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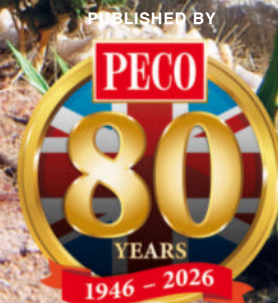
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Ferrovie Calabro Lucane

Italian HOm

Also in this issue...

- Altendorf **German HO**
 - Long trains in Belgium **N**
 - Ahmadpur **Indian 7mm**
- ... and much more



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07



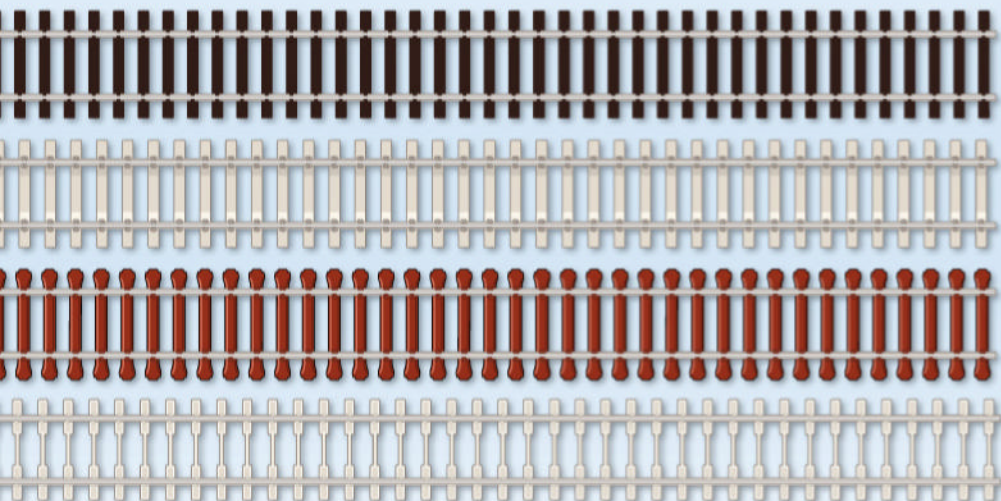
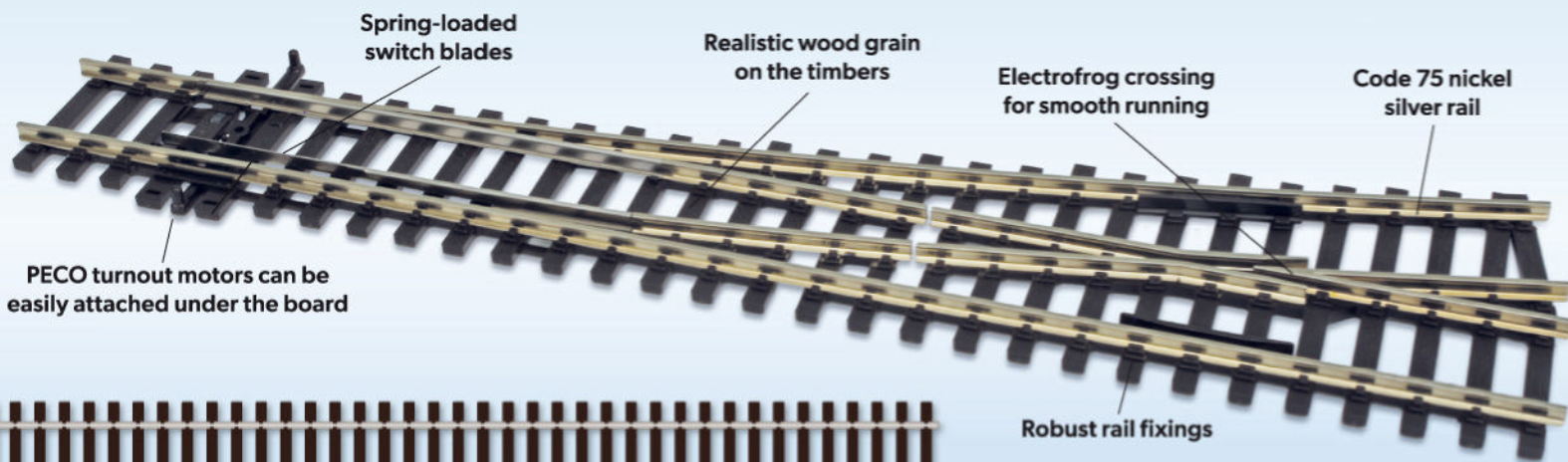
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SL104F Steel Sleeper Track
SL106F Concrete Bi-bloc type
Length: 914mm

PECO Streamline HO Code 75 track on *Trubenfeld im Hessen* modelled by Doug Rhodes.



CONTINENTAL MODELLER

July 2026
Volume 48
Number 7

From the Editor

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Published on the third Thursday of the preceding month by

Peco Publications,
Beer, Seaton, Devon, EX12 3NA, England.
Telephone: 01297 21542
Website: www.pecopublications.co.uk

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

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

*Printed by
Stephens and George Ltd.,
Goat Mill Road, Dowlais, Merthyr Tydfil, CF48 3TD.*

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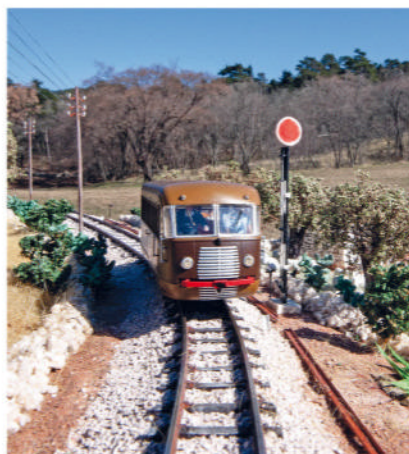
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ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £90.00 (paid by Direct Debit), post free.
Overseas (including Eire) £120.00.
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RAILWAY MODELLER

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



Cover
A Ferrovie Calabro Lucane
'Emmina' diesel railcar
on the diorama created by Davide Raseni
to recall this often overlooked
950mm gauge system in the south of Italy.
Photo: Davide Raseni.

CM contributors

By chance, all the contributors in this issue are 'old hands' – that is to say, this is not their first article in CM – even if the case of Stewart Blencowe the first was only last month, and Ronald Barrink previously as part of a club layout team and not individually credited.

Next month we take that even further, with a look at a layout first featured ten years ago which has been considerably developed in the interim and more than merits another look.

A fair proportion of the articles come from previous contributors, sometimes developing the same theme, sometimes with something new. Some adhere to a particular period and area, others regularly embrace something different, maybe changing subject, scale, and gauge. We hope the fact they return means they appreciate the way their material is presented.

We also get plenty of speculative submissions from first time contributors, with both portable and home layouts, and it is rare that we have to decline.

Our problem – with a finite number of pages – is to fit everything in! We know it can be frustrating for any contributor, old or new, waiting to see their article in print. The positive is that a good stock allows us to balance (as far as what modellers are actually doing) subject, scale, and gauge, in each issue and over time. We already planning the contents of issues in the fourth quarter!

The other main source of layout material is visiting shows, both in the UK and (when we can) in Europe, and here again we encounter both old friends and new recruits.

It is similar seeing familiar layout names in the show listings when compiling the exhibition diary each month and inserting a reference to an article where relevant – was it really that long since it was published? It is good to know both layout and owner are still going strong, though layouts are sometimes shown by a new owner, for various reasons. We may also encounter a familiar face with a new project – we admire those with the capacity to produce new work so quickly! Contributors also turn up assisting on other layouts ...

Layouts may also come an end for other reasons, not least if they have been subject to the rigours of exhibiting, however well designed, constructed, and maintained.

Our contributor Iain Hunter recently retired his popular Australian HO layout *Broadford* from the exhibition circuit after some 45 appearances all over the country. Its last outing was at Model Rail Scotland in March – and four Australians made a trip over to help operate it! Along with one now resident in the UK. One was Scott Fitzgerald, currently Editor of the *Australian Model Railway Magazine* and a long time long range supporter of the layout. The latest (June) issue of that publication includes a farewell retrospective about the layout. It was good to see him as part of the team, following a visit to our office.

Right
The *Broadford* team at Model Rail Scotland.
From left to right – Melissa Laidlay, Mark Laidlay, Aileen Hunter, Scott Fitzgerald, Ian Sandell, Iain Hunter, Alan Monk, and Steve Davies.

Photo: Nicola Smith,
courtesy Scott Fitzgerald/AMRM.



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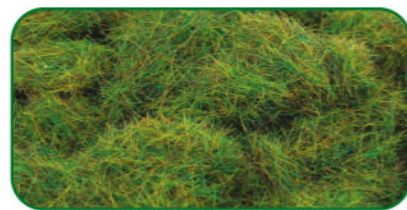
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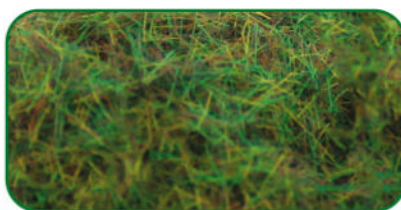
SPRING GRASS



SUMMER GRASS



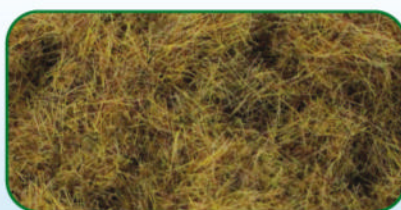
AUTUMN GRASS



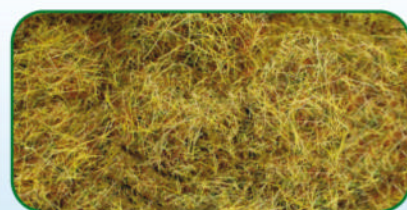
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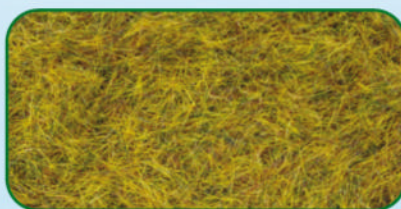
PATCHY GRASS



DEAD GRASS



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Photo shows a scene on the stunning German dual gauge HO/HOe exhibition layout *Lottenbirge*, created by Mark Dale. As seen in *Continental Modeller* February 2026.



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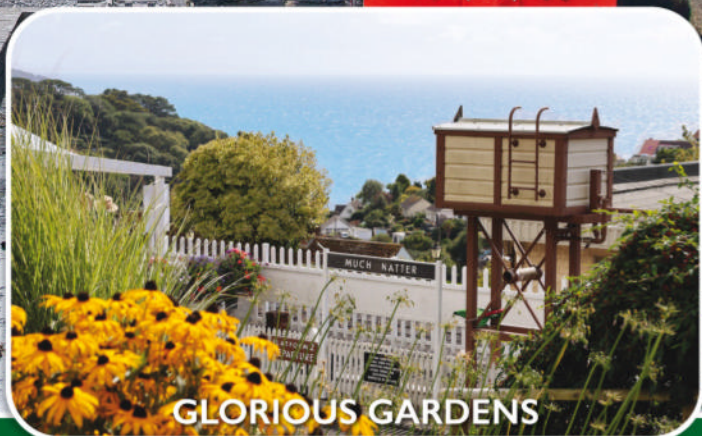
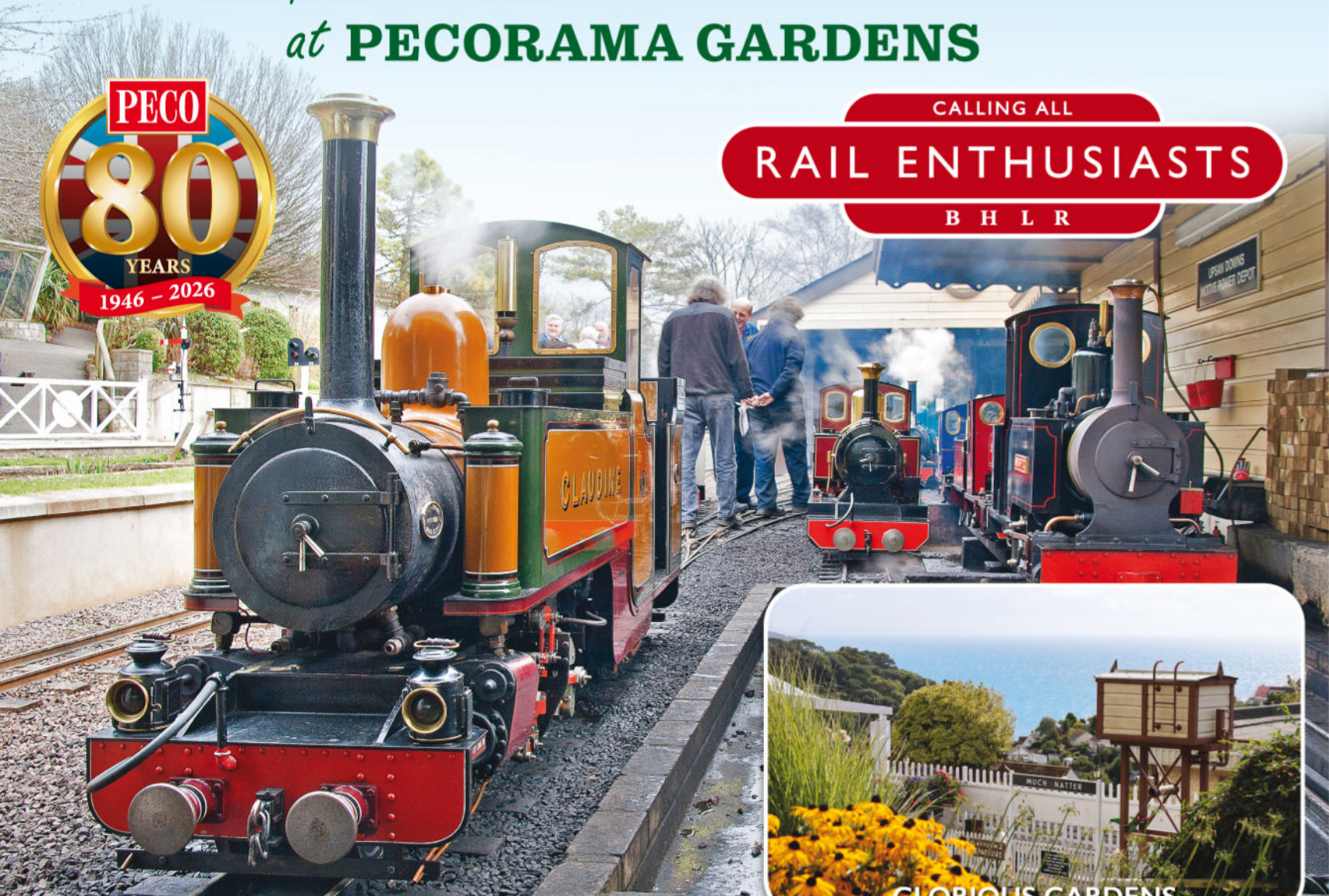
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WELL-STOCKED MODEL SHOP

Ronald Barrink presents an impression of a West German steam locomotive servicing facility.

Bw Altendorf

A DB steam loco depot





How it came about

Having previously owned a layout that, in hindsight, was a bit too large for the room it occupied, I decided to dismantle it and start building modules. This was to become a layout 7.20m long and approximately 2.50m wide, a through station with a number of freight tracks and a hidden staging area, featuring reversing loops. It was to be built as an exhibition layout. Plans were drawn, module bases were made to measure, and the first tracks were laid on the boards that would form the station.

But due to the limited space in my hobby room, things soon slowed down, so construction was halted and the focus shifted to modifying and converting the trains I already had that would operate on this layout.

While clearing out the train equipment stored at home, I came across the almost complete buildings from the locomotive depot I had built previously. Because construction was at a standstill anyway and the module sections were stored elsewhere, in January 2023 I started designing a German locomotive depot (*Bahnbetriebswerk*) that could be displayed at exhibitions.

Left

There is relative calm at the locomotive depot. Construction workers are busy repairing the roof and new skylights are being installed. Currently 0-6-0T 80 028, 2-6-2 23 075, and B-B diesel-hydraulic V160 037 are standing in the shed as 23 014 approaches.

Above

4-6-0 38 3650 is now on the turntable.

Inset above left

Semi-streamlined Pacific 10 002 on the oil fuel siding

Photographs by the editor.



Design and construction

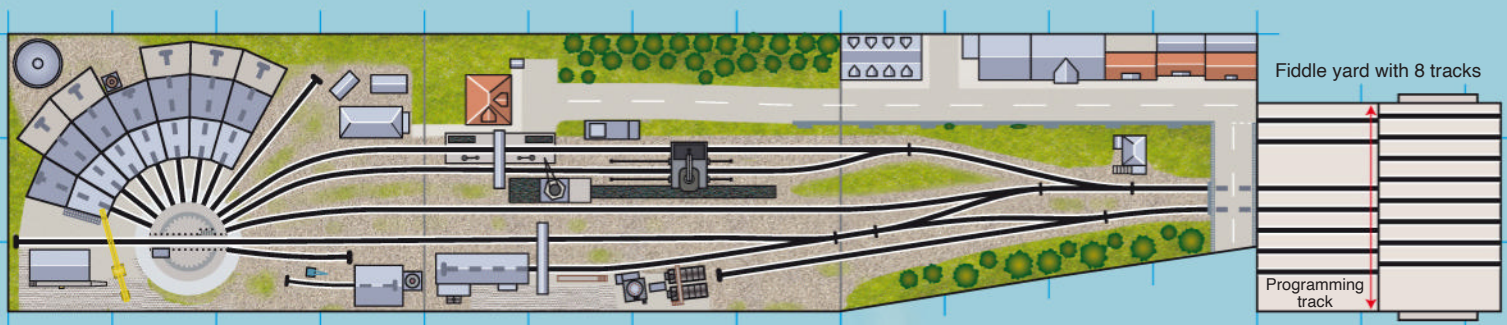
The plan shows a sectional layout of 4.30m x 0.8m. The loco depot itself consists of three modules each 1.2m long by 0.8m/0.6m wide with, at one end, a traverser fiddle yard of 0.7m x 0.6m.

Construction eventually began in June 2023 and it was exhibited for the first time in February 2025 at our club open day. Since then, it has been displayed in Dortmund, Leuven, and various other exhibitions in The Netherlands and Germany.

Below

**Almost the whole layout in one view,
from the turntable to the town.**

**The presence of various types of diesel-hydraulic
is an indication that the days of steam are numbered.**



Bw Altendorf Overall size 4300mm x 800mm. Each grid square = 300mm x 300mm.



Right
0-10-0T 94 1666
passes the coal store
as three-cylinder 2-10-0 44 1121
has its tender oil tank refilled.



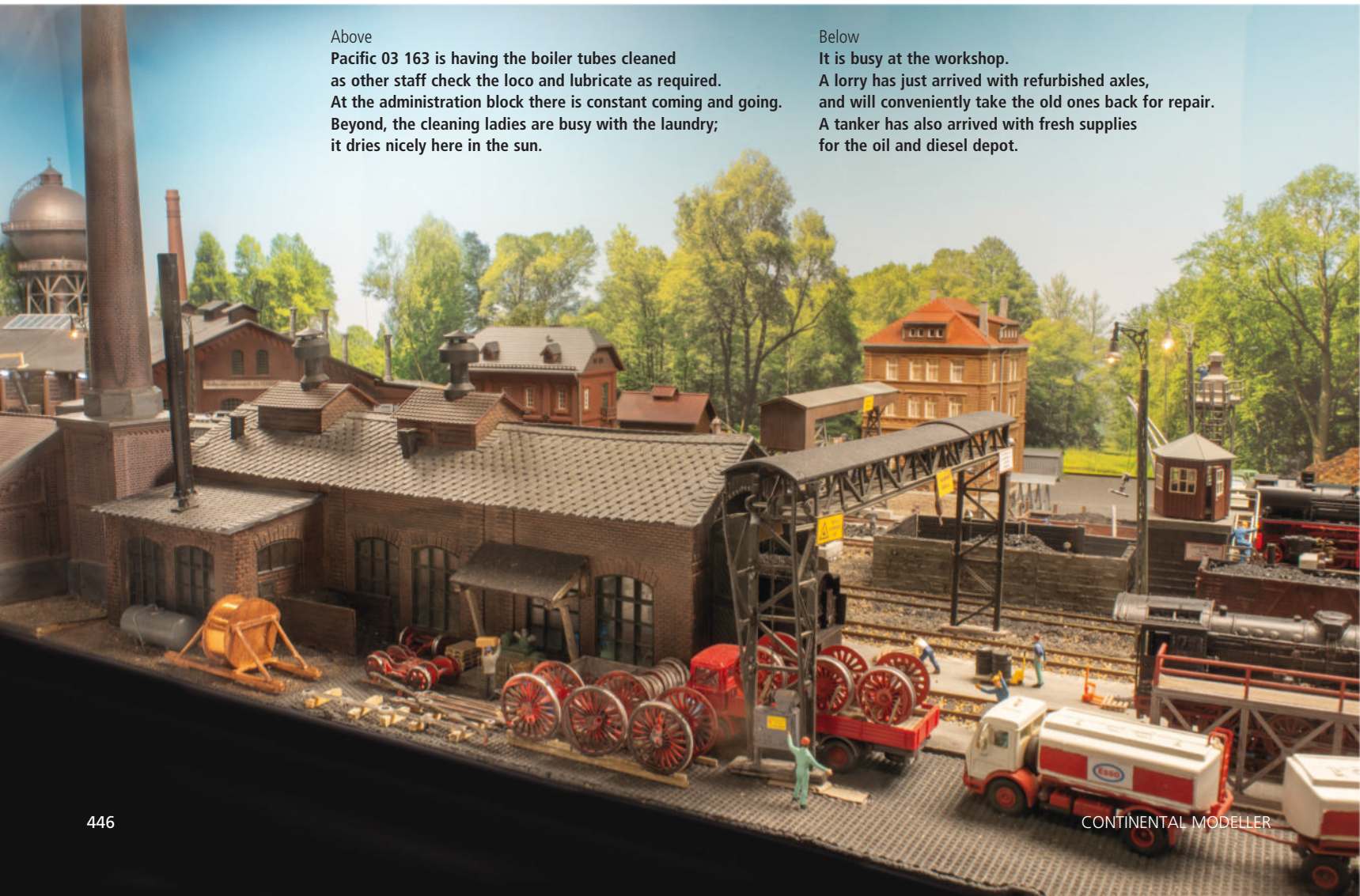


Above

Pacific 03 163 is having the boiler tubes cleaned as other staff check the loco and lubricate as required. At the administration block there is constant coming and going. Beyond, the cleaning ladies are busy with the laundry; it dries nicely here in the sun.

Below

It is busy at the workshop. A lorry has just arrived with refurbished axles, and will conveniently take the old ones back for repair. A tanker has also arrived with fresh supplies for the oil and diesel depot.





Above

The large administration and management buildings include some accommodation for loco crews on long turns. Coaling can be accomplished by a portal crane lifting skips or a rotating crane with a grab bucket as well as the bunker.

Below

V200 026 is at the diesel refuelling point. It will take a while to transfer 3,300 litres. At the wait signal, 4-6-4T 78 444 waits to receive the all-clear to leave the depot and run to the station to pick up its train. 2-10-0 50 1421 is standing on the ash pit to empty its grate. On the right, oil-fired Pacific 10 002 is being refuelled from the gantry.





Kits used

Telephone post for loco control	Erbert 0423031
Signal box	Faller 120117
Coaling facility with grab crane	Kibri 39420
Coal bunker with emergency coaling	Faller 120147
Sand bunker with sanding tower	Kibri 39418
Ash pit with two water cranes	Faller 120149
Administration building	Kibri 38199
Locomotive control room	Vollmer 45712
Boiler tube cleaning platform	Vollmer 45747
Compressor house	Faller 120139
Gantry crane	Vollmer 45747
Engine shed	Kibri 39452
Engine shed extension	Kibri 39454
Engine shed	Kibri 9313
Water tower	Kibri 39457
Storage shed	Kibri 9459
Turntable	Fleischmann 6052
Boiler house	Kibri 39821
Engine shed	Faller 310600 / Pola 600
Diesel filling station	Faller 120157
Water crane on exit track	Vollmer 46524
Locomotive work platform	Vollmer 45749
Bridge	Pola 621
Liebherr mobile crane	Kibri 10202
Town house Goethestraße (two)	Faller 130915
Town house 'Paradise Bar'	Pola 191
Town house under renovation	Pola 154
Town house ruin with excavator	Pola 166
'Buchert' butcher's shop	Pola 168
'Erna Müller' fruit and vegetable stall	Pola 175



Above left
Looking over the oil facility
with the coal bunker beyond.

Left
2-6-2T 64 335 arrives
at the depot to be serviced.
In the background,
forestry workers are busy
felling the old dead trees.
The first load is already
on the lorry.

Above
2-8-4T 65 018 is stabled
temporarily on the oil siding
ahead of 10 002.
In the town beyond,
the demolition crew
is busy tearing down
an old building,
but work has come to a
standstill for the moment.

Right
0-6-0T 80 028 shunting
a couple of coal wagons
– the driver is going to the
signal box for instructions.
On the street above,
it is quite busy at the
fruit and vegetable stall
where a fresh delivery
has just arrived.



Emmanuel Nouaillier

shows more of his techniques for detailed structure modelling.

Photographs by the author.

An old shop front

A long closed business

Imitating rendered walls, and more particularly an old façade with its various shades, is an exercise which can be useful for many kinds of buildings in miniature. I have been doing it for years – indeed it is almost my ‘signature’.

This article describes a completely scratchbuilt example, an old shop front with characteristic features. Of course, it has suffered from the ravages of time, with all the details aggressively weathered but consistently to achieve the overall effect ... that is typically what interests me, according to my preference for depicting worn-out structures.



The façade from which I took my inspiration, with a rendered finish. This kind of structure was common. It simply appealed to me as the basis for modelling.

The work will be approached by trying to mimic as accurately as possible the many variations and alterations in this style of covering. These two examples are ideal illustrations of the cracks, drips, grime, and chipping effects which I find exciting to imitate to scale.



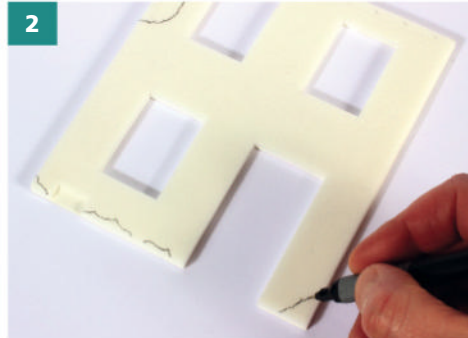
1

A sheet of foamboard was cut to the dimensions, and details drawn directly onto it with a pencil. To mimic the coat of render, I used water-based filler, a spatula, and a scalpel with a chisel blade.



