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German HO



Also in this issue...

- Bregstadt **German TT**
 - Fontaines-Mercurey **French HO**
 - 2026 new items report **Part 1 - HO**
- ... and much more

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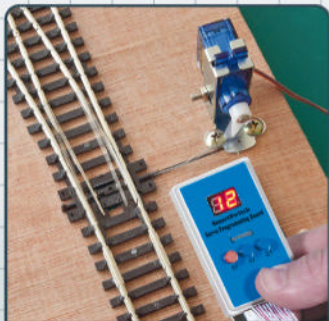
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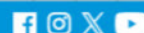
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2a

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CONTINENTAL MODELLER

April 2026

Volume 48

Number 4

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RAILWAY MODELLER

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



Cover
Deutsche Bundesbahn 38 2208,
updated with small Witte smoke deflectors
and a tub tender from a *Kriegslok*,
arrives at Weilburg with an express.
Photo: Gerard Tombroek.

CM Cup competition 2025 results

We are pleased to announce that the winner of the CONTINENTAL MODELLER Cup for 2025 is *Wolfstätt* (February) by Craig and Lewis Charity – our congratulations to them.

Wolfstätt garnered more than twice the support of the next placed feature. Apart from that, the field was very closely spaced – mostly with only one mark between the places.

In fact tied for second place were *Petenne* (February) by Roberto Macchi (perhaps influenced by the subsequent articles on particular aspects) and *Grand Street and Three Rivers* by Sir Rod Stewart (January).

Third place went to *21, rue des Haies* by Vincent Cleren (October) and fourth was *Port de Crozon* by Gordon and Maggie Gravett (December).

Then came a tight group consisting of *Rosenfjord* (December), *Bouy-à-Béze* (June), *Mirabernina* (March), *De Philipslijn* (February), *Court du Bouton* (April), *Les caves du Roy* (June), and *Saint-Désert* (July).

As can be seen, many prototypes, scales and gauges, and layout styles and sizes are represented, and we were pleased that a good proportion of the articles published attracted some support. Our thanks to all who voted, and for the many positive remarks. Several readers commented again how hard it was to choose, which reflects well on all the modellers whose work was featured. We hope this year's articles will provide as much pleasure – and as much difficulty choosing when the time comes!

New product announcements

It is the time year when many model railway manufacturers, large and small, announce their plans for the coming year, and in some cases beyond, traditionally linked to the major toy and hobby trade fair in Nürnberg. Although that did take place in February, once again there was very little participation by model railway companies.

Freed from the need to time announcements to coincide with the fair, some suppliers release information early while others hold back – often intending to reveal more later in the year if things go well. Some companies are still clearly cautious, no doubt due to the continuing subdued economy in Germany. By press date there were still a few who had not published their news, so if a familiar name is missing, it is because they had not made information generally available, and in some cases did not even respond to a direct request.

This month the first instalment as usual covers HO (around 75% of the market); the next issue will feature N, TT, Z, O, 1, narrow gauge, and scenics and accessories.

Note that we are entirely dependent on supplied illustrations, whether sent with press releases or derived from published brochures and catalogues, and websites, recognising that most will have been electronically generated or at least enhanced to some extent.

While the major companies produce impressive lists, they often use prototype pictures to show longer term projects where no model (or even CAD) yet exists. While we will use CAD if necessary (as it suggests at least a certain amount of design work has been done), we do not use provided prototype pictures, not least for reasons of copyright.

Some smaller concerns can illustrate a higher proportion of their less expansive plans.

Note also that manufacturers may use 'new' in two senses – added to the list of projects or plans, and just arrived and in the shops. This can be a useful ambiguity!

With a significant number of last year's projects (and indeed some even earlier ...) still awaited from suppliers large and small, some of the information has included these items again but commendably noted what is genuinely new for 2026.

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Number 4

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As usual, the first part of our coverage deals with HO. Next month – N, Z, TT, O, 1, narrow gauge, G, and scenics.

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Märklin / Trix DB BR52



Piko DB BR119



Hobbytrain (Lemke)

MB Unimog U243



A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

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

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

EPOCH III – approximately 1945 to 1968.

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

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

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

Roco CSD 477.0



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

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

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

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

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

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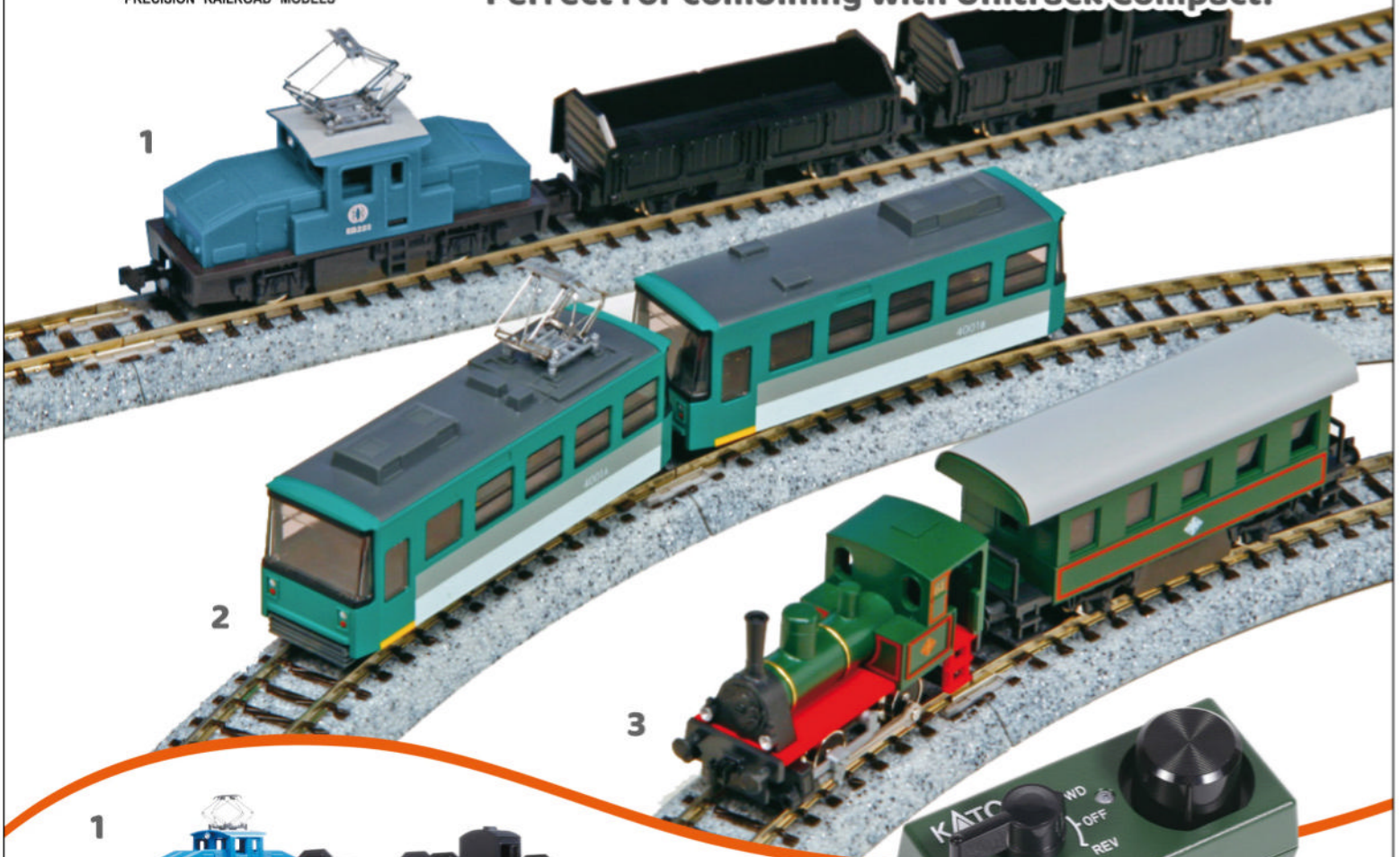
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Icons - Specification

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Icons - Option

Interior Light (See item no.)	DCC-friendly	DP
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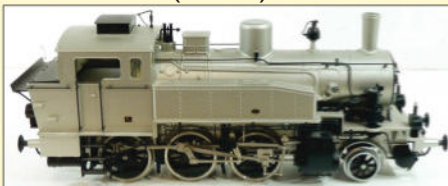
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HO GAUGE



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43838, 43840, 43841 – BR147 Electric
"Metronom" Livery Ep6



44570, 44574, 44577 – Double Deck Coach 2 Coaches + Driving Trailer "Metronom" Ep6



45268 – Prussian Compartment Coach ABC4 K.P.E.V. Ep1



44162, 44164, 44165 – Electric Railcar ELT 1011-1021
DRG (Rübezahl) Ep2



58293, 58294, 58295 – Bogie Baggage Van
Pw4ü-36 DRG Ep2



47918 – Bogie Well Wagon SSm K.Bay.Sts.B., with "S2/6 Wheel Set"

N GAUGE

63122, 63123 –
BR E44 DRG
Ep2



61224, 61225 – BR216 Diesel H.F. Wiebe Ep6

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50623 DB 3 x 4 axle Ballast wagons Fads 177 Ep4	£125.00
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50968 2 axle van Gw "Deutrans" DR Ep4	£42.50
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63114 BR144 Electric DB, Ep4 analogue green livery	£195.00
--	---------

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67415 BBO 2 axle Van G10 "Palmer" green	£23.00
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- 3 x ST225 No.2 Rad. Standard Curve
- 7 x ST226 No.2 Rad. Double Curve
- 1 x ST240 Right Hand Turnout
- 1 x ST241 Left Hand Turnout
- 2 x ST270 Buffer Stops
- 1 x ST273 Pr. Connecting Clips
- 1 x STP00 Planbook

Minimum space required:
1626mm x 991mm (5' 4" x 3' 3")

ALSO AVAILABLE: ST101 00/HO 3rd Radius Starter Track Set

N



ST300 N Gauge 1st Radius Starter Track Set

- 6 x ST1 Standard Straight
- 3 x ST11 Double Straight
- 5 x ST3 No. 1 Rad. Std. Curve
- 6 x ST12 No. 1 Rad. Dble. Curve
- 1 x ST5 Right Hand Turnout
- 1 x ST6 Left Hand Turnout
- 2 x ST8 Buffer Stop
- 2 x ST9 Power Connecting Clip
- 1 x IN1 Planbook

Minimum space required:
610mm x 914mm (2' x 3')

ALSO AVAILABLE: ST301 N Gauge 2nd Radius Starter Track Set

HOe



ST400 HOe 1st Radius Starter Track Set

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Minimum space required:
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LOOK OUT FOR THE SETRACK STATION AT ALL GOOD PECO RETAILERS

Gerard Tombroek reports on the large permanent home layout built by **Wim Laanstra**.
Photographs and plan by the author.

Weilburg and Calw

Deutsche Bundesbahn locations in Epoch III – part 1



It is the dream of many a modeller: a spacious attic or cellar in which to build a truly large model railway. One of those lucky few is Wim Laanstra.

Wim and his wife loved spending their holidays in the German Mittelgebirge mountains. During those trips, they developed the desire to build a layout at home with beautiful

scenery, stations, and picturesque towns nestled in a mountain landscape. Thus, in an elongated attic measuring almost ten by four metres, a model railway gem was created. On either side of a walkway lie two long stations. One side is modelled after Weilburg, the other Calw, both meticulously recreated in 1:87.

Below

2-8-4T 65 018 waits in the loop as a V80 diesel pauses at the platform at Weilburg with a motley rake of railcar trailers – in the early post-war period any available stock was used. The platform lamps are from Viessmann, as are the semaphore signals.





Above
38 2208, updated with
small Witte smoke deflectors
and a tub tender from a *Kriegslok*,
arrives with a long distance express.
The track layout is somewhat simplified,
but retains all the main components,
including the station building, platforms,
and the loco depot. All track and points are Peco.
The Viessmann signals look good from the front,
but the mechanics on the back are a compromise
between realism and a reliably working model.





Left

A special feature of Weilburg is the small ore loading area north of the station. A narrow gauge Feldbahn train shuttles between the Waldhaus mine and the wooden loading trestle.

Weilburg

An article about the Lahntalbahn in an *Eisenbahn Journal* from 1989 inspired Wim to take a look at the location. The meandering Lahn River, surrounded by rolling hills and, in some places, rugged cliffs, so appealed to him that he decided to use it as a prototype for his planned layout. Wim chose Weilburg station. From here the Lahntalbahn runs through Limburg an der Lahn and Bad Ems to Koblenz, and in the other direction through Wetzlar to Gießen. From Weilburg station, heading towards Limburg, the Lahntalbahn crosses the river and the road to Ahausen and then disappears directly into the Weilburg Tunnel. What makes the location even more special is that Germany's only shipping tunnel is located near Weilburg, through the Schlossberg. This combination of shipping and mountains had to be reflected in the model railway, even though the location could not be reproduced entirely accurately! And despite the considerable length of the attic, it goes without saying that Weilburg yard could not be recreated exactly to scale. A tunnel was built on the north side of the station to camouflage the entrance to the storage sidings. Furthermore, an additional 'parade track' section was created on the slope along the rear wall, allowing you to watch the often long trains pass by.

Before the combination of these two stations misleads you, there is not actually a direct rail connection between Calw and Weilburg. Calw is located on the Stuttgart – Zuffenhausen – Calw line, also known as the Württemberg Black Forest railway (not to be confused with the well-known route between Offenburg and Singen) and on the Nagoldtalbahn (Hörsb – Pforzheim). Weilburg is located much further north, on the Lahntalbahn, the line between Koblenz and Wetzlar in the state of Hesse.

Below

The ore is deposited into open wagons via a chute. The standard gauge wagons are usually shunted by a V36 0-6-0 diesel but on this occasion the job has been entrusted to O-8-OT 92 231.

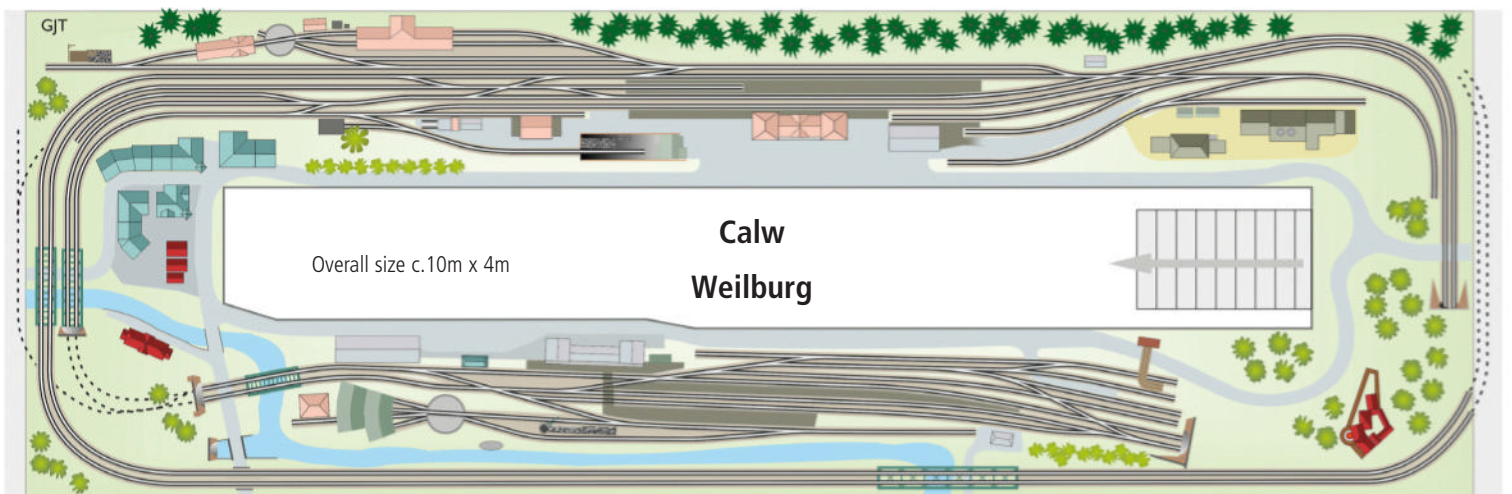




Above
High behind Weilburg
a 'parade track' runs
the length of the attic,
with the curves at each end
hidden by hills and forests.
2-8-2 41 352 hauls
a typical mixed freight.



Right
The signal box
was scratchbuilt
based on the still existing
building at Weilburg Ost.
Water columns are placed
at each end of the platforms
so locos on through trains
can be replenished.





Weilburg loco depot was the base for the locos used on the Weiltalbahn, a 22km branch line from Weilburg via Weilmünster to Grävenwiesbach. The large locos used on express and through trains were not serviced here, so a small depot with a limited coal supply was sufficient. However, the water supply (drawn from the nearby River Lahn, with the aid of a pump house) did play a significant role, as locos could take water directly at the platform from water columns located there.

Much attention was paid to the buildings.

The loco shed is built on a stable base plate, the thickness of which roughly corresponds to the depth of the inspection pits. The side walls with the semi-circular window openings are milled from plastic sheets. The windows are made of etched 0.3mm nickel-silver, to create the filigree design of the glazing bars. Nickel-silver is ideally suited for this work being significantly harder than brass. The roof consists of a plastic sheet covered with strips of 600-grit sandpaper to simulate roofing felt. The shed doors can be opened and closed remotely.

... to be continued.

Above
Workmen prepare to replace broken panes of glass in the underpass cover.

Above right
The loco sheds really were built close against the rocks. The cliffs were hewn away to make room for the depot. 2-8-2T 86 345 waits as 2-10-0 58 1047 is turned.



Left
V80 010 departs, passing the station building where taxis await custom.

Right
2-6-4T 66 001 on the approach to the turntable. On the right is a pump house with the machinery and filters for drawing water from the nearby River Lahn. The model was scratchbuilt.





Right
The passenger train departs,
passing the goods shed.

Right
B-B diesel hydraulic V80 010
leads the passenger train
between the goods shed
and the *Lokleitung*
(administrative block)
behind the loco shed.



Left
0-10-0 57 1735 between
the loco and goods sheds.
By 1959, the loco depot had
lost much of its importance.

Right
2-10-0 44 554 on a coal train.
To the left of the tunnel
the entrance to the Weilburg
canal tunnel under the
Mühlberg is just visible.
The situation is not exactly
accurate but is so interesting
that it had to be depicted.

Below

The passenger train heads off. Towards Limburg, the railway crosses the Lahn and immediately disappears into the Weilburg Tunnel.




Master structure builder **Michel Altorf-van der Kuil** presents his new diorama, intended to allow him to experiment with new techniques.

De Zanderij

A small sand loading facility

The region where I live in The Netherlands is called De Veluwe. It is an area with a lot of nature: forest, heathland, and low hills. I have lived in this region for almost my entire life. And I know half of it very well.

So it came as a surprise when I saw a photo on a forum about the shortwave transmitter in the centre of the Veluwe, near Kootwijk, which showed trains. After a little research, it turned out that there were two small industrial railway lines there. At first there was a narrow gauge line from the mainline between Apeldoorn and Amersfoort to the radio station. It started at the main line near a sand quarry. Later, a standard gauge line was built from another junction on the same main line. It was this combination which inspired me to build a railway set in the Veluwe, where standard and narrow gauge would meet.



Above
0-4-0T No.3 has just unloaded a tipper into the waiting standard gauge open and is about to depart for another load. The German V36 0-6-0 diesel is one of many which has found its way into industrial service.

Photographs by the editor, unless otherwise noted.

Right
The load is real sand.
It takes between ten and fifteen trips with the tipper to fill the wagon, which is then hauled away. Not very efficient!
The mixed gauge siding could accommodate another wagon – maybe two more if the old skips were removed. The length of the sand trains would be determined by the capacity of the locomotive.



In addition to building a regular layout, I decided to do some experiments. I had never made trees before, and I also wanted to take my first small steps in the field of electronics. That last decision meant that the construction of this layout was extended by six months. In all, I spent a year and a half building this layout.

But the first experiment was the basis for this layout. It consists of rigid insulation foam (PSI) found in a skip. In my village some houses were being renovated, and in the skips I found some leftover PSI. It was simply being thrown away. That was a waste, because it is beautiful building material. I enjoyed searching for it so much that as well as the layout base I also made the cover from this material. The disadvantage is that it is fragile, but the lack of weight is a big advantage – I can carry this layout on my own.



Electronics

The layouts I have built previously had a simple plan. But in this case, I wanted to make a semi-automatic layout. That is why the basis is a twisted oval. The idea was that two trains could run, one behind the other, alternating from the inner (upper) track to the outer (lower) track. A train would be standing on the upper track, having just unloaded its cargo onto the train on the lower track. Once somebody pushed the button, the trains could be set in motion, bringing the full train to the top and the empty train to the bottom. The full train would then unload its cargo onto the empty train and the game would start all over again.

This is where the electronics came in. Reed contacts, magnets, and bi-stable relays made it possible to realise this plan. But to do so, I had to know how it all worked and how to install it. I drew up a circuit diagram, which was soldered onto a piece of printed circuit board with lots of wires. I used lights to check whether the relays, and therefore the circuit, were functioning properly. The reed contacts were placed between the rails and two wagons were fitted with a magnet.

In addition to learning about the electronics, I also learned that the magnet should not be too strong. A strong magnet can affect a reed contact even at a considerable distance.

Below

The sand is mostly moved in longer tipper wagons which are more stable than the typical short skips.



Right
A Diema makes its way
down the slope after
unloading three small skips.
Photo: author.

Below right
The company owner
is discussing the pit's future
with an interested party.



After extensive testing, I felt confident enough to continue building. However, I made one mistake during testing. I used N gauge locos even though it is an HOe layout. HOe locos are larger and wider.

The loading and unloading system I had in mind turned out to be too low, blocking the track for the slightly larger HOe locomotives. Oh well, it was a nice idea, the electronic part works, and I learned a lot.



Scenery

The landscape is fairly simple in structure. After the shapes were created with foam remnants, a layer of papier-mâché was applied. This was an unnecessary economy on my part. The papier-mâché tended to curl at the edges. I no longer recall why I chose this method. It was entirely unnecessary. The foam came from a skip, so I could use it without restriction. Otherwise, I would have had to go looking for more.

Otherwise, the landscape has a fairly classic structure. After the papier-mâché, a thin layer of plaster and sand was applied, forming a fairly hard shell. This is easy to decorate with the various scatters I have collected over the years. I have been collecting different types of weeds, plants and shrubs myself for years, with great pleasure and ease. It is more fun than buying the stuff and it also gives your layout its own atmosphere.





Above
No.3 returns the tipper for reloading, through an area of drifting sand, passing three small skips in an older part of the pit.

The sandpit in the centre

The old sand quarry in the middle was still a problem. For this, I had to find something that was fine enough to imitate the sand structure but also had the right colour. I contacted a friend who had built a small diorama for Artitec to display their models. His solution was to use tile adhesive coloured with pigment. I did not have any tile adhesive, but I did have some big hole filler – and that works just as well. I applied the filler with a spatula, a small brush, and some water. It is a task that requires patience, because you do not want to

see brush strokes in your 'sand'. That is why I rinsed the brush regularly and dried it with a piece of kitchen paper towel.

Once dry, the surface was painted to give the colours more depth. I opted for a mixture of Vallejo Ivory with a little water and some white mixed in. The water makes it easy to get into all the holes and corners. Immediately afterwards, I added some depth with Ivory and two slightly yellower shades. I paid attention to where the sand would be damp or dry in real life. The latter remained the lightest in colour.

Left
The spur to the hidden area is masked by vegetation.



Right
The Diema (made from a Chivers Finelines kit) nears the mixed gauge section. This adds interest but is not used by narrow gauge stock in normal operation.



The trees

I searched extensively on YouTube for good videos on the easiest way to make trees. But building good trees simply takes time. And that is okay, because the result is worth it.

The spruces are relatively simple to build, based on a video by Luke Towan. I did adapt it a bit, but the ideas I got from the video are good.

The deciduous trees and Scots pines are also made according to a standard method, except that I used a piece of electrical wire (also from the rubbish bin) as the core. Binding wire was twisted around this, which also formed the basis for the branches. The bark was made from a mixture of sand and big hole filler. This was applied with slightly diluted wood glue. The finer branches were represented by finely shredded pieces of filter wool, which is normally used in aquariums. The tree was then coloured and covered with fine flock. Several types of flock were used to give some depth to the leaves.

Operation

It was planned as a small layout for exhibitions, but because the original plan did not operate as planned, an alternative had to be found. Fortunately, this had already been taken into account during the planning stage. The current operation is simple, and just as much fun. On the front (lower) track there is a standard gauge open wagon and a loco. A narrow gauge loco with one loaded tipper wagon arrives from behind the scenes. The wagon is tipped manually (with a paintbrush) and the load is dumped into the standard gauge wagon. After ten to fifteen trips, the standard gauge wagon is full and the train departs to behind the scene. There the standard gauge wagon is emptied, and is then returned. The operation starts all over again.

It is simple, but it appeals to the imagination of both children and adults. Even the fact that it is not automatic is forgiven. It is apparently fascinating to see the transfer of the load. On any given day at a show, almost a kilo of cargo is transferred in this way!

Above
The Diema is working the narrow gauge line while on the standard gauge a small Köf I diesel is more than enough for one type E open wagon.

Right
Loading the type E wagon takes a while with only one tipper wagon at a time. It is not surprising that the owners are concerned about the pit's continued existence.

Left
The nephew of the owner studied civil engineering. He was commissioned to design the bridge – hence this rather elaborate design for such a small operation.



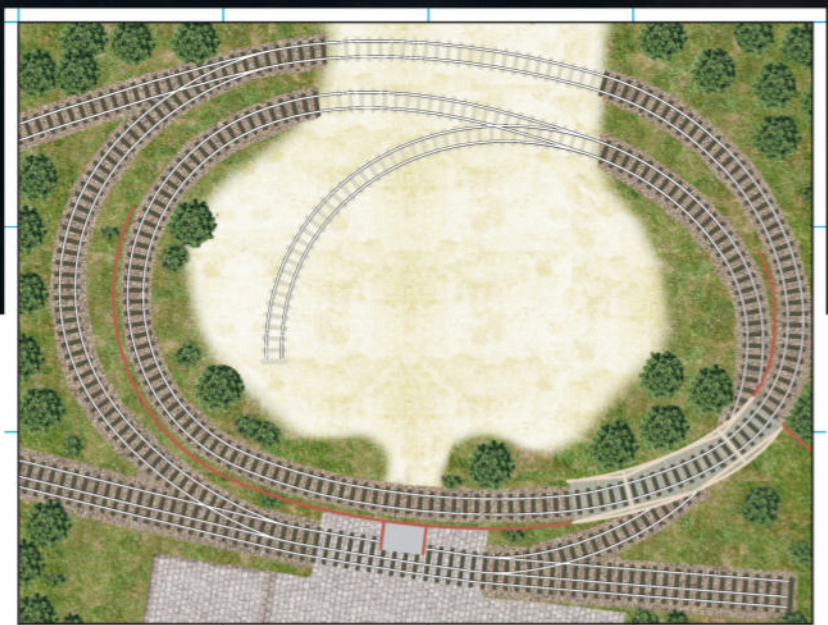


Finally

It is an experimental layout in more ways than one. I had already set myself a few challenges during the construction phase, but I also had to keep looking for ways to create an attractive operation plan for shows. It took some doing, but now, after a number of exhibitions, it is also very satisfying.

Is this the last in the series? No – after completing three layouts, it is time for a fourth. New plans pop up regularly, but a final decision has not yet been made. You can follow the developments on my blog:

<https://rangeerbanen.wordpress.com/>



De Zanderij

Overall size 1160mm x 880mm. Each grid square = 300mm x 300mm.

Les Richardson describes his latest layout, which is due to be at the York show over Easter.

Bregstadt

A small town in Germany



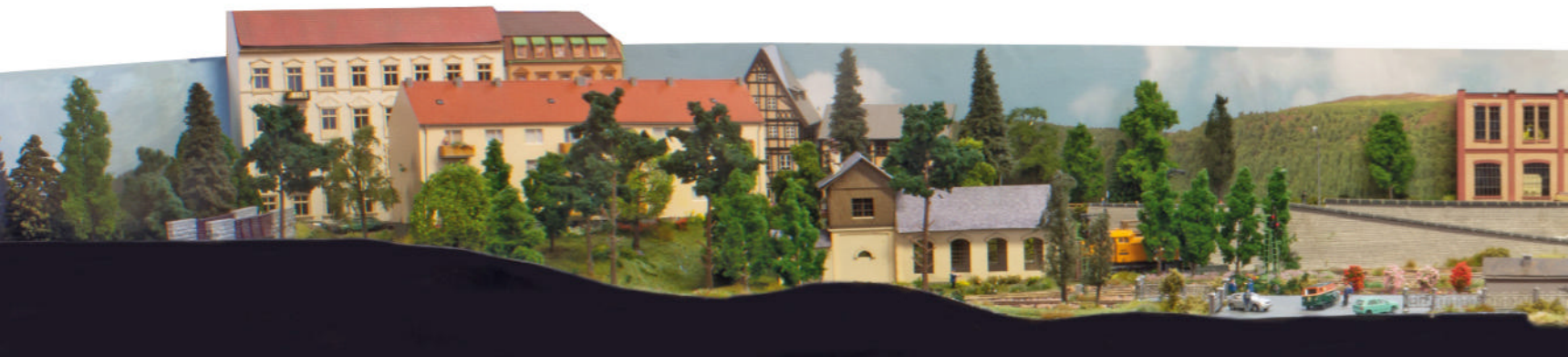
When I first started out with a train set at the age of eleven (more years ago than I care to remember!), my parents bought me a secondhand Tri-ang TT set with a *Windsor Castle*, some chocolate and cream coaches, and the original brown track. Fast forward a good many years and Hornby announced the return of TT in the guise of TT:120. I had already discovered continental TT, having managed to acquire a BerlinerBahn 0-8-0T at some stage. (To my teenage eyes this fitted in well and was something a little bit different to run.)



