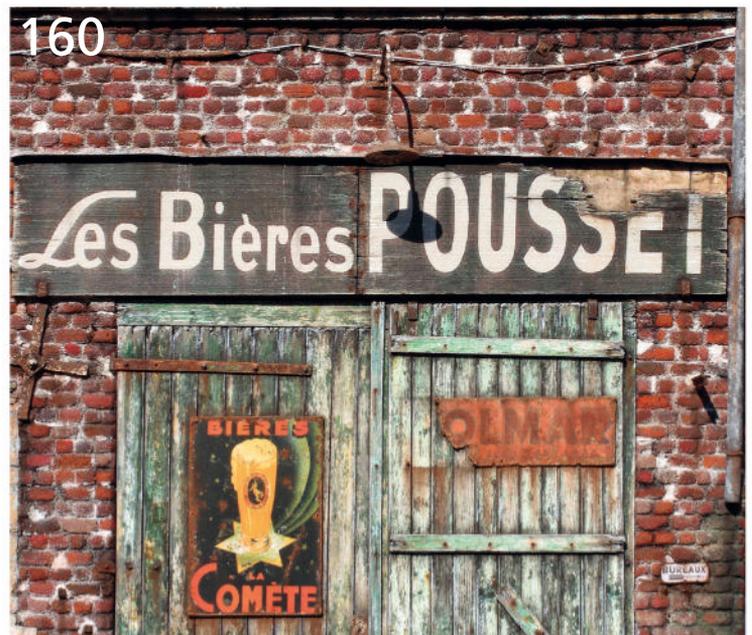
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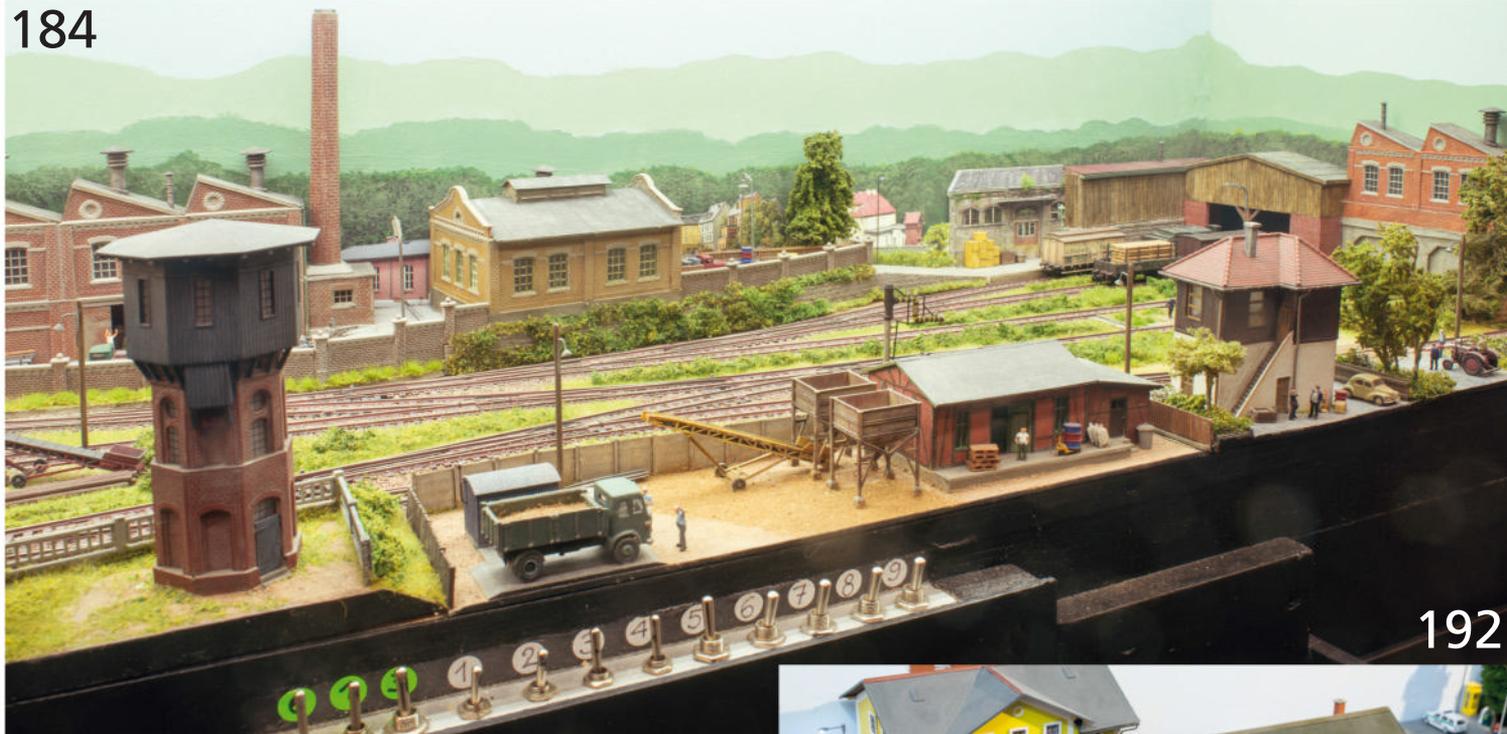


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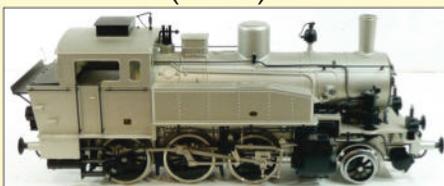
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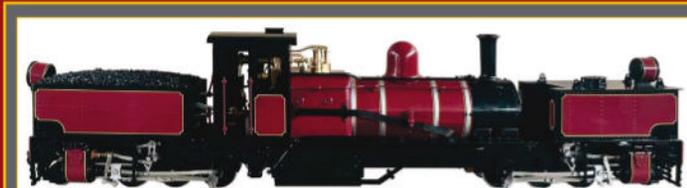


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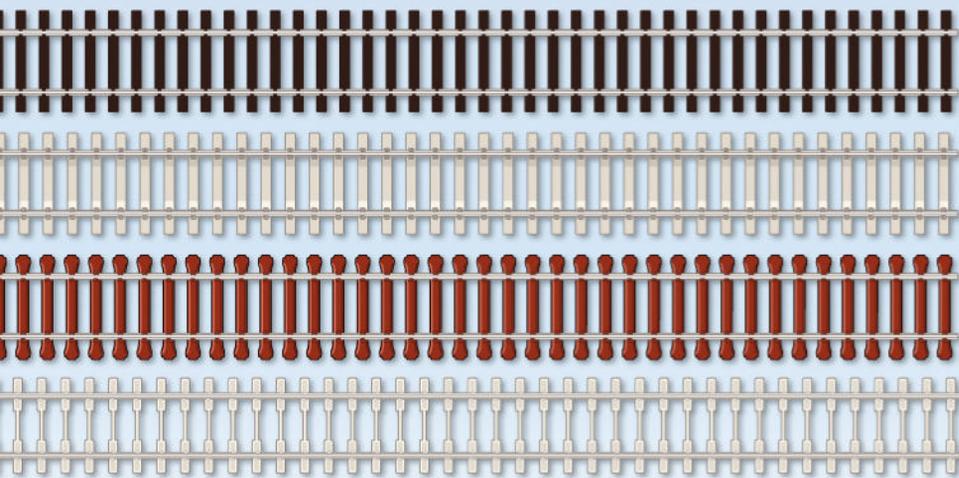
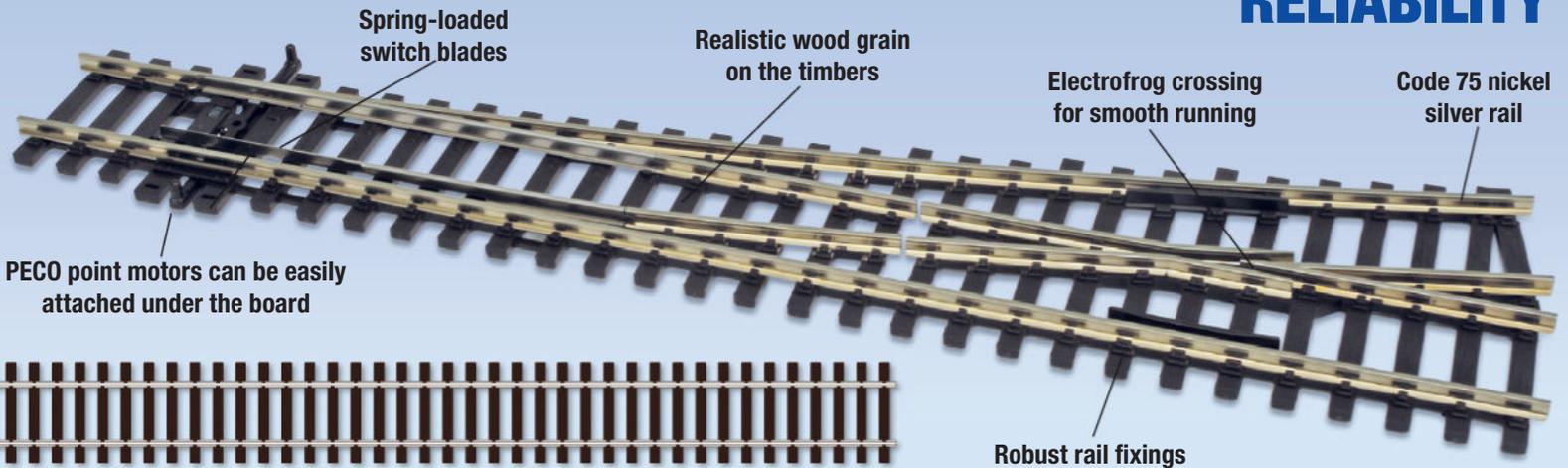


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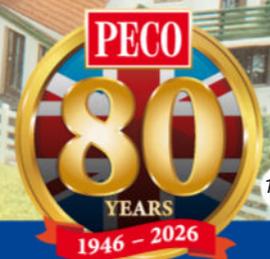


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Sehr-am-Üzant

Completely captivating

Within a limited space **Alan Jockmans** has created a beautifully presented scenic masterpiece from his own sketches of an idyllic but completely imaginary remote village.

Above

0-6-0T No.5 *Astrid* emerges from the tunnel under the village and onto the new girder bridge parallel to the old fortified road bridge.

At dusk, the sharp whistle of a steam locomotive echoes through the Üzant valley. It is a sound the inhabitants of the sleepy village of Sehr – who at this hour are usually enjoying the last rays of the summer sun with some liquid refreshment – are still getting used to. Far from the big cities and hidden deep in a winding valley, the villagers had managed to maintain their simple yet cheerful way of life for centuries. Then suddenly a tunnel was cut through the rock and the old fortified bridge of Sehr gained a steel sibling. Now even this remote corner became connected to the modern world by the iron road. The twentieth century is lurking just around the corner – and who knows how life will change further in Sehr-am-Üzant.



A village on the shelf

Sehr-am-Üzant was born during my student days, around 2018, when – during the long hours I was supposed to be studying – I felt the itch to return to the model railway hobby. I came up with an amusing German-sounding name for a small project and started sketching plans, though I never quite decided what the final layout should look like. Actually, I did not even have the space for a proper layout back then.

One idea that kept returning was a small, quirky village, half merged with the rocky slopes of the valley it hides in. To feed my model railway ambitions, I realised there was nothing stopping me from building the village as a stand-alone diorama that could be integrated into a full layout once I could come up with a plan (and find the space) for one.

So I began designing a composition for the village. I wanted *Sehr-am-Üzant* to have a picturesque and lively character, so straight or parallel lines were to be avoided wherever possible. No two buildings should sit at the same height, to give the impression the village was built around the contours of the landscape. To keep the scene within reasonable size limits, I planned only about ten houses, arranged around a central square crowned by a church. It was an exercise in creating a convincing village atmosphere with as few buildings as possible.

I decided to set the scene in Epoch I, at the end of the nineteenth century, a time the English call the Victorian era. Germany was actually under the rule of Kaiser Wilhelm II at this time, of course. It is a period that has always fascinated me, so it seemed worthwhile translating this historic atmosphere into my little diorama.

The actual construction took quite some time. In total, I worked on the village for nearly six years, though it spent most of that time on top of a cupboard, keeping the silverfish and dust mites company. The pleasures of student life, followed by a full-time job and other projects, meant I only worked on *Sehr* occasionally – often after returning from a trip full of inspiration, or perhaps after too much German beer. It was not until the summer of 2024 that I could finally call the diorama finished.



Above
The village
is built around
a square topped
by the old church,
with shops and houses
sprawling down the hill.

Left
The cellars of the tavern
are visible through an opening
in the left side of the shell.



At last, a layout

Although I was thrilled to have the village completed at last – and promoted to a dedicated shelf in the living room – the idea of turning it into a full layout still lingered in the back of my mind. After visiting the Dutch Narrow Gauge Modelling Days near Leiden, I realised *Sehr-am-Üzant* might actually make a charming narrow gauge layout.

Narrow gauge would keep the dimensions of the layout manageable (I was not keen to spend another five years on a half-finished project) and smaller trains also seemed to suit the mood of the village much better.

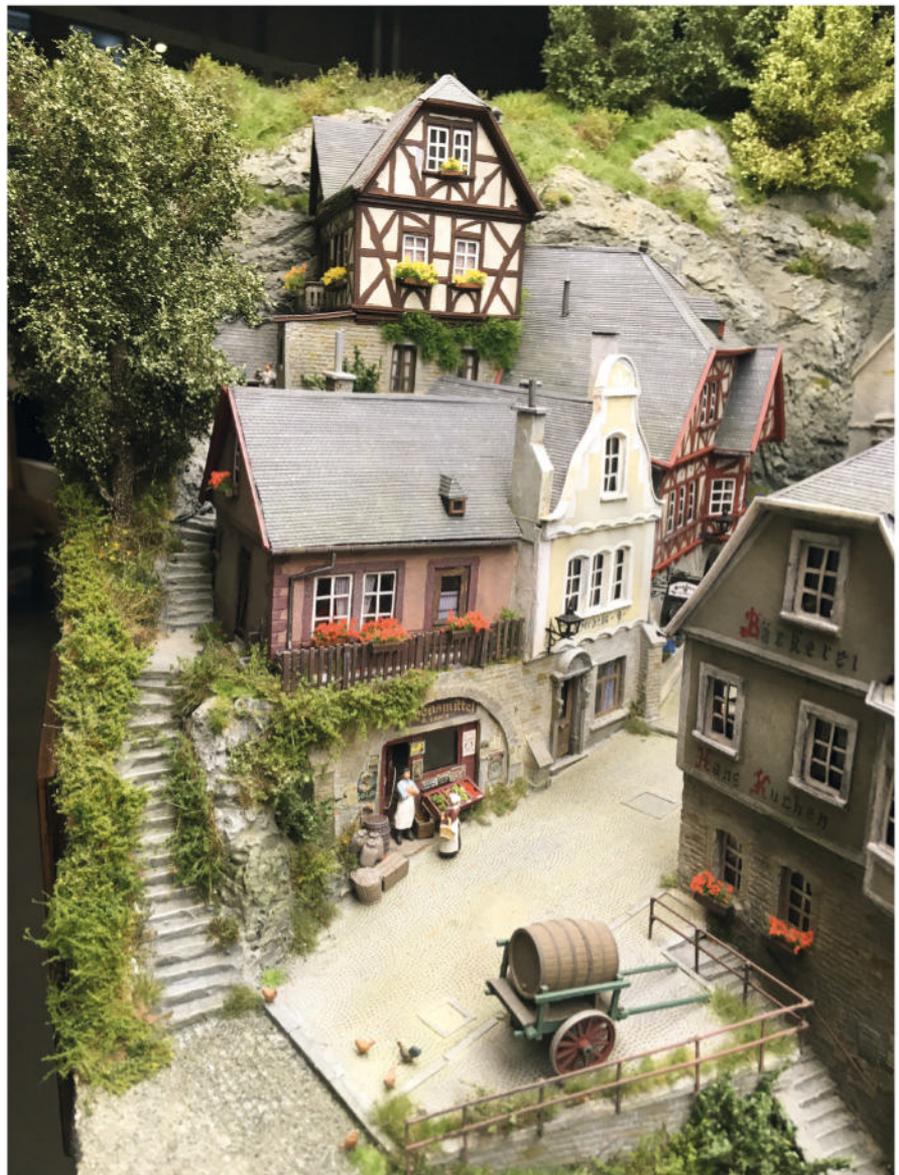
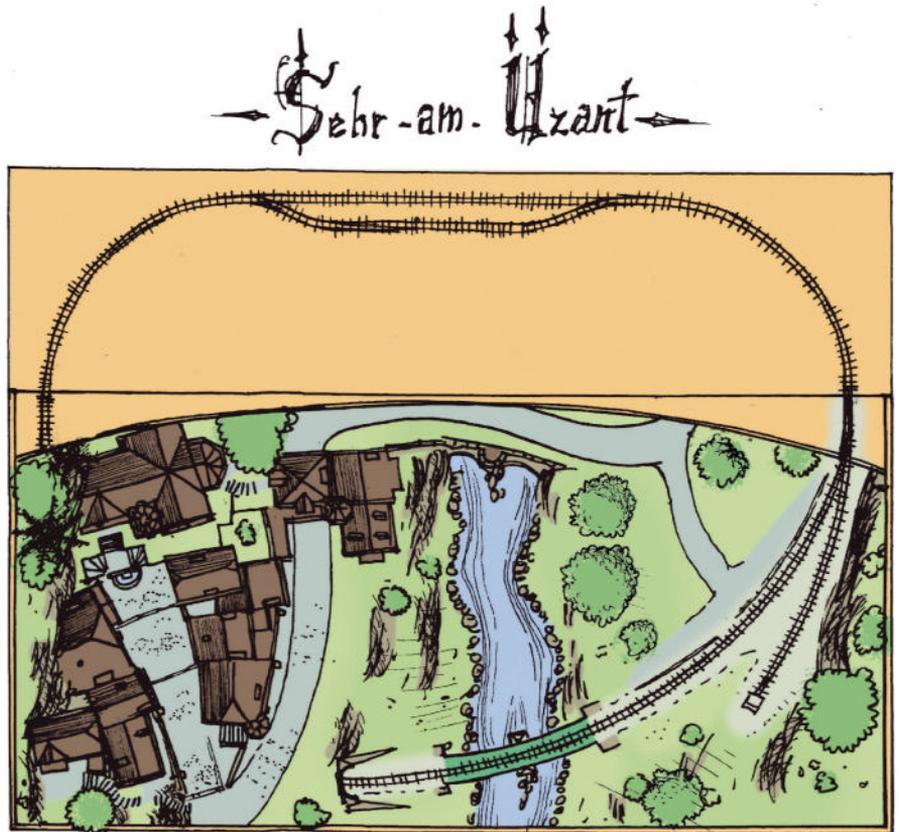
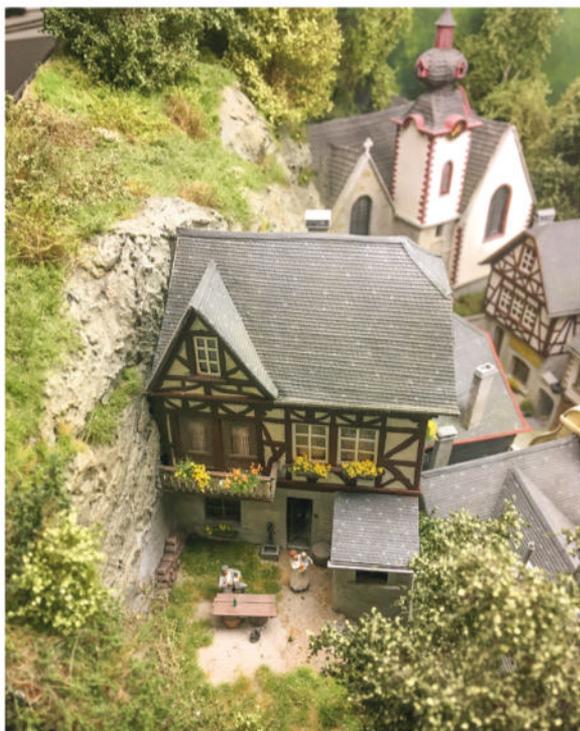
So I drew a final plan for *Sehr-am-Üzant*, consisting of a 120cm x 60cm main module and a 120cm x 30cm fiddle yard. The layout is open on three sides so the village can be appreciated from multiple angles. The track plan is intentionally simple: the track runs in an oval with only one visible turnout, just enough to add a bit of 'play value'. I did not want to bury the scene in rails – my goal was a nice landscape with a beautiful train in it. Less is more.

Teamwork against the clock

With the plan ready, I enthusiastically began construction. Perhaps too enthusiastically, since I impulsively signed up for an exhibition in Luxembourg that was only a few months later. This deadline would be a little too tight to reach on my own, so I teamed up with my good friend Evan Daes, known better as 'Minima Forma'. Together we built a sturdy frame from 12mm birch plywood as the foundation of the layout.

On top of the base, I shaped the landscape using foam sheets. The scene had to depict a realistic valley, with the Üzant river in the middle, the village on the left bank, and a forest on the right. Over the foam, I modelled the terrain with plaster rolls, then sculpted the river banks and rocks using Mifoshape sculpting powder.

The rocks were painted using grey and sepia washes, finished with an off-white drybrushing.





Right
A short goods train
emerging from the tunnel
disturbs the peace.

Left
The tavern is perched
above the greengrocers,
with the bakery opposite.

Far left
Looking over the tavern
towards the church.
Even hidden areas like the
garden are highly detailed.

Once painted, the scene was dressed with scenic materials from Martin Welberg and Lars op't Hof, while the trees came from Polish manufacturer MBR.

Happy little accidents

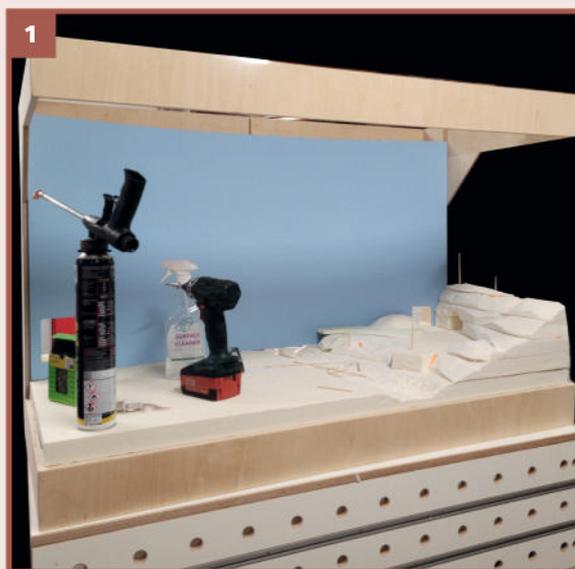
The backdrop turned out to be one of the project's biggest challenges. From the start I wanted to paint it myself, but achieving the result I envisaged took some effort. The MDF sheet serving as the background was fixed in place early

during construction, curving inward to create a stronger sense of depth. As a result, when it finally came time to paint the backscene, the rocks, rails, and bridges were already installed – not ideal.

After a full day of struggling with acrylics, I was close to ripping the backdrop out and donating it to a woodworm sanctuary. But Evan convinced me to sleep on it and look again with a fresh mind the next day. It worked, and in the end I achieved exactly the look I had imagined.



Above
The whole scene. The fascia and surrounds are embellished with 'gothic' ironwork fittings.



Above
The shell with the landscape beginning to take shape.



Left
The track in place, and the landscape of the valley to the right largely complete. The hillside village was made up on sub-bases.

Right
At this stage only the basics of the backscene had been painted. Access to finish it later proved a bit awkward.



Below
Some of the structures had to be embedded in the hillside.

Below
The main sub-base for the village scene. Most of the stonework has its initial colouring.





Above
Basic building shells were added progressively to the embedded foundations.



Above
I worked on the village more or less from top to bottom.



Left
All the main buildings of the village are in place. Scenic treatment already been started on the right hand side – it is good to have tasks that are quite different to retain your interest as the layout progresses.



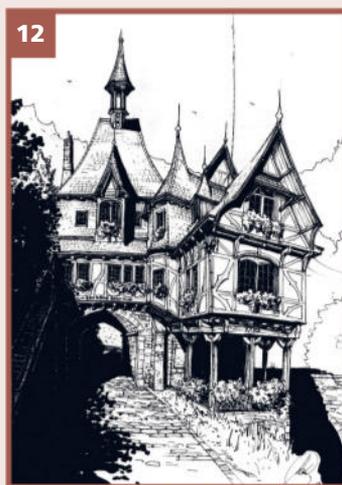
Right
There was still plenty of work adding details once the buildings were in place.



Above
The top section of the church tower scratchbuilt largely in plasticard.



Above
The corner house sketch. Buildings usually follow the idea quite closely!



Above
The gatehouse sketch. The drawings are displayed next to the layout.



Above
The castle was drawn separately then copied onto the backscene.



A fun little detail on the backscene is a romantic castle on top of a rock. This was loosely based on the famous Burg Eltz in the Mosel region of Germany, and this perfectly complemented the three dimensional composition of the layout in two dimensions.

The Jockmahnbahn

When I decided to turn *Sehr-am-Üzant* into a narrow gauge layout (HOe, using 9mm gauge track), I quickly realised that finding suitable Epoch I rolling stock would be a challenge. There are a few options on the market if you look hard enough, but after my previous experience scratchbuilding some small French steam locos for a club layout, I thought it would be much more fun to build all the locos myself.

Thus was born the fictional Jockmahnbahn – named after the somewhat deranged visionary who built the Üzant valley line, and allegedly went mad doing so.

As this is not a very large layout, only a few locos and wagons would suffice. I collected a few motorised chassis from Liliput, Minitrix, and Tramfabrik and designed the locos around these using 3D software. Although I used some existing plans and pictures of late 19th century locos as

inspiration, the models themselves are actually completely fictitious. By combining elements I liked into one design, the Jockmahnbahn would have its own unique rolling stock. In all I built two tank engines (*Astrid* and *Helena*) as well as a steam railcar (*'Knüfel'*). All locos are fitted with a digital decoder and a stay-alive to ensure reliable running.

The three passenger coaches were also scratchbuilt, using modified Liliput chassis and a 3D-printed body.

The freight wagons are the only proprietary models (Tillig), repainted and detailed with some cargo.

In conclusion

This silly little project has now kept me entertained for seven years. When I started, I had almost no experience with model railways – now I work with them professionally. Over the years I have been able to apply every new technique and material I learned, so that practically everything on the layout – right down to the trains – is scratchbuilt.

I could never have finished it without the help of friends like Evan and Floris. I am mainly just glad the layout is finally complete – and I am trying hard to suppress any thoughts of future extensions for now!

