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US G1

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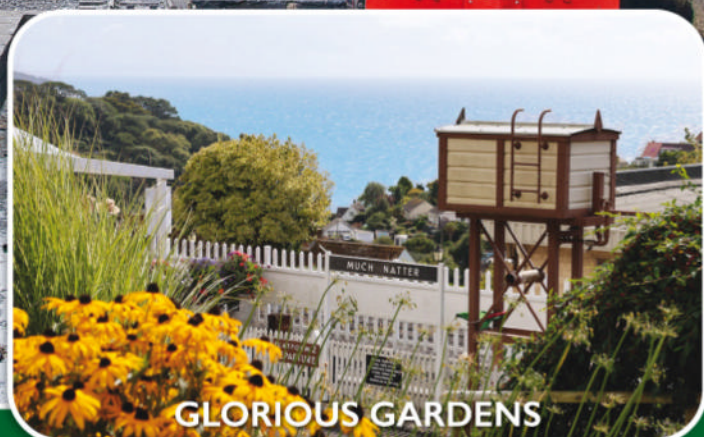
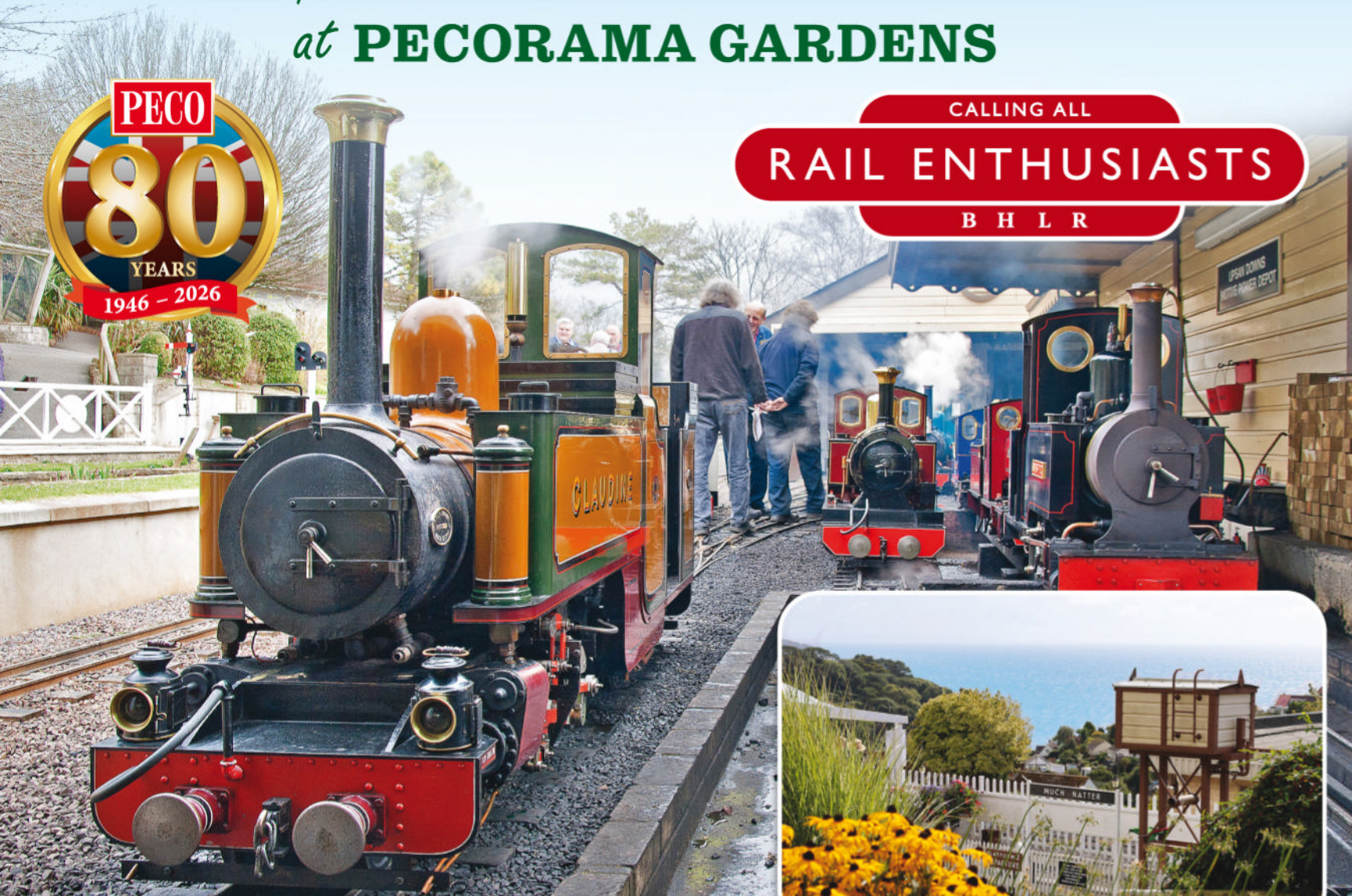
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CONTINENTAL MODELLER