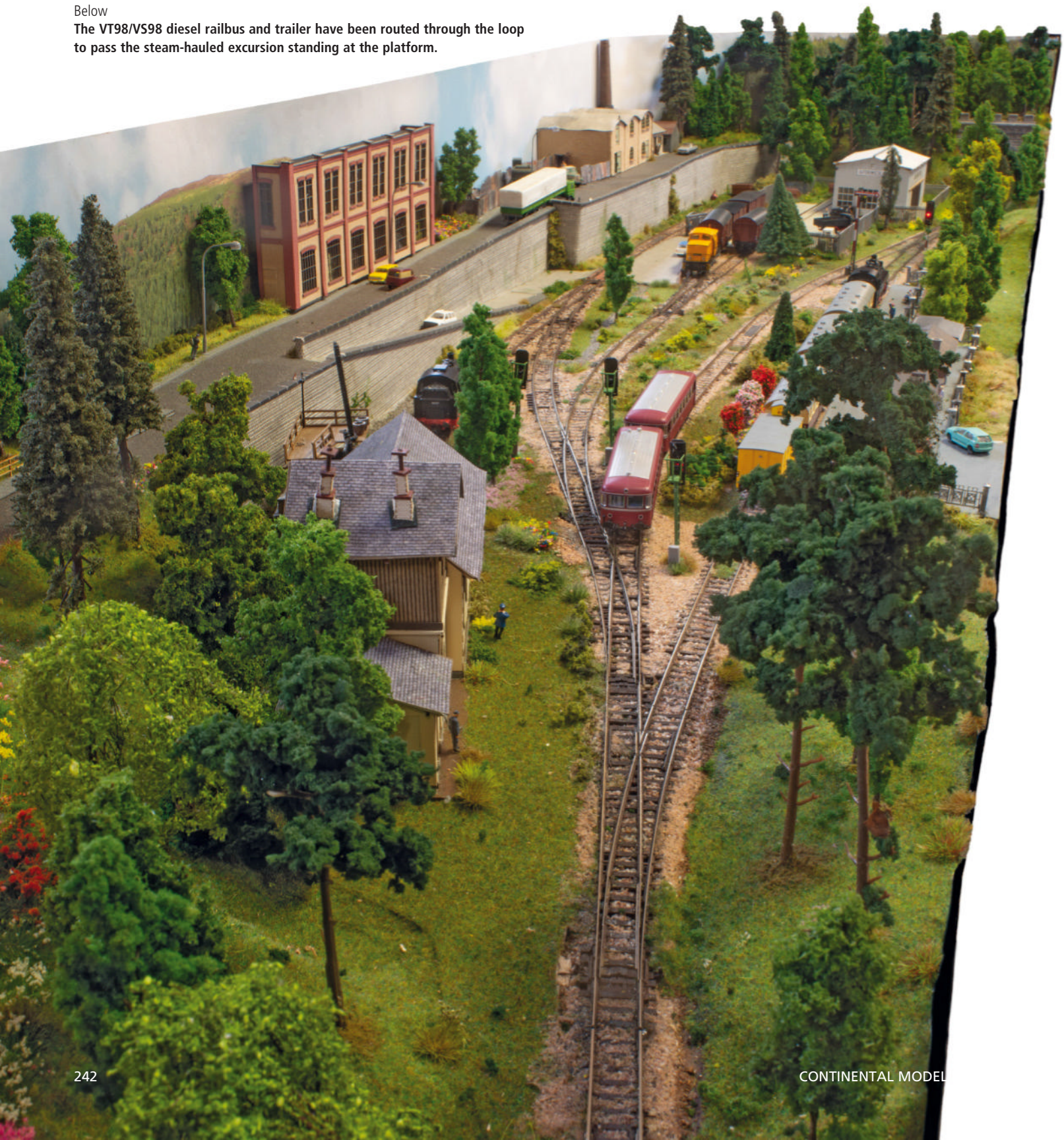
Above
Oil-fired 'Jumbo' three-cylinder 2-10-0 44 0104-8 rolls through Bregstadt with a train of empty type Eaos bogie open wagons as 0-10-0T 094 712-7 shunts vans in the yard.

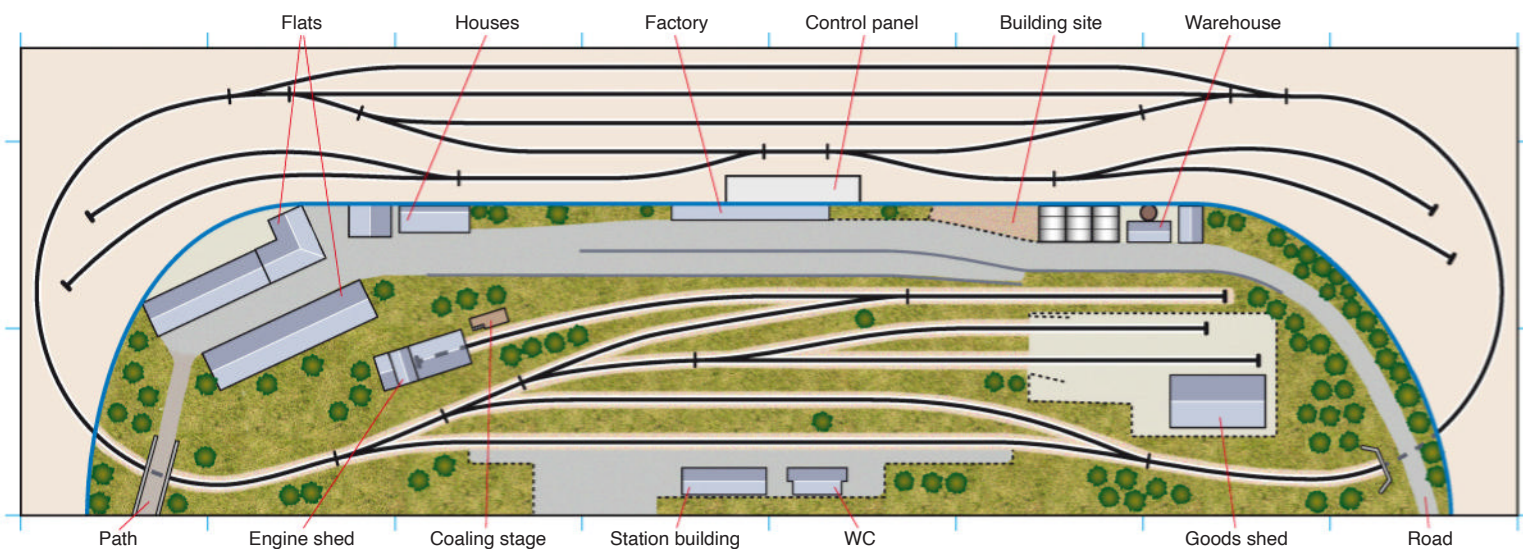
Since taking early retirement from teaching, I have become something of a serial layout builder, having made five exhibition layouts, two of which were German N, *Furtwangen Ost* (see CM April 2016) and *Bregenbach im Schwarzwald* (CM September 2022). (The others were two UK outline in N and one in OO). Each layout has involved my trying out different ideas from the preceding one, mostly to give myself a variety of challenges. The Hornby TT:120 would be too slow in development for my next layout to be British outline but a continental layout in this scale would involve learning new skills while having something to run Hornby stock on when and if it eventually appeared.

The location was easy to settle upon. Looking at maps of Germany, it would be possible to make another post-closure scenario for the Bregtalbahn. This ran from Donaueschingen in the Black Forest to Furtwangen, a distance of a little over 30km, following the valley floor for much of the way. It became part of the SWEG empire but was closed in 1976. The final stock consisted of MAN railbuses and a 700hp Bo-Bo diesel by Gmeinder which survives as V70 on the Schwäbische Alb-bahn.



Below
The VT98/VS98 diesel railbus and trailer have been routed through the loop
to pass the steam-hauled excursion standing at the platform.





Bregstadt Size of scenic section 8' x 2' 6". Each grid square = 1' x 1'.

For this third incarnation the main stock would be small diesels and railbuses, with the period moved forward to post-reunification in the mid 1990s. The line would be living hand-to-mouth and picking up secondhand locos and railbuses from any other railway that was cash-strapped enough to need to sell them – lines in Eastern Europe come to mind here.

Design and construction

The layout needed to be no more than 2'6" wide, to fit into my car, and preferably no more than two 4' baseboards. The baseboards are Model Railway Solutions kits, each 4' by 2'6". They use the same trestles as my other layouts, but the trestles sit inside the boards, which have slotted frames to take them. As a result, the layout sits a couple of inches lower than my others and is more stable.

Boards are held together by a pair of split pin hinges with a pair of bolts added as a belt and braces approach.

I find the best way to make a track plan is to let it evolve full size. A couple of basic sketches are drawn, then the critical sharp curves and points are placed on the board and moved around until something workable appears that looks plausible. I am a firm believer that using software without trying out allows a more elegant mess to be made more quickly. In this case my original plan was to use Hornby set curves at the ends and Peco Streamline in the visible part of the layout. Manufacturers can bend much better tight curves than I, and there is no gauge tightening on the sharp corners.

Right **On the return run the railbus uses the platform road.**



My original idea was to have double track exiting at one end and single at the other, but that was abandoned as a half circle of radius 3 was too large. The hidden curves are a mixture of radius 3 and 2. At the time of building there was only one type of Peco TT:120 point available, so the visible part has all Streamline large radius pointwork throughout. The hidden sidings are laid with Hornby track as their points are shorter. To enable the yard to hold up to ten trains there are kick-back sidings at both ends.

The ballast used initially was sold as TT but looked too coarse and has been upgraded with fine N gauge ballast. This is liberally weed covered, especially away from the through line.

The backscene was added next to get the curve where I wanted it and the road and town planned. As normal with me, the backscene itself is made from two different proprietary sheets, cut and pasted into the wrong order. I wanted a bowl effect where the land rises up in front of the railway as well as behind. The valley road runs at a higher level than the railway, crossing over it at the Donaueschingen end of the layout, running into the forest and off the visible scene. At the other end the road disappears between buildings. The yard is reached by a ramp down from the road in front of a demountable factory building. The raised areas are on a foundation of balsa, again to keep the layout light for transport. The long wall along the front of the road is faced with Redutex.

After initially painting the road surface, I decided to use Noch self-adhesive textured surface throughout, giving the added complication of hiding the joins.

I had originally planned both exits to be into tunnels, but then found an overbridge meant for OO9 which served to mask the hole in the backscene at the Furtwangen end, also giving a footpath across the line at this point.



Above
Another BR772 railbus
and 972 trailer set, this time
in the DBAG regional
banded mint green livery.
DR 0-8-0D 106 721-4
is on shed.



Left
One of the unusual –
and not very successful –
BR670 double-deck
four-wheel diesel railcars.
On shed – 0-10-0T 094 712-7
and 0-6-0T 80 017.



Structures

Unlike all of my previous layouts, almost every building is made from a kit. This has presented a few challenges as appropriate buildings were sourced from makers in several different countries and the instructions generally were not in English. The locomotive shed was the most challenging. It is a kit by Igra with a manual of over 20 pages written in Czech. Other buildings are by Joswood, DM Toys, Auhagen, and Busch. As some are plastic and others laser-cut card it has taken some work to get them to look as if they belong together. Some of the buildings were placed in two or three different positions before the desired effect was reached. Frames from the laser-cut kits were recycled into the basis of the grassy slopes. These slopes were constructed of plaster bandage painted green and brown as appropriate then given a couple of layers of static grass.

There are over 120 trees on the layout, from a variety of sources and manufacturers, some ready-to-plant and others made from kits. Smaller bushes are made from sea grass or lichens. As well as the static grass there is a liberal helping of grass tufts, and the green becomes brown at the bases of the trees.

A train ride

Travelling from Furtwangen either on a railbus or a vintage steam train we enter Bregstadt round a left hand curve in a wooded cutting and pass under a pedestrian bridge before the small town becomes visible on the left. A modern block of flats can be seen with a couple of older buildings beyond before the view is obscured by the single road engine shed, the outside lavatory door of which has been left open.

Now travelling east we pass the end of a passing loop and draw into the small single-platform on the right. On this side we notice a dog and a cat having a stand-off while beer crates are being unloaded ready to supply a later heritage train. The station building is small with a separate toilet block.

As the passing loop is unobstructed, we are able to see trees and a factory building. The goods yard is visible, but a lot of greenery has been allowed to develop between the lines. It does seem to have been cut back enough to not obstruct the trains or the shunting staff at work.

A goods train pulls into the loop from the other end and obstructs our view. It is pulled by a V100 diesel which the Bregtalbahn has no doubt purchased cheaply from the Deutsche Bahn. It draws to a stop at one of the colour light signals at this end of the loop. As we look forwards we notice that the other end of the loop is still controlled by a semaphore signal, though the platform road has a colour light. We are now given the all clear to depart for Donaueschingen. Looking left as we pass the tail of the goods train, we can see the boarding of a building site and the top of an excavator after the factory, then an old barrel roofed building. Closer to the track is a more modern goods warehouse where the yard is being shunted by another second-hand purchase, an ex- DR BR106 diesel. The concrete in the yard is being repaired by a couple of workmen. After the end of the goods warehouse fence we just catch a glimpse of some deer in the trees and a large nest in the treetops before entering the tunnel on our way to the next stop at Vohrenbach where the valley turns south-east.

Right
2-8-2T 93 090 approaches
the station hauling a train of
DB six-wheel *Umbauwagen*.

Below
Deutsche Reichsbahn
B-B diesel 112 109-4
with sliding side wagons
contrasts with the BR94
and traditional type G vans.





Operation and stock

The layout is operated by DCC using NCE Powercabs, with two in use. One works trains while a second operator when available shunts five wagons randomly by the goods warehouse or moves an engine from the shed to the headshunt or back again. These are small movements which keep something moving for people to look at.

Points out front are worked by wire-in-tube from GEM point levers behind the backscene, while those in the fiddle yard are thrown by hand – the cheapest form of 'digital' control.

The layout is signalled with colour lights on the main. These are three aspect and can display an amber. The exit from the sidings at the Furtwangen end are controlled by a pair of two aspect colour lights, replacing semaphores. The exit at the other end of the goods loop still has a working semaphore.

On a normal service day there will be a basic service of railbuses, with one through push-pull service from Singen and a daily heritage train. Freights are short and hauled by the line's small B-B diesel hydraulics, almost all sourced second-hand by the company at rock bottom prices.

The goods warehouse seems to attract quite a lot of shunting for such a small rural location. In addition there is usually a loco or two being serviced at the engine shed, which retains coaling facilities. Sundays see *Plandampf* in operation, when in addition to the normal services a number of regular workings are handled by steam power. A BR44 2-10-0, which is really too heavy for the line, gets an outing on a train of bogie mineral wagons while some of the other goods trains get steam haulage also.

There are ten trains in the yard at the back. Three through roads each contain a goods or passenger train and a railbus while the four kick-back sidings contain one or two heritage passenger trains and two or three goods trains. There is no



Above

A Czech 'Goggles' diesel on DBAG traffic red former Silberlinge stock.

set sequence. All passenger trains stop at the station except for the push-pull train from Singen which passes through either hauled to Furtwangen or propelled back to Singen. Railbuses can terminate at Bregstadt and be stabled either in the loop or the shed to allow other trains to pass. Goods trains can pass straight through, using the platform road if

Below

DR 0-8-0D 106 721-4 has taken over the yard shunting duties. DCC allows the yard to be operated independently.



empty, or be held in the loop for a train to pass the other way. This flexibility allows operators a little more variety and hopefully makes a single-track roundy-roundy less boring to operate.

The motive power comes from a variety of manufacturers. The three railbuses are all by Kres, while the small B-B diesels are by Tillig, Roco, Modist, and Piko. There is also an Arnold Köf lurking around. The larger diesels are a NoHAB A1A-A1A in MÁV livery which usually haunts the shed, a BR215 which normally runs the through train, and my most recent purchase, a Czech 'Goggles' diesel by Roco, which TMC weathered and fitted with a decoder. I have a pair of 2-10-0s, a BR44 from Roco and a BR58 in Prussian livery by Arnold, together with a BR38 4-6-0 from Roco. All of these are really too big for the line, but on Sundays anything goes. Smaller steam locos are all tank engines, by Piko, Arnold, Kühn, and Tillig. Having plenty of wheels picking up makes all of the steam fleet good reliable runners, and cleaning the track in the middle of the day at a show is not needed very often.

Rolling stock is also from a variety of manufacturers. I am making progress with weathering, starting with wagons. The four-wheel coaches on the heritage train have had the DR lettering replaced with the Bregtalbahn's new emblem (made from Highland Railway crests rotated through 90°).

All stock has had replacement magnetic couplings fitted. I found the TT couplings supplied difficult to uncouple when I wanted to uncouple, and remarkably keen to self-uncouple when I wanted the rake to stay together. As a result everything that runs in a train and is never normally uncoupled is fitted with Hunt magnetic couplings from West Hill Wagon Works. As everything is new enough to have NEM coupler pockets, this was easy. One tip I would give is that as an upside-down coupler will not couple to one the right way up, paint one side (either the top or the bottom) while still together in the packet.

For stock I want to shunt, I find that Dapol Easi-shunt magnetic buckeye couplings work admirably. Indeed, the greater weight of TT stock makes them more reliable than on my N models.



Above
**DB B-B diesel-hydraulic
 212 321-4 passes through
 with a short mixed freight.**

Conclusion

The layout has now attended about half-a-dozen exhibitions and has been well received. Now the Peco short points are available, the fiddle yard is to be relaid before its next outing, which will be at York over Easter. This will allow shorter wheelbase locos to run more smoothly here and give a little more siding space.

To conclude I need to thank the usual suspects, starting with my wife who has a talent for looking at what I have done and saying "Would that look better if ...". My son Simon has cast a regular critical eye over it. Then there is the encouragement from the team at Bingham Model Railway Club who are always ready to supply operators for shows. Very many thanks to all.



Above
**The second baggage driving trailer
 at the other end of the former Silberlinge rake.
 The modern goods shed presumably replaced an older structure.**

Photographs by the editor.

Bregstadt is due to be at the York show in the Knavesmire stand at York Racecourse over Easter, Saturday 4th April – Monday 6th April. See *Exhibition Diary* for more information.

Les Fordham tells how he found preparing for downsizing an enjoyable experience as he rebuilt his New South Wales branch terminus for better operation.

Photographs by the author.

Yanga update

A country station near the border with Victoria

Yanga (see CM July 2020) has been the most enjoyable and used layout I have ever built. It was the basis of my new layout, after further research led me to create a fourth version.

After nearly seventy years enjoying model railways, this is planned to be my last layout. (How many times has that been said?)

The layout is based on an extension of the railway from Hay, 470 miles from Sydney, to Yanga near Balranald, a distance of a hundred miles. The country between Hay and Balranald is flat and dry with the small township of Maude half way between. Some of the main freight shipped out of the area would be wheat, wool, sheep, and cattle, while the railway brought in what was required in outback towns. Before the railway arrived, paddle steamers plied the Murrumbidgee River carrying grain and wool out and bringing all the essentials of life to the towns.

The train service on the Hay line was never very intensive, with a daily passenger train, a railmotor or diesel railcar, or a mixed train, and a timetabled goods between three and four times a week, while block stock and wheat trains ran as required.

Yanga was a layout which I could run by myself, or it could be run with two operators.

My baseboard construction and a couple of other shortcomings needed attention and I decided that a fresh start with new properly-built baseboards was required. This has also allowed space to incorporate some extra features.

The baseboards were planned so that if we decided at a later date to downsize there was the opportunity for me to still enjoy operating the layout.

Research

One aspect of the hobby that I enjoy is research. As I looked at the way the railway operated, I found there were a number of additions that could be made to the layout if it was rebuilt.

In the Southern Division local appendix (an official instruction book for employees) there was a table listing stations where additional coaches were stabled for use when unexpected passengers had to be accommodated. An LFX and a BX express lavatory carriage were stabled at Hay.



JUNEE DISTRICT.

Attention to Telegrams whilst the District Traffic Superintendent's Office, Junee, is Closed.

All messages on hand at, or arriving for the District Traffic Superintendent, Junee, from 5.30 p.m. Monday to Friday, inclusive, until 9.0 a.m. the following day, must be examined by the Station-master or Night Officer, Junee, and any demanding immediate attention delivered to the District Traffic Superintendent or Chief Clerk. This will apply on Saturday to messages on hand at 12 noon or arriving after that hour and until 9.0 a.m. on Monday.

Any telegrams concerning Staff matters, which the Station-master cannot deal with, must be sent to the District Traffic Superintendent or his Staff Clerk for attention.

Depots for Emergency Coaching Vehicles.

Station.	Number and description of vehicle to be kept on hand.	Station.	Number and description of vehicle to be kept on hand.
Junee	1 BX, 1 CX, 1 LFX, 2 SKG...	Hay	1 BX, 1 LFX.
Wagga Wagga	1 CX, 2 SKG	Tocumwal.....	1 CX.
The Rock	1 CX
Culcairn	1 CX
Albury	3 BX, 1 CX, 4 LFX, 2 SKG...
Narrandera	1 BX, 1 LFX, 1 HV, 2 SKG...

The foregoing list provides for ordinary requirements of the Depots. Should, however, circumstances necessitate the supply of additional vehicles, or if any are required at other Stations, timely application must be made to the District Traffic Superintendent and "Coach," Sydney.

The addition of a three-car diesel railcar set and a longer passenger train meant that a longer station platform and loop were required. As the track plan developed, a carriage siding or shed could be included. An ACS coach was part of a number of branch line services, attached to mail trains, providing first and second class sitting compartments as well as sleeping compartments. The coach from distant Sydney would be detached at major junctions to be added to branch line trains where required. A carriage shed would provide a place to store such a coach away from the hot summer sun so the vehicle was reasonably cool for the scheduled train later in the day.

A photograph in a Train Hobby Publications book shows a typical train with a 30T 4-6-0 with six-wheel tender, a four wheel water 'gin', an S truck loaded with wool bales, the ACS coach, and a passenger brake van. The weathering of the loco and the look of the track all add to the atmosphere.

Hay and Yanga would be a hundred miles apart, and the railways would not have wanted to operate steam locos running tender first over such long distances. This meant that loco servicing facilities were needed on the layout, including a turntable. The conversion of a Peco N gauge turntable to suit my HO layout was described in CM January 2023. A small coal stage was added as was the water tower from the earlier layout, a Peco ash pit, a siding to stable a loco, and an enginemen's barracks. A diesel fuelling point and fuel tank have been added to service the CPH railmotor and diesel locos.



Baseboards

I arranged for a cabinet maker to build the three baseboards that would provide a much better foundation. The scenic or station yard section and the staging yard boards are both 470mm wide and 1,670mm long. Both have a backboard 150mm high and a backscene is fixed to the backboard on the scenic section.

Two drawers are built into the scenic baseboard to house the transformer, a switched power supply, and NCE EB1 circuit breakers. In hindsight one wider drawer would have been better.

DCC Concepts baseboard dowels were used to align the two boards.

The baseboards sit on a set of small tables readily available from hardware stores which can be set at different heights.

Above left
Railmotor set 623/723 forms the daily passenger service as 4-4-0 1226 assembles wagons for a mixed train.

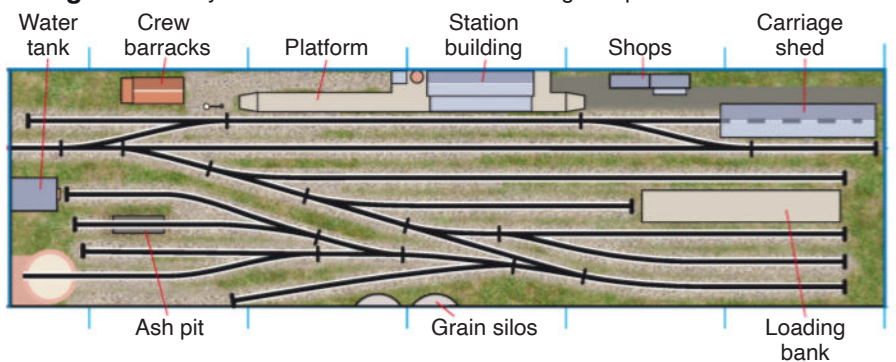
Left
NSW Junee district allocation of extra coaching stock.

Top right
The carriage shed, accommodating an ACS composite sleeper.

Above right
ACS composite sleeper and SHG brake van at the platform.

Above
The loco facilities – turntable, water tank, and crew barracks.

Yanga Overall layout size 3340mm x 470mm. Each grid square = 300mm x 300mm.



An additional shorter baseboard, 850mm wide with a sliding table built into it, allows for six staging tracks. This was planned to be used if we downsized our home and I needed a more compact layout. I have since set this up with all of the staging tracks wired for use. Each track is individually switched so trains not being used can be isolated.

There is also a half track that can be switched to use as a programming track if required, with a plastic Kadee height gauge at one end to check couplers.

Layout design

After trying a computer layout design program, I decided building a layout was more important than learning a computer program. My old method of layout design has served me well in the past. I draw out my ideas on paper and then transfer that to the baseboard with sections of track, points, Peco point templates, and my measuring rods. I can then visualise how everything fitted together and would operate.

Peco provide downloadable templates for all of their points. As the basic layout plan on my original layout served me well, this new layout has been designed with just a few additions.

I made a few measuring rods the length of different trains so that I could ensure loops, engine release tracks, and sidings were long enough for what I intended to run.

On the original layout, the broad gauge Victorian Railways track was not actually operated so the new layout was designed as the NSWGR standard gauge yard only.

With the scenic section and the transfer table board operating, I did not work on the staging yard straight away. Not having to rush and finalise the track layout in the staging yard allowed me time to look at ways to make it better suited to operating requirements. A number of days were spent with Peco point templates, lengths of flexible track, and my train measuring rods to determine how I could achieve the best result.

Most of the points in the staging yard are worked by Cobalt point motors while a few marked with an S on the track diagram are operated with a wire-in-tube connection from DPDT slide switches.

Staging

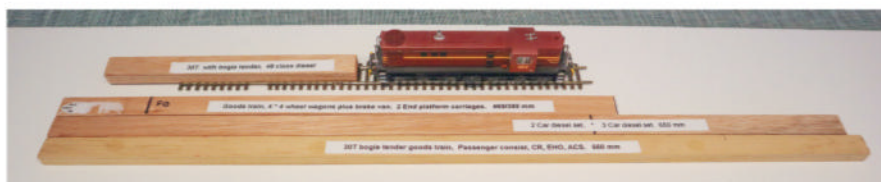
Once I accurately established where the track connection between the station section and the staging was to be laid, I could start to lay the track and points for the staging yard.

After a few days contemplating how I would operate the staging, I finalised a workable plan. Once the track and points were installed and the Cobalt point motors were fitted, I was able to wire up the point motors and track feeds.

The NCE Powercab is very easily moved around so I installed an NCE UTP panel under the baseboard so that I could plug in the Powercab and then electrically test the staging yard separately before it was connected to the station.

It made the whole testing and wiring process easier as I could turn the baseboards over to work from underneath when required. This proved useful as I found a few things that needed correction.

As I tried to make the layout operate in a more prototypical way, the staging needed careful planning to make this possible.



The staging has been designed so that when the station is being shunted the station operator can run trains into tracks on the staging yard at the same time as the staging yard is being used to re-marshal trains. The first set of points (marked A on the plan) diverges to the left and that allows any shunting moves in the station yard to use those tracks clear of the rest of the staging area.

The three tracks, illustrated in red on the staging plan, are used for passenger trains. The diesel railcar sets do not require shunting which reduces any activity in the passenger train area.

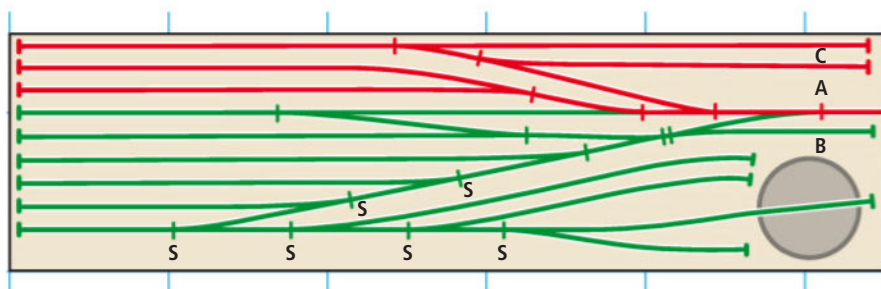
The section of the staging consisting of six tracks plus the loco yard (in green) can then be shunted and trains made up while the station operator has access to the other tracks if required when he needs extra space to run around trains in the station.

On the backboard there is a blue card detailing the operating sequence and a cup hook holding the wagon cards for the goods trains in the yard.

All goods trains when they return to the staging have the guards van attached to the rear of the train. They need to be re-marshalled with the van on the back of the consist and the loco turned or replaced.

Top
Alternative shorter staging in the form of a traverser, with six storage lines and a programming track.

Above
To gauge the length of trains when laying out the track, I made measuring rods.





The staging has an X200 tractor to assist with shunting (usually stabled at B).

The simple card system eliminates the need for individual wagon cards and makes it easy for an operator to see what wagons are required for each train.

On the right hand side at the back of the staging there are two tracks that can store extra coaches (marked C). In this way passenger trains can be varied to use some of the other coaches that I have collected.

Track

The baseboard was covered with 3mm sheet cork which was fixed using PVA glue before tracklaying commenced. As

Above
The long staging yard, looking toward the layout.

Below
The other end of the long staging yard. Labels clearly identify the tracks and points



the boards are not suitable for track spikes, track is held in place by a small application of PVA glue and weighted down until it set.

All of the track is Peco code 75 with the points wired as per the instructions on the back of the packaging. As I am using small X200 rail tractors with a very short wheelbase and small wheels, reliable trackwork was essential. These points have been very reliable on my previous layouts and have been excellent for small locos and slow running. Even the small radius points are well suited to the small locos that I run and do not detract from the overall look.

I found two colour photos of stations on the Hay line which clearly showed the track and ballast. I made some sample track sections with a mixture of Woodland Scenics fine grey and fine cinders in different proportions. Once I decided which best matched the photos, I was able to ballast the layout. It was common for the NSW railways in these areas to use loco cinders in the ballast as, in steam days, there was a cheap and ready supply at many locations.

Once the ballast was in place an eyedropper was used to fix the ballast using a mixture of water, PVA glue, a few drops of detergent, and a small amount of grey acrylic Vallejo paint. The paint was added to dull down the plastic sleepers with a weathered appearance.

On my previous layouts points were all operated with a wire-in-tube connected to a DPDT slide switch to change the frog polarity. As there are three crossovers on the scenic section, I decided that having to use slide switches to operate them would be a complication to avoid and so I fitted Cobalt slow motion point motors to all of the points on the scenic board. Each crossover is operated from one DPDT switch with the wires to one point motor reversed to the motor at the other end of the crossover.



is by an audio plug and socket. A flat telephone style lead forms the connection between the NCE panel connectors for the controller bus.

After watching a YouTube post about adding wi-fi to the NCE Powercab system, I indulged. It was as simple as adding a WiFiTrax p.c.b. to an NCE faceplate instead of the NCE p.c.b. then reconnecting the cables. I had a reasonably new smart 'phone that drove me mad as a 'phone so I used that as the controller. So far I have only used it briefly, but it is an interesting development.