Above
0-6-0T No.5 *Astrid* will take the wagons to the yard beyond the simple halt that serves passengers.

Above right
The small steam railcar (nicknamed *'Knüfel'* as a reference to the well-known German Kittel type) approaches the halt.

Far right
With 0-6-0T No.5 *Astrid* and a wagon in the siding, 0-6-2T No.4 *Helena* sets off with a train of four-wheel passenger coaches and a van.

Right
The station office was built into a convenient cave; the full interior is visible through an opening on the right of the shell.



Construction photos by the author.
Layout photos by the editor.

Forthcoming exhibitions

Sehr-am-Üzant is scheduled to appear at several exhibitions at home in Belgium and abroad, including OntraXS! at the Dutch national railway museum in Utrecht in late March (Friday 20th – Sunday 22nd) and MOB Expo organised by MSC Het Spoor in Sint Niklaas, Belgium, in mid-April (Saturday 18th & Sunday 19th).



Emmanuel Nouaillier

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

Brickwork

Old bricks and vintage beer – 2

In the first part (CM January 2026) I focused on the construction stages, and so then I moved on logically to the exciting work of colouring and weathering to bring this patiently crafted façade to life.



Step 1

The basic brick colouring was done straight away, using only three shades of Vallejo acrylics mixed together on the edge of a palette: matt black ref.70950, cavalry red ref.70982, and red ref.70957. The aim at this point is to obtain a wide range of subtle tones which are brushed diagonally onto the surface of the brick relief using a flat #4 Toray brush.



Step 2

Once the paint was dry, white, black, and light sienna pigments from the Vallejo range were stamped onto the whole surface with an old large brush, without any precise order ...



Step 3

... then the excess powder was removed by blowing it away,

The pigments that remained were worked into the joints using the fingers, and the brick surface was cleaned by wiping over it with a soft cloth dampened with clean water.



Step 4

To accentuate the variations of colours already obtained at this stage, I re-worked some bricks with pure pigments ranging from brown through orange to porto red. These were dabbed onto the bricks with an old fine brush with short cut bristles previously dipped in thinner.



5



Step 5

In reality, the effect of green mossy bricks is sometimes present around gaps or missing downspouts. It is very nice to replicate in miniature when the opportunity arises.

Step 6

This is the case with this scene, where the lower part of the pipe is missing. I started by completely blackening the joints in the desired places by using a black wash applied with the pin-wash method.

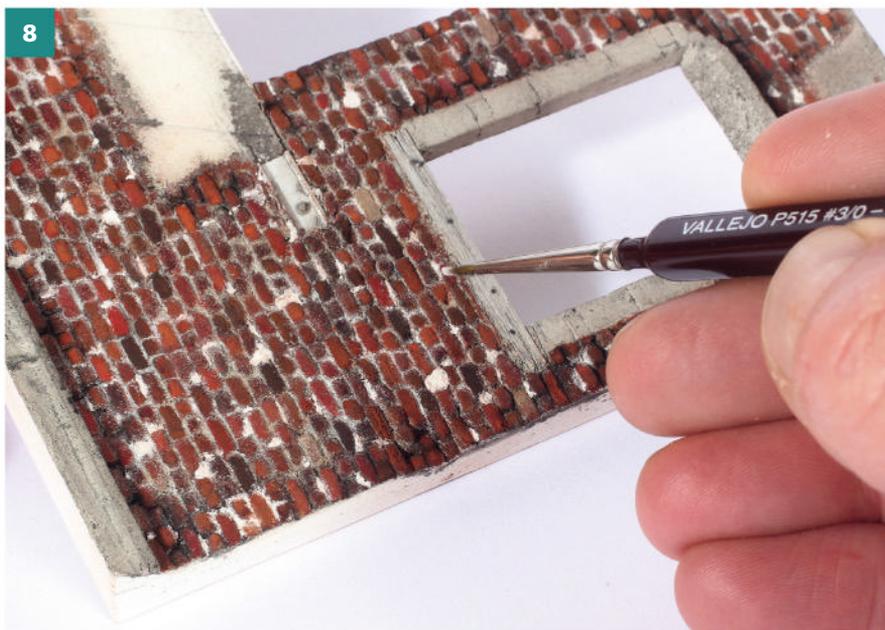


Step 7

Once dry, the blackened surface was moistened with thinner and re-worked with green pigments and a mixture of light sienna + titanium white from the Vallejo range. The aim was to achieve a perfect balance between greening, darkening, and the particular appearance of the joints, almost dusty and earthy.



Step 8

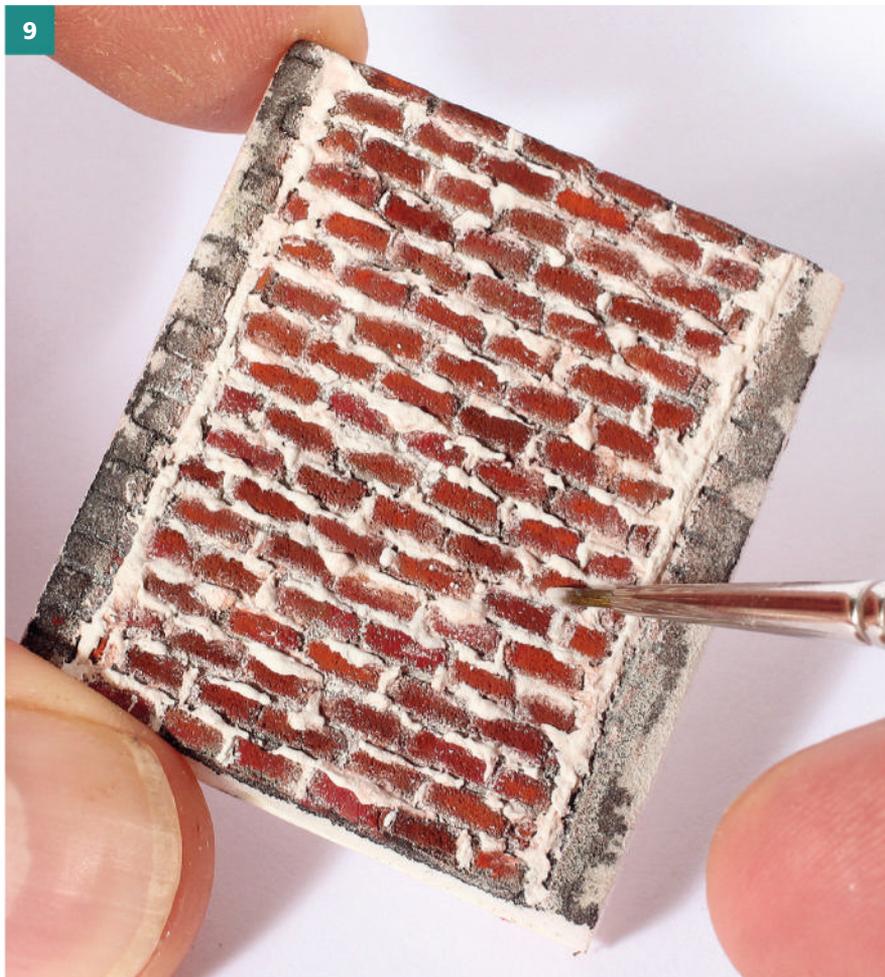


To add more relief, some pieces of 'mortar' of various sizes were added between the joints in some areas, using plaster that can be tinted with light grey if necessary, as I previously did to imitate the tar. To apply it, I used a 3/0 Toray fine brush.

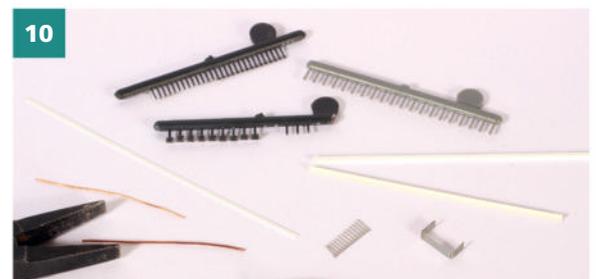


Step 9

The masonry that blocks the window opening was worked in the same manner, but imagining that it was done from inside – due to the security bars – which would leave large overflows of mortar.



Steps 10 and 11



Such a structure cannot be conceived without adding a multitude of details as evidence of years of decay and modification, in this case with the remains of bars and old hooks – metal parts of all kinds which are easy to imitate with salvaged elements, plasticard and copper wire.

The trick is to arrange them realistically, without overloading the structure.



Step 12

The painted cement cornice is finally coloured and weathered using the chipping medium fluid and yellowish acrylic paints, mixed more or less with ivory and applied using a synthetic sponge.



Dark grey and black washes were then applied to mimic multiple drips and pronounced oozes.

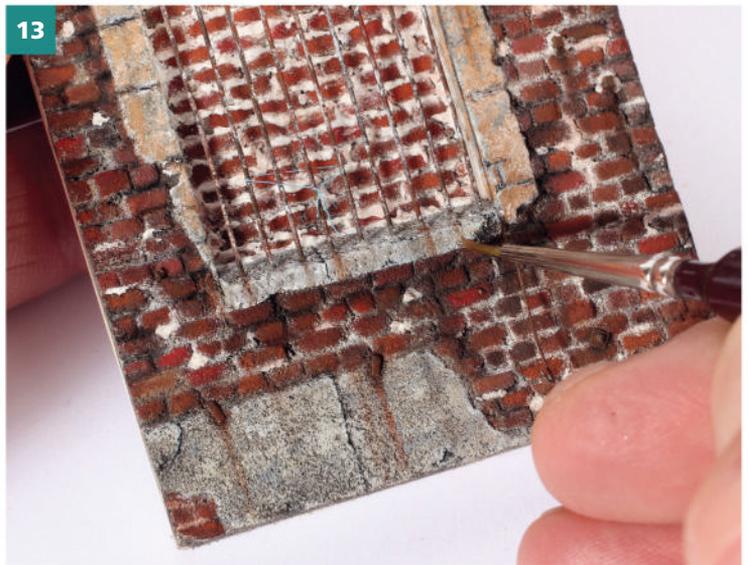


Step 13



As always with a reference to a real example, I adapted the look of these security bars with old peeling white paint, and the piece of tied cord. It is replaced here by fine copper wire painted blue.

The rust oozing from the bars was imitated using Vallejo 'Rust' wash (ref.76506).



Step 14

Corroded equipment requires attention at the last stage. This very corroded part of a lintel was first deeply scribed with an engraving point before being painted and weathered with sponge, washes, and pigments to finish, once again using Vallejo products.



Step 15

In the meanwhile, I took the opportunity to prepare the sign using engraved plasticard. I also painted & weathered the previously scratchbuilt door. I added old advertisement plates to increase the attractiveness and break the monotony. The typography is very close to the real thing, achieved with dry transfers of that I made myself.

Step 16



Seen in the courtyard of an old brewery, this old sheet metal plate – which must have had some kind instructions on it – was one of the elements that I had chosen to appear in my scene, with its rusty zinc appearance. It was quite simple to imitate with plasticard and the usual techniques of weathering if you are prepared to spend a bit of time on such a tiny thing.

16



15



Step 17

The rest of the work consisted of adding numerous small details to enhance the surroundings of the building. I like to combine the use of a few selected commercial items, such as these tiles available from Vallejo, while scratchbuilding other components.



17

Step 18

For me this is the best moment when making such a scene: the addition of the last details which will give it 'life'. They do not have to be large but may need some time to make them from scratch when necessary. From a cement slab just placed against the door (made from polyurethane foam) to an old broken wooden crate such as this one full of dusty empty bottles (from a Miniart set), I love to spend time on these precise scenic details that make the difference between an inert model and a living scene, even if frozen in its stage of decay. The possibilities for enhancing such areas are almost endless.



Paul Jobber describes his new micro layout which reproduces a famous feature of the Rhätische Bahn.
Photographs by the author.

Tirano

Piazza della Basilica



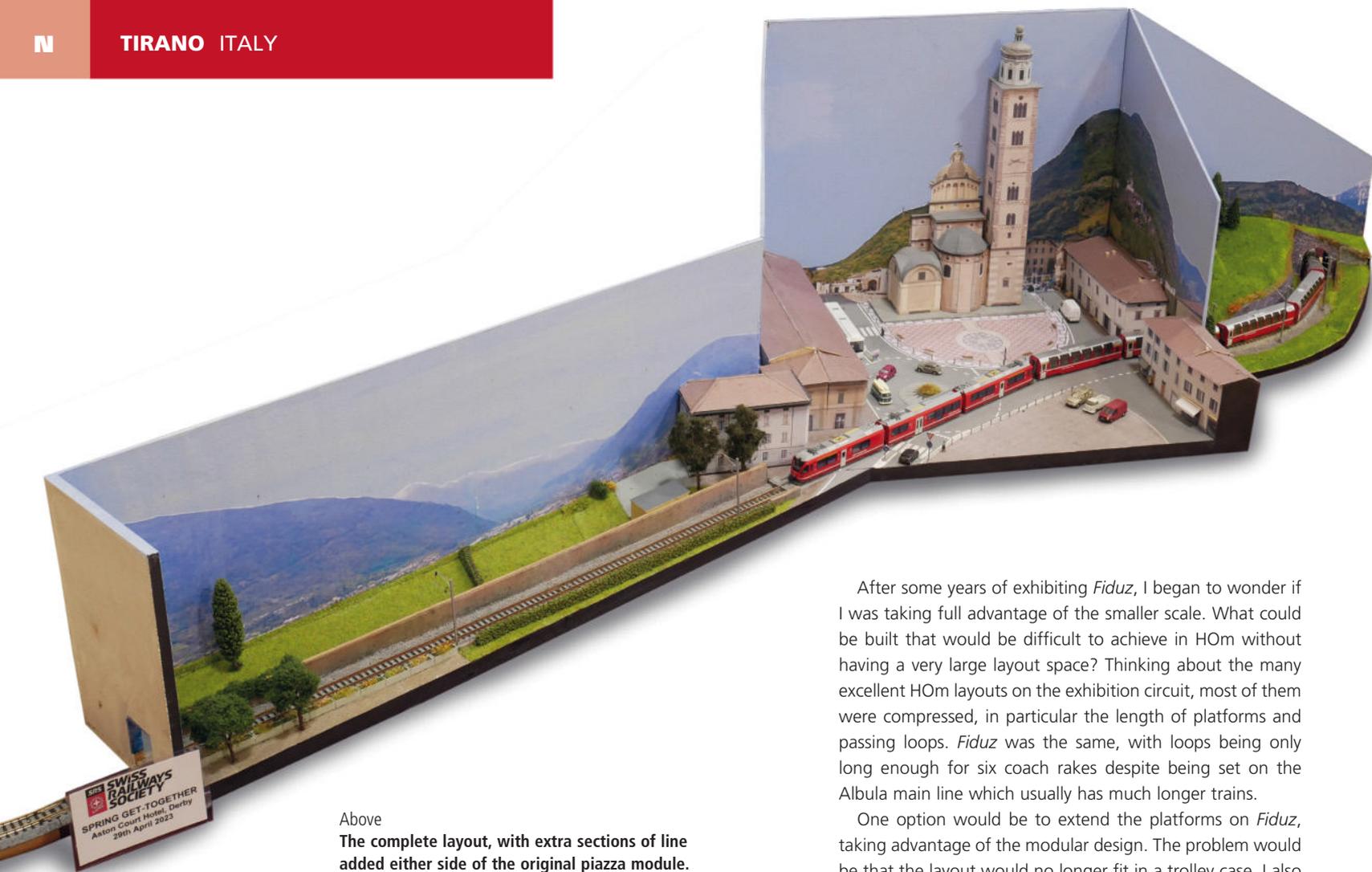
One of the most enjoyable innovations in N in recent years has been the Kato 1:150 scale range of Rhätische Bahn rolling stock. The high quality and reasonable price of the models more than makes up for the incorrect scale/gauge combination. The excellent running qualities and the use of scale Scharfenberg couplings avoid the common headaches of stalling on points and unwanted uncoupling. I obtained a *Glacier Express* set as soon as it was released.

My first RhB layout was *Fiduz*, which was exhibited at the Swiss Railway Society AGM in 2017 and the European Railways Association show in 2018 amongst others. It was the first of a series of modular layouts, which includes the French *Fideac* (see CM November 2023). Each can be transported in a large trolley case.

Left
The real piazza in Tirano, with a pair of ABe4/4^{III} railcars.
The problem photographing the basilica tower is clear.

Below
My model version of the scene.





Above

The complete layout, with extra sections of line added either side of the original piazza module. An Allegra hauls *Bernina Express* panoramic coaches.

Below

The paved area of the piazza in front of the basilica.

After some years of exhibiting *Fiduz*, I began to wonder if I was taking full advantage of the smaller scale. What could be built that would be difficult to achieve in HOm without having a very large layout space? Thinking about the many excellent HOm layouts on the exhibition circuit, most of them were compressed, in particular the length of platforms and passing loops. *Fiduz* was the same, with loops being only long enough for six coach rakes despite being set on the Albula main line which usually has much longer trains.

One option would be to extend the platforms on *Fiduz*, taking advantage of the modular design. The problem would be that the layout would no longer fit in a trolley case. I also decided that the result would be a chore to build, and not very exciting to present as it would mainly consist of long, featureless platforms.



After a lot of thought, I hit on the idea of modelling a real location on the RhB exactly to scale, taking advantage of the small scale to keep the project manageable. The location would need to be famous enough to be recognisable, but also compact enough to not take up much storage space and be easily transportable.

For storage at home, I decided that the best option would be modules that could fit into Really Useful Boxes. These come in many shapes and sizes, with the interior dimensions helpfully listed on their website. They can be stacked and offer good protection from damage.

The need to be compact soon narrowed down most of the options to the Bernina line section of the RhB. This had the advantage of having shorter trains and more compact infrastructure than the Albula line.

I surveyed many locations using online maps and came up with draft designs of various locations that could fit into as few boxes as possible. Even large stations such as Poschiavo could be created without taking up too much room, although that station was ruled out as being too complex. A simpler idea was to re-create the Brusio spiral viaduct, but the valley sides of that section would be too bulky.

In the end, I decided that the Piazza Della Basilica in Tirano would be the best option. I had recently stayed in a hotel overlooking the square, adding to the appeal. The piazza was ideally sized to fit in an 18 litre Really Useful Box, was an iconic location, and had the extra interest of street running. As Tirano is in Italy, it also had better Google Streetview coverage than Swiss locations. This made it easier to use my building construction technique that uses images printed on to card layers.

Layout construction

The key building is the Santuario della Madonna di Tirano basilica which dominates the square. This is modelled in low relief. This was very challenging to create from photos. The square is small, meaning that unless a specialised perspective-control lens is used, the bell tower is heavily distorted in photos as a wide angle lens needs to be used. Luckily, each floor level of the tower are similar. The lower levels could be photographed in close-up. The resulting images are repeated to create the full height of the tower, with picture editing to allow for minor differences in design at each level. The main dome behind the tower is part of the backscene; as this is set back from the square, this is not visually jarring. Other parts of the roof were created in card, with the finial at the top of the tower being a painted wooden bead.

Perhaps surprisingly, the hardest part of the build was the paved area in front of the basilica. This was decorated in the 1990s with patterned bricks and stone flags. Using photos was not an option here, so this was painstakingly drawn in MS Paint. Getting the size of the picture correct involved a lot of trial and error, but in the end was successful.

The main design challenge for *Tirano* was keeping the stored height of the module low, as the basilica has a very tall bell tower. Although the 18 litre Really Useful Box has a perfect footprint for the base of the square, it is quite shallow. I solved this problem by hinging the baseboard at the bottom of the basilica, so that it folds down on to the square for storage. The buildings at the sides of the piazza



are removable. They hide the hinges, and support the folded up basilica as they fit into slots in the baseboard. The side backscenes are fixed to these buildings. When put together, the assembled structure is robust. When stored, the buildings fit into remaining space in the box.

The track is Kato Unitrack. The inset street track uses a Unitram section for the straight. This was cut lengthways to create a single track as Unitram track is only available in double track pieces. The curved section radius was too shallow to use a modified Unitram curve, so a normal Kato R718 curve was adapted with the road surface added in plasticard.

To have a decent length of run, a short section of line running towards Tirano station was also created. This was a more conventional module which fits in a 22 litre Really Useful Box. This section needed catenary masts, unlike the piazza which uses tramway-style wire supports. Luckily, I had some N-Train BLS masts in my parts box which were identical to the Bernina line design. I made no attempt to add actual wires as the buildings the supports would be attached to are removed during storage. As with the main square, there is no compression in length on this module. The module clips to the other module using the Kato track Unijoiners.

Above
The piazza module
partly dismantled
with buildings removed
either side, showing
the hinge arrangement.



Further fine details such as road signs were added using Google Streetview to help put them in the right positions. The road vehicles are from Oxford Diecast, the British 1:148 scale being very close to the Kato 1:150 models.

The main construction was carried out during spring 2018. This produced the two modules complete as a diorama.

There was the potential to add further self-contained scenes from other parts of the Bernina line, based on the design work I had done earlier. Instead, my attention turned to other projects, so the layout modules were stored. Opportunities to exhibit the layout dried up during the COVID 19 pandemic.

Above
An unusual view
of the piazza,
from the window
of my hotel room.



Above right
A similar scene
in model form.

Left
ABe4/4^{III} railcars
passing the basilica.

Right
An Allegra ABe8/12 unit
crossing the piazza.





In 2023, I had the chance to exhibit the layout at the Swiss Railway Society AGM in Derby. This gave me the impetus to make the diorama fully operable. I have a number of standard fiddle yard modules, but due to the irregular shape of this layout, they were not suitable. Instead, a mixture of curved modules were created to link to a smaller fiddle yard. The final gap was filled with a Kato viaduct section, which happened to have the same rail height as the modules.

One of the new non-scenic end modules sat in front of the piazza module. This was prominent and drew the eye away from the actual layout. I decided to turn it into a scenic section with typical Bernina countryside. The extra scenic board and fiddle yard sections fit into another 18 litre Really Useful Box. All this makes it suitable for exhibiting as a self-contained layout, but keeps the option of attaching modules featuring other Bernina locations in future.

Rolling stock

Kato produce models of the RhB Allegra multiple units and *Bernina Express* panoramic coaches. I have two Allegras, one of which hauls the *Bernina Express*. To add variety, I obtained from Shapeways 3D-prints of a pair of ABe4/4^{III} railcars (by A/K Models). From the same source came short EWI and EWII coaches. Shapeways also provided an EWIV coach (by TT trams). The ABe4/4^{III} run as a pair, but both are motorised with Tomytec chassis.

These trains fill the three track fiddle yard and represent most of the trains running to Tirano in recent years.

Future developments

Tirano is the first time I have modelled a real location, let alone one built exactly to scale. The Kato models and compact prototype have proved to be an excellent combination allowing an accurate model that is highly portable.

Above left and above
The piazza at night.

Below
**The ABe4/4^{III} pairing
on the countryside section.**



In the longer term, I would like to create some of the other Bernina stations to scale to really take advantage of the smaller scale. As I have a broad range of modelling interests, whether this happens depends on if other projects grab my interest more!

Below
One of the Allegra units passes the basilica.



David Thomas presents his French HO layout.

Photographs by the author.

Le Goudron – Calandre

A typical *secondaire*

The legend

In the 1950s, not far from the River Loire, the Chemin de Fer du Val de Lyre is a survivor of France's once vast network of over 20,000km of local light railways (*Voies Ferrées d'Intérêt Local*). Most were metre gauge but about 3,000km were standard gauge and, without the costs of transhipment, some of these survived well into the 1960s and beyond.

In 1944, the line had been cut by the destruction of a viaduct. It was never rebuilt so, beyond the small station of Le Goudron – Calandre, the track lies abandoned. Here though the local wine growers' cooperative is economically important and politically influential enough for the *département* to keep this part of the line open. Local needs, too often ignored on the national network, have also ensured the continuation of a passenger service.

Right

An X3800 'Picasso' autorail provides the passenger service towards the end of the layout's period.

Below right

140 C 6 shunting the wine co-operative siding.



Above

140 C 6 arrives with the 'omnibus' made up of modernised *metalisé* stock as 040 B 305 shunts the goods sidings.

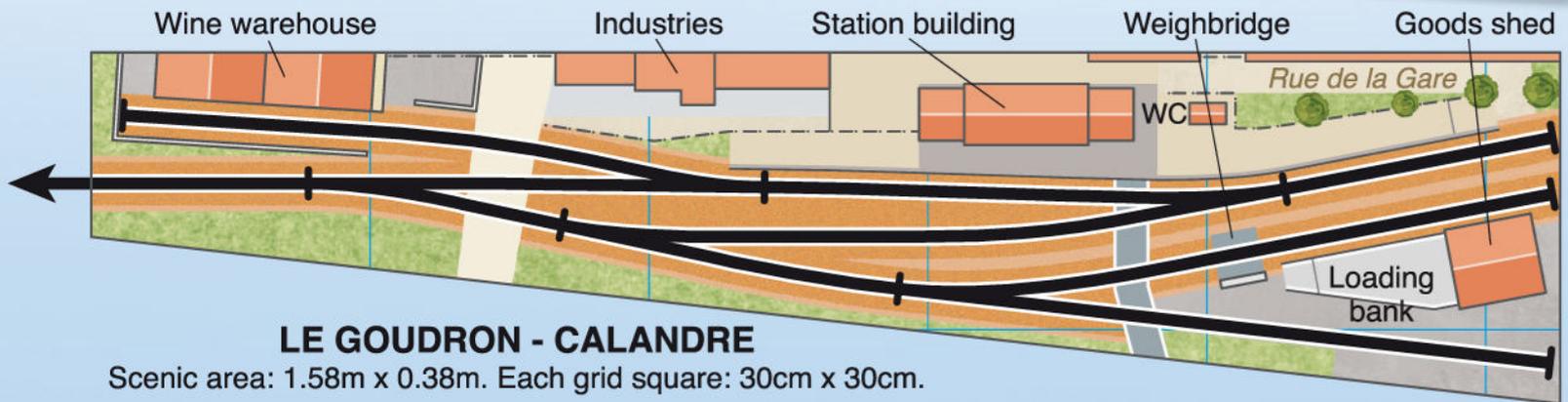


The layout

After a break of several years, I wanted to get back into modelling with a simple layout reflecting my interest in French minor railways. It was designed to operate either as a closed shunting puzzle layout that could sit on the back of my worktable or, with the addition of a simple fiddle yard, as a complete terminus.

Rather than the traditional rectangle, I built a tapered baseboard that folds horizontally to form a rectangular open box that, with the addition of a lid and a front cover, can be safely stored and transported. Most termini are wider at the buffer end than at the throat so this shape made better use of the available area with enough width for a two-road goods yard opposite the passenger station.