2

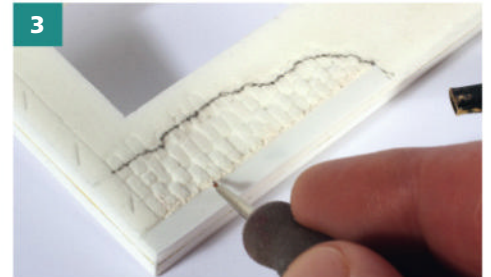
Once the card layer had been peeled off and openings cut, I marked out the hidden parts as well as the areas where the render has crumbled away to reveal another material underneath ...



3

... in particular bricks (imitated by embossing), and also revealing part of the wooden frame.

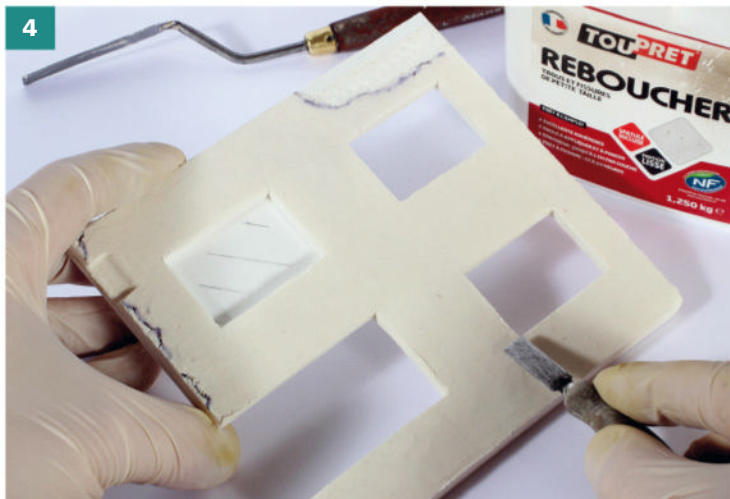
I inserted a piece of engraved styrene strip in the foam, then reproduced the mortar joint between the bricks and the beam with water-based filler.



4

When all the exposed brick areas had been embossed, it was time to apply the filler. Without any previous preparation, the water-based filler was applied directly with the spatula, in a thin regular coat less than 1mm thick.

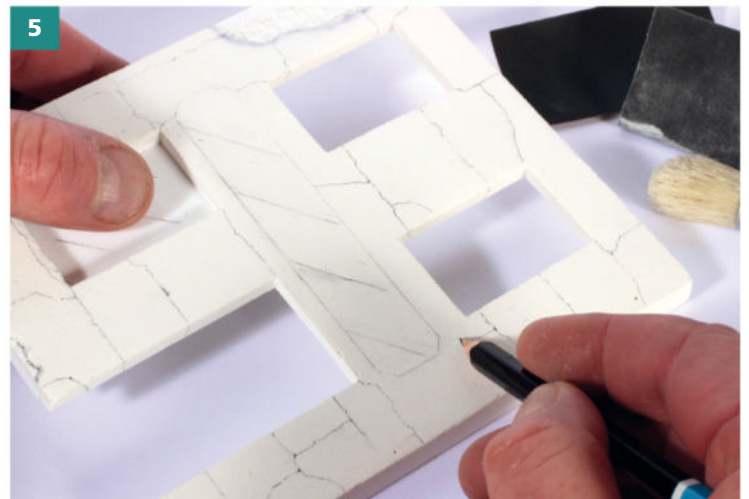
I then used the scalpel with the narrower chisel blade to apply filler in places that require it, such as doorways and windows.



5

After 48 hours, the filler was ready to be smoothed by sanding with 400 grade abrasive, carefully avoiding the brickwork. The dust is removed with a stencil brush.

The next stage was to indicate the most important cracks with a black pencil to allow a realistic engraving.



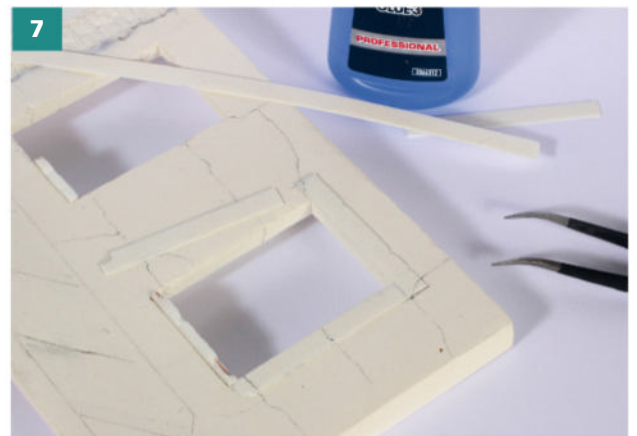
6

In the areas where the render has flaked off, I added a more precise look by using the chisel blade to give the edges a realistic crumbling aspect.



7

Then I turned to making some ornamental equipment that has to be placed at this stage before continuing further – notably the cement window sills and surrounds, made with pieces of foam and plasticard respectively.



8

I accentuated the derelict look of the cement by imitating pieces of the reinforcement breaking through in places.

8



9

The cracks were then imitated softly with a sharp needle point, without much pressure. The pencil line really helps, and if the groove is accidentally too deep, you can correct by re-applying filler.

9



10

I continued with more detailing to prepare the surface before painting.

I added old scaffolding eye bolts, hooks from removed electrical wiring, and so on, to give 'life' to the wall.

10

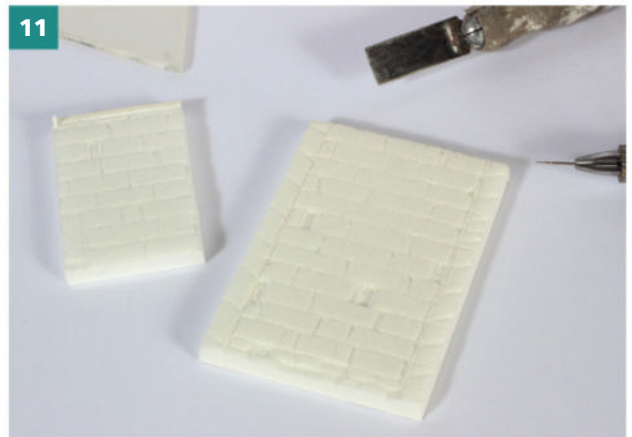


11

I then worked on preparing the cement blocks for walling up the openings on the ground floor. I used 5mm thick foam and simulated the joints with an engraving point, then created the coarse appearance of the cement by dabbing the surface with a wire brush.

I alternated with blocks laid differently, on edge, by simple pressure in the foam.

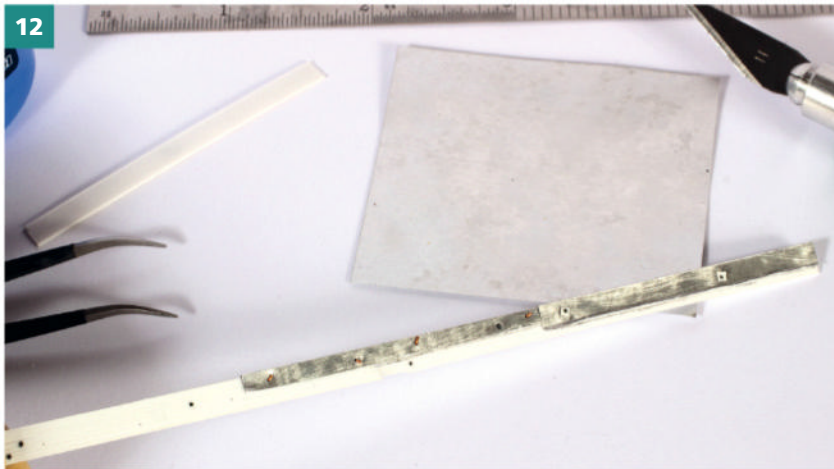
11



12

To equip the façade with a roof junction with a reverse slope, I opted for a typical zinc covering nailed over the edge of the wood. Nothing very complicated and achieved using scribed Evergreen strips and aluminium salvaged from food freezer trays.

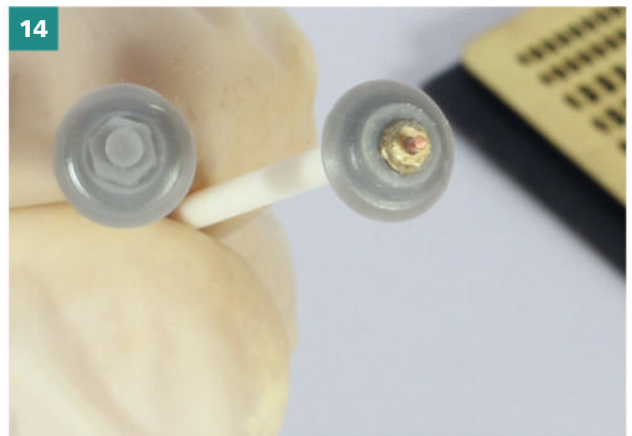
12



14

To add more detail, I used some fine old plastic moulded parts from Grandt Line, round masonry anchors, one of which I modified with photo-etched bolts from Aber.

14



13

Such a structure would not be complete without some electrical wiring. This was made using salvaged copper wire and very thin strips of 0.12mm plasticard imitating the fixing collars. I also took this opportunity to make an old junction box, using plasticard of different thicknesses.

13



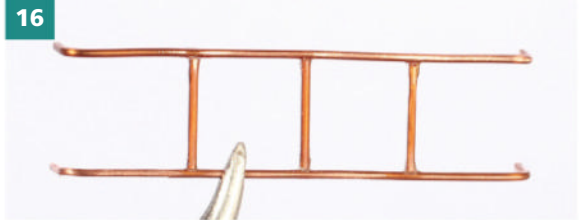
15 and 16

To equip the blocked openings with guard rails, I adopted two examples from other façades.

To make the first one, I simply used some Grandt Line eye bolts and a small section of copper wire quickly shaped with flat pliers.



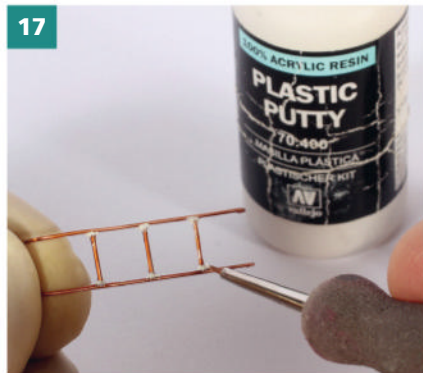
For the second one, I had to make an assembly, using cyanoacrylate glue. It required perfectly clean, square cuts and I had to go over the fine wire with abrasive to allow a strong bond. If using another material, soldering might be possible but would require extreme dexterity as well as careful cleaning.



17

I then spoiled the neat aspect by adding a bit of material to the joints to imitate a weld. This was simply done using Vallejo acrylic putty (ref.70400) applied with a very fine brush.

Once dry, the excess was removed with the tip of a scalpel blade.



18

Then it was time to prepare the sign with its old typefaces. This was reproduced from one of my own photos, printed in high definition on a textured matt photo paper using a professional printer.

The shape of the sign was then cut out of 1mm plasticard.



19

The paper surface was coated with cyano to be glued, and the backing was also coated with it to make the paper impervious to future treatments.

To mask the edge, either acrylic putty from Vallejo or water-based filler will work just as well.

Once dry, all that remained was to sand the surface, as for the plastered façade.



20

To increase the detail, we can imagine various metal components, added using plastic or metal profiles, copper wire, and so on.

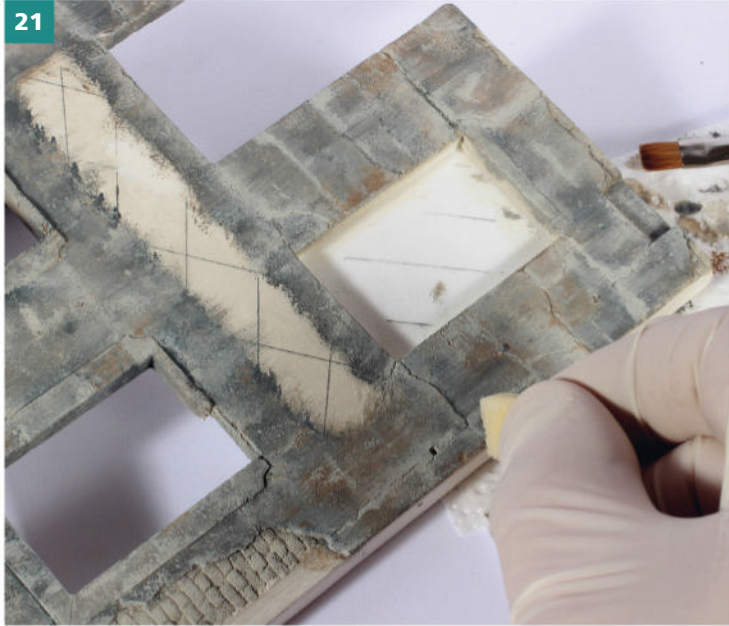
They may prompt certain weathering effects that will be welcome in the end.



21

For the first basic colouring, I always use the same enamel colours: light grey, medium grey, and dark grey, as well as beige, put separately in a palette.

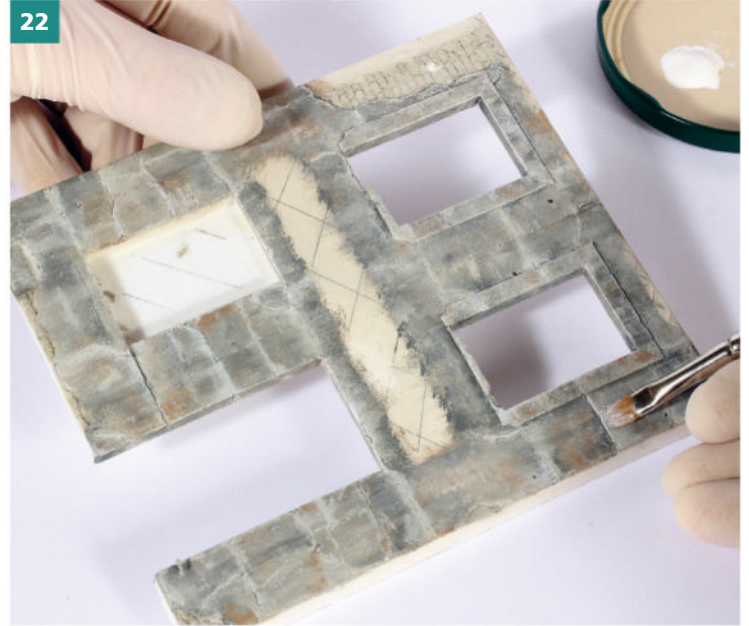
I work by first dabbing with a sponge, applying them in no particular order, then I re-work the areas with successive brushings from top to bottom with flat brushes, to obtain a first graduation between these shades.



22

I continue with the flat brushes, accentuating the lightening around the large cracks, always from top to bottom, with an enamel ivory shade as well

The aim is not to obtain a perfect look at this stage, just a correct irregular base. Do not waste too much time at it, even though it is tempting to go further ..



23

A first much diluted black wash is applied to the overall surface to highlight the cracks and the texture. Again, do not spend too much time perfecting it, just focus on pushing the wash towards the areas that need to be darkened, with the help of a soft cloth. Then leave it for 48 hours to let it dry completely.



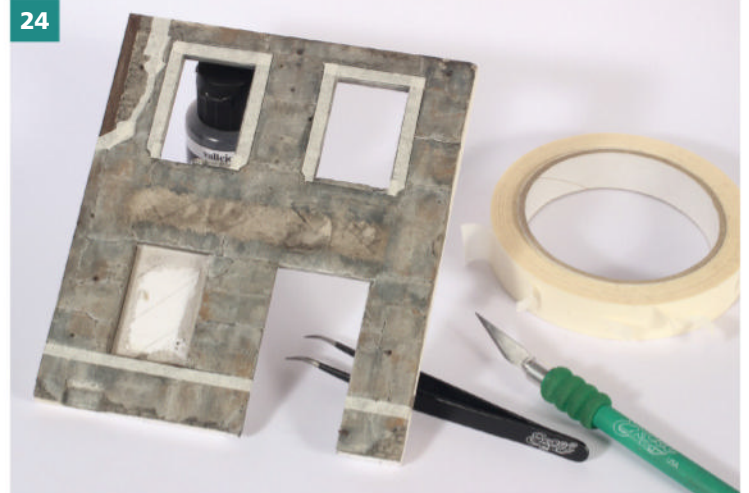
23



24

Now we need to prepare the wall if it includes areas that have been painted in a different shade, as is the case here with the window frames and the base.

I also take this opportunity to protect the exposed bricks with pieces of masking tape.



25

The next step is to choose the right acrylics to simulate a convincing basic decayed render appearance. I now always use the same colours from Vallejo: dark grey, medium grey, stone grey, white, and ivory, once a layer of chipping fluid has been applied to the surface.

25



26

Unlike the previous painting stage, this is done only by dabbing with smaller sections of synthetic sponge to obtain random variations.

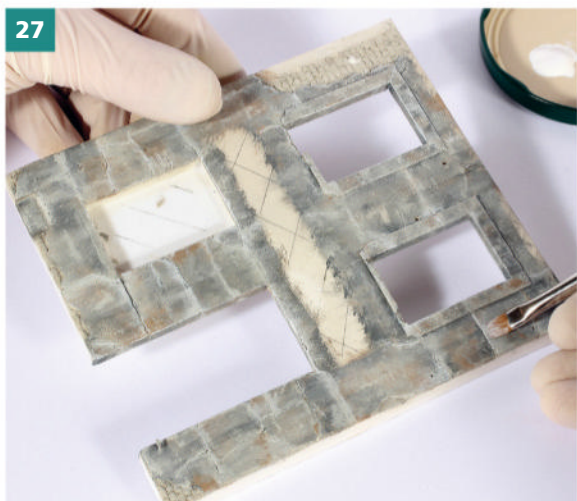
Rather than treating the whole façade, the work is split into several parts.

26



27 and 28

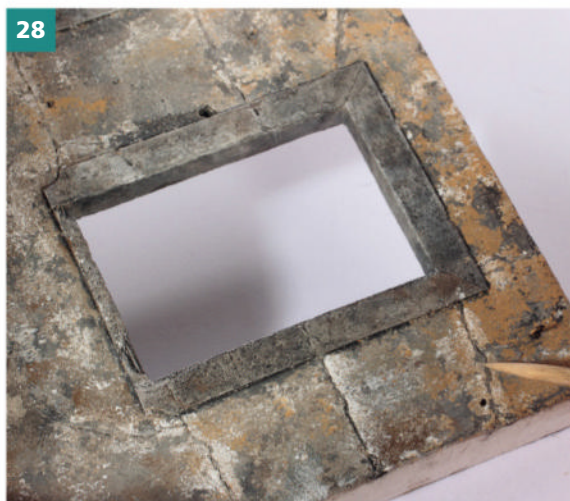
27



Then it is time for the usual chipping work on the wet surface. I first start with a fine old make-up brush, which works perfectly clearing the acrylics in tatters on such a surface.

Once done, I come back to fine tune the work, especially around the cracks, by using a sharp wooden stick. Note the yellowish colour, added at the last minute on the upper surface before the chipping work.

28



29 and 30

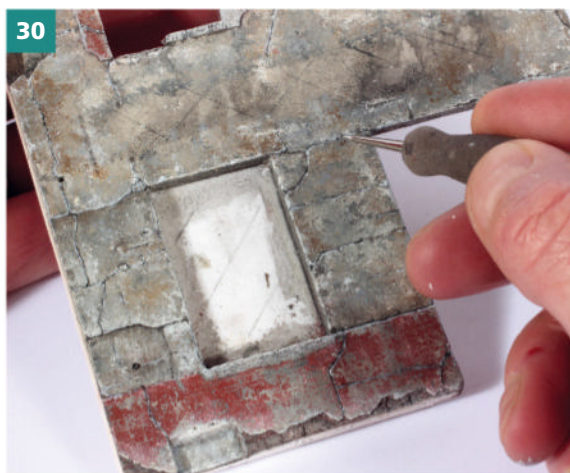
29



When it is totally dry, I re-work the appearance of the cracks with the pure black wash applied with a very fine #3/0 brush, the excess being immediately removed with a flat brush and clean water.

Now it is time for more micro-painting to mimic chips on the edges of the cracks, by employing a mixture of matt white and ivory, done irregularly in various small touches.

30



31

I continue with the simulation of the first of the grey/black drips, notably from the window sills. It is up to you to gauge this effect more or less strongly.

31



32

At this stage, the façade starts to get a really convincing aspect, but there is much to do to complete it.

First is the broad sign, on which I put some extra weathering, using the same acrylics, applied with tiny bits of sponge, to blend it into the façade.

32



33

Once in place, I continued by highlighting the shadows around the sign using the dark grey wash.

At the same time, I work at simulating the first seepings from rusty iron in the window sills, with the help of the rust wash.



34

Various washes have been used to weather the different details, such as the masonry anchors and scratchbuilt electrical box, using acrylics applied with synthetic sponge, rust wash, and pigments from Vallejo to give that crunchy appearance with the remains of paint.



35

I did the same to the wooden and zinc flashing, concentrating on imitating drips from the many nails, as well as more obvious corrosion at the corners.



37

Once dry, a dark grey wash was applied, then the roughly applied mortar was simulated by using water-based filler, smoothed with a chisel blade.

36

I then turned to the colouring of the concrete blocks used for walling up the ground floor openings.

In short, because this is not the main topic here, once the surfaces have been prepared with the enamel layer, I used a sponge to apply alternating shades of Model Colour light grey, stone grey, and white until the desired result was obtained.

36



37



38



39

To complete the detail work, I add the remains of a typical cast iron downspout, scratchbuilt with Evergreen profiles and completely corroded using the usual methods.

Note also the enamelled house number plate, produced on the computer.

To block the upper window openings, I chose an assembly of various plywood sheets, made from 0.25 plasticard.

I will not repeat the techniques for weathering of wood but here I tried to mimic additional effects giving the illusion of cracks, simply using the chipping fluid and a needle point.

The guard rails weathered immediately afterwards.



40

This is what started as a piece of foamboard looks like at the end of this long process. It is satisfying to create something meaningful and unique starting from practically nothing.

The modest investment in materials should be compared with the many hours spent developing such a structure – and the work is not yet finished!

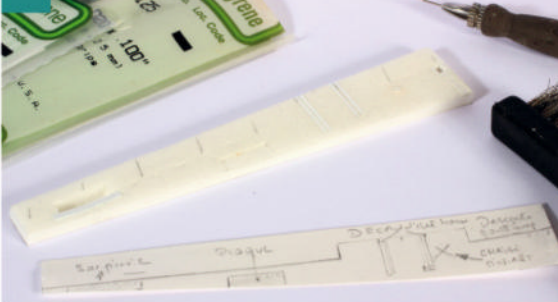
40



41

The last stage is the development of a convincing base. It was made using the same materials as the façade. Various details, some whole, some truncated, were embedded in the ground to give an impression of scenic continuity.

41



42

Once painted and basically weathered using the method previously described for concrete, I added some more effects with pigments by dabbing them onto the surface previously moistened with thinner. I accentuated the subtle contrasts in some places, mainly using Vallejo light slate grey, dark slate grey, titanium white, and light sienna.



43

The scenic work ends with the addition of very fine commercial items from Yen Models, Matho Models, Miniart, and others, combined with scratchbuilt components. The aim is to convey the air of abandonment, with a motley accumulation of things that are not necessarily related to each other ... the possibilities are endless!



Davide Raseni presents an impression of the south Italian 950mm gauge.

Photographs by the author.

Ferrovie Calabro Lucane

An often overlooked narrow gauge system

Spread over four regions in southern Italy, the amazing lines of the Ferrovie Calabro Lucane deserve to be better known and reproduced in layouts and dioramas.

Several years ago I bought three four-wheel railcars of the M1 series of the FCL, nicknamed *Emmine* by railwaymen and enthusiasts. The models, produced by Os.Kar, were the first Italian commercial models in HOM and had a notable success given their good functioning and quality of reproduction.

With a nice rounded appearance, typically 1950s, these vehicles were used on the less busy lines of the extensive FCL network. I purchased all the main versions of the model, each in a different livery, waiting to create a mini layout or a diorama. Finally I built a small diorama of just 48cm² (my usual size for such projects) which allowed me to display the models in a realistic setting. It was housed in a glazed display in my living room.





Above
MCL Emmina diesel railcar M1.3, just re-entered service after the Ranieri refurbishment of the 1950s, looks in pristine condition in the original silver livery. The railcar has just left a small station and is passing its entry signal.

Left
FCL M1.32 in FS two-tone brown passes the entry signal after leaving the station beyond the curve.

A short history of the FCL network

After the unification of the Kingdom of Italy, two railways reached Calabria and Basilicata from the north, the Ionian (1875) and the Tyrrhenian (1895) but it was necessary to solve the problem of connecting the very poor and remote inland locations that were difficult to access, located in harsh, mountainous places with very few dirt roads that until a few decades earlier had been the realm of brigands.

As early as 1882, a line was requested by the provincial council of Cosenza to connect the interior of Calabria to the north, but it was not until 1910 that a state law provided for the construction of an ambitious project of 1,271km (some sections to be equipped with rack due to the steep gradients) to connect four regions – Campania, Lucania (today Basilicata), Puglia, and Calabria – and seven provinces – Salerno, Potenza, Matera, Bari, Cosenza, Catanzaro, and



Right
M1.11 in green livery near the entry signal. The timeless aspect of these rural railways is evident.

Reggio Calabria – with the customary Italian 950mm narrow gauge track. Over the time it was reduced and only partially realised, due to the arguments between the municipalities and the long period of stagnation imposed by the First World War and the post-war period (from 1915 to 1934). The very last section was completed as late as 1956 (where the highest railway station in Italy is located, at 1,402 metres above sea level) when the network reached its maximum extent, of about 760km. Others lines remained projects; many of these were designed specifically to connect the ones that were built and which therefore ended up becoming simple local branches.

After a terrible accident in 1961 between Cosenza and Catanzaro, management by the Mediterranea Calabro Lucana (MCL) was ended and the network was taken over by a new government authority, the Ferrovie Calabro Lucane (FCL). The 1960s, however, were the years of a development in road transport, both public and private, that reduced the use of rail transport all over the country. The FCL network was mainly limited to the transport of students and commuters, with ever-increasing abandonment of freight. Between 1966 and 1989 nine routes were closed, and in 1989 the FCL network was divided between two different companies: Ferrovie Appulo Lucane (FAL) to manage the lines between Puglia and Basilicata, and Ferrovie della Calabria (FC) to run the Calabrian lines. Today several lines still survive although others have been closed or transformed into tourist operations.