A plug pack provides a 12volt DC supply for the point motors. A DPDT centre-off toggle switch is used to operate the Cobalt point motors.

There is one small panel for the switches for the station yard and a smaller one for the loco depot.

On the staging yard section there are two electronic project boxes that house the switches to operate the Cobalt point motors. The points in the red section are operated from one group of switches and the green section are operated by another set of switches in a small project box.

Buildings and structures.

As the railways extended out into distant country areas, there were limited local sources to supply materials for most of their requirements. Many station buildings in outback areas were built from concrete panels. These pre-cast panels and all of the components were loaded into goods wagons and sent to the location where they were required and assembled by the railway staff in situ.

The station building on *Yanga* is an example of this type of construction. Signal boxes, toilet blocks, and other structures were built in a similar way. They were able to withstand the harsh outback climate and they were not affected by termites as were wooden structures.

Above
By the concrete panel station building is 0-6-0 1957 with a bogie tender from a scrapped Baldwin, useful for long country runs. The model is from Casula Hobbies.

I constructed a small electronic project box with a 9 volt battery, a DPDT toggle switch, and two leads with alligator clips on the leads to enable me to test and operate the point motors as they were installed before all the control panels and wiring was done. This made the installation of the motors so much easier. See CM September 2025.

Electrics

Yanga is operated with an NCE Powercab with the addition of some CAB 06Ps. I prefer the potentiometer style of controller to the newer ones with the encoder control.

Along the front of the boards there are the NCE controller panels and pockets to hold the handsets.

The sections are switched through NCE EB1 circuit breakers. The track power connection between the baseboards

Below
4-4-0 1245, also with a salvaged bogie tender, is turned for the return run. Also a Casula Hobbies model. The HG four-wheeled brake van in Way & Works pale yellow is also from Casula Hobbies.



The turntable is hand operated and was converted from a Peco N gauge item. One is required at Yanga and another in the staging yard. As I only needed a scale 50' table it was easy to add a new deck to the kit. The beauty of the Peco design is that the electrical pickup is simple and reliable; you only need to connect two wires and everything works.

A coal stage, water tank, and a water column have been re-used from the previous layout, and a small house has been added to become a crew barracks. A small diesel fuel tank and pumping facilities have been added to service railcars and the new diesel locos.

Lever frames and Peco point rodding have yet to be installed for the crossovers between the main line and the platform road. Small cast metal throw-over levers have been placed near the other points.

A friend provided a spare section of a carriage shed. It had an excellent wooden frame that was the correct length for the ACS branch line coach, and just needed corrugated iron covering. I had some styrene sheet that was fine for the walls and roof, and Peco servicing platform walkways were installed inside the shed.

Other structures and details were salvaged from previous layouts now dismantled.

Silos were added in low relief alongside the grain siding.

Backscene and scenery

The backscene was made from some photos I took near Balranald. Two were stitched together and then printed on a vinyl, 150mm high and 650mm long. This was mounted on art card and glued onto the back of the scenic baseboard. This was a lot easier than trying to fix the backscene to a vertical section already attached to the baseboard.

Ground cover is a mixture of Woodland Scenics materials and MiniNatur products.



Top
The backscene was made from my own photographs. The 30T class 4-6-0s were often used on country trains. The model was marketed by Wombat Models.

Above
The carriage shed, housing an ACS composite sleeper. The model is from Eureka Models.

Left
Moving into the diesel era – a 48 class Goodwin Alco is motive power for the goods as X200 Mark 2 tractor X210 works with a shunters' truck. The X200 is by IDR Models, the truck by Casula Hobbies. The 48 class is Trainorama. The paybus is on its rounds. The model is by Auscision. Steam still survives – 3011 is being coaled and watered.

Régis Déroussin introduces his second layout, once again based on a local theme.

Photographs by the author.

Fontaines-Mercurey

On the former PLM main line, electrified at 1,500v DC

This small station is located in the southern Burgundy region on the Paris – Lyon – Marseille main line, near the town of Chalon-sur-Saône and its still-existing depot. This line was operated by the PLM company until the creation of the SNCF in 1938. It was electrified at 1,500 volts direct current between 1950 and 1962.

For lovers of fine Burgundy wines, the villages of Mercurey and Rully, located in the heart of the Côte Chalonnaise vineyards, are highly renowned.

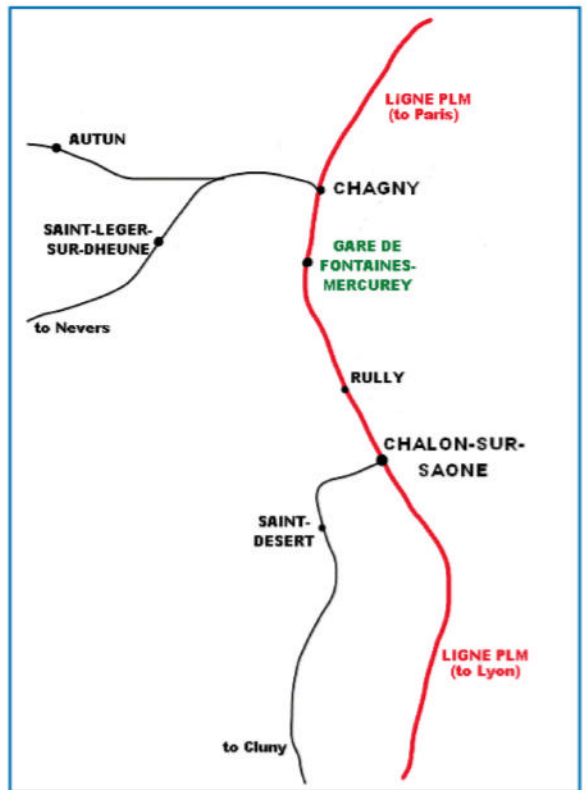
Regular readers will have already seen two articles dedicated to railways in this region. In the January 2024 issue, there was an article about the *Dheune Valley*, a layout belonging to the RMC 71 club. This club has premises in the former dormitory for PLM railway crew at Chalon-sur-Saône depot.

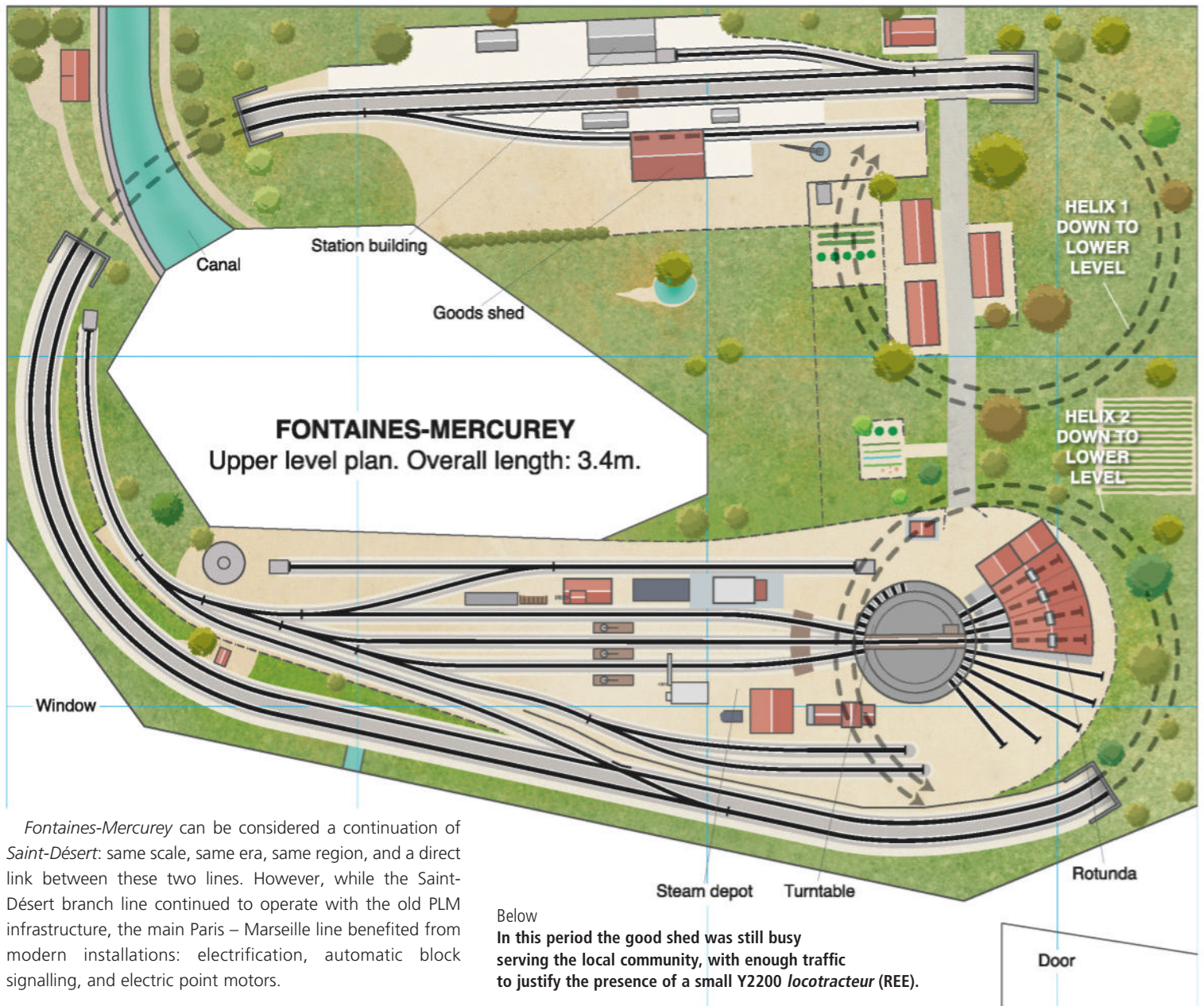
In the July 2025 issue, there was an article about the station at *Saint-Désert*. This layout is located in the basement of my house.



Right
 A mixed freight hauled by a BB8100 electric rumbles through Fontaines-Mercurey.

Below
 The wires may be up but steam is not finished – *Le Train Bleu* passes through hauled by a mighty 241P. These were the last steam locomotives produced at the Schneider factories in Le Creusot, between 1948 and 1952. 241 P 17 has been restored. The model is Hornby-Jouef.





Fontaines-Mercurey can be considered a continuation of *Saint-Désert*: same scale, same era, same region, and a direct link between these two lines. However, while the *Saint-Désert* branch line continued to operate with the old PLM infrastructure, the main Paris – Marseille line benefited from modern installations: electrification, automatic block signalling, and electric point motors.





Above
Houses built for the PLM railway workers.

Right
On the distant hill is Château Rully and its vineyards.

Layout design

The layout is located in a small room, 3.40m by 3m. The double track circles the layout and reaches the lower level storage sidings via two helical ramps. These two ramps are hidden by the loco shed and the road to the depot road. The main baseboard is 1.35m above the floor, the storage sidings below 1.1m.

Below
The goods yard is equipped with a hand-operated crane.





Left and above
The canal crossing the line.

Real locations represented

Fontaines-Mercurey station with its goods shed.

The canal gallery. The Canal du Centre crossed the railway by means of an 80m long tunnel. It was converted into an aqueduct in 1973.

Château Rully with its vineyards.

Saint-Hilaire Hill overlooks the station. At its foot are the railway workers' houses on Rue du Dépôt with their vegetable gardens.

Below
Looking over the dépôt
to the station on the far side.

The steam dépôt is much simpler than the real one at Chalon-sur-Saône, due to lack of space. The PLM roundhouse





is the one from Autun (a kit by Architecture et Passion). The other buildings are mostly from PN Sud Modélisme, except the 500m³ water tower (still present today near the roundhouses)(photos 35, 36, 37) which was scratchbuilt, as was the working turntable.

The track

The visible section uses Peco code 75 with wooden sleepers. The hidden section is Peco code 100. The turnouts are medium radius electrofrog, except for the depot where they are small radius.

The points in the storage sidings are operated by PL11 motors via a capacitor discharge unit. The other points are equipped with Conrad motors, while the depot has manual wire-in-tube controls.

Above
The view from the other end.

Right
The Rue du Dépôt links the shed to the station through the village.

Below
It is 1954 and a CC7100 is at the head of the *Mistral*.



Below Despite electrification, the dépôt is still well stocked with steam locos – though perhaps the derelict tender is sign of things to come.





Above left
The administration building.

Above
The sand drying facilities.



Control and operation

The layout can be changed between analogue (using a twin Gaugemaster unit) or digital (Roco Multimaus) with a simple switch.

The low level storage yard has three tracks in each direction. Tracks 3 and 4 are reserved for through trains. The other tracks can each accommodate two trains, one behind the other, thus giving four trains in each direction. A simple automatic system (with reed switches and bi-stable relays) allows trains to run one after the other, changing the position of the points. This method eliminates the feeling of one train going round in circles.

Left
The 030TU used for shunting is by REE.

Below
A BB8100 with a train of Panhard, Simca, and Citroën cars.





Signalling

The colour light signals are from France Fournitures Modélisme. They are activated by reed switches as the train passes.

The depot exit has an older mechanical signal – a purple square, by MKD.

Catenary

The real catenary is powered at 1,500v DC. The masts are either steel lattice or reinforced concrete.

On the layout, the masts are older Jouef items, extended and highly detailed.

The catenary is made of 3mm brass wire, soldered and then painted verdigris to imitate oxidised copper.

Background and scenery

The sky was painted light blue, and the clouds were created using an airbrush. The background is based on photos taken on site, printed, cut out, and glued together.

The grass was applied using an electrostatic applicator. The fibres come from several well-known brands. The trees and bushes are made of re-worked sea foam, painted, weathered, and covered with Heki flock netting.

Above, left to right
The colour light signals work and show authentic aspects.

Rolling stock

The rolling stock reflects what was used on the line.
 2D2 9100 electrics (Roco).

CC7100 electrics (REE, Electrotren, and Rivarossi) were used for express trains, particularly the *Mistral*.

BB8100 electrics (Roco) for freight.

The *autorails* were mainly X3800 (known as 'Picasso') and ADN (Ateliers Du Nord) types. They were often coupled together. These types also ran on the Saint-Désert line.

It is important to remember that the electrics operated alongside steam locomotives for several years. For example, the *Blue Train*, pulled by a nearly new 241P (built in 1948), can regularly be seen passing through the station.

At the *dépôt*, shunting operations were handled by the robust American-built 030TU locomotives.

Below
The exit from the *dépôt* is still controlled by an old mechanical signal.

Below right
The model catenary is based on Jouef products, with much added detail.



Right
ADN *autorail* coupled with
an X3800 'Picasso'.
The ADN model is from
a now-defunct brand, AS.
The X3800 is by Mistral.
The nickname,
given by railway workers,
comes from its off-centre cab,
which is reminiscent
of a Picasso painting
(with a bit of imagination!).



Right
BB8100 electric leading
a mixed goods train.



Below
2D2 9110 with a train
formed of three old Prussian
six-wheel clerestory roof
compartment coaches
followed by some rebuilds
on the same underframes
(colloquially known as
trois pattes – 'three legs'.)





Top left
The rail-mounted Bondy crane, a brass model by LMF.

Top right
The hand operated crane in the goods yard.

Above
The Cockerill crane is a detailed Jouef model; the original escort wagons have been replaced by newer models from REE.

Below
The points are detailed with electric motors and gas heaters.





Above
A DU65 maintenance *draisine* (REE) stabled at the *dépôt*.

Above right
The TIA (*Traitement Integral Armand*) water treatment building and gantry.

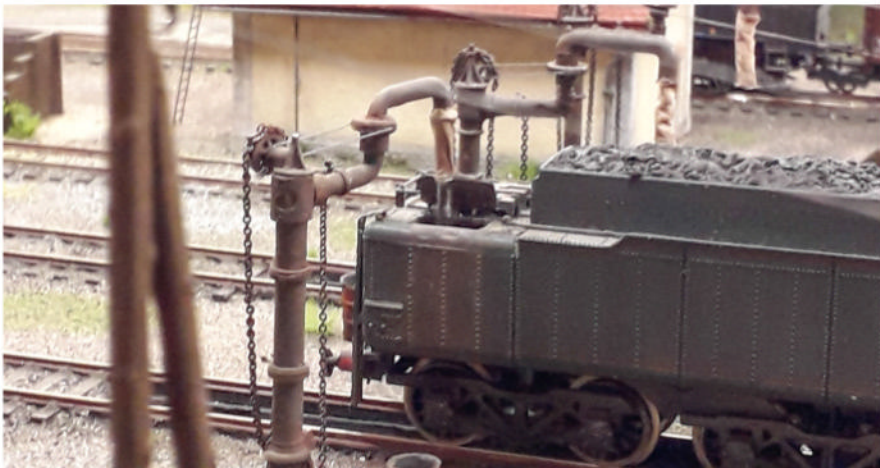
Right
Veteran electric BB13 based at Lyon hauling a mixed freight to Dijon.

Left
The dining table lights in the Pullman cars work.

Below left
A worker parks his bicycle.

Below
Water cranes at the shed.

Below right
The track maintenance shed.



Märklin

The Märklin and Trix new items programmes are again closely co-ordinated, with Trix providing two-rail versions of most of the new models. There are few separate Trix items, and only a few Märklin not duplicated.

Trix versions of rolling stock that is also in the Märklin range usually have different running numbers, and as exchange wheelsets are available for both more variety can be achieved.

All new locos have the mfx+ sound decoder, though they will still work basically on analogue supplies. These decoders identify themselves to the appropriate controller so the loco address does not need to be entered, simply selected. The mfx+ 'World of Operation' decoders offer not only control of motion, lights, and sound, but also the option of some operational parameters, such as use of coal and water or diesel fuel, and require visits to the appropriate facilities to replenish the capacity.

New models now have the buffer height conforming to NEM 303 standards.

The new 3C-Gleis track has a unique plug connection, which can be established and securely locked in place with a single hand movement. The snap connection with the 'click' holds the track together precisely.

Epoch II

MHI limited edition – class eT electric rail car with class eS control car. Version with front doors on the railcar and control car with crossover plates at the ends. Roof-mounted marker light lamps. Sand boxes as they were on delivery. Also Trix.

Insider Club wagon for 2026 – type OOt high-capacity bogie hopper, with extended sides, rivetted version, with brake platform and handwheel at one end, as well as end of train marker supports on the upper hopper. Privately owned by Rheinischen Stahlwerke, Abt.Arenberg, Essen.

Epoch III DB

Largely new tooling based on the 0110 with a new high-performance boiler and a type 2'3 T38 tender, without streamlined fairing. The model features silver boiler bands, dual headlights. Witte smoke deflectors and an Indusi magnet on one side. Also Trix.

To accompany – DB and DSG coaches for the D74 express Hamburg Altona – Basel SBB:

Set 1 – type ABC4üwe skirted 1st/2nd/3rd, DSG type WR4ü(e) dining car (standard design 1928-30), type C4ü 3rd (standard design 1928-30).

Set 2 – type PwPost4ü baggage and mail van (new tooling), type ABC4ü 1st/2nd/3rd (standard design 1928-30), DSG type WLAB4ü(e) skirted sleeper, type BC4üwe 2nd/3rd.

Märklin / Trix DB BR52 + K4 T30 tender



Märklin / Trix DB BR0110 Pacific new boiler



Märklin / Trix PwPost4ü



Märklin / Trix DB BR06 002



Extra single coach – type C4ü third (standard design 1928-30).. All also Trix.

New tooling – exclusive to Insider club members, BR06 002 4-8-4 without streamlining, with a type 2'3 T38 coal tender, dual headlights, Witte smoke deflectors, and an Indusi magnet on one side, as based in Hamm in 1952. Also Trix.

New tooling – BR52 2-10-0 with a type K4 T30 rigid frame tender, Witte smoke deflectors, pony truck with disc wheels. Also Trix.

To accompany – new tooling: set of three four-wheel segmented wagons, one with brake house, two with brake platform, lettered for 'Benzin- und Petroleumgesellschaft GmbH.'

Märklin / Trix four-wheel segmented tanks



Märklin / Trix DB E94



Märklin / Trix DB BR216



To accompany – set of three standard design type AB4ü-28 express 1st/2nd class coaches in blue as used between Hannover – Hamm (W) – Wuppertal – Cologne as train F 14 *Dom Pfeil*. Also Trix.

BR80 0-6-0T with three domes, bell, dynamo, smokebox door without a central lock with the number plate in the middle. Part of the ‘from ore to steel’ theme. Also Trix.

To accompany – set of five type O11 and O Nürnberg short four-wheel steel opens, two with brake cabins and three with brake platforms, loaded with real coal.

Set of three type Erz Id OOTz 44 bogie hoppers, with low upper superstructure and a brake platform. Standard design pressed sheet metal bogies with welded underframes. Loaded with real iron ore.

Modified tooling – E94 Co-Co electric in chrome-oxide green with roof extension, authentic roof detail, and six sandboxes on each side. Also Trix.

MHI limited edition – type GI22 van of the earlier Interchanged design, short version without a hand-brake and without end doors. Lettered for ‘Maschinenfabrik Esslingen’. The first of three in a collector’s series.

Type Omm37 high-side wooden body four-wheel open, with scrap load.

Type SSym46 heavy-duty bogie flat loaded with steel slabs.

Type Thoms35 beer refrigerator van smooth walls with a fictitious design for Badische Staatsbrauerei Rothaus A. G., with the inscription ‘Tannenzäpfle vom Hochschwarzwald’.

2026 museum wagon – type G 07 six-wheel van with a brake cabin, as a privately owned wagon, painted and lettered for the firm Kleeman, Faurndaul, plus a Volkswagen T1 ‘Bulli’ van. This is a fictitious identity, as it might have looked around 1957. Also Trix.

Epoch III DR

BR015 *reko* Pacific with 2’2’T34 coal tender, with Boxpok wheels, special small smoke deflectors, continuous dome streamlining, and cladding along the running boards. Also Trix.

BR190 (Saxon class XX HV) 2-8-2 with large smoke deflectors and a type 2’2 T31 Saxon coal tender.

Epoch IV DB

MHI limited edition – class E10.12 ‘Bügefalte’ in cobalt blue/beige as a *Rheingold* locomotive, with five lamps on the ends, continuous ventilation bands with rounded ends, continuous rain gutters, and buffer cladding and skirting. In retro packaging.

To accompany – set of four ‘tinplate’ *Rheingold* 1962 coaches.

BR221 B-B diesel-hydraulic in crimson. Also Trix.

BR218 diesel-hydraulic in City-Bahn orange/light grey. Also Trix.

To accompany – set of three coaches, two type Bnrzb778.1 seconds and one type ABnrzb772.2 composite with cafeteria, in CityBahn grey & orange as used between Köln and Gummersbach.

To match, type BDrzf784.1 second baggage driving trailer with Karlsruhe cab. All also Trix.

Type Dm903 baggage van in matching livery for the first time.

BR798 railbus and BR998 driving trailer in original crimson. Extra trailer available separately.

BR260 0-6-0 diesel shunter in ocean blue/ivory. Bonnets and cab from the series production version, original exhaust, re-inforced radiator grille with a wide frame, cab roof of locos up to about 390, with ventilation hatches. With train radio, and Indusi magnets on both sides, ‘Dofa’ stove and coal bunker. The model has remotely controlled couplers. Also Trix.

Märklin / Trix

DB BR260



New tooling – type Apümh121 open saloon first in crimson/beige, with passengers – and a train manager that moves up and down the aisle. Decoder fitted.

Märklin / Trix DB Apümh121 with mobile train manager



Märklin / Trix Stadler Eurodual BR2159



Talbot four-wheel hopper as a railway maintenance vehicle in blue, as it was at the end of the 1980s. Primex range.

Two special wagons for transporting slag based on a prototype from the steel industry. Ladles can be tipped. Weathered.

Type Saadkms690 low floor bogie flat for the ‘Rollende Landstraße’ loaded with a remote-controlled model of an MB 1620 lorry and trailer with ‘Märklin’ branding developed with Carson.

Epoch IV DR

BR120 Co-Co diesel ‘Taigatrommel’ with Soviet silencer. Also Trix.

To accompany – set of six type Eas5949 and Eas5971 bogie opens carrying lignite (brown coal).

Epoch V

Modified tooling – DBAG BR216 B-B diesel-hydraulic still in crimson but with new logo, as in 1995. With mfx sound decoder. Marketed as affordable starter item.

To accompany – *Silberlinge* coaches, type ABn703 first/second, type Bn719 second, and type BDrzf740 second baggage driving trailer.

Set of three DBAG type Sdkgms707 bogie intermodal pocket wagons.

Type Ks446 four-wheel lowside with rotating stakes, loaded with two type Y25 bogie frames.

Epoch VI

DBAG BR101 Bo-Bo electric in traffic red with current conducting couplings for use with the ICE formerly ‘Metropolitan’ express coaches.

Set of seven scale length former ‘Metropolitan’ coaches in ICE/IC livery – types Apmz116.0, Apmz 116.1 Apmkz116.6, Apmz116.4, Apmz116.2, Apmkz116.6, and Apmbfz 116.8 driving trailer, operating as ICE 1051 between Cologne and Berlin Ostbahnhof after 2015.

DB Bahnbau Gruppe GmbH BR249 dual power loco (Vectron Dual Mode light). Also Trix.

Set of three DBAG type Res-x 19.9m bogie lowsides on Y25 bogies, loaded with replica rails. Also Trix.

BR220 diesel-hydraulic in a fictitious DBG yellow paint scheme. Also Trix.

Type Res 19.9m bogie lowside with steel side walls, stakes that can be folded down, and rectangular buffers, on Y25 bogies, in On Rail GmbH yellow, loaded with ballast.

Class 66 diesel in Heavy Haul Power International GmbH (HHPI) grey livery.

Schluens Railroad Logistics (SEL) BR181.2 Bo-Bo electric in orient red as 181 218-9 ‘GÖPPINGEN’.

New tooling – BR2159 dual power locomotive (Stadler Eurodual) of the European Loc Pool AG (ELP), leased to Railsystems RP in silver/blue livery. Also Trix.

Set of three DB AG type Eanos-x056 and Eanos-x052 high-side opens, with different bogie types, and different liveries, with repair patches. Two cars have retooled protective brackets for the brake control elements.

Set of three type Zacns 95m³ capacity tanks on Y25Lsd1 bogies with double brake shoes, two Ermewa SA, one Millet SAS.

Set consisting of DE18 bogie diesel in the livery of the construction firm Leonhard Weiss of Göppingen, with three type Faks127 bogie side tipping wagons. This limited edition set is being produced in co-operation with Piko.



Märklin / Trix SBB Ae3/5

As usual, the programme includes a number of prototypes from beyond Germany.

Switzerland

Epoch IV

To accompany preserved Ae3/5, lightweight bogie coaches – first with double doors, second with double doors, second with centre doors.

Epoch VI

New tooling – SBB Ae3/5 electric 10217, the 'little Sécheron', as preserved, with fall plates on the ends and an oncoming train light above the upper headlight.

SBB Re460 electric 460 104 'Toggenburg' in red.

To accompany – EuroCity express coaches, Apm panoramic first, Apm first, and two Bpm seconds.

Type Sdggmrss (T3000e) articulated double pocket intermodal flat, with four side folding tie bars, operated by Hupac, loaded with two curtain-sided trailers lettered for the freight forwarder 'Planzer'. The Trix version has 'schöni' trailers.

Type Saadkms low-floor flat for transporting road vehicles to rail construction sites, operated by BLS.

Austria

Epoch VI

New tooling – class 2159 dual power locomotive (Stadler Eurodual) of the European Loc Pool AG (ELP), leased to Rail Cargo Group, in red. Also Trix.

To accompany – set of three ÖBB type Tds side discharge four-wheel hoppers with swing roofs.

Czech Republic

Epoch VI

New tooling – class 477.0 heavy 4-8-4T nicknamed 'Papagei' (Parrot) as a CSD museum locomotive, in blue. Also Trix.

France

Epoch III

SNCF CC65000 diesel-electric as preserved The model has a metal body. DC/DCC version from Piko.

Epoch VI

TGV INOUI (Euroduplex) high-speed train, as used between Paris and Munich. Two powered end cars (M1 and M2), one bi-level transition first (R1), one bi-level transition second (R8).

Three different sets of articulated intermediate coaches to extend the train. All also Trix.

Belgium

Epoch VI

To mark 100 years of the SNCB/NMBS, streamlined Pacific 1.002 in museum operating condition. Also Trix.

SNCB class 17 Bo-Bo electric (TRAXX3) in light grey.

To accompany – set of type M6 double-deck seconds in light grey.

The Netherlands

Epoch II

Four-wheel rivetted tank wagon with brake cabin, lettered for the 'American Petroleum Company (APC)', registered with the NS.

Epoch IV

NS class 1100 electric from the first production run, without end reinforcement, in dark blue with decorative relief trim and bogies with rounded cutouts. This is previously announced new tooling which is still to come, and the leaflet shows body shells on production line to illustrate progress.

NS class 1200 Co-Co electric 1210 in grey/yellow. Also Trix.

Set of two NS type Kbs four-wheel lowsides with side stakes, each loaded with a 40' container from the freight forwarder 'BELL'.

Epoch VI

Set of two type Shimmns short bogie sliding hooped cover bogie flats operated by Ermewa SA.

Luxemburg

Epoch III

CFL class 1600 NoHAB diesel in wine red.

Denmark

Epoch III

Four-wheel rivetted tank wagon with brake platform, lettered BP, registered with the DSB.

Epoch IV

DSB class MZ Co-Co diesel-electric, third production run, built by Nydqvist och Holm AB (NoHAB) in Trollhättan, Sweden, in red/black.

America

To mark 250 years since independence, there will be a gold-plated Big Boy. The smokebox door, upper boiler, tender body, driving wheels, leading and trailing truck wheels, side and drive rods, as well as various other metal parts, will be plated with 24 carat gold.

Norfolk Southern General Electric ES44AC diesel-electric number 8099 in the heritage livery of the former Southern Railway. Also Trix.

Trix

New items are illustrated in a 68 page brochure; we have only noted where they are different from the Märklin parallels noted above

Rolling stock usually has different numbers.

Exchange wheelsets for rolling stock are available either way at no extra charge.

Epoch III DB

2026 museum wagon – four-wheel insulated beer van with raised brake cabin as a privately owned car painted and lettered for the firm Kleeman, Faurndaul, plus a Volkswagen T1 Bulli van. This is a fictitious design as it might have looked around 1957.