August 2026

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RAILWAY MODELLER

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



Cover

A scene on the Compton Valley RailRoad –
Gauge 1 in the garden, by Max Sexton.

Photo: editor.

Modeltrains Expo at TrainWorld

TrainWorld (the Belgian national railway museum) is staging a unique exhibition in association with *Modelspoor Magazine* which should enchant visitors of all ages.

TrainWorld is located at Schaarbeek station, Prinses Elisabethplein 5, B-1030 Brussels.

Unlike a usual exhibition of two or three days, this event runs from Tuesday 18th to Sunday 30th August; the museum is open from 10.00am to 5.00pm.

During the first weekend (22nd and 23rd August) in the central hall there will be demonstrations and workshops. To promote the hobby, young visitors will be able to build plastic kits or a small diorama.

During the second weekend (29th and 30th August), some traders will be present. Naturally the focus is on Belgian models, so expect to find Treinshop Olaerts, TrainServiceDanckaert, and Rocky Rail as well as displays from the local representatives of Roco/Fleischmann and Märklin. Other traders will include HST Verhaegen, Chez Dominique, and Le bout au Train.

There will also be a display of historic and modern rolling stock in the grounds of TrainWorld and along the platform in Schaarbeek.

Admission: adults €15.00; children 0–4 years free, 4–5 years €5.00, 16–17 years €11.00; family €45.00 (2 adults + max. 3 children). The price includes entry to the entire museum. The museum advises visitors to allow two hours for a standard visit, but in our experience you could be there much longer, quite apart from the model show!

The exhibition features more than twenty layouts in scales from Z to Gauge 1, including:

Hasselt 2002 Ivo Schraepen CM November 2016

Oostende 2005 MSKK

Halte Royale d'Ardennes Rudy Altenhoven CM February 2026

Sourbrodt MSC Het Spoor

Chosette Johan van Balberghe CM May 2025

Carolo Metal Rik Martens

De blauwe steen MOBOV

Houyet De Dwarsliggers CM September 2024

Hamsart MSC De Kempen CM December 2020

Sehr am Uzant Alan Jockmans CM March 2026

Frietkot + Infrastructuur De Pijl

Belsteco Hans Baeck

Carbel + Buda Brug MSC Het Spoor

Ghistel 1942 Marc de Saever CM December 2019

Edeghem 1925 MTD

Module Modave Sébastien Hubert

Chertal Bridge Jean René Lejeune

Chaleux Luc de Martelaer CM October 2025

Réseau Blanc RMM

De locloods Jean Verbist

Zolder Baanwachtershuisje Minimaforma

During the week the layouts will be visible but protected by plastic screens; they will be fully operating at the weekends.