LE GOUDRON - CALANDRE

Scenic area: 1.58m x 0.38m. Each grid square: 30cm x 30cm.



Left
The whole layout.

Right
**The boards folded
for storage and transport.**

I did face one slight dilemma. Most such termini in France had a loco shed and I originally planned one alongside the station throat. But this would generate very little traffic whereas a third goods siding, facing in the opposite direction to the other two, would add considerably to the operational potential. A private siding serving a winery would also provide an excuse to run the attractive wooden barrel wine wagons that could still be seen all over France until the mid-1950s.

For some time, the layout remained a bare-boards shunting puzzle that also provided a useful test track. Eventually though, I bit the bullet and worked it up into a scenic layout that I hope reflects the atmosphere of a half-forgotten local railway somewhere in *La France Profonde*.

Baseboards

The baseboard uses conventional 50 x 25mm timber framing. The tapered shape did tax my very basic carpentry skills, but it has lasted well. To achieve a reliable fold, a heavy hinge was screwed to the front members of the two boards. At the



rear, the base and backscene boards are aligned and locked with modified furniture joints, bought very cheaply from hardware stores. This simple arrangement has proved remarkably reliable and the two parts of the layout have never failed to line up. I use the same blocks to attach the fiddle yard.

For the surface, to keep the weight down, I used foamcore board (a sandwich of foam between two layers of card). I have used this material to build complete baseboards but did not consider it sturdy enough to handle the hinged structure.

Below
**The venerable 040 B 305
(a former German G8)
ready to leave with some
equally antique coaches.**



Trackwork and electrics

Track is Peco Streamline code 100 with electrofrog turnouts laid on cork sheet. I would have preferred code 75 but some of my earlier stock has fairly deep flanges. This track has proved strong and reliable and, though heavy for a light railway, this is less obvious to the eye when painted and ballasted. I also spent some time removing and re-spacing sleepers to give a more rural feel, particularly for the sidings. For such a small layout I was tempted to use small radius turnouts but, at the cost of just a few inches of siding space, I found that using medium radius for the three main line turnouts gave a much better looking flow. In retrospect I should have used them for all five.

The layout was never intended for exhibition so is as simple and hands-on as possible. Points are operated by Caboose Industries sprung levers along the front of the layout connected to the tie bars by short lengths of wire-in-tube. In reality, the points would have all been worked by local hand levers so operating it this way feels natural.

After painting, the track was ballasted with a granite mixture (including some from a quarry that supplies SNCF) fixed with dilute PVA.

I also kept the electrical supply as simple as possible. A single Gaugemaster controller plugs into a pair of sockets on

the front of the layout that feed bus wires along its length, with plugs and sockets to connect the two parts of the baseboard and the fiddle yard. Four individual section switches, mounted along the front of the layout, enable the two ends of the station, the platform, and the fiddle yard to be isolated, while all three sidings are self-isolated by their points. This allows a second train to enter the station while another prepares to leave.

Scenery and buildings

The station's environs are fairly flat so little contouring was needed, although the land does rise slightly at the throat.

Trees are stranded electrical cable coated with texture paint for bark and with foliage laid on fine postiche plait.

The road is surfaced with texture paint and then coloured with well diluted acrylics to give the typically dusty appearance of untarred French roads of the era. The Rue de la Gare is bordered by a wall belonging to the adjacent estate with rather fine wrought iron gates (an etch picked up at an exhibition in France). The wall topped by ridge tiles is also characteristically French.

The ungated level crossing serves a private access road but its real purpose is to disguise the uncoupling magnets. A rather wide barrow crossing serves the same purpose at the other end.





Above
130 TB 501 arrives with a short mixed train.
 Note the manual point levers (by Caboose Industries).

The wagon weighbridge is from a kit by MKD, as are the distinctive EDF concrete electrical poles.

The goods shed was adapted from a Jouef loco shed, which provided the characteristically curved stonework, while the station building and toilet block are from the Jouef 'Gare de Neuvy'. Behind it are a couple of small industrial buildings from MKD. One of these will eventually be replaced by a Café de la Gare where, in my imagination, I can watch trains being shunted while enjoying a glass of wine from the

Cooperative Viticole du Val de Lyre that provides much of the line's traffic. I based this on a wine warehouse by the French modeller Yann Baude and scratchbuilt it from card and foamcore. The large storage barrels that can just be seen inside the building were donated by a rather crude Playcraft wine wagon that rolled off the layout and fell to its doom very early on. (Since then, I have made it a strict rule to fit a blanking plate to the end of the layout when not using the fiddle yard!)

Left
140 C 6 brings in a goods which will involve a lot of shunting activity.



Right
The morning service is provided by X5605, a Fédération Nationale des Cheminots (FNC) Autorail Leger built between 1946 and 1953.



Above
040 DE 697 shunts the yard
as 140C 6 arrives with
a short train of modernised
trois pattes (six-wheel) stock.



Left
The 140C with another rake
of wine tanks to be loaded
at the co-operative siding.



Above
130 TB 501 arriving with a mixed train passes the winery.

Rolling stock

As with several real standard gauge light railways, the *département* that owns the line has contracted its running to one of the SNCF semi-independent subsidiaries. This gives scope for a varied mix of motive power and passenger stock. Long main line coaches look completely out of place on such a short layout, so passenger services are purely local and provided by four- and six-wheel coaches and *autorails*.

In the 1950s local passenger trains often had an interesting range of rolling stock. My early loco-hauled stock consists of ex-Prussian four- and six-wheel coaches, representing the many German coaches transferred to France after both world wars. These are sometimes hauled by an 040B tender loco from Piko or a Liliput 130TB tank loco, both also ex-German reparations, but more often by a 140C Consolidation. Most of these rugged machines, designed by the CF de l'Etat in 1913, were built in Britain, over half by the North British Locomotive Company, during and just after the First World War. In September 1975, Glasgow-built 140C287 became the very last steam loco to haul a normal revenue train in France. This was on a local line operated, like mine, by an SNCF subsidiary. I originally used a couple of 140Cs made by Jouef many years ago but these have been replaced by a pair of Bachmann Liliput 140Cs that are excellent runners and far more detailed.

The layout's period, early 1950s to early 1960s, was also the start of the transition from steam to diesel on non-electrified lines, led by the BB63000, originally classified 040DE. They were known as *les tueurs de vapeur* (the killers of steam) and were introduced across France from the late

1950s. Roco produced an excellent model as have Piko in its original 040DE livery, and I have examples of both. The Roco models are extraordinarily good runners so, despite my affection for French steam, it is often one of these that I use when I feel like a therapeutic half hour of wagon bashing.

When the diesels haul passenger trains, these are usually made up of later *metalisée* stock – formerly wooden-bodied coaches rebuilt during the 1950s with steel bodies to meet later safety standards.

France was an enthusiastic adopter of *autorails* including the well-known X3800 'Picasso' from 1950, one of which operates on my layout when I am running it in its later years.

Below
A 140 C pulls in to the yard with a goods train as 040 B 305 stands ready to depart with old German compartment coaches.





My favourite, though, and very appropriate for the earlier 1950s, is the X5600 'FNC' (Fédération Nationale des Cheminots) *Autorail Leger* built between 1946 and 1953. This lightweight railcar, designed by a committee, was designed to maintain passenger services at minimal cost on marginal lines. In the event, the lines it was supposed to save succumbed to road competition, and, including prototypes,

only sixty-three were ever built. Highly detailed ready-to-run models of this *autorail* are now available but mine was built from a Keyser whitemetal kit by the late Andy Hart. It seems to really fit the line, and a prototype FNC did run on the *intérêt local* Chinon – Richelieu line in Touraine. Sadly, despite having been a heritage line, this is now a greenway though its FNC, X8013 *La Richelaise* is preserved at Richelieu.

Below
The platform headshunt is only just long enough for the 140C.
The goods yard includes a wagon weighbridge made from a kit by MKD.



Left
The 140C is a fine model
by Liliput (Bachmann)
which I have fitted
with Kadee couplings.

Couplings

I have never liked the standard NEM hinged loop couplers which are prone to tangling and increase the gap between vehicles too much. Early in my modelling career I built a North American switching layout and since then I have always favoured Kadee couplings. For modern stock with NEM boxes (at the correct height, which too many are not) fitting these is very simple. For older items a little more work is required and though they are not perfect (no coupling is), I find fitting them well worth the effort.

Operation

There are no signals on the layout and this reflects the simplified *Block Téléphonique* used on such secondary lines. Trains could only be authorised to leave a station by the *Chef de Gare* (or the agent acting in that capacity) in person, following a strict protocol with the next station. When it was a through station, entry would have been controlled by a *Disque Rouge*, a deferred stop signal, some distance from the station. All other movements were controlled by hand signals. Le Goudron-Calandre is now a terminus so the remaining *Disque*, well beyond the modelled area, is permanently closed.



The goods yard handles a variety of general traffic, in this era including new tractors that can be rolled from flat wagons onto the loading platform. The wine growers' co-operative ships its very ordinary *vin ordinaire* in wagons with wooden barrels. The better wine receives more dignified treatment as cases of bottles loaded into vans. The co-op also takes in occasional wagon loads of empty bottles and even fuel oil, so generates a good variety of traffic.

Le Goudron-Calandre was designed as a home layout with the operator in front so definitely not as an exhibition layout. However, being very portable, it has inevitably found its way to several French Railways Society and other events, and at these the layout is simple enough to allow others to have a go at operating.

At home, this simple layout has given me more operating pleasure than any other I have built. I think this comes down to a few key features.

It was designed to incorporate in its goods sidings the classic 'Inglenook' shunting puzzle with eight wagons randomly re-ordered to form a train of five by dealing cards or using dice. In practice, though, I have found that simply distributing incoming wagons and swapping them for outgoing wagons to make up a departing goods train provides twenty or thirty minutes of interesting shunting. I must admit that I far prefer trains to have somewhere to come from and go to so I often attach a fiddle-stick that will just hold a five-wagon train and its locomotive. With the three-road fiddle yard, the layout can handle up to three trains, usually an *autorail*, a goods, and a passenger but sometimes a mixed train, or a train of wine tankers. One of the advantages of using Kadee couplings is that 'crane-shunting' is far easier.

The operating challenge is that the preceding train must have completed any shunting requiring the run-round loop before the next train arrives. This is fairly simple for a passenger train, even with old rules such as always coupling a *fourgon* (baggage van) between the loco and wooden-bodied passenger coaches, and even simpler if the train is an *autorail*. For a goods train, with the private siding and goods yard facing in opposite directions, this requires some forward planning if the whole station is not to grind to a complete halt.

The layout has been complete for some time but there is still detailing to be done, including dummy point levers and more of the general detritus found around any yard. I should also draw up a proper timetable, though for the typical three passenger and one goods train a day of most such French railways that will not be taxing.

The name

I really should have named this terminus something sensible like 'St.Pierre de Lyre'. But, because, it was a terminus that incorporated the Inglenook puzzle, I often referred to it as the 'Termingle' layout. That sounded like 'tar mangle' and hence, in French, Le Goudron – Calandre, supposedly the names of two villages each a couple of kilometres away from the station.

The layout is due to be at the French Railways Society's *Summer Rendezvous* on Sunday 7th June at Ashted Peace Memorial Hall, Woodfield Lane, Ashted, KT21 2BE.

Paul Peeters describes how his latest project evolved from a compact shunting game to a full layout of three scenes, yet remained portable.

Photographs by the author, unless otherwise noted.

Arranstein

From shunting puzzle to full layout

It all started with the idea for a small N layout. The theme is a track plan adapted from two shunting games created in the 1970s by one American and one English modeller, a Timesaver and an Inglenook. In both designs, the goal is to shunt wagons into a pre-determined order on a number of tracks. Each of these tracks has a limited length, so there is only enough space per track for a certain number of wagons. You can find information about these shunting games on line so I will not go into them in detail here.

The 100cm x 30cm layout could be set up on a regular table and was easy to transport.

The painted background is a hinged cover that folds down to track height. For this reason, all scenery is detachable and consists of several small items that are stored in various containers for transport.

There are no decouplers in the track. Coupling is usually straightforward with Fleischmann Piccolo Profi couplers. Uncoupling is done manually. It might not be the most attractive option at an exhibition but for me it is the only viable solution.

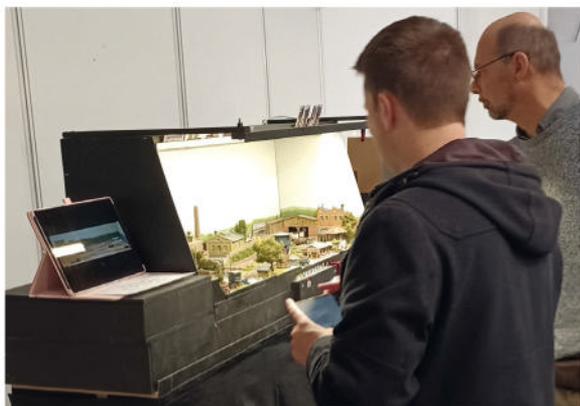
This first segment later became the core of an expanded layout.

Right
The centre section
of the original layout.
Photo: editor.

Below
The whole
of the original layout
designed as
a dual shunting puzzle.







When it was finished, I did not envisage taking it to exhibitions. That came later, when I was invited to participate in the Modelspoor show at Wieze in September 2024.

That experience contributed to the idea of expansion. I planned two connecting sections, one to the left and one to the right of the core, resulting in more variety for train operation. While the core micro layout was only intended for shunting freight wagons, the expansion also allows for passenger trains.

Since a station building was not originally planned as part of the shunting section, I replaced the former separate goods shed on track 1 (bottom left on the plan) with a station building with integral goods shed.

Above
The layout originally had a goods shed on the left.

Left
The original layout at the Modelspoor show in Wieze in September 2024.



Left
The various sidings provide sources and destinations for the wagons as noted on the instruction cards. A loco hauling a flat wagon loaded with concrete products is ready to depart.



Above
 When a section was added to the left hand side, the goods shed was replaced by a station building.



Left
 The new station made more sense with trains coming from the added section.

Below
 A large warehouse modelled in low relief.



Below
 Facilities for loading sand.

Below right
 The signal box and level crossing.





With this addition, I thought it logical to add a section on the left. This allowed for an increase in platform length and a connection to two sidings and a track for servicing steam locomotives with an associated engine shed.

On the right of the main section I added a section with a return loop.

These two additional sections allow, for example, a passenger train to return from the station via the return loop. Since this station is a terminus, the loco must always run round to reach the front of the train for its next run. A loop track is located in the shunting area to the right of the station for this purpose. This same loop is essential for shunting, allowing the loco to access the various sidings serving different industries.

It was a challenge to camouflage the return loop by using various landscape elements. I also included a small river, with the track crossing the river on two bridges while entering and leaving the loop. To further conceal the sharp curve, a hill was added, topped by a church. This 'underground' curve includes a section of track which can be isolated; this makes the train take longer and it can be held to allow some shunting on the main line.

The operation is completely analogue.



Above
The left hand side of the first additional section.



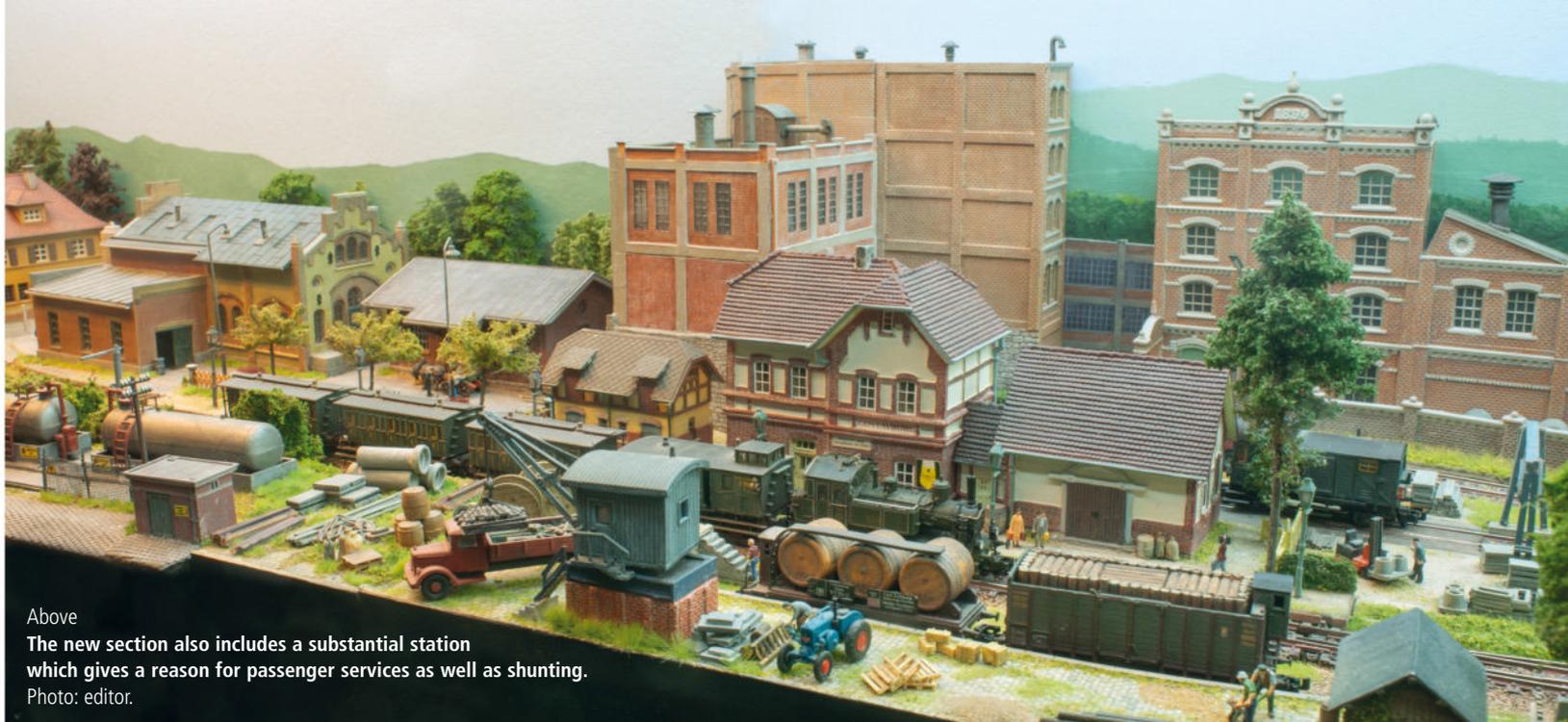
Left
Activity at the factory loading dock.

Left
Road works on the cobbles at the level crossing

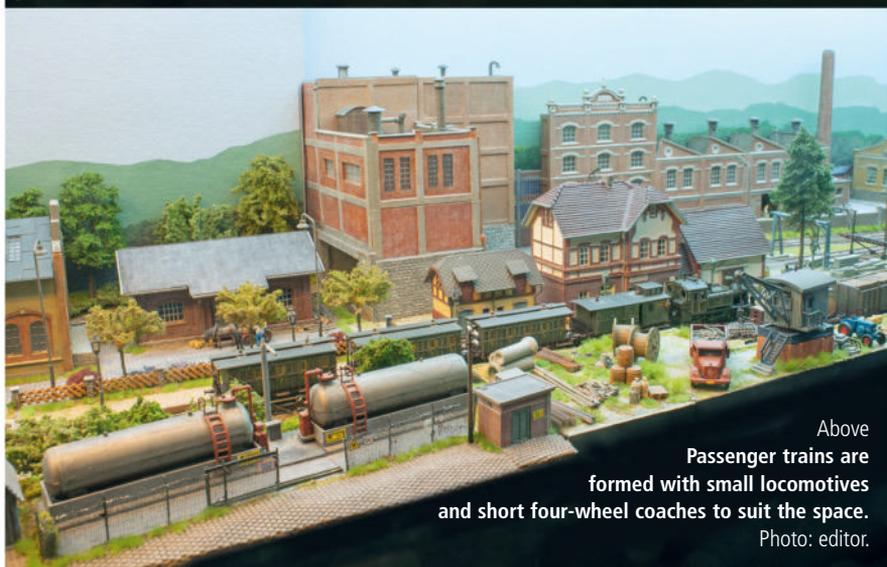
Below right
The link from the station splits into three tracks, one to the loco shed and two to sidings.

Below
One of the most significant features of the new board is the loco depot.





Above
 The new section also includes a substantial station
 which gives a reason for passenger services as well as shunting.
 Photo: editor.



Above
 Passenger trains are
 formed with small locomotives
 and short four-wheel coaches to suit the space.
 Photo: editor.

The original motors in most of my locos have been replaced with Faulhaber coreless motors. This is a must for shunting in N.

The turnouts are equipped with MTB type MP1 point motors that provide delayed movement of the blades. The track is Peco code 55.

Switches for the turnouts and isolating sections are placed on the front edge of the boards. For simplicity, I omitted a control panel with a track diagram.

Almost all of the buildings were reclaimed from a previous permanent home layout which I partially dismantled a few years ago.





Almost all of the trees and shrubs come from my own workshop, many salvaged from the former layout. Several landscape elements on the loop segment have been re-used

– entire rock formations, tunnel entrances, and, for example, the retaining wall at the front of the tunnel also featured on my previous layout.

Above
The third section, with the hidden return loop, features another station.
 Photo: editor.

Above right
Overall view of the section with the hill and church concealing the return loop.

Inset
A sombre mood prevails during a funeral service.

Right
Two rail bridges span the river, with a road bridge beyond.
 Photo: editor.

Inset
Many of the details, such as the hunting lookout, were scratchbuilt.

Left
By the garden shed two women are engaged in conversation.
 Photo: editor.

Right
A cart is being loaded with many heavy bags, but the two draft horses will have no problem with it.





Below
A rest area and shelter
on the path behind the church.
Several visitors enjoy the view.

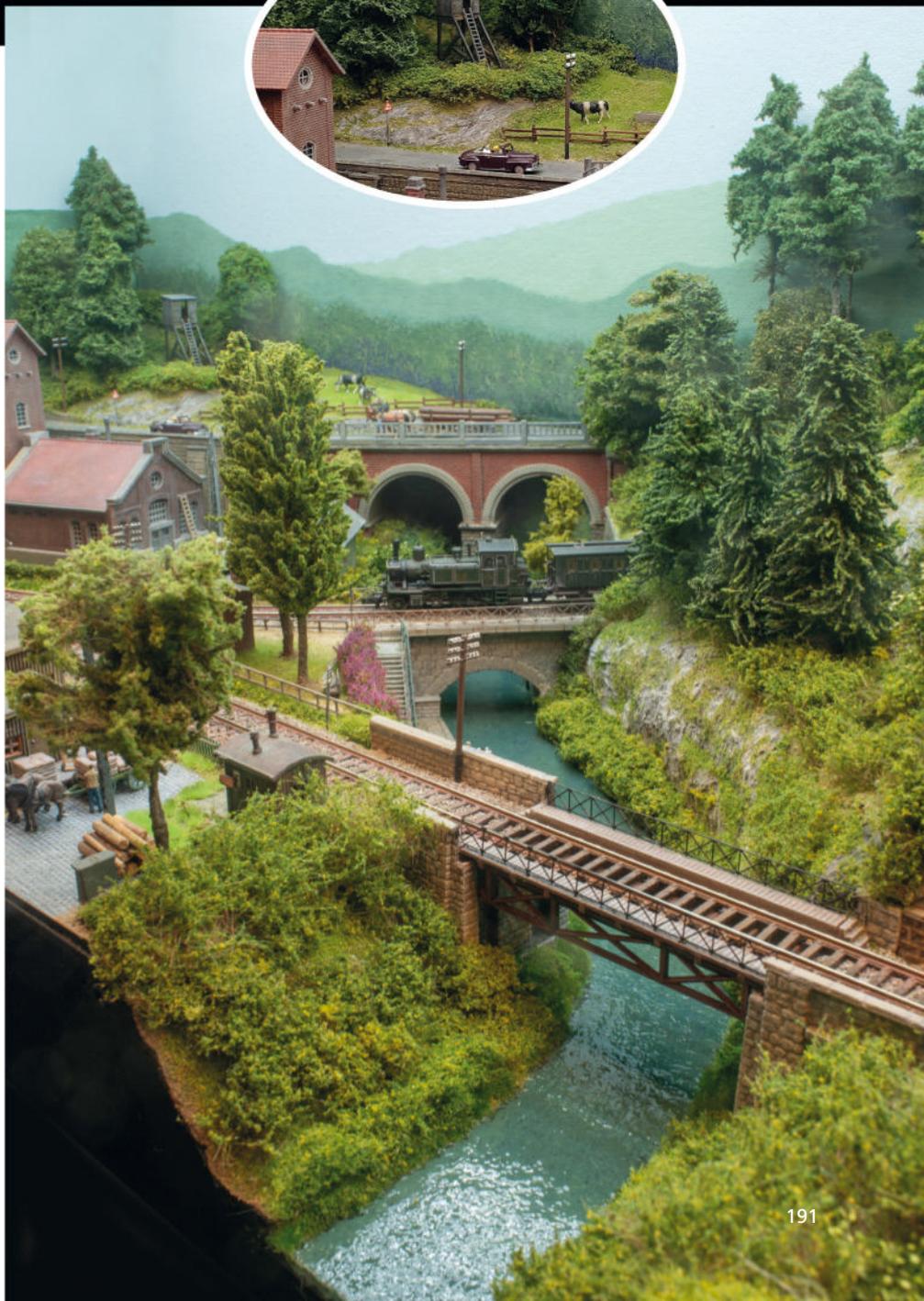


An intermediate backscene was placed on the dividing line between the central shunting section and the return loop to smooth the visual transition from the industrial character of the central layout into the loop, which features a romantic landscape.

Unlike all the structures on the original central section, which remain removable, everything on the two additional segments is fixed. They form closed containers, with the background and (LED strip) lighting permanently installed. This is for practical reasons of transport.

Perhaps one day you may encounter my project at an exhibition.

If you are interested in how the layout evolved, there are some videos on YouTube. Search for 'Arranstein'. You can also find videos showing some of my previous projects, some of which have been featured in CM.



Neil Sutton describes his other layout, quite a contrast in subject and style. It will be at Model Rail Scotland at the SEC Glasgow (Friday 27th – Sunday 29th March).
Photographs by the author.

Model Rail Scotland

Cesky Zapad

A secondary single track line in the 1990s



My Belgian motive power depot layout (see CM December 2023) started as a lockdown project but the story of this layout goes back much further.

The original idea, back in about 2002, was to build a layout based on a Balkan location, to feature Bosnian and Croatian rolling stock.

It was designed to be portable with possible exhibitions in mind but was not very compact and needed a van to move it.