Epoch III DR

Club Wagon for 2026 – insulated four-wheel beer van lettered for the 'Sächsische Union-Brauerei Aktiengesellschaft'.

Epoch IV DB

Trix Express Club wagon – type Gs210 four-wheel van.

Epoch IV DR

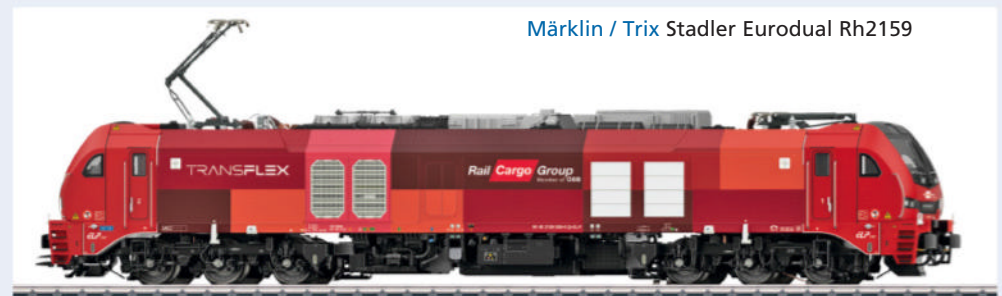
Set of four type Ks3300 and Ks3301 four-wheel lowsides with side stakes each loaded with two Skoda LIAZ 706 tractor units (by Brekina).

Epoch VI Switzerland

Type Sdggmrss (T3000e) articulated double pocket intermodal flat, with four side folding tie bars, operated by Hupac, loaded with two curtain-sided trailers lettered for the freight forwarder 'Schöni'.



Märklin / Trix CSD 477.0



Märklin / Trix Stadler Eurodual Rh2159

Piko once again offer a large amount of new and modified tooling across the scales/gauges (HO, TT, N, and G). Some items are noted "25/26" – presumably still awaited from last year. These have not been included here.

The anticipated delivery quarter is given in the 72-page new items brochure (shown here in brackets).

Much of the new tooling is illustrated with prototype photos or CAD.

Most new HO models are once again in the Expert range, unless otherwise noted (Classic or Hobby).

Piko TrainSound® onboard features in many of the new DCC sound-equipped locos.

Expert Plus (XP) models features such things as pulsed smoke (for steam locos), remotely operated couplings, or working pantographs.

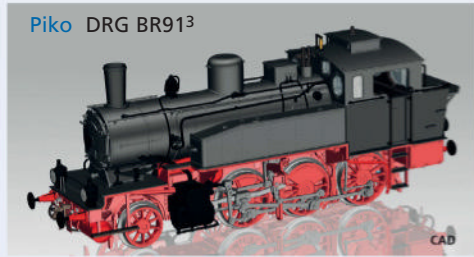
Piko DB BR119



Piko DB BR215



Piko DRG BR91³



Epoch II DRG

BR55 0-8-0 (Prussian G7.1) in photographic grey. Hobby. (1)

- Modified tooling – BR91³ 2-6-0T. (2)
- Modified tooling – E32 1-C-1 electric. (4)
- Bogie Post van. Classic. (3)

Piko DRG E32



Epoch III DB

New tooling – V90 B-B diesel hydraulic, with Behr double vents. (3)

Set of three type yl middle entrance coaches in green, including original 'rabbit hutch' driving trailer. (1) Noted 25/26.

Epoch III DR

V200 1001 diesel as shown at the Leipzig Messe. (1)

Piko DB V90



Piko DB Umbauwagen

- DGBe12 five-car articulated double-deck set with 'Express Junger Sozialisten' lettering. Classic. (2)
- Four-wheel Post/baggage second. Classic. (2)
- Type G02 four-wheel van 'VEG Saatgut Erfurt'. Classic. (4)

Epoch IV DB

- New tooling – BR119 1-Do-1 electric (3)
- New tooling – BR215 B-B diesel-hydraulic in original condition. (2)

- BR220 B-B diesel-hydraulic in wine red. (1)
- BR221 B-B diesel-hydraulic in blue-beige. (1)
- E52 2-B-B-2 electric. (3)
- BR139 electric in green. (2)
- BR110 electric in blue-beige. (4)
- Modified tooling – DB BR184.1 electric. (2)
- Modified tooling – DB BR184.0 electric. (3)
- New tooling – bogie *Umbauwagen*: AB4yg composite, B4yg second with either Pennsylvania or Minden-Deutz MD41 bogies, and BD4yg second/baggage. (All 1)
- Set with a six-wheel *Umbau* workshop coach and four-wheel lowside in works blue. (3)
- Four-wheel van for Post use. Classic. (3)
- Type E036 four-wheel open. Classic. (1)
- Type K (Ulm) four-wheel lowside with side stakes. Classic. (1)
- Bogie tank with brake platform, 'EVA'. Classic. (1)

Piko DB BR184





Piko DR BR62

Epoch IV DR

Modified tooling – BR62 4-6-4T. (3)
 BR244 Bo-Bo electric. (3)
 BR228 C-C diesel in economy livery. (1)
 First class open saloon in purple & white. Hobby. (2)
 Set of two type Kmm four-wheel lidded wagons. Classic. (1)



Piko DBAG BR296

Epoch V DBAG

New tooling – BR215 B-B diesel-hydraulic, with auxiliary exhaust and fuel tank (3)
 New tooling – BR296 B-B diesel-hydraulic, with Voith vents. (4)
 BR110.3 electric in orient red. (4)
 BR103 long frame electric in orient red. (2)
 BR219 C-C diesel-hydraulic with upper headlight. (1)
 BR798 railcar and trailer with 'Ulmer Spatz' graphics. (2)
 Halberstadt middle entrance composite and second in traffic red. (Both 3)
 Set of two telescoping cover bogie bulkhead flats. (3)
 Type Dms⁹⁰³ baggage van in blue-beige with added DBAG logos. Classic. (3)



Piko WFL BR243

Epoch VI

Modified tooling – former Metropolitan premium service stock in IC livery. Two packs – BR101 electric with Apmz116.0, Apmkz116.6, and Apmbzf 116.8 driving trailer; Apmz 116.1, Apmz116.4, Apmz116.2, and Apmkz116.6. (2) A joint project with Märklin.
 Modified tooling – WFL BR243 electric in Leipzig S-Bahn blue. (1)
 BR114 electric in traffic red. (1)
 BR152 electric as operated by Captrain. (3)
 BR110 with 'Centralbahn – Sonderzug' lettering as a Piko Shop System limited edition. (3)
 BR185 electric in Beacon Rail blue. Hobby. (2)
 BR232 diesel in Bahnbau yellow as a Piko Shop System limited edition. (2)
 BR285 diesel in PRESS blue. Hobby. (3)
 Vectron diesel BR247 'Rhomberg Sersa'. (2)
 BR228 C-C diesel-hydraulic operated by Cargo Logistic Rail. (1)
 BR211 B-B diesel-hydraulic in NorthRail orange. (2)
 G1206 bogie diesel in NorthRail blue. (2)
 G1206 bogie diesel in Rail Cargo Group red & grey. (4)
 BR642 Desiro diesel railcar in Baden-Württemberg 'bwegt' yellow & white. Classic. (1)
 BR642 Desiro diesel railcar in Saarland red & white. Classic. (2)
 GFF 'Maas – Wupper – Express' stock – Wittenberg style driving trailer second, second, and composite. (2)



Piko/Märklin DBAG BR101 + former Metropolitan stock

Set of two type Eaos bogie opens, loaded with coal, with graffiti. (2)
 Set of two type Falns side discharge bogie hoppers with 'RBH' lettering. (2)
 Type Lgs four-wheel flat with 40' 'Cosco' container. Hobby. (4)
 Type Taoos⁸⁹⁴ bogie swing roof limestone hopper in DB Cargo red. Classic. (1)
 Type Ucs four-wheel twin silo used by MEG for loco sand. Classic. (4)
 Limited edition set for the factory open day on 20th June 2026 – DE18 bogie diesel and three type Fakks¹²⁷ side tipping bogie wagons in Leonhard Weiss yellow livery. AC version from Märklin.

Switzerland

Epoch V

EWI dining car with pantograph as preserved in historic red. (4)
 Telescoping cover bogie bulkhead flat. (3)
 Type Slmmps bogie flat carrying M113 armoured personnel carrier. (2)
 Set of two long wheelbase four-wheel vans with different 'Saurer' graphics. Hobby. (3)

Epoch VI

DE18 bogie diesel as SBB Cargo International. (2)
 SBB Cargo type Habilins four-wheel sliding side van. (2)
 Type Shimmns short bogie hooped cover bulkhead flat operated by Wascosa. (3)
 BLS long wheelbase four-wheel van with 'Ramseier' graphics. Hobby. (2)
 Set of two type Lgs four-wheel flats each with two 40' Post containers. Hobby. (2)
 Modified tooling – Wascosa type Sgnns flat with extended height box body. Classic. (3)

Austria

Epoch III

Modified tooling – Rh1067 electric shunter. (3)
 Four-wheel acid vat wagon with brake house. Classic. (3)

Epoch IV

Modified tooling – Rh1067 electric shunter. (2)



Piko ÖBB Rh1067

Rh1110.0 electric. (2)
 Type Gbs long wheelbase four-wheel van in 'BahnExpress' blue. Classic. (3)
 Set of two WTK bogie side discharge hoppers. Classic. (3)

Epoch VI

Rh1116 Taurus electric in CityJet livery. Hobby. (2)
 Vectron Dual BR248 in STEG white & green. (3)
 Vectron 3193 as operated by Stern & Hafferl. (1)
 German IC second class coach leased to ÖBB, singly and in a twin pack. (Both 1)

Italy

Epoch IV

D.445 diesel first series in green & brown. (2)
 D.445 diesel second series in 'Navetta' grey. (2)

Epoch V

Type Lgs four-wheel flat with two 20' 'MSC' containers. Hobby. (2)
 Type Lgs four-wheel flat with 40' 'MSC' container. Hobby. (4)

Epoch VI

D.445 diesel first series, XMPR livery. (3)
 D.445 diesel third series, with snowploughs, XMPR livery. (3)
 Type T3000e articulated intermodal flat operated by Wascosa carrying two 'Ambrogio' curtain-side semi-trailers. (1)

Czechoslovakia

Epoch III

Class 335.1 (BR91) 2-6-0T. (2)
 New tooling – T455.0 bogie diesel, with first series cab (= MÁV M44, see below). (2)
 Four-wheel beer van with raised brake house in 'Česko Budějovské pivo' green. Classic. (3)

Epoch IV

New tooling – class 210 (former S 458.0) Bo-Bo electric. (4)
 Class 669.1 electric in two-tone green. (2)
 T669 Co-Co diesel in red. (2)
 'Ludmilla' Co-Co diesel-electric as T679.2 in red. (3)
 Type Y composite and second in green with yellow waist stripe. (Both 2)
 Type Y sleeper in blue. (3)
 Type Gbs long wheelbase van. Classic. (2)

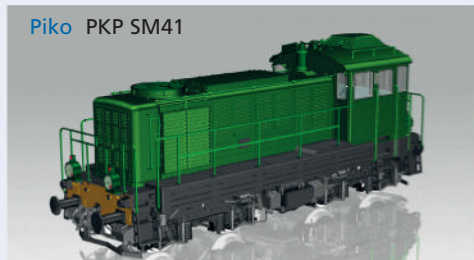
Epoch V

Class 181 electric in green & yellow. (4)
 Double-deck second in two-tone blue & white. Hobby. (4)

Epoch VI

New tooling – class 210 Bo-Bo electric. (3)
 First and second class bogie coaches in red & white. Hobby. (2)
 Type Gbgkks long wheelbase van in CD Cargo blue. Classic. (2)

Piko PKP SM41

**Poland****Epoch II**

Four-wheel beer van with raised brake house 'Browar Ksaizec'. Classic. (3)

Epoch III

New tooling – PKP Tr12 2-8-0 (Austrian Rh270). (4)

Modified tooling – PKP Tkt48 2-8-2T. (3)

ET21 electric in two-tone green. (3)

Third class fast train coach, two numbers. Classic. (2)

Bogie Post van. Classic. (3)

Set of two four-wheel livestock vans, one with brake house. Classic. (2)

Four-wheel wooden body open. Classic. (1)

Four-wheel steel open. Classic. (3)

Type Eaos bogie open. Hobby. (3)

Epoch IV

Modified tooling – PKP Tkt48 2-8-2T. (2)

New tooling – SM41 bogie diesel, with first series cab (= MAV M44, see below). (2)

Type 401Ka bogie van, two different liveries. (3)

Type 401Ze bogie flat with side stakes. (4)

Former type G02 four-wheel van in grey. Classic. (2)

Epoch V

SU45 diesel in two-tone green. (3)

EN57 three-car electric set in yellow & blue. (4)

Type 113A dining car in 'WARS' white & grey. (3)

Type 110A couchette coach in yellow & green. (3)

Type 406Ra bogie tank in 'CTL' blue. (2)

Type 406Rb bogie tank 'DB Schenker'. (2)

Type 406Rb bogie tank with brake platform. (4)

Set of type 401Z bogie flats with PL-DOLWR markings. (4)

Bogie gas tank branded 'Gasoil'. (1) Noted 25/26.

Type Fals side discharge bogie hopper, in PKP grey, two numbers. (2)

Start set – SP42 diesel, two middle entrance coaches, oval of ballasted track, simple DC controller. (2)

Epoch VI

Vectron BR193 as PKP ICCC 'Baltic Express'. (2)

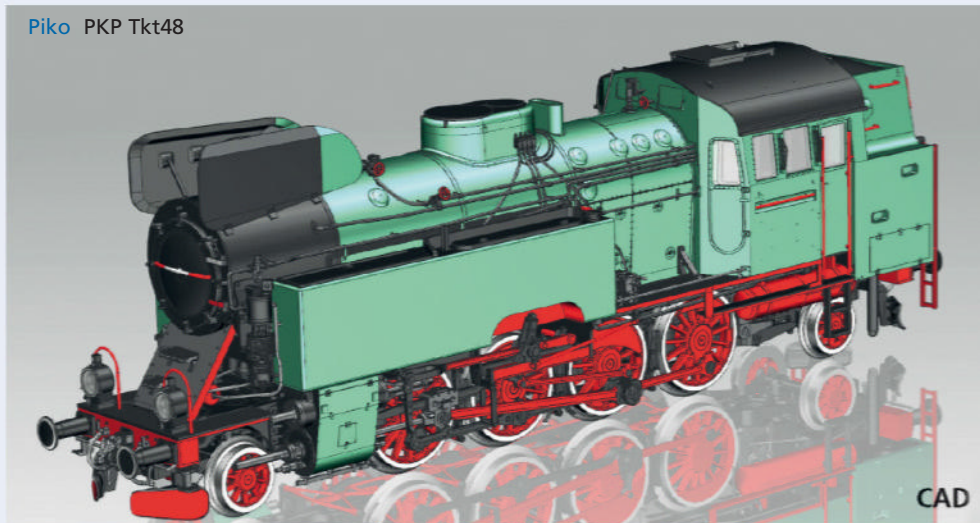
EP09 electric in InterCity blue. (4)

Class 181 electric in STK orange & brown. (3)

201E electric in PL-Wiskol grey. (3)

SM42 diesel in PNI yellow. (3)

Piko PKP Tkt48



SM42 diesel in CEMET blue & grey. (3)

S-200 diesel in CTL Logistics black. (1)

Former DR V200 Co-Co diesel in CTL Rail 4 Chem blue & silver. (3)

BR442 five-car electric set in Rostock S-Bahn blue. (2)

Set of type 111Ah and 112Ag coaches in new PKP IC liveries. (3)

Type 406Ra bogie tank with brake platform in yellow with PL-PLK markings. (2)

Bogie gas tank without sun shield, operated by Wascosa, in blue livery, lettered for 'Schröder und Klaus'. (2)

Hungary**Epoch III**

BR55 0-8-0 (Prussian G7.1) as class 431. Hobby. (1)

New tooling – M44 bogie diesel, with first series cab. Also used in industry and exported. (1)

Bogie Post/baggage van. Classic. (3)

Former Italian peaked roof four-wheel van as insulated beer van. Classic. (2)

Epoch V

Start set – MAV Start Taurus electric, three express coaches, oval of ballasted track, simple DC controller. (2)

Start set – M62 diesel, three different bogie wagons, oval of ballasted track, simple DC controller. (4)

Bogie tank with brake cabin. Classic. (2)

Epoch VI

MAV class 431 electric in blue & grey. (2)

France**Epoch III**

New tooling – SNCF CC65000 in original condition, with metal body. AC version by Märklin. (4)

Piko MAV M44



Type Tw four-wheel open. Classic. (1)

Epoch V

Type Uacns bogie silo lettered for 'Ciments Calcia'. (3)

Belgium**Epoch III**

BR55 0-8-0 (Prussian G7.1) as SNCB/NMBS class 7000 in green. Hobby. (2)

Four-wheel wooden body open. Classic. (1)

Epoch V

Standard sliding side four-wheel van. (3)

Epoch VI

BR187 TRAXX3 electric as SNCB/NMBS series 17. (3)

Vectron BR7193 in 'Medway' yellow. (3)

The Netherlands**Epoch III**

Modified tooling – class 7500 (BR91) 2-6-0T. (3)

Class 1000 1-Do-1 electric. (2)

Type LWRK four-wheel lowside with side stakes. Hobby. (1)

Type GTOW four-wheel open. Classic. (1)

Epoch V

Class 500 0-6-0 diesel in grey & yellow. (1)

Epoch VI

Class 500 0-6-0 diesel in green as preserved by the VSM. (1)

NS 6400 bogie diesel in grey & yellow with red 'Railion' cabside patches. (1) Noted 25/26.

G1206 diesel in RTS-Swietelsky orange & silver. (4)

Set of two type Falns¹⁷⁶ side discharge bogie hoppers in 'VTG' blue. (1)

Set of two type Shimmns short bogie hooped cover bulkhead flats used by ATIR Rail. (1)

Start set – VSM museum train: 0-4-0T, two four-wheel coaches, oval of ballasted track, simple DC controller. (2)

Denmark**Epoch III**

English Electric (Dutch class 600) 0-6-0 diesel as DSB ML 5 in green. (3)

Epoch V

New tooling – MZ Co-Co diesel, built by NoHAB. Which of the four sub-series is not stated. (4)

Post coach in red livery. Classic. (3)

Epoch VI

BR185 electric with 'Black Dragons' graphics. Hobby. (2)

America

Two new Rio Grande numbers for the modified ML4000 C-C diesel-hydraulic, plus one Southern Pacific number still in the D&RGW yellow livery. (1)

The new items brochure is once again an A4-size landscape format publication of 260 pages and covers HO and HOe (just eight pages). Locos are separated into steam, electric, and diesel, grouped by country, and within these arranged roughly chronologically.

Comprehensive feature symbols indicate administration, country, period, overall length, minimum radius, LED lighting, type of decoder socket, and presence of buffer capacitor, plus sound or AC versions when relevant.

Premium products are branded Edition models.

Rolling stock classifications are shown for most wagons.

Several items have supplementary notes.

The expected delivery quarter is noted (shown here in brackets), but prices are not given.

Germany

Epoch I

K.Bay.Sts.B. PtL2/2 'Glaskasten' 0-4-0T. (1)

K.Bay.Sts.B Pt2/3 2-4-0T. (1)

To accompany – set of four four-wheel coaches including baggage and post vans. (1)

To accompany – set of three wagons with spoked wheels: six-wheel van with raised brake house, four-wheel van, four-wheel steel open with brake house. (1)

Update – Prussian S10 4-6-0 now with decoder socket and LED lighting (4)

To accompany – clerestory roof express bogie coaches, AB6ü composite, two C4ü pr08 thirds, WL4ü sleeper, and Pw4ü pr04 baggage van with cupola lookout. (All 3)

Epoch II

BR38 4-6-0 still in green livery, without smoke deflectors, Reichsbahn gas lanterns, Edition model. (1)

To accompany – set of three clerestory roof compartment coaches: C3pr11, C3pr11 with raised brake house, and Cpr21 with raised brake house. Separately – BC31 pr05 composite, Pw3pr99a baggage. (All 2)

E44 Bo-Bo electric with large lamps and type SBS10 pantographs. (4)

To accompany – set of three Talbot four-wheel ballast hoppers. (2)

Epoch III DB

Update – BR39 2-8-2 now with decoder socket and LED lighting (4)

BR50 2-10-0 with small smoke deflectors, small buffer beam lamps, four-dome boiler, no bell. (1)

V36 0-6-0 diesel as Oberpostdirektion Hannover Nr.1. (1)

Type Gmhs four-wheel van with sheet metal sides. (2)

Set of three four-wheel opens, types O10, Om12, and Om12 with brake house. (3)

Epoch III DR

Set of two type Omu four-wheel opens, one with brake house. (2)

Type Gl four-wheel van with brake house, half a former LEIG set. (2)

Roco DB BR217



Epoch IV DB

New tooling – BR217 B-B diesel hydraulic in blue-beige. (4)

New tooling – BR290 B-B diesel hydraulic in red. (4)
BR335 diesel shunter DCC only with digital coupling and large stay-alive, in red. (3)

Modified tooling – DB BR194 electric, for the first time modelled with the lamps in the bonnets and special features of the 194 080 including overhead warning flashes in the cab windows. (2)

ETA515 battery electric bogie railcar in red with driving trailer in blue-beige. (4)

Set of two Post 2s-t/114 four-wheel vans, one with brake platform, one with heating cable. (2)

Shunting yard theme – wagon display packs, for individual sale:

two each type F-z¹²⁰ four-wheel tipping hopper, type Ucs⁹⁰⁹ four-wheel twin silos, and type Taems bogie swing roof wagons. (3)

two each type E⁰⁴⁰ four-wheel steel opens with brake platform, type Kbgs four-wheel lowside with side stakes each carrying two 20' 'Hapag-Lloyd' containers, and two type Res bogie lowsides with side stakes. (4)

two each type Tbis⁸⁷¹ four-wheel sliding side/roof wagons, type Tbis⁸⁷⁰ four-wheel sliding side/roof wagons, and two type Tcs⁸⁵⁰ four-wheel sliding roof wagons. (4)

Type Tims four-wheel sliding side/roof wagon (2)

Type Kbms⁴⁴⁰ four-wheel flat with side stakes load-
ed with wire coils. (2)

Type Zags bogie gas tank branded 'Flaga'. (3)

Type Gbkl²³⁶ four-wheel van. (3)

set of two type Rs680 bogie flats with side stakes. (4)

Set of three Talbot four-wheel ballast hoppers. (4)

Two sets of three type Faals¹⁵⁰ six-axle bogie ore hoppers. (1)

Epoch IV-V DB

Set of suburban stock (type ABnrzb⁷⁷² composite and two type Bnrzb⁷⁷⁸ seconds) in Köln – Gummersbach 'City-Bahn' orange & pebble grey, plus type BDnrzf⁷⁸⁴ Karlsruhe second/baggage driving trailer. (All 3)

Epoch IV DR

BR50 2-10-0 with small smoke deflectors, three-dome boiler, *Neubau* tender. (1)

BR38 4-6-0 with small smoke deflectors, rivetted box tender, (2)

Update – BR39 2-8-2 with small smoke deflectors, T34 tender (4)

To accompany – standard express bogie coaches, first, composite, and second, MITROPA restaurant and two sleepers, and baggage van. (All 1)

BR86 2-8-2T for the first time with the distinctive large smoke deflectors as used on the island of Usedom. (4)

To accompany – set of five coaches: coach with luggage space with end-of-train lights, baggage van with movable sliding doors, two 'Thunderboxes' still painted in RAL 6007 green, one *reko* six-wheeler in RAL 6007 as a transitional measure, another *reko* in TGL livery, as was sometimes used on Y/B70 stock at the time.

New tooling – BR110 B-B diesel-hydraulic, first time representation of the early series, with roof cover integrated with the bonnets, in bordeaux red. (2, prototype picture)

BR120 Co-Co diesel-electric with original exhaust silencer, in red with broad white stripe. (2)

BR118 B-B diesel-hydraulic, with rectangular door openings, equipment room with vents and windows, in red with double white stripes. (2)

Type Uacs-y bogie silo 'Schkopau'. (2)

Type El four-wheel open. (3)

Set of two type Eos four-wheel opens with removed roller covers. (3)

New tooling – type Zs-w four-wheel tank with brake platform. (3)

Digital start sets – BR132 'Ludmilla' Co-Co diesel electric and two Halberstadt express coaches (1:100 length) in green & cream with oval of track, choice of GeoLine and Roco-Line, and Z21 START newGen central unit and choice of MultiMaus handset or app (for smart 'phone) (3)

Epoch V

BR140 electric in blue/beige with DBAG logos. (2)

Epoch V-VI

New tooling – 'GATX' type Zs four-wheel tank with brake platform. (3)

Set of two 'GATX' type Zs four-wheel tanks with brake platform. (3)

Type Hiirs close-coupled pair of sliding side vans. (2)

Epoch VI

Update/modified tooling – BR145 electric with new rail clearers, added windscreen wipers, and PluX22 decoder socket, in DBAG traffic red and RBH blue & silver. (Both 4)

BR112 electric in orient red. (1)

BR189 electric in Beacon Rail blue, with Italian pantograph contact strip. (2)

BR189 electric in traffic red and in black with DBAG logos, with optional auto couplers for double-heading ore trains. (Both 4)

Roco DB BR290



Roco type Zs



Roco BRB FLIRT 3 ET302



To accompany – two sets of three type Falrrs¹⁵² six-axle high capacity hoppers, all in traffic red but with various lettering. (Both 2)

BR232 'Ludmilla' Co-Co diesel electric in DB Bahnbau yellow. (3)

Update – Vectrons now being supplied with alternative European, Swiss, or Italian blanking plates to replicate the correct lighting arrangement in analogue operation.

Vectron as LTE 193 958-6 with '100 trucks = 1 train' graphics. (2)

Vectron as RheinCargo 7193 101-1. (2)

Vectron as MRCE 193 718-4, in black, with higher control console. (2)

Vectron as TX-Logistik 7193 306-6 in white, with new rail cleaners and bogie frames as on the XLoad machines. (2027)

New tooling – FLIRT 3 six car articulated electric unit, as BRB ET302 'Freilassing' in blue & grey. Both end cars powered. Edition model. (4)

Also Arverio bwegt five car set in yellow & white. (4)

Rail crane in DBAG traffic red (fully functioning digital only model). 3

Set of two type Res bogie lowsides with side stakes, one carrying a container, as works vehicles to accompany the crane. (4)

BR185 electric with 'Trust Rail' graphics. (2)

BR232 'Ludmilla' Co-Co diesel electric in Erfurter Bahn Service black. (3) (Noted Epoch IV but must be VI) WLE diesel-electric No.22 ('Hercules' ER20 type, ÖBB Rh2016, DB BR23) in 'Warsteiner' beer black livery. (3)

To accompany – type Sggmrs articulated intermodal flat carrying two 'Warsteiner' beer 45' containers. (3)

Set of three type Rnoos bogie bulkhead flats in OnRail red, loaded with logs. (3)

Set of two type Rnoos bogie bulkhead flats in OnRail green, loaded with logs. (3)

Analogue start sets – BR218 diesel in traffic red, two InterCity express coaches (1:100 length), electronic hand controller, and power supply, plus oval of track, choice of GeoLine or Roco-Line. (3)

Digital start sets – similar but with Z21 START new-Gen central unit and choice of MultiMaus handset or app (for smart 'phone). (3)

Three sets of three IC coaches representing IC2013 'Allgäu' (Dortmund – Köln Hbf. – Mannheim – Oberstdorf): Apmzmz^{126.2}, Apmzmz^{126.2}, Bpmmdz^{285.9} (modified tooling, first time with prominent tail lights and rubber gangways); ARkimmbz^{288.4}, Avmmz^{106.1}, and Bpmmz^{284.5}; and Bpmmz^{285.3} (modified), Bpmmz^{284.5}, and Bpmmz^{284.4}. (All 2)

Double-deck stock in red to represent RE2 München Hbf. to Hof Hbf., set of three DABpza composite, DBpza second, and DBpbzfa driving trailer second, and set of two DBpza seconds. (All 3)

Set of four double-deck coaches, DBpbzfa driving trailer second and DABpza composite in red with two DBpza seconds in blue. Additional blue second available separately. (All 3)

Double-deck second in SOB 'Ideenzug' black livery. (3)

Type Shimmns short bogie hooped cover bulkhead flat 'Sogetank'. (1)

Wascosa type Sdgns/T5 intermodal bogie flat carrying 'nothegger' 40' container. (1)

GATX type Sgns bogie flat carrying two 20' tanktainers. (2)

Type Sdggmrs⁷³⁸/T3000e articulated intermodal flat carrying two 'DB Cargo' curtain side semi-trailers. (2)

Set of three 'NACCO' type Zacns bogie tanks. (2)

Set of three 'GATX' yellow type Zacns bogie tanks. (3)

Set of three type Eanos-x⁰⁵⁵ bogie opens each loaded with two 20' containers. (3)

Roco ÖBB Rh2143



Austria

Epoch I

Rh310 2-6-4, Edition model (2)

Bavarian DVI 0-4-0T as k.k.St.B. Rh85 (1)

To accompany – set of four four-wheel coaches including baggage and post vans (1)

Epoch II

Rh109 4-6-0 in photographic grey (2)

Epoch III

ÖBB Rh5042 bogie diesel railcar in blue & white. (1)

Set of two four-wheel *Spantenwagen* rebuilds, second and second/baggage, in blue & white. (1)

Epoch III-IV

Set of three different four-wheel open wagons, types Oa, Om with brake platform, and Om with brake house. (2)

Set of three Talbot four-wheel ballast hoppers. (2)

Epoch IV-V

Middle entrance coaches in 'economy' orange & cream for the first time, composite, second (two numbers), and second/baggage. (All 3)

Modified tooling – set of two type Post-m bogie vans in 'jaffa' livery. (3)

Set of three Post vehicles, type Ds bogie van and two type Gbss-vx four-wheelers. (3)

Epoch V

New tooling – ÖBB Rh2143 diesel, third batch with straight frames, in Valousek livery. (4)

Rh1144 Bo-Bo electric 'Valousek Edition', exclusive limited edition. (4)

To accompany – set of four matching livery coaches including driving trailer (4)

Epoch VI

New tooling – Rh2143 diesel in Regiobahn 'Leiser Berge' blue. (4)

To accompany – set of three Schlieren coaches in Regiobahn Epoch V blue & white (4)

Rh2016 'Hercules' diesel in red. (1)

New tooling – six piece set of Railjet new generation stock – Bfmpz driving trailer second, BRmpz second/café, Bmpz and Bbmpvz seconds, and two Ampz firsts. (4)

Set of three Bmpz seconds to extend the train. (4)

Rh1216 Taurus in Railjet livery as motive power. (3)

New tooling – six piece set: Rh4706 Railjet double-deck e.m.u. as Freilassing Edition. (Not until 2027)

Roco ÖBB Post-m bogie van



TRAXX F140MS Bo-Bo electric as BR186 in LTE Logistik- und Transport-GmbH livery. (3)

Siemens Vectron Bo-Bo electric from Railpool as operated by Adesso Rail (3)

Set of three type Rs bogie flats with side stakes in RCW red. (1)

Type Rns bogie flat with side stakes in VTG grey. (2)

Type Sdggmrs⁷³⁸/T3000e articulated intermodal wagon carrying two 45' swap bodies in new Rail Cargo Group livery. (2)

Rollende Landstraße set – three type Saadkms low-floor flats (one with end buffers) and a type Bimz coach. (3) Additional flat available separately. (3)

Roco ÖBB Railjet new generation stock



Roco ÖBB Rh4706 Railjet double-deck e.m.u.