This is a superb selection of quality layouts – museum standard, you could say!

As noted, several have already been featured in CM; several others are pending.

For more information – www.trainworld.be www.modelspoor magazine.be

CONTINENTAL MODELLER

August 2026

Volume 48

Number 8

Contents



518 COMPTON VALLEY RR – RAILWAY OF THE MONTH

The realisation of a childhood dream –
Max Sexton describes his Gauge 1 garden railroad.

528 BEYENBURG 2.0 – PLAN OF THE MONTH

Ten years after his German N gauge exhibition layout
was featured in CM, Tjorben Fleckner introduces
the first stages of his extensive home installation.

540 ST.AGNÈS

A touch of nostalgia – Gilbert Gribi presents
his latest portable French Oe layout.





552 BASTOGNE EXTENDED

Phil Colton reports developments to his Belgian HO layout, which has been converted into a continuous run.

560 CARAVANSERAI

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

568 KER-ANGELINA FOUNDRY

Forging hot steel and shunting – Michael Roux shows how O gauge can work successfully in a compact space.

578 PRODUCT REVIEWS

584 BOOK REVIEWS

588 NEWS

590 EXHIBITION DIARY



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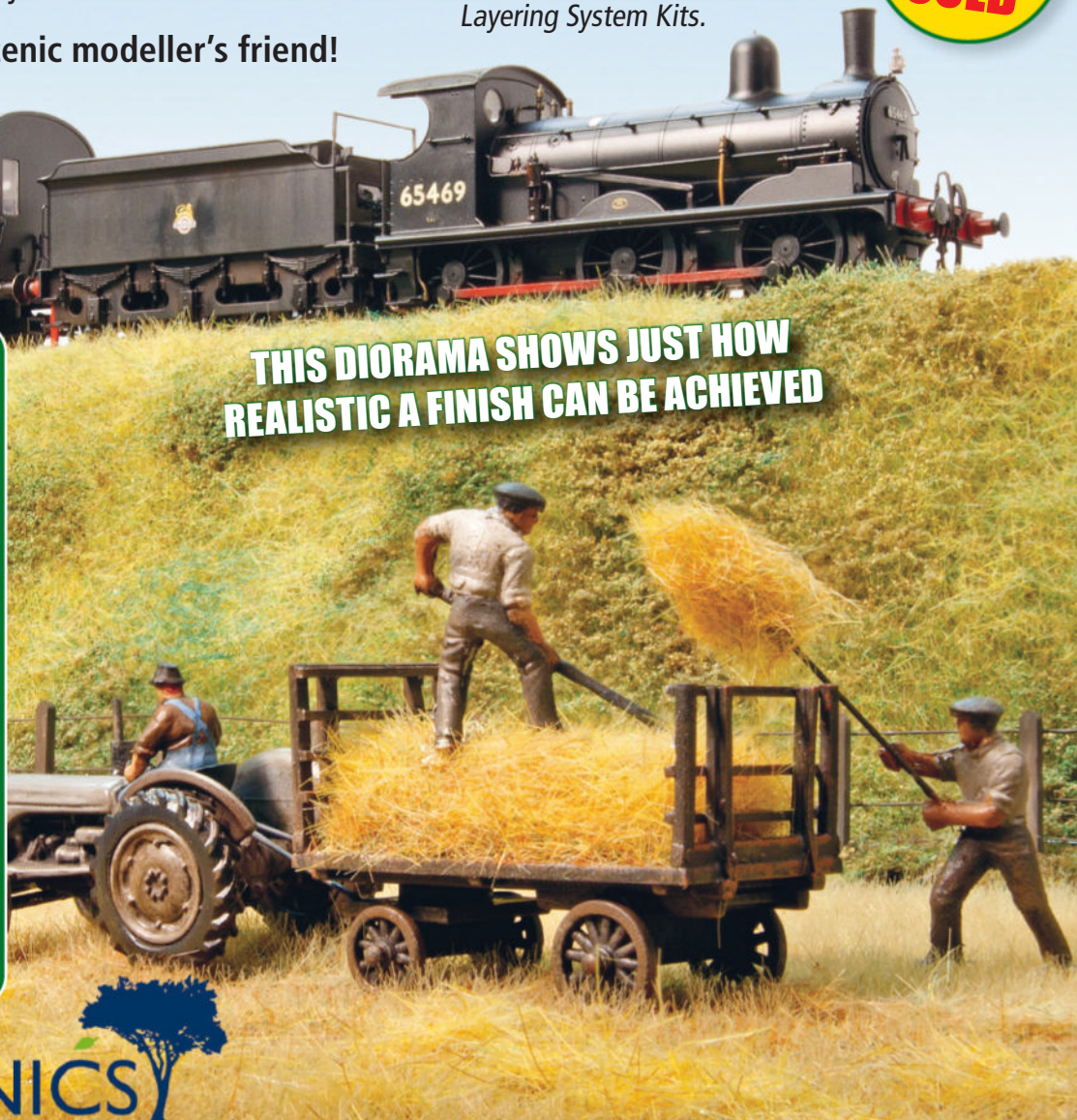
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Photo shows a scene on the stunning German dual gauge HO/H0e exhibition layout *Lottenbirge*, created by Mark Dale. As seen in Continental Modeller February 2026.