A diorama in HOM

This diorama was built using the same techniques I have described before in this magazine using 8mm plywood and shaped polystyrene following the edges to simulate the landscape; in particular, I wanted to reproduce a landscape typical of these crossed by many FCL lines with the track often immersed in enormous olive groves located on the slopes of the rugged Calabrian mountains. The landscape is hilly with rows of olive trees interrupted by the railway line that runs halfway up the slope.



Above

M1.11 passing the ruins of a stone building now inhabited only by sheep.

M1.11 was rebuilt for baggage from a former passenger unit and given a smart new green and grey livery.

Left

The private tip filled with an assortment of objects: an abandoned Fiat 600, an oven, bins, and radiators which had been accumulated by the owner of the land. A bathtub has been transformed into a drinking trough for animals.

Right

While the flock of sheep is guarded by sheepdogs, the shepherd lights a cigarette.

The old well used to water the animals is very important.

Far right

The abandoned stone building from the other side with a Moto Guzzi Ercole three-wheeler used by the shepherd.





Left
M1.3 climbs the gradient between the dry stone walls and the prickly pears that border the olive groves. The *Emmine* were single cab railcars very similar to buses. At termini it was necessary to turn them by hand on special small turntables.

Right
M1.32 appears suddenly from behind an olive tree. The nice four-wheel vehicle has a typical 1950s look.

I used a length of Bemo HOM flexible track, heavily modified to simulate the 12m track panels typical of those lines. In particular I removed several sleepers, thinning them out and giving the track a lighter appearance typical of the FCL lines.

On the edge of the scene I installed a Max Judel type rotating disc entry signal, typical of FCL stations, scratchbuilt entirely in plasticard by my dear friend Fabrizio Ferretti.

In my imagination part of the track represents the end of a station which is not visible except for the entry signal located some way from the first point.

There are also wires on pulleys for the remote control of the signal itself, and the classic wooden telegraph poles (produced by MS Accessori Ferroviari) that follow the track.

The railway part ends here: a simple cutting in the middle of the landscape which seems to be the main subject compared to the railway. This is actually not a bad thing because since the *Emmine* railcars are extremely small the diorama seems much larger than it is!

As for the vegetation, I used very realistic olive trees of various sizes produced by Krea, while for other plants, such as agaves and prickly pears, I used respectively thistle leaves and flax seeds glued together and painted. Under the trees there is quite tall grass everywhere, not yet mown, except in the plot of land populated by sheep.

The land is divided by long dry stone walls that separate the various properties as in real life. They were made with sifted river gravel glued with very liquid wood glue.



Left
The aluminium body of M1.3 shines in the Calabrian sun as it descends the line across the cultivated countryside.

Right
An idyllic railway immersed in nature – typical of the FCL. M1.11 passes an olive grove typical of the Calabrian, Apulian, or Lucanian landscapes.



The only building present is a beautiful stone ruin made by Modellbau Luft, duly aged and weathered, which was flanked by an old stone well of the same style.

To give a touch of realism, despite the beauty of the landscape and so that it does not appear too idyllic, I wanted to create an area around the abandoned building that is rather degraded and intended for sheep farming. There is an old bathtub reused as a drinking trough for the animals and also a small tip that is supposed to have been created by the owner of the land to abandon his things.

In the realm of the *Emmine*

The MCL rolling stock (and then that of the FCL) was varied and interesting, with different types of steam locomotives

(including rack equipped engines), diesel locomotives (one of the first diesel-electrics in Italy entered in service on this network), four-wheel railcars (again including rack equipped units) or bogie railcars with trailers, as well as passenger coaches and freight wagons. Unfortunately, none of this has ever been modelled commercially except for the M1 railcars (in the post-war rebuilt version) reproduced excellently by Os.Kar. In reality, the less busy lines were served exclusively by this kind of stock, so on the diorama we find only the *Emmine*, in different liveries and versions.

The photos were taken outdoors, as usual, with natural light and a backdrop which tries to imitate the mountainous ridges covered by the pines and firs of the beautiful Calabrian forests.





Long trains through Belgium

2. The current scene

Dries Reubens presents another look at his layout, designed to display long trains of authentic stock simply running through the landscape. See CM November 2025. The layout can host stock of different periods – here modern electrics. *Photographs by the author.*





Above left

In times of Covid, TRAXX 186 258 was provided with a white full wrap to thank the medical personnel. This mixed goods train represents SWL (Single Wagon Load) workings between Aachen West and Antwerp.

Right

There is still a lot of rail traffic of steel products in Belgium: 1331 hauls a short but heavy train loaded with steel slabs between the production site in Ghent and the mill in Clabecq.

Below

Two TRAXX locomotives are needed to haul the heavy wagons loaded with steel coils. 186 293 in black LINEAS livery is an original Arnold model, the white one is modified Arnold.



Above

Passenger traffic in Belgium is now mostly double-deck type M6 or the newer M7 coaches. These are modified and repainted Fleischmann models to resemble the M6. The loco is a modified HobbyTrain model: the front was altered, the model was renumbered, and like the original equipped with an automatic coupler at the front.





Above

Between December 2008 and December 2019 most of the international rail freight traffic between Belgium, The Netherlands, and Germany was provided by Cobra, a joint venture between DB Cargo and SNCB Cargo. The trains were pulled by SNCB/NMBS class 28 (TRAXX 2 MS) electrics. 2841 (a repainted Arnold model) is hauling a long train between Gremberg (near Cologne) and the harbour at Zeebrugge. The sliding side vans are loaded with products for Britain.

Below

1331 + 1343 (3D-printed body shells on Hobbytrain chassis) hauling twenty-four hoppers (Fleischmann). The prototype ran between Antwerp and Creutzwald in the Moselle *département* in north-eastern France, near the German border.





Below

The Belgian class 28 was also used to haul the Benelux passenger trains between Brussels and Amsterdam. Because of a shortage of Dutch ICR coaches, the NS needed to lease two sets of Austrian stock for this traffic. The coaches kept their Austrian livery but received the NS logo. The models are repainted Roco and Fleischmann products.





Above
InterCity trains between Ostend and Eupen had long been formed only of I11 coaches, but since new M7 double-deck coaches were delivered, they have been used.





Below

186 258 again: for a short period, LINEAS hauled an intermodal service between Zeebrugge in Belgium and Pordenone in Italy.







Left

A Euro 4000 diesel operated by Europorte hauls empty GefCo-car-carriers from the port of Zeebrugge towards France, and passes a LINEAS 186 with an intermodal.

Below

1331 again with steel slabs passing a DB Cargo Vectron (a Fleischmann model with extra decals on the side). After the Cobra joint venture was stopped, DB Cargo Belgium provided the locomotives for the Gremberg – Zeebrugge SWL (Single Wagon Load) services.



Roberto Macchi shows how he enhanced a TRAXX electric by A.C.M.E.

Photographs by the author.

GTS RAIL E.483 001

Fitting two decoders for more functions

At a recent model train market, I decided to buy a model that was offered at a very attractive price – less than €100. The loco was the Traxx E.483 001 manufactured by A.C.M.E. offered secondhand with an ESU LokSound V4 decoder already installed, and loaded with the correct sound file.

Tested first on the programming track and then on the layout, the model ran well even though one of the two traction tires was missing (later replaced using RR16 liquid). It ran smoothly with a decent minimum speed and had good sound, reproduced through a 23mm diameter loudspeaker located under the chassis. However, only a few light functions were available: in fact, to be precise, only F0, which activated the front lights (including the headlight) together with the rear red lights, which were therefore not independent.

After removing the body, I could see that the model had an 8-pin decoder socket. **Figure 1**

Hence I had the idea of revising the electrical system to:

1. Separate the headlight from the front lights – this would require two auxiliary outputs;
2. Make the red rear lights independent on the two cabs. These are usually switched off when the locos is pulling a train or switched on alone in the case of the loco propelling a train. Two auxiliary outputs are required.
3. Add lights in the cabs that are not present in the original model. Two auxiliary outputs are needed. The removal of the cab interior to install the LEDs also provides the opportunity to insert a driver in the front cab.



Above
The bargain model
as obtained.

The LokSound V4 already has two auxiliary outputs for the front lights (F0F and F0R) and two others (F1 on the green wire of the connector and F2 on the purple flying wire), at least four more auxiliary outputs would be necessary to satisfy the functions to be added.

The options were:

- a) replace the original printed circuit board with a new one with a PluX22 interface to have all the outputs provided by this type of decoder;
- b) add a function decoder to compensate for the lack of outputs on the LokSound V4.

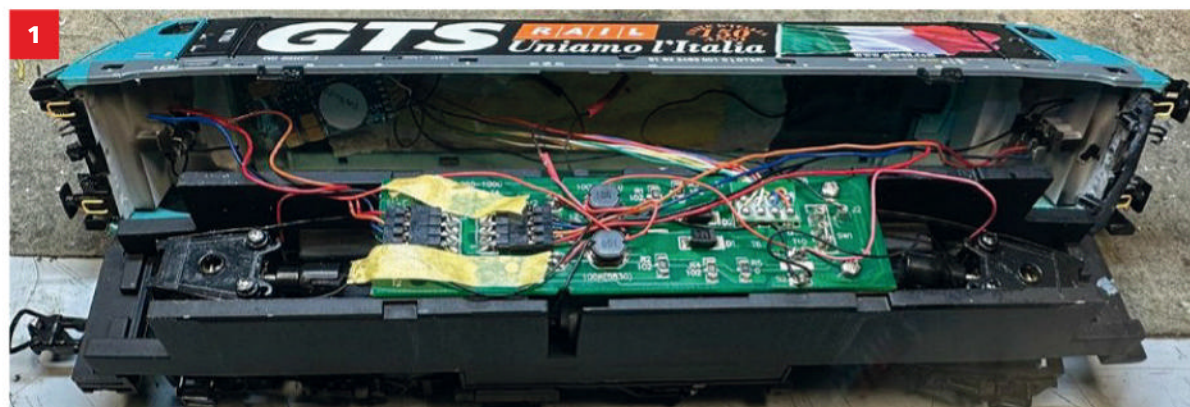


Figure 1
The model
with the body shell removed.

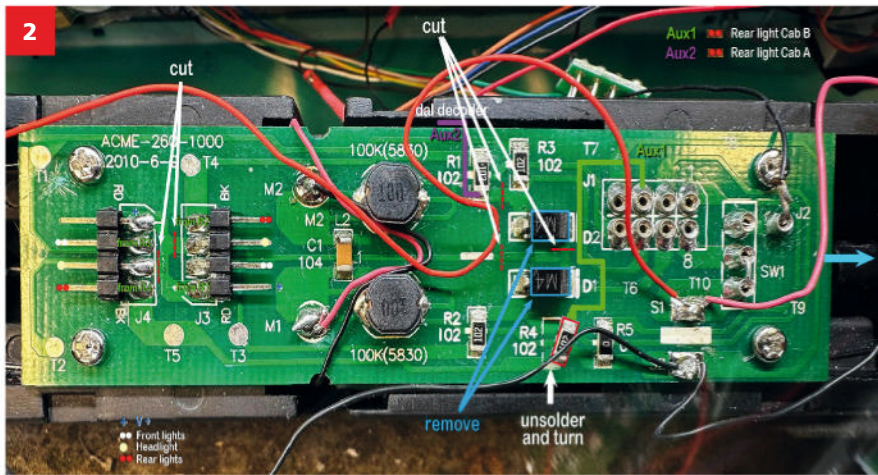


Figure 2
The original p.c.b. with the planned modifications. The connections in light green and purple refer to the two outputs (Aux1 and Aux2) of the LokSound V4.

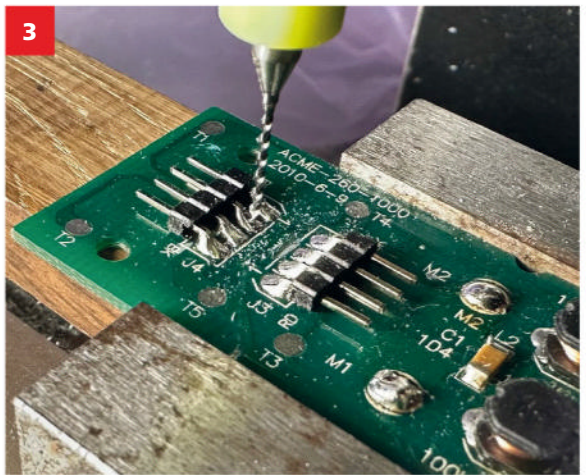


Figure 3
Cutting the p.c.b. tracks with a Proxxon MF70.

Solution a) was the simplest but more expensive, as I would also have had to replace the sound decoder – approximately €35 for the p.c.b. and €100 for the sound decoder, while solution b), which was cheaper (c.€25 for the function decoder) had the burden of having to modify the p.c.b., add new wiring and, in the end, I would have had a locomotive with two decoders on board, with the unusual management of the settings of two decoders with the same address on the locomotive.

In the end option b) was chosen and I continued using the 8-pin LokSound V4 decoder, alongside a LokPilot 5 Fx function decoder (ESU ref.59210; 59220 is also suitable) which has nine 250mA outputs.

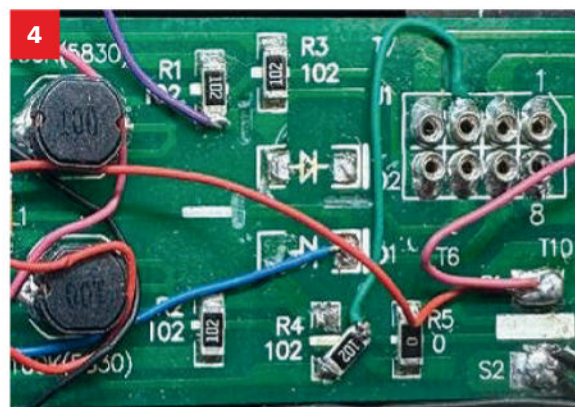
Division of the outputs

The choice was to use the four outputs of the LokSound V4 for the running lights (Front Light and Rear Light) and for the red tail lights of the two cabs (to be controlled with Aux1 and Aux2), while four of the outputs of the LokPilot 5 Fx function decoder were used to connect the two headlights and the lights in the two cabs. Figure 2.

I started to modify the connections of the front and rear lights, the headlight, and the red lights connected to the two connectors on the original p.c.b., cutting the tracks that supplied these lights and modifying the original connections of the three LEDs inserted in the two cabs.

I disconnected the power sockets and motor wires from the p.c.b. to remove it from the frame. Then, to cut the five tracks on the p.c.b., I used a Proxxon milling machine with a 0.5mm bit. Figure 3.

Figure 4
The connections of Aux1 (LokSound V4) on the repositioned SMD resistor R4 and Aux2 on R1.



I then unsoldered resistor R4, rotated it about 45° to avoid contact with the original pad near diode D1, and re-soldered the bottom portion of the SMD resistor to the same original pad. Then I removed the two diodes D1 and D2.

I then connected contact 3 of the 8-pin socket (which was not connected to anything) with a green wire to the resistor R4 just rotated on the p.c.b. This resistor is connected on the other side to the red lights of cab B (rear). Then I soldered the flying purple wire from the decoder to resistor R1 on the p.c.b. This resistor is connected on the other side to the red lights of cab A (front), as you can see from Figure 4.

Decoder initial configuration

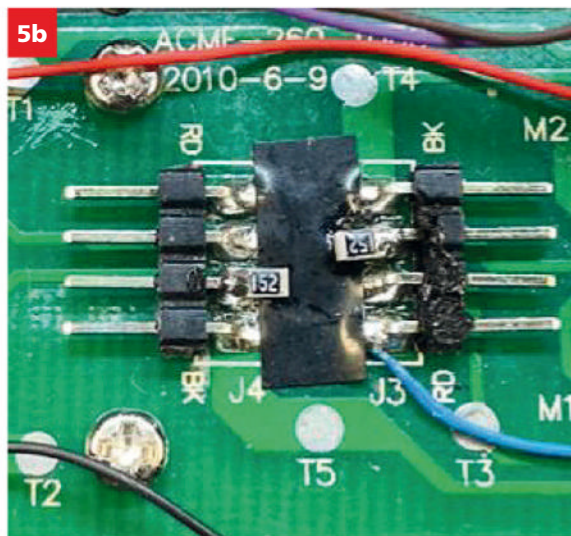
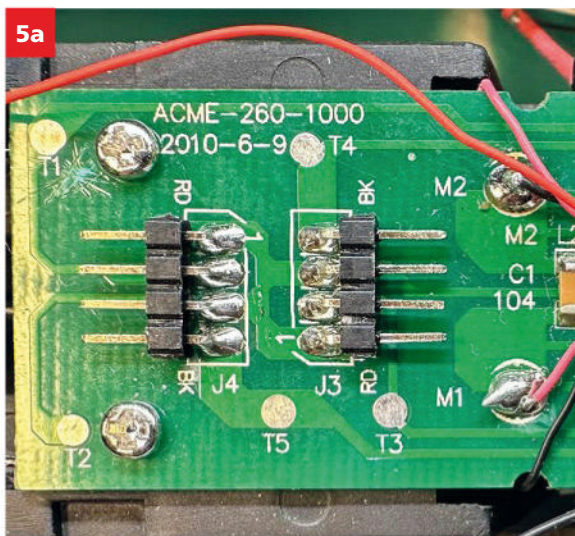
Before moving on to the function decoder, I configured the LokSound V4 to leave a few functions (not the outputs) for the headlight and the two cab lights to be managed by the Fx decoder. Three functions are needed: one for the headlight, which will activate the connected output depending on the direction of travel, and two for the independent cab lights.

The three functions left available on the LokSound V4 are F4 for the headlight (Forward F4 and Reverse F4), and then F6 and F7 for the two cab lights. (We will see how to associate them on the function decoder later). I also set CV15 and CV16 (CV15=CV16=0 by default) to disable the decoder's read/write possibility and to arrange a different configuration from the function decoder, which, on the same loco, will share the same address. For this I set CV16=2 and CV15=7.

The function decoder

First, I set the two CVs that are used to differentiate this decoder from the motor decoder (which now has CV16=2) and then I set the Fx decoder to CV16=3 and CV15=7.

Then I connected the necessary wires. The LokPilot 5 Fx has two wires for the current pick-up (red and black) and about ten power outputs (eight with pre-soldered wires). Four of these must be selected to control the two headlights and the two cab lights. The ability to configure the decoder allows you to choose which outputs you want to use. I chose Front light (white wire) and Rear light (yellow wire) for the headlights and Aux1 (green wire) and Aux2 (purple wire) for the cab lights. Obviously, you also need the common positive (blue U+ wire of the Fx decoder). That makes five connections in total.



Resistors must also be added to limit the current on the two wires for the headlight (Figure 5) and on the two wires for the cab lights (Figure 6).

Before installing the two decoders on the loco, the LED connections of the two cabs must also be re-arranged. To work more efficiently, it is convenient to remove the cab, thus also allowing driver figures to be installed.

The LEDs in the cabs must be connected following the diagram in Figure 7.

Figure 8 shows the connections of the three LEDs before (left) and after (right). For the wires connecting the positive of the headlight and the two wires of the cab lights, it is advisable to add connectors so the body can be easily detached from the chassis during maintenance. You need a two-pin connector for the positive for the LEDs in both cabs and for Aux1 connected to the cathode of the Cab A LED and a single-pin connector (for Aux2) connected to the

Figure 5
Fitting the two resistors for the headlight LEDs and U+ on the LS V4.

Figure 6
The resistor for one of the cab lights before covering it with heat shrink tube.

cathode of the Cab B LED. The common positive (blue wire) of the Fx decoder is connected via one pole of the two-pin connector.

Installing the two decoders

The model's p.c.b. leaves spaces above the worm gears. These spaces can be used to mount the two decoders, placing them on two simple cradles made from very thin plasticard or cardboard, as shown in Figure 9.

Once the four wires of the function decoder have been connected, the 8-pin plug inserted, and the purple flying wire of the LokSound V4 connected to R1, the two decoders can be positioned on the two cradles.

The two four-pin flat connectors for the running lights and the cab lights (Figure 10) are then inserted, and the loco can be re-assembled to evaluate its correct functioning and begin programming to optimise movement and define the function mapping.

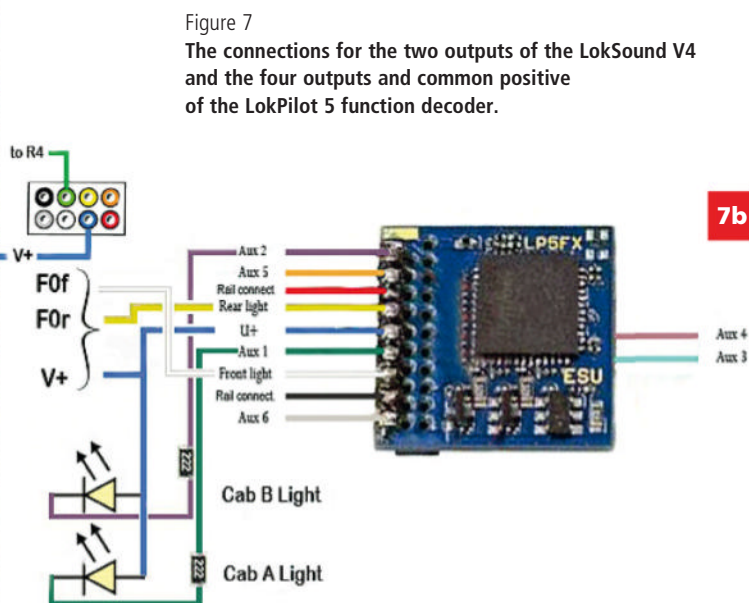
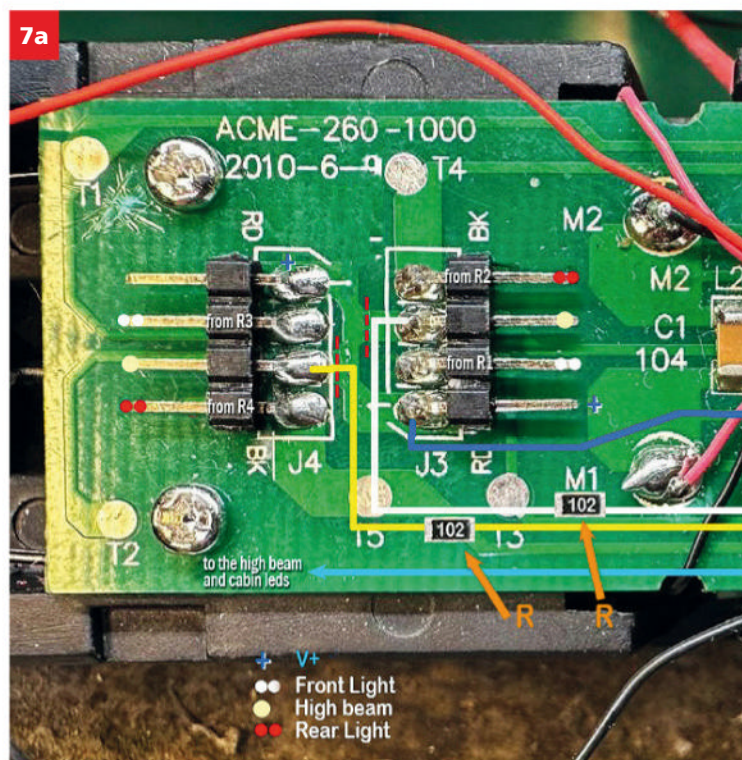


Figure 7
The connections for the two outputs of the LokSound V4 and the four outputs and common positive of the LokPilot 5 function decoder.

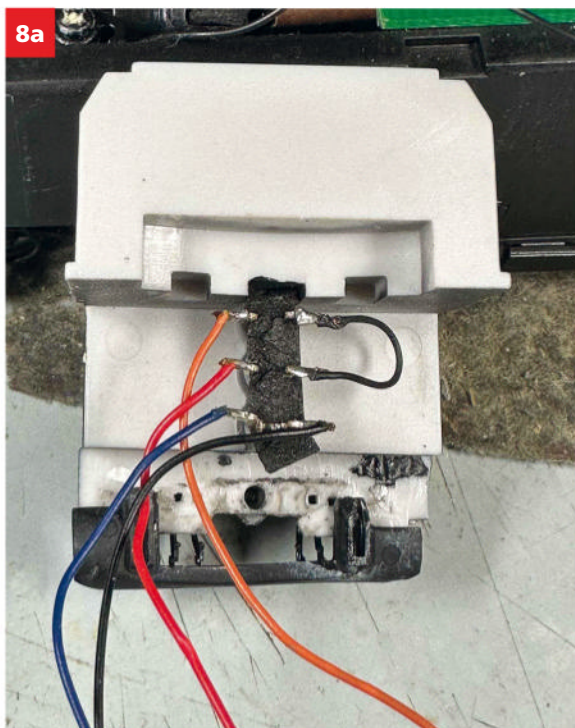


Figure 8
The cab interior
with the new connections
to the three LEDs.