Roco SBB type Z-5 Post vans



Switzerland

Epoch IV

Update – De4/4 baggage railcar now with decoder socket and LED lighting (1)

To accompany – set of two Seetal open balcony bogie coaches, back after a long gap. (1)

Modified tooling – SOB Re4/4^{III}, new end with large round headlights, new rear view mirrors, and rectangular buffers for shuttle operation. (4)



Roco SBB De4/4

To accompany – sets of two (first and second) and three (two seconds and baggage) coaches for the *Voralpen Express*. (3)

Set of two four-wheel open wagons, types E and Es, with dented sides. (1)

Epoch V

Set of two four-wheel tank wagons with brake platforms. (2)

Epoch V-VI

Re4/4^{III} also as Crossrail Re436, without end emblems. (4)

SBB Re6/6 now used by SBB Cargo, still in green with *Bussigny* coat-of-arms, correct different wind-screen frames, round lamps, and added air conditioning units. (2)

BLS Re465 with 'Golden Pass' graphics. (2)

SBB IC 2000 double-deck coaches, type AD first/baggage, type Bt second driving trailer, and twin packs of firsts and seconds (two sets) to make up the train. (All 2)

Set of two type Sgnss bogie flats, each carrying two 20' tanktainers. (3)

Epoch VI

SBB Re4/4^{II}, first series, with single arm pantographs and added air conditioning units. (4)

Vectron electrics as 193 459-5 *Deutschlandpiercer* and 193 452-0 *Schweizpiercer*. (Both 1)

Modified tooling – SBB ICN RABDe 500 five car tilting e.m.u. (4).

Set of extra first and second to extend the train. (4)

Modified tooling – BLS Re4/4 172 with *Eggerberg* coat-of-arms, in final condition with short buffer beams and later brake resistance grilles. (1)

BR186 251-5 as operated by Railpool. (1)

Driving trailer second for EWIV push-pull stock. (1)

New tooling – set of two type Z-5 bogie packet post vans, one each first and second series. (3)

First series van available separately with working tail lights. (3)

Set of three type Saadkms low-floor flats (one with end buffers) used by HUPAC. (1) Additional flat available separately. (1)

Type Saadkms low-floor flat (with end buffers) registered with the BLS. (1)

Type Sdgnss/T5 intermodal bogie flat operated by HUPAC carrying an 'Ansorge' curtain-sided semi-trailer. (1)

Type Sdggmrs⁷³⁸/T3000e intermodal articulated bogie flat operated by HUPAC carrying a 'FERCAM' trailer and two swap bodies. (2)

Type Sgns bogie container flat registered with AAE and loaded with three 20' open-top tarpaulin-covered containers from the 'Rexwal' company. (3)

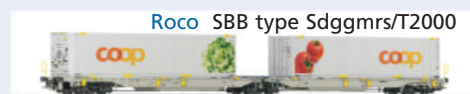
Set of six type Falns high capacity bogie hoppers in GATX grey. (2)

Set of type Eas bogie open and type Fc four-wheel hopper lettered for 'Chemoil'. (1)

Set of two type Uacs 'Holcim' bogie silos. (2)

Set of two type Zacns bogie tank wagons operated by Wascosa. (3)

Two sets of two type Sdggmrs/T2000 articulated intermodal flats each carrying two new tooling 20' refrigerated containers with various 'Co-op' produce graphics. (4)



Roco SBB type Sdggmrs/T2000

Italy

Epoch III

Local goods train set of three wagons – type Mv short four-wheel van with brake house, type FF long peaked roof four-wheel van, and four-wheel tank with brake platform. (1)

Epoch III-IV

V36 0-6-0 diesel as FVS L.D.51 in brown, with bell on the bonnet. (1)

Epoch IV

Type Ks four-wheel lowside with side stakes. (3)

Epoch V-VI

Set of two type Shmmns short bogie bulkhead flats carrying steel coils. (2)

Epoch VI

BR189 905-3 operated by RTC in red 'zebra stripe' livery, with Italian pantograph contact strips. (3)

Vectron 193 996-3 operated by RTC in red and blue 'zebra stripe' livery. (3)

Set of two Eurofima seconds with 'IC Sun' branding. (3)

Set of two type Hbbllns sliding side four-wheel vans. (4)

France

Epoch III

SNCF class 150Y 2-10-0 (former German BR52 with tub tender) in lined green. (1)

Epoch III-IV

Set of two type TP bogie lowside. (1)

Epoch IV

CC72000 diesel as 72052 'La Baule'. (3)

Set of two type Ts four-wheel opens with roll covers. (2)

Set of three type Taems bogie opens with roll covers. (3)

Epoch IV-V

Type Klms four-wheel lowside loaded with coils of wire. (4)

Epoch V-VI

Type Klms four-wheel lowside loaded with coils of wire. (4)

Epoch V-VI

Modified tooling – BB15000 electric in Multiservice livery, with added multiple unit/push-pull control sockets. (3)

Y8200 four-wheel diesel shunter in Fret green & silver, with digital coupling and stay-alive (digital only). (3)

Epoch VI

BB26000 electric in Trains Speciaux dark blue. (1)

Belgium

Epoch VI

BR186 Bo-Bo electric as SNCB/NMBS series 28. (1)

Luxembourg

Epoch III

CFL class 56 2-10-0 (former German BR52 with tub tender). (2)

Set of three different wagons – four-wheel hopper, four-wheel open, bogie lowside. (2)

The Netherlands

Epoch III

Set of three type GZMK four-wheel lowside loaded with ballast. (2)

Epoch III-IV

Four-wheel tank with brake platform with 'KETJEN' branding. (2)

Epoch IV

Set of three type Sas six axle heavy duty bogie flats loaded with steel slabs. (2)

Type Kl four-wheel lowside with side stakes carrying two 'Scan-Dutch' 20' containers. (3)

Epoch VI

Class 1600 electric in traffic red with DBAG logos, no air conditioning units. (3)

Class 1700 electric with 'Rail Force One' graphics, with air conditioning units. (1)

Vectron electric as 193 934-7 in NS yellow & blue, leased from ELL. (3)

'Sik' four-wheel diesel shunter in Volker Rail blue & white, with digital coupling and stay-alive (digital only). (3)

Set of two type Shimmns hooped cover short bogie bulkhead flats in 'NACCO' red. (1)

Set of two type Eanos bogie opens in 'Tankwagon' grey. (3)

Type Samms six axle heavy duty bogie flat in Railpro blue. (3)

Type Sdggmrs⁷³⁸/T3000e intermodal articulated bogie flat operated by Wascosa carrying two 'HST' curtain side semi-trailers. (2)

Type Sdgnss/T5 bogie intermodal wagon operated by Wascosa carrying two 20' tanktainers. (3)



Roco CSD type Fads/Wap

Czechoslovakia

Epoch III

New tooling – class 477.0 4-8-4T 'Papagei', Edition model. (3)

New tooling – set of three type Fads/Wap high capacity side discharge bogie hoppers in grey, empty. (4)

Roco CSD class T466



Epoch IV

CSD E469.1 Bo-Bo electric in green & white. (4)

Modified tooling – CSD T466 diesel with ribbed cab sides and roof, in red. (4)

T478 diesel, third batch, with corrugated sides up to roof level, in red & yellow. (2)

Type Daa-k goods train crew van, with open platform and chimney. (2)

Type Eas bogie open. (3)

Set of two type Uacs^{451.1} four-silo bogie wagons. (2)

Czech Republic

Epoch V

CD 121 Bo-Bo electric in green & yellow. (4)

CD 753 'Goggles' diesel-electric in red with yellow zig-zag stripe. (1)

CD 742 hood diesel, third batch with ribbed cab sides, and coach door remote control sockets on the buffer beams, in two-tone green with yellow stripes. (4)

First, composite, pack of two seconds, second/baggage, and couchette express coaches in green, plus sleeper in both blue and blue/yellow with 'plough' graphics. (All 3)

Set of two type Uacs four-silo bogie wagons. (2)

Set of two type Shimmns short bogie hooped cover bulkhead flats. (1)

Epoch VI

Vectron electric as CD 193 568-3 (2)

CD 754 'Goggles' diesel-electric in blue with broad yellow waist band. (2)

Type Daa-k goods train crew van, with open platform and chimney. (2)

Type Sgnss bogie container flat carrying three 20' containers. (1)

Type Habbillns bogie sliding side van. (3)

Set of two CD Cargo type Rils-y bogie hooped cover bulkhead flats. (1)

Slovakia

Epoch VI

Class 754 'Goggles' diesel. (1)

Class 263 electric. (3)

Roco CSD class 477.0



To accompany – first and second class coaches in red, second and second baggage in green. (All 3)

Type Habbillns bogie sliding side van with colourful 'ZSSK Cargo' graphics. (3)

Hungary

Epoch IV

M62 Co-Co diesel in GySEV red livery. (2)

Type Gg four-wheel van. (1)

Set of two type Tcs sliding side/roof four-wheel wagons. (1)

Epoch V

Set of two type Es four-wheel opens. (4)

Epoch V-VI

Type Gabs bogie van. (4)

Epoch VI

Taurus electric in MÁV-Start blue & white. (3)

To accompany – set of three Eurofima coaches, composite and two seconds. (2)

Poland

Epoch III

Type Fhx (ex Pw4ü Pr 07) bogie baggage van with raised cupola lookout. (1)

Set of two four-wheel opens, types Wddo and Wddoh with brake cabin. (1)

Set of three four-wheel wagons, types Wddo open, Kddt van, and Kdst van. (3)

Roco PKP class EU05



Epoch IV

Ok1 4-6-0 (BR38), Edition model (4)

Modified tooling – EU05 electric in two-tone green. New pantographs. (4)

Set of two type Bti four-wheel seconds converted from goods vans. (1)

Type Dp four-wheel clerestory roof Post/baggage van.

Type E (Wddoh) four-wheel open with brake cabin. (1)

Type Uh four-wheel tank with brake platform. (3)

Type Hbk (Kdst) four-wheel van. (4)

Modified tooling – type Rs-x bogie flat with side stakes, on Polish 1XTa bogies. (4)

Type U (Ft) four-wheel goods train crew van. (3)

New tooling – set of three type Wap high capacity bogie hoppers, in grey. (4)

Epoch V

Set of three type Bdnu 'Teilmena' bogie coaches in green & white, used on Lodz – Warsaw services. (2)

Modified tooling – set of two type Fals low side bogie hoppers, on Polish 1XTa bogies. (4)

Epoch V-VI

PKP Cargo type Hbbins sliding side four-wheel van. (2)

Type Sgnss bogie container flat loaded with two 'Hapag-Lloyd' 20' containers. (3)

Epoch VI

Vectron electric as PKP ICC 370 094-2 with 'Adriatic Express' graphics. (4)

BR232 'Ludmilla' diesel-electric in Pol-Miedz Trans green & orange. (1)

To accompany – set of three type Fals side tipping bogie wagons. (1)

New tooling – set of two type Fal high capacity bogie hoppers, in DB Schenker traffic red. (4)

Roco type Fal DB Schenker (Poland)



Denmark

Epoch V-VI

Type Hbbillns sliding side four-wheel van.

Sweden

Epoch IV

Update – SJ Da 1-C-1 rod-coupled electric now with original un-reinforced buffers, individual snowploughs, and original windscreen wipers, with working tail lights and Plux22 decoder socket. (4)

Rc4 electric in original condition. (2)

Modified tooling – Rc4 electric owned by Nordic Re-Finance in Amtrak silver (2)

Set of two type Teu four-wheel sliding side/roof vans. (2)

Set of two Deutz four-wheel tanks with brake platform, with 'Koppartrans' branding. (4)

TRAXX F140AC2 482 038-0 electric in Nordic Re-Finance blue & green, with snowploughs on the frame.

Former SBB Re6/6 620 electric now owned by Nordic Re-Finance with alpine graphics. (4)

Epoch VI

Type Himrrs close-coupled pair of four-wheel sliding side vans lettered 'Nordwaggon'. (4)

Spain

Epoch IV

Type Shimms bogie flat loaded with three steel coils.

Epoch V-VI

Type Shimms bogie flat loaded with three steel coils.

Hornby International

There is a 228 page catalogue covering just HO – Arnold (N and TT) now has a separate catalogue. The brands are now presented in the order Jouef – Electrotren – Rivarossi – Lima.

There is noticeably more for Italy and Spain.

A number of items marked as new are still awaited from last year (or before); others are noted 'new 2026', which is what is reported here.

Most new items – whether new or modified tooling or 'just' a new livery – are shown with graphics or a prototype photograph.

Expected delivery dates are not given.

Some wagons are common to all the brands but in different appropriate versions – a sensible approach.

Rolling stock with lights now has a touch sensitive switch under the roof.

New magnetic couplers have been introduced for NEM 362 and NEM 363 coupler pockets. They offer effortless coupling and uncoupling, as well as reliable, break-free running. The coupling distance conforms to NEM 362, ensuring prototypical 'buffer-to-buffer' operation. As spares they are sold in packs of ten.

Rivarossi

Germany

Epoch III DR

Articulated pair of double-deck coaches with control cabs, with third class lettering.

Epoch IV DB

BR627.0 bogie diesel railcar in blue/beige.

Two pack of type Bcm²⁴³ couchettes in blue.

Epoch IV DR

Articulated pair of double-deck coaches, green with brown roof, with patches.

Type Gs four-wheel van with tail light.

Two pack of type Rmms heavy duty bogie flats in black, loaded with aluminum blocks.

Epoch V-VI

Type Rils hoop covered bogie flat registered with AAE in blue with 'VTG' branding.

Epoch VI

DB AG, 4-axle diesel railcar BR 627.0, traffic red livery

Two pack of type Rmms heavy duty bogie flats in traffic red, loaded with aluminum blocks.

Type Sgnss bogie container flat in grey, loaded with 'DB Schenker' 45' container.

Type Sgnss bogie container flat in grey, loaded with 'DFDS' 45' container.

Pack of two type Taoos swing roof bogie hoppers in grey-brown branded 'NACCO – A CIT Company'.

Pack of two type Taoos swing roof bogie hoppers in 'WASCOSA' grey.

Bogie round-sided hopper in neon green 'Cereals' livery with large 'GATX' logo.

Pack of two bogie cereal hopper wagons in 'VTG' black/grey.

VTG bogie insulated tank in blue/silver.

GATX bogie insulated tank in red/black.

GATX bogie tank with ladders on the side of the tank, silver.

Modified tooling – Transfesa modernised type Laeks 63C six-wheel articulated double-deck car transporter in 'Hispanauto' blue.

Rivarossi Transfesa type Laeks 63C



Rivarossi SNCF X72500 autorail



Rivarossi Bern Lötschberg Simplon Ce4/4



Switzerland

Epoch III

Bern Lötschberg Simplon Ce4/6 301 rod-coupled electric, both in original form and in c.1970 condition.

Epoch V

Type Habils bogie sliding side van 'NENDAZ'.

Type Rilns bogie hooped cover flat with patches.

Epoch VI

BLS Ce4/4 312 (rebuilt from Ce4/6) as preserved.

Type Res bogie lowside, in brown with grey bearing covers.

WASCOSA, bogie gas tank for sulphur dioxide in 'GRILLO' blue.

Italy

Epoch III

Type Hgb four-wheel refrigerated peaked roof metal bodied vans, in silver, lettered for several users – 'Peroni', 'Gelati Motta', and 'San Pellegrino'.

Four-wheel tank wagon with brakeman's cab, used by 'Vermouth Radicati, Torino'.

Epoch IV

Modified tooling – to mark 50 years of the ETR 401, a pack of four vehicles representing the Rapido 871/872 Rome – Ancona. The model will have updated windows and headlights, side windows on all coaches in the original configuration, bogies in the original configuration without anti-roll dampers, new wheel arches, type 52 pantographs with latest contact strips, and a new electrical system with independent controls for white and red head and tail lights, third headlight, and interior lighting of the cabs and passenger areas.

New tooling – FS Fiat 500 *draisine* with rectangular grille, yellow livery. This challenge is claimed to be the smallest motorised HO model ever made commercially.

It will be offered also with a hexagonal grille, and a small four-wheel trailer.

E.646 Navetta electric in MDVC livery.

Packs of three coaches to represent Express 234/235 *Remus* Rome – Vienna: a type WR restaurant ex CIWL, a type WLABm MU 68 TEN sleeper, and a UIC-X 75 second; UIC-X 68 couchette, UIC-X 68 second, and WLABm MU 73 TEN sleeper; UIC-X 68 couchette, UIC-X 68 first, and UIC-X 75 composite.

UIC-X 68 luggage van on 24au bogies, in original grey with transparent side look-outs.

Pack of two type Ghs wagons in brown, one with working red tail lights.

Type Rgs bogie flat, brown, with two 'Interfrigo' 20' refrigerated containers.

Packs of two four-wheel tank wagons with brake platform, 'ENI' and 'IP'.

Epoch IV-V

E.656 electric, fourth series, without gutter or shock absorbers, in two-tone blue.

E.424 Navetta electric with updated end detail, five side windows, and type 42LR pantographs, in MDVE livery. Digital models with authentic sound for the first time.

Pack of two UIC-X 68 coaches, first and second, on MD50 bogies, in grey with red stripe to represent Rapido 904-905.

Pack of two CIWL coaches from R30/R33 Milano Napoli, WR 'Pistoiesi' and WSP Cote D'Azur.

Pack of six different coaches to mark fifty years of the Intraflug/CIWL Nostalgie Istanbul Orient Express.

Pack of two bogie flats, types Rgs and Rgmms, in brown, loaded with military containers.

Epoch V

New tooling – Fiat 500 *draisine* with low lamps, grey livery, with grilles on the windows and a machine gun on the roof, as modified in Sardinia for the transport of valuables.

Modified tooling – four car base pack of the ETR450 electric train set in red & white, forming IC 500/517 *Giotto* Milan – Rome, plus a five car pack to complete the train.

E.645 electric in historic green/grey livery

E.424 Navetta electric with five side windows and type 52 pantographs in XMPR livery.

UIC-X 1970 baggage van without skirts, in red/grey as used on the *Omnia Express*.

Pack of two service vehicles, types VRgs and VGhs, in grey

Modified tooling – modernised type Laeks 63C six-wheel articulated double-deck car transporter in 'BRAMBLES' blue.

Epoch VI

New tooling – FS Fiat 500 *draisine* without grille, yellow livery, round FS logo, as preserved.

Mercitalia Intermodal type Sgnss bogie container flat in blue, loaded with a 45' 'Codognotto' container.

Mercitalia Intermodal type Sgnss bogie container flat in green, with 45' 'GTS Barilla' container.

Round-sided bogie cereal hopper in 'De Cecco' light blue.

France

Epoch VI

X72500 articulated diesel railcar in Regio Calatori blue & silver.

ERSA round-sided bogie cereal hopper lettered for 'Interfracht', with bird graffiti

Hungary

Epoch VI

Akiem MÁV class 490 electric (former SNCF BB36000) in blue.

Rivarossi FS E.645 historic



Jouef SNCF 040DG/BB66000 + SHmfp



Jouef

Epoch III

Modified tooling – 241 P 31 with 34P tender in black.

New tooling – 040 DG diesel in yellow/blue with a type SHmfp four-wheel steam heating van in dark blue.

Epoch III-IV

X3800 'Picasso' *autorail*, with red roof. Loisirs (budget) range.

Packs of three coaches for the 'Sud Express': CIWL restaurant and two DEV Inox short coaches; CIWL salon (modified tooling) and two DEV Inox short coaches

Jouef CIWL salon



Epoch IV

New tooling – BB66000 diesel with a type SHmfp four-wheel steam heating van in light blue.

Modified tooling – X3800 'Picasso' *autorail* in grey and orange. Loisirs (budget) range.

Modified tooling – X4700 'Caravelle' twin *autorail* in orange/grey. Loisirs (budget) range.

X94630 *autorail* in 'Cannes-Ranguin' blue/yellow. Loisirs (budget) range.

X4300 *autorail* in red & cream with large SNCF logo. Loisirs (budget) range.

DEV AO coach with 'Espace Animation' decoration. Radio engineering coach, former A3rtu, in grey & red.

Type Habis sliding side van in 'FRANPRIX' beige. Pack of two type Gs vans in brown, one with working red tail lights.

Pack of two type Taos swing roof bogie hoppers in grey lettered 'NORSK HYDRO AZOTE'.

Bogie insulated tank in 'algeco' chrome silver.

Pack of two bogie insulated tanks in 'TOTAL France' black.

Epoch IV-V

Two packs of three *Le Capitole* 1985 coaches – A8u, Vru, and A4Dtux; A8u, A8tu, and A3rtu.

The B8u (ex A8u) will be available separately, two numbers.

All these new coaches have interior lighting with a touch switch under the roof.

Jouef SNCF X4700 'Caravelle'



Jouef SNCF 241P



Jouef SNCF X3800 'Picasso'



DEV AO service coach, blue/white livery

Bogie sugar hopper in 'ANDROS' green.

Type Rils hooped cover bogie flat in 'EVIAN' grey and 'FRET' red.

Epoch V

Type Habis bogie sliding side van with blue chassis, lettered for 'Kronenbourg'

Flat-sided bogie cereal hopper in 'MILLET' grey, with graffiti.

Pack of two type Taos bogie swing roof hoppers in 'DMI / Saint Gobain' grey.

Epoch V-VI

X3876 'Picasso' *autorail* as 'Le Furet du Morvan' CFTA tourist train in blue and red. Loisirs (budget) range..

Pack of two wagons for the ETF maintenance train, type Res bogie lowside with container and type Habils sliding side bogie van.

Epoch VI

Modified tooling – 241 P 16 with 34 P 308 tender in green as preserved at the Cité du Train.

SNCF Infra BB 666025 diesel in white/blue.

X72500 articulated *autorail* as ETCS testing vehicle, and in Provence-Alpes-Côte d'Azur ZOU! blue & white.

Modified tooling – four car base pack of TGV Réseau tri-current, with InOui branding as used on Milan – Turin – Lyon – Paris services, plus two packs of three intermediate coaches.

Likewise the EuroStar PBA, second re-design.

BB36013 *Bonnencontre* in red-silver.

BB436300 in FRET green/grey, with SCMT for Italy.

Type Res bogie lowside with side stakes in blue/grey lettered 'FERROVIAIRE RHONE-ALPES'.

CEMAT type Sgnss bogie container flat, green, loaded with 45' container, 'Safmarine' or 'LAHAYE'.

Pack of two bogie cereal hoppers, one each flat and rounded sides, in 'Millet' grey.

Pack of two chlorine tanks, 'MISA/Millet' and 'VTG/ Simotra'.

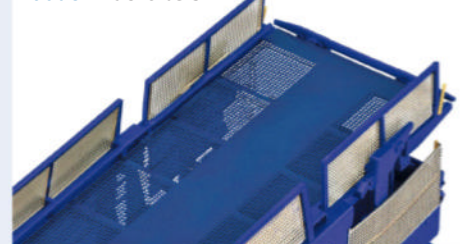
Modified tooling – Transfesa modernised type Laeks 63C articulated double-deck car transporter in 'Hispanauto' blue.

Transfesa has modernised fifty of its older type 63 car transporters to meet today's transport needs, creating the Laeks 63c series. These 26.50m long wagons typically operate on international routes, connecting automotive factories in Spain with distribution centres in France, Germany, and Northern Europe (including Denmark, among other destinations).

The main renovation focused on the upper deck, which received a longer ramp and a reinforced mechanism capable of supporting the increased weight of modern cars. Furthermore, the wagons now incorporate anti-vandalism protection systems.

The new model faithfully reproduces these features with an exceptional level of detail, including exquisite photo-etched parts.

Jouef Laeks 63C



Electrotren

The company is celebrating 75 years.

Epoch III

New tooling – RENFE 151 'Santa Fe' 2-10-2. These were originally planned to be numbered 151-5001 to 5020; the first four, built in 1942, were 151-5001 to 5004. However, in 1943 RENFE implemented a new system, and the locos were numbered 151-3101 to 3122.

The digital sound model uses the new Hornby HM7000 decoder and features new exhaust 'smoke' generator that produces real steam. It requires no heating or oil; it simply needs a small water tank in the chimney to be filled, and by activating the corresponding digital function, steam is generated without heating by an ultrasonic system in the boiler. This can produce steam for an extended period, and the boiler can be refilled as often as needed. What is more, the loco has a sensor on the wheels that synchronises the sound with the exhaust for greater realism.

Three versions are planned initially:

151 5001 with original lamps and coal tender.

151F-3106 with modern lamps and oil tender.

151F-3101 as preserved at the Villanova y la Geltrú railway museum.

All are illustrated with prototype photos.

Co-Co electric 276-030, with different pantographs, in Talgo red & white. Special edition to mark 75 years of the company.

Co-Co electric 7701, in dark green/silver with pre-UIC numbers.

RN type J four-wheel van in 'Ortiz' yellow and 'La Pitusa' white.

RN type J four-wheel van in 'Electrotren 75th anniversary' livery.

Type J2 four-wheel van in red oxide with end of train lights.

Pack of two four-wheel open wagons, one with brake house, loaded with coal.

Epoch III-IV

Pack of two four-wheel open wagons, loaded with sacks of tobacco.

Modified tooling – pack of two ammonia bogie tanks, with new sun shield, in original 'ESSO-Saltra' livery.

Electrotren RENFE 277



Epoch IV

Co-Co electric 277-011 in light green/yellow with different front logo.

Modified tooling – Co-Co electric 277-023 with single-arm pantographs, in green-/yellow.

Co-Co electric 276-129, with different pantographs, multiple unit connectors, and grilles, in pale green. Special edition to mark 75 years of the company.

New tooling – class 9600 and 10400 bogie coaches, introduced in 1984/5, based on French designs.

Two packs of two (BBL-9600 second and DDE-10400 baggage, two BBL-9600 seconds) in 'Estrella Galicia' livery, with either brown or orange doors.

New tooling – two pack of 'Estrella Bahía de Cádiz' Bc10x-12600 couchettes in Estrella livery.

Electrotren RENFE Bc10x-12600 couchette



Electrotren RENFE Bc10x-12600 couchette



Electrotren RENFE type MMC3



Type J2 four-wheel van in breakdown train orange. Modified tooling – pack of two carbon dioxide bogie tanks with new sun shield, in 'Saltra' silver.

Type MMC3 bogie container wagon in red oxide, loaded with either two 'RENFE' 20' containers or one 40' 'Ford' container.

New tooling – type Taos swing roof hopper in 'Saltra' grey/yellow.

Electrotren RENFE type Taos



Epoch IV-V

Bogie cereal hopper in yellow with blue 'Saltra' logo.

Epoch V

Co-Co electric 276-005 in yellow/grey with yellow number. Special edition to mark 75 years of the company.

New tooling – 'Estrella Picasso' additional coach, Bc10x-9600 couchette, in 'Largo Recorrido' livery.

New tooling – pack of two 'Estrella Rías Bajas' Bc10x-12600 couchettes in 'Largo Recorrido' livery.

Round sided bogie cereal hopper 'Mahou'.

Type Res bogie lowside with side stakes loaded with four Y25 bogies, in TRANSFESA brown.

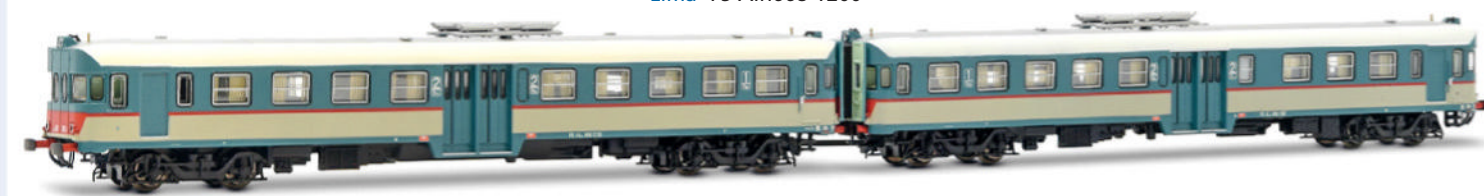
Epoch VI

Modified tooling – Transfesa modernised type Laeks 63C articulated car transporter in 'Hispanauto' blue.

Electrotren RENFE 276



Lima FS Aln668 1200



Lima FS E.464



Lima Expert

The company is celebrating 80 years.

Epoch IV-V

Pack of two ALn 668 1200 diesel railcars (with one double door) in original livery with flat windows.

Epoch V

ALn 668 3300 diesel railcar in 'KIMBO' red.

ALn 668 1200 diesel railcar in Trenitalia XMPR livery.

Epoch VI

Pack of two E.464 Bo-Bo electrics, both powered, in new Trenitalia Intercity livery (blue/light grey) as used to top and tail trains instead of a driving trailer.

E.464 in new FS Trenitalia 'Regionale' green/yellow.

Pack of three FS Trenitalia 'Vivalto' double-deck coaches (including one driving trailer) in the new 'Regionale' livery; pack of two to extend the train.

E.464 as used by Trenitalia Tper with '80 year Lima' graphics.

To accompany, pack of three Vivalto double-deck coaches (one driving trailer) in Ferrovie Emilia Romagna livery, with ribbed roof. Extra coach available separately.

Four car base pack of FS Trenitalia ETR 610 in new EuroCity livery, plus a pack of three more intermediate coaches.

There are similar packs of the first series ETR 610 in Swiss ICN livery with red doors.

DBAG ICE 1 (set 155 *Rosenheim*) four car base pack (power car, dummy power car, first and second class coaches) with the 'Klimaschützer' green stripe on the end cars.