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Santa Maria which is set on the Rhätische Bahn &
modelled by Dan Spalding (CM September 2025).

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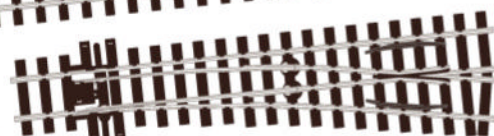
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517

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

Photographs by the editor.

Compton Valley Railroad

The realisation of a childhood dream

It was 1964 and a little lad was playing in the garden with some track on the grass, pushing wagons up and down. A seed was sown ...

Fast forward to today. Those far-off fun-filled summer days had never left me, and so when I had the chance a garden railway was born. But beware, prospective garden railroaders – it is addictive!

The simple 'oval' of track morphed into a garden railway where plans constantly changed, with moments of head scratching and uncontrollable chuckling to myself over a cuppa on just where I was going with all this. Above all, it

has been great fun getting my hands dirty, being out in the open air learning, with 15 hour shifts! It has been absolutely marvellous, and if my example inspires you – well, just have a go.

Construction methods are, let us be honest, physically active: moving bags of cement, mixing, digging post holes. It is all very rewarding and there is no rush. Take time, unless you have a skilled workforce to call on. You will have the satisfaction on the day that it is completed. However big or small, it will certainly complement your garden. Be it a blank canvas or a mature garden, there is always room for trains.