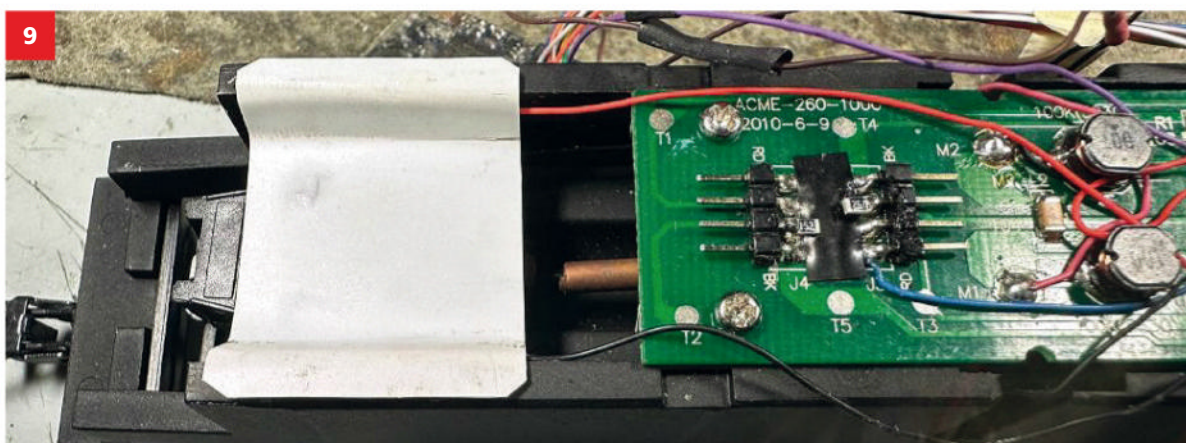
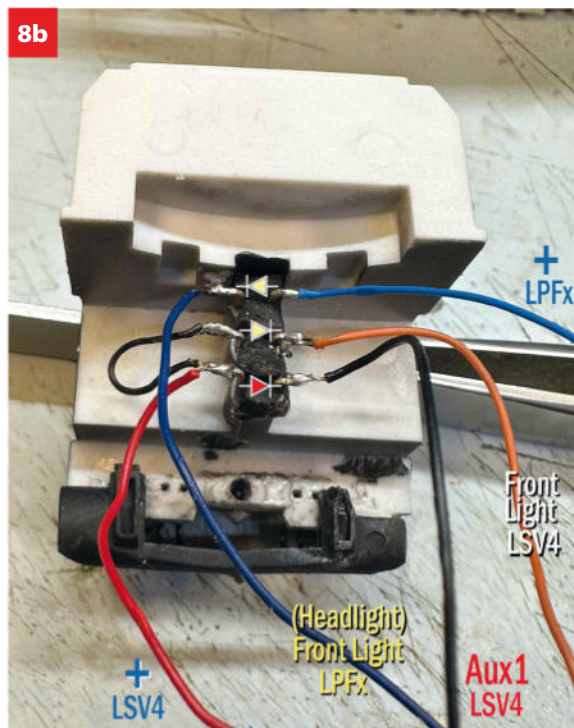
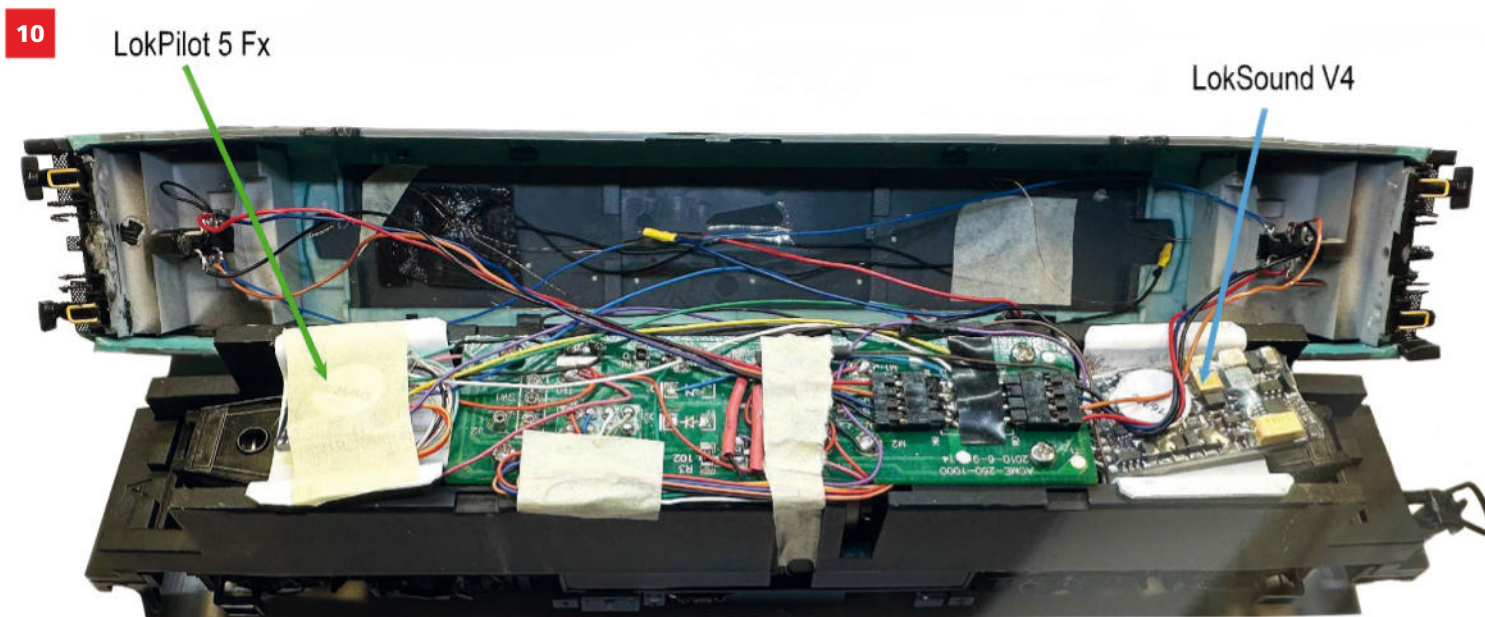
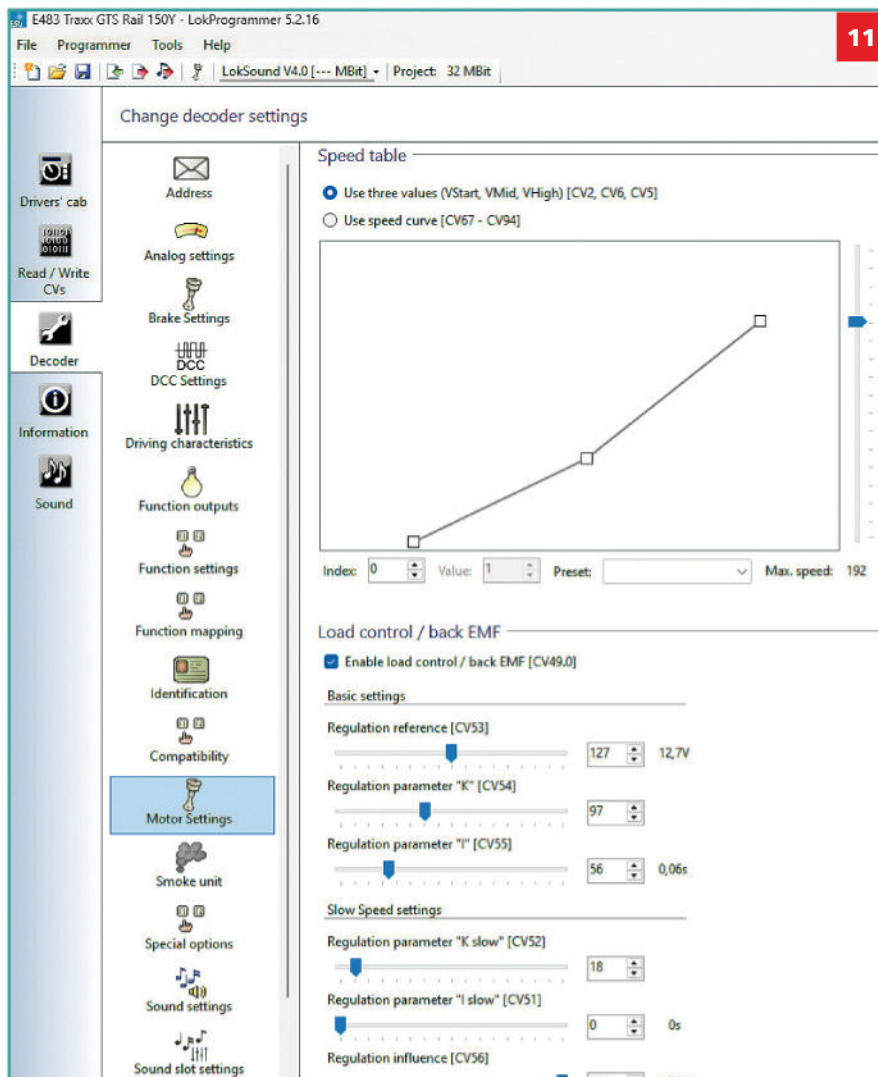


Figure 9
The cradle for the decoder
on one end of the frame.





11

With the model on the programming track:

- setting CV15=2 will result in: CV15=2 and CV16=2 on the LokSound V4 decoder, while on the LokPilot 5 Fx it will be CV15=2 and CV16=3. This means that with CV15=2, only the LokSound V4 can be read/written;

- setting CV15=3 will result in: CV15=3 and CV16=2 on the LokSound V4 decoder, while on the LokPilot 5 Fx it will be CV15=3 and CV16=3. This means that with CV15=3, only the LokPilot 5 Fx can be read/written.

First, select the LokSound V4.

Begin with the auto-tuning (CV54=0 and then F1) to optimize the motor control. After this automatic setting, the model will run quite smoothly but the adjustments shown in Figure 11 improves it further.

The function mapping of Figure 12 shows the associations of the functions with the various sounds and physical outputs for the lights. Functions F4, F6, and F7 of this decoder are intentionally left empty because they will be used by the function decoder for the third headlight (in both directions of travel) and for the LEDs added to the two cabs.

Change the value of CV15 (setting CV15=3) to switch to the LokPilot 5 Fx: there are only three functions (four outputs) to be used here: F4F and F4R for the Front and Rear headlights, F6 for the Cab A light, and F7 for the Cab B light. Figure 13 shows the function decoder mapping (even though it says LokSound 5 at the top left).

Set CV15=7 and the model is ready for speed calibration on the layout.

The screenshot shows the 'Function mapping' window. The table lists conditions, physical outputs, logical functions, and sounds for various decoder functions.

Conditions	Physical outputs	Logical functions	Sounds
Stop, Forward	-	-	-
Stop, Reverse	-	-	-
Drive, Forward	-	-	-
Drive, Reverse	-	-	-
Forward, F0	Front light [1]	-	-
Reverse, F0	Rear light [1]	-	-
F1	-	-	[1] Sound slot 1
F2	-	-	[3] Sound slot 3
F3	-	-	[4] Sound slot 4
Forward, F4	-	-	-
Reverse, F4	-	-	-
F5	-	-	[2] Sound slot 2
F6	-	-	-
F7	-	-	-
Forward, F8	AUX2 [1]	-	-
Reverse, F8	AUX1 [1]	-	-
F9	-	-	[7] Sound slot 7
F10	-	-	[6] Sound slot 6
F11	-	-	[10] Sound slot 10
F12	-	-	[18] Sound slot 18
F13	-	-	[9] Sound slot 9
F14	-	-	[5] Sound slot 5
F15	-	-	[8] Sound slot 8
F16	-	Acceleration, Switching Mode	-
F17	-	Fade out sound	-
F18	-	-	-

12



E483 Traxx GTS Rail Fx - LokProgrammer 5.2.16
13

File Programmer Tools Help
LokSound 5 [--- MBit] | Project: 128 MBit

Drivers' cab

Read / Write CVs

Decoder

Information

Sound

Change decoder settings

Address

Analog settings

Brake Settings

DCC Settings

Driving characteristics

Function outputs

Function settings

Function mapping

Function mapping

↑ ↓ ✕
Restore default mapping

	Conditions	Physical outputs
▶	Forward, F0	→ -
	Reverse, F0	→ -
	F1	→ -
	F2	→ -
	F3	→ -
	Forward, F4	→ Front light [1]
	Reverse, F4	→ Rear light [1]
	F5	→ -
	F6	→ AUX1 [1]
	F7	→ AUX2 [1]
	F8	→ -
	F9	→ -
	F10	→ -
	F11	→ -
	F12	→ -
	-	→ -

Following on from the feature in the previous issue, **Stewart Blencowe** describes his model of an Indian scene.

Ahmadpur Junction

In at the deep end ...

My long interest in Indian Railways was further charged a few years ago with the purchase of a scratchbuilt 7mm scale WP Pacific, a class famous for their attractive streamlining. The acquisition of the WP merely whetted my appetite to the possibility of building a diorama that might feature both broad and narrow gauge in 7mm scale – and Ahmadpur came to mind as an excellent prototype. As the Indian broad gauge is 5'6" (1,675mm), O gauge track is convenient but not totally accurate. (It should be 38.5mm.) However, the 2'6" narrow gauge is closer using On30 track.



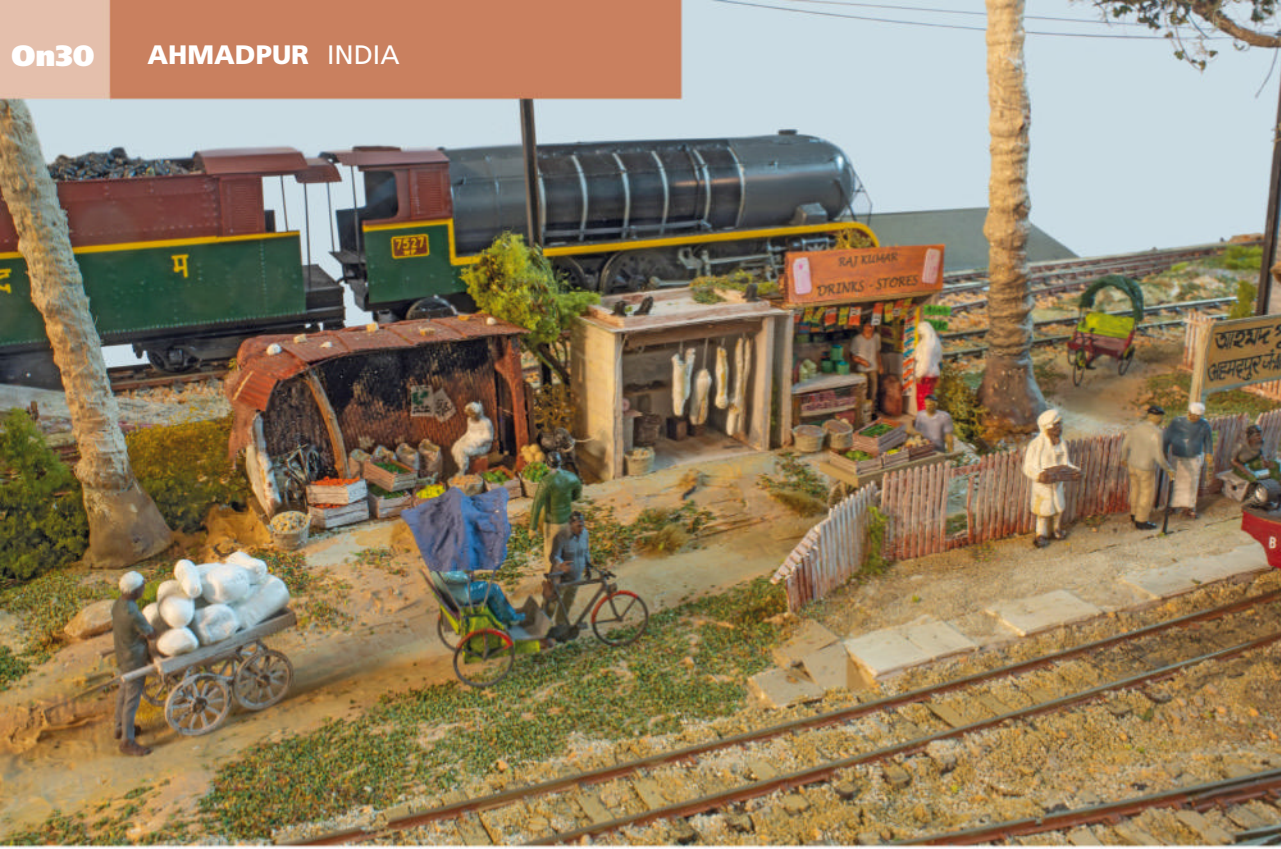


Above
2-6-2T BK13 arrives at the narrow gauge platform at Ahmadpur.

Photographs by the editor.



Above
0-6-4T BK4 ready to leave with a well patronised train.
Note the water cans hanging on the side of the coaches.
In the background we glimpse a WP on the broad gauge.



Left
A WP Pacific arriving at the broad gauge station behind the shops adjacent to the narrow gauge station. The 'retail outlets' by the station are a vegetable shop, a butcher, and a general store. The rickshaw driver hurries to get his passenger to the station.

The diorama is based on Ahmadpur as I saw it in 1992 with the narrow gauge station and goods shed taking pride of place. At the time of my visit I was still using film rather than digital photography, so I was forced to work from a small number of images that did not always show the angles I needed. Even the modelling section of The Indian Railways Fan Club had little knowledge of Ahmadpur thirty years ago, let alone any images! Couple all this with my novice modelling skills, which had been dormant for at least thirty years, and I had given myself a considerable challenge. How much the modelling world has changed in that time!

The extent of the layout at 12' long (three boards 4' x 2') is a constraining feature, of course, so there is sadly only a minimal suggestion of the broad gauge station and the trains running to and from it. However, I have been able to feature, slightly more accurately, the narrow gauge station and goods shed at which I spent more time as it was my prime reason for being there in the first place.

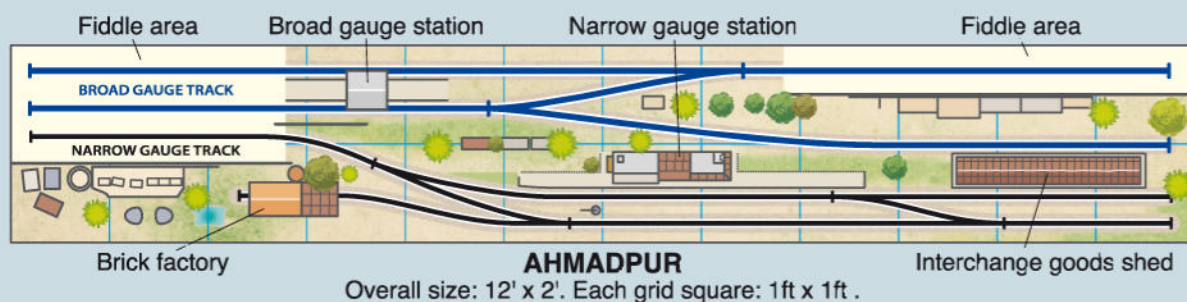
Rolling stock

Other than Darjeeling Himalayan Railway rolling stock in 4mm scale there are no Indian models available commercially. Perhaps understandably railway modelling in India is a rare hobby and there is little supporting commercial activity. Therefore everything for *Ahmadpur* had to be scratchbuilt.

In terms of building the coaches and vans, the advice from my betters was to use CAD design and 3D-printing – something which has become standard but which I knew nothing about. As I was starting during the restrictions of Covid, the inability to get out and about worked in my favour and I knuckled down to teach myself some very basic CAD (aided by some very useful online videos) – enough to get my rolling stock bodies somewhere near to the prototypes. The Indian narrow gauge had used all sorts of antiquated coaches but by the 1960s were using locally built simple steel bodies that could be easily mass produced. By using 3D-printing and already available On30 bogies, I had myself some narrow gauge coaches and vans. (All goods, even coal, is carried in vans to prevent losses!).



Below
The goat looks up
from its grazing
as BK13 arrives
with a passenger train.
Spot the kettle on the stove
ready to serve refreshments!
While Ahmadpur is on the
Eastern Railway,
the WP is an interloper from
the South Central Railway,
which I have fond memories
of in the Rajahmundry area.



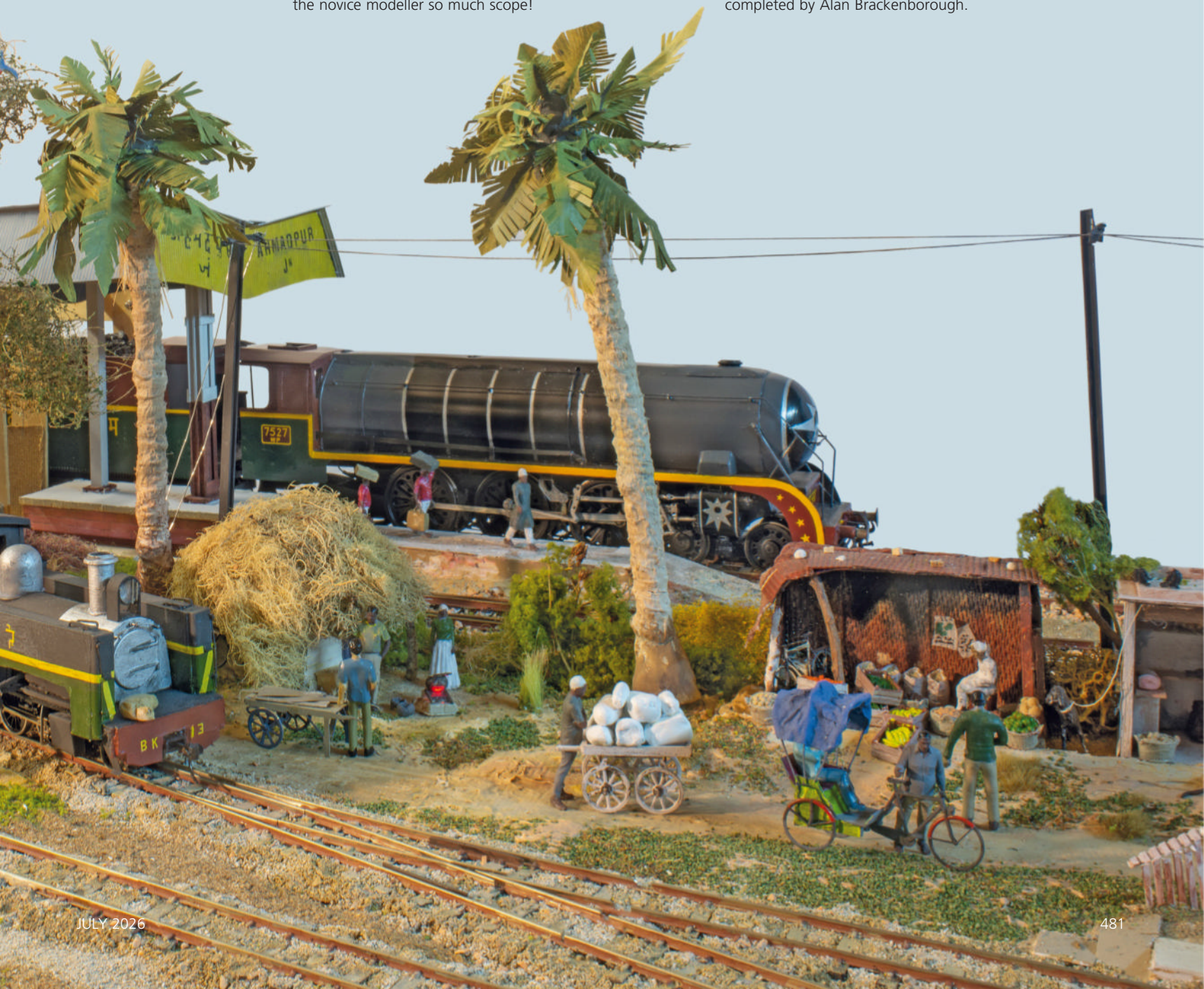
After much experiment I settled on Kadee couplings as a compromise.

As broad gauge activity in the diorama is fairly limited, there are currently only two items of rolling stock. I scratchbuilt a typical Indian Railways van, which start off deep red but soon fade to pink, and that turned out reasonably well. The current single coach is merely a scratchbuilt sleeve fitted over a Lima coach, as a prototype. Work has since started on a laser-cut brass coach with added 3D-printed fittings. As in reality everything on Indian railways is generally bodged, badly painted, or falling apart, it gives the novice modeller so much scope!

The carrying of bicycles, sacks, and water cans on coach sides or locomotives is standard. On high days and holidays passenger occupation of the coach roofs and loco tanks would also take place.

Locomotives

For the limited broad gauge activity I have the previously mentioned WP 4-6-2, which was scratchbuilt in Canada. I relied on a very talented colleague who put in considerable time and effort to improve the running and bodywork, while the livery, lettered in both English and Indian script was completed by Alan Brackenborough.



A further locomotive is under construction for the broad gauge to add a little variety.

I have yet to develop skills for building loco chassis so for the narrow gauge I had to resort to ready built On30 and OO examples for convenience and expediency, although not terribly accurate, of course. However, for the loco bodies I resorted to CAD design and 3D-printing to produce something which looks the part. Three locos have been built, AK6 and BK4, Bagnall 0-6-4Ts, and BK13, a Bagnall 2-6-2T, all being machines I saw during my visit.

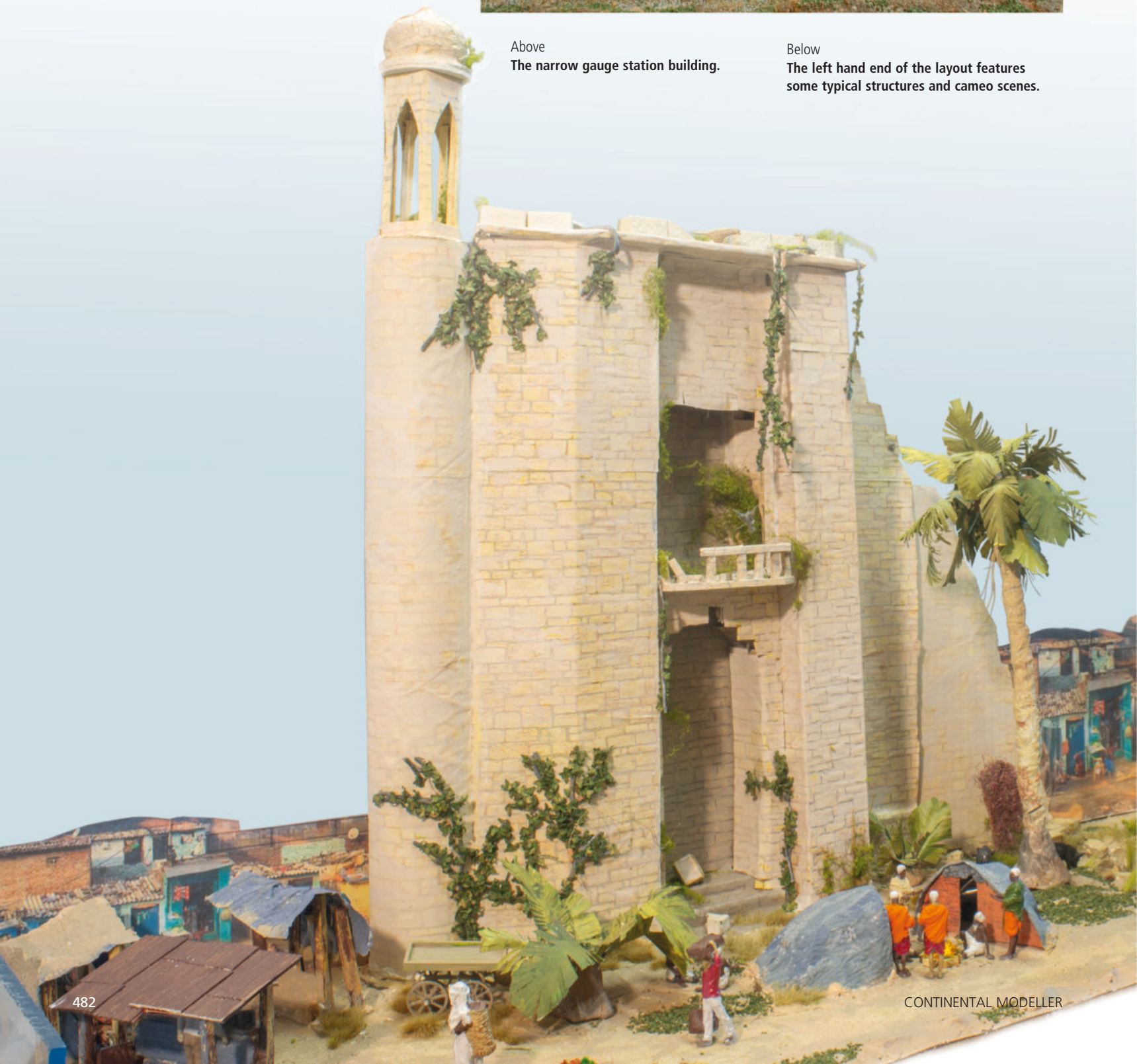
The 0-6-0 part of the 0-6-4T chassis are Piko, obtained secondhand at exhibitions, while BK13 uses a Lima 4mm 2-6-2T chassis which is not right but quite effective. The search for more suitable chassis continues.