The track was laid, control panel built, and in 2004 it appeared at one exhibition in this format with very limited scenics. It had several other invitations but at the time it was still a work in progress and these were politely declined as it was nowhere near ready.

Then, as often happens, other interests got in the way and the layout remained in store at home.

Fast forward a few years and after two house moves the layout was re-assembled in its new home in Scotland.

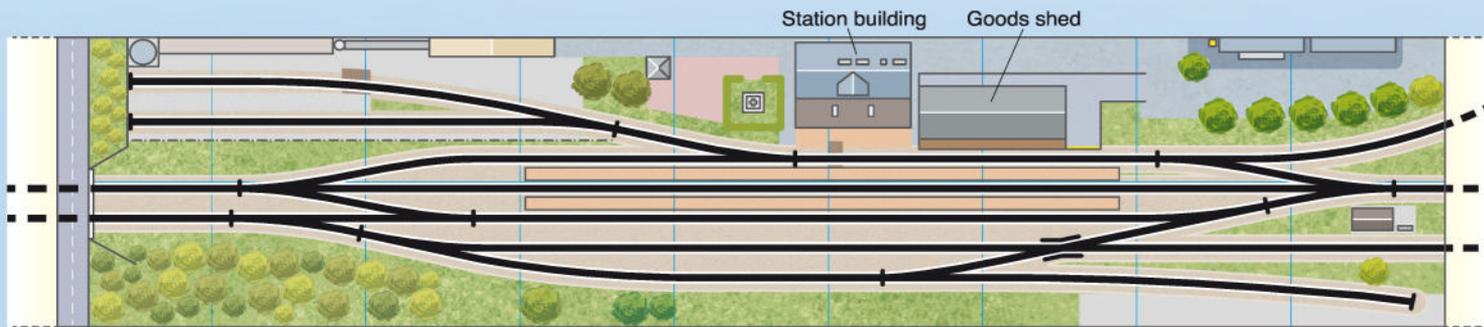
I initially changed to 'basic DCC operation', which retained the existing panel for point control but locomotives were operated with a Roco Z21 system. Some more scenic work was undertaken, then a chance purchase of a Roco Czech 751 diesel threw a massive curve ball.

Initially I had planned to run the layout as either Balkan or Czech, but scenically the layout became more and more Czech until the Balkan stock was put away, perhaps to re-appear another day.

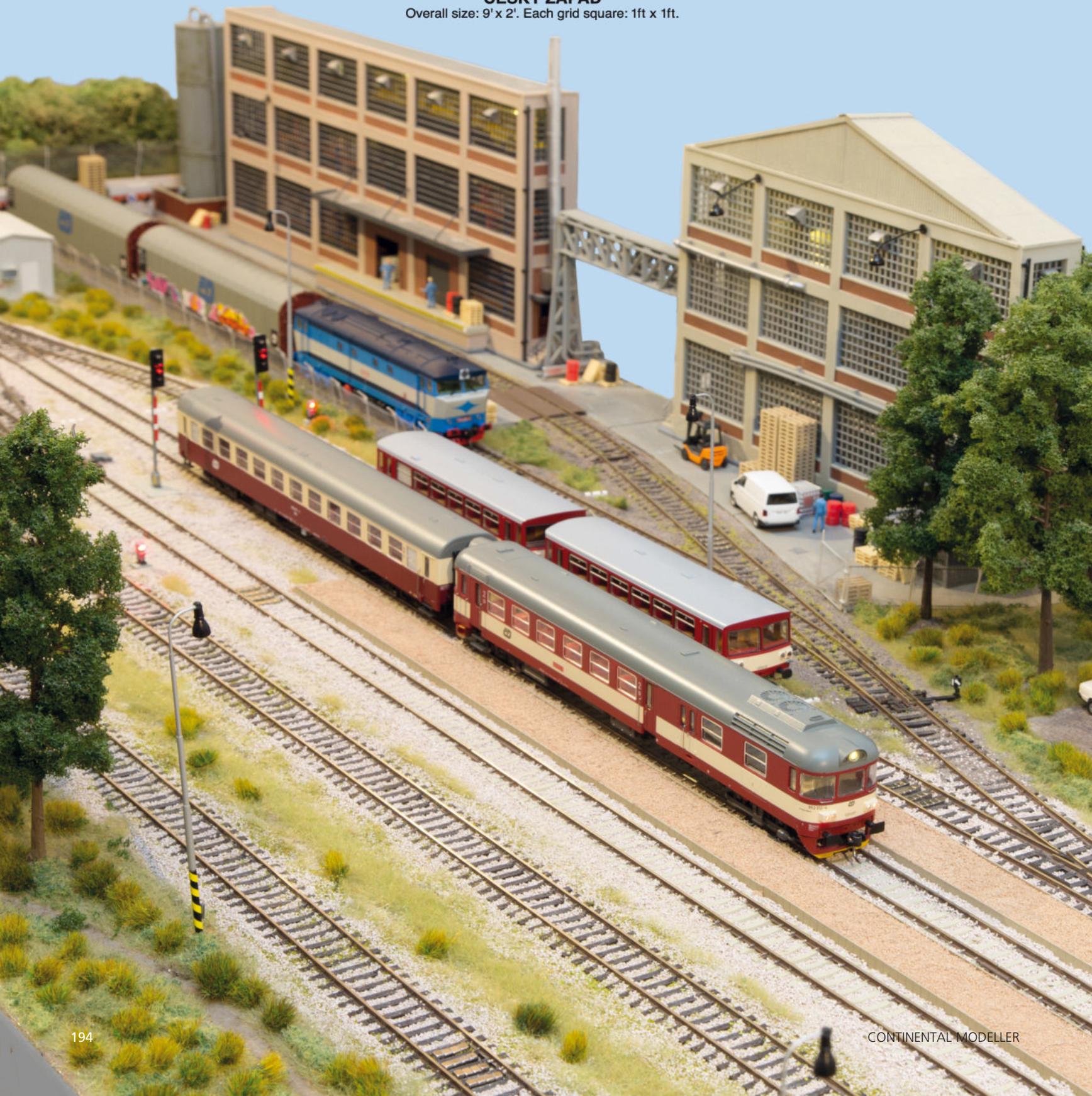
The layout is now an imaginary through station on a single track secondary line in the north west of the Czech Republic close to the German border, which explains the occasional DBAG passenger train arriving and departing.

Below
4-8-2 498 104 is ready to depart with a steam special. This locomotive is preserved in Bratislava and the model (Trix) depicts this condition. In the yard is Co-Co diesel 770 069-3 (Roco).





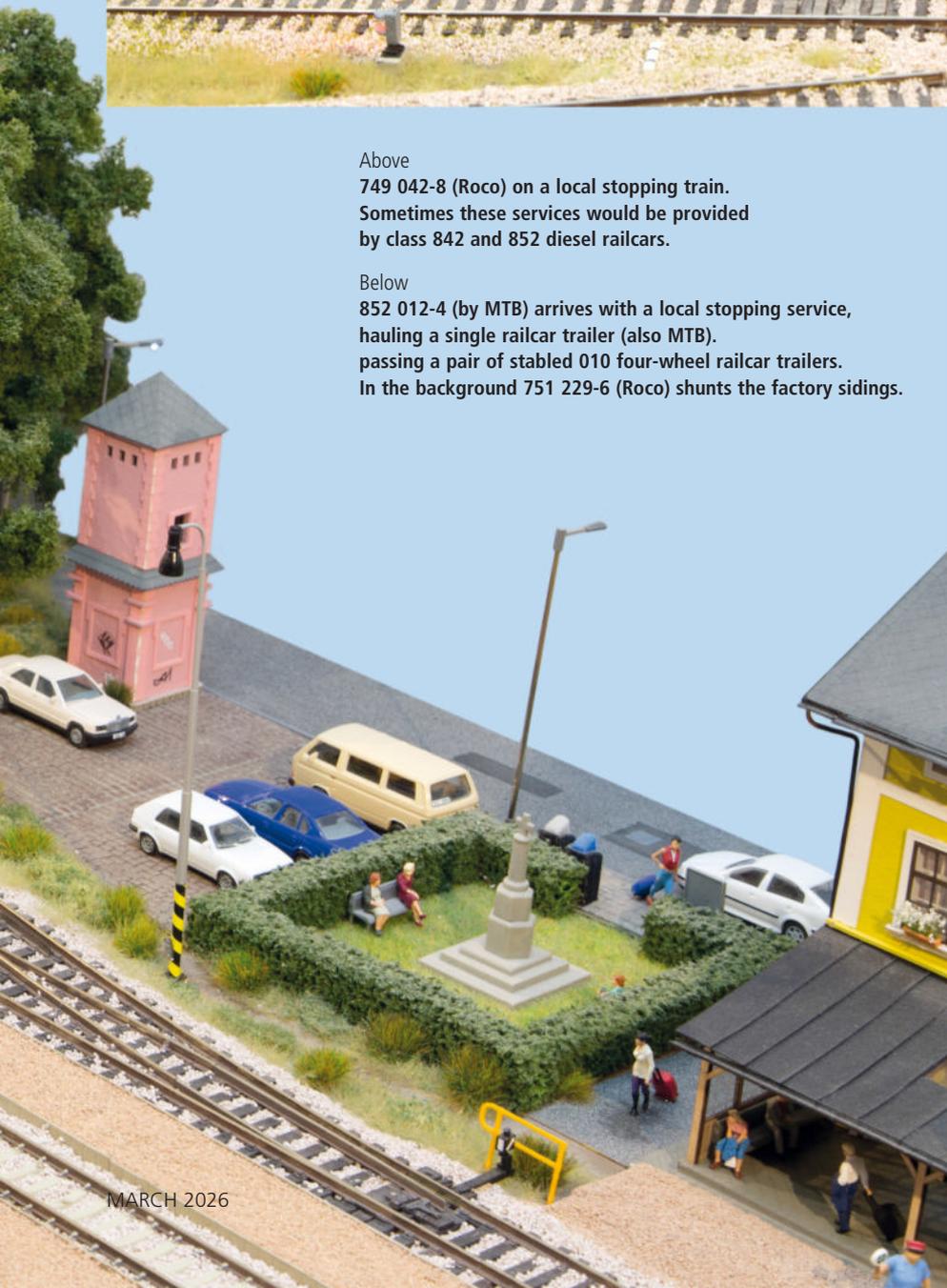
ČESKÝ ZÁPAD
Overall size: 9' x 2'. Each grid square: 1ft x 1ft.





Above
749 042-8 (Roco) on a local stopping train. Sometimes these services would be provided by class 842 and 852 diesel railcars.

Below
852 012-4 (by MTB) arrives with a local stopping service, hauling a single railcar trailer (also MTB), passing a pair of stabled 010 four-wheel railcar trailers. In the background 751 229-6 (Roco) shunts the factory sidings.



The layout was designed as a through station, although at home I only have space for one fiddle yard.

A chance conversation after the Paisley exhibition in 2023 was the push to get the layout to a suitable standard with an invitation to the exhibition in 2024.

At the show the layout ran well and I got a couple of other invitations.

I have recently added a second fiddle yard, on the left hand side, which is for exhibition use only as the layout is now 18' long in this format. It is operated as a proper through station with trains going on to other places.

The scenic part is 9' long with a 5' fiddle yard on the right and a 4' traverser on the left which is long enough for a loco and three scale length coaches – is fine for a Czech secondary line. The traverser is painted and open so people can see it at exhibitions – I always like looking at other people's fiddle yards!

Baseboards, track, and scenics

Woodwork is not one of my strong points, so the initial boards were built for me by someone who advertised in this magazine. The traverser is a Tim Horn pre-built product which was ordered for the Belgian layout but never used and was sitting spare in my office at home.

The track is Peco Code 100 with a mixture of concrete and wooden sleepers. Ballast is by Woodland Scenics, a mix of fine and medium sizes.

The static grass and scatters come from a number of sources. The trees are from Heki. Originally I purchased some trees cheaply on eBay but they were soon replaced. This is a common theme in my modelling – I add something, live with it for a bit, then change it for a different product. The blocks of flats, for example, are the third iteration.



Left
759 221-6 shunting type Rils bogie covered bulkhead flats at the factory sidings; all models by Roco. The colour light signals are authentic Czech types; the ground signals are from DCCconcepts.

Right
Waiting for a stopping train to pass, 742 086-2 (MTB) heads a short freight. Ahead of the type Hbis four-wheel sliding side vans is a van for the train crew (guard and shunters).

Electrics and control

The layout started life as analogue DC but has undergone a full re-wire. I kept the original Peco point motors but changed their control to be by DCCconcepts ADSX units. Each board is independent and has its own point and lighting control units.

The ground signals are DCCconcepts ones, as used on Belgian layout but again they have been slightly modified. The main aspect signals came from a Czech supplier but I had to go via a friend in Poland as the seller refused to ship

to the UK. These are excellent products and plug straight into the DCC bus.

My signals are positioned as per advice from a Czech railway signal engineer, with whom I got into discussion via the layout's Facebook page. He got quite upset with one of my signals and explained in great detail why I needed to change it – so I did.

I use the same Roco Z21 (black) central unit with both wired and handheld Multimaus controllers as I do on the Belgian layout.

Below
Railcar 842 008-5 towing two trailers departs on a stopping passenger service. These models are by the Czech manufacturer MTB. Meanwhile 770 069-3 is still stabled opposite the station.





Route setting is again via the Z21 app on an old iPhone. I really do like this feature as I can select an arrival from either end and the track I want to use, and it throws all the points and sets the relevant signals. I have also programmed flank protection into the system, so it just works.

Operation and trains

A train arrives from the fiddle yard on the right, passing the signal cabin (a modified Igra Model kit, which hides two surface-mounted point motors). The line arrives from a factory, which is overgrown having not seen any traffic recently. Behind the trees are several apartment blocks. These started life as Faller kits but were cut in half to fit in the space available. I have added interiors and lights but I am not sure anyone notices.

On the left hand side is a timber loading siding which dispatches regular traffic on the daily freight service.

The station has two gravel platforms, with the line nearest the station building being the siding with a goods shed which is no longer in use and covered in graffiti. Both the station building and goods shed are slightly modified Igra Model kits.

The station also has a couple of freight loops for running round traffic that goes off to the nearby cement works.

At the far end of the station is a factory that both receives and despatches freight by rail and this provides additional wagonload traffic. These buildings are modified Walthers Cornerstone kits, and although these are of American prototype they can easily be made to look a European. Again they have interiors and lights.

Through trains then leave the station where a main road crosses over the line and the headshunt.

Passenger trains that terminate at the station run round in either of the platforms, freights run round in the loops. Through trains can cross a service going in the opposite direction.

Passenger traffic is in the hands of both loco-hauled trains and diesel railcar. The single car towing trailers is a talking point at exhibitions.

Below
Flanges squeal as CD Cargo
750 330-3 (model by Roco)
hauls a single van round
the sharply curved siding.





Freight traffic consists of cement silo wagons which are very typical of the Czech Republic. Coal is in type Eas bogie opens. Both these go to and from the cement works and are run round opposite the station.

There is also a daily pick-up goods which brings traffic for the local sidings and this is shunted by the train engine.

Other freight flows can pass through the station which offers further variety.

One of the features of the layout is hands-free operation. I was a late adopter of Kadee couplers and have fitted tiny magnets around the layout which work very well. I did try Kadee magnets but found them visually obtrusive, so wanted to find another solution.

For trains that do not need to be uncoupled on the layout I use Roco close couplings as these can be easily uncoupled in the fiddle yard, just by picking the vehicle up.

Above
Two local trains passing –
749 042-8 (Roco)
is stationary as 714 020-5
enters the station hauling
a string of 010 railcar trailers.



Left
CSD T435 0140 (later 720 140)
(Piko) arrives to collect
a couple of bogie opens
loaded with logs.

Motive power

This comes from the main manufacturers (Roco, Piko) as well as some independent Czech producers (MTB).

I have examples of most diesel classes – 714, 720, 721, 742, 749/751, 750/753/754, 770, and 781, in a variety of different liveries.

For diesel railcars I have examples of classes 810, 842, 852, and 854, with the appropriate trailers.

I have a single steam locomotive, a class 498 by Trix, which although a Slovak prototype has worked specials in the Czech Republic. It is modelled in as preserved condition. It is an excellent model and includes smoke which is a real crowd puller at an exhibition. I would like to add one or two others if suitable steam locos become available.

All locos are fitted with sound. I have used a number of different suppliers to get the correct range of sounds on both Zimo and ESU decoders. The Zimo devices are updated using the Z21 and the ESU ones with a Lokprogrammer. Some locos have also had stay-alives fitted.

A number of speakers have also been changed for Roads and Rails ones as these give a much better sound in my opinion.

Rolling stock

Again by the main manufacturers, along with some Czech specialist suppliers as well as some kits.

Both Roco and Piko have produced a lot of different Czech models over the years – the difficulty is once they are sold out, they are gone, so quite a few have come from online auction sites.



The future

No layout is ever finished and I will continue to add little details. One day I might even weather the rolling stock!

So far the layout has been to two exhibitions; it ran perfectly and was well received.

Its next outing will be to Model Rail Scotland at the SEC in Glasgow from Friday 27th to Sunday 29th March. See *Exhibition Diary* for more details.

Other invitations would be welcome.

If you want to know more, please visit the layout's Facebook page where I provide regular updates on progress on both my layouts.

Above

748 121-0 (Roco) hauling a couple of East German style double-deckers (Piko).

Below

810 458-0 enters the station. These four-wheel railcars often operated on their own but could tow a maximum of two 010 trailers.



Warren Miller shows how he made major modifications to an old brass model.

Photographs by the author.

A Mallet transformed

A flavour of France

The Mallets that were once used on some secondary metre gauge lines in France were attractive machines, and fortunately some can still be admired working on certain heritage railways.

The idea of making a model of one had occurred to me, but I put it aside due to uncertainty of the amount of work involved. However, that changed when I came across a vintage brass HO model of an American outline 0-4-4-0T Mallet on the secondhand table at an exhibition in mid-2025. The price was reasonable and it looked like a basis for possible conversion. With my usual naïve enthusiasm, I thought it would be a simple job – some modification to the cab, a new paint job, and it will be near enough!

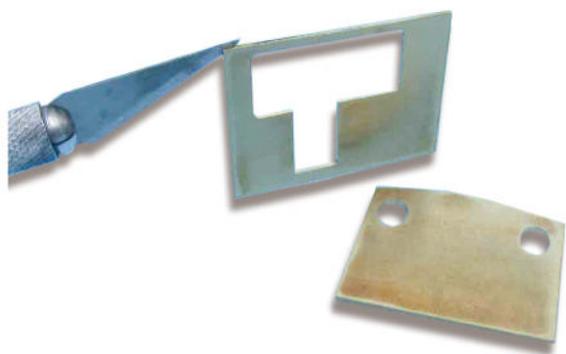
The model was unbranded and appeared to be about sixty years old, and of Japanese origin. Some research on the internet showed it to have been marketed from the US under the brand 'Pacific Pike', but with no mention of the prototype. It may have been based on a Baldwin product, or simply freelance. The overall size reminded me of the 0-4-4-0T Mallets built by Blanc-Misseron for use on the P-O Corrèze lines. Four of these locos were built in 1906 and were based at Tulle, operating on the lines to Argentat, Uzerche, and Treignac.

The French metre gauge Mallet

I have enjoyed visits to the heritage railways based on sections of the former Vivarais network, the CdF du Vivarais and the Voies Ferrées du Velay, both of which feature Mallets.

Below

The sides and front/rear of the cab were cut from two sheets of brass soldered together to ensure dimensional consistency. To separate the soldered sheets, the blade of a craft knife was edged between them at one corner, which allowed the sheets to be flicked apart when the solder had been melted with a small gas torch.



Above

Mallet No.101 (from the P-O Corrèze) at Racoules on the Voies Ferrées du Velay in 2018.

Below

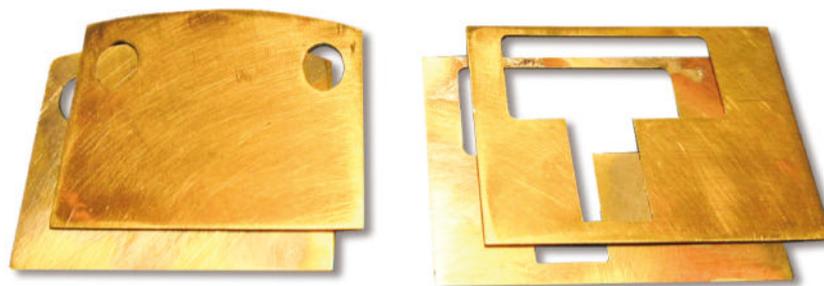
The subject of the conversion was an old Japanese-made brass model of an American 0-4-4-0T. It had seen better days but it was an attractive prospect for re-building.



Below

The separated matching cab sides and front and rear.

The cab rear then received further work to add the back window (through which coal is loaded).



The Velay line has No.101, which weighs 40.5t and has wheels of 900mm diameter. I hoped to represent this in model form.

The fact that the brass model was a little shorter than the Velay Mallet was a challenge. Since I wished to avoid a complete scratchbuilding job, I decided that it would aim to be a representation rather than a fully accurate model. Compromises would have to be made, as I wanted to use the existing chassis.

Design ... and compromises

The body was removed from the chassis, and was easily dismantled using a miniature gas blowtorch for de-soldering.

I knew that a new cab would have to be built, but I thought I could re-use the boiler. However, the chimney, steam dome, and sand domes were all very American in style, and also were wrongly positioned for the Velay Mallet, so a new boiler was added to the list of tasks.

Dimensions for both the new cab and boiler were adjusted proportionately to correspond to the shorter chassis, while trying to retain the character of the Velay Mallet.

Construction followed traditional techniques: brass tube for the boiler and two sheets of 0.4mm brass soldered together from which the cab sides, front, and back were cut, then subsequently separated for assembly. I also made a new front buffer, and frame extensions with guard irons. (The original model had a lot of space underneath, and a buffer beam with very American steps and shunters' hand-holds.)

The footplate of the front unit carried a headlamp over the buffer beam. This looked nice, but was inappropriate for a French loco, so I did not fit it to the re-built model. However, it is so attractive I did not discard it but kept it as an accessory; it can be fitted on the front footplate with a screw from the underside.

I fitted steps below the cab door, and carried the supports, made using 0.45mm steel wire for strength, up through the footplate to continue as the handrails. I doubt that the handrails and step supports were a single item in reality, but it was an 'elegant' solution to modelling them.

The spares box yielded a suitable chimney and dome, but the two sandboxes had to be made from plastic tube. All were fastened with copious quantities of slow-setting epoxy glue, and some patience ...

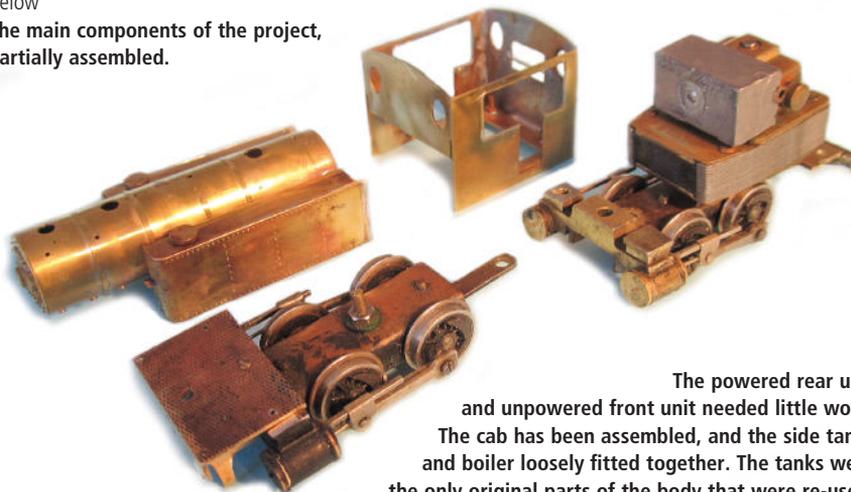
Below

Fine steel wire was used for the cab step supports and above the footplate as the cab handrails. It was masked during painting and left as bare steel.

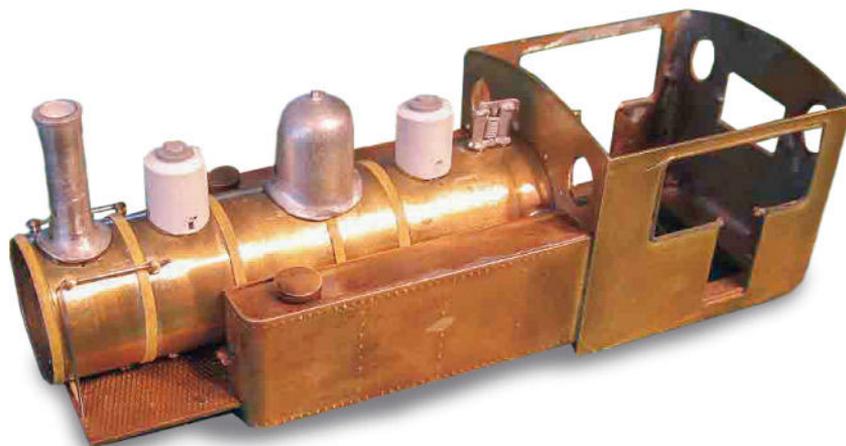


Below

The main components of the project, partially assembled.



The powered rear unit and unpowered front unit needed little work. The cab has been assembled, and the side tanks and boiler loosely fitted together. The tanks were the only original parts of the body that were re-used. The large motor almost fills the cab.



The chassis

The chassis needed relatively little work apart from a good clean. The front and rear units were electrically isolated, with current collection from the left and right rails respectively. Each chassis was live, and the connecting pivot was insulated from the rear unit. Current from the front unit was originally taken to the motor from a spring-loaded washer on the insulated connecting pivot. I replaced this rather uncertain arrangement with a wire from the front unit direct to the motor, and also strengthened the insulated pivot, which was originally quite sloppy.

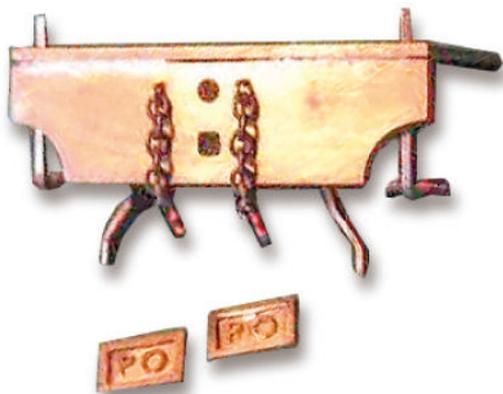
Above

The chimney, dome, and safety valve came from the spares box, while the sand domes were made from plastic tube. The brass boiler bands were initially covered with strips of masking tape which was left in place during all painting then removed to reveal the brass. They may tarnish with time.