To complete the train – a pack of five intermediate coaches (one restaurant + three seconds + one first), and a pack of two (first + second).

DBAG ICE1 (set 186 *Chur*) with additional Swiss pantographs, with 'Bock auf Graubünden' graphics again as a four car base pack with packs of five (restaurant, first, and three seconds), and four (first and three seconds) to complete the train.

Three packs of five ICE1 intermediate coaches, Epochs IV and V. (Base packs appeared last year.)

Liliput

The German website has been revitalised. This will be a "year of consolidation" – there is no new items leaflet but a re-issue of the autumn 2025 catalogue, 154 pages, covering all scales, with 2025/2026 added to the cover. There are 58 pages of HO, 26 pages of HOe, and 56 pages of N.

2025 new items are marked, with new and modified tooling and new liveries noted; most are still awaited with some just arriving.

No delivery dates are given.



Liliput BR42

Epoch II-III

BR42 2-10-0, weathered, with extra rust patches.

Also an unpowered version, even more heavily weathered and rusted.

Epoch IV

DB type Sa⁷⁰⁶ heavy-duty six-axle bogie flat.

Bundeswehr type Sammp heavy-duty six-axle bogie flat, registered with the DB.

Set of two heavy-duty telescoping cover six-axle wagons for carrying steel coils, rebuilt from type SSym46, branded 'THYSSEN', registered with DB.

Epoch V

DBAG type Sammp⁷⁰⁵ heavy-duty six-axle bogie flat, weathered.

Epoch VI

WestfalenBahn FLIRT three-car electric unit, with 'RB66 Münster Hbf.' destination boards.



Liliput FLIRT WestfalenBahn

Former Austrian Westbahn four-car double-deck KISS electric unit as modified for use by DBAG for IC traffic, with single doors, with destination boards 'Berlin Hbf. via Regensburg Hbf.'

A double door version of the KISS set appears as Ostdeutsche Eisenbahn GmbH (ODEG) BR445 in green/white/yellow.

DBAG type Laaps⁵⁶⁵ permanently coupled pair of four-wheel bulkhead flats with side stakes for timber transport.



Liliput type Laaps⁵⁶⁵

Austria

Epoch II

BBÖ Rh378 2-8-2T, round chimney, weathered.

Epoch III

ÖBB Rh93 2-8-2T, round chimney, weathered.

ÖBB Rh93 2-8-2T with Giesel ejector.

Former ÖBB Rh93 2-8-2T as Steiermärkische Landesbahnen No.93, with round chimney.

Epoch IV

ÖBB bogie flat transport wagon carrying a Strüver tank trailer, five different names/liveries: 'ARAL' white/blue, 'ELAN' white, 'Österreichische Mineralölverwaltung' blue, 'Turmöl' orange, and 'LANDFRISCH MOLKEREI' silver. The Strüver 'Monotank' trailer was introduced in 1961 and remained in production until 1993.

Liliput ÖBB flat with Strüver Monotank



Epoch VI

Westbahn KISS six-car double-deck electric unit, in original form before modification.

ÖBB type Laaps⁵⁶⁵ permanently coupled pair of four-wheel bulkhead flats with side stakes for timber.

StLB (Steiermärkische Landesbahnen) type Salmmp heavy-duty six-axle bogie flat, weathered.



Liliput type Salmmp

Switzerland

Epoch VI

SBB RABe 521 FLIRT four-car electric unit, with 'S3 Basel SBB' destination boards.

France

Epoch VI

VTG France type Laaps⁵⁶⁵ permanently coupled pair of four-wheel bulkhead flats with side stakes for timber.

Luxemburg

Epoch VI

CFL KISS three-car double-deck electric unit.

Poland

Epoch V-VI

PKP heavy-duty telescoping cover six-axle wagons for carrying steel coils.



Liliput FLIRT SBB RABe 521

Weinert DB V36



Weinert

The major new item this year is the V36 0-6-0 diesel, offered as a kit or assembled, for the first time with fine RP25 wheels.

The ready-to-run options are:

V36 150 – older DB form with louvre doors;

V36 107 and 225 – modernised DB form with smooth doors;

V36 106 – modernised DB form with smooth doors and cupola added to roof;

V36 027 – in DR green, with louvre doors.

Weinert models use a Faulhaber motor with fly-wheel. The main body parts are whitmetal, with many fine cast and etched brass details and plates. In kits the gearbox is supplied ready assembled, and the frames can be bolted together, with sprung driving axles. Wheels can be NEM, RP25, or fine 25 scale, to order.

Saxonia Sachsen C4ü Sa07



Saxonia Modellbau

This specialist produces in HO and TT.

New items are noted within a 28 page catalogue.

New in Epoch I – Sachsen C4ü Sa07 bogie coaches, set of two and two singles, one with tail lights, all with option of interior lighting. Already produced for Epochs II and III.

New tooling – DSB four-wheel shunting tractor No.57, famous for its rôle in a popular film.

Saxonia DSB 57



profi modell thyrow (pmt)

The long awaited model of the Czech M140.401 four-wheel diesel railcar should be available in the second quarter. It was built by WUMAG in Görlitz for the Kleinbahn Schönberg – Nikolausdorf and taken over by the CSD in 1945 for use in the Ceska Trebova area.

pmt CSD M140



Brawa

The new items brochure this year runs to 68 pages, most of which deal with HO with just five for N.

New tooling is illustrated with prototype photographs or CAD renderings.

Most digital sound versions use Doehler & Haas decoders.

Expected delivery indications are not given.

Epoch I

Württemberg American-style open end platform bogie coaches, composite in green, third in brown (two numbers), and baggage van in green.

Prussian clerestory roof compartment bogie coaches with raised brake house, composite, tri-composite, and third.

K.P.E.V. four-wheel beer van with raised brake house "Kloss & Foerster".

K.P.E.V. type SSlm bogie flat with side stakes with brake house.

K.Bay.Sts.B type SSm eight-wheel low floor flat loaded with S2/6 driver wheelsets.

Epoch II DRG

Austrian Rh178 0-8-0T as DRG BR92.22.

E75 1-B+B-1 electric in grey.

E95 1-Co+Co-1 electric in brown.

eIT 1011-1021 electric bogie railcar (Rübezahl) in red & cream, now with new motor.

eIT 517 electric bogie railcar (Rübezahl) in green.

To accompany – standard four-wheel local train coaches, type Bciel-24 second, Cidel-24 third, and Ciel-25 third.

Six-wheel clerestory roof compartment coaches with raised brake house, third and third/luggage (two numbers).

Former Prussian clerestory roof compartment bogie coaches – second, composite, and third.

Skirted express coaches – first/second, second/third, and third (two numbers).

New tooling – type Pw4ü-36 bogie baggage van with raised cupola lookout.

Four-wheel insulated van with raised brake house "Gefrierfleisch Hamburg Altona".

Type Glr four-wheel van.

Type SSlm bogie flat with side stakes with brake house.

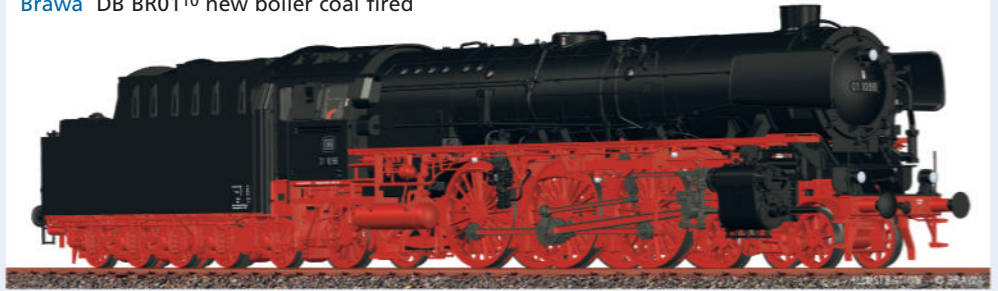
Type ZZ twelve-wheel tank with brake house lettered "Anorgana".

Epoch III DB

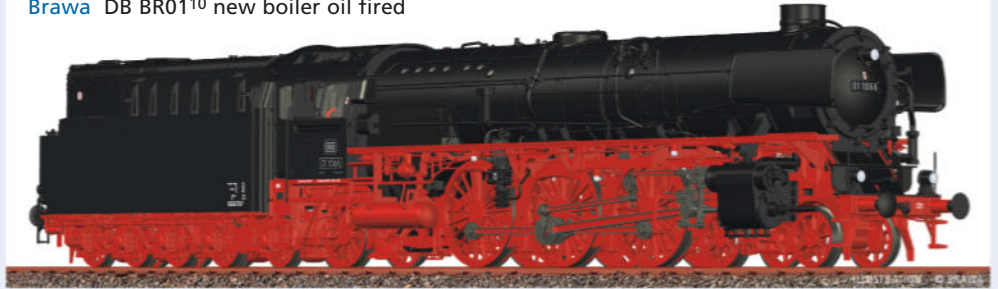
New tooling – BR01¹⁰ Pacific, new boiler, coal fired, as 01 1098 in 1962 condition.

New tooling – BR01¹⁰ Pacific, new boiler, oil fired, as 01 1066 in 1964 condition.

Brawa DB BR01¹⁰ new boiler coal fired



Brawa DB BR01¹⁰ new boiler oil fired



Brawa DB type Bm235



BR44 three-cylinder 2-10-0 in 1967 condition, oil fired, with original cylinders, small smoke deflectors and 2'2'T34 tender.

E75 1-B+B-1 electric in green.

V60 0-6-0 diesel in red.

V320 C-C diesel in red.

Skirted express coaches – first and first/second.

Type Gmhs55 four-wheel van "Moser Roth".

Type Gimmhs57 four-wheel van "Persil".

Type Gimmhs57 four-wheel van "Miele".

Type Glr22 four-wheel van.

Type Ucs56 four-wheel twin silo "Quarzwerke".

Uerdingen type Z four-wheel lightweight tank wagon with brake platform lettered "Kontinentale Öl-Transport".

Uerdingen type Z four-wheel lightweight tank wagon with brake platform lettered "VTG".

Uerdingen type Z four-wheel lightweight tank wagon with brake platform lettered "BP".

Type ZZd twelve-wheel tank with brake platform lettered "Chemische Werke Hüls".

Type BTmms58 four-wheel small container flat with Efkr 401 "von Haus zu Haus" tanks in white and in "Knorr" blue.

Type SSlm16 bogie flat with side stakes with brake platform.

Type Strm309 four-wheel low floor flat.

Epoch III DR

BR44 three-cylinder 2-10-0 in 1967 condition, with small smoke deflectors and 2'T30 tender.

Updated – BR65¹⁰ 2-8-4T in 1965 condition.

E95 1-Co+Co-1 electric in green.

Six-wheel clerestory roof compartment stock, second and second/luggage (two numbers).

Type Pw4üe bogie baggage van with raised cupola lookout.

Four-wheel insulated van with raised brake house "VEB Chem. Werke Buna".

Uerdingen type ZZ lightweight bogie tank "Leu"

Epoch IV DB

New tooling – BR01¹⁰ Pacific, new boiler, coal fired, as 011 062-7 in 1968 condition.

New tooling – BR012 Pacific, new boiler, oil fired, as 012 100-4 in 1974 condition.

BR175 1-B+B-1 electric in green.

BR360 0-6-0 diesel in blue-beige.

New tooling – type Bm235 second class express coach in blue-beige, two numbers.

Coaches in the so-called 'Pop' liveries:

– type Aüm²⁰³ compartment first in orange & pebble grey, two numbers.

– type ABüm²²⁴ compartment composite in blue & pebble grey.

– type Büm²³⁵ compartment second in blue & pebble grey.

– type Büm²³³ compartment second in blue & pebble grey (new tooling).

– type Düm⁹⁰² baggage in green & pebble grey.

Brawa DB type Pw4ü-36



Brawa DB type Bm233



Brawa DR BR65¹⁰ with Giesl ejector



Type Bnrzb⁷²⁸ second with "Flughafen Frankfurt/Main" graphics (two numbers).

Type Pw4üe-37/52 bogie baggage van.

Type Düe⁹⁴¹ bogie baggage van.

Four-wheel beer van with raised brake house "Dortmunder Actien-Brauerei".

Type Ucs⁹⁰⁹ four-wheel twin silo wagon "EVA".

Type Ucs⁹⁰⁸ four-wheel twin silo wagon.

Type Hbis²⁹⁹ four-wheel sliding side van "Miele".

Type Hbis²⁹⁹ four-wheel sliding side van "Dr. Oetker".

Type Lbs⁵⁸⁹ four-wheel small container flat with Eoskrt⁰²² "Von Haus zu Haus" tubs.

Type Uikk⁶³¹ four-wheel low floor flat.

Type Rmms⁶⁶³ bogie flat with side stakes.

Type ZZ twelve-wheel tank with brake platform lettered "Bayer".

Epoch IV DR

Updated – BR65¹⁰ 2-8-4T in 1975 condition, with Giesl ejector.

BR211 Bo-Bo electric.

Type Bghwe *reko* second, three numbers, and type BDghws *reko* second/baggage.

Type Bmhe middle entrance second, four numbers.

Type Dge bogie baggage van with raised cupola lookout.

Type G four-wheel van "Werkswagen Keramische Werke Hermsdorf".

Type G four-wheel van "Simson".

Type Gs¹²⁰⁰ four-wheel van "Simson".

Type Gmms four-wheel van "Carl Zeiss Jena".

Type Gos four-wheel van "Fortschritt".

Type Glr four-wheel van.

Type Gms four-wheel van.

Type Eas⁵⁹⁶⁵ bogie open.

Type Gags-v bogie van "VEB WEIMAR-KOMBINAT" yellow.

Type Gags-v bogie van "Fortschritt" green.

Type ZZh twelve-wheel tank with brake platform "VEB Chemiefaserkombinat Wilhelm Pieck".

Epoch V

New tooling – type Bm²³⁵ second in banded red, two numbers, and as Bm^{235.0} in red & white.

Type Gs²¹² four-wheel van.

Type Eas⁰⁷⁰ bogie open.

Type Rmms⁶⁶³ bogie flat with side stakes.

Epoch VI

BR242 Bo-Bo electric as operated by the Preßnitztalbahn.

TRAXX Bo-Bo electric BR147 in 'Metronom' yellow & blue.

BR320 C-C diesel in 'H.F.Wiebe' yellow.

BR424 S-Bahn München four-car e.m.u. in traffic red.

BR425 S-Bahn Hannover four-car e.m.u. in blue & white.

TWINDEXX Vario® three-car double-deck e.m.u. in traffic red, as RE 5 Berlin Südkreuz.

To extend the train, composite and second class intermediate coaches.

Metronom three-car double-deck set with driving trailer in yellow & blue, RE 3 Hamburg Hbf.

To extend the train, three further seconds.

Type Zas new bogie tank wagon in 'GATX' blue, 'VTG' grey, and 'Ermewa' grey.

Switzerland

Epoch III

Uerdingen type Z four-wheel lightweight tank wagon with brake platform lettered "Etra".

Type Glms four-wheel van in "Manner" pink as Easter special limited edition.

Epoch IV

Type lbps-v four-wheel refrigerated van.

Epoch VI

TRAXX Bo-Bo electric as SBB Cargo Re484 with 'Wartung mit Durchblick' graphics.

Austria

Epoch I

Four-wheel insulated van with raised brake house used by the "Franz Wiehart Sohn Molkerei".

k.k.St.B. type Ja eight-wheel low floor flat loaded with large wooden "AEG" crate.

Czech Republic

Epoch II

CSD four-wheel beer van with raised brake house "Schwarzenbergsky Pivovar Louny".

Epoch III

Austrian Rh178 0-8-0T as CSD 422.0.

Uerdingen type Ra lightweight bogie tank in "VDP" yellow.

France

Epoch II

Alsace-Lorraine four-wheel beer van with raised brake house used by "Brasserie Schutzenberger".

Epoch III

SNCF 150X 2-10-0 (German BR44) in post-1946 condition, with austerity cab, no smoke deflectors, and disc pony truck wheels.

Epoch IV

Type lbes four-wheel refrigerated van "STEF".

Belgium

Epoch III

Uerdingen type Z four-wheel lightweight tank wagon with brake platform lettered "Tankwagon Anvers".

Type SSl bogie flat with side stakes with brake platform.

Uerdingen type ZZ lightweight bogie tank with brake house.

Epoch IV

Type lbcas four-wheel refrigerated van "INTERFRIGO".

Type Rmms bogie flat with side stakes.

The Netherlands

Epoch III

Type Ld four-wheel low floor flat.

Epoch IV

Type Ui four-wheel low floor flat.

Denmark

Epoch IV

Type Hbis four-wheel sliding side van "Albani".

Tillig

New HO items are presented in a 24 page brochure which includes four pages for narrow gauge.

Limited editions to be ordered by the end of March..

Estimated delivery quarter in brackets.

Epoch I

Set of two four-wheel flat wagons with brake house used by the 'Oberschlesische Stickstoffwerke Chorzow' each carrying two limestone containers. (4)

Epoch II DRG

BR92 0-8-0T. (2)

Type V four-wheel livestock wagon. (4)

Epoch III DR

Four-wheel tank wagon with brake house in 'Minol' yellow in 'Chemische Werke Buna' grey. (Both 3)

Set of two type Thrs four-wheel refrigerated vans, one leased to the OSE (Greek State Railways). (3)

Type TTehkos mechanically refrigerated bogie van. (3)

Epoch IV

Type WRG dining car in 'MITROPA' red. (2)

Type Y bogie coaches – Am first, ABm composite, and Bm second. (All 2)

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

Modified tooling – type Lgkks⁴⁴⁴⁴ long wheelbase four-wheel flat with two type Gt6 20' containers (the new element). (3)

Type laghqr refrigerated bogie van. (3)

Type laghqr refrigerated bogie van used by 'Landskron Brau-Manufaktur Görlitz'. (3)

Limited edition set of two type Rmms³⁹⁶⁰ heavy duty bogie lowsides loaded with concrete sleepers. (4)

Epoch V

Halberstadt type Bomz²⁸³ second in Städteexpress orange & cream with added DBAG emblems. (3)

Halberstadt type Bomz^{236.3} and Bimd^{z267.8} seconds in DB Nachtzug red & white. (3)

Type WRm¹³⁰ restaurant car in red & white. (3)

Limited edition – type WRm^{035.1} dining car in 'CityNightLine' red. (1/2027)

Epoch VI

Limited edition set of two more coaches for the OSEF museum train, one type WR dining car in 'MITROPA' red and one type Bghw *reko* second in green. (4)

Second set with one type Y/B70 second and one type BDghw *reko* second baggage, both in green. (4)

Second limited edition set of three coaches for the Erfurter Bahn Service Städteexpress museum train, with two Halberstadt type Bmh seconds in orange & cream and one Halberstadt couchette in 'MITROPA' red. (4)

Type Sdggmrs⁷⁴⁴ articulated double intermodal flat operated by the Eisenbahn Gesellschaft Potsdam mbH (EGP) loaded with two 20' tanktainers and one 40' container. (3)

Set of two type Faccns bogie hoppers used by the HVLE (Havelländische Eisenbahn AG). (3)

Set of two large and four small Loco-buggys (carrier bogies for failed locos) used by Rail Adventure, with coupling poles for connection to barrier wagons. (4)

Czechoslovakia / Czech Republic

Epoch IV

New tooling – set of two type Gbgkks vans. (2027)

Epoch VI

Limited edition set of three type Y/B70 coaches used in the 'Retro-Zug' by KŽC Doprava s.r.o., one first, one second, and one second/baggage. (3)

CD Cargo type 245.1 four-wheel sliding cover wagon. (3)

Poland

Epoch VI

New tooling – type Gbkkqs^{116.0} van with through connections for steam and electric heating, allowing use in passenger trains, in Česká Pošta blue. (2027)

ESU DB BR151



ESU

Under the Engineering Edition label, ESU offers accurate and very highly detailed models, packed with digital technology – lights, sound, smoke, working pantographs (if appropriate), stay-alive capacitor, and RailComPlus®.

The DB BR151 is available in four versions and, for the first time, with single-arm pantographs. The equipment room has been redesigned. DB green, DB blue-beige, DB orient red, and HectorRail grey.

The Deutz KG230B diesel shunter is now available in six liveries: Thyssen-Krupp blue, VTG red, hvl orange, BP green, Mannesmann yellow, and Portlux red. Two feature a rotating beacon on the roof.

ESU

Deutz KG230B



Lemke Collection

New items are shown in the 36-page brochure which covers HO and N, plus many car models.

Hobbytrain MB Unimog U243



Hobbytrain

New tooling – Mercedes-Benz Unimog U423 road-rail vehicle, which is used as a shunter as well as for track and overhead line maintenance. The brand new model is licensed by Mercedes-Benz Trucks and is the first time these vehicles have been made in HO. It is built on a metal chassis with drive to both axles. It has directional white/red lights and switchable rotating beacons. It comes fitted with a Zimo DC/DCC board for use on both analogue and digital layouts, with the option of sound, and a stay-alive capacitor. The rear has a NEM coupler pocket. Three liveries are planned initially: yellow, 'Sersa' white, and fire brigade red.

The type Hbbillns four-wheel sliding side van has aluminium walls which can be moved by one person. When open, the entire loading area is accessible from either side, and loading/unloading with forklifts is possible from a ramp or from ground level.

These wagons, in various versions, are used by DB Cargo, SBB Cargo, PKP Cargo, SNCF, and FS. The new model takes into account the design differences between the DB and SBB versions – e.g. door mechanism, GPS antenna, etc. It has etched metal parts, and the detailed frame is metal, fitted with sprung buffers, and equipped with NEM coupler pockets on close-coupling mounts. The models are available for DB, DB Cargo, SBB, SBB Migros, SNCF, and SBB with graffiti. The first two examples of the latter are still available, and new this year are four more.

Hobbytrain type Hbbillns



Hobbytrain type Hbbillns



LS Models

The Holiday Express (Urlaubs-Express, UEX) overnight trains with car-carrying capacity operated by the Train4you Group have been running since May 2017. They include sleepers and couchettes as well as catering services. The trains are included in the Deutsche Bahn timetable.

In winter, the UEX departs from The Netherlands and heads towards the Alps. For the summer holidays, there are connections from Amsterdam, Utrecht, Rotterdam, Eindhoven, and Venlo. In Germany, the train also stops in Mönchengladbach, Köln, and Siegburg/Bonn. Destinations in Austria include Zell-am-See, Schladming, Kitzbühel, St.Johann im Pongau, Innsbruck, Ötztal, and St. Anton.

The first set in a planned series to represent these trains consists of four type Bcvmh couchettes and two type WLAB AB30 sleepers of the TRI.

LS Models Urlaubs Express



LS Models EC 8/9 SBB stock



Hobbytrain type Hbbillns



Hobbytrain type Hbbillns



To represent trains EC 8/9 Hamburg – Zurich in Epoch VI there will be a set of SBB stock, a type WRm restaurant and two type Bpm seconds. Twelve SBB EC coaches were hauled from Hamburg to Basel Bad Bf. by a DBAG BR101, after which it continued with a SBB Re460. A particular highlight of the train was the first class panoramic coach. The train made its final run at the end of 2025.

Mehano

The type Sgmrss90 articulated container wagon built from 2004 can load up to 45' containers, but 40', 20', and tank containers can also be transported. The wagons are used by various railway companies and are usually found in block trains.

Four new Epoch VI versions are planned:

- Railrelease, brown, 'Warsteiner' and 'König Ludwig Weissbier' tanktainers.
 - MFD Rail, black, 'YXE' and 'XIAN' 40' containers.
 - Eurowagon, blue, two 'GEODIS' 45' containers.
 - GATX, green, two 'ECS' 45' containers.
- All illustrated with drawings.

Albert Modell

Noted as the first new items of 2026:

- ten variations of the type Eas bogie open in PKP and MÁV markings across Epochs III to V.
 - seventeen variations of a type Facc bogie ballast hopper in Polish, Czech, Hungarian, and Moroccan versions.
- All are illustrated with drawings.

Albert Modell type Facc



Jägerndorfer ÖBB Nightjet new generation



Jägerndorfer

New tooling – ÖBB Nightjet DANI. The new generation Nightjet seven coach trains, including the driving trailer, feature a completely new interior design with numerous technical innovations. Push-pull capability and a top speed of 230km/h significantly reduce travel times. Modern electric locos such as the 1216 (Taurus) and 193 (Vectron) types are used.

The new models come as a three-car base set, including the driving trailer, plus two additional sets of two coaches. Features include: driving trailer with white/red directional lighting; digitally switchable cab lighting; interior lighting throughout; current-conducting couplings; detailed representation of the corridor connections; detailed bogies; detailed multi-coloured interior; windows which can be individually fitted with curtains.

There will be a Vectron in matching livery to power the train.

Lemke also distribute Arndt Spezial Modelle, SudExpress, Heljan, and Kato but no new HO items are noted.

NPE DBAG type Salm545



NPE

New items are presented in a 4 page leaflet covering both HO and TT.

In HO the type Samms4860/Salmms454 heavy duty six-axle bogie flat/lowside is offered in thirteen more liveries and markings from Epoch IV DR to VI DB Bahnbau Gruppe with various loads, including wooden sleepers, a large wooden crate, wire coils, sand, large steel pipes, pipe junctions, and machine parts.

NPE DBAG type Salm545



Jägerndorfer ÖBB Rh5145 Blauer Blitz



Jägerndorfer ÖBB Rh4748



Jägerndorfer

There are separate A4 landscape format catalogues for N and HO, the latter 56 pages.

The ÖBB Rh2050 diesel and ÖBB Rh5145 Blauer Blitz diesel railcar sets are now available.

Jägerndorfer ÖBB Rh2050



The main new project will be the ÖBB Rh4130 Transalpin four-car diesel set, with triple headlights, in the original livery. Illustrated with a prototype photo.

The ÖBB Rh4030 (201 – 215 series) three car diesel set is planned in Wiener Schnellbahn Epoch IV form, with triple headlights, in ultramarine blue & white, with stripes. Prototype photo.

The unique Rh2020 diesel will be produced in four Epoch III/IV versions, from blue SGP demonstrator through ÖBB red to orange. The twin-engined machine with a power output of 2,200hp was built speculatively by SGP and leased by the ÖBB. It was put into service in 1960 and used on heavy expresses Südbahn. No Austrian order was forthcoming but fifty were sold to Bulgaria. Prototype photos.

Three new Epoch IV versions of the ÖBB Rh5144 bogie diesel railcar in blue & white.

Jägerndorfer ÖBB Rh5144



A new Epoch IV/V version of the ÖBB Rh4020 three car set in blue & white.

The ÖBB Stadler KISS Rh4706 six car double deck set is due in Railjet livery (Epoch VI). CAD.

Also for Epoch VI, the ELL class 193 Vectron Bo-Bo electric in Nightjet livery, along with three sets of matching coaches (driving trailer, sleeper, couchette; sleeper and couchette; couchette and sitting coach), in both High End and Basic editions.

The ÖBB Rh4748 CityJet four car electric unit gains Salzburg Verkehr branding (Epoch VI).

Igra type Bra buffet



Igra Model

This Czech structure specialist has a growing range of HO rolling stock. The leaflet has five pages for HO and four for TT. All illustrated with CAD. Delivery quarter in brackets.

CSD express bogie coaches in Epoch III green: Bai second with double doors (2), Ba second with radio room (4), Ba second with waist stripe (4), Bac couchette with waist stripe and national emblem (3), Bra buffet with waist stripe (4), and Da baggage van (2). Ideal for use with the class 477.0 (as announced by both Märklin/Trix and Roco).

Igra type Sggnss container flat



Type Sggnss bogie container flat in Clip Group (Poland) yellow (Epoch VI) carrying two CHINA RAILWAY Express containers. (2)

Igra type Zans 88 tank



New Epoch VI versions of the type Zans/Zacns 98/88 bogie tanks: Ermewa France grey (1), Wascosa Germany orange (2), LBA Switzerland light grey (3), GATX Lotos Poland white (3), GATX Lotos Poland grey (3), and Nitro Chem Poland blue (4).

Jägerndorfer ELL/ÖBB Nightjet Vectron



LS Model SNCB/NMBS class 21



LS Models

This French/Belgian concern does not appear to have issued a formal new items list again this year, but some information about recent deliveries can be found on their website.

Many previously announced products are listed under 'not yet available'. Many are livery variations.

Some are noted as new, with several livery/number versions.

These include:

DB BR120 electric

DB BR410/E184 electric

DB ET403 electric set in IC grey

SNCB/NMBS class 11 electric

SNCB/NMBS class 12 electric

SNCB/NMBS class 13 electric

SNCB/NMBS class 21 electric in turquoise (re-run)

SNCB/NMBS class 27 electric

The 'prototype' section shows SNCB/NMBS class 21 Bo-Bo electric, second series, with air conditioning, in blue with yellow stripe.

Re-runs are planned of many popular CIWL coaches.

Models World SNCB/NMBS Grand Ducal



Models World

This brand is used by LS Models for themed sets.

Noted as new under 'not yet available':

SNCB/NMBS set of coaches for the Grand Ducal (1989 – 1991) in orange.

SNCF set of two type Dd2ai four-wheel baggage vans with working tail lights.

Models World SNCF Dd2ai baggage



Euro Passion Models (EPM)

RRR three-car regional reversible rakes – the Rhône-Alpes blue livery was expected in mid-February, with Normandy red, Nord-Pas du Calais yellow, and Picardy green to follow in April.

REE

This French concern also has no formal list of new items but there is a schedule of expected deliveries – most appear to be further runs of existing products in the extensive range, or updates to already announced projects.

News will appear progressively on the website and in social media.

RGF 1 *autorail* in orange – due Q1 and delivered.

BB67000/67300 – sixth run – March.

'Fauvet-Girel' cereal hopper – Q1.

BB63000/BB63500 diesel, ACCESS (starter) range, third run – Q2.

BB25200 MTE electric first run – Q2.

Sud-Ouest coaches fourth run – Q3.

DEV AO U52–U53 coaches fifth run – 2026.

REE SNCF DEV AO



REE SNCF UIC



UIC coaches ninth run – 2026

UIC 'CAPITOLE' coaches re-run – 2026.

UIC couchettes eighth run – 2026.

CC7100 electric fifth run – 2026.

NS 1300 electric second run – 2026.

BB69001 – BB69002 diesel – end 2026.

231 Pacifics eighth run – end 2026.

The planned 232–U–1 – Q1 2027; a 3D print was shown at the Mersault exhibition in December 2025.

The proposed Bourbonnais 030 is not now expected until 2027.

The set of 'CAPITOLE' coaches is due for a re-run in 2027.