Again Kadee couplings have been used throughout.



Above
The narrow gauge station building.

Below
The left hand end of the layout features some typical structures and cameo scenes.





Above
BK13 has run round and is ready to depart.



Right
The back of the
narrow gauge station.

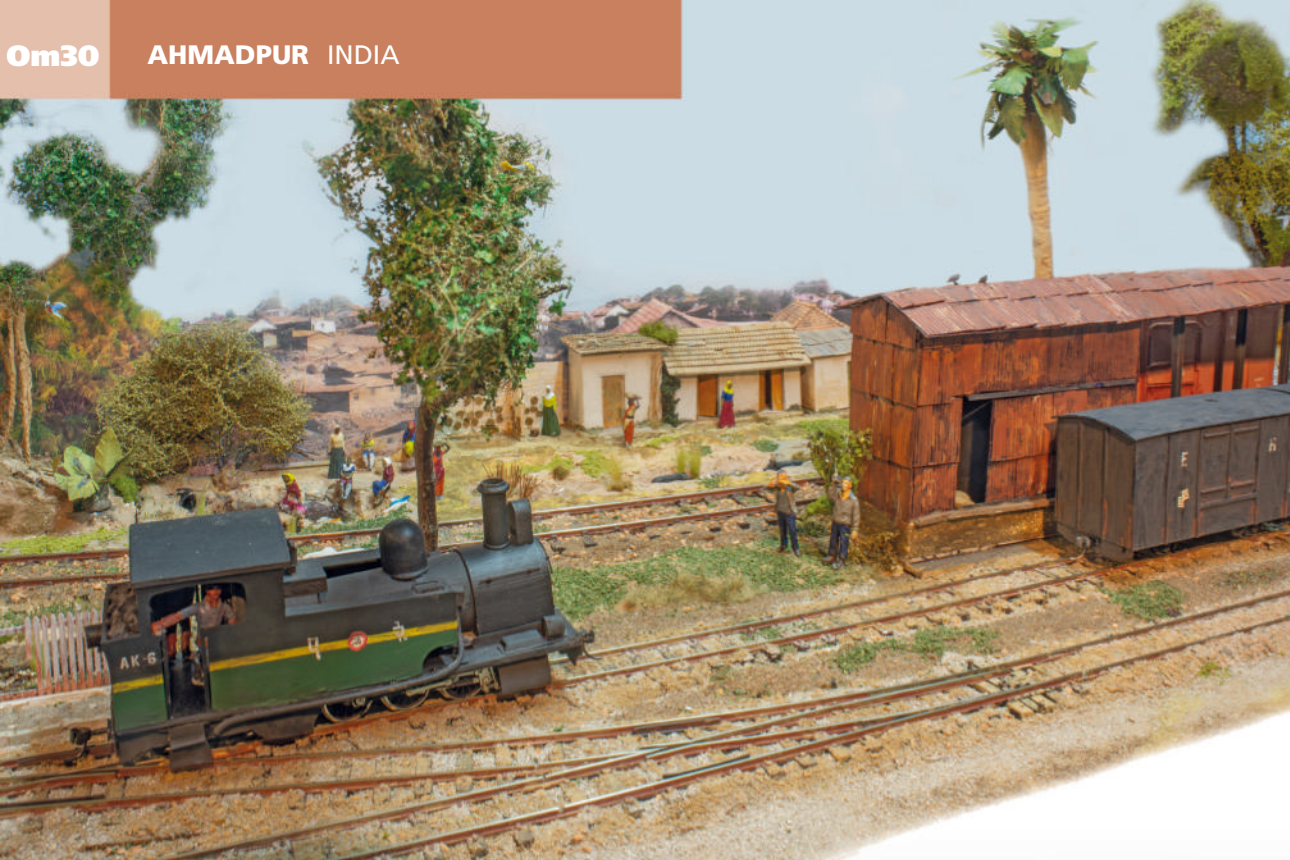
Scenery

For buildings and ancillary items then there are plenty of commercial products that can be altered and combined with scratchbuilding to 'Indianise' the scene – there is rarely anything that is vertical or at right angles on Indian Railways.

Trees and vegetation were really important but they have to be of indigenous types of which the most distinctive is the palm tree. Not a problem until you realise just how many types of Indian palm trees there are! Still after experimentation with electrical wire, rough string and modelling paste I had a reasonable array of palm trees. In addition the Banyan tree is very interesting with roots going to ground from branches, so deserves to be included.

It is virtually impossible to find Indian figures in 7mm scale – and you need plenty of them for an Indian scene. The current array of people is just about acceptable but hopefully will improve. CAD and 3D-printing have an answer to that of course – but at a price. Some can be supplied by Precision Model Works in Hyderabad, although I considered them to be slightly under-scale – and heavy on the postage! So, people remain 'work-in-progress'.





Left and right
Crows watch from the roof
as 0-6-4T AK6 retrieves
a couple of vans
from the interchange shed.

Points on the narrow gauge are operated via Peco point motors while the two 'broad gauge' points are hand operated via sliders hidden from view as much as possible.

Power for everything is provided by a trusty H&M Duette controller – there seemed little point in going for DCC.

Experiments are under way to provide appropriate Indian background sounds to enhance the viewing experience!

For the ultimate test I, decided to take the diorama to the Ross-on-Wye exhibition in August 2025 where it was welcomed as being something completely different.

For those unfamiliar with such a scene, I fitted three information boards which included items that children (and adults) could look for on the layout. My elementary modelling skills thankfully held up, though I did return with a list of improvements to make, probably not unusual for a first timer.

Below
**Collecting their respective
vans from the interchange
are AK6 and the WP.**
Behind the WP is a banyan
tree, always a distinctive
feature in this area.





Below
Looking from the interchange siding
back toward the broad gauge platforms.

Below right
Women washing clothes in a very dubious looking pond/stream.
On the right women are making straw and cow dung 'pancakes',
then slapping them on the wall to dry – this is the fuel used for cooking and heating.

Thanks

I am very grateful to my colleague Peter Moore for his skills on the WP and Tim at Chase 3D (www.cwrailways.com) for his patience and help with my CAD and 3D-printing. Charlie Bishop's Chadwick Model Railway website and online videos have been extremely informative and inspirational. Thanks to his product trials I used chinchilla sand for ballast on the narrow gauge, and threw away my track rubber in favour of isopropanol and Inox Food Grade Lubricant for incredibly effective track cleaning.

Finally, thanks are due to my better half for assisting with the trees and for being an excellent back-street driver!



Exhibitions

The layout is due to be at Hucclecote (Gloucester) on Saturday 13th June, Penarth on Saturday 11th & Sunday 12th July, Todington on Saturday 26th & Sunday 27th September, and Churchdown (Gloucester) on Saturday 7th November. I welcome invitations for other shows.

Robin Beadle presents an adult interactive exhibition layout, based on the 'Timesaver' concept.

Photographs by the author.

Lynneton Yard

A simple switching puzzle

As the rebuild of the *Western Sub* (see CM March 2023) following a house move has turned into somewhat of a mammoth undertaking, my ever-supportive wife suggested that I build something smaller for exhibition use in order to keep the model railroading interest going in the interim. That suggestion coincided with a chance visit to the NMRA convention at Derby in October 2025 where we came across NMRA member Mike Hughes who was looking for a new home for *Lynneton Yard*. Conversations followed and, well, who am I to argue with a supportive spouse? *Lynneton Yard* came home with us.

The layout was originally built as a DCC test-track by Mike many years ago, using Peco code 83 track throughout on simple baseboard and backscene construction, before being expanded to include a 'Timesaver'-inspired puzzle at the right-hand end of the board.



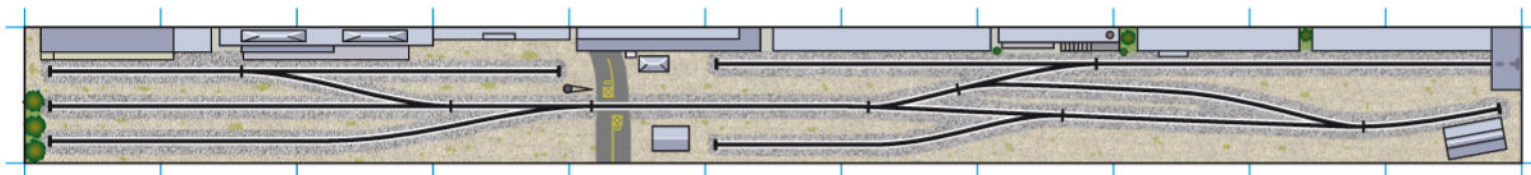
Above
Two contrasting 'black & whites' – a police car and CN GP9 #4563.

Above
CN #4563 spots a box car on the furthest spur.

Right
British Columbia Hydro GP35 #384 at work.

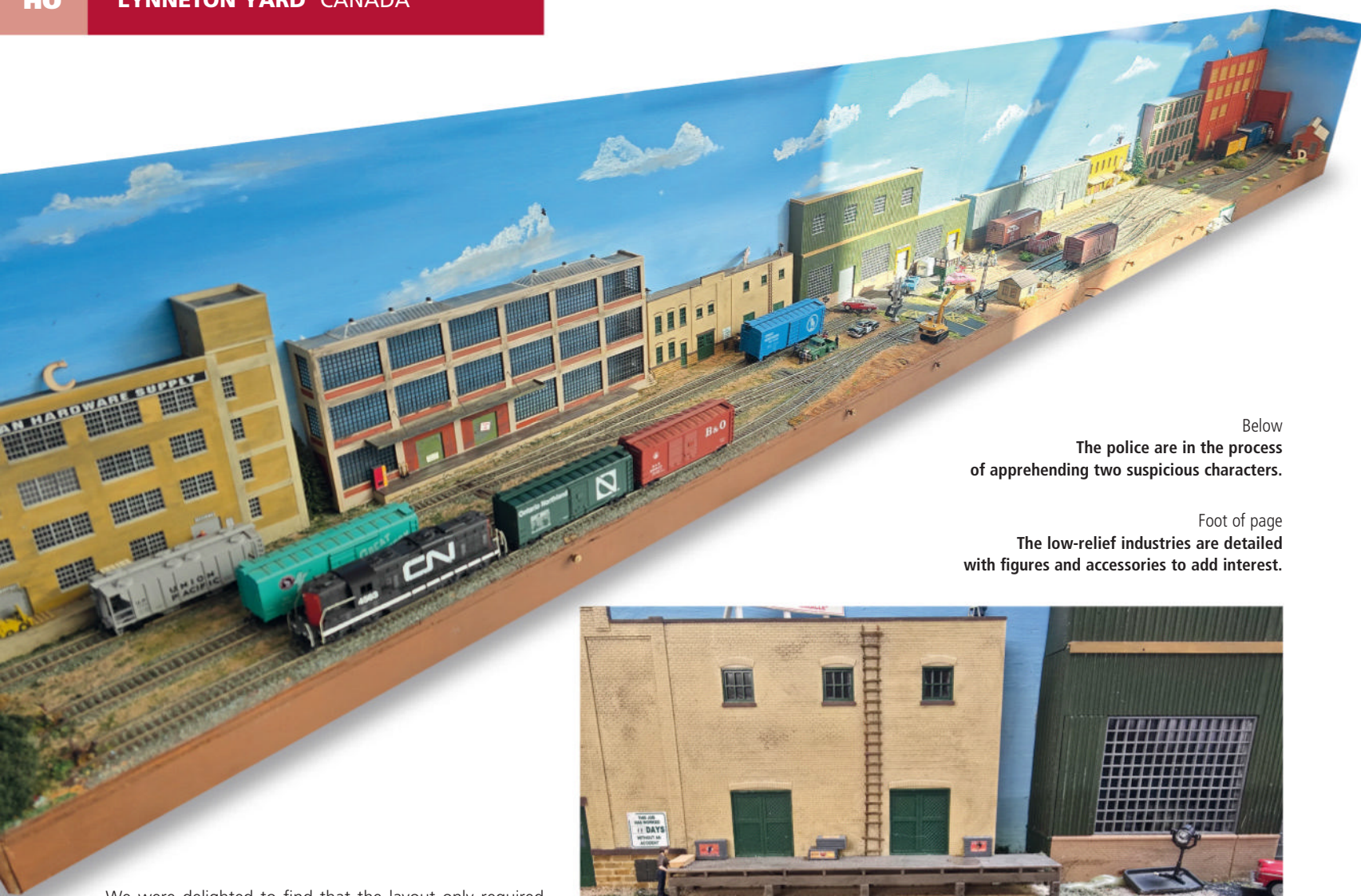
Left
CP Alco RS2 #8407 rolls through the yard.





Lynneton Yard Overall Layout size 11' x 1'. Each grid square = 1' x 1'.





Below
The police are in the process
of apprehending two suspicious characters.

Foot of page
The low-relief industries are detailed
with figures and accessories to add interest.

We were delighted to find that the layout only required light restoration to trackwork and wiring, and updating of buildings and scenery. The layout now includes a mixture of kit, kit-bashed, and scratchbuilt low-relief industries (not all rail-served) and several cameo scenes. It has been retrofitted for DC operation. For transportation to and storage between exhibitions, the two halves of the layout simply bolt onto each other to form a box.

A North American switching layout is not unusual on the exhibition circuit but what makes *Lynneton Yard* different is that the adult viewing public are invited to play the role of the trainee brakeman, operating the layout from the front (under the watchful eye of the engineer, of course). Points are rod-in-tube operation and as there is only one locomotive in operation at any time, only a simple controller is required.



Trainee brakemen are introduced to manually uncoupling Kadee couplers, a quick tour of the layout, and then they are largely ready to go.

The switching game is a variation of on the original John Allen 'Timesaver' puzzle. The original was mounted on a plank of wood and featured track lengths of very specific length, forcing people to think ahead in their moves less they find insufficient room to run around a boxcar or re-arrange the train. The original puzzle was used with a set-speed controller to be a game of quick thinking with the fastest to complete the puzzle being the winner. However, encouraging speed shunting is not necessarily the best treatment for rolling stock and so the trainee brakemen on *Lynneton Yard* are required to consider the problem solving in the least number of moves. The puzzle card will tell you which cars are to be delivered to which industries and which are to be collected. Each boxcar is fitted with a magnet in the roof to hold a numbered coloured disk in place. Usually 40' boxcars are used though 50' do make an appearance which in turn makes the puzzle harder as they take up more space. Four-axle locos from the Athearn 'Blue-Box' range is the choice of power as they generally tolerate rough handling and are pretty reliable.

The puzzle cards were computer generated from an online randomiser, though if operating at home, a simple deck of cards or dice can be used instead to provide random instructions.

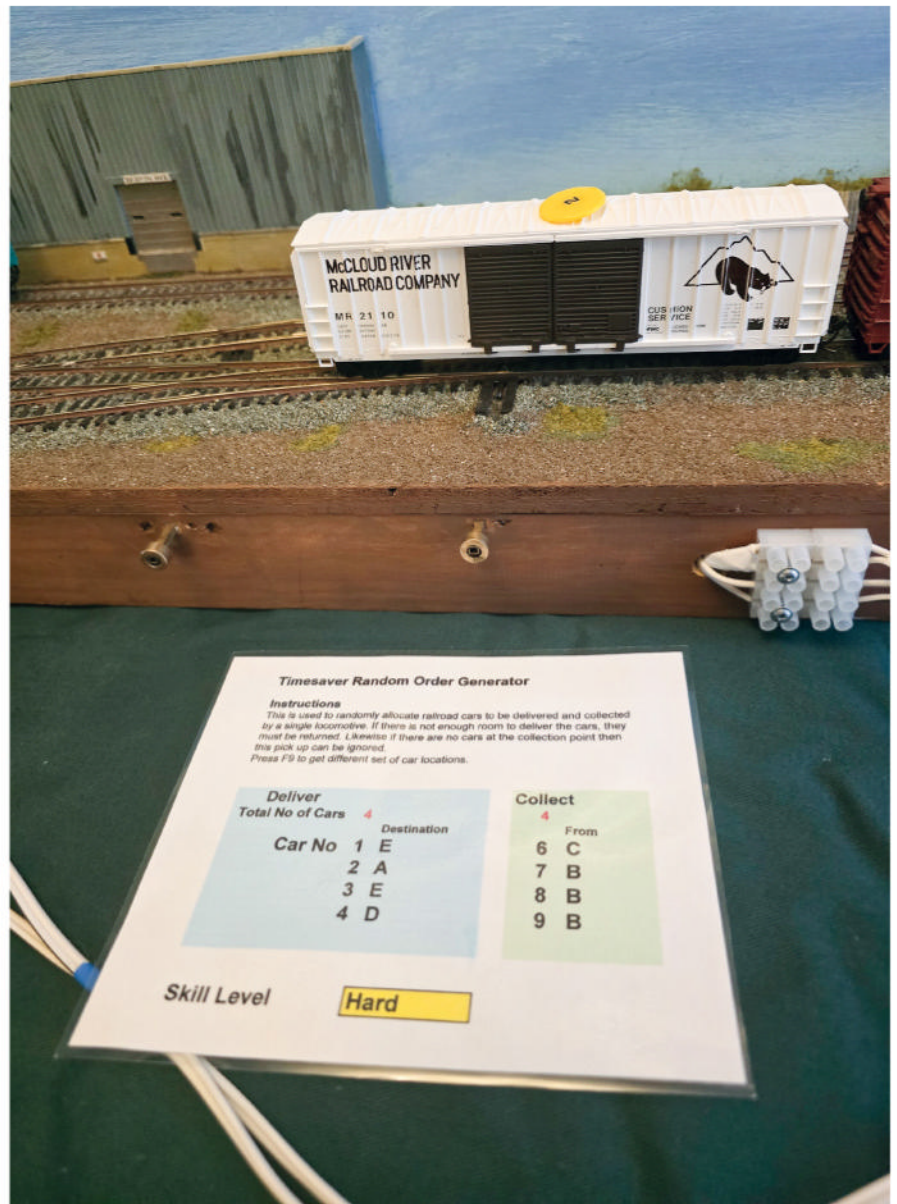
The cards have puzzles ranging from Easy to Very Hard. Each puzzle will follow the same basic premise, however – an arriving train enters loco first from the left and must depart loco first at the end of the game. The grade crossing in the middle of the layout is deemed to be under repair and so once across at the start, you are only permitted to cross again at the end of the puzzle or to access a destination industry. The arrival and spare tracks are therefore not available for use during the game as additional storage. Although a game will use up to five destination industries (labelled A-E), the layout has a choice of seven rail-served locations that can be chosen with each puzzle having the potential to be made harder by the introduction of a caboose, changing the order of boxcars on arrival, and whether there are other cars in the yard which, if moved, must be returned to their original position.

For exhibition use, the Easy or Medium cards are used and the easier industry locations are in play. Generally, a guest operator will solve an Easy puzzle in about 10-15 minutes, a Medium in under 20 minutes.

There are also several *Can you see?* items for other viewers to find as well as an information board.

As the Timesaver part of the layout is roughly 6' long by only 1' wide, *Lynneton Yard* also is a demonstration of a possible a shelf layout that could be wall mounted above a bed, providing inspiration for those who are space-challenged. The simple design also demonstrates what can be achieved as a stepping stone between a basic train set and the intricate works of art that can be created in our hobby. The never-ending variety of the original shunting game also helps keeps potential flagging interest at bay whilst larger projects are undertaken, as well as being a social game as well.

Lynneton Yard was well received at its debut in March and we are looking forward to future exhibitions in the diary. Despite her support, I still cannot quite encourage my wife to actually 'play trains' herself though ...



Above
One of the puzzle cards. To aid identification, the box car has a temporary number counter.

Below
D&RGW GP40-2 #3104 on switching duties. The warehouse doors are clearly numbered.





Left
 CP GP38-2 #3069 immersed
 in the switching puzzle.
 To make things clearer
 for the trainee operators,
 the box cars are temporarily
 identified with counters.



Right
 CN GP9 #4563
 must be nearing the end
 of the switching challenge
 as it is down to one box car.

The layout is currently booked to appear at:
 28 June Stowmarket
 4 July Great Eastern Models, Norwich
 in-house demonstration day
 1/2 August Shoeburyness

5 September Great Moulton (NR15 2LA)
 (new local show)
 1 November Ipswich
 3 December Clacton

Left
 To make things clearer,
 the target locations
 can be marked temporarily
 with large wooden letters.



Left
 A heavily weathered box car.

Right
 CP Alco RS2 #8407 switching
 a gondola lettered in honour
 of the famous HO layout
 built by John Allen,
 one of my modelling heroes.



In March 1973 **Peter Dale** visited the last metre gauge line in Spain with working steam. *Photographs by the author.*

Ponferrada – Villablino

My interest in narrow gauge railways extends back many years, and when I joined the Narrow Gauge Railway Society in the 1960s I began reading in *Narrow Gauge News* about people going abroad to see steam.

The County Donegal had just finished, so some people were directing their interest to the surviving narrow gauge steam in Spain, lines such as the FC Economicos Asturianos. However, any thoughts of going myself were unrealistic – I had to go to school!

By the time I was working and had the opportunity to go, in March 1973, the only remaining Spanish narrow gauge steam was the metre gauge Ponferrada – Villablino in northern Spain, which was principally a coal carrier.

The 40 mile (64km) line opened in 1919 to transport coal from the Sil Valley and was owned by the coal company. Coal traffic was heavy – over 2 million tonnes was reported in 1967 – and as well as the coal trains there were two passenger services a day. At the time of my visit it was totally steam-worked but by the mid-1980s diesels were in service, with steam finally finishing in 1989. The last passenger train ran in 1980. After the mines closed there was some local traffic to a power station but the line was closed entirely in 2012. There is now a railway museum in Ponferrada with about half-a-dozen locos. It is planned to open a tourist line between Cubillos del Sil and Villablino.





Above left
2-6-0 Engerth No.31 at Ponferrada station, 14th March 1973.

Above
Three Engerths on shed at Ponferrada with Baldwin 2-6-2T No.3 *Marquesa de Aldamo* in the yard.

Right
Baldwin 2-6-2T No.3 runs through the station.



The aim of the trip, my first overseas for steam, was to see the dying embers of Spanish steam (steam on RENFE finished in 1975) but also included an excursion across the border at Barca d'Alva and down the Douro valley line to Porto.

The RENFE train from Leon got me into Ponferrada quite late. Next morning I was back at the metre gauge station to have a good look around before the 12:05 departure to Villablino, where the complete train was turned on a triangle.

The return train left at 15:30 getting into Ponferrada at 17:48.

On returning to Ponferrada I was ejected from the works by armed police – but only after I had got my photographs!

Left
No.31 ready to leave at Ponferrada with the daily *Correo*. At the time this loco was the regular power for these trains.

Right
Passenger stock in Ponferrada station.





Above and right
No.31 at Villablino, with train ready to return to Ponferrada.

Facing page, centre
Ancient and modern coal delivery in Ponferrada yard.

Facing page, below left
Metre gauge Baldwin 2-6-2T and broad gauge Couillet 0-6-0T.

Facing page, below right
Broad gauge Nasmyth Wilson 0-6-0ST at Ponferrada.



Top
Baldwin 2-6-2T No.10 Villablino at Ponferrada.

Above
Engerths at Ponferrada shed.

Below
Engerth No.31 at Ponferrada.

Right
**Detached Engerth tender at Ponferrada shed.
Note the projecting support beams.**





The line's metre gauge roster was:

Nos.1-10 2-6-2T Baldwin 1919 (These locos were named.)
 Nos.11-19 2-6-0 Krauss and Macosa
 No.21 2-6-0T Borsig 1912
 No.22 0-4-0WT Freudenstein 1908
 No.31 2-6-0 Maffei 1913
 Nos.41-42 2-6-0 Tubize 1950

All but one of the 2-6-0s were Engerths.

There were also four broad (5'6") gauge locos:

No.2 0-6-0ST Nasmyth Wilson 1891
 No.51 0-6-0PT Haine St.Pierre 1922
 Nos.54-55 0-6-0T Couillet 1891 and 1927

Previous articles about the P-V in CM

September 2009 W.J.K.Davies visit early 1970s
 February 2016 Guy Tyteca visits 1982/3/4



Hans Louvet describes his new layout, set on a Sunday afternoon in a small French village.

Dry Just an insignificant halt



On the way to an exhibition in central France, I noticed a small building in a terrible state. The building was without doubt a small station and I immediately stopped to take some pictures. Back at home I put it in my 'archive' of ideas and forgot about it. But after finishing my *Ougrette* layout I remembered the little station and thought it would be perfect for a new layout in IIm.

The first thing was to find out more about DRY, the name on the building. I found out that Dry was a small independent municipality, so I wrote them an e-mail. Surprisingly I received an answer within a few days with lots of information. It became more and more interesting!

A brief history

The tram line from Amboise to Cléry (Loiret) was part of a (partly electrified) network in the Centre Val de Loire region, central France. This particular line connected Cléry-Saint-André, Blois, and Amboise in Indre-et-Loire.

The tramway ran for 13km in the Loiret *département*, passing through Saint-Laurent-des-Eaux, Beaugency, Lailly-en-Val, and Dry. It was entirely electric and far ahead of its time: traction was powered by a single phase electrical supply operating at industrial frequency.

The network served the left bank of the Loire and provided invaluable service to the inhabitants who, until its opening, were still largely isolated and disadvantaged compared to those on the right bank, where the Paris-Orléans-Tours railway line ran.

It was used by many travellers heading to Orléans – the connection was made at Cléry station with the Sologne steam tramway between Orléans and Neung-sur-Beuvron.

Freight traffic was also significant: the small station at Dry saw livestock, stone from the Beaugency quarries, coal and timber from Sologne, wines from Sologne and Beaugency, and produce destined for Orléans canneries.

The charming little half-timbered building by the side of the D 951 at Dry was built in 1914 and was one of a series of similar stations, three of which remain. The station was abandoned in 1934 when the line, facing competition from bus services, was permanently closed despite numerous protests.

Above
A local preservation group now runs excursions using a Corpet, Louvet 0-6-0T.

Above right
Regular service on the line is provided by a tram.