Above

The injectors and brake cylinders were squeezed in behind the steps at the rear of the frames.



I added extensions to the frame under the front footplate, with guard irons, and front steps fastened to the back of the buffer beam. At the rear, the frame was also extended to carry the brake cylinders (made from plastic tube) and the ejectors (a cast brass spare part). Due to the shorter wheel-base of the model, it was necessary to place the injectors to the rear of the steps rather than in front.

During all this work it was necessary to continually check the clearance for the large motor, to ensure that the cab would fit over it, to allow for initial assembly and future servicing.

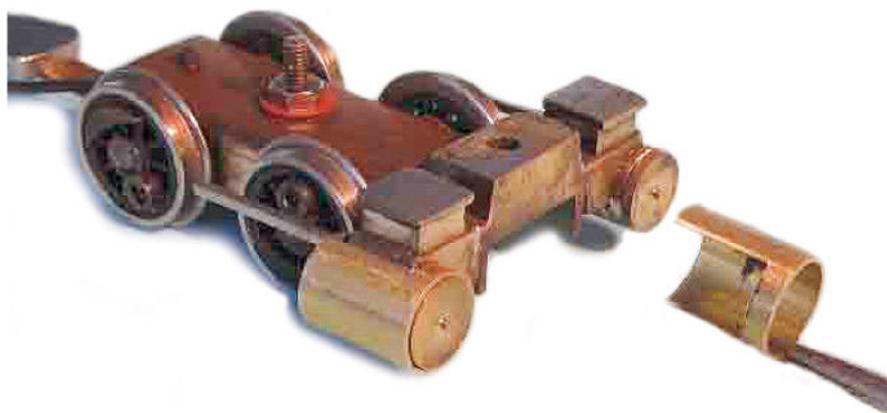
At the final stage I decided to enlarge the front cylinders. The original model had the same size cylinders front and rear, presumably representing a simple rather than a true compound Mallet. The front cylinders were enlarged by fashioning a short section of 8mm brass tube to fit over the existing cylinders.

Detailing and painting

The loco needed a number of pipes and rods running along the boiler, and I based these on photographs of No.101 at Velay and of Nos.103 and 104 when in service. I usually give the boiler a coat of grey undercoat before adding the pipes to remove the risk of a bare brass 'shadow' if any of the parts are moved during later use, after painting.

I also added a small coal bunker at the rear of the cab. The motor prevented a proper coal bunker being fitted.

As the motor was painfully visible through the large cab window, I wanted to fit a crew, to divert attention. Hence this loco carries two of the thinnest crewmen known! I used whitmetal figures with metal removed from the rear, which is not seen.



A light overall coat of grey etch primer was applied to all the unassembled components, followed by SNCF green (Tamiya XF-13 J.A. green) for the tanks and cab, which were subsequently masked off and dull grey/black applied to everything else.

If the painting was easy, the plates and lettering were not! The spare parts box provided two suitable number plates, and I found that an etched brass plate Beyer,Peacock for a New South Wales AD60 Garratt was the same size and oval shape as the Blanc-Misseron builder's plate – the tiny lettering was never likely to be closely examined.

The P-O (Paris-Orléans) plate, which is a prominent feature on the cab sides, was made from scratch; the letters came from a set of etched brass alphabet characters in different sizes, and the plate which carries them was made from scrap pieces of brass etch leftovers – a fiddly task, but necessary.

The tiny SNCF logo for the buffer beam was created using alphabet decals of three sizes, a large C enclosing a medium F then the S and N in a small size. Manipulating the tiny letters was tricky, but the overall result was quite good.

Conclusion

This was an enjoyable project, and surprisingly progressed with few problems. A possible future improvement would be to replace the crude coupling and connecting rods with something closer to scale, and perhaps even some valve gear ...

Nonetheless, in its present form the re-built model seems to capture the flavour of a French metre gauge Mallet, and evokes memories of enjoyable travel on the former Vivarais heritage lines.

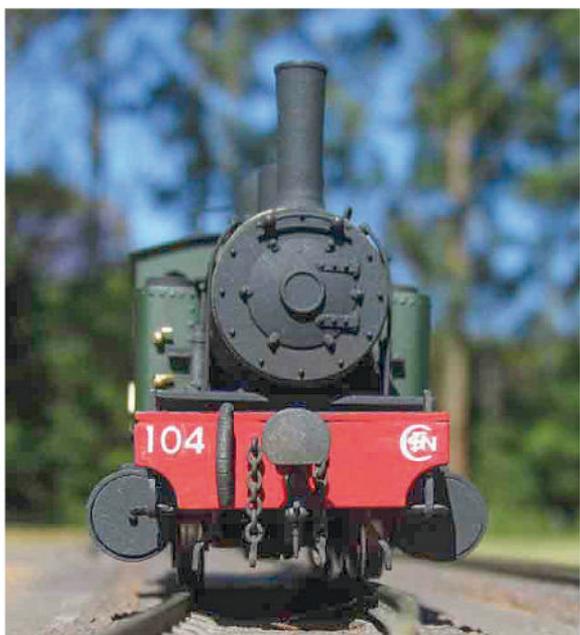
Above left
Some fine work was needed for buffer beam detailing. The coupling chains have the correct number of links. A step was added behind the buffer beam. The P-O cabside plates were made from scrap brass and a couple of small brass letters.

Above
The front (low pressure) cylinders were enlarged with a brass tube overlay.

Below left
Small details count. The brass knobs at the top of the cab handrails are small handrail knobs with their base removed. The crew figures were just able to be squeezed in between the motor and the cab side

Below
The plates on the sides look fine – I hope no-one will notice that the small builder's plate is actually Beyer,Peacock and not Blanc-Misseron.





Above
The SNCF logo was created using three different sizes of tiny lettering decals – a fiddly task, but it looks quite good. Note also that the central buffer is cut back on the underside (to allow clearance for the coupling, on the prototype).

Above right
Despite a few errors of detail, and rather coarse coupling and connecting rods, the loco catches the 'flavour' of the original.

Right
The upper surfaces of the loco were given subtle weathering using powders, and added details such as the re-railing jack and the steps and try cocks on the tank fronts.



Below
Mallets galore! This photo montage places the model on the CdF du Vivarais, at the shed at St.Jean de Muzols. In the background are two of the Vivarais 0-6-6-0T Mallets.

Below right
Another photo montage places the model at Le Chambon on the Voies Ferrées du Velay.



Kevin Harwood explains how he created a novel entry for the Peco RAIL 200 module competition.

Filling up 1917

Inspired by historic photographs



Once home it was soon assembled and glued together – in which state it remained for some time.

I was definitely going to make something in 7mm narrow gauge, but the ideas were not appearing as quickly as I hoped.

At the York model railway show at Easter 2025 a fellow member of the 7mm Narrow Gauge Association suggested I should enter the Peco 200 diorama competition. A quick visit to the Peco stand and I ended up buying a baseboard module.





Left
**Railway Operating Division
 Hunslet 4-6-0T No.309
 taking water somewhere
 near Trones Wood,
 December 1916.**
 Photographer unknown.
 Imperial War Museum Q1693.

Below
**Filling up all round – horse,
 men, motor car, and loco.**

I had a fascination with the First World War trench railways, having previously used them as inspiration for an association competition, for which I had made a small diorama, about a foot square, based on a photo from the Imperial War Museum archives. It showed a loco being filled with water from a rather frozen tank. The hose was leaking and soldiers were filling up containers from the resulting spurts coming from the holes as the loco's tank was getting topped up, because the sink taps were frozen solid. One of the soldiers had balanced the hose on his head to raise it for easier filling. It summed up the British sense of humour in the face of surviving the grim hardships of life behind the lines.

As the competition rules allowed for the use of previously made pieces, I decided to use that as a start for the challenge. It had to go on the right hand side so that the view would end there as the viewer scanned the scene from left to right.

I treat my layouts or dioramas as if I was making a painting, needing a focal point to arrive at on a visual journey through the scene. I had a couple of WWI wagon kits from a workshop train (the real train consisted of several wagons with various machines, generators, stores, etc., for maintaining equipment) and I wanted to use those, so I made a siding from the existing model, extending the existing platform. Because one wagon had a mobile forge, I decided to use it and make a ruin that was convenient for the blacksmith's use. The scratchbuilt water tower was obviously constructed on the foundations of some destroyed buildings, and many photos exist of the narrow gauge railways laid between such places.

As a visual trick, I avoided placing the ruin parallel to the water tanks, but made it slightly converge so it suggested perspective, leading the eye through the scene.

I needed a starting point on the left of the scene to get the viewer to focus on, so made the damaged tree with the branch pointing into the action. There was a height restriction, so the tree had to be low – at 1:43.5 a battle-scarred stump was the answer. I make trees using a 3D pen in a similar way to using wire, but much lighter and quicker to make.

Having the left and right sides established, I then had to create something to fit the space in the middle. All forms of transport were used in WWI, so depicting rail, motor, and horse seemed logical. Each method then became a cameo, based on various photos available.

A Matchbox Yesteryear Model T Ford was adapted to show it being filled with petrol, and placed to help lead the view towards the water tank figures.



Right
**Two officers take the opportunity to have breakfast
 under the makeshift shelter in a ruined building
 as their motor car is refuelled.**



All the figures and the horse were individually sculpted, using different materials on wire armatures, such as car body filler, plastic model filler (different brands act differently, annoyingly), Fimo, and Milliput. Hence some are better than others.

No specific regiment has been shown as the idea was to create an impression rather than a particular unit. Most uniforms were used by all regiments, though improvisations like fur coats were often added to protect against the elements.



Above
The horse is being fed while waiting for attention from the farrier.

Right
The figures were modelled as closely as I could following the old photos.

Below
The whole scene, from the left. The need to have half a van due to the lack of space allowed me the chance to detail the interior.





The horse was being fed before the blacksmith/farrier got round to fitting the shoes he is making. The forge has an LED bulb which lights up, as do those on the officers' car, and there is another in the brazier – I found a photo showing a couple of officers using a tin helmet as a makeshift cooking pot to make some sort of culinary delight with whatever could be scrounged, so that had to be included. Another officer is taking his breakfast back to the van.

The landscaping was made in the usual manner with static grass, with the snow and ice effects added after, fixed with hairspray and acrylic lacquer.

Corrugated iron panels were made using scale sized sheets cut from an aluminium take-away tray, pressed into piano wire taped down on a piece of MDF.

The Decauville loco is a Shapeways 3D-printed body on a Piko chassis. Workshop vans are adapted Gramodels body kits. I did not have room for two complete vans so I used the officers' car, with added interior detail, and half of a stores van, with extra items like a workbench and toolbox fitted, to suggest it was part of a larger train.

The canvas cover was a piece of surgical dressing, stiffened with PVA. Paint was mostly artist's acrylics.



Above

Although not shown in the photos, these water tanks were often in pairs.

Below left

An officer returns to the van to eat his meal.

Below right

His companions take advantage of the warmth of the forge.





Above
On the other side of the line is a small stores dump. Coal is taken to the loco in baskets.
 Below
The view from an approaching loco.
 Photograph by Craig Tiley.

I decided the scene needed a backdrop, even though the height restriction made this awkward. (If you are going to treat it as a painting, why not include one?) Photos of battle damaged trees were the inspiration, and their scale gave a nice impression of distance while the placement added to the direction of viewing. A first attempt using plywood was unsuccessful. A piece of aluminium worked better as it had to be self-supporting.

Much contemplating was done, looking at the scene, moving figures and items around, until the final arrangement arrived. It is indeed a challenge to make a diorama rather than a working layout where moving items capture the attention. Something similar could, however, be the basis for a small shunting layout, proving you can work in a larger scale in a small area.

The module was selected to be one of the finalists in the 'stand alone' category and was displayed during the finals of the competition at the NEC in November 2025.

Editor's note: The fact that this module was not chosen as the winner simply indicates the remarkably high overall standard of the entries, which was very encouraging. And it is the only one selected as the subject for an article ...

Kevin Harwood will be exhibiting his 7mm narrow gauge layout at **Narrow Gauge North** on Saturday 14th March. Space permitting, *Filling Up 1917* will also be displayed. See *Exhibition Diary* (page 15a) for more details.

The module is also due to be part of the 7mm Narrow Gauge Association's display at the York show over Easter.





Above
The backdrop was made separately and mounted on a piece of aluminium.

Below
The whole scene, from the right.
Much consideration was given to placing the cameo features so the viewer is guided to the principal element.

Photographs by the editor, unless otherwise noted.





HO SBB RABe502 double-deck e.m.u. new from Roco



The RABe 502 for InterRegio services and RABDe 502 for InterCity services are double-deck multiple units for long-distance travel built by Bombardier Transportation, designated FV-Dosto by SBB and TWINDEXX Express by Bombardier.

The trains come in three variants:

9 units as the IR100, a four car train 100m long with 340 seats;

30 units as the IR200, an eight car train 200m long with 696 seats;

23 units as the IC200, also 200m long and with eight cars, one of which is a dining car. This train offers 621 seats.

The designations of the three versions refer to the train length in metres.

Units can be coupled together to form longer trains.

All are designed for a speed of 230km/h, but are currently certified for a maximum of 200km/h.

All versions have first and second class accommodation. Both first and second class offer power outlets at every seat. The vehicles are also intended to operate in Germany and are built and approved according to relevant standards. The IC200, in particular, includes a large restaurant car and a family car. The toilets are operated with a bioreactor and each train includes at least one baby changing table.

The trains feature a distributed traction system with either six or twelve traction motors integrated into the bogies. Six out of eight cars (or three out of four in the four-car sets) are therefore powered, making them multiple units. This is a key difference from its sister platform, the Twindexx Vario, where unpowered double-deck intermediate cars are coupled to double-deck power car ends or locomotives.

Compared to a train of the same length consisting of IC2000 coaches and Re460 locomotive, the traction system consumes approximately 10% less energy.

In May 2010, SBB awarded the contract to Bombardier Transportation Switzerland. This followed a tender issued in April 2009 for 59 double-deck multiple units for long-distance service, consisting of 50 trains with a length of 200m and 9 with a length of 100m.

Delivery of the 59 ordered trains, comprising 436 cars, was scheduled to take place between 2013 and 2019, with options for more.

After a full size mock-up was assessed by experts and stakeholders in 2011, the resulting requests for changes led to a delay in the planned delivery. Commissioning was scheduled for no earlier than December 2015.

In November 2014, SBB and Bombardier agreed a new delivery schedule. According to this, the InterRegio trains were supposed to enter service at the end of 2016 and the InterCity trains at the end of 2017. After test runs in spring 2015 were satisfactory, the SBB agreed to accept three additional trains as compensation for the delivery delay. However, the new deadline of the end of 2016 could not be met either.

The first InterRegio train set was finally put into service in February 2018 and the last of the 62 sets was finally delivered in 2022.

The plan was to introduce the Twindexx trains on the St.Gallen – Geneva and Romanshorn – Brig lines by 2011 and on the Konstanz – Lucerne line from December 2015. Due to the delays, the SBB upgraded existing rolling stock and kept it in service longer than planned. In November 2017, following a software update, a provisional operating license was granted, initially for one year, as safe operation was now guaran-



teed. Among the components that were still not functioning was the roll compensation system, which necessitated a reduction in curve speed.

From February 2018, SBB began operating the first trains as IR 17 between Zurich and Bern and later as RE between Zurich and Chur. Since December 2018 they have been running regularly on the IR 13 (Zurich – St.Gallen – Chur), which connects with the IR 70 (Lucerne – Zurich) in Zurich.

Due to technical problems and insufficient ride comfort, the new trains could not be deployed on the IC 1 (St.Gallen – Geneva) service in May 2019 but they have been running on most services since 2021. In mid-August 2019, individual trains began operating the IC 3 (Basel – Zurich – Chur). Since 2021, they have been in service on the Gotthard line (where tilting technology is no longer necessary due to the Gotthard Base Tunnel).





Compared to other double-deck multiple units, the Twindex Swiss Express is distinguished primarily by a type of tilting technology called WAKO (active roll compensation). This was designed to prevent the car body from tilting outwards on curves, thus allowing higher speeds. In contrast to active tilting technology, which allows tilts of up to 8¼, this system only allows 2¼. Unlike active systems, WAKO is intended to be very reliable due to its lower technical complexity. As this was a novel technology, a test programme was planned. Initially, from January to July 2011, an IC2000 double-deck car was tested with bogies equipped with WAKO. Subsequently, WAKO was installed in the first two Twindex trains, which were then used for the tests. If the roll compensation system proved successful in daily operation over the next two years, the remaining Twindex trains would also be equipped with it. However, should the technology prove unsuitable, the trains could operate without it. With roll compensation, curves can be negotiated approximately 9 to 15% faster, depending on the super-elevation. A new speed series 'W' was introduced for this, between the speed series 'R' (for conventional trains) and 'N' (tilting trains).

These trains were originally intended to reduce the travel time on the Bern – Lausanne route from 66 minutes to under 60 minutes using the roll compensation system, good acceleration, and minor infrastructure modifications. After the delivery of the first trains, there was negative feedback from passengers and staff about the roll compensation system. The shaking movement was perceived as being particularly strong on the upper deck. A software update was intended to dampen the movement and improve ride comfort. However, passengers rated the improvement in ride comfort as minimal. The situation has since been improved through various modifications. However, train staff still complained about the increased physical strain during extended periods of service on the train.

In July 2022 SBB announced that it would discontinue use of the roll compensation system. The planned reductions in travel time, which were intended to be achieved without expensive infrastructure projects, cannot be realised as planned.

Roco recently released an all new scale length model of the eight car IR200 version. At 2,306mm long it is certainly impressive.

The design of the moulded plastic body shells has many features formed in place (e.g panels and grilles) plus a number of separately attached details, including windscreen wipers, aerials, insulators, cabling, and switchgear.

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

The bogie side frames are moulded in deep relief, with suspension components added. All bar the driven axles carry representations of the brake discs.

There are prototypical interior fittings in all coaches, and conductive couplers on close-coupling mounts between all vehicles. A small tool is supplied to ensure correct engagement of the couplers.

If it is wished to link more than one set, alternative open nose skirts and NEM pockets are provided.

The eight car set consists of two cab ends (one first, one second class), two first class, and four second class cars – so four different body shells, with different markings as appropriate, all very clearly printed.

The drive is located in one of the second class cars, position three or six depending on direction. The mechanism is conventional – a small motor, well hid-

den, with flywheel drives all four axles via cardan shafts and reduction gearing in the bogies. Four driven wheels are fitted with traction tyres and the unit is weighted to ensure ample adhesion. Thirty minutes running in is recommended, as usual.

The end cars have working head and tail lights in the Swiss 3+1 style. There are separate pickups.

The cars can be fitted with interior lights, which are standard in the digital model.

The model is equipped with Plux16 decoder sockets in the powered car and the end cars.

The DCC version comes with a cable to program individual cars direct from the central unit via the couplers.

The minimum recommended radius is 358mm (R2) though the set would look better on larger curves.

The set comes with an illustrated 64-page A5 size instruction booklet in German, English, and French. Note that the English and French sections do not repeat the diagrams on pages 12 to 15 which show how to remove the body shells and fit decoders.

For those with the space, an impressive model of what has become a significant part of the modern Swiss scene. We imagine that the IR100 four car variant may be a more practical prospect for many layouts.

Even if regarded as a locomotive and seven coaches, the set does seem rather expensive, which may reflect its very specific application – and the perception of its target market.

Manufactured by

Roco,
A-5101 Bergheim, Austria.
www.roco.cc

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Sagenhafte Baureihe 218

by Peter M. Rappold

EK-Verlag GmbH

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

www.eisenbahn-kurier.de

280mm x 260mm 144pp

Hardback €49.90

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The Deutsche Bundesbahn class 218 diesel-hydraulic locomotives can justifiably be called “legendary”. Whether because of their longevity – with many now having been in service for well over half a century, their timeless elegance, their versatility, their variety of different power units, or their colourful appearance with Deutsche Bundesbahn and later Deutsche Bahn AG as well as with many private operators. The 218 is very popular with both railway staff and enthusiasts.

This large format picture book includes a wealth of top quality photographs of these locos from their first days in service right through to the present.

The introduction (four pages) includes photos of the inside the cab, an MTU 12 956 TB11 power unit, lettering being applied to orient red 218 406-7 at DB Regio Werk Kempten, and this loco passing through the depot’s washing plant. Also included are details regarding the twelve prototypes, 218 001-012, the series production 218 101-499, including 218 399 which was constructed using parts from withdrawn 215 112, and the former gas turbine-equipped BR210s which were renumbered 218 901-908. Full details of all the different liveries carried by the 218s from 1968 through to the present day are listed.

The first chapter (fourteen pages) ‘1968: Start in Purpurrot’ features the class 218s in the original crimson red (RAL 3004) livery.

The second chapter (twelve pages) is titled ‘1974: Farbversuche mit 218 217 und 218 218 sowie die neue Standardlackierung Ozeanblau/Beige’ shows the ocean blue & beige colour scheme introduced by DB in 1974, initially on 218 218-6, as well as 218 217-8 which was finished in TEE-style crimson red & beige.

‘1984: Das CityBahn-Design’ (six pages) presents those members of the class (134, 135, 137, 140, 142

– 146, and 148) which were repainted into orange & pebble grey for the Köln – Gummersbach City-Bahn services.

Chapter four is ‘1987: Das neue Produktfarbe Orientrot für die 218’ (twelve pages) looks at the orient red (RAL 3031) livery which was introduced in 1987, first on 218 286-3.

Chapter five is entitled ‘1995: Das Touristikzug-Farbkonzept’ (six pages) presents the locos decorated in the colourful ‘Touristikzug’ livery, the original two Regensburg-allocated machines 218 416 and 418, as well as 218 443 of today’s DB Gebrauchtzug.

The sixth chapter ‘1997: Verkehrsrot für alle Lokomotiven’ (forty two pages) demonstrates the new standard traffic red (Verkehrsrot, RAL 3020) colour scheme introduced by DB AG in 1997.

The next section ‘2001: Ganzreklame für die Baureihe 218’ on (six pages) illustrates 218s sporting special and advertising liveries, these being: 218 473 sponsored jointly by the model railway company Märklin in Göppingen and the ESG (Eisenbahn- und Sonderwagen Betriebsgesellschaft) in Augsburg; Udo-Lindenberg’s 218 212; DB Regio Bayern’s 218 467; the DB Fahrzeuginstandhaltung Cottbus 218 497; and DB Fernverkehr Werk Niebüll’s 218 341.

The penultimate chapter (ten pages) is entitled ‘2006: Verkäufe an DB-Tochterunternehmen’ and documents the locos which since 2006 have passed from DB AG to sister companies such as Deutsche Bahn Gleisbau (DBG), DB-RegioNetz Kurhessenbahn (KHB), DB-RegioNetz Verkehr Westfrankenbahn (WFB), the Swiss company Heros (Helvetic Rolling Stock), DB InfraGO, DB Bahnbau Gruppe (formerly DGT), DB Fahrwegdienste, and the Mitteldeutsche Eisenbahngesellschaft (MEG).

The final chapter is ‘2016: Verkäufe an Dritte’ (twenty-six pages) and features those 218s which since 2016 have been sold to third parties such as Kübler Heavy Haul (KHR), ELBA Logistik, Die Eisenbahn-Betriebsgesellschaft Neckar-Schwarzwald-Alb (NeSA), Railsystems RP, Train4Train, Eisenbahn-Bau- und Betriebsgesellschaft Pressnitzalbahn (PRESS),



Manuel Zimmermann Eisenbahndienstleistungen (MZE), Eisenbahngesellschaft Potsdam (EGP), now ENON Gesellschaft, Lappwaldbahn Cargo (LWC), AIXrail, Regio Infra Service Sachsen (RIS), Die Usedomer Eisenbahngesellschaft (UEG), Die Brohltal-Schmalspureisenbahn Betriebsgesellschaft (BEG), Abellio Rail Mitteldeutschland, Joseph Hubert Bauunternehmung (JH), Hering Bahnbau, Mitteldeutschland Eisenbahngesellschaft (MEG), Eisenbahn Service Lübbenau (ESL), BKE Eisenbahn Service, and Die Eisenbahn Logistik Vienenburg (ELV).

This is a very interesting and excellently produced publication showing these popular diesel-hydraulic locos at work with some 170 photos, all very well reproduced. It can be thoroughly recommended to all those interested in diesel motive power in Germany. A reasonable knowledge of the German language will be required to get the most from the text, but the huge variety of colour images together with livery details is particularly useful for the modeller.

Swiss Narrow Gauge RhB Bernina

by Jason Sargeson

Charaxes Publications

17, Muirfield Park, Hull, East Yorkshire, HU5 3JF.

www.jasonsargeson.uk

295mm x 210mm 40pp

Softback £12.00 incl. UK p&p

ISBN 978-1-9193073-0-5

This is a concise guide to the Bernina line of the Rhätische Bahn in canton Graubünden in eastern Switzerland. Construction began in 1906 and the line was opened in July 1910, electrified from the outset at 1,000V DC. The 60.6km journey starts in St.Moritz (1,775m a.s.l.) and we progress south via the 2,253m summit at Ospizio Bernina to Tirano in Italy (429m), with steep adhesion-only gradients and curves as sharp as 45m radius. It is the highest open transalpine crossing in Europe.

The route from each station to the next is described. Significant landscape features are described including mountains, glaciers, and lakes. Most of the railway photographs were taken in stations, but key scenic locations are illustrated, including Muottas Muragl, Morteratsch, the Bernina mountain range, Lago Nero and Lago Bianco, Alp Grüm, Lago Poschiavo, and the Brusio spiral viaduct.

Each location gets a double page spread with a column of text (headed by the distance from St.Moritz and the elevation) and a stack of three or four small

photos on one side and two larger images on the other, to show off the spectacular scenery.

All of the more than a hundred photographs are identified by location, principal scenic features visible (all the mountains are identified), motive power (specifically in most cases, though usually only the lead unit in a consist), and date (again mostly precisely). They range from 2006 to as recently as August 2025, and all were taken in summer time – as the author notes, the winter scene would be entirely different. (A hint about a second volume, perhaps?)

Image quality is superb throughout, in terms of both originals and reproduction.

This would be impressive coverage if compiled from various sources but all the more remarkable for being the work of one person.