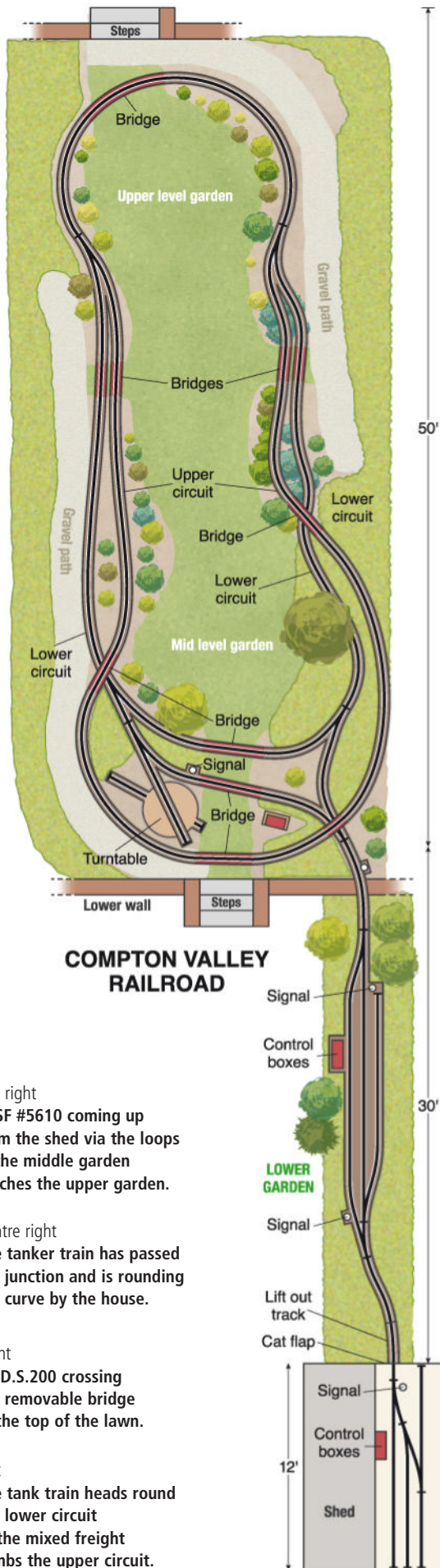
Right
ATSF GM-EMD SD45 #5610
heads a train of tank cars
along the east side
of the main upper garden.

Below
UP GE U25B #629
brings a mixed consist
past the junction of the
upper and lower circuits
on the west side
of the upper garden.









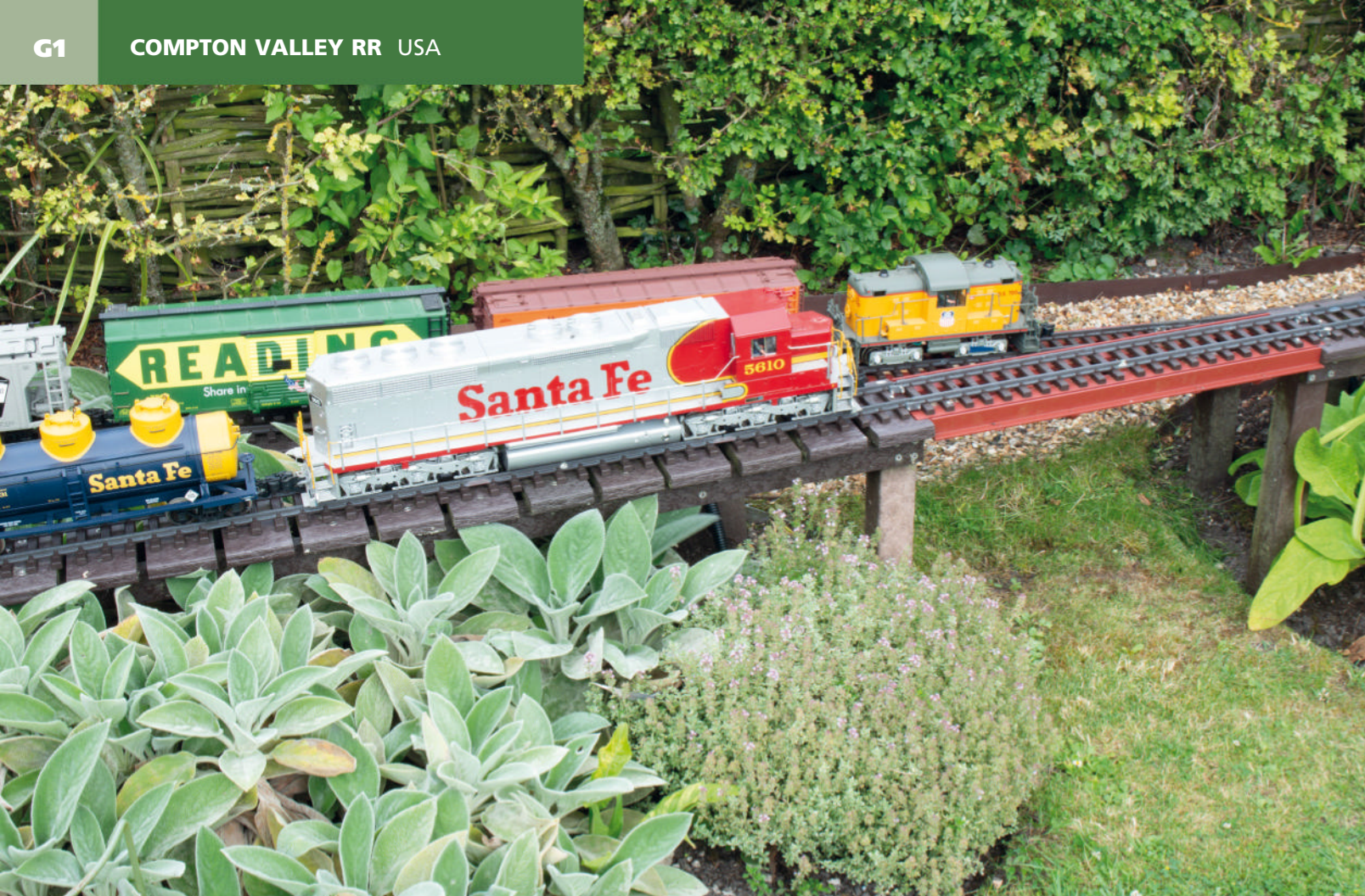
Top right
 ATSF #5610 coming up from the shed via the loops in the middle garden reaches the upper garden.