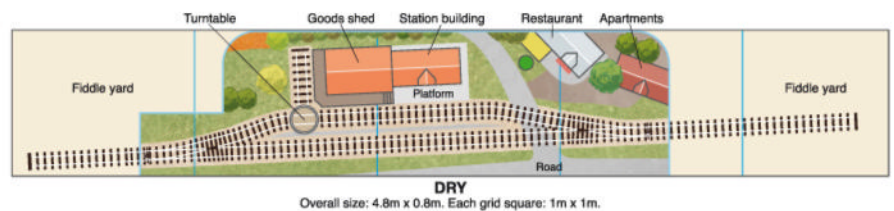
Right
The station is some way outside the village but the adjacent restaurant is popular for Sunday lunch.

There are some old photos on the commune website:
<https://mairie-dry.fr/en/rb/1153258/ancienne-gare-du-tramway>

Later the building was for a long time was the studio of the famous ceramicist Yoland Cazenove (1914 – 2009). His works can be found in major museums all over the world. After his death the studio was abandoned, but in 2025 the small station was beautifully restored.

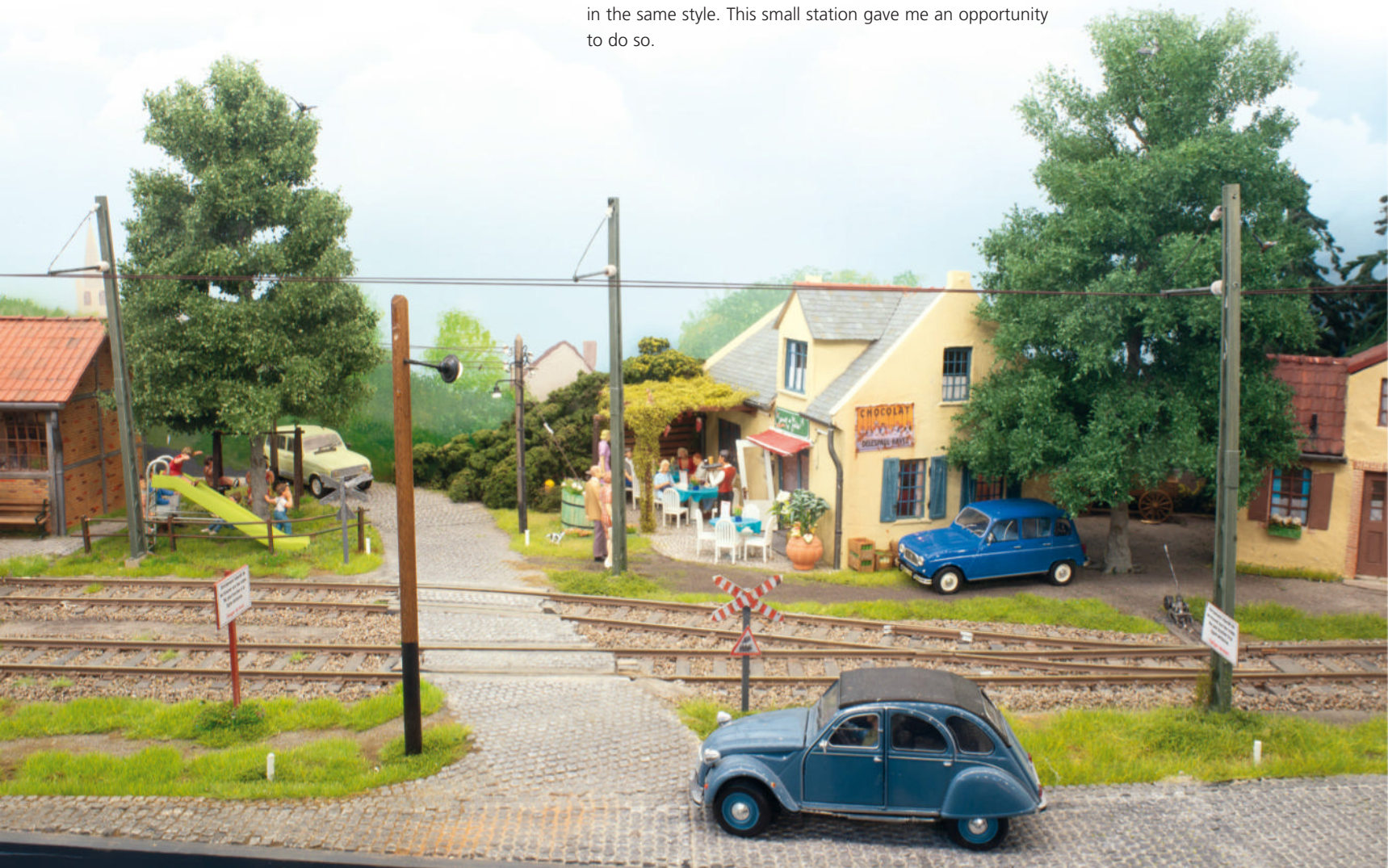
The background

My model is a free translation of the surroundings and the actual history; the track plan is correct but shorter than in reality, of course. And in my fantasy the tram continued in service until the late 1960s. The tramway was never a great investment but the few passengers still appreciated the service, so the local municipalities fought for continuing the service, with success. During the tourist season small groups of railway fans would visit the line and of course made a trip with the electric tramcar. Then an (imaginary) railway museum nearby asked if they could use the line as well during the holiday season and at weekends, and an agreement was reached. Their Corpet,Louvet 0-6-0T and the occasional De Dion Bouton railbus could use the line but should never interrupt the normal (but very limited) service on the tramway.



The layout

A long time ago I made my first model in Ilm (*La Trinité s/M*, see CM October 2003) but unfortunately that ended under a big crate during an exhibition. Not much remained but from time to time people asked me to make a new Ilm layout in the same style. This small station gave me an opportunity to do so.





The rails are Peco code 200 laid on wooden sleepers from my local DIY shop. The rail is slightly too low for the flanges of LGB wheels, and for that reason I cut chairs in two: on the outside, half of the chair, on the inside a piece of Evergreen strip with a track spike ... so it runs perfectly. Until now nobody has noticed it ... but now you will if you ever see the layout.

The points were also made *in situ*, and are operated by Tortoise motors.

The station building is of course an accurate model – I got drawings from the municipality of Dry. The number of buildings is very limited, as the village itself is about 2km from the station, so the village buildings and the church are painted on the backdrop. But there is a restaurant with a small playground next to the station on the road to Dry. The restaurant was found on the internet, and I am not sure where it is. Maybe it is long gone – who knows?

It is a Sunday afternoon, the fathers and mothers are socialising on the terrace with a nice glass of wine and some food, of course, and the children are playing on the swing and slide, and playing hide and seek.

Because it is the weekend you can see the tram, steam locomotive, and railbus from time to time.

The buildings are made with card and Evergreen styrene sheet and strip, with tiled roofs from Faller/Pola or made with small card strips to represent slate.

The smaller trees are homemade from sedum with Woodland Scenics foliage while the big trees are from Silhouette and Noch.

The figures come from Pola, Preiser, and Prehm.



Left
A De Dion Bouton *autorail*
is used as an alternative
to the steam train.

Right
The small station building
was later the studio
of the famous ceramicist
Yoland Cazenove.

Below
The wagon turntable allows
a single four-wheel vehicle
to be positioned alongside
the loading dock.



Rolling stock

The tram car is actually the LGB model of Rhätische Bahn railcar ABe4/4 30. Although far too heavy for this type of line, I thought it would be a good basis for a French tram. It was quite an investment and it took a while before I was forced (because of the first exhibition coming up) to start work on adapting it.

The first task was to take the whole thing apart. I removed all the pieces on the roof (I think the brake resistances), opened quite a lot of the windows (due to the different weather in France), and changed the ugly LGB couplers at both ends for realistic Gauge I couplings (Märklin). I also had to change a little bit on the front.





Then the hard work began: removing all Rhätische Bahn markings on the body and repainting (with an airbrush) the body from yellow to beige with some brown lining. Now it had a totally different and more French appearance.

Next was the modification of the steam locomotive. I handed it over to a specialist who advised me to add good sound and active steam. In his opinion this would certainly add something special to this small layout. Although it was pretty expensive, I am happy that I listened to his advice. The Massoth decoder and accessories really does the job!

My entirely scratchbuilt De Dion Bouton railbus takes over the service when the Corpet-Louvet is not available (because of a regular boiler washout).

Above

The steam special is held for the service train to pass. Some of the passengers are probably still occupied in the restaurant ...

Below

... where the atmosphere is pleasantly relaxed, as befits a Sunday lunchtime.



That was it ...

The first time this layout was presented to the public was at the Dutch narrow gauge exhibition at the Katwijk – Leiden museum, and it was well received. There are not many properly modelled layouts in this scale.

I hope to participate in more exhibitions, though unfortunately it is no longer easy to bring layouts to the UK as I used to do. The same applies in the other direction, of course. The present regulations seem to be a big obstacle for modellers to meet in a friendly way. Such a pity!



Above

The tram approaches the station on its return run. The line was effectively a roadside tramway.

Below

Patrons still seem to be arriving at the restaurant, perhaps after a stroll from the village.

Photographs by the editor.





HO Czechoslovak State Railways E 469.1 electric new from Roco

In the early 1960s, the Czechoslovak State Railways needed new high-performance electric freight locos for the 3kV DC system in the north and east of the country. Experience with the E 499.0 and E 499.1 – originally developed as universal locos – showed that they were better for passenger duties.

As part of this process, E 499.157 was modified for freight service during production, renumbered E 469.001, and designated type 43E by Skoda. This loco had the same power output but was equipped with modified gearing. Furthermore, its weight was increased to 88 tons by adding ballast. The production locos featured a modified body – unlike the E 499.0, which had six circular windows each side, the E 499.1 and E 469.1 series had four rectangular windows. With a continuous power output of 2,032kW, they had a top speed of 90km/h. A total of 85 were delivered by Skoda to the ČSD.

They were primarily used for hauling freight on main lines with gentle gradients. The preferred area of operation was hauling coal trains on lines from the North Bohemian lignite basin eastward, but they were also in service in Slovakia from the 1960s to the 1990s.

As they were derived from the E 499.1, they were also equipped with electric train heating and could therefore be used on passenger trains if necessary. The main reason for their limited use on passenger services was the low top speed. Since the 1960s most electrified lines had a maximum line speed of 100 or 120km/h, so the E 469.1 was too slow. Nevertheless, they could still occasionally be seen in passenger service on selected lines.

In 1988, the series designation was changed from E 469.1 to 121.



Some locos were transferred to the Slovakian State Railways (ZSSK). Several have since been modernised and acquired by private operators.

The new model depicts the locos as delivered. It is finely detailed with many separately applied parts enhancing the moulded plastic body shell which features the panels, doors, and vents.

The roof is very well equipped with insulators, cabling, and switch gear, plus delicate pantographs.

The cab has interior detail.

The cab lighting works and is switchable in digital mode.

The usual directionally controlled three head and two tail lights are achieved with small LEDs.

A PluX22 socket is fitted to accommodate a digital decoder.

The mechanism follows the traditional proven formula, with a flywheel-fitted central motor driving reduction gearing in each bogie via cardan shafts and universal joints. All axles are driven, and the spoked wheels have fine flanges. Two traction tyres are fitted to aid adhesion; the model weighs c.522gr.

It is fitted with NEM 362 coupler pockets on close-coupling mounts and comes with standard couplings installed; Roco close couplings are supplied as alternatives.

Optional accessories for the modeller to fit if required for display include buffer beams without a gap for a working coupling, plus the usual sprue of full dummy screw couplings and brake hoses to replace the attenuated versions.



Etched metal plates are also included.

The minimum recommended radius is 358mm (R2).

Overall length is 186mm.



Manufactured by

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

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.7500082 £295.00.



The Hungarian M44 diesel shunters are noted for robust construction and high reliability. Since the late 1950s, they have not only shaped operations in Hungary but also found their way to Czechoslovakia, Poland, and some states of the former Soviet Union. With the powerful Ganz-Jendrassik XVI 170/240 V16 diesel engine and a top speed of 80km/h, the M44 combines economy, durability, and flexibility. Besides locos for the Hungarian State Railways (MÁV), numerous examples found their way to industrial users. The simple design facilitated maintenance and repairs, contributing significantly to a long service life.

As prototype for what will probably be the first of several versions of this brand new model, Piko have chosen M44.071 as it appeared from 1963 (Epoch III), with a first series body.

The finish is very good, with clearly printed markings.

The plastic injection moulded body is accurate according to published dimensions and photos. It is fitted with fine metal handrails, railings, and fan grilles, and other separate details such as the horns and windscreen wipers.

Optional detail parts for display are included (the usual dummy scale couplings, brake hoses, etc.).

The cab has an interior.

The bogie side frames are formed in deep relief, with added sandboxes, sand pipes, and brake shoes.

The mechanism is traditional – a central motor, with flywheel, driving via reduction gear towers in the bogies. All wheels are powered and collect current, and there are two traction tyres to aid pulling power. The model weighs c.250gr.

It is equipped with directional white head and red tail lights. There is also digitally switchable lighting around the chassis and in the cab, including an illuminated driver's console.

The model is fitted with a NEM 658 PluX22 socket for a digital decoder.

A digital sound version is also offered, with numerous vehicle-specific sounds.



Standard couplings are fitted in NEM coupler pockets on close-coupling mechanisms.

The minimum recommended radius is 358mm

Length over buffers: 130mm.

For showcase display, the model is supplied with a replica track base plate.

Another excellent example of the attention Piko are prepared to give to 'fringe' markets.



Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.52380 DC £215.00.
ref.52382 DCC sound £325.00.



The Deutsche Bundesbahn BR215 diesel-hydraulics were built between 1968 and 1971 as mixed traffic machines. Based on the successful V160 platform, they proved flexible and reliable on main and branch line services. Equipped with both steam heating boilers and an auxiliary diesel engine for battery charging, the 215 proved its worth in all train categories in most parts of the country. Thanks to its high adhesive weight, the class was useful on steeply graded lines, and its top speed of 80km/h revolutionised operations on branches.

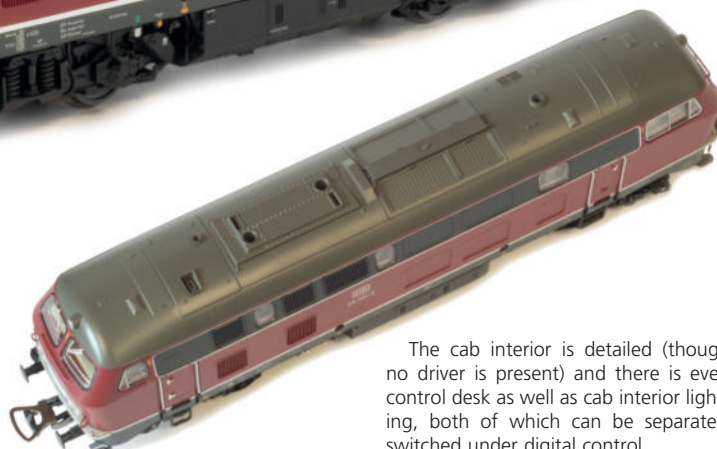
In 1974, 215 030–032 were equipped with electric train heating equipment (ETH) powered by 730hp auxiliary diesel engine and generator.

After more than thirty years of service, in November 1993 the first scheduled withdrawals took place and continued steadily in subsequent years.

In 2000 DB Cargo acquired some 215s from DB Regio for freight duties and renumbered them 225.

In 2003 fourteen 215s were reclassified as 215.9 for use on car transporter services operated by DB Autozug on the Marschbahn to Westerland (Sylt). They remained in service until 2008.

Over a dozen can still be admired as museum and heritage locos.



The prototype of the brand new model is 215 054-8, based at Hagen-Eck depot in the Wuppertal administrative area, last overhaul date 28.04.1970 at Bremen repair shop. (Epoch IV.)

The finish is excellent, with dense, even main colours, distinct definition, and very clearly printed markings, right down to the smallest data.

The moulded plastic body shell is accurate in main measurements and small details, according to published information. Panels, grilles, and louvers are neatly reproduced.

It is enhanced with many separately attached components, including resilient plastic handrails and grabs on the ends and etched metal windscreen wipers, shunters' steps, and running plates. Windows fit flush, with neat black or metallic frames as appropriate.

The cab interior is detailed (though no driver is present) and there is even control desk as well as cab interior lighting, both of which can be separately switched under digital control.

The body side windows allow a good view of the interior with very detailed machine room equipment; here too the internal lighting is digitally switchable.

The underframe is augmented with cut-down brake hoses and coupling hooks (to allow working model couplers), steps, and the correct fuel tank, complete with fuel level indicators. Finely moulded black plastic dummy scale couplings, full brake hoses, and heating connectors are provided for the modeller to install. Some of these accessories are tightly packed and may be fiddly to fit. Some may need a spot of glue to secure them.

The model features the extra fuel tank and exhaust for the auxiliary diesel engine.

The bogies are extremely well detailed, with spring assemblies and suspension components represented in



deep relief, complete with sandboxes, brake shoes, axlebox covers, and the Indusi signalling magnet.

The model is driven by a powerful motor with two flywheels, carried in a cast metal frame, through reduction gears in the bogies to all axles. There are two traction tyres, on one inner wheel of each bogie, and with a weight of 468g pulling power should not be a problem.

All wheels collect current.

The directional white head and red tail lights are achieved using LEDs.

The model has a PluX22 socket for easily fitting a digital decoder, and there is also space for a loudspeaker.

A sound fitted model is also offered, with numerous vehicle-specific sounds.

The model comes fitted with standard couplers in NEM pockets on close-coupling mounts.

Minimum recommended radius is 358mm.

Length over buffers is 188mm.

The model comes with a replica track base plate for display in a showcase.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.22060 DC £185.00.
ref.22062 DCC sound £285.00.



In the mid-1950s, the Deutsche Bundesbahn faced a major challenge: growing passenger traffic demanded modern coaches but the existing fleet was outdated. The solution came in the form of the rebuilt coach programme, which re-used underframes and bogies from older coaches fitted with new robust steel superstructures.

The resulting bogie coaches (B4yg) featured fully welded underframes, centre entrances with double doors without a central pillar, and, for the first time, reliable door seals. Thanks to the robust construction, they were rated for top speed of 120km/h – a significant improvement over their preceding six-wheel rebuilds. Between 1958 and 1959, 666 of the B4yg-58 type were built, supplemented by variants with first/second class and luggage compartments. In total, over 1,800 coaches were rebuilt.

Although decommissioning was planned for the 1980s, many vehicles remained in service until 1990. Several have been preserved.

Piko have recently released brand new models of these widely used vehicles, initially with Epoch IV markings, all very clearly printed. All are based in Hagen.

ref.58860 – type AB4yg first/second number 50 80 38-11 220-9, on Minden-Deutz MD41 bogies.



ref.58861 – type B4yg second number 50 80 29-11 827-2, on Pennsylvania ('swan neck') bogies.

ref.58862 – type BD4yg second with luggage compartment number 50 80 82-12 322-7, on Pennsylvania ('swan neck') bogies.

ref.58863 – type B4yg second number 50 80 29-12 991-5, on Minden-Deutz MD41 bogies.

The plastic moulded bodies have full interiors and flush glazing with metallic frames, and are enhanced with fine handrails and steps.

Interior lighting and tail lights can be retro-fitted.

Bogie frames are moulded in deep relief.

The underframe is also well detailed; brake cylinders, battery boxes, and toilet outfall pipes are separately applied parts.

The coaches run freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by a plastic centre bush.

Optional brake hoses and dummy scale couplings are included for display.

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

The minimum recommended radius is 358mm.

Length over buffers: 223mm.

An essential element of the DB scene in their time.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

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www.gaugemasterretail.com

PRICE each £65.00.





Delivered by Krupp in 1974, 218 218-6 was the first of the class in the ocean blue/beige livery. It was allocated to the Bundesbahndirektion (BD) Nürnberg and was based at Bahnbetriebswerk (Bw) Regensburg. It carried this livery until repainted in orient red in 1987.

A number of other 218s which were painted into this livery around that time also received ocean blue rather than the usual dark grey roof.

The finish is excellent, with the main colours dense and even, well distinguished, with neat 'metal' door handles and window frames.

All the markings are very clearly printed, right down to the depot allocation and operational data.



The moulded plastic body shell is correct in dimensions and details, with all features such as grilles, louvres, and panels accurately represented. There is flush glazing, and cab interiors.

Supplied for the modeller to fit are optional accessories – dummy scale couplings, brake hoses, and electrical connections: these are very finely moulded in black plastic and will require a keen eye and a steady hand!

The bogie side frames exhibit good relief detail, with suspension components and sandboxes formed in place; the cab steps are added.

A detailed fuel tank, air reservoir, and drive shafts enhance the underframe.



The metal chassis carries a three-pole open frame motor with flywheel, which drives to all four axles. There are two traction tyres (on one inner wheel of each bogie, diagonally opposite) which with a weight of 73gr should ensure ample pulling power.

The unit runs smoothly and quietly, and is responsive across a realistic speed range.

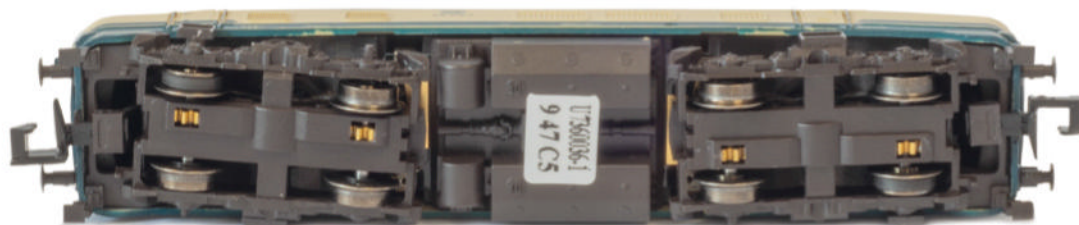
It has triple white LED headlights and twin red tail lights which change according to the direction of travel, plus lighting in the cabs, which is separately switchable under digital control. The lights each end can also be isolated manually by small switches on the internal printed circuit board. This also carries a Next18 decoder socket. The model is also available with digital sound.

A cab is available in the Z21 control app.

The model comes fitted with regular couplings in NEM 355 pockets on close-coupling mechanisms on the frame.

The minimum recommended radius is 192mm.

Length over buffers is 102mm.



Manufactured by

Gebr. Fleischmann,
Plainbachstraße 4,
A-5101 Bergheim, Austria.
www.fleischmann.de

DISTRIBUTED IN THE UK BY
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Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.7360036 £215.00.



With the electrification of lines in Bavaria in the 1920s, the Reichsbahn required electric shunters for stations around Munich. A condition for the development of the new locos was that as many parts of the E91 and E52 as possible were used, to make maintenance more economical.

From 1927, AEG and SSW delivered the E60 to the Deutsche Reichsbahn in three series. They were initially stationed in Munich, Rosenheim, and Garmisch.

Due to its appearance with the long low front end and the cab at one end, it was also popularly known as an iron.

When delivered, the E60 had an H11S2D pantograph with two contact strips; these were replaced by the Deutsche Bundesbahn with an SBS 10.

The locos were rebuilt in 1958/59, the most obvious change being the addition of shunting platforms at each end.

Under computer numbering they became BR160.

It was not until 1983 that the last BR160 was taken out of service, at Bw Heidelberg.

The new Hobbytrain model (announced in 2023 and now available) represents 160 003-0, based at Garmisch depot in the München administrative area, as it was operating around 1975 (Epoch IV).



The model was made in China and features a moulded plastic body with good panel and grille detail, and nice subtle rivets. Cab windows have flush glazing and all handrails are separate parts. A spare set of handrails is supplied for the modeller to fit if required, but not buffer beam details.

On the cab roof the switchgear, insulators, and cabling are added parts, and there is a fine metal pantograph, sprung to follow the contact wire but not wired for current collection from the overhead.

Below the running plate, the chassis is well detailed, with brake shoes in line with the wheel treads.

The locomotive is powered by a coreless five-pole motor with flywheel driving via worm and gears onto the centre axle; the others are coupled by the blackened metal coupling rods, with the fluting neatly painted.

There are no traction tyres and current is collected by wipers on the backs of all wheels.

The model runs smoothly and quietly, and is controllable across a realistic speed range.

It is just 66mm long over buffers and weighs only 36gr.

The white head and red tail lights are illuminated with LEDs and change according to the direction of travel.

The mechanism incorporates a NEM 662 / Next18 socket for a digital decoder, though space for the device is inevitably limited and care is required when removing the body.

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

The model is delivered in a robust clear plastic box, safely held in vacuum formed inserts.

No minimum radius is quoted.



Manufactured for

Hobbytrain
Wolfgang Lemke GmbH,
Schallbruch 34A,
D-42781 Haan, Germany.
<https://lemkecollection.de>

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.H3059 £195.00.



Between 1980 and 1981, Schweizerische Wagons- und Aufzügefabrik Schlieren (SWS) produced thirty high capacity coaches of the UIC Z1 type for the SBB. The coach was very similar to the Eurofima coaches, but differed significantly from them in some respects – for example, the second class coaches had airline style 2+2 row seating as well as the large windows previously found on the first class coaches (type Am 19-90 ordered in 1976). The coaches, designated Bpm 20-70 and numbered 500 – 529, were used primarily in international traffic and appeared initially in Eurofima orange.

From 1999, following the delivery of the Aprm61 and Bpm61 stock for international trains, twenty-seven of them were converted for domestic use and were fitted with new face to face seating. The first emerged in the then new green/stone grey livery, but by the time the programme was complete the present black/white/red scheme was current.

They were mainly used in non-push-pull workings in Wallis, between Basel and Chur, and on the Gotthard.

Two of the unrebuilt vehicles (513 and 516) were damaged in an accident in July 1995 and subsequently scrapped.

The remaining coach (529) was used as a test for a new two-tone grey livery – but only on one side, for which it was nicknamed 'chameleon'. It was withdrawn in April 1919.

In 2016, twenty-five of the rebuilt coaches were sold to the Czech rail operator Regiojet.

Hobbytrain announced these new models as part of the 2023 programme.

They are sold in pairs, and come in a foam-lined card box rather than the usual plastic box.

Various finishes are offered:
ref.H25501 Bpm 511 and 528 in orange
ref.H25502 B 003 and 005
in stone grey/green
ref.H25503 B 006 and 010
in black/white/red
ref.H25504 Regiojet yellow/antracite
ref.H25505 Bpm 519 orange
and Bpm 529 'Chameleon' (exclusive to Aare Valley Models).

Our sample is ref.H25503, rebuilt type B seconds in Epoch VI livery.

The main colours are dense and even, but there is some overlap of the red and grey on the window band. The markings are neatly printed.

The moulded body has added details such as the corridor connections and fall plates, and the door handrails on the unrebuilt versions.

The roof is ribbed roof, with the inset panel and vents.

Glazing fits flush, with the opening sections neatly framed in silver.

The seating is correct for the period, but the interior is all one colour (in each type). There is no provision for interior lighting.

The underframe is detailed with added components, and the bogie frames are formed with good relief.