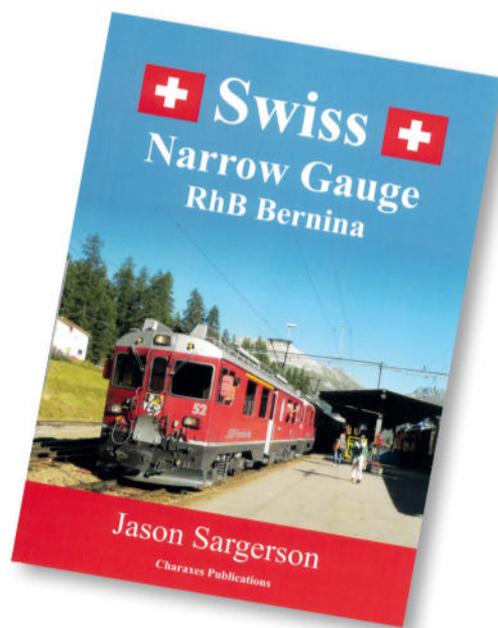
It is as much about what can be seen from the train as the railway itself.

The introduction includes recommendations for books and websites for more information.

The collection concludes with a summary of the motive power to be seen, from the original ABe4/4^I railcars through ABe4/4^{II} and ABe4/4^{III} (both now withdrawn) to the now ubiquitous ABe8/12 Allegra units, not forgetting the two useful Gem4/4 electro-diesels. Other service stock is not covered though occasionally glimpsed.

It is slightly odd that the Swiss convention of using superscripts in the class type has not been applied.

Those not so familiar with the line might have appreciated a map of the route, but an online source is suggested.



Like the author’s previous publications on Swiss railways, this is straightforward, attractive, informative, well produced, and excellent value.

Peter Gray's Travels

Volume 3:

across Northern Spain in 1960

Volume 4: Spanish narrow gauge in the 1960s

Compiled by Andrew Fox

Totem Publishing

Transport Treasury Publishing,

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

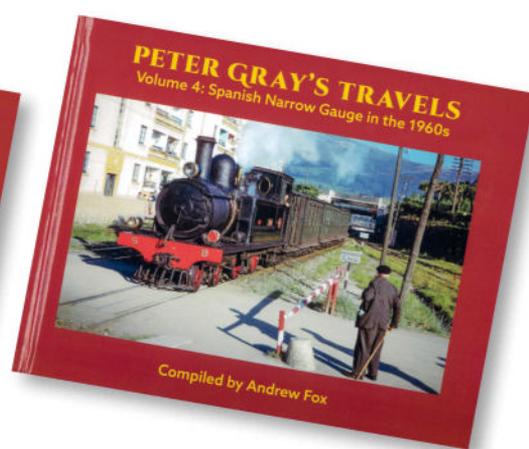
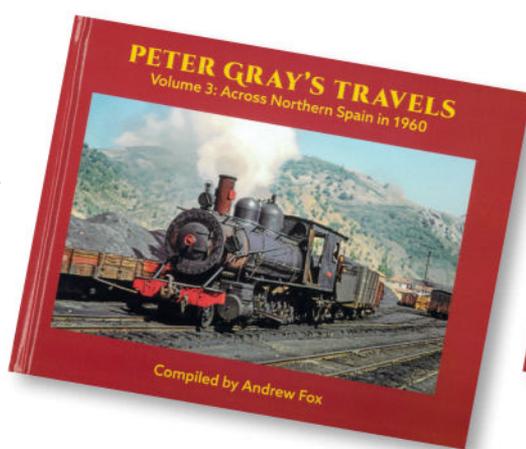
www.ttpublishing.co.uk

192mm x 245mm 96pp

Hardback each £17.50 + £3.00 p&p

3 – ISBN 978-1-913893-76-7

4 – ISBN 978-1-913893-75-0



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

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

He visited Spain several times between 1960 and 1968, recording the country's railways before the demise of steam and the advent of modernisation.

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

Northern Spain was at the time a fascinating destination for railway enthusiasts, dominated by a large network of metre gauge lines and countless smaller industrial systems on several gauges, which were worked by a rich variety of steam power. By the start of the 1960s some resembled working museums, operating veteran locos supplied by builders in many countries, including Britain, Germany, France, Belgium, and America, as well as Spain itself.

While the area along the north coast was metre gauge territory, the RENFE broad gauge did serve the region south of the Cantabrian mountains and reached the major ports and industrial centres, with a combination of vintage locos and powerful modern classes.

Peter took part in a Railway Correspondence and Travel Society tour of this region in May 1960.

The material is presented in nineteen sections: Engeths, FC Vascongados, FC de Santander a Bilbao, FC del Cantábrico, FC de la Orconera, FC de Solía a Obregón y El Astillero, FC de Castro-Urdiales a Traslaviña, FC de La Robla, FC Económicos de Asturias, FC Vasco Asturiano, FC de Langreo, Junta de Obras del Puerto de Gijón, El Musel, Fábrica de Mieres, Tranvía a Vapor de Santullano a Cabañaquinta, Hulleras de Turón, Hulleras de Sabero, FC de Ponferrada a Villablino, FC de Haro a Ezcaray, and RENFE. The features range from a couple of pages to the twenty devoted to La Robla.

Many narrow gauge lines were built in various parts of the country from the late 19th century, to open up less affluent and geographically challenging areas, supporting the growth of new industries, in particular extensive iron and coal mining operations. A remarkable variety was still extant at the start of the 1960s, still largely operated by steam. Peter visited Spain several times, travelling widely to record many of these lines shortly before they were transformed by modernisation or swept away entirely. By the early 1970s, many of the railways featured here had closed and the survivors had been changed dramatically. Peter's photos are thus something of a time machine.

The book is arranged in five regional sections: the north-east, the Mediterranean coast, the far south, the north, and the centre.

In all twenty-seven lines are featured: FC Catalanes, FC de Olot a Gerona, FC de San Feliu de Guixols a Gerona, FC Cremallera de Monistrol a Monserrat (already inactive), FC de Onda al Grao de Castellón, FC de Carcagente a Dénia, FC de Alcoy a Gandia y Puerto de Gandia, FC de Villena a Alcoy y Yecla, FC Minero de Sierra Menara, FC de Buitrón a San Juan de Puerto, FC de Rio Tinto a Huelva, FC de Aznalcóllar al Rio Guadalquivir, FC de Cartagena a Los Blancos, FC de Santander a Bilbao, FC de Astillero a Ontaneda, FC del Cantábrico, FC de La Robla, FC de Amorebieta a Guernica y Pedernales, FC de Sestao a Galdames, FC de Bilbao a Lezama, Compañía Asturiana de Minas, FC de Ponferrada a Villablino, FC Secundarios de Castilla, FC de Peñaroya a Puertollano, FC de Utrillas a Zaragoza, and FC de Sábada a Gallur.

There is no duplication between the two books – where the same line appears in each, there are different pictures.

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

Most of the motive power is steam, from diminutive 0-4-0T to impressive Garratts and Mallets, but there are some early diesels and electrics.

Some of the journeys were as part of organised excursions, including notably with the RCTS, so there are some staged scenes and often other tour participants in view.

The pictures were taken on Kodachrome, so the grain is excellent and the colours have generally lasted well, but 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! This particularly noted in northern Spain; the narrow gauge exploits seem to have enjoyed generally better conditions.

Most are presented large, one to page, with some instances of two smaller, one above the other. They are all well reproduced, a testament to the quality of the original slides. In our opinion a few might have had a little more processing to restore shadows or optimised the colour balance for publication.

The captions are generally brief and to the point, giving location and date, and a wealth of loco information. Having enjoyed 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!

A marvellous reminder of trips to lines that were then not well-known to railway enthusiasts, and have since closed or been radically transformed by modernisation. Sections of some lines have been preserved, but here we see them as working railways, albeit providing a special train.

Both collections are fitting tributes to a fine railway photographer and early adventurous traveller. Strongly recommended.

Journey's End The vanishing steam era around the world

by Gordon Edgar

Amberley Publishing

The Hill, Merrywalks, Stroud,
Gloucestershire, GL5 4EP.

www.amberley-books.com

168mm x 246mm 128pp

Softback £19.99

ISBN 978 1 3981 1905 5

As a conclusion to his series on industrial railways in the regions around Britain, as well as two volumes examining steam locomotives at work in industry round the world, here Gordon Edgar looks at vanishing steam around the world, on main and secondary railways and in industry, in countries including: Bosnia-Herzegovina (ten pages), Myanmar (Burma) (ten pages), China (twenty-eight pages), Cuba (six pages), Eritrea (twenty pages), Germany (twelve pages), Greece (mostly derelict) (four pages), Java – Indonesia (ten pages), Romania (six pages), and Poland (sixteen pages)

This book records the author's search for the last traces of everyday working steam locos, of all gauges, as well as featuring machines cast aside and forgotten. The few remaining steam operations covered have

an uncertain future, facing commercial and political challenges.

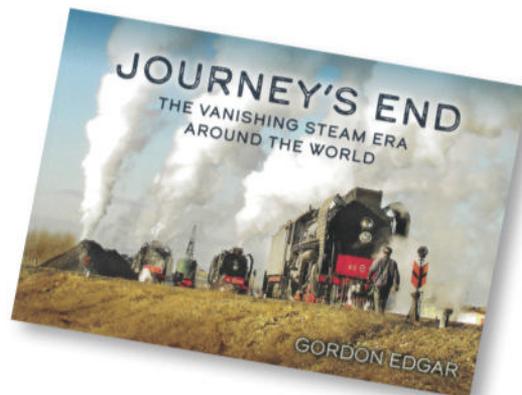
The storage and disposal of redundant or worn-out locos and stock is an overlooked subject but is an important aspect of railway history, deserving documentation and photographic attention. Subjects covered here include locos and stock that had already been taken out of regular service, either present at motive power depots awaiting disposal, abandoned at industrial installations, or simply languishing in sidings or yards, sometimes apparently forgotten with nature gradually taking its course.

In all there are 150 illustrations, presented in landscape format mostly one large photo per page, each with a lengthy and informative caption; occasionally there are two smaller images or a vertical. Most are precisely dated – in the main, they are from the last quarter of a century, 1999 to 2024. All are by the author, and some indicate considerable endurance in harsh winter weather.

While there are some loco 'portraits' and detail close-ups, most show the trains in context, in locations that were clearly carefully selected.

Most of the scenes show authentic everyday workings; the few chartered specials are noted.

The images are described in the accompanying publicity as "stunning" and "evocative", and we would agree. A larger format would have been more



than justified. The standard of reproduction is uniformly excellent, with a wide dynamic range: highlights sparkle but are not bleached out while shadows add to the mood without darkening the whole image. The weather is not always ideal, and there are several impressive night views. No details are given of the photographic equipment used. A handful of the pictures are reproduced in monochrome for effect.

In short, a fine collection of great railway photos!

The publication is also available in Kindle, Kobo, and iBook electronic formats.

Eisenbahn-Kurier Special 158 Die Eisenbahn im Elbtal

EK-Verlag GmbH

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

www.eisenbahn-kurier.de

297mm x 210mm 98pp

Softback €13.90

ISBN 978-3-8446-7051-6

German text ref. 7051

There are landscapes in Germany that impress at first glance. The Elbe Valley between Pirna and Schöna and across the border into the Czech Republic is one of them. Water and wind has shaped this unique landscape known as the *Sächsische Schweiz* (Saxon Switzerland) with its large and small cliffs, deep gorges, and bizarre rock formations.

Following the course of the Elbe, the railway between Dresden and Decin opened in 1851 and developed to become one of the most important routes for international traffic from north to south in north-west Europe. This EK Special takes you on a journey into and through the Elbe Valley in which its history, and of course its railway, are thoroughly examined with a wealth of information including over 180 illustrations.

The first chapter 'Das Elbsandsteingebirge – Eine kleine Geologie- und Kulturgeschichte' (eight pages) looks at the sandstone geology and cultural history of the region.

The second chapter 'Immer am Fluss entlang – Bau und Entwicklung der Elbtal-Linie' (eighteen pages) features an extract from a 1913 map of the Dresden – Bodenbach line as part of the description of the building of the railway through the valley, with a table from 1910 showing the dates stations opened between 1848 and 1851.

The third chapter is titled 'Mit und ohne großen Namen – Internationale Schnellzüge im Elbtal' (twenty pages) and takes a detailed look at the named and unnamed express trains along the Elbe Valley from 6th April 1851 up to the present day. An extract from

the 1986/87 timetable for the route Berlin/Leipzig – Dresden – Prague – Bratislava shows there were still thirteen named trains.

In the fourth chapter, 'Vorort- und Wendezüge – Der Nahverkehr im Elbtal' (two pages) local passenger services in the Elbe Valley are illustrated,

The fifth chapter 'Elektrisch bis zur Grenze' (four pages) gives details regarding the electrification of the line between Dresden and the border at Schöna, completed on 29th May 1976.

The sixth chapter (two pages) is 'Erst keiner, dann Grenzbahnhof: (Bad) Schandau' and looks at the history and development of the border station at Bad Schandau.

Chapter seven (eight pages) is 'Schmalspurbahnen mit Superlativen – Die Schwarzbachbahn Hohnstein – Kohlmühle' and takes a detailed look at the only 750mm gauge in Sächsische Schweiz. It was closed in 1951 but a growing section has been re-opened in recent years by the Schwarzbachbahn e.V. An extract from a timetable dated 1947 is also included.

Chapter eight, 'In das Tal der Gottleubau – Die Nebenbahnen Pirna – Gottleubau/Großcotta' (eight) pages explores these branch lines with a map of the area dated 1913 and extracts from the summer 1941 and winter 1969/70 timetables, and the Soviet-controlled zone for summer 1947.

The ninth and penultimate section, 'Alle Sorgen getrotzt – Die Kirnitzschalbahn' (ten pages) tells the story of the electrified metre gauge line from Bad Schandau to the Lichtenhainer Wasserfall, opened in 1898, with maps showing stations along the 7.9km route.

The final chapter, 'Mit Kette, Dampf und Diesel – Der Schiffsverkehr im Elbtal' (ten pages), takes a look at the history of shipping along the Elbe Valley, both freight and passenger.

This is another excellent publication in the Eisenbahn-Kurier Special series on an important and busy rail route, and it can be thoroughly recommended. Although a good knowledge of the German



language will be required to get the best from it, the abundance of photographs makes it relatively easy to follow.

A number of advertisements for other Eisenbahn Kurier Verlag books and products are included, including 2026 calendars.

Quend-Plage & Fort Mahon narrow gauge tramway from old postcards

by Paul Webb

Mainline & Maritime

3, Broadleaze, Upper Seagry,

near Chippenham, SN15 5EY.

www.mainlineandmaritime.co.uk

297mm x 210mm 68pp

Softback £14.95

ISBN 978-1-913797-47-8

Old postcards provide a particularly rich source of information about early French railways. Even minor lines in out-of-the-way places seem to have been documented in this way, often with seemingly everyday scenes. Places that were popular with visitors – such as the neighbouring beach resorts of Quend-Plage and Fort Mahon, on the Channel coast between the Somme and Authie rivers, and just three hours by train from Paris – were even more likely to have been illustrated.

Paul Webb has done a fine job in collating as many images as possible to tell the story of this charming little line.

Opened in 1898, the 60cm gauge tramway was a classic Decauville installation, around 13km long, linking the nearest main line station (on the Nord) to the beach, initially to Quend-Plage and later with a 5km branch from Monchaux to Fort Mahon. It was a typical roadside tramway of the period, operated with small locomotives and characteristic *baladeuse* (toast-rack) coaches. The track was removed in 1915 to assist the war effort but the line was re-instated from 1919

and re-opened in 1921, and it survived until 1932 until it succumbed to road competition, though track remained from a sugar beet refinery at Monchaux to the main line goods yard until 1945.

After the historical background and a description of the route, with a useful map, plus a summary of the motive power and rolling stock used (as far as the sketchy sources will allow), the images are presented large, two to a page. They have been carefully arranged to take us from the coast to the main line station, more or less. The final section looks at some of the locos and stock.

Not all have been scanned from original cards; most seem to have been sourced on line, so the resolution varies and in some cases the print dot screen is visible.

Most are naturally black & white (including any which might have been sepia), and a few have been (historically) coloured, plus there are a handful noted as early colour images.

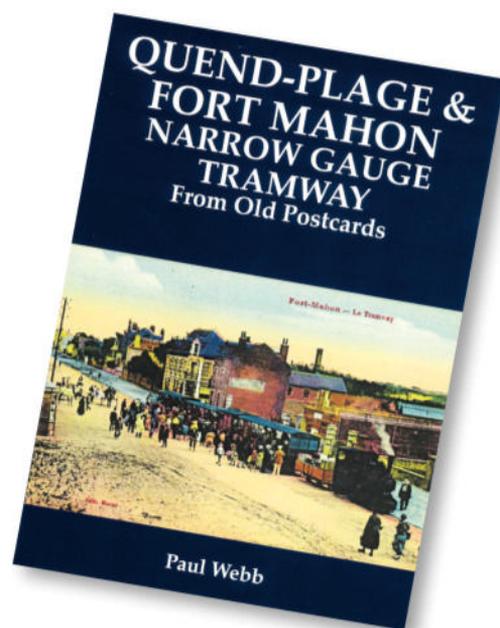
Many of the images have the stamp, postmark, and even handwriting over the photo, as was the custom.

The original labels and imprint information has been retained, though the modern captions do not always tally exactly; there is no attempt to reproduce accents. Very few are dated, but the development of the locations can be traced over time as the structures change.

The lower photo on page 7 is incorrect; it appears again in the appropriate place on the top of page 48.

The work is rounded off with a short list of sources and references, with publications in English and French.

There is just one page of advertisements, inside the back cover, for some of the publisher's other recent books. It has been a while since they submitted anything for review, and we are pleased to see they are



still active despite the demise of the printed version of *Locomotives International* magazine. Their range includes several books on overseas railways which would merit investigation.

David Veltom Portuguese Memories

Compiled by John Marsh

Totem Publishing

Transport Treasury Publishing,

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

www.ttpublishing.co.uk

192mm x 245mm 88pp

Hardback £17.50 + £3.00 p&p

ISBN 978-1-913893-67-5

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

When steam finished on British Railways in 1968, many enthusiasts looked to Europe to find railways still worked with steam – while there was still time. David Veltom was one such enthusiast, who made his first visit to northern Portugal in 1969 and photographed trains on four further visits up to 1975 on both the broad and metre gauge lines around Porto. He recorded many different classes of locos at stations large and small, in depots, and out on the line in some spectacular scenery.

This collection opens with a brief biography and an introduction. Oddly this page is repeated, but there is no contents page. There is, however, a useful map showing the lines and the places featured.

The photos are sensibly presented according to location, combining views from the different visits.

The sections are:

- the Dão line to Viseu (3 pages)
- the Vouga Valley line from Espinho to Sernada and thence either Viseu or Aveiro (8 pages)
- the Tua line to Bragaça (12 pages)
- the Tamega line from Livração to Amarante and Arco de Baúlhe (3 pages)
- the Sabor line from Pocinho to Duas Igrejas-Miranda (4 pages)

- the Corgo line from Régua to Chaves (8 pages)
- the Porto system, to Póvoa de Varzim and to Famalicão (4 pages)
- the line from Trofa to Guimarães and Fafa (5 pages)
- the broad gauge Minho line, Porto São Bento to Moncão and the Braga branch (12 pages)
- the broad gauge Douro valley line to Barca d'Alva (21 pages)
- the broad gauge line from Contumil to Leixões (1 page)
- and Régua shed (1 page) with its mixed gauge turntable.

Note that the metre gauge branches off the Douro valley are not in order, and the longest lines do not necessarily get the most coverage.

All the images are previously unpublished.

A high proportion are loco portraits, taken at stations during halts and around loco depots, but we are also treated to a number of wider views of complete trains, often in attractive scenery, and sometimes taken from the train.

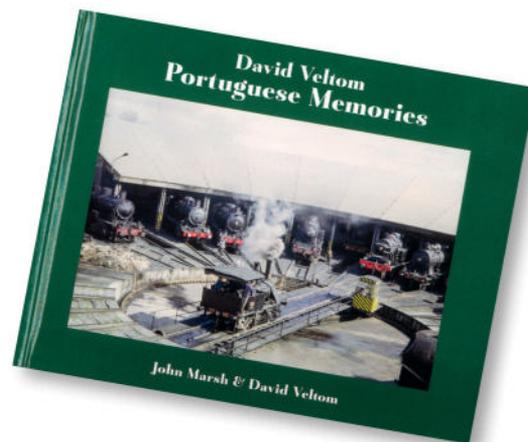
The motive power is exclusively steam, generally kept in excellent condition.

Some of the journeys (in 1973, 1974, and 1975) were as part of excursions organised by the Locomotive Club of Great Britain (LCGB), so there are some staged run-pasts and sometimes other tour participants in view.

The picture quality is very good: the colours have generally lasted well. David was luckier with the weather than some visitors to this area, but there are some darker images – as well as one or two slightly over-exposed. They are all well reproduced, evidence of the quality of the originals.

Most are presented large, one to a page, with some instances of two or three smaller.

The smaller pictures on around a dozen pages could have been reproduced larger; the book is only 88 pages compared to the usual 96 for this style of album from Totem. While twelve extra pages to accommodate everything might have exceeded a convenient



count, the eight available with the limit could have been well used.

The captions are lengthy, packed with background information as well specific details of the particular image; most are dated, usually specifically. Some seem to have been compiled in sections and some minor revision might have been beneficial to achieve an easier read.

David Veltom died in 2023 so was not available to assist with the text beyond his original records and notes, and John March has done a good job in collating data from authoritative published sources, not least *Narrow Gauge Railways of Portugal* by W.J.K.Davies, a book which grew from a series of articles in CM over thirty years ago!

We are delighted to see The Transport Treasury making European pictures available to a wider audience, and look forward to more in a similar form. We hope they have access to more from David Veltom's other overseas travels.

An English railfan in America The Heritage Tour

by Dave Hewitt

Amberley Publishing

The Hill, Merrywalks, Stroud,

Gloucestershire, GL5 4EP.

www.amberley-books.com

234mm x 165mm 96pp

Softback £15.99

ISBN 978 1 3981 2377 9

In the course of two road trips to America with friends in 2006 and 2007, Dave Hewitt – already a railway enthusiast – became aware of the appeal of American railroads, though these had not been the prime purpose of those initial visits. He quickly switched from tourist to train and trackside photographer and subsequently, travelling solo, and with the added benefit of a sister in Vancouver, he has since made many trips to the United States and Canada, taking in thirty-five of the fifty US states.

In this book he shares images from a wide variety of steam and heritage railway sites and museums across the continent. These pages document his journey from the deserts of Utah to the magnificence of the Canadian Rockies, from the green fields of Wisconsin to the towering Giant Redwoods of California.

The sub-title is slightly misleading as this is not the account of one tour, nor is it presented in the form of a suggested itinerary.

There are seventeen chapters:

The Skunk Train (California Western RR) (4 pages)

Roaring Camp & Big Trees RR (3 pages)

Golden Spike (3 pages)

Black Hills Central RR (the 1880 train) (5 pages)

Washington State steam railroads – Mount Rainier

Scenic RR and Chehalis – Centralia RR (9 pages)

Union Pacific roundhouse, Cheyenne (6 pages)

Lake Superior railroad museum (4 pages)

Durango & Silverton (8 pages)

Essex Steam Railway (4 pages)

Grand Canyon RR (5 pages)

Royal Gorge route (5 pages)

Cripple Creek & Victor RR (5 pages)

Cumbres & Toltec (5 pages)

Georgetown loop (7 pages)

Colorado railroad museum (7 pages)

Sumpter Valley RR (6 pages)

and finally a one-off – a chance sighting of Nickel Plate 4-8-4 #761 on a main line special.

The photos are mainly presented two, sometimes three, to a page. The quality is uniformly good. There is no mention of the equipment used but we presume all were taken on a digital camera.

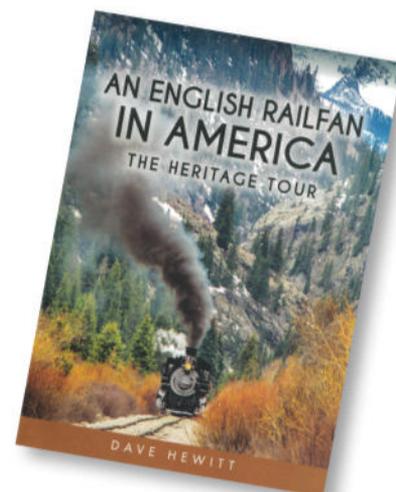
All are previously unpublished. While steam predominates, veteran classic diesels also feature.

Many of the views are inevitably at depots and yards, or in museums, but a good proportion were taken out along the line – where the generally short heritage and tourist lines allow this.

Alongside each image is a succinct but informative caption, though none are dated.

Each chapter has a more-or-less brief text introduction which provides background information and personal travel anecdotes but not the date of the visit (or visits).

Overall, this is a bit of a whistle-stop tour – many of these locations would have merited more space;



also, the best known do not necessarily get the most coverage. But it is a commendable effort, entertainingly covering a lot of ground in a slim volume.

It should appeal to all those with an interest in heritage railways in North America.

The publication is also available in Kindle, Kobo, and iBook electronic formats.

In the course of his extensive travels in search of heritage sites, Dave Hewitt did not ignore the modern American railroad scene. The results of his explorations form the subject of another album from Amberley.



Verkehrsknoten Zwickau

EK-Videothek: einst und jetzt DVD c.58mins ref.8684 €22.80

Zwickau is the fourth largest city in Saxony, and in the Deutsche Demokratische Republik it was famous for production of Trabant cars. The city was first connected to the railway network in 1845. Today it has lines radiating to Schwarzenberg, Falkenstein, and Dresden-Werdau. Within the city and its suburbs the tram system has two lines with 37 halts. Local rail services are now operated by the Erzgebirgsbahn and the Vogtlandbahn. This programme shows Zwickau's railway operations and tram services right up to the

present day, including specials hauled by preserved steam and diesel motive power.

The programme begins with scenes of a vintage tram in the streets of Zwickau, followed by an Erzgebirgsbahn diesel unit leaving Zwickau Hbf. for Johanngeorgenstadt. Further scenes show more passenger services and today's low-floor type trams are seen along with some older TATRA vehicles. Vogtlandbahn operated services are also seen before we are shown inside Zwickau Hbf. and the city's buses. From the platforms at the station we observe local passenger services, including a BR642 diesel-multiple-unit departing for Johanngeorgenstadt. A map of the rail routes around Zwickau is presented, then a Vogtlandbahn railcar is seen departing for Schokau in the Czech Republic. Old semaphore signals are shown at the station, and further local services operated by the Vogtlandbahn are seen departing Zwickau Hbf. and running through the city's streets. Views of the city's market and centre are shown, including the famous Gewandhaus.

We then see examples of the fleet of buses plus some TATRA trams, including one which has been converted into a maintenance vehicle. Later their more modern low-floor trams are seen, including on route 1 to the Hauptbahnhof. Vintage trams are then seen in the green & white livery, together with a visiting type from Würzburg and one from Romania at the '100 Years of Zwickau Trams' event in 1994. More scenes

show Zwickau Hbf. as it was in the 1990s. We see 'Ludmilla' diesel-electric 232 474 arriving and departing on a train of Deutsche Reichsbahn green and cream coaches.