REE SNCF 231



Mistral SNCF BB71000 'Pédalo'



Mistral

The 38 page brochure is the same as last year but for the date on the cover.

Most models are noted as sold out!

Unpainted advance samples of the BB71000 'Pédalo' diesel were shown at the Mersault exhibition in December 2025. Delivery had been due in Q2 2025.

The Z5100 electric multiple units still awaited.

Orders are now open for the Renault X4200 panoramic diesel autorail.

Mistral SNCF X2400 Panoramique



R37

These specialists are working on a Nord Super Pacific, class 3.1200, third series, later SNCF 231C. The project is reported to have garnered enough support and they are aiming for release in May 2027.

Also in progress – a Romilly bogie baggage van; the design work has been ready for some time.

Makette

The TA52 four-wheel double-deck car transporter was due for delivery in February, in packs of two, one with, one without handbrake.

Epoch III – 'Citroën' light grey.

Epoch IV – 'GEFCO' black, 'STVA' light grey, and 'SIMCA' grey.

B-Models SNCB/NMBS class 22



B-Models

The 48-page brochure, titled '2026 – part 1' suggests there may be more to follow.

New tooling – class 22 Bo-Bo electric, three headlights, in green. CAD.

New tooling – class 62 Bo-Bo diesel, three LED cluster headlights, in Infrabel blue. Prototype photo.

B-Models SNCB/NMBS class 62



New versions:

Bo-Bo electric 2376 with four headlights, in yellow with green stripes (nicknamed 'the zebra') to mark fifty years of the yellow livery. CAD.

Class 201 diesel in Epoch III green with thin yellow stripe, two headlights. CAD

Class 59 (was 201) diesel in Epoch IV green, two headlights. CAD

Class 51 diesel in Epoch IV green/yellow with B logo on ends, first series with skirts and five headlights. Prototype photo.

Class 51 diesel in Epoch IV green/yellow, maker's plates, deadman's lamp, two plus one headlights. Prototype photo.

Class 51 diesel in Epoch IV yellow/green, with original numbers, first series, five headlights.

B-Models



SNCB/NMBS class 51

Class 51 diesel in Epoch IV yellow/green, with thin stripes, first series with skirts, five headlights.

Class 65 diesel in Epoch IV yellow/green, B logo, four headlights.

Class 63 diesel in Epoch IV green, no yellow front line, four headlights.

Class 63 diesel in Epoch V yellow/green with B logo and low placed number. Prototype photo.

Class 55 diesel in Epoch IV green, with maker's plates and three lamps.

B-Models



SNCB/NMBS class 55



Makette SNCF TA52



B-Models type Sgns

Class 55 diesel in Epoch VI electric blue, as preserved. Prototype photo.

Class 55 diesel in Epoch VI 'new look' livery, with certificate to celebrate twenty years of this model from B-Models.

CFL 1800 class diesel (= Belgian 55) with old round logos and white edged buffers, Epoch IV. Prototype photo.

AM54 two car electric unit, double lamps, two pantographs. Prototype photo.

AM56 Budd two car electric unit, latest version, double lamps, two pantographs, yellow ends, black roof. Prototype photo.

AM86 'Sprinter' electric unit in New Look livery with all yellow ends. CAD.

All powered units available in DC, DCC, DCC sound, AC, and AC sound versions.

Two sets of two bogie hoppers in 'ARBED A' grey, and two in 'ARBED' red oxide. Prototype photos.

Two sets of two extended side bogie hoppers in 'ARCELOR MITTAL' red oxide, and two more operated by ERSA. Prototype photos.

Limited edition sets of three bogie container flats, grey, one loaded with three different 'Alberti e Santi' swap bodies, the other carrying three 'Tailormade Logistic' swap bodies. CAD.

B-Models type Sgns



There will be no fewer than eighteen new versions of the type Sgns bogie intermodal flat in a variety of liveries, for a range of operators, with an assortment of loads including containers, tanktainers, and curtain side swap bodies. Most illustrated with CAD.

Two 45' 'Ambrogio' curtain side swap bodies on Sggmrs articulated double intermodal flats – AAEC dark grey, Wascosa orange, and Ambrogio light grey.

Set of three type Uagnpps bogie sugar hoppers used by VTG, with new numbers. Models.

InnoWaggon close-coupled pairs of bogie flats, each with six Innofreight steel pallets, in green, red, and blue. Models.

Sets of two type Rils hooped cover bogie bulkhead flats at a bargain price. Two sets with different numbers for each livery – CFL cargo grey (CAD) and B-Cargo turquoise (model). The covers are separate.

Sets of two type Res bogie lowsides with side stakes:

- in ERR blue loaded with large pipes. Models.
- in CFL brown loaded with small pipes. Models.
- in CFL brown loaded with I girders. Models.
- in SNCB/NMBS brown loaded with ballast. Models.

Sets of three bogie side discharge hoppers loaded with ballast, SNCB/NMBS Epoch IV and Infrabel Epoch VI. Models.

Sets of two bogie tanks for various users, registered with different administrations or operators.

B-Models type Res



Artitec NS Plan W coaches

B-Models tank wagon



New liveries: 'ChemOil' blue Wascosa, 'Pannonia Bio' grey Germany, 'KVG' grey Germany, 'wascosa euro tank car' blue Germany, 'GATX' new green Germany, 'GBX – Rail Cargo Group' green Germany, 'VTG' grey Netherlands, 'wascosa' grey Austria, and 'CD Cargo' blue Czechia.

Re-runs with new numbers: 'Solvay' blue/white Belgium, 'Solvay – Natronchemie' blue/white Belgium, and 'GATX' grey Germany.



Olaerts 604 railcar

Treinshop Olaerts

SNCB/NMBS bogie diesel railcar 604.04 in green, limited edition.

SNCB/NMBS type 630/class 40 three-car diesel train.

SNCB/NMBS class 51 diesel.

SNCB/NMBS type M3 coaches – set of four (A6B3D composite baggage plus three B12 seconds), with two further pairs of B12 seconds. With interior lighting.

Exact-Train type Kbs



Exact-Train

This year Exact-Train are announcing only a limited number of new models. The main focus will be on eliminating the backlog. No new projects have been initiated. Production capacity was expanded last year, and so this year significantly more will be achieved.

The UIC type Kbs four-wheel lowside with side stakes (DB, NS, and ÖBB) and the Bern-Lötschberg-Simplon driving trailer for the car shuttle train should be available in late February. The Kbs is being developed in cooperation with Dekas, who will handle the Scandinavian versions.

Exact-Train BLS driving trailer



In the 1950s and 1960s, many railway companies added new stake wagons to their fleets. These wagons were built according to UIC design guidelines and dimensions. They could be found all across Europe and were used for transporting a wide variety of loads. They initially had long stakes, mainly built in the 1950s.

The model features: highly realistic and robust metal stakes; fragile parts such as steps and handrails made of metal, for extra durability without compromising on detail; fully detailed interior; slim etched metal underframe, up to 50% finer than plastic, more realistic in appearance and stronger; metal underbody ensures low centre of gravity, with increased weight, for improved running; country-specific sprung buffers; highly detailed brake equipment; wheel type (spoked or disk) depending on version; free exchange of AC wheelsets (Märklin) at the retailer.

Other productions currently under way:

- type Pwgs44 guard's van (expected March);
- type Gms35 Bremen van (expected March);
- BLS car shuttle wagons and driving trailers (expected March);
- NS Plan K coaches (within the next six months);
- PKP/CSD type Gbs four-wheel vans (within the next six months);
- various versions of 24m³ lightweight tank wagons (within the next six months);
- various versions of 30m³ lightweight tank wagons (within the next six months);
- new lettering variants of the UIC II open wagon (within the next six months);
- type Gs four-wheel vans SNCF, FS, CFL, and Eastern Bloc (Q3);
- new run of Linz, Villach, Klagenfurt, and Duisburg open wagons (Q3);
- NS ICR driving trailer (expected Q3 or Q4).

Artitec

As usual there are separate brochures for civil and military subjects, covering railways, road vehicles, figures, and scenic accessories in HO, N, TT, and Z.

In HO, the new NS Plan W coaches are now equipped with newly tooled bogies, NEM couplers, and are fitted with etched metal steps.

W1 in blue, three Epoch III, one IV, one V.

W2 in blue, two Epoch IV with advertising panels.

Advertisements are available as transfers.

W1 in Epoch IV Benelux blue with yellow stripe, three numbers.

W1 three versions and W2 four in Epoch IV IC blue/yellow.

More versions of the type SSy45 heavy-duty four-axle bogie flat: four DRG Epoch II, three NS Epoch III-IV, two DBAG Epoch V-VI, and five Bundeswehr Epoch V-VI.

Further versions of the type SSyms46 heavy-duty six-axle bogie flat, DRG Epoch II (6), DR Epoch IV (3), DB (USTC) Epoch IV (3), and PKP Epoch IV (6), plus one industrial.



Artitec type SSy45

A.C.M.E. Trenitalia E.402



A.C.M.E. FS InterCity Notte set



A.C.M.E.

By press date, there was no new catalogue for 2026.

Listed under 'new items' on the website:

Trenitalia E.402 031 electric, in XMPR livery, with connectors for control of the train doors.

TRAXX 484 563 Railpool 'Sangritana' livery.

A.C.M.E. Railpool 484



A.C.M.E. type Uai flats



A.C.M.E. FS GC first



FS refurbished former GC first for Intercity trains, distinguished by the absence of the red band.

FS refurbished UIC-Z seconds for Intercity trains, distinguished by the absence of the red band.

DB BDms²⁷³ second baggage in blue/beige.

A.C.M.E. type Sgnss



A.C.M.E. type Sgnss



FS set of two type UIC-Z and GC seconds in Intercity Notte livery, distinguished by the absence of the red band, for charter services during the 2025 Jubilee.

Trenitalia type Sgnss intermodal bogie flat loaded with two 30' 'Intermodaltrasporti' containers.

CEMAT type Sgnss intermodal bogie flat loaded with a 'Lugo Terminal' container.

Set of two FS type Uai depressed centre bogie flats for special loads, carrying new steel ladles.

ViTrains

Listed as new:

E.464 059, first series, with low destination display, in Trenord livery. Epoch VI.

E.464 103, first series, in new FS regional livery. Epoch VI.

FS MDVC coach in 'BIKE AREA' livery. The model has interior lighting, and comes with a kit for eight bicycles in four colours. Epoch VI.

A.C.M.E. DB BDms²⁷³



ViTrains Trenord E.464



ViTrains FS Regionale E.464



A.C.M.E. DB BDms²⁷³



ViTrains FS MDVC coach



DB BDms²⁷³ second baggage in 'Pop' livery.

DB 'Pop' livery set – Am²⁰³ first, Büm²³⁹ second, Büm²³⁴ second, and BRbuümz²⁸⁵ 'Snack Bar' second.

Sets for the Nord West Express trains 236/237 Hoek van Holland – Copenhagen – Helsingør: one consisting of a DSB composite, DSB second, and DB Bcm²⁴⁶ couchette; and one with a DB Bcmh²⁴⁶ couchette, a DB Bm²³⁴ second, and a DB ABm²²⁵ composite.

A.C.M.E. DB 'Pop' livery coaches



A.C.M.E. Nord West Express set 1



NMJ NSB E13



NMJ SJ Of



NMJ

NMJ markets a large range of high quality models of Norwegian and Swedish prototypes. New items in HO and O are shown in a 19 page leaflet.

There are no new Superline series highly detailed limited edition brass models.

In the Topline plastic-bodied range there will be new improved models of the BM73 regional train sets, with interior lights and new electronics. They are due in original NSB blue, latest NSB red & silver, VY red & silver, SJ Nord grey/blue, Sørtoget grey/blue, and VY new green/grey – though some of these will be in very limited quantities.

There will be four more versions of the NSB class 31b 4-8-0.

The NSB E13 and SJ Of 1-C+C-1 rod-coupled twin electrics from the Ofotbanen iron ore line are now arriving. Both units are powered and crawl beautifully, with enormous traction.

NMJ are making the appropriate Norwegian and Swedish type Ma six-wheel ore hopper wagons. They are very pleased that they can finally deliver the 1902 variants that were previously announced in collaboration with Roco but never became a reality. They are also re-making the 1908 variant with new tooling under their own control, and will offer many variants in the years to come. The models are extensively detailed, with sprung buffers.

The NSB E15 electric is due in eight versions, including MTAS blue, Hector Rail blue and dark blue, and Grenland Rail blue.

There will be more NSB type B22/Bf32 wooden bodied bogie coaches – open second (six numbers), second/baggage, restaurant, and type WLAB01a sleeper.

NMJ NSB/SJ Ma (1902)



NMJ NSB/SJ Ma (1908)



NMJ NSB type B22



NMJ NSB class 31b



Heljan 'Firkantet' Lollandsbanen M8



Heljan

The new model of the Frichs *Firkantet* (square) 1-Co-1 diesel is still awaited, in several versions for various Danish private railways, though decorated samples are now illustrated.

Aalborg Hvalsund Jernbane AHB 3202
Aalborg Hadsund Jernbane AHJ ML 5203
Hjørring Privatbaner HP 15
Høng-Tolløse Jernbane HTJ 33
Horsens Bryrup Silkeborg HBS DL 202
Lollandsbanen LJ M8 and M9
Odsherreds Jernbane OHJ 40
Troldhede Kolding Jernbane TKVJ M3

As usual all offer DC, AC, and digital sound options. Dating from 1936, this was a significant milestone in Danish motive power development. These machines were a practical and reliable choice for private railways at a time when steam still dominated. One is now preserved on the MHVJ museum railway.

The DSB class EG Co-Co electric is expected in six new versions – DSB Gods black/yellow, Railion Denmark black/yellow, DB Cargo Scandinavia red (two numbers), DB Schenker/Green Cargo red with cabside panel (two numbers). (For the latter two versions, one number is noted as exclusive to Lemke.)

More NoHABs are planned: MY 1135 in wine red as preserved and MX 1032 in black/red. As exclusive limited editions for Hobbykaeden – MY 1146 and 1152 in Viking blue, MjbaD MY28 in red/orange, and NJ M17 in white/blue.

Heljan DSB Gods EG



Dekas MZ



Dekas

The MZ Co-Co diesel was due in January/February, in various post DSB liveries – Railcare, TGOJ, Inlandsbanen, and Tågab, plus a re-run of the Tågkraft.

The MK four-wheel diesel shunter is expected in the second quarter, in several versions – DSB (three numbers), DB, OHE, and Northrail.

Dekas DSB MK



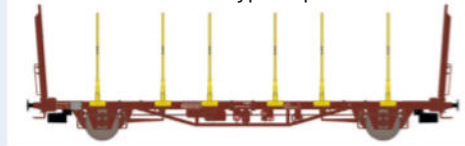
Dekas DSB type CPE



There will be a new batch of DSB type CO coaches with new numbers Q2. The DSB type CPE coach is due Q2, with a choice of numbers. Likewise the DSB type BU and AU coaches due Q4.

SJ type Hs four-wheel insulated van for Fyffes bananas is due Q1.

SJ type Lnps⁸⁹² four-wheel flat with side stakes – due May.

Dekas SJ type Lnps⁸⁹²

The last years of Overseas Steam

by John Whiteley

Amberley Publishing
The Hill, Merrywalks, Stroud,
Gloucestershire, GL5 4EP
www.amberley-books.com
246mm x 168mm 96pp
Softback £15.99
ISBN 978 1 3981 2673 2

After the end of regular steam on the railways in Britain in the late 1960s, John Whiteley began to travel the world in search of the last steam operations. This collection presents some of the results, the final years of steam workings around the world. Thus we are taken to West Germany (9 pages), France (6, including two views of the Réseau Breton), Portugal (broad and metre gauges) (10), Austria (including some narrow gauge) (6), Italy (3), Czechoslovakia (5), Ukraine (a 2004 tour) (3), Turkey (11), tourist lines in the USA (1993 and 2007) (6), South Africa (12), India (12), and China (9).

This is perhaps a familiar story of a dedicated British enthusiast going ever further afield in search of authentic steam. The introduction gives some background information and anecdotes.

There is no list of contents, which makes it awkward to find and refer to particular countries.

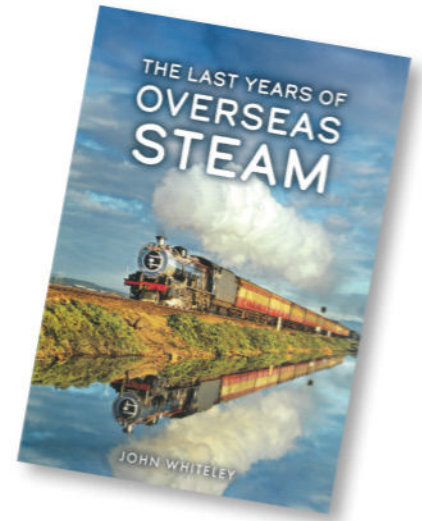
In all there are 160 illustrations, all by the author, presented two to a page, with occasionally a suitably impressive vertical. A larger format would have been more than justified.

Most are precisely dated – the majority range from the late 1960s through to the late 1970s, with a few in the 1980s to the early 2000s. The captions are quite long and informative, which makes for an interesting read beyond the pictorial delights. (Incidentally, we suspect that the “locals” referred to in the caption to the lower image on page 60 – on the Cumbres & Toltec – were more likely other railfans!)

While there are some loco ‘portraits’ and detail close-ups, most show trains in the landscape, in scenic locations that were clearly carefully selected and not always easy to reach.

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

The weather was not always ideal (even bright sunshine can pose problems with contrast and deep shadows) but the standard of reproduction is very good – a positive combination of quality originals and modern technology. There are several impressive dawn and sunset views. No details are given of the photographic equipment used, other than that Kodachrome film was used. A handful of the pictures are reproduced in monochrome as the corresponding colour film was spoiled when processed by the Czech authorities while the author was detained.



An interesting selection of excellent images which show the last of steam in many fascinating and varied settings. We imagine that making the choice of which to include cannot have been easy.

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

North American Traction Impressions of an English railfan

by Dave Hewitt

Amberley Publishing
The Hill, Merrywalks, Stroud,
Gloucestershire, GL5 4EP
www.amberley-books.com
168mm x 246mm 128pp
Softback £19.99
ISBN 978 1 3981 2859 0

Dave Hewitt was born in Tamworth and has been a railway enthusiast from an early age. He became seriously interested in railway photography after taking early retirement from a teaching career. Since his first road trip to the United States in 2006, over the last twenty years he has made at least one trip a year to photograph trains in the United States and Canada. Not just trains, though, but trains in the landscape. And what landscapes! The continent is so vast and the scenery so varied that endless opportunities arise for a man in a car with a decent map and a good camera.

Hard on the heels of his account of visits to various heritage and museum railways (see review in CM March 2026), here he presents his impressions of American and Canadian railroads, from British Columbia to California, from Ontario to Oregon, showcasing wonderful panoramas and spectacular vistas. Stunning images are coupled with amusing anecdotes and intriguing insights, summing up the adventures to be had as an English railfan in North America.

This time the book is in landscape format to showcase the views to best advantage.

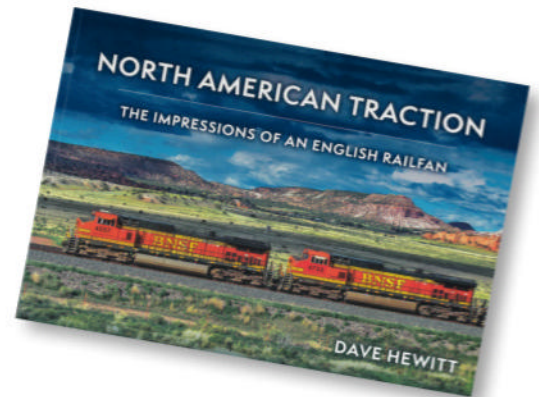
The frequency of trains in many parts of this huge country is such that it takes planning, perseverance, and a little luck to get a good picture. You wait for ages and the sun goes in at the critical moment ... but in some places, such as along the Columbia River, there are trains in abundance to reward the photographer.

The result is an excellent collection of high quality images, all previously unpublished. There is no mention of the equipment used (bar the sad story of the carelessly lost lens) but we presume all were taken on a high specification digital camera.

The photos are mainly presented one a page, in fifteen sections: Ontario, British Columbia, Chicago, Washington, Arizona, Michigan, California and Oregon, New Mexico and Arizona (again), New England, Montana, Utah, Wyoming, the road to Fargo, Colorado, and Wisconsin.

Most were taken out along the line. Sometimes the motive power is very much the centre of attention while in others massive trains are almost lost in a vast landscape. All the classics are covered – telephoto views compressing the undulating track, sunrise and sunset silhouettes or glints, train in bright sunlight against a stormy sky, old vehicles or buildings as foreground contrasts – all faultlessly recorded.

Alongside each image is a concise but informative caption, though none are dated, and in general only the lead loco is identified (by number and also type). Motive power is exclusively diesel, of course (bar the



Chicago elevated trains), and mostly modern though a few older types are seen.

Each section has a brief text introduction which provides background information and personal travel anecdotes.

This impressive collection should appeal to all those with an interest in the contemporary railroad scene in North America.

But modellers may despair – who has the space for such long trains and spectacular scenery, in any scale?

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



Left

Rows of stored locomotives in the Union Pacific yard at Grand Junction, Colorado, on 18th September 2025. Photo: Graham Lightfoot.

Locomotives of Portugal and Spain CP and RENFE in 1966

by Henry Finch

Turntable Publishing

Transport Treasury Publishing,

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

www.ttpublishing.co.uk

295mm x 210mm 96pp

Softback £19.95 + £3.00 p&p

ISBN 978-1-915281-23-4

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

This new collection continues a theme started by the two volumes from Peter Gray and one by David Veltom – see reviews in CM March 2026.

In the late summer of 1966 three enthusiasts set out on a journey through Portugal and Spain. Their purpose was simple – to see and record as much as they could of the last days of steam on CP and RENFE. The book presents a carefully chosen selection of photographs, many in colour, from that remarkable trip: vivid scenes of steam (and occasionally other motive power, now almost just as historic and no less interesting) in stations grand and modest, with glimpses of ordinary railway operations and everyday life.

A brief introduction sets the scene, and a very clear map usefully shows the lines and main locations featured, first in the north of Portugal then jumping to the south of Spain.

Then the images are presented in chronological order, almost forming a diary of the trip, with each section headed by a date and general location, from 29th August at Ancora to 24th September in Girona.

The author mentions they did not achieve everything they intended – nevertheless they covered a lot of ground and saw a lot of locomotives! To complete the coverage, the collection ends with three colour photos by Peter Gray (not repeated from the recent collection) and one by Barry Mounsey. The benefit of a publisher in common!

As title suggests, the photos are mostly loco portraits at stations, on shed, and in yards. There are some wider views, mainly at stations.

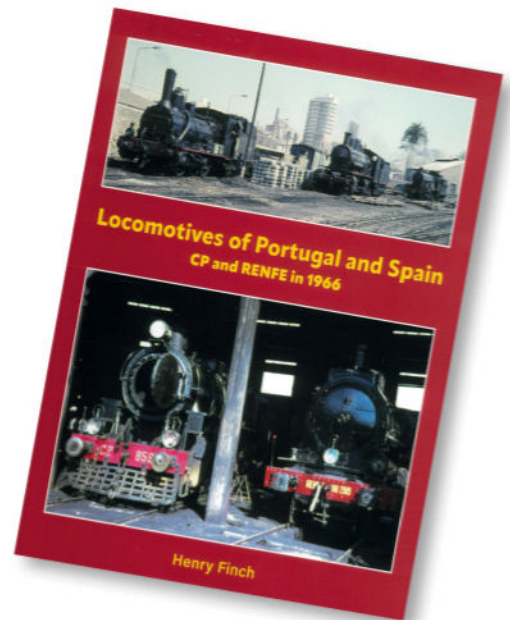
Given that they were travelling by car, it is perhaps surprising there are not more lineside views. (Perhaps those were the speciality of one of the others and may be a delight in store!) Of course, at stations and sheds you are reasonably sure of seeing something; by the line you may wait quite a while for a train, even if they are running to time, and that could be an issue if you are trying to get in as much as possible in limited time.

How they got the car to Portugal and back from Spain is not mentioned.

Most of the motive power is steam, from diminutive 0-4-0T to impressive Garratts and Mallets, from antiquated 0-6-0s to modern 4-8-4s and 2-10-2s, from at work to dumped, but there are some early diesels and electrics.

Most of the over 160 images are presented large, three to a spread, with two on one page and one on the other along with long and detailed captions. They are all well reproduced, and in general the colours have generally lasted well, with only some suffering from the perennial problem of deep shadows in bright sunlight. The black & white images are generally more tolerant in this respect, whether in the original exposure, the initial development and printing, or the processing for publication. Only No.65 (page 46) and No.143 (page 101) are not really sharp enough to justify a whole page.

This not a quick read – the captions not only give location and date, but also a wealth of loco, train, and



background information, and include cross references to other relevant images elsewhere in the collection – a nice touch. Unusually the caption for No.71 (page 51) is very detailed about one of the locos seen but says nothing about the other.

The collection is rounded off with a list of abbreviations and a brief bibliography.

A superb souvenir of a remarkable trip at any time, but especially so early.

One question remains – where are the photos taken by the other two participants?

The Twilight Years of Taiwan's Sugar Railways: the world's most extraordinary industrial railway

by Dafydd Fell and Wang Hsiang

Transport Treasury Publishing,

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

www.ttpublishing.co.uk

295mm x 210mm 116pp

Softback £19.95 + £3.00 p&p

ISBN 978-1-915281-22-7

The Transport Treasury photographic archive has good track record of photo albums using images from their collection accompanied by interesting captions.

This book under the Turntable imprint is slightly different, being an original work, and far more than a photo album, though it is copiously illustrated.

The title may be cumbersome but it is a clear statement of the contents.

In their heyday, the railways of the Taiwan Sugar Corporation (TSC) were among the world's most extraordinary industrial systems. The 750mm gauge (2'6") gauge tracks spread across the central and southern parts of the island, and with a total length at their peak of some 3,000km exceeded the national 3'6" gauge network. Sugar was for decades the country's most important export, and these railways had a vital role in bringing cane from the fields to the mills and taking the resulting sugar products to the ports. They were an important element in the economy.

But these railways were not limited to transporting sugar. Some of the lines carried a wide range of freight in significant quantities, and there were also passenger services over some 600km which even included limited stop expresses. Latterly motive power was a large

fleet of just a few standard types, the most numerous from Hitachi in Japan and Diema in Germany, hauling in general quite long trains. As might be expected of industrial narrow gauge, there is some ropey track that would be a challenge to model authentically and make work, some mixed gauge, and many crossings on the level. In contrast there was some substantial civil engineering.

This book focuses on the late 1990s as the system faced decline and closure, but gives a good impression of what things were like in former times.

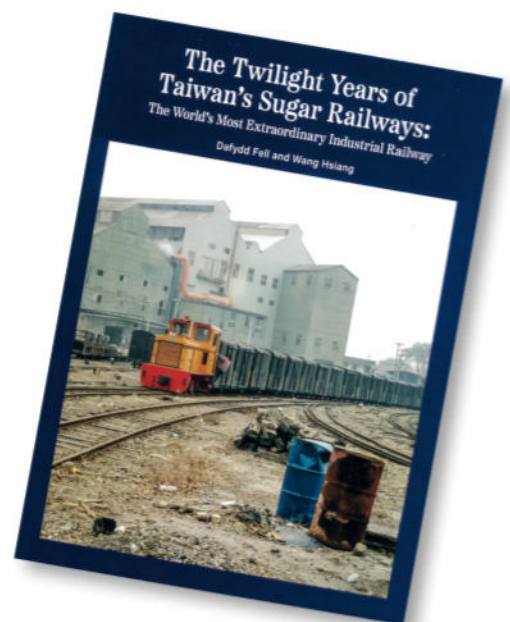
It also tries to show the human side of the operations, with insights from extensive interviews with more than two hundred former sugar railway workers.

Both infrastructure and personnel were recorded while it was still possible.

After what is titled a brief history of the sugar railways but is in fact quite thorough, illustrated with four clear and detailed specially drawn maps, the main body of the work is in five sections, each devoted to the author's explorations of the extensive system in the years 1994 to 1999.

Dafydd Fell first studied (Chinese) and then worked in Taiwan, and came across the sugar railways by accident but was soon fascinated by them. Wang Hsiang is a local enthusiast who first became interested in the sugar railways from family anecdotes, and then made it his mission to travel the country not only taking photos (15,000+) but also getting information from old employees.

The core of the work is an excellent collection of photos, all previously unpublished, the majority in colour, and all well reproduced. They are mostly presented large, two to a page, accompanied by long and informative captions. The aspect ratio is panoramic, almost 'letterbox' in many cases, and we trust only sky or empty foreground has been cropped. Almost all of the views show trains in context; there are no loco por-



traits. A section introducing the main diesel loco types (Brookville, Skagit, Hitachi, and Diema) with some basic technical details would have been welcome to those not so familiar with the TSC fleet.

For the amount of information and the number of illustrations, this represents good value.

The scale and scope of these operations will come as a surprise to many enthusiasts, and we commend the authors and publisher both for recording them and bringing them to wider attention.



STOP PRESS! ERA show success

We are delighted to report that the European Railways Association exhibition held in Longbridge on Saturday 28th February was a success.

Attendance was encouraging, with the break-even point achieved.

This confirms our confidence that there is considerable interest in modelling overseas railways.

The venue was eminently suitable – good access for exhibitors, plenty of parking, and close to the station.

It was a pleasure to meet so many CM readers and contributors.

The show presented a good selection of layouts of different outlines in various scales and gauges, some known through the pages of CM, others new to us, both from familiar faces and new names.

The camera was in action and you should see the results in future articles.

Traders reported a satisfactory day.

Our thanks to all the exhibitors, and to the organisers, for their efforts.

ERA would like to do it again, with a preference for going back to an autumn date. We hope it can be done.



CM Cup 2025 presented

At the ERA show we were pleased to be able to present the CM Cup for 2025 to Craig Charity – even though the official announcement, in this issue, had not been published!