The vehicles run smoothly on blackened metal disc wheels on metal pin-point axles, insulated one side by a plastic centre bush. The coaches weigh c.30g each, with a ballast weight between the floor and the underframe.

Standard couplers are fitted in NEM pocket on close-coupling mounts.

The minimum radius is R2.



Manufactured for

Hobbytrain
Wolfgang Lemke GmbH,
Schallbruch 34A,
D-42781 Haan, Germany.
<https://lemkecollection.de>

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.H25503 £135.00.



French specialists REE have expanded their Les Secondaires range, which represents typical examples from the metre gauge minor railways which were once so typical of many parts of rural France, with an impressive model of the BB400 diesel.

To modernise the motive power of their metre gauge lines, the Montmirail workshops of the Compagnie de Chemins de fer Départementaux (CFD) built four large bogie diesels in the early 1960s, each using two Poyaud 207hp engines and separate hydraulic transmissions for each bogie. The bogie axles were rod coupled, and the locos could run on just one engine.

Nos.401 and 402 were supplied to the P-O Corrèze network in 1962 and 040-003 to the Vivarais in 1963; this machine was reduced in weight, even to the extent of having holes in the coupling rods. A fourth unit was ordered for the Vivarais but not delivered before the network closed. A new fourth loco was supplied to Corsica in 1966, oddly numbered 405.

When the POC closed, 401 and 402 were transferred to Provence, and were soon joined by 040-003 which was renumbered 53 and then 403, with weights bolted to the frame to match the others. It was subsequently transferred to Corsica and renumbered 404. In preservation it has returned to the Vivarais and its original number.

Each line had different buffer and coupling arrangements and other detail differences, such as handrails, and all these have been faithfully reproduced in the models, to the extent that the accessory packs are different according to number and livery.

The original colour was green with yellow trim, but in Corsica 404 was two-tone blue and 405 a very bright yellow and orange.

REE have listed four versions:

VM-022 040-003 Vivarais

VM-023 401 Corrèze

VM-024 402 Provence

VM-025 405 Corsica

Our sample is 402.

The model has certainly caught the look of the prototype, and the finish is excellent, with crisp lining and the few markings clearly printed.

The model has a body 3D-printed in three parts (cab and two hoods) – thought to be a first for a volume produced item – with several details added, notably the very thin side handrails. It would be worth inserting a thin piece of foam between them and bonnet when working on the model.

Note that the hood end handrails (supplied for the modeller to fit) are handed.

Buffers, couplings, and brake hoses are also provided for the modeller to fit. All the mounting holes are slightly small and benefit from being opened out using a small drill in a pin vice – 0.8mm for the buffer beam fittings and 0.45/0.5 for the hood end hand rails.

The cab features flush glazing and interior fittings.

The cab is secured by four clips, and should be quite easy to remove to add a driver.

The hoods are held in place by the coupling screws.

The bogie side frames are very well detailed.

The model has a metal chassis and is powered by a small centrally mounted coreless motor with two flywheels with

shaft drive to worm gears and gear towers on the bogies driving the outer axles, the coupling rods powering the inner axles. The rods are etched metal, double thickness.

All wheels collect current, and there are two traction tyres (one on each outer axle). The weight of c.155g should provide good adhesion.

The mechanism has an 18-pin socket for a digital decoder, with space for the device in one hood and a loudspeaker in the other.

A sound-fitted version is available: by all accounts it is impressive.

There are working directionally-controlled lights, and a light in the cab.

The model runs quietly and smoothly from walking pace to a realistic maximum.

The minimum radius is quoted as c.228mm, though 360mm is advised.

The model comes fitted with HOM (12mm gauge) wheelsets; alternative wheelsets for HOe (9mm gauge) are available from the manufacturer – but be warned this is a large machine, 114mm long over buffer beams, 28mm wide, and 43mm tall.



Standard Bemo-style couplings are provided, ready fitted on one end.

The model comes well packed in the now common clear plastic wrap-around and sleeve within a foam insert in a stout cardboard box.

There are good illustrated instructions in French and English.

After being eagerly anticipated for some time, we understand the first run sold very quickly, but retailers may still have stock and more livery/number versions are expected, along with re-runs of the same numbers.



Manufactured by

REE Modèles
6, Route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

AVAILABLE IN UK FROM
Hobby Shop, 85, Preston Street,
Faversham, Kent, ME13 8NU.
www.hobb-e-mail.com

PRICE £185.00 + p&p.

Die Baureihe 41 Band 2 – Einsätze 2: Hannover bis Wuppertal, Ausland, erhaltene Lokomotiven

by Peter Melcher

Eisenbahn Kurier Verlag
Munzinger Straße 5a,
D-79111 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 368pp
Hardback €54.00
German text ref.6045
ISBN 978-3-8446-6045-6

The Deutsche Reichsbahn *Einheits* (standard) design BR41 2-8-2 must rate as one of the most successful German steam loco designs. Two prototypes were built by BMAG (formerly L.Schwartzkopff of Wildau near Berlin) in 1936 for evaluation; once deemed successful series production resulted in 366 examples built by most of the major manufacturers by 1941 when curtailed by war conditions. Interestingly, the class was never subjected to any wartime simplifications.

After the Second World War, in the west the DB equipped them with new boilers and converted some to oil firing while in the east the DR (with rather more of them) instituted a reconstruction programme, also to deal with the problems of the St47 steel used for the original boilers.

Some lasted on DB until the end of steam in the mid-1970s, and on the DR until the mid-1980s, though in both cases withdrawals had been taking place for a decade or so.

These books replace a slimmer volume from EK in 1977. The author provides a thorough overview and comprehensive information on the development and construction history, operational service, and the surviving examples. So much material and so many photos were gathered that it has required two volumes. The page and picture numbering runs through. The first volume was reviewed in CM February 2026, and the second has recently been published.

The record of operational deployments and home depots, begun in the first volume, is continued and concluded in this second volume with the sections on the divisions of Hanover, Kassel, Köln, Magdeburg, Mainz, München, Münster (Westphalia), Nürnberg, Osten, Posen, Regensburg, Schwerin, Stettin, Stuttgart, and Wuppertal.

It also covers the topics of the class in service for the Soviet Military Administration in Germany (SMAD) after the Second World War, their use as stationary heating locomotives, the locomotives that remained abroad, and accidents involving the class. The volume also provides detailed descriptions of the locomotives that still exist today – whether operational or only as salvaged remains. Extensive statistics on the whereabouts of the locomotives, as well as boiler and tender inventories, are also included.

The work is supported with over 480 illustrations; facsimiles of working timetables and other documents are included.

All are very well reproduced on good quality paper, and informatively captioned and credited.

Some data is presented in bordered tables, distinguished with a drop shadow and using banded background tints to make it easier to trace a line across.



This second volume completes a comprehensive work that is essential for any railway enthusiast or locomotive historian's library. It would be ideal for modellers wanting to understand different versions and changes over time.

Kursbuch der deutschen Museums-Eisenbahnen 2026

Compiled by Sabine Ressel and Sebastian Werner

Eisenbahn Kurier Verlag,
Munzinger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
210mm x 140mm 180pp
Softback €8.90
ISBN 978-3-8446-6846-9
German text ref.6846

This handy guide to museum railways in Germany is published by Eisenbahn Kurier in collaboration with the Verband Deutscher Museums- und Touristikbahnen (VDMT). Over the years it has grown in size and scope, and the level of detail, to reflect the number and variety of the railway museums and preserved lines in Germany: the VDMT now has over a hundred members.

The core of this work are the timetables of all active museum railways, along with information about the route, location, access, operating days, prices, a summary of the motive power in use, and contact details.

Around two hundred and fifteen are listed. Almost all entries also include a QR code which will connect appropriate devices to the relevant internet site.

Despite the increased availability of information on line, this useful guide remains popular. The reason is clear – in a convenient compact form, it provides the enthusiast with all they might need to know about societies, museums, preserved railways, and railway companies with any preserved and/or historic stock.

The information is arranged Land by Land, roughly from north-west to south-east. An overall map at the start explains the regions, then specific locations

SNCF Workshops, Depots and Yards

by Martin Bray

Amberley Publishing
The Hill, Merrywalks, Stroud,
Gloucestershire, GL5 4EP.
www.amberley-books.com
234mm x 165mm 96pp
Softback £15.99
ISBN 978 1 3981 2046 4

In this book Martin Bray offers a selection of previously unpublished images from over forty years of photography at many SNCF workshops, depots, and yards. French railways have long attracted British enthusiasts keen to visit these installations as well as travel on locomotive-hauled passenger trains. Until recently permits to visit were readily available, but in recent years many depots and yards in France have closed due to the cessation of wagon load traffic, a general reduction in rail use, and the introduction of the TGV and other new railcars and multiple units which are stabled and serviced in dedicated new facilities, often operated in collaboration with the equipment suppliers and so for various reasons not so accessible. SNCF still has some extremely large but now not so busy marshalling yards strategically located throughout France, where limited hump shunting is still performed. While most of the main workshops have closed there are still some large

operational depots including picturesque roundhouses that were favoured by SNCF for the stabling and maintenance of locomotives.

The book's title is slightly misleading – the majority of the 180 illustrations show diesel and electric locos and shunters (not all in working order) photographed in workshops, depots, and yards all over the country. Multiple units are specifically excluded.

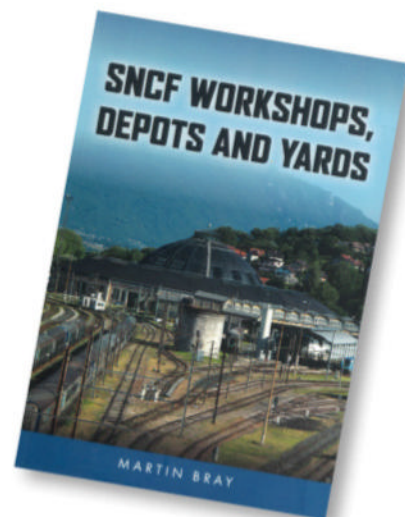
After an introduction which includes a schematic map showing major yards and workshops, the main part of the collection (up to page 62) is arranged by loco number, and then there are some wider views of depots and yards. There are sad scenes showing row upon row of withdrawn machines, for example at Rouen Sotteville. From page 88 it consists of portraits of shunters, all classified Y by the SNCF.

The photos are mainly presented two, sometimes three, to a page. The quality is generally good, according to lighting conditions. They range in date from 1987 to 2022.

Most of the captions are short, two or three lines, and very formulaic, identifying the loco, with build date, the livery (as if that were not apparent!), the location, the date (in most cases, and usually very specific), and the withdrawal date.

Where more than one loco is shown, generally only the principal subject is identified even when other numbers are discernible.

Note that Alsthom diesel (6)2413 (page 37 upper) came from The Netherlands, not Belgium.



We are told that the author has one of the best collections of SNCF diesel and electric locomotive photographs, and this collection certainly supports that claim. It should appeal to modellers looking for loco details and the authentic atmosphere in workshops, depots, and yards.

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

Die meterspurige MEG am Oberrhein Von der Straßburger und Lahrer Straßenbahn zur SWEG

by Thomas Kohler

Eisenbahn Kurier Verlag
Munzinger Straße 5a,
D-79111 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 304pp
Hardback €59.90
German text ref.6444
ISBN 978-3-8446-6444-7

The Strasbourg tramway company, founded in 1877 in the then imperial territory of Elsaß-Lothringen (Alsace-Lorraine), and the Lahr tramway company, opened in 1889 in central Baden, developed an extensive metre gauge network either side of the Rhine before the First World War. The lines on the right bank (from Kehl north to Lichtenau and Schwarzach thence east to Buhl, Schwarzach north to Ratstatt, from Rhein east via Lahr to Seelbach, and Kehl to Ottenheim with a branch from Altenheim to Offenburg) were transferred to the Mittelbadische Eisenbahn Gesellschaft (MEG) in 1923.

This comprehensive book covers the network from its beginnings until its merger with the South West German Railway Company (SWEG) in 1971, and then the subsequent development of the MEG lines during the SWEG era. It is a story of considerable contrasts.

Some sections came to handle considerable freight traffic, as evidenced by long trains of standard gauge

wagons on transporters, in some cases threading their way through town and village streets. It could not continue, and not just because of competition from buses and private cars for the passenger traffic. Some of the busiest sections for freight were converted to standard gauge (and more were planned to be), re-routed around built-up areas where necessary, and continue in use even now with a mixture of overhauled and modern motive power.

The work presents the eventful history of the system (which was c.115 km long at its greatest extent), its lines and stations, and the rolling stock. The stock is documented with thorough tables of dimensions but potential modellers will regret the lack of any scale drawings (bar one transporter wagon), though official schematic track plans from 1961 are provided in an appendix.

The chapters dealing with the early history are, as might be expected, not so copiously illustrated but later sections are primarily in photo album format with detailed captions.

A wonderful collection of 490 photographs, with quite a number in colour, some from the 1960s, allow the reader to experience the unique atmosphere with loco-hauled trains (steam and diesel, passenger and freight) and diesel railcars. It offers a glimpse of West Germany at the time away from the Deutsche Bundesbahn, full of fascinating period detail.

The surviving relics are also included, with a survey of what can still be seen on the ground as well as coverage of preserved locos and stock. It is interesting to see metre gauge vehicles leaving the lines loaded onto standard gauge wagons – carried to the exchange sidings on metre gauge transporters!



The author has not only meticulously researched and documented the history of this large network over many years and brought it up to date, but he is also involved in the preservation of those vehicles that keep something of the MEG alive today on the Selfkantbahn near Aachen, as shown in the final chapter.

are noted on a map at the opening of each regional section. A comprehensive contents list also aids finding any specific line. Lines which cross a state border are listed only once, under the principal location.

The information was correct at February 2026, but it is noted that things can change.

The work is illustrated with occasional black & white photographs, placed in relevant places to balance the content, all well reproduced on good quality paper. There is colour on the covers and just a few pages within, mostly for selected advertisements. The most recent illustration is from August 2025.

Basic German will be adequate to understand the information, which is essentially all in tables.

There is the equivalent of around twenty-four pages of advertisements, most for other EK publications, but some from the lines and institutions featured, distributed through the book, placed as far as possible where relevant.

In short, a mine of information, both for planning railway visits in a particular area and checking to see what may be nearby and when it will be operating. It represents amazing value for the amount of data presented.



Locotracteurs Gaston Moyse Locomotives

by Marcel Vleugels

Uitgeverij 't Nijvere Lezerke
Hoebigerweg 10, 6287 AT Eys, The Netherlands.
www.nijverepublishers.nl
250mm x 175mm 296pp
Softback €37.00
ISBN 978 90 73280 18 2 Dutch text

This interesting book tells the story of the middle-sized French independent locomotive builder Moyse. The name will be well known as the supplier of diesel shunters - more than two thousand were manufactured between 1921 and 1983, with many still in service now. The three main designs will be familiar, but the book shows how varied the products could be. While the main market was France, many machines were exported, to the Benelux countries, Britain, and Africa, thanks to sound management and clever marketing.

This work of reference also sets this variety in a wider context, documenting the changing role of shunters in railway operations and surveying machines offered by rival manufacturers. It is very wide-ranging and goes far beyond what the title might suggest.

If French users, and not least SNCF, had not had a preference, indeed a policy, for sourcing equipment

from French suppliers, one wonders if Moyse would be quite so successful.

The material has been compiled in co-operation with numerous researchers and photographers.

The list of contents helpfully includes sub-sections which assists finding a particular topic.

The work is presented in ten chapters and four appendices, with tables and summaries, illustrated with over 220 photos (black & white and colour, all well reproduced) and scale drawings.

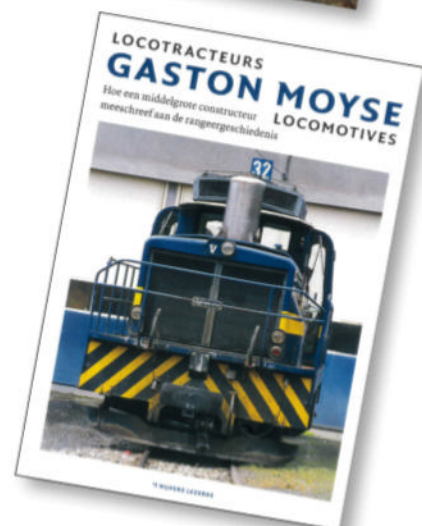
The chapters are: an independent loco builder; development of the internal combustion shunter; how Moyse developed over time; marketing lessons learned; fierce international competition; a consistent range evolves; the compact French shunter appears everywhere; marshalling for the SNCF; supplying major railway companies and industrial users; export results.

The appendices are: Moyse locos serving French companies, government organisations, utilities, and the armed forces; independent builders now closed; selected scale models, with a list of modelling scales, from 1:1,000 to 1:2 (!); an extensive bibliography, including websites.

In all, a mine of information for both historians and modellers.

A good knowledge of Dutch will be required to get the full benefit of this book.

Given the subject, it is surprising that there is not a parallel French edition. But the publisher is Dutch, not Belgian. If it were available in electronic form



which might be easily translated it would find a wider audience.

Customers in the UK can order the book through the Industrial Railway Society – www.irsociety.co.uk

From other booksellers – Douwes in The Netherlands, Stenvalls in Sweden, Minirex in Switzerland, and Donat in Germany.



Eisenbahn Video-Kurier 168

EK-Videothek DVD c.58mins + 45mins Bonus ref.8568 €19.80

Schwerpunkt: Die Havelländische Eisenbahn

The main topic of this programme is the Havelländische Eisenbahn (hvl) and coverage begins with scenes of one of their Bombardier 'Blue Tiger' V330 diesels at the head of a long train of bogie hopper wagons and later on a mixed freight working, filmed from the lineside. This is followed by film of Bombardier TRAXX electric 185 640 departing from a freight yard with a long train of VTG bogie

tank wagons. We also see inside the driver's cab, with further scenes shot from the lineside. We also see Bombardier TRAXX class 285 diesel-electrics on freight services and further 185 electrics are also shown.

Next come scenes of the new Stadler EuroDual Class 159 electro-diesels on a variety of freight services filmed from the lineside. In Hennigsdorf ex-Deutsche Reichsbahn diesel-hydraulic V60.6 is seen on shunting duties and ex-DR V100 B-B diesel-hydraulic V160.4 is seen on a freight. In Dresden double-headed ex-DR V100s are seen crossing the Elbe with a long train of grain wagons.

The next feature shows the recovery of derailed freight wagons in Elze, near Hannover, in wintry conditions. We see the rail crane lift up tipped over hopper wagons from the lineside and carefully place them back onto the track. There is an interview with one of the crew as heavy snow begins to fall. A smaller rail-road Liebherr crane is also seen pushing re-railed wagons along the track, and we note damaged overhead catenary masts.

The next section is a look at the services provided by Beacon Rail. We see Taurus type electric ES64.02-097 in black departing Regensburg Hbf. with an express passenger service to München Hbf. Siemens Vectron types are then seen on passenger services at speed. Class 189s are shown on freight duties, so too 'Dispoloks' and more Vectrons. Vectron X4E-634 is seen heading a container train out of Gemünden. Of note is that all the containers belong to KW Walter. A class 187 is then seen on a train of bogie hopper wagons and another with bogie tank wagons. An ER20 in blue is seen on a train of bogie car transporters.

Then we look back at 120 years of the Prussian P8 4-6-0, later BR38. 38 2267 is seen at Dörenzimmern departing with a train of four-wheeled coaches. 38 2884 is shown in the DB Museum in Nürnberg, followed by archive black & white photos and some old film, black & white and colour, of these locos in service with both Deutsche Reichsbahn and Deutsche Bundesbahn, including 38 1772 on its final day. Colour film

of this loco in preservation is also featured, so too 38 1182. P8s are also seen working in Poland, Romania, and Austria. Back in Germany, there is more film of P8s on a variety passenger trains and 38 3199 in green is seen at the head of a mixed freight.

In the *Erinnerungen* section, colour film is shown of the DB Fernverkehr's ICE-TD diesel units in service, including at Hamburg Hbf. The interiors of these trains are shown, and at Puttgarden one of these trains is observed moving onto the ferry for the crossing to Rødby in Denmark. Later this train is seen on arrival at Copenhagen.

Bahn News shows the new ICE-L services with Deutsche Bahn AG, from the lineside and from the air. Views inside the coaches are also featured and a test train is seen arriving and departing Potsdam. At Berlin-Südkreuz we see an IC2 double-deck train departing from Dresden. There are views inside the train and an interview with a one of the on-board staff. This is followed by film of a preserved class 03 Pacific on DR stock filmed from the lineside. The section ends with film of snow clearing being undertaken.

The final *Rückblick* looks at ÖBB E18 electrics in revenue service. 1018 0081 is seen arriving and departing from Wels on a passenger working, with further examples shown on passenger duties filmed from the lineside. Withdrawn examples in the ÖBB orange colour scheme are shown awaiting their fate.

The *Bonus* section is '40 Jahre Rekoloks der DR', with colour film of reconstructed DR steam locos of classes 01⁵, 50³⁵, 52⁸⁰, 41, 03¹⁰ and 58¹⁰ on scheduled services and enthusiast specials. Some historic scenes are also featured.

A certain amount of background music is used on this production, mainly in the *Rückblick* section, but it is not too intrusive.

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

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

Right
Taurus electric 182 595-9 operated by Beacon Rail at Regensburg Hbf. on 15th May 2026, with three ALEX coaches which will go on the front of the next train from Prague to Munich. Photo: Graham Lightfoot.



Wismarer Schienenbus

EK-Videothek DVD c.58mins ref.8687 €22.80

Unterwegs mit Ameisenbär und Schweineschnäuzchen

In 1932 Waggon- und Triebwagenfabrik Wismar delivered the first Hannover type railbus. By 1941 a total of 57 of these small vehicles in five different variants were in service. They were intended to be a simpler and more economical way of operating branch line passenger services. Due to their appearance they received the nicknames *Ameisenbär* (ant eater) and *Schweineschnäuzchen* (pig's

snout). Amazingly, many of these vehicles have survived the cutter's torch and remain hugely popular in preservation. This programme takes a look at their development, and there are rare archive scenes of these railbuses in service in the 1960s, with further film showing them today on preserved lines.

The coverage begins with examples in service on preserved lines. At Bruchhausen-Vilsen in the Diepholz district narrow gauge VT41 is seen, with later views of this railbus visiting the Harzer Schmalspurbahn in Wernigerode. At the railway museum in Bochum-Dahlhausen a standard gauge example is shown. We see inside the simple driver's cab, and passengers are seen on board with conductor/guard checking tickets.

At Stakendorf on the Baltic coast VT509 is seen departing the station, with views from inside the cab. After arrival at Schönberg, we take a look under the bonnet at the engine. The railbus then departs and heads back via the overgrown station at Schönberger-Strand.

We then move to Soltau, south of the Lüneburg Heath, where a DB Regio two-car class 628 diesel-railcar is seen departing, quickly followed by Schweineschnäuzchen VT508. Further scenes were filmed from the lineside and on board this vehicle, includ-

ing looking over the driver's shoulder on the way to Döhle. At Döhle the railbus is seen arriving and then departing the station with further scenes filmed from on board and from the lineside.

Archive black & white film then shows the history and development of these vehicles. Later scenes show different types in colour, including narrow gauge versions, followed by black & white stills and archive black & white film showing them in revenue service in the 1960s.

At Asendorf, on the line from Bruchhausen-Vilsen, Köf V4 is seen running light and then hauling a railbus out of the shed.

Further archive black & white film is followed by colour footage from the present day of preserved examples. On the Wilstedt – Tostedt line an *Ameisenbär* is seen following restoration with a Deutz power unit. This is followed by more archive black & white film of these railbuses under construction and colour film of standard gauge units in service with both the Deutsche Reichsbahn and Deutsche Bundesbahn.

The programme concludes with colour film of vehicles on preserved railways today. At Bruchhausen-Vilsen, VT41 is seen again, with further views of it making a guest appearance on the HSB. T1 is seen on the 900mm gauge Borkumer Kleinbahn and then at Kühlingsborn-West on the *Molli*. Further scenes show passengers on board. There are interviews with two members of staff who enthuse about the visit of this vehicle to their railway. The segment ends with scenes showing T1 passing through the famous street section in Bad Doberan and arriving and departing the resort of Heiligendamm.

Commentary, only in German, is both clear and informative. There is little or no background music used, mainly towards the end and during archive scenes, but it is not intrusive.

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

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



Die Re4/4 der SBB

EK-Videothek DVD c.58mins ref.8694 €22.80

Eine erfolgreiche Schweizer Lokfamilie

The history of this legendary Swiss electric locomotive 'family' goes back to 1946 when the Re4/4 was the SBB's first bogie electric. From 1964 the more powerful Re4/4^{II} followed, and was built in great numbers up to 1985. Of these 21 received the classification Re4/4^{III} for use on steeply graded lines. Now classified Re420, many are still in regular service, so too the derivative for working

into Germany with SBB Cargo, the rebuilt Re421. This programme shows these loco at work 'yesterday and today'. Also not forgotten are the 'Swiss-Express' loco and the current Re430. In addition, there is also a brief look at the Bern Lötschberg Simplon Ae4/4s, examples used by private operators, and those in preservation.

Coverage begins with scenes of an Re4/4 and Re6/6 (the classic so-called 'Re10/10' combination) in red on a heavy freight on the Gotthard line. Then a single red Re4/4 is seen heading a long mixed goods. This is followed by a single Re4/4 leading two preserved SBB 'Crocodile' electrics on a special. At Schaffhausen, near the German border, Re4/4 11215 is seen arriving and departing the station with an Inter-City passenger service, followed by another of the class entering the station on a similar working. An SBB Cargo example is also shown passing through on a freight, quickly followed by further red Re4/4s, including 11216. Withdrawn examples, including 420 319-6 are shown, with a look inside the cabs and equipment rooms.

Archive colour film then shows an Re4/4^I on a passenger service to Norddeich in Germany and then some early types of SBB electric railcars are shown in green livery; the Re4/4 was developed to match their high speed and low axle load.

Re4/4s are then seen in snowy conditions at the head of passenger trains, plus some on freight, including car-carrying wagons.

BLS examples including 501 are then seen on passenger services.

A red SBB Re4/4 is seen at speed on an Inter-City passenger service, with further film of others of the class observed from the lineside on a variety of passenger workings, including some in the snow.

At Singen (Hohentwiel) on the German-Swiss border Re4/4 11229 is seen departing on a passenger service formed of SBB coaching stock, and at Lindau Hbf. in Germany we see a red Re4/4 departing with a Euro-City passenger service from München Hbf. Further examples are then shown, filmed from the lineside, including more scenes filmed in snowy weather. 11103 in orange & light grey is seen on a train of matching coaches. 11109 is also seen in this livery heading a train of SBB stock but in blue & grey, while a red Re4/4 is seen from the lineside on a mixed goods at Singen (Hohentwiel). Further freights with red Re4/4s are shown, followed by examples sporting different advertising liveries. The special with a red Re4/4 hauling two preserved 'Crocodiles' is seen again. Further red Re4/4s are then featured on both passenger and freight services, as well as some in the SBB Cargo livery before film taken in the 1990s shows them in green.