A few years later Bo-Bo electric 156 003 in orient red is seen at the head of an Inter-Regio passenger train, followed by traffic red (*Verkehrsrot*) electric 143 040 on a DB Regio service of double-deck stock. Further 143s are observed on DB Regio services with double-deck stock, and an ICE is seen departing.

Next we see a special arriving at Zwickau Hbf. in the snow hauled by preserved former DR diesel-hydraulic 118 552 in red and cream. 2-10-0 58 3047 is then observed on another special, bound for Aue. We then see a double-headed goods with a 'Ludmilla' and a BR119 diesel-hydraulic filmed from the lineside, followed by the departure of the special to Aue. Further scenes of this train were filmed from the lineside.

Archive black & white film then shows the main works (RAW) at Zwickau, with steam locos being repaired, overhauled, and rebuilt. 58 1571 is one of those featured. Back to the present day and colour film shows the freight yards at Zwickau. Preserved Pacific 01 0509 is also seen.

Archive colour film shows 50 1849 being prepared to work a special. The loco is seen at night moving onto a depot turntable tender first, with further film on the footplate. In daylight the loco is seen departing Zwickau Hbf. at the head of just three DR green & cream coaches. At Pölbitz a Mitteldeutsche Regiobahn (MRB) service is seen arriving and departing the station, followed by scenes of Vogtlandbahn local services to Johanngeorgenstadt. At Cainsdorf a DB Regio BR642 diesel unit is seen passing over a level crossing, and film from 2004 shows preserved 89 6009 on a special.

The programme concludes with scenes filmed in 2005 of vintage trams in Zwickau, including No.7 dating from 1912.

The commentary (in German only) is clear and informative. Very little background music has been used and it is not intrusive.

Around five minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



Schwertransporte

EK-Videothek: Eisenbahn-Geschichte DVD c.58mins ref.8681 €22.80

Außergewöhnliche Transport auf der Schiene

The Deutsche Bundesbahn proved to be very flexible in accommodating the transport of heavy and unusual loads over its network. The range of heavy loads was extremely varied – transformers for power stations, liquid pig iron for steelworks, as well as all possible types of road vehicles and agricultural machinery. Out of gauge loads were also transported, and the movement of military

vehicles was significant. This programme shows how heavy traffic was and is moved by rail.

Coverage begins with scenes of double-headed DB Cargo BR185 electrics at the head of a heavy train of bogie container wagons followed by further examples of this class on similar duties. Next double-headed Siemens 'Vectron' types are observed on a heavy train of bogie hoppers. We then see two DB Cargo BR152 electrics at the head of a heavy train of containers, mostly belonging to DHL and Borkheide. In the Rhine Valley a similar working is seen followed by electric 143 904 which is seen accelerating away from sidings with a heavy train of bogie flats loaded with steel cables. 'Ludmilla' diesel-electric 232 300 is then seen on another similar freight service, followed by two 'Ludmillas' on a train of armoured cars. A single BR186 electric is then seen on a train of bogie hopper wagons filmed from the lineside.

Next we are treated to archive black & white film of steam-hauled heavy freight workings, including locos for export. Colour film shows preserved electric E18 047 in blue hauling wagons loaded with the replica of the steam locomotive *Adler* and its tender en route to Nürnberg.

More archive black & white film then shows heavy freight trains, including containers, transformers, motor cars, and Krupp-built cranes. BR216.0 and 290 diesel-hydraulics and a BR112 electric are among the locos seen hauling these trains. Colour film shows a 'Ludmilla' hauling a train loaded with a large transformer. Night scenes

show privately-operated former DB diesel-hydraulic 218 117 in City-Bahn orange & pebble grey livery on an engineers' train with a Kübler Spedition crane.

A DB Cargo BR225 diesel-hydraulic is then seen hauling a train with a transformer load, followed by a similar working in the hands of orange DR V60 0-8-0 diesel-hydraulic 106 992 and 2-10-0 50 3616 filmed from the lineside.

Privately owned diesels are then briefly seen on similar workings and a DB BR212 diesel-hydraulic is seen with another transformer load, including some scenes filmed from inside the cab.

Archive colour film of then shows Krupp liquid iron trains being worked by both steam and diesel locos, filmed from the lineside and on the footplate.

Double-headed BR44 three-cylinder 2-10-0s are then seen on the line from Rheine to Emden at the head of heavy trains of iron ore hoppers, again filmed from the lineside and from the footplate. This is followed by another double-headed BR44 working departing from a siding with a train of four-wheeled hoppers. Heavy ore trains are then seen behind DB BR151 electrics, with some scenes inside the cab. In later years traffic red DB Cargo electrics of classes 151, 152, 189, and DB 'Vectrons' are seen on a variety of different freight services. A heavy military train loaded with tanks is also shown behind a 'Ludmilla' diesel-electric and later behind a BR155 electric – slightly ironic that western armour should now be moved by former eastern bloc locos. This is followed by scenes of DB Cargo electrics of classes 139 and 152 plus diesel-electric 232 262 filmed from the lineside on similar workings.

The programme concludes with scenes of a Captrain Euro-Dual locomotive moving slowly away from a stop at the head of a heavy train of bogie ballast wagons, with further footage from the lineside.

As usual the commentary is only in German, clearly delivered. There is some background music used, mainly towards the end and during archive scenes, but it does not become intrusive.

Around five minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munziger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



100 Jahre Einheits-Dampflokomotiven

EK-Videothek DVD c.58mins ref.8679 €22.80

Das erfolgreiche Typenprogramm der DRG

The standard (*Einheits*) steam locomotive programme of the Deutsche Reichsbahn-Gesellschaft (DRG) began in 1924 with seventeen types planned, leading to eleven different classes five years later. In the 1930s further classes were introduced, among them the 03, 41, 01¹⁰, and 03¹⁰, with small batches of experimental types as well as some for narrow gauge. During the war

production was concentrated on goods locos (BR44 and BR50) and then the austerity *Kriegsloks* (war locomotives) BR42 and 52 were introduced. This programme shows many scenes of these locos in their early years and after the war, in West Germany up to 1977 and with the Deutsche Reichsbahn in East Germany to 1980. Coverage is completed with scenes of those which escaped the cutter's torch and are still operational and those which survive as static exhibits.

The presentation begins with colour film from the lineside of Pacific 01 045 on a heavy train of DB coaching stock, followed by 01 1075 and other members of this class on further special passenger services. A BR44 three-cylinder 2-10-0 is then seen heading a heavy mixed goods with another 44 assisting at the rear. 2-10-0 50 2179 is then observed from the lineside on another mixed goods, followed by a BR86 2-8-2T on a train of four-wheel DB coaches. We then see a DB BR42 heading a train of logs with scenes filmed from both the lineside and on the footplate.

Next archive black & white film shows standard types in action on freight and passenger services before the war. Some stills are also included.

Colour film then shows a steam festival in Dresden where we see DR 01 2066 departing Dresden Hbf. with a train of DR green coaches, with further scenes filmed from the lineside.

Black & white stills then show BR44s, followed by black & white film of 44 386. Colour film shows double-headed 44s on a heavy mixed goods. DB 043 196 is seen as a static exhibit at Salzbergen, followed by a brief look at 44 404 and others on mixed goods trains. DR 43 001 is seen banking a BR44 on a train of DR green coaches.

We then see 0-6-0T 80 039 heading a train of green four-wheeled coaches, followed by archive black & white stills and film of BR87 tank engines in service. DR *Museumslok* 2-6-0 24 009 is then seen in colour at the head of a passenger working, followed by 2-6-2T 64 289 on a passenger train. DR 2-8-4T 65 015 (a post-war design so not strictly *Einheits*) is then seen departing a station with a train of green coaches, with further scenes of this working filmed from the lineside. 2-8-2T 86 1001 is then seen filmed from the lineside first on a freight and then a passenger service. This is followed by an archive black & white still of 0-8-0T 81 004 and other members of this class in black & white film.

Next colour film shows Pacific 03 001 moving onto a turntable in the 1990s with later film showing it at the head of train of four-wheel coaches, with some scenes filmed on the footplate. We then see 03 2185 filmed from the lineside and on the footplate on another passenger service.

Attention then turns to the less numerous classes. 2-10-2T 85 007 is seen as a static exhibit and then archive black & white film shows this class in service on passenger trains. This is followed by black & white stills of the BR89⁰ 0-6-0T and BR71⁰ 2-4-2T, including 71 003. The BR84 2-10-2Ts built for the Müglitztal line are seen in archive black & white film, likewise the streamlined BR61 tanks on express passenger services. 4-6-4 05 001 and 05 002 are seen in archive black & white film from the lineside and on the footplate at the head of passenger trains. 2-10-2 45 001 is then seen in colour at the DB Museum in Nürnberg while further members of this class are seen in archive black & white film on both freight and passenger trains.

Colour film shows DB oil fired 2-10-0 042 095 at Bw Rheine shed, and a BR41 2-8-2 is seen filmed from the lineside. Streamlined BR01 Pacifics are then seen in black & white stills and film on express passenger services.

Back at Rheine colour film shows BR012 Pacifics, and at work on the Marschbahn between Hamburg and Westerland (Sylt). More recent colour film shows streamlined 01 1102 in blue livery in a siding and then on a special passenger service. DR 03 1010 is seen departing a station with a three coach train, with further scenes of this working filmed from the lineside and the footplate. This is followed by archive black & white film of BR06 4-8-4s under construction and later in service.

2-10-0 50 001 is then seen in colour at the Technical Museum in Berlin, with archive black & white stills of the class and black & white film of them being built. Later colour film shows 50 1849 on a heavy coal train in the snow, and 50 1849 and a BR52 are seen on passenger services.

We then focus on the narrow gauge and 2-10-2T 99 749 is seen on a passenger service from Zittau to Kurort Oybin. On the metre gauge Harzer Schmalspurbahnen 2-10-2T 99 222 is seen at Drei Annen Hohne departing with a passenger service, while on the 900mm gauge 'Molli' between Ostseebad Kühlungsborn and Bad Doberan 2-8-2T 99 2322 is observed passing through the streets of Bad Doberan.

Back to standard gauge with archive colour film of a DR BR50 on a freight, followed by 50 3610 in more recent times at the head of a train of DR four-wheel coaches. DR rebuilt Pacific 01 1531 is then seen departing a station with a train of DR bogie coaches with further scenes filmed from the lineside. DB Pacific 01 1066 is then seen climbing the Schiefe Ebene incline with a passenger train. 01 118 is also seen with original large Wagner smoke deflectors filmed from the lineside on a passenger service while a BR44 hauls a heavy train of bogie open wagons.

The programme ends with Pacific 01 202 on the turntable at the *Dampflokfest* in Dresden and 52 8131 at Berlin-Schöneweide moving off shed and onto the turntable.

The commentary (only available in German) is clearly delivered. There is some background music, mainly towards the end, but it is not intrusive. Around five minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.



Preußische T3

EK-Videothek: Baureihen DVD c.58mins ref.8674 €22.80

Die Baureihe 89⁷⁰ und die Lokomotiven vom Typ 'Bismarck'

The first Prussian T3 0-6-0T locomotives appeared in 1882 and eventually over 1,300 examples were built by various companies. They were supplied to the former Länderbahnen companies and also to a number of private and industrial railways, where they proved their worth for decades. On the Reichsbahn the locos were classified 89⁷⁰.

Their last year in service on state railway systems in Germany was 1968. This programme looks at the history of the class, with scenes showing the last operational examples at work on preserved lines, filmed from the lineside and on the footplate, as well as the type's close relative, the Henschel-built 'Bismarck'.

It begins with scenes of 89 6009 (with tender) moving off shed and onto a depot turntable, followed by 89 7159 at the head of a four coach passenger train. 89 7159 is then seen at Bochum-Dahlhausen running light off the turntable. Archive black & white photos are then shown, followed by archive black & white film on board a passenger service. 89 6003 is one of those featured. Later, archive colour film shows further examples at work on passenger trains. In the Technical Museum in Berlin, loco No.1 from 1901 is shown on display in green livery. At Almstedt-Segeste, No.16, built by HANOMAG in 1901, is seen running light giving members of the public footplate rides. Later we see this loco departing the station hauling two coaches. This is followed by film of green Borsig-built No.30 from 1904 with a three coach train. A heavier service, including former Swiss stock, is seen later behind this loco and we see it taking water. Further scenes were filmed from the lineside and on arrival into Haltingen.

At Fladungen we see 89 7373 in Deutsche Reichsbahn black, with brief views on the footplate before the loco is seen departing on a three coach passenger service.

At Ostheim v.d.Rhön the train is seen arriving and then returning back to Fladungen. Further scenes of this working were filmed from the lineside in glorious sunny weather. 89 6236 is then seen as a static exhibit, followed by archive colour film of it in service, including on a passenger train at Gerolstein on the Eifelstrecke.

The 'Bismarck' type is then shown, including No.1 on a passenger train of six coaches. This loco is currently not operational. Henschel-built 89 6024 in black is then seen running light off shed and onto a turntable in Meiningen. It is turned and then moves off light engine. 'Ludmilla' diesel-electric 232 109 is observed hauling 89 6024 en route to Sonneberg (Thür.) and later 89 6024 is seen hauling a single open wagon.

At the Deutsches Dampflokmuseum (DDM) in Neuenmarkt-Wirsberg, 89 6024 is then seen running light with some scenes on the footplate, followed by 89 6009 (with tender) moving off shed and onto the turntable at Dresden-Altstadt. Later scenes show this loco running light. At Zwickau (Sachs.) Hbf. the loco is seen departing with a passenger service. At Wilkau-Haßlau it arrives with another passenger train, running tender first. 89 6009 is released from the train and runs off light engine. At Neustadt (Weinstr.) the loco is seen again leaving the station on another passenger working with further scenes filmed from the lineside. 89 7159 is then seen on another passenger train filmed from the lineside on the 'Kuckucksbähnle' line from Neustadt (Weinstr.) to Elmstein with 0-6-0 diesel V36 127 assisting at the rear. 89 7159 is currently not operational.

We next watch *Speyerbach* arriving into Neustadt (Weinstr.) with a passenger train, followed by scenes filmed from the lineside and on the footplate.

The presentation ends with scenes of 89 7159 on a passenger train while at Groß Bieberau 89 6009 is seen on the turntable.

The commentary (only available in German) is both clear and informative. There is some background music used, mainly towards the end and during some archive scenes, but it is not intrusive.

Around five minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Munzinger Straße 5a, D-79111 Freiburg, Germany. www.eisenbahn-kurier.de



New Peco catalogue

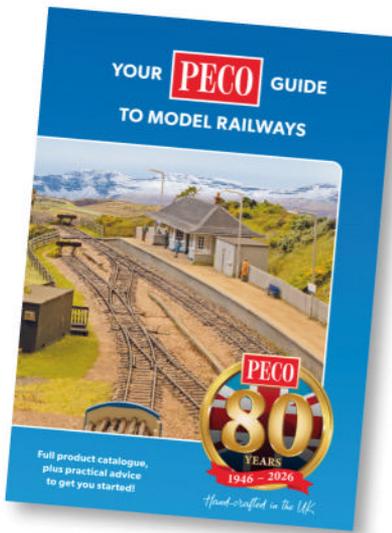
The new Peco catalogue, *Your PECO Guide to Model Railways*, has recently been published. It has a fresh new look, proudly presenting the '80 years' badge on the front to mark the company's anniversary in 2026.

The perfect-bound A4 size catalogue is an essential guide to the hobby, and not just for Peco products. It also covers the Ratio, Wills, Parkside, and Modelscene ranges, as well as Tracksetta templates. Products for the new TT:120 scale are included, as is the growing range of Pecoscene Static Grass and increasing selection of N gauge wagons, not forgetting the large number of informative publications. It also features useful modelling information of particular interest to newcomers to the hobby.

This edition is the biggest ever, updated and expanded to 240 pages.

It is readily available from Peco stockists or direct.

www.peco-uk.com



South African 2' stock in O09 from Avontuur Models



To run with their forthcoming model of the South African Railways NG1 0-4-0T being produced for them as an exclusive version of the Rapido *Sirdar* project, Avontuur Models have been working on matching 'what if' four-wheel open wagons.

While some four-wheel wagons were used on SAR 2' gauge lines, mainly during construction, their subsequent history is hard to establish, so Avontuur have decided to make use of the planned Rapido generic rolling stock, with suitable SAR markings. Three numbers will be available.



The models are priced at £25.95 each and can now be ordered. Release is expected to be late Q3/Q4 2026.

Only a limited number of each will be made and they are expected to sell quickly.

There will also be a train pack featuring the loco and three different wagons at a 10% saving, and a similar offer on a pack of three wagons.

<https://shop.bowatersmodels.co.uk>



Kaeserberg

train of the month March

EuroCity Vauban
SBB Re460 and ten coaches.

In the 1970s, there was a need for new, comfortable passenger coaches for European long-distance services. A working group of the UIC (International Union of Railways) commissioned EUROFIMA (European Society for the Financing of Railway Equipment) to finance and procure a series of 500 coaches. These passenger coaches, with standardised components entered service at the end of the 1970s and proved to be excellent. SIG (Swiss Industrial Company) also participated in the construction. Many hundreds are still in daily use.

The Eurocity 90/91 *Vauban* is a typical example of a train using EUROFIMA coaches. Starting in Brussels, the train served various destinations in Switzerland, including Basel, Zurich, and Interlaken. For several years, it also ran via the Lötschberg line to Brig and Milan Central. The model depicts the train formation to Milan. Despite the very different colour schemes, most of the coaches are from the SNCB/NMBS (Belgian).

Kaeserberg
Impasse des Ecureuils 9,
CH-1763 Granges-Paccot,
Switzerland.
www.kaeserberg.ch



BORHT Teams talk Snyder Milling

On Saturday 7th March at 1900 GMT, Glyn Thomas will give a Teams talk for the British Overseas Railways Historical Trust on the Shanghai – Hangchow – Ningpo Railway

Anyone interested can ask for a link at borht.org@gmail.com

James Harr writes from High Bridge, New Jersey:

With regard to Ian Wilson's excellent *Return to Nazareth* article in the December 2025, a little backstory: from its creation in 2008 until I finally closed the business in 2014, I was the owner of Stella Scale Models in the USA.

Imagine my pleasant surprise to see Ian's rendition of the Snyder Milling complex on his layout. I am sorry he had to fabricate his own as I can only assume he did not have one of my kits. I only produced, if I recall, 125 (and in fact sold them worldwide). But he did a splendid job, to be sure. My compliments to Ian on that, and his whole layout.

I passed my kit line on to a trusted colleague in the business, Brian Bollinger of B.E.S.T. Trains in Belmont, NH.

www.besttrains.com

He has re-introduced nearly all of the line but I believe not yet the Snyder Milling Co. Perhaps if enough modellers reach out to him, he may be persuaded to do so.

Start them young

CM subscriber Damian Cavanagh writes:

"I thought the attached photo might amuse – it shows my grandson, aged 2 years and 10 months, avidly devouring a recent edition."



More from Fourdees in O09

The second Orenstein & Koppel model was inspired by similar machines built for the Utrillas mining railway at Teruel in northern Spain. Two examples are now in Britain, *Montalban* at the West Lancashire Railway and *Utrillas* at the Lancashire Mining Museum.

These locos differ from the standard design in that they are 0-4-OT+WT, with the longer side tanks providing additional water capacity to the standard well between the frames. They also have a much larger sandbox, mechanical lubricator, and 'traditional' handbrake. These machines also have the regulator valve fitted to the front of the dome, operated via a crank.

The model comes with the option of four chimneys, and the valve chests can be snapped off in order to fit a Bachmann 'Percy' chassis equipped with the valve gear upgrade.

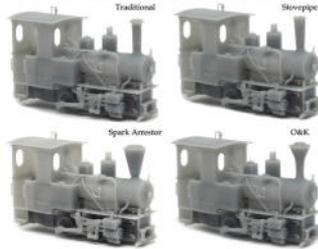
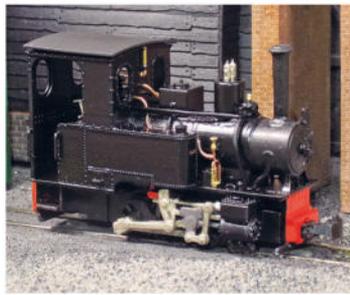
Price £34.99.

Baby Sivok is an O&K 0-4-0WT originally purchased to assist with the building of two branch lines on the Darjeeling Himalayan Railway. The bunker and saddle tank were added at a much later date to imitate the appearance of the much larger B class.

Other distinctive features incorporated into this model include the turbo generator, headlamps, fully open cab, and hydrostatic displacement lubricator.

The kit will fit either an un-modified 'Percy' chassis or one with the valve gear conversion kit (available separately) fitted.

Price £34.99.



In 1918 Andrew Barclay constructed a batch of their E class 0-4-0WT for the RAF Construction Corps. These machines bore striking similarities to locos from O&K, including the regulator valve on the right side of the dome, well-tank proportions, and even the style of handbrake.

Manston represents the Barclays as built, with open back cab. The kit is compatible with the 'Percy' chassis, with or without the motion upgrade kit (available separately).

Price £34.99 (£39.99 with decals).

www.fourdees.co.uk



Japanese vehicles for N and Z

Spinneyworld offers a considerable range of 3D-printed model railway accessories, primarily focussed on Japanese vehicles in N (1:150) and Z (1:220), along with some buildings.

Most of the Japanese vehicles can be found in other parts of the world.

We illustrate some typical examples:

N Toyota Trueno AE86 car (£4.00).

N Kei van (£5.00).

Z modern Kei sports cars (pack of 2, £4.00).

Z Kei pickup trucks, with different loads (pack of 3, £5.00).

The 3D-prints are clean with little or no trace of flash or support structures.

All are supplied unpainted.

The Spinneyworld website also offers complementary products from other 3D-printers.

<https://spinneyworld.com>



American Z Line latest releases



The General Electric C40-9W is available for the Norfolk Southern – NS purchased this version rather than C44. Two road numbers are offered, #8901 and #8922.

The GE C40-9Ws feature AZL's 7mm motor, dual flywheels, prototype specific details, separately applied grab irons, directional controlled LED lighting, ditch lights, optional front truck with mounted coupler, blackened metal wheels, AutoLatch couplers and they come DCC ready.

The latest batch of EMD GP30s is for the Reading, in two road numbers: #3602 and #3619. They feature AZL's 7mm motor, dual flywheels, pre-installed pilot, upgraded PCB, directional controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, AutoLatch couplers and they come DCC ready.



The EMD SD60 appears decorated for the Union Pacific, in three road numbers: #6102, #6115, and #6139.

AZL SD60s feature prototype specific details and include directionally controlled LED lighting, blackened metal wheels, traction tyres, AutoLatch™ couplers pre-installed front pilots/ploughs, and optional truck with coupler.

The EMD F7A and F7B have arrived in the in ATSF blue and yellow freight livery. There is an A+B set (#208C, #203B) as well as a separate A (#209).

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



www.americanzline.com

American water tank kits for Z

Ztrack have worked with Archistories to develop typical North American water towers. Two kits are available, representing wood (light brown) and steel (dark brown), inspired by metal water towers used by the N&W.

The kits are pre-coloured architectural card-stock – no painting is required. Detail parts are cast resin. Illustrated instructions are included.

www.ztrackdistribution.com



Exhibition Diary

Dates, events, and information

Saturday 21 February PRINCES RISBOROUGH, Buckinghamshire RISEX

Organiser: Risborough & District MRC.
Venue: Wades Centre, Wades Park, Stratton Road, Princes Risborough, HP27 9AX.
Open: 1000-1630
Admission: adults £7.00, children (5-17) £1.00.
Amenities: disabled access; light refreshments.
Features: layouts include *Achalraj* (Darjeeling OO9, CM March 2019). Demonstrations, club secondhand stand, societies, trade.
E-mail: risexmanager@rdmrc.org.uk
Website: www.rdmrc.org.uk

Saturday 21 February READING, Berkshire

Organiser: Kenavon Railway Society supporting the Cholsey & Wallingford Railway.
Venue: The Warehouse, 1a, Cumberland Road, Reading, RG1 3LB.
Open: 1000-1600
Admission: adults £5.00, seniors £4.00, children £2.50, families £11.00.
Amenities: limited parking in the church car park off Norwood Road; 3 hours free parking at Palmer Park Stadium (10 minutes walk away); pay and display at the Hope and Bear. Reading Buses 4, X4, 12, 13, 14, 127 and 128, Carousel 850 (Henley/Marlow/High Wycombe) and Rail Air RA1 all stop nearby. Wheelchair accessible. Refreshments.
Features: around 18 layouts including *Los Tanimals* (N); *Falschezahne* (HOe); *Klein Schmalitz* (German HO, CM January 2025); and *Prrenjas* (Albanian HO, in this issue) plus layouts from North Downs Model Railway Circle. Trade.
Contact: Richard Standing, 0776 0285383.
E-mail: standing_richard@yahoo.co.uk
Website: <https://standingrichard.wixsite.com/kenavon/exhibition-copy>

Saturday 21 February TONBRIDGE, Kent

Organiser: Tonbridge MRC.
Venue: Angel Centre, Angel Lane, Tonbridge, TN9 1SF.
Open: 1000-1700
Admission: adults £8.00, accompanied U16s free.
Amenities: next to Sainsbury's, just off the High Street, five minutes from Tonbridge main line station. Council car parking at Angel Centre. Buses through adjacent High Street. Disabled access (except for the stage of one hall). Refreshments.
Features: 22 layouts in various scales and gauges, including *Brunswick* (German N, CM August 2023) and *Neuhausen* (HO). Societies, trade.
Contact: 01959 523840.
Website: www.tonbridgemrc.com

Sunday 22 February HEANOR, Derbyshire

Organiser: Ilkeston (Woodside) MRC.