Centre right
 The tanker train has passed the junction and is rounding the curve by the house.

Right
 UP D.S.200 crossing the removable bridge at the top of the lawn.

Left
 The tank train heads round the lower circuit as the mixed freight climbs the upper circuit.





Above
Trains on both circuits
on the east side of the lawn.

Below
The crossing of the
upper and lower circuits.

Materials and tools

Before starting, earthworks, diggers, boring machines are not needed. Simple tools (I am a simple bloke) are all you need. If you have not got them already, essentials are: one handed clamps, pilot/wood drills, spirit level, set square, battery-powered drill, electric screwdriver, post hole digger, tape measure, hammer, bradawl, magnetic dish, saws, iron bar, sense of humour, and mug of tea. This is not an exhaustive list, and other prospective garden railroaders will have other handy tools.

As to materials, do not underestimate this part of the business. You will always need more – at least double what you think you need. If anything is left over, you will probably need it again.

Materials needed: post hole cement, stainless steel screws, recycled plastic posts, planks and runners and plastic conduit for the wiring.

The construction method I used is called the ladder system. Flexible runners with spacers in between the runners, the posts also, topped off with small planks, all screwed together. This makes for a strong but lightweight platform for your trains to run on. Curves and height can be easily planned as the system is very flexible. The recycled plastic can be cut and screwed just like wood. The only thing I would say is to pick up the swarf as you go along, as it does not rot, so a vacuum cleaner is handy.

Before starting, employ a qualified electrician for mains power and lighting in your shed, den, signal cabin, whatever. This will allow you to connect up the transformers for your railway electrics – control boxes, point motors, signals, and lights. In my case these are all from LGB. Wiring is very straightforward – all colour coded, all good quality for using outdoors.

The yard lamps are by Pola which I found on line – again, good quality and robust for outside use.

Wiring for the points and signals is all run in black plastic conduit, with some being flexible, with T pieces and corners used where needed. The conduit was then attached to the underside of the ladder system using the conduit clips.

As I have senior moments now and again, I used a tape machine for labelling what goes where and also to keep it simple, keeping in mind that this is all still fun!





Above
The joys of independent radio control – three trains ultimately converging on the same location!
Note the roof of the shed – at a much lower level – in the background on the left.