Kaeserberg

train of the month April

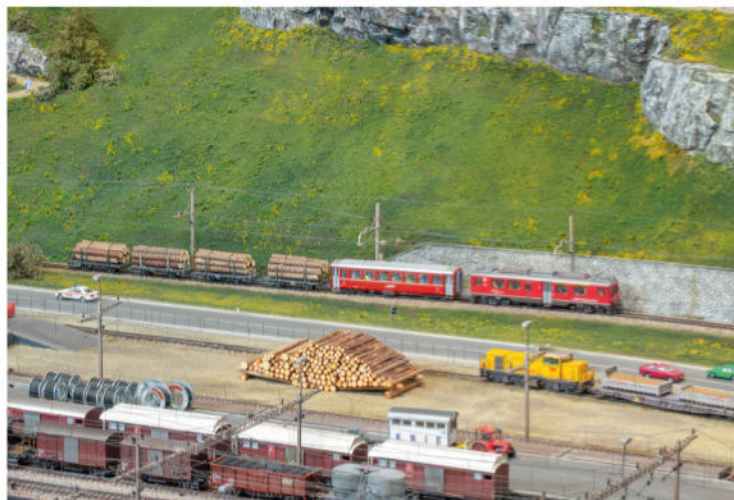
St.Moritz – Tirano mixed train
ABe4/4^{III} railcar hauling one bogie coach and three four-wheel timber wagons, a load of 84t, with a maximum speed of 60km/h.

Round timber from Graubünden is still exported to Italy, and at least a third of it still travels by rail over the Bernina Pass to Campocologno and Tirano.

During the summer, passenger trains are fully booked during the day, and freight wagons can only be added to the early morning and evening trains. A dedicated freight train runs between Campocologno and Pontresina in the evening, primarily for the transport of petrol and heating oil.

In the 1960s, thirty-six type M1 flat wagons and the underframes of scrapped type K vans were equipped with two 3m³ tipping containers for gravel transport. By the mid-1990s, the wagons had been fitted with fixed stanchions for transporting logs. They bridged the gap until the delivery of the type Sp-w bogie timber wagons.

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



Latest HO trams by Halling



Stuttgart DT8 tram

The first of the Stuttgart DT8 trams are now available. DT8.15 number 3581/3582 is only available in small quantities. The majority of the exclusive models have already been delivered to the numerous pre-order customers.

Halling will use a small gap in the printing schedule to produce another edition with a new number.

All models in the latest edition are equipped with a new drive. Like the original, the bogies house two small, quiet, coreless motors, which give the model great traction and smooth running.

The space freed in the chassis has been filled with weights, shifting the centre of gravity downwards and further improving the running characteristics.

A NEM651 decoder socket is now fitted.

The models have also been revamped externally. Different printing processes were combined to achieve the best effect. Another new feature is the design of the steps. Previously they were simply printed, now they have been recessed and given a dark background. This creates a 3D effect and makes the models much more realistic.

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

Pont-Melvez station for sale



Keith Lauchlan writes:

La Gare de Pont-Melvez is a 19th century Réseau Breton station house situated on the line between Guingamp and Carhaix-Plouger in Brittany, on the D787 road. The building combines a typical small rural station layout with a family home. On the house side there are two bedrooms, bathroom, kitchen, and living room. The station comprises a waiting room, ticket office, *lampisterie* (lamp and tool store), and a freight hall of approximately 40m².

The adjoining railway yard, now mostly wooded and overgrown, is approximately 5,500m², and includes access to a small valley with a stream.

The building needs fully renovating but would be an interesting project, either as a *gite* or other commercial

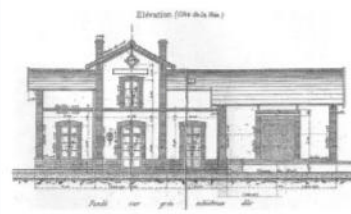
opportunity, or a family home. The freight hall would make a wonderful layout room, or might be converted into a separate dwelling.

The property is to be sold with a full complement of building tools and equipment including a scaffold access tower and many power tools.

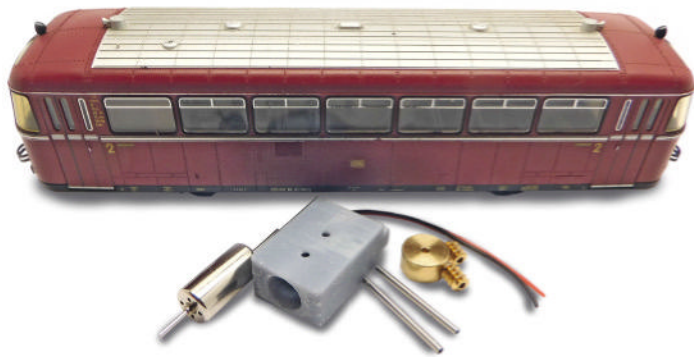
The property is to be listed by <https://www.agencenewton.com/>
More details of the property can be found at

<https://bretonrailwayhouse.com>

By odd chance the building was the precise prototype for a 1:43,5 scale kit formerly produced by ABE, made of laser-engraved and cut plastic, with resin elements, such as the roof, and cardboard, with windows and interior fittings included.



More micromotor re-motor kits



micromotor have expanded their range of ingenious re-motoring kits to include a large number of popular models.

Dimensions, drawings, and performance data are available on line so you can check exactly what you need.

The kits feature a coreless motor, a 3D-printed mount, and hardware (gear, shaft, etc.) as necessary.

For each kit illustrated instructions can be downloaded.

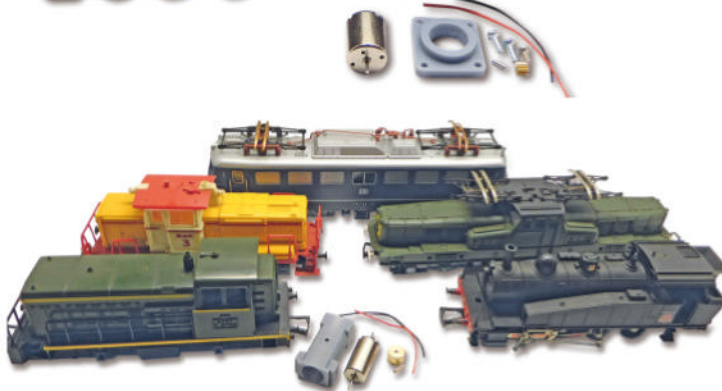
The range includes replacements for:

- Fleischmann VT95 railbus
- Jouef 040TA
- Jouef 141R
- Jouef BB12000 electric
- Jouef X3800 *autorail*
- Jouef Y51130 diesel
- Jouef RGP2
- Jouef Thalys
- Jouef BR110 electric
- Jouef MaK 0-6-0D (V60)
- Liliput Wittfeld railcar
- Liliput SBB NPZ electric unit
- Märklin BR38 with SFCM motor
- Märklin KLVM 0-6-0T with SFCM motor
- Märklin V60 0-6-0D diesel
- Roco BR93 2-8-2T
- Piko NS 500-600 0-6-0D
- Rivarossi GM-EMD E8
- Liliput HOe Waldenburg 0-6-0T
- Liliput HOe Austrian class U 0-6-0T
- Liliput HOe Austrian Rh2091 1-Bo-1 diesel

<https://micromotor.eu>

These kits are distributed in the UK by Peter's Spares.

www.petersspares.com



American Z Line latest releases



The General Electric AC4400CW is available in two Ferromex numbers, #4558 and #4569.

The models come DCC ready and 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, and AutoLatch™ couplers.



Two Milwaukee Road numbers are available for the GM-EMD FP7, #90A and #93A.



The GM-EMD SD50 is now available for Conrail with two numbers, #6702 and #6708.

The models have separately applied grab irons, prototype specific details, directionally controlled LED lighting, blackened metal wheels, traction tyres, pre-installed front pilots/plows, optional truck with coupler, and AZL AutoLatch™ couplers.



The bay window caboose is new as Southern Pacific #1304 and #1317.



The GM-EMD GP30 is offered in Great Northern 'Big Sky' blue, with two numbers, #3005 and #3008.

The latest run is DCC ready and features the 7mm motor, dual flywheels, prototype specific details, pre-installed pilot, upgraded PCB, directionally controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.

The GM-EMD F7A & F7B arrive in the Southern Pacific 'Bloody Nose' livery as an A+B set (#6440 + #8296) and a separate A (#6441).

The F7s feature prototype specific details, metal stirrups, directionally controlled LED lighting, a 7mm motor, dual flywheels, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers. They come DCC ready, and both the A and B are powered.



The modified 1937 40' AAR box cars are decorated for the Northern Pacific, as a single (#26134) and a twin pack (#26136 and #26303).

These cars feature fine printing, etched metal walkways, doors that open, blackened metal wheels, and AZL AutoLatch™ couplers.

The AutoFlood III hoppers come with CNW reporting marks in one pack of two and two packs of four, all with different numbers.



www.americanzline.com

Exhibition Diary

Dates, events, and information

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), *Kramikfabrik* (Belgian N), *"Stiller Winkel"* (German TT), *De Zanderij* (Dutch HOe, in this issue), *Sehr-am-Üzant* (European HOe, CM March 2026), *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), *Vonêche* (Belgian HO, CM June 2025), *Carbel* (Belgian HO, coming in CM), *Trambaan Uden* (Dutch 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 HO), *Les Billards du Vivarais* (French Om), and *Lennebrücke* (German G1). Demonstrations; manufacturers and traders.

Website: www.spoorwegmuseum.nl

Saturday 21 March BELPER, Derbyshire

Organiser: Belper MRG.

Venue: Strutts Centre, Derby Road, Belper, DE56 1UU.

(Opposite Bабington Hospital.)

Open: 1000-1630

Admission: adults £6.00, children £2.00.

Amenities: on-site parking; disabled access; teas, coffees, snacks available.

Features: c.10 layouts including *Postcard from Mallorca* (3mm) and American modular HO. Trade.

E-mail:

belpermodelrailwaygroup@outlook.com

Website:

<https://belpermodelrailwaygroup.com>

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 *Ventrol-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, CM March 2026), 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.roystonmrc.co.uk

Saturday 28 March SHEFFIELD, South Yorkshire

Clubroom Open Day

and Mini-Exhibition

Organiser:

Sheffield Model Railway Enthusiasts.

Venue: Carterknowle Church Hall, Edgedale Road, Sheffield, S7 2BQ.

Open: 1000-1630

Admission: adults £3.00, accompanied children free.

Amenities: most layouts are on the accessible ground floor hall but there is only stairs access to the first floor clubrooms. Refreshments.

Features: c.7 layouts including *Tartiflette sous vide* (French HO). Club sales stand.

Contact:

Kevin Rayworth, 07768 513880.

Website:

www.sheffieldmodelrailwayenthusiasts.com

Saturday 28 March TAVISTOCK, Devon

Organiser: North Road Railway Club.

Venue: Tavistock Methodist Church, Chapel Street, Tavistock, Devon, PL19 8DX.

Open: 0930-1630

Admission: adults £5.00, children £2.00.

Amenities: venue is adjacent to Tavistock bus station and a short walk from town centre and car parks. Three halls at ground and lower ground floor level with disabled access to each.

Features: fourteen layouts, including *Navarro Springs* (US HO). Trade.

Contact: Mervyn Kendall,

07759 797323.

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 services 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, Mizzymeard 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 2026) and *Kalimpong* (Darjeeling 7mm ng). Demonstrations, societies, trade.

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

Easter Saturday 4, Sunday 5, & Monday 6 April YORK

Organiser: York Model Railway Show CLG.

Venue: Knivesmire Stand, York Racecourse, Knivesmire Road, York, YO23 1EX.

Open: Saturday & Sunday 1000-1700 Sunday 1000-1630

Admission: advance tickets at discounted rates (adults £14.00, children £2.00, family £30.00) are available until Good Friday 3 April at www.tickettailor.com/events/yorkmodel-railwayshow/1814459/r/yMrswebsite2026

On the day prices: adults £15.00, children (aged 5-14 years) £2.00, family £32.00.

Amenities: free adjacent parking. Bus from York station (cash or card accepted). Good accessibility to all areas. Full catering.

Features: layouts include *Bregstadt* (German TT, in this issue), *Bergeller Bahn* (Swiss HOm, CM March 2007), *Megsdorf* (German HO, CM August 2025), and *Port de Crozon* (French 1:50, CM December 2025). *Filling Up 1917* (WWI O-16.5, CM March 2026) should be on the 7mmNGA stand. Numerous societies, demonstrations, and traders.

E-mail: showmanager@yorkshow.org.uk
secretary@yorkshow.org.uk

Website: www.yorkshow.org.uk

Thursday 9 – Sunday 12 April DORTMUND, Germany Intermodellbau

Organiser: Messe Dortmund GmbH.

Venue: Messe Westfalenhallen, Rheinlanddamm 200 (B1), D-44139 Dortmund.

Open: 0900-1800 Thursday – Saturday 0900-1700 Sunday

Admission:

Adult, 1 day €17.50

after 1400 €12.00

2 day €27.00

Season ticket €40.50

Concessions €15.50

2 day €23.50

Youths (14-17) €14.50

Children (6-13) €9.50

Family (2+2) €32.50

Tickets available via the website to print at home.

Amenities: ample parking; tram stops and S-Bahn station; disabled access; refreshments.

Features: model railways in two of six halls. 30+ layouts large and small from Germany and all over Europe. Major manufacturers' displays, many traders. Also ships, aircraft, vehicles, radio control, military modelling.

Website: www.intermodellbau.de

Saturday 11 April Kidderminster Swiss Railways Society AGM and Spring Meeting

Venue: Kidderminster Railway Museum, Station Approach, Comberton Hill, Kidderminster, DY10 1QX.

Open: 1000-1600

Admission: members free.

Non-members welcome, £2.00 donation appreciated.

Amenities: layouts and trade stands in the two 'Nursery Buildings' on the approach to the Seven Valley Railway car park.

Features: layouts include *Fidingden* (Swiss N), *Veja Megstra* (Swiss N), *Alp Grava Bahn* (Swiss HO/HOm), *Rue CFF Bahnweg* (Swiss HO), *Glb.Bitterfeld* (German HO, CM January 2023), and *El Cremallera* (Spanish Nm, CM March 2012). Trade: Elaine's Trains, Scograil, and Gerald Savine Prints. Swiss Travel Centre will also be represented. Members Bring & Buy. Swiss and Italian societies.

Contact: Roger Ellis, SRS Chairman

E-mail: rellis6644@btinternet.com

Website: <https://swissrailsoc.org.uk>

Saturday 11 April HIGH WYCOMBE, Buckinghamshire

Organiser:

High Wycombe and District MRS.

Venue: Cressex Community Centre, 203, Cressex Road, High Wycombe, HP12 4PZ.

(Note: HP12 4QE closer for sat-nav, or What3Words//lakes.behave.cars).

Open: 1000-1630

Admission: adults £6.00,

children 6-16 £1.00, U6s free.

Amenities: free on-street parking nearby. Disabled parking on-site, subject to availability. Hot & cold drinks and snacks will be available. (HW&DMRS exhibitions are renowned for the cakes!).

Features: 10 layouts including *Dobris* (Czech HO). Trade includes Transport Treasury Publishing.

E-mail: publicity@hwdmrs.org.uk

Website: <https://www.hwdmrs.org.uk>

Saturday 11 April NORWICH, Norfolk

Organiser: Norwich Railway Heritage & Model Society.

Venue: Hellesdon High School, Middletons Lane, Norwich, NR6 5SB.

Open: 1000-1600

Admission: adults £6.00, accompanied U16 free. (Cash and card.)

Amenities: free parking; disabled access. Venue can also be reached by First Bus Nos.28, 29, and X29 to Hellesdon Hospital and then a short stroll.

Features: c.17 layouts in N to SM32, including *Tsuro No Michi* (Japanese N). Demonstrations, societies, trade.

Contact: Exhibition Manager Paul Cox.

E-mail: nmrc.exhibition.manager@gmail.com

Website: www.norhams.org.uk/wordpress/

Saturday 11 & Sunday 12 April CALNE, Wiltshire

Organiser: Bentley MRG.

Venue: Calne Community Campus, White Horse Way, Calne, Wiltshire, SN11 0SP.

Open: Saturday 1000-1700

Sunday 1000-16:00

Admission: adult £8.00, child (5-17) £3.00, under 5 free, group (2+3) £20.00. Accompanying carers free.

Amenities: free parking; disabled access.

Features: layouts include *Bad Horn* (East German TT) and *Bryford County Terminal* (US HO). Trade.

Contact: Chris White

E-mail: chairman@bmr.org.uk

Website: www.calnemrs.org.uk

Saturday 11 & Sunday 12 April EDINBURGH

Organiser: Pentland MRG.

Venue: The Students Union, Heriot-Watt University, Riccarton, Currie, Edinburgh, EH14 4AS (What3Words//mayking.stable.agents).

Open: 1000-1630 both days.

Admission: adults £6.00,

accompanied U16s free.

Amenities: close to city bypass, M8, M9, and Hermiston Gait shopping centre with extensive free parking. Good public transport links via Edinburgh Park tram and train interchange station or regular Lothian bus Nos.25, 32, 35, 34, and 45 and Lothian Country bus Nos.X27 and X28 from the city centre. Full disabled access. Refreshments.

Features: 18 layouts including *Bellwood Yard* (US O) and *Charlottesville* (US HO). Demonstration, societies, trade.

E-mail: pmrsecretary@gmail.com

Website: www.lothianmodelrail.co.uk

Saturday 11 & Sunday 12 April MACCLESFIELD, Cheshire

Organiser: Macclesfield MRG.

Venue: King's School Sports Centre, Alderley Road, Macclesfield, SK10 4RH.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, accompanied U16s free. All major cards accepted.

Amenities: new venue with more parking, accessible toilets, etc. No smoking or vaping is allowed in the venue or grounds. No streaming of video footage permitted during the weekend. A free vintage bus will operate from Macclesfield railway station to the venue via the bus station and town centre.

Features: layouts include *Swiss Pass* (Swiss HO), *Staroleko Wielkopolski* (Polish HO), and *Nicola Landing* (US On2/On3). Demonstrations, societies, trade.

Contact: 07796 457978

or 07761 122126.

E-mail: queries@macclesfieldmrg.org.uk

Website: www.macclesfieldmrg.org.uk

Saturday 11 & Sunday 12 April SWANAGE, Dorset

Organiser: Swanage Railway.

Venue: Station House, Railway Station Approach, Swanage, Dorset, BH19 1HB.

Open: both days 1000-1700

Admission: Early Bird Discount tickets: adults £25.00, children (aged 5-15) £12.50, available through the website. On the day: adults £30.00, children (5-15) £15.00.

Amenities: tickets offer unlimited travel on the Swanage Railway all day as well as entry into the various exhibition venues. Parking at Swanage is in the long stay car park on Victoria Avenue, which is signposted. Parking also Norden station. The best way to see the exhibits will be to park in either location and travel on the train. Catering at Swanage and Corfe Castle stations.

Features: there will be layouts in a range of scales and gauges on display at different locations, including Swanage station, Harmans Cross station and village hall, Corfe Castle station, and Norden station. *Red Hook Bay* (US HO, CM November 2014 and American special) will be among those in the Purbeck Mining Museum at Norden station.

Contact: 01929 425800.

E-mail: charles.rogers@swanagerailway.co.uk
info@swanagerailway.co.uk

Website: www.swanagerailway.co.uk/events/view/model-railway-weekend

Saturday 18 & Sunday 19 April SALISBURY, Wiltshire

Organiser: Rob Hampton.

Venue: Winterslow Village Hall, Middleton Road, Salisbury, SP5 1PQ.

Open: Saturday 1030-1700

Sunday 1030-1600

Admission: adults £8.00, children £4.00, U5s free, family (2+2) 20.00. (Cash and cards accepted).

Amenities: ample free parking; disabled access; refreshments.

Features: 14 layouts in various scales and gauges including Carolann (US HO) and Rosenbach (LGB). Figure painting demonstration. Trade.

Contact: Rob Hampton, 01980 862387.

E-mail: hamptonrob1951@outlook.com

Website: www.winterslowmodelrail.co.uk

Saturday 25 April EASTLEIGH, Hampshire NARROW GAUGE SOUTH

Organiser:

Wessex Narrow Gauge Modellers.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5BX.

Open: 1000-1700

Admission: adults £10.00, U16s £3.00 with accompanying adult, family (2+2) £23.00.

Amenities: on-site parking. Venue is on local bus routes, close to Eastleigh and Southampton Airport Parkway stations. Park and ride available using Eastleigh Lakeside Miniature Railway. Accessible venue. Catering.

Features: around 30 layouts in a variety of scales and gauges, including Falschezähne (HOe), Keindorf (Austrian HOe), Kaninchenbau (alpine HOe, CM ???), Santa Maria (Swiss HOm, CM ???), and Porcupine Creek (Canadian HO30). Heritage railway & society stands. Trade. 009 Society AGM at 14.00.

E-mail:

secretary@narrowgaugesouth.co.uk

Website: www.narrowgaugesouth.co.uk/wp/narrow-gauge-south-2026/

Saturday 25 & Sunday 26 April BURTON-ON-TRENT

Americana weekend

Organiser: Mech Models

in conjunction NMRA Black Diamonds.

Venue: Unit 9, Lancaster Park, Newborough Road, Burton-on-Trent, DE13 9PD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £3.00 (includes a tea or coffee). Children must be supervised.

Amenities: on-site parking.

Features: American layouts in a variety of scales and gauges.

Contact: 01283 575444

E-mail: admin@mech.co.uk

Website: www.mech-models.com

Meetings

Friday 10 April – 1900 Stephenson Locomotive Society

My Book Of World Trains – Part 4

Denmark, Sweden, Finland

by Phil Kirkland.

Venue: The Conference Room, first floor (access via Black Swan Court Yard), Newcastle Arts Centre, 67, Westgate Road, Newcastle upon Tyne NE1 1SG.

Website: www.slsnewcastle.org.uk

Modellbundesbahn

Modellbundesbahn to close

We were shocked and saddened to hear that Modellbundesbahn in Brakel, which has been a point of reference for modellers and railway enthusiasts for more than twenty years, will close permanently on 29th May.

From 2nd January it will be open from Thursday to Sunday, from 11.00am to 6.00pm, until the final closing date at the end of May 2026. This expanded final opening period (in place of Sundays only in winter) is intended to give as many visitors as possible the chance to experience the layout one last time.

For its creators, Modellbundesbahn was never merely an exhibition project. With its richly detailed journey back to the summer of 1975, passionately recreated by exceptional model builders it was a place of wonderful shared memories for railway enthusiasts, families, and visitors from Germany and abroad.

Since opening on 15th October 2005 in Bad Driburg, more than 40,000 days have passed in the miniature world – marked by the elaborate day-and-night simulation cycling from light to darkness time and again. Over 300,000 visitors have experienced the layout.

Following relocation to Brakel and re-opening in late May 2018, Modellbundesbahn continued to grow. The exhibition area expanded from 230m² to 675m², allowing construction of new sections, including the Teutoburg Forest module, which has been in operation since Easter 2022.

What began as the idea of reviving the steam era in model form developed over the years into an exhibition project with an exceptional reputation. Modellbundesbahn came to be regarded as a benchmark for quality, particularly in terms of authentic railway operation in model form, historical accuracy in miniature, and landscape design.

The *Süddeutsche Zeitung* described the layout as “probably the most accurate model railway exhibition in Germany.”

The television programme *Eisenbahnromantik* referred to it as “the most precise publicly displayed HO reproduction.”

Eisenbahn Kurier magazine ranks Modellbundesbahn among the finest public model railway exhibits.

It has featured in CM several times at various stages of its development:

- July 2007 Ottbergen 1976 (MO187)
- 1 December 2011 Ottbergen
- 2 January 2012 link section
- 3 February 2012 Bad Driburg
- 4 July 2012 Nethe Valley & Weserbergland
- 5 September 2012 Weserstein
- 6 September 2013 pilot locos on heavy freights
- 7 June 2014 local trip freight operation
- 8 June 2022 Teutoburg Forest

It won the CM Cup for 2011. We would like to take this opportunity to thank the small team responsible for their friendship and exceptional hospitality on our several visits.

On one such occasion, during a photo session on a Monday (when the layout was not open to the public), four enthusiasts from Norway turned up – who had seen the layout mentioned in a previous CM! Like us, they were on their way back from the Intermodellbau show in Dortmund. It was typical of the team’s approach to fellow enthusiasts that they were allowed in, with apologies that the layout was not running as usual. The visitors were doubly surprised to discover why!

It attracted extensive media attention: countless reports in newspapers and specialist magazines, around fifty television features, and numerous YouTube videos. These achieved at least five-figure view counts each – including one by Pilentum with over 3.6m views.

The team are deeply grateful for the support and enthusiasm they have received over two decades, from loyal regular guests, families, and enthusiasts, and it is with heavy hearts that they have taken the decision to close.

Brakel is about 90 minutes drive from Dortmund, and can be reached by rail, so if you were intending to visit Intermodellbau in April it would be quite an easy extra excursion.

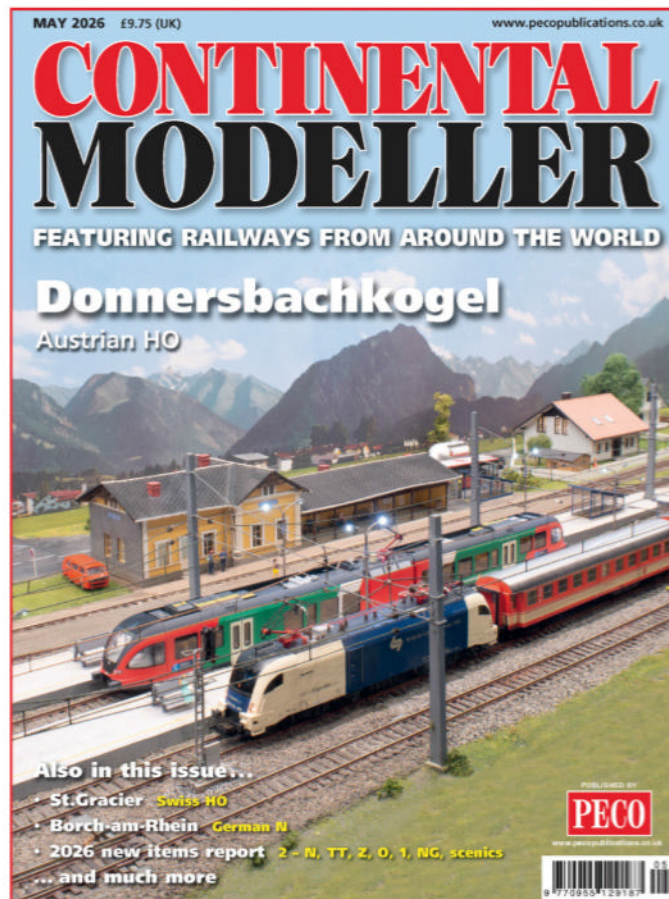
If you have not been to Modellbundesbahn but were planning to visit ‘one day’, we urge you to go while there is still time. We feel sure you will not regret it.

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



Coming next month

out 16th April



• Donnersbachkogel

Authentically Austrian – Gerhard Novak describes his HO/HOe layout, a standard/narrow gauge interchange. *It is due to be at the Ely exhibition, 16th May.*

• St. Gracier

Roger Ellis presents his latest HO exhibition layout, based on Buchs, which hosts Swiss and Austrian stock. *It is due to be at the Wales and West of England show at Thornbury Leisure Centre, near Bristol, 1st – 3rd May.*

• Borch-am-Rhein

Rails through the vines – Philip Roberts introduces his N gauge layout, a Rhine side scene set in Epoch IV.

• Dreileben

Back in the DDR – Nick Palette reveals his latest compact HO exhibition layout, a return to East Germany. *It is due to be the Ruddington show, 16th – 17th May.*

• New product announcements

Our report on the various new items programmes for 2026 continues with N, TT, Z, O, 1, narrow gauge, and scenics.

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Replies to box numbers should be sent to:

Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

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

CANADA and USA. Narrow Gauge Model Railway Supply Canada (ngmrsc.ca) for HO_n30, HO_n3 and HO_m, Standard Gauge Model Railway Supply Canada (sgmrsc.ca) for HO, and DCC Supply Canada (dccc.ca) for EX-DCC kit.

Trade Sales

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

Trade Sales Books

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

Wanted (Trade)

This section is reserved for the use of traders only.

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate

evaluation, distance no object. Collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send your list to: The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: simonecull06@tiscali.co.uk

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

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OPPORTUNITY YOURS

CM Classified Advertisement Order Form – last date for receiving copy for July 2026 issue is 9th May 2026 Please insert advertisement under the section headed:

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.

Box number £5.50 extra. Tick if a box number is required

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

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

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

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

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

I enclose cheque/PO for £
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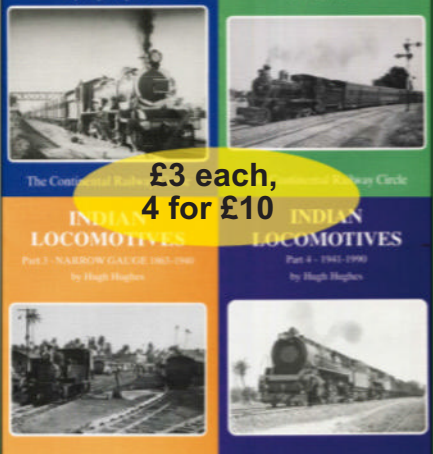
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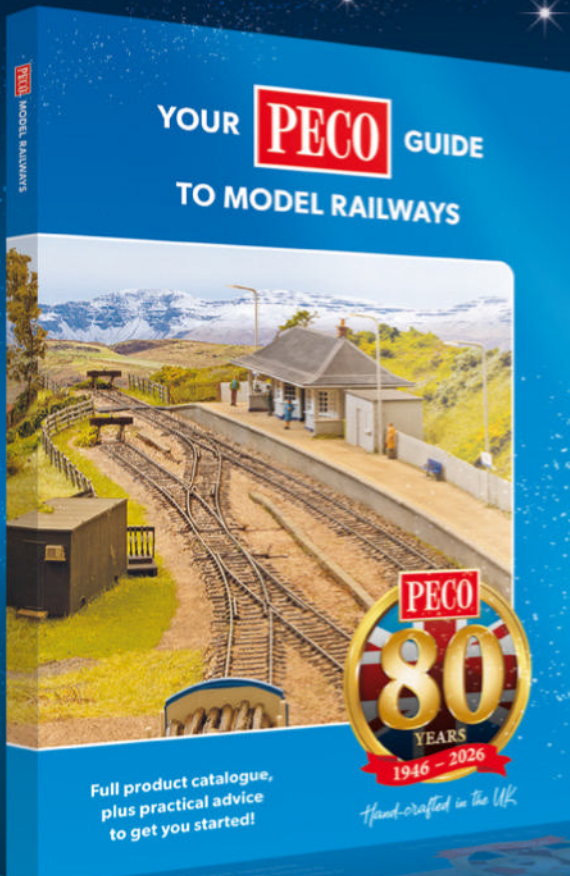
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