Venue: Heanor Miners' Welfare, Ilkeston Road, Heanor, Derbyshire, DE75 7DT.
Open: 1000-1600
Admission: adults £5.00, accompanied U16s free.
Amenities: event will be signposted; venue is off the A6007 Ilkeston – Heanor road. Free car parking; disabled access; café and bar.
Features: layouts include *Branston Sub* (US N) and *Hampshire Hills Tramway* (HO). Trade, club stall.
Contact: Event Organiser Pete Abbott, 07930 909571.
Website: www.ilkestonwoodsidemrc.co.uk

Saturday 28 February LONGBRIDGE, Birmingham

Organiser: European Railways Association.
Venue: Austin Social Club, Tessall Lane, Longbridge, Birmingham, B31 2SF.
Open: 1030-1630
Admission: adults £9.00, accompanied children free, families £15.00. No unaccompanied children.
Amenities: easy access from M42 and M5; large free car park accessible from both Longbridge Lane and Tessall Lane; disabled access; catering.
Features: 20 layouts including *Spatenbrau Brücke* (German N, CM August 2017), *Mühlenfelder* (German N), *Sellraintal* (Austrian N), *La Gare de Saint Claude* (French N, CM October 2022), *Verneuil-les-Vignes* (French N), *St.Frazal d'Ardèche* (French Nm, CM August 2023), *Allegra* (Swiss RhB Nn, CM February 2025), *Streifhohe* (German/Swiss N+Nn), *Gare Sainte-Marie* (French HOe), *Vögelsbach* (Austrian HOe), *Kaninchenbau* (alpine HOe, CM February 2022), *Grand Duchy of Mittenburg* (European HOe), *Ulvaryd Strand* (Swedish HOe, CM November 2019), *Santa Maria* (Swiss RhB HOm, CM September 2025, above), *Aix-en-Pains* (French HOm), *Lottenbirge* (German HO+HOe, CM February 2025), *Dreileben* (German HO), *Altenburger* (German HO), *La Camrienne* (French HO), *St.Pankraz* (Austrian HO, CM February 2021) and *Fürenalpbahn* (Austrian Oe, CM May 2019). Two demonstrators. Specialist societies – German, French, Swiss, Italian, Benelux, and Scandinavian. Trade – Mount Tabor Models, Elaine's Trains, CM3 Models, Paul Hannant, Ingaugue/DCC Supplies, Bill & Phil, Gerald Savine Prints, M.E.R.G., and the ERA book stall.
Contact: Colin Capell, Exhibition Manager 0121 475 4256, 07748 410164
E-mail: colinca@cec21.plus.com

Saturday 28 February – Sunday 1 March

**LEAMINGTON SPA, Warwickshire
MIDLANDS GARDEN RAILWAY SHOW**
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, A425, Southam Road, Leamington Spa, CV31 1FE. (At the junction of the A425/B4455. Southam Road visitor entrance –

sat nav CV31 1FE).
Open: both days 1000-1600.
Last admission one hour before closing.
Admission: adults £13.00, seniors £12.00, children (5-14) £5.00. Advance tickets via the website, on the day at the ticket office.
Amenities: free car park, designated parking area for Blue Badge holders. Disabled facilities. Restaurant & coffee shop.
Features: one of the leading events dedicated to garden railways. Over 15 layouts in G, 16mm, Gauge 1, O, and more, plus nearly 40 specialist traders and societies. Check website for updates.
Website: www.midlandsgardenrailshow.co.uk

Sunday 1 March CHESHAM, Buckinghamshire

Organiser: Chesham MRC.
Venue: White Hill Centre, White Hill, Chesham, Buckinghamshire, HP5 1AG.
Open: 1000-1600
Admission: adults (no concessions) £6.00, children (aged 4-16 inclusive) £3.00, U4s free.
Amenities: limited parking on site but plenty of parking nearby (see website). Chesham on underground Metropolitan Line is nearby.
Features: layouts include *Obuom Junction* (African N), *Achalraj* (Indian OO9, CM March 2019), *Rock Ridge* (US HO), and *Underdown* (Australian On30). Club second-hand stall, trade.
Contact: Andrew King, 07939 327947.
E-mail: enquiries@chesham-mrc.co.uk
Website: www.chesham-mrc.co.uk

Saturday 7 March SWINDON, Wiltshire

MODRAIL, including NEW NG
Organiser: Swindon MRC.
Venue: STEAM Museum of the Great Western, Fire Fly Avenue, Swindon, SN2 2EY.
Open: 1000-1630
Admission: adults £8.00, acpd U16s free. Note that admission to the STEAM Museum is not included and is not required to visit the exhibition. However, the museum will be offering a combined discounted entry to show visitors.
Amenities: venue is located next to the Great Western Designer Outlet, Swindon, and parking is in the designer outlet car park. 10 minutes walk from the bus & railway station, and bus services call at the designer outlet. Disabled access. Refreshments.
Features: in the main exhibition, around 20 layouts representing British and Continental railways, including *Autenbak* (HO) *Ruhr Crisis* (HO), and *Jäger Straßenbahn* (HOm), and *Sans Souci* (N). The event also includes NEW NG (North East Wiltshire Narrow Gauge) co-ordinated by Christopher Payne as an 'exhibition within an exhibition', nine layouts in various scales including *Yellow Ridge Uranium Mine* (Gn15) and *Cactus Creek Silver Mine* (On18). Demonstrations, societies, trade.
Contact: Ian Burbidge, 07880 654755.

Please send details for possible inclusion to:

Peco Publications, Beer, near Seaton, Devon, EX12 3NA.

E-mail: clubs@railwaymodeller.co.uk

E-mail: imburbridge@btinternet.com for MODRAIL 2026 details.
cp@portpyn.com for NEW NG details.
Website: www.swindonmodelrailwayclub.com

Saturday 7 & Sunday 8 March ABINGDON, Oxfordshire

Organiser: Abingdon & District MRC.
Venue: Abingdon & Witney College, Wootton Road, Abingdon, OX14 1GG.
Open: Saturday 1030-1700
Sunday 1030-1630
With advance booking, entry is from 1000 both days – to book visit www.abrail.org.uk/ticketing/railway-modeller
Admission: adults – pre-booked plus booking fee: £13.00; on the day: £16.00; up to two accompanied children enter free.
Amenities: free parking. Regular bus services from Didcot and Oxford. Disabled access. Refreshments.
Features: 50 layouts including *Atherley Narrows* (US HO), *Pine Bluffs Freight Yard* (US HO), and *Wolfstatt* (Austrian HO, CM February 2025). Trade.
E-mail: abrail@admrc.org.uk
Website: www.abrail.org.uk

Saturday 7 & Sunday 8 March PRESTON, Lancashire

Organiser: Preston & District MRS.
Venue: Preston College Fullwood Campus, St.Vincent's Road, Fulwood, Preston, PR2 8UR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £9.00, accompanied U15s free, wheelchair/scooter users £5.00 (accompanying carers free).
Amenities: easy access from the M6, M55, and A6. Free parking. Wheelchair access. Refreshments.
Features: layouts in various gauges and scales including *Nanjai Eki* (Japanese N), *Brusio Viaduct* (Swiss RhB HOm), *Saint Agur* (French HO, CM September 2025), *Port de Crozon* (French RB metre gauge in 1:50), CM December 2025), *New Sharon* (Maine On2, CM December 2024), and *Arcadia Pennsylvania* (US O, CM August 2025). Demonstrations, trade.
Contact: 07776 438933.
E-mail: exhibition@prestonanddistrictmrs.org.uk
Website: www.prestonanddistrictmrs.org.uk

Saturday 7 & Sunday 8 March REDDITCH, Worcestershire

Organiser: Redditch MRC.
Venue: Trinity High School, Grove Street, Redditch, B98 8DS.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children free.
Amenities: venue is off Access One on the Redditch town centre ring road. 15 minutes from Junction 2 of the M42. Large free car park. The town centre bus and rail stations are a 10-15-minute walk (downloadable map of the route on the club website). There is a half-hourly train

service on both days from Birmingham New Street. Venue is fully accessible for the mobility impaired. Refreshments.

Features: around 15 layouts, including *Torcy (SNCF)* (French HO, CM November 2011). Demonstrations, trade.

Contact: 01527 540289.

E-mail: enquiry@redditch-mrc.com

Website: www.redditch-mrc.com

Saturday 7 & Sunday 8 March ROMSEY, Hampshire

Organiser: Romsey & District RMS.

Venue: Crosfield Hall, Romsey, SO51 8GL. (What3Words //blossom.number.ideals)

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £7.00, children (5-16) £3.00, family (2+2) £17.00 (cash or card).

Amenities: town centre parking, free on Sunday. Disabled access. Light refreshments.

Features: 15+ layouts including *Somewhere in France* (WWI OO9), *Eheim Trolleybuses* (HO), and *Kaninchenbau* (alpine HOe, CM February 2022). Demonstrations, trade.

Website: www.rdrms.com

Sunday 8 March STEYNING, West Sussex

Organiser: Wealden Railway Group.

Venue: The Steyning Centre, Fletchers Croft, Steyning, West Sussex, BN44 3XZ.

Open: 1000-1630

Admission: adults £5.00, accompanied children free.

Amenities: large car park, free on Sundays. Refreshments.

Features: layouts from N to O, British, European, and American, standard and narrow gauge.

Contact: Andrew Knights, 07714 101015.

E-mail:

wealdenrailwaygroup@gmail.com

Website: www.thewealdenrailway.club

Saturday 14 March PATCHWAY, Bristol

Organiser: Sodbury Vale MRC.

Venue: Bristol Aerospace Museum, Concorde Hangar, Hayes Way, Patchway, BS34 5BZ.

Open: 1000-1630

Admission: Bristol Aerospace Museum prices apply, giving 12 months free unlimited access to the museum and to any similar events held in the valid 12-month period, as well as full access into the 2026 model railway event with no extra charge. Adults £22.00, children (4-17) £15.00, under 4s free, students £20.00. Family prices: (2+2) £67.00, (2+1) £54.00, (1+2) £48.00. Dedicated carers free. Online advance tickets are discounted by c.10% via Bristol Aerospace website.

Amenities: on a main bus route and close to both Bristol Parkway station and M5 J15. Ample free parking, with Blue Badge parking area. All areas are disability-friendly and wheelchair-accessible. Café and refreshments.

Features: around 50 layouts, including *Kugelhof im Pinzgau* (Austrian HOe), *New Mexico Railroad Museum* (US HO/HO3), *Ellison Yard* (US HO), and *Red Hook Bay* (US HO, CM November 2014 and American special). Demonstrations, societies, trade, and other modelling.

Contact: secretary Steve Douglas.

E-mail: sodburyvalemrc@gmail.com

Websites: www.aerospacebristol.org

www.sodburyvalemrc.co.uk

Saturday 14 March PUDSEY, Leeds

NARROW GAUGE NORTH

Organiser: Narrow Gauge North.

Venue: Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds, LS28 5TA.

Open: 1030-1630

Admission: adults £10.00, accompanied U16s £1.00. After 1330: family ticket £15.00 (2 adults and accompanied children). Raising funds for the Sue Ryder Wheatfields Hospice in Headingley.

Amenities: large free car park; only 5 minutes walk from Pudsey station. Disabled access to all areas except the stage. Hot & cold refreshments.

Features: numerous layouts including *Nicola Landing* (US On2/On3) and (space permitting) *Filling Up 1917* (WWI O-16.5, in this issue). Societies, specialist trade.

E-mail:

admin@narrowgauge.org.uk

Website:

www.narrowgauge.org.uk

Friday 20 to Sunday 22 March UTRECHT, Netherlands

Modeltrein Expo OntraXS!

Organiser and Venue:

Het Spoorwegmuseum (Dutch National Railway Museum), Maliebaanstation 16, 3581 XW Utrecht, The Netherlands.

Open: 1000-1700 each day.

Admission: €19.50.

Amenities: limited parking; shuttle train from Utrecht Centraal; refreshments.

Features: quality layouts from all over Europe, including *Kapel in den Bos* (Belgian Z), *Southern River Crossing* (US Z), *"Stiller Winkel"* (German TT), *De Zanderij* (Dutch HOe, coming soon in CM), *Sehr-am-Üzant* (European HOe, in this issue), *Horní Povelice* (Czech HOe), *Place du Petit Train* (French HOm), *Bouy-à-Bezé* (French HOm, CM June 2025), *Saint Baudille* (French HO/HOm), *Gorges du loop* (French HO), *Vonèche* (Belgian HO CM June 2025), *Carbel* (Belgian HO, coming in CM), *Trambaan Uden* (Dutch HO), *Kramikfabrik* (Belgian HO), *Randstadrailbaan* (Dutch HO), *Dohma 1958* (German HO), *Nordhalben* (German HO), *Klecza Górna* (Polish HO), *Gröna* (Swedish HO), *Bjørndalen* (Norway/Sweden HO), *Skogen på hösten* (Swedish HO), *Dystopia* (fantasy HO), *Centennial Monorail 1876* (US HO), *Shepherd Elevator* (US HO), *Lost River Branch* (US HO3), *Les Billards du Vivarais* (French Om), and *Lennebrücke* (German G1). Demonstrations; manufacturers and traders.

Website: www.spoorwegmuseum.nl

Saturday 21 March TADWORTH, Surrey

Organiser:

North Downs Model Railway Circle.

Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE.

Open: 1000-1700

Admission: adults £6.00, seniors & disabled visitors £5.00, U16s £3.00. All proceeds to Good Shepherd Church.

Amenities: free parking. Refreshments.

Features: 27 layouts in a variety of scales – see website for updates. Trade.

Contact:

Stuart Robinson, 07758 458827.

E-mail: stuart.robinson27@ntlworld.com

Website:

www.ndmrc.info/Home/Tadworth.htm

Saturday 21 & Sunday 22 March ALEXANDRA PALACE, North London

LONDON FESTIVAL

OF RAILWAY MODELLING

Organiser: World of Railways in association with The Model Railway Club.

Venue: Alexandra Palace, Alexandra Palace Way, London, N22 7AY.

Open: Saturday 1000-1700

Sunday 1000-1630

0930 entry for advance ticket holders.

Admission: adults £17.00 in advance, £18.00 on the day; children (5-16) £8.00, family (2+2) £40.00. Advance sales close at 0830 on the day of the show. Pre-book tickets via Eventbrite. Card payments preferred on the door.

Amenities: free shuttle bus between Alexandra Palace station, Wood Green (Piccadilly Line) underground station and the venue, with last bus departing the venue at 1715 each day. Also a shuttle bus to take visitors from the car parks to the main entrance and a buggy for those with accessibility needs between the East Court and Palm Court of the Palace. Full disabled access. Food outlets (card only).

Features: 40+ layouts including *Venterol-Rousset* (French HO), *Horsethief Bridge* (US N, CM October 2021), *Nicola Landing* (US On2/On3), and *Beijiao* (Chinese HO). Demonstrations, clubs, trade.

E-mail: worinfo@warnersgroup.co.uk

Website: www.world-of-railways.co.uk

Friday 27 – Sunday 29 March GLASGOW

MODEL RAIL SCOTLAND

Organiser: AMRSS Ltd.

Venue: Hall 3, Scottish Event Campus, Exhibition Way, Glasgow, G3 8YW.

Open: Friday & Saturday 1030-1800

Sunday 1030-1700

Admission: adults £18.00, U16s £5.00, family (2+2) £40.00. E-tickets can be purchased in advance. Note: cash-free.

Amenities: the SEC has a multi-storey car park run by Glasgow City Council, with charges for up to one hour at £6.00 & for 1–12 hours £12.00. Vintage bus service between the venue and Glasgow Central and Queen Street stations – see website. Easy access for wheelchair users. Food and drink outlets.

Features: over 50 layouts, including *Altstetten* (Austria N, CM December 1992), *Handegg* (Switzerland HOm), *Auswiss* (Austria HO/HOm), *Megsdorf* (Germany HO, CM August 2025), *Cesky Západ* (Czech HO, in this issue), and *Broadford* (Australia HO/HOb, CM January and March 2010, January 2013, and June 2019). Societies, trade.

Contact: 07879 511403.

Website:

www.modelrail-scotland.co.uk

Saturday 28 March BASSINGBOURN, Cambridgeshire

Organiser: Royston & District MRC.

Venue: Bassingbourn Village College, Bassingbourn, near Royston, SG8 5NG.

Open: 1030-1600

Admission: adults £5.00, children free.

Amenities: venue is close to A1198, A505, A1 & M11. The venue is all on one level; parking next to the entrance for customers with mobility issues. Free car parking at the adjacent sports centre. A vintage bus will be running from Royston bus and railway station to the Bassingbourn Village College (check website for timetable). Refreshments.

Features: c.20 layouts including *Dobris* (Czech HO), *Kamiack Falls* (US HO, CM April and July 2022), and *Rock Ridge* (US HO). Demonstrations, societies, trade.

Website: www.roystondmrc.co.uk

Saturday 28 & Sunday 29 March BANGOR, County Down, Northern Ireland

Organiser: North Down MRS.

Venue: Bangor Grammar School, Gransha Road, Bangor, BT19 7QU.

Open: Saturday 1000-1700

Sunday 1200-1700

Admission: adults £10.00, accompanied U16s free.

Amenities: free car parking on site. Saturdays only: hourly bus service, No.302D outward, and service Nos.302C & 302D inward. Wheelchair-friendly. Refreshments.

Features: Irish, British, European, and American layouts, plus model aircraft and boats. Demonstrations, trade.

E-mail: exhibitions@ndmrs.org.uk

Website: www.ndmrs.org.uk

Saturday 28 & Sunday 29 March COTGRAVE, Nottinghamshire

Organiser: Bingham MRC.

Venue: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire, NG12 3PJ.

Open: Saturday 1000-1630

Sunday 1000-1600

Admission: adults £7.00, accompanied U16s free, mobility impaired free.

Amenities: limited parking at venue – refer to club website for locations of other car parks, which will be signposted. Only the main hall is wheelchair friendly. The exhibition takes place on licensed premises and conditions of entry are displayed in entrance.

Features: 15 layouts including Continental in scales from N to O.

E-mail:

chairman@bingham-model-rail.co.uk

Website:

www.bingham-model-rail.co.uk

Saturday 28 & Sunday 29 March NAILSEA, North Somerset

Organiser: Nailsea MRC.

Venue: Nailsea School, Mizzymead Road, Nailsea, North Somerset, BS48 2LE.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, children £4.00, family £24.00.

Amenities: for sat-nav by car, use postcode BS48 2LE which will take you to the front entrance. Alternatively use What 3 Words: hidden.bared.faster. Bus stop outside the venue. Nearest rail station is Nailsea & Backwell, 25 minutes walk from the school.

Features: c.24 layouts, including *Allegra* (Swiss N, CM February 26) and *Kalimpong* (Darjeeling 7mm ng).

Demonstrations, societies, trade.

Website: www.nailsea-district-mrc.co.uk

Meetings Monday 2 March – 1930 Peak Rail Association (Sheffield Branch)

Switzerland and the Italian Riviera by David Hague.

Venue: The Farm Road Sports & Social Club, Farm Road, Sheffield S2 2TP.

Admission: £5.00 donation requested.

Contact: Dave Sharp, 07487 685306

davidsharpsheffield@gmail.com

Website:

www.peakrail.co.uk/sheffieldbranch



Model Rail Scotland overseas layouts preview Friday 27th – Sunday 29th March Hall 3, SEC, Glasgow

Altstetten

Austrian N Falkirk MRC
CM December 1992

This was one of the few winter scenes in the country when it was built. The layout has four running tracks on two levels with a small station on the upper level while the lower level runs beside a busy road. The upper level tracks often feature preserved trains while the lower level may have an occasional TGV diverted from its normal route. The arrangement of four tracks allows us to run fourteen different trains, seven on each level.

Handegg

Swiss HOm Graham Arnold

Handegg (*below*) is a passing station on the metre gauge Grimselbahn high in the Swiss Alps, near the top of the Grimsel Pass. The railway provides a direct link between the ZentralBahn, running over the Brunig pass serving Interlaken and Luzern, and the Matterhorn-Gotthard-Bahn line in the upper Rhône and Rhine valleys. The station sees local Meiringen to Oberalp services, inter-regional trains from Luzern to Brig and Interlaken to Chur, freight crossing the alps, and the famous *Alpine Express*.

Auswiss

Swiss HO/HOm David & Susan George
Auswiss (*above*) is a fictional location in the east of Switzerland, in the canton of Graubünden, close to the Liechtenstein and Austrian borders.

It features an Alpine area from under which tracks from Austria and Switzerland emerge from tunnels to converge in Auswiss station.

The rear of the layout contains an extensive scratchbuilt cement works. There are some adjacent sidings with a locomotive servicing shed.

The layout is mainly standard gauge with dual gauge in the front platforms.

Passenger and freight operation involves Swiss (SBB CFF FFS), Austrian (ÖBB), and Rhätische Bahn (RhB) motive power and rolling stock. Some private carrier movements are also evident.

Megsdorf

German HO Norman Raven
CM August 2025

A small station and freight yard on a truncated branch line somewhere in southern Germany, set in winter time. An additional source of traffic is provided by a small brewery accessed by a private gated siding.

Cesky Západ

Czech HO Neil Sutton
in this issue

An imaginary through station on a single track secondary line in the north west of the Czech Republic close to the German border, which explains the occasional DBAG passenger train.

Broadford

Australian HO/HOb Iain Hunter
CM January and March 2010,
January 2013, June 2019

Broadford is on the broad gauge main line some fifty miles north of Melbourne in the Australian state of Victoria.

Until 1964 all inter-state passenger traffic interchanged at Albury/Wodonga on the border with New South Wales whilst freight was either transhipped or carried in wagons capable of having the bogies exchanged.

Not until 1964 was a single track standard gauge line extended from Albury across Victoria to permit through running all the way to Melbourne. By 1994, the period of the layout, the down side freight facilities at Broadford had disappeared and all that remained of the broad gauge was the two platform roads and a little-used loop behind the up platform. This appealed as an interesting location to model with a variety of traffic – and some long trains – on two gauges.

The layout uses HO for the standard gauge and EM (18.2mm) for the broad.

After almost forty outings, this will be the layout's last exhibition.

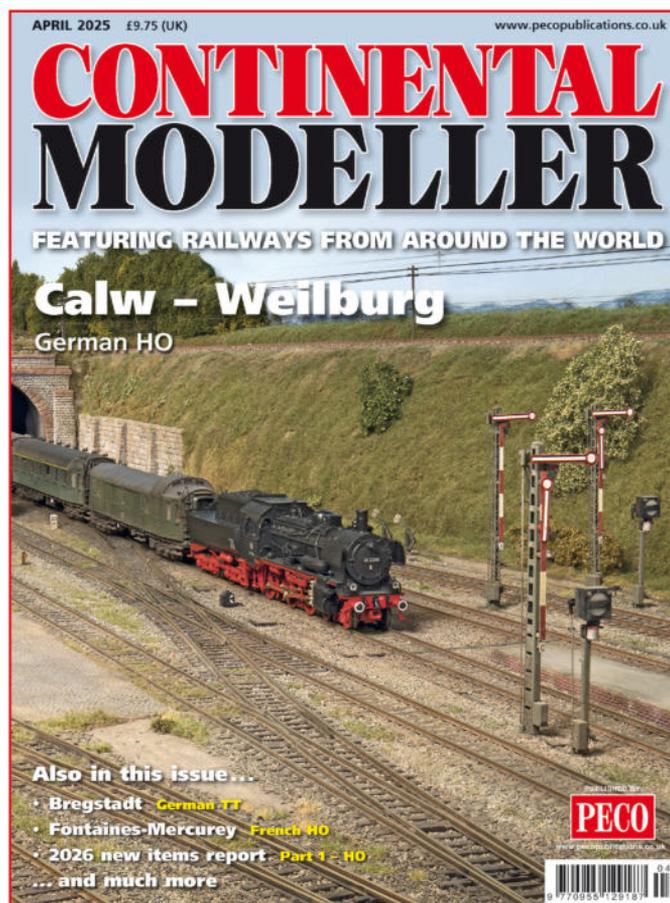
Hornby ACHO

There will also be a display of models from the Hornby ACHO French range dating from 1966.



Coming next month

out 19th March



• Calw and Weilburg

Deutsche Bundesbahn locations in Epoch III – a large permanent German HO layout by Wim Laanstra who is better known for his Gauge 1 exhibition displays.

• Fontaines-Mercurey

Régis Déroussin has modelled in HO a small station on the Paris-Lyon-Marseille line in southern Burgundy electrified at 1,500 volts DC from 1950.

• Bregstadt

A small town in Germany – Les Richardson explains how he tried something new with a TT layout, which is due to be at the York show over Easter.

• Yanga update

Les Fordham reports developments following considerable modifications to improve operation on his New South Wales country branch terminus in HO.

• New product announcements

Our report on the various new items programmes for 2026 begins with HO, with other scales to follow next month.

... and much more!

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

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Saturday 11th April 2026

10.00 – 16.00

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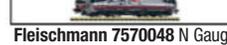
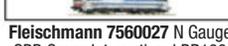
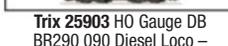
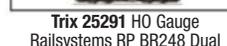
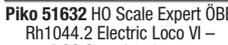
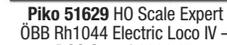
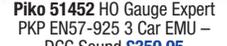
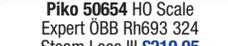
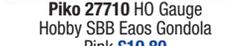
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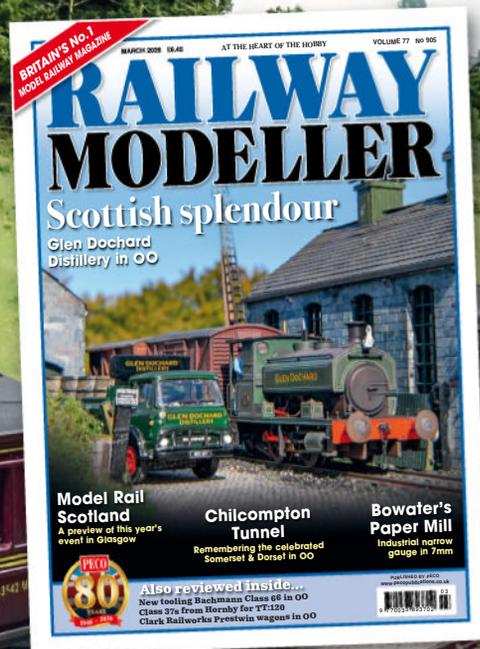
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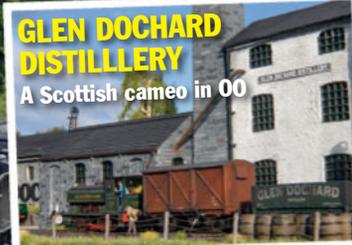
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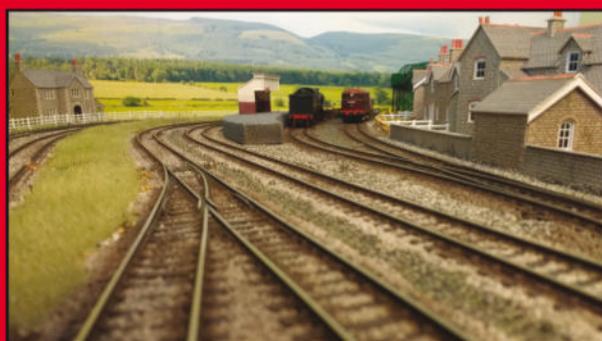
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