We then get to see locos inside main works and depots, among them 420 254-5. This is followed by lineside scenes of push-pull passenger workings, while the larger and more powerful Re6/6 (now Re 620) six-axle locos are also shown in action on freights. At Romanshorn in the canton of Thurgau, Re6/6 11664 in red is seen departing the station with a train of four-wheeled tipper wagons while a green example is seen from the lineside on a train of German coaches. Further examples of this class are shown undergoing maintenance, including 620 082-6. Both green and red examples are observed double-heading heavy freights, and some workings double-headed with by Re6/6 and Re4/4 bring us back to the main theme.

We note Re4/4s now in service with private operators such as Crossrail and WRS Widmer Rail Services, and the programme is rounded off with some preserved machines seen from the lineside.

There is very little background music, and it is not too intrusive.

The commentary is only in German, clearly delivered.

Around five minutes of trailers for other EK DVDs follow this programme.

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



Die Erzbergbahn in Österreich

EK-Videothek DVD c.58mins ref.8698 €22.80

– einst und jetzt

The Erzbergbahn counts as one of the most spectacular railway lines in Austria. It was originally built for the transport of iron ore. The stretch from Hiefalau over the 1,204m high pass between Präbichl to Leoben, with a grade of up to 71%, used a rack system until 1978 on which the class 97², the last standard gauge steam locos on Austrian Federal Railways (ÖBB) were deployed. Early moves were made by a supporters club to keep this

unique line open, and now the line is operated during the summer months with regular passenger services provided by class

5081⁵ railbuses.

This programme offers historic scenes looking back to steam days to experience the power of the old machines. We also get to travel on the preserved passenger service and see powerful modern electrics handling heavy iron ore trains.

Coverage begins with film of the Erzbergbahn as it is today, with a panoramic view of the iron ore deposits followed by the passage of a heavy train of bogie hopper wagons worked by three modern ÖBB electrics, with Taurus 1116 135 leading. At Eisernerz station, a class 1063 centre cab electric shunter is seen, followed by the departure of a loaded iron ore train double-headed by two Siemens Vectron electrics. A similar working is seen from the lineside.

Next come scenes of blue & white railbus 5081.562-0 moving off shed onto a turntable. The railbus is turned and then moves off slowly. The Erzbergbahn's Thomas Busch is interviewed about the line's history. Archive colour film of the line with steam locos is shown, and then it is back to the present day – the railbus moves off with Thomas Busch at the controls. Further film shows the railbus from the lineside and we also go inside, to the cab and the passenger accommodation. The railbus arrives at Vordernberg and then departs with a full load of passengers. Further scenes show this service from the lineside.

At Vordernberg Markt we see stabled rack-fitted class 97² steam locos, and in the station building we take a look at the railway's museum exhibits. This is followed by archive colour film of steam-hauled iron ore trains being worked by class 97² tanks.

In Erzberg the ore wagons are seen being loaded, and then they depart behind a 97² with another of this class assisting at the rear. Further scenes show 97² locos on iron ore trains from the lineside.

Archive black & white film is then shown of these workings, with some scenes shot on the footplate and some scenes in the snow. In Präbichl a passenger service is seen and at Erzberg there are further scenes of wagons being loaded with iron ore. We also see railway staff changing brake blocks on these wagons. Colour film then shows of steam-hauled passenger services from the lineside.

Back to the present and we get a view from the cab of a 5081⁵ railbus with a full load of passengers, with more scenes from the lineside – 5081.562-0 and 5081.561-6 are the two vehicles used. At Erzberg the service is seen on arrival and its passengers disembark. We see the old, now disused, iron ore loading facility.

This is followed by archive film of iron ore trains being worked by 97² steam locos in the snow. Most workings seem to have one loco leading with another assisting at the rear. Later views also show ÖBB diesels performing banking duties. 97.217 is seen stabled at Vordernberg awaiting restoration. Preserved 97.210 is also seen working at the railway museum at Darmstadt-Kranichstein in Germany, while in the railway museum at Strasshof, east of Vienna, other preserved 97²s are seen, followed by colour film of ÖBB electrics.

We return to the Erzbergbahn today, with modern ÖBB electrics working the iron ore trains. Rh1063 electrics are seen shunting bogie hoppers. At Eisernerz a 1063 is seen departing with an iron ore train. A Cargo Serve Siemens Vectron sporting yellow & grey livery is seen departing on a similar working, and 'Taurus' Rh1216 from the same company is seen on another iron ore train.

The programme ends with scenes of a Vectron and a Taurus propelling a train of empty iron ore wagons to be loaded, after which the train is seen departing with these two locos leading.

Commentary, which is in German, is both clear and informative. There is a fair amount of background music, mainly during some archive scenes, but it is not too intrusive.

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

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



Preiser spring new items



Somewhat later than most manufacturers, Preiser have issued their Spring 2026 new items leaflet, which runs to eight pages.

It includes figures and accessories in HO, O, and II.

HO sets

track workers (6 figures)
postal delivery (5)
German police, summer uniform (6)
Asian free climbers (6)
female workers (4 + wheelbarrow)
journeymen 'auf der Walz' (5)
American truckers (5)
children with ladder (3)
Augustinian monks (3)
Augustinian nuns (3)
Wild West film set (35)



HO singles/pairs

railway wheeltapper
cutting roses
man starting lawnmower
man repairing lawnmower
man with angle grinder
man with hammer drill
workers on a break
collecting payment
American trucker and freight clerk
William Tell and son
Queen Elizabeth II and Prince Philip
King Charles III and Queen Camilla
Prince William and Princess Kate
Pope Leo XIV
'Marianne'

firemen's uniforms on racks
fire station lockers
Chinese restaurant detailing set
Greek restaurant detailing set

O 1:45

clown
Winston Churchill
Queen Elizabeth II and Prince Philip
King Charles III and Queen Camilla
Prince William and Princess Kate

II 1:22.5

Pope Leo XIV
St. Bernard dog

www.preiserfiguren.de

Preiser products are distributed in the UK by Gagemaster.

www.gagemasterretail.com

HO accessories

1896 Daimler 1.5 ton wagon
Mercedes Benz LAK2624 tipper lorry

Kaeserberg

train of the month July

Cisalpino ETR470, 5.88 MW, 455t, 475 seats, maximum speed 200km/h,

To improve rail services between Switzerland and Italy, in 1993 SBB and Trenitalia founded Cisalpino AG. After significant problems, the first of nine ETR470 tilting trains entered service in autumn 1996. Initially on the Simplon line, then on the Gotthard at the end of the year, and from 1998 onwards to Stuttgart. The nine-car trains were not a success. Initial teething problems were quickly followed by the effects of wear, resulting in frequent delays and

cancellations. The services were never financially successful and Cisalpino AG went out of business at the end of 2009. The ETR470s were due to be retired by 2014 but at Kaeserberg, 470 053-0 runs – reliably thanks to a Faulhaber motor – in its original livery, without the red front safety stripe from 2003.

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



New tram drive from Halling



Halling are now fitting their popular Üstra TW6000 tram models in HO with a new improved ALX coreless motor drive and a NEM651 socket for easy conversion to digital operation. (Halling recommend the ZIMO MN170N decoder for optimum performance.)

The ALX offers smooth running and whisper-quiet operation. The high-quality coreless motor also has a much longer lifespan.

For existing owners of Üstra models, there will soon be an attractive retro-fit option so that older vehicles can also benefit from the ALX drive.

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

Concrete coaling tower kit for Z

Archistories offer a kit for the Pennsylvania RR Redbank coaling tower.

It consists of a covered passage for delivering coal and a conveyor that runs up inside the building to a round storage container with a conical roof resting on a platform. Chutes attached below and to the side of this platform delivered coal into the loco tenders.

The kit (ref.04251) is made of high-quality coloured cardboard and 3D-printed parts. It does not require any additional colour treatment.

Dimensions: length 132mm, width 64mm, height 144mm.

www.americanzline.com



Bagnall 'Delta' 2-6-2T in OO9



Fourdees have announced the release of a kit for the Bagnall 'Delta' 2-6-2T.

This model started as a commission, and as there was increasing interest in additional copies for other customers, it decided to make it as a kit for general release.

The model is based on the 2'6" gauge 'Delta' class 2-6-2T locomotives built by W.G.Bagnall from 1914, first for Egypt and then for India. These were large machines and featured very long tanks which extended beyond the smokebox.

Those built for Egypt featured skirts to protect the motion against sand, which could be a future model.

One of the class, AK16, was preserved as part of Collection X.

The available original drawings were not used in making the model but the shape and style captures the character. The model has the same general proportions but has had minor some changes from the prototype in order to fit on a Graham Farish 08 chassis.

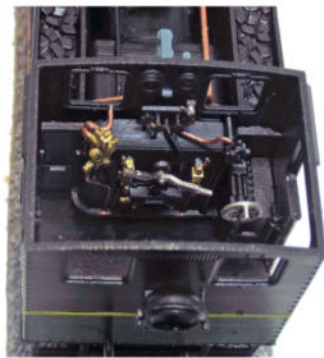
The model retains key features of similar Indian locos, with shutters beside the cab doors, turbo generator, double skin roof, and smokebox star.

The kit has all the parts required to convert a donor chassis to include valve gear, with the body in several large components for ease of painting.

Note this is a large model and should not be operated on curves less than 12" radius

The first batch of kits is now available, priced at £89.99.

<https://fourdees.co.uk>



American Z Line latest releases



The General Electric AC4400CW is offered with three Union Pacific numbers: #7232, #7243, and #7244.

The models come DCC ready and feature the AZL 7mm diameter motor, dual flywheels, prototype specific details, separately applied grab irons, directionally controlled LED lighting, ditch lights, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch couplers™.



There are two new Rock Island (CRIP) numbers for the EMD F7A – #100 and #115. The models feature prototype specific details and metal stirrups. They are DCC ready and have the AZL 7mm



diameter motor, dual flywheels, directionally controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.

The General Motors – Electro-Motive Division SD60M is available for CP with three road numbers – #6258, #6259, and #6262.

The models include separately applied grab irons, directionally controlled LED lighting, blackened metal wheels, traction tyres, AutoLatch™ couplers, pre-installed front pilots/plows, and an optional truck with coupler.



Atlantic Coast Line is the new identity for the GM-EMD FP7, with two numbers (#871 and #880).

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

The General Motors – Electro-Motive Division GP30 is available as Seaboard System numbers #1376 and #1391.

This latest run is DCC ready and features the AZL 7mm diameter motor, dual flywheels, upgraded p.c.b., directionally controlled LED lighting, prototype specific details, pre-installed pilot, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers.



The Trinity RAF 53' spine cars are available with FedEx Freight 53' trailers as a set of five lettered for TTAX (old logo). The cars are metal with both etched metal and plastic added details. They are articulated and ride on modified AZL 90001 roller bearing trucks. The trailers feature wheels that turn, with the ability to reposition the wheels.

The car sets come with various add-on and optional parts – five trailer hitches (up position); five trailer hitches (down position); five sets of four container hole adaptors (for when a container is on the car); five sets of four container posts (for when a container is not on the car); and five trailer legs retracted (for when the trailer is on the tractor) which can be swapped with the lowered legs installed on the trailer.



Note some assembly is required. It is recommended that the trailers are secured to the cars.

www.americanzline.com

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

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

E-mail: clubs@railwaymodeller.co.uk

Saturday 20 June

BANSTEAD, Surrey

Organiser:

North Downs Model Railway Circle.

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

Open: 1000-1700

Admission: adults £6.00, senior/disabled £5.00, under 16s £3.00, families (2+2) £12.00.

Proceeds to 3rd Banstead Scout Group.

Amenities: free parking; refreshments.

Features: 21 layouts, including *Sankt Martin* (German DB HO) and *Potomac Street* (US B&O HO). Trade.

Contact: Stuart Robinson, 07758 458827.

E-mail: stuart.robinson27@ntlworld.com

Website: www.ndmrc.info

Saturday 20 June

EASTBOURNE, East Sussex

Organiser: Pevensey Bay MRC.

Venue: Victoria Baptist Church Hall, Eldon Road, Eastbourne, East Sussex, BN21 1UE.

Open: 1000-1600

Admission: adults £7.00, children (over 5) £1.00, family (2+2) £14.00.

Amenities: Stagecoach bus No.1A runs nearby on Eldon Road. Large car park; wheelchair accessible; refreshments.

Features: layouts include *Brunswick* (German N, CM August 2023), *Hockenbaum* (German Nm), *Sonne, See, und Schmalspur* (German HOe, CM September 2004), and *Caravanserai* (Egyptian 009, coming in CM).

E-mail: PevenseyBayMRC@gmail.com

Website: www.pbmrc.club

Saturday 20 & Sunday 21 June

BUXTON, Derbyshire

Organiser: Railex Buxton.

Venue: Buxton Pavilion Gardens, St. John's Road, Buxton, Derbyshire, SK17 6BE.

Open: Saturday 0930-1700

Sunday 0930-1630

Admission: variable entry periods – tickets priced from £7.50. See website for details. Entry valid for the day of purchase only, not transferable. Children must be under supervision at all times. Unaccompanied 13-18 year-olds can enter at the discretion of the door staff but no large groups. Full colour A4 guide £2.50.

Amenities: on-site pay & display parking accessed from Burlington Road (£5.40 all day) or at nearby railway station and Palace Hotel. Disabled parking free at venue. A few exhibits on a stage accessed only by steps. Cafés, restaurant.

Features: over 30 layouts including *Sakura Cherry Blossom* (Japanese N), *Fort Whiting* (colonial 009, CM March 2021), *Kaninchenbau* (alpine HOe, CM February 2022), *Megantic* (US On2, CM October 2023), *Karolina Falls* (US On30, CM September 2014), and *Purgatory Peak* (US On30, CM November 2011). Demonstrations, societies, trade.

E-mail: mbhenshaw1967@gmail.com

Website: www.railexbuxton.co.uk



Saturday 27 June

RYTON-ON-DUNSMORE, Warwickshire

COVRAIL26

Organiser: Thunderbolt Models and Model Railway Events Ltd.

Venue: Sports Connexion, Leamington Road, Ryton-on-Dunsmore, Coventry, CV8 3FL.

(What3words - burglars.cherubs.truffles)

Open: 1030-1630

Admission: adults – early online booking £7.00 (via early bird booking button on website), on the day £8.00; students 8-17 £2.00; veterans & serving armed forces personnel with ID free. Proceeds go to charity Help for Heroes.

Amenities: for road directions to venue see <https://api.warwickshire.gov.uk/documents/WCCC-764-191>. Free parking but limited designated disabled parking. There is a bus stop outside on the Coventry to Rugby bus route (for details use QR code on website). Venue has good access and air conditioning. Support animals welcome. Refreshments.

Features: 48 layouts, including *Ysuru no Michi* (N), *Small Town USA* (HO N3), *Big Pine* (US HO), *Central Alonzo* (Cuban HO, CM September 2023), *Snowy River Railroad* (On30), *Schnapsidee* (O), and *Wuppertal* (G). Demonstrations, societies, trade.

Contact: Thunderbolt Models, 07851 731629.

E-mail: eventsmanager@modelrailwayevents.com

Website: www.modelrailwayevents.com

Saturday 27 June

STEVENTON, Oxfordshire

Organiser: Oxfordshire Narrow Gauge Modellers.

Venue: Steventon Village Hall, The Green, Steventon, OX13 6RR.

Open: 1000-1600

Admission: adults £7.00, accompanied children free.

Amenities: 5 minutes by car from the A34. Free parking. Step-free access. 15 minutes by bus from Didcot Parkway railway station. Refreshments.

Features: 13 narrow gauge layouts plus 4 trade stands, including OO9 Society sales. Demonstrations.

Contact: Tim Crockford.

E-mail: ng.steventon@gmail.com

Website: www.oxngm.org.uk

Saturday 27 & Sunday 28 June

PERTH, Perth & Kinross

Organiser: Perth MRG.

Venue: Dewars Centre, Glover Street, Perth, PH2 0TH.

Open: Saturday 1000-1700

Sunday 1000-1630

Admission: adults £10.00, children £3.00, adult weekend £12.00. Advance tickets available via website allowing 0930 entry.

Amenities: on-site parking. Venue is adjacent to Perth station and close to the bus station. Park & ride at Perth Broxden which is also a hub for buses connecting the major Scottish cities. Catering and bar.

Features: 32 layouts in many scales and gauges including *Nazareth Portland Cement* (US N, CM June 2026, above), *Salzburg MT* (US N), *Seething, Illinois* (US HO), and *Hamtramck MI* (US HO). Demonstrations, specialist societies, trade.

Contact: 07588 754959.

E-mail: stanmoug@gmail.com

Website: www.smet.org.uk/show/

Saturday 4 & Sunday 5 July

SWINDON, Wiltshire

BeyondSTEAM

A celebration of

contemporary railway modelling

Organiser: Beyond Exhibitions.

Venue: Great Western Hall, STEAM – The Museum of the GWR, Swindon, SN2 2EY.

Open: 1000-1630 both days.

Admission: adults £10.00, accompanied children free.

Visitors entitled to 10% off entry to STEAM.

Amenities: by road, from M4 J16 follow brown signs for 'Designer Outlet' and 'M' (for museum). Car parking is available at the Swindon Designer Outlet and it is recommended to use the North Car Park – postcode SN2 2AQ. If arriving by rail, from Swindon railway station, turn right and follow the pedestrian path until you come to the GWR tunnel on the right and follow the signpost for STEAM. Swindon Stagecoach bus Nos. 1, 1A, 5, 10, 19, 22, 53, 54 & 55 stop close to STEAM. Disabled access. Café.

Features: layouts include *Beijiao* (Chinese HO). Societies, trade.

E-mail: chris@beyondsteam.com

Website: www.beyondsteam.com

Saturday 11 & Sunday 12 July

EXETER, Devon

Organiser: Exe MRS.

Venue: Matford Livestock Centre, Matford Park Road, Marsh Barton, Exeter, EX2 8FD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, accompanied children free.

Amenities: venue is close to Matford Park & Ride, which is well signposted. The Livestock Centre itself has free parking and is level with disabled access. Restaurant/café.

Features: over 40 layouts, including *Kleine Albul* (Swiss HOm, CM May 2024), *Bahnbetriebswerk Dögelshausen* (German HO, CM March 2016), *Gleisbau Bitterfeld* (German HO, CM January 2023), and *Port Dominic & Nucor Steel* (HO). Demonstrations, societies, trade.

Contact: 07775 765716.

E-mail: train@exemrs.co.uk

Website: www.exemrs.co.uk

Thursday 16 July

BEER, Devon

Peco factory tours

Organiser: Peco Model Railways.

Venue: Peco, Underleys, Beer, near Seaton, Devon, EX12 3NA.

Cost: Silver Experience 0915-1200 £40.00 per person.

Gold Experience 0915-1500

£65.00 per person;

£120.00 for two booking together.

Amenities: free parking. Visitors must be over the age of 10 and, as this is a working factory, they must wear closed shoes. Note also that this tour involves walking around the site, with flights of stairs and standing for long periods.

Features: after meeting a tour leader in the 'Golden Arrow' Pullman car *Orion* for refreshments and a safety briefing, join a two-hour behind-the-scenes experience. From raw materials to finished products, see where model railway track, wagons, and accessories have been rolling off the production line for the last 80 years. You will watch track components being assembled, learn about the different machines used, and see the finished products being packaged, ready for shipping around the world.

For the Gold Experience, refreshments will be provided throughout the day, including a light lunch served in *Orion*, followed by a 30-minute Q&A session with a member of the Peco management team. There will then be an opportunity to get 'hands-on' making a souvenir limited edition 009 wagon to take home. Finally, there will be the opportunity to visit the Peco model railway exhibition and shop, and take advantage of a 10% discount.

Website: www.peco-uk.com

E-mail: tina.bishop@peco.co

Thursday 30 July

Silver Experience Peco factory tour

Gold Experience Peco factory tour

Details as for Thursday 16 July.



Coming next month

out 16th July



Saturday 18 & Sunday 19 July BEER, Devon

Beer Heights Light Railway gala

Organiser: Pecora.

Venue: Pecorama, Underleys, Beer, Seaton, Devon, EX12 3NA.

Open: both days 1000-1700

Admission: advance tickets – adults £27.50, U3s free, dogs welcome at £2.00 each. Card payments only – book via www.pecorama.co.uk

Amenities: free parking. Ticket includes access to the gardens with fine views over Beer village, Lyme Bay and the Jurassic Coast World Heritage Site, as well as former 'Golden Arrow' Pullman car *Orion* and an opportunity to play mini golf. Note site is steep in places. Refreshments.

Features: second of three gala events with rides on the 7¼" gauge BHLR, which with its mile-long fully signalled route through the Mediterranean-style gardens is one of the finest lines of that gauge in the UK. Model railway exhibition with many layouts in a variety of scales and gauges showing how model railways can be achieved in home and garden settings. The ticket also gives a 10% discount in the well-stocked model shop.

Contact: 01297 21542.

Website:

www.pecorama.co.uk/blogs/events

Saturday 18 & Sunday 19 July CHATHAM

Organiser: Chatham & District MRC.

Venue: The Historic Dockyard, Chatham, ME4 4TZ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: £11.00 on the day, £10.00 in advance, also allowing early entry at 9.30.

Accompanied children (under 16) free.

Amenities: Follow the brown anchor sign from the A2/M2. Paid parking at the Historic Dockyard Chatham and at the adjacent Dockside Outlet Centre. Catering.

Features: layouts include *Japan in Bloom* (N), *Filisur RhB* (Swiss N), *Sölden* (Austrian HOe, CM June 2007), *Gresten* (Austrian HOe, CM September 2012), *Kaninchenbau* (alpine HOe, CM February 2022), *Kamiack Falls* (US HO, CM April and July 2022), *Gammar Silo Rotatory* (On30), *Johannesdorf Tirolerbahnen* (Austrian Oe, CM November 2007), and *Blindheim* (German O, CM November 2023 and November 2024). Demonstrations, societies, trade.

E-mail: info@chatham.show

Website:

www.chatham-mrc.co.uk/exhibition

Saturday 25 July LONDON

Annual General Meeting and Summer Meet

Organiser: Italian Railways Society.

Venue: The Model Railway Club, Keen House, 4, Calshot Street, London, N1 9DA.

Open: 1000-1630

Admission: £4.00.

Non-members welcome.

Amenities: café and bar.

Features: photo and film show; Society sales; bring & buy stall; MRC test tracks (N, HO_{N3}, HO_m/TT, HO/OO, S, O). Prizes for longest scale coach formation or freight train, and earliest motive power. Also for furthest distance travelled, longest journey time, and most 'legs' in the journey.

Website: <https://helenamoretti.wixsite.com/italianrailsociety>

Saturday 25 July HITCHIN, Hertfordshire

Organiser: Letchworth MRS.

Venue: The Priory School, Bedford Road, Hitchin, SG5 2UR.

Open: 1000-1630

Admission: adults £5.00, accompanied under 16s free with two paying adults.

Amenities: free parking. Refreshments.

Features: more than 18 layouts, including *Donnersbachkogel* (Austrian HO & HOe, CM May 2026, above) and *Rock Ridge* (US HO). Trade.

Website: www.lethworthmrs.org.uk

Sunday 26 July THIRSK, North Yorkshire

Organiser:

Thirsk Model Railway Show Committee.

Venue: Thirsk and Sowerby Town Hall, Westgate, Thirsk, YO7 1QR.

Open: 1000-1600

Admission: adults £5.00, accompanied children free. Cash only on the door. Raising funds for Yorkshire Air Ambulance.

Amenities: free parking, although space is limited. Alternative parking available in the nearby Market Place and local car parks, where parking is also free. Unfortunately, part of the exhibition will be on the first floor and there is currently no wheelchair access. Refreshments.

Features: 15 layouts, including: *Saint-Agur* (French HO, CM September 2025), *Harrachov cz* (Czech HO), and *Americana* (US HO). Demonstrations, including weathering rolling stock. Display by members of a new modular approach to layout building. Trade.

Contact: 07779 436652

or use contact form on website.

Website: www.expo-thirsk.co.uk

• Compton Valley Railroad

The realisation of a childhood dream – Max Sexton describes his garden railway, which grew to exploit the potential of a long, narrow, and far from flat plot.

• Beyenburg 2.0

Ten years after his exhibition layout was featured in CM, Tjorben Fleckner explains how it has been incorporated into a large permanent home layout.

• Ker-Angelina foundry

Forging hot steel and shunting – Michael Roux presents his new O gauge layout which is based on a factory in Vannes, Brittany, which closed in 1964.

• Bastogne

Phil Colton reports how his Belgian HO exhibition layout evolved and was modified to be a continuous run – and why it has now been retired.

• Caravanseraï

A market by an inlet of the Nile – Chris O'Donoghue created an unusual OO9 scene on a spare baseboard.

... and much more!

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Retailers Announcements

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

CANADA and USA. Narrow Gauge Model Railway Supply Canada (ngmrsc.ca) for HOn30, HOn3 and HOm, Standard Gauge Model Railway Supply Canada (sgmrsc.ca) for HO, and DCC Supply Canada (dccsc.ca) for EX-DCC kit.

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk
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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: pcull123@gmail.com*

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CM Classified Advertisement Order Form — last date for receiving copy for October 2026 issue is 8th August 2026

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Tick if a box number is required ☐

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

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone 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.

Please email your advert to: classifieds@peco.co

Alternatively send this completed form with your contact details for payment to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

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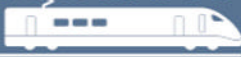
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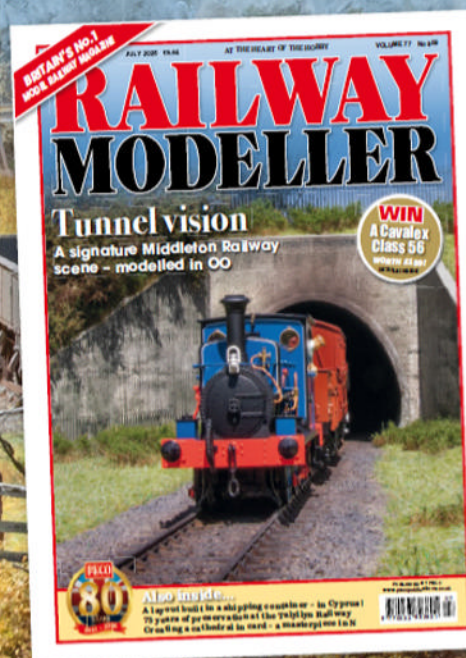
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