Above
UP D.S.200 makes its way around the lower circuit at the triangular junction at the lower end of the lawn. The bridges can be lifted out for lawn mowing, etc.

Below
ATSF #5610 on the high level. Note the turntable under the bridge on the left and the point controls on a pole on the right.

Permanent way

All the track is LGB (code 338) – strong and weatherproof. Laying the sectional track onto the planks is straightforward – I used small stainless steel screws, drilling a pilot hole first (a must for everything else as well) approximately two or three per section, using the existing holes in the sleepers.

The curves are nearly all radius 5 with some radius 3, plus a small amount of flexible track, mainly on the curved bridge.

For ease of maintenance, all the points have split-jaw clamps fitted on each rail so they can be lifted out without disturbing the other track sections. Bridges have a lift out type. I have also used clamps at various locations, in case I

have to lift a section of track, perhaps for a new siding, etc.

Expansion gaps are a must. Each track section laid has a small gap – in fact, when using the split-jaw clamps between railheads, this is just about right. I have had no issues with buckling track in the high temperature summers we have had recently, and all my track is in full sun the whole day. (Pimm's, anyone?)

Track cleaning, especially at the start of a new railroading year, is simply warm water with small amount of liquid soap, stiff bristle brush, elbow grease, and my old friend the vacuum cleaner, followed by a run over with a track rubbing block. Sparkling.

Turntable

This is where I completely morphed into a railway magnate – the garden equivalent of railway mania. I thought a turntable should be simple enough, so I sourced a 'lazy Susan', importantly with stainless steel ball bearings the size of a wagon wheel, dug a pit, made a frame, had the table, metal plate, and handle welded together by a blacksmith, and bolted the turntable (lazy Susan) to the frame. The pit was then refilled – job done!

As an aside, a wye would have been simpler!

Locomotives and rolling stock

All locos and stock are by Aristocraft, except for two cabooses from USA Trains. When I started Aristocraft was still in business. They were not the cheapest, but not the dearest either – good all round for the pocket. Sadly, they are now out of business, but the good news is that shops





Above
UP #629 climbing
the upper circuit.

Left
UP D.S. 200 has taken
the line to the shed.

Below left
A turntable was added
in the bottom corner
of the upper garden
linked to the lower line.

Below
Point controls on a stand
by the triangular junction.





Above
Trains on both upper and lower circuits –
one will have to be held
when they reach the junction on the far side.
The line in the foreground links to the shed
through the middle garden.



with new and used stock can be found on line, so I stuck with the brand. There are other G/Gauge 1 manufacturers – LGB, USA Trains, Bachmann, among others.

The locos are all fitted with the dark arts of radio control – you flick a switch on the loco and the switch on the hand-held box of tricks, and away you go, with horns, bells, and the sound of a big diesel engine.

Conclusion

A word to all those budding garden railroaders: a garden railway will keep you smiling – it is what you want to make of it. You learn new skills as you go along – there are no hard and fast rules, so do not be afraid to make mistakes, as you will find your own way of doing things.

The best thing is running a long consist of wagons behind a loco – what's not to like? It makes all the time, effort, and headscratching moments worthwhile. Most of all, just enjoy.

Acknowledgements

As with everything, there is a good bunch of people who have helped produce the *Compton Valley Railroad*. In no particular order – Garden Railway Specialists, a mecca for all garden railway products; MVL Bridges, by far the best bridges, engineering at its finest; Filcris, for all your plastic needs; Metal Dreams, all you need in the metalwork world; Fossworks, the 'go-to' team for radio control; Split-Jaw (USA), clamps and more. All these helpful companies I can thoroughly recommend.

And playing the starring role, co-owner Heather.

A big, big thank you to you all.

Above left
Looking down over the middle garden to the shed.

Above right
Looking back up the middle loops to the upper garden.

Right
The view up the line from the shed.

Below
The interior of the shed with the storage sidings on a shelf on the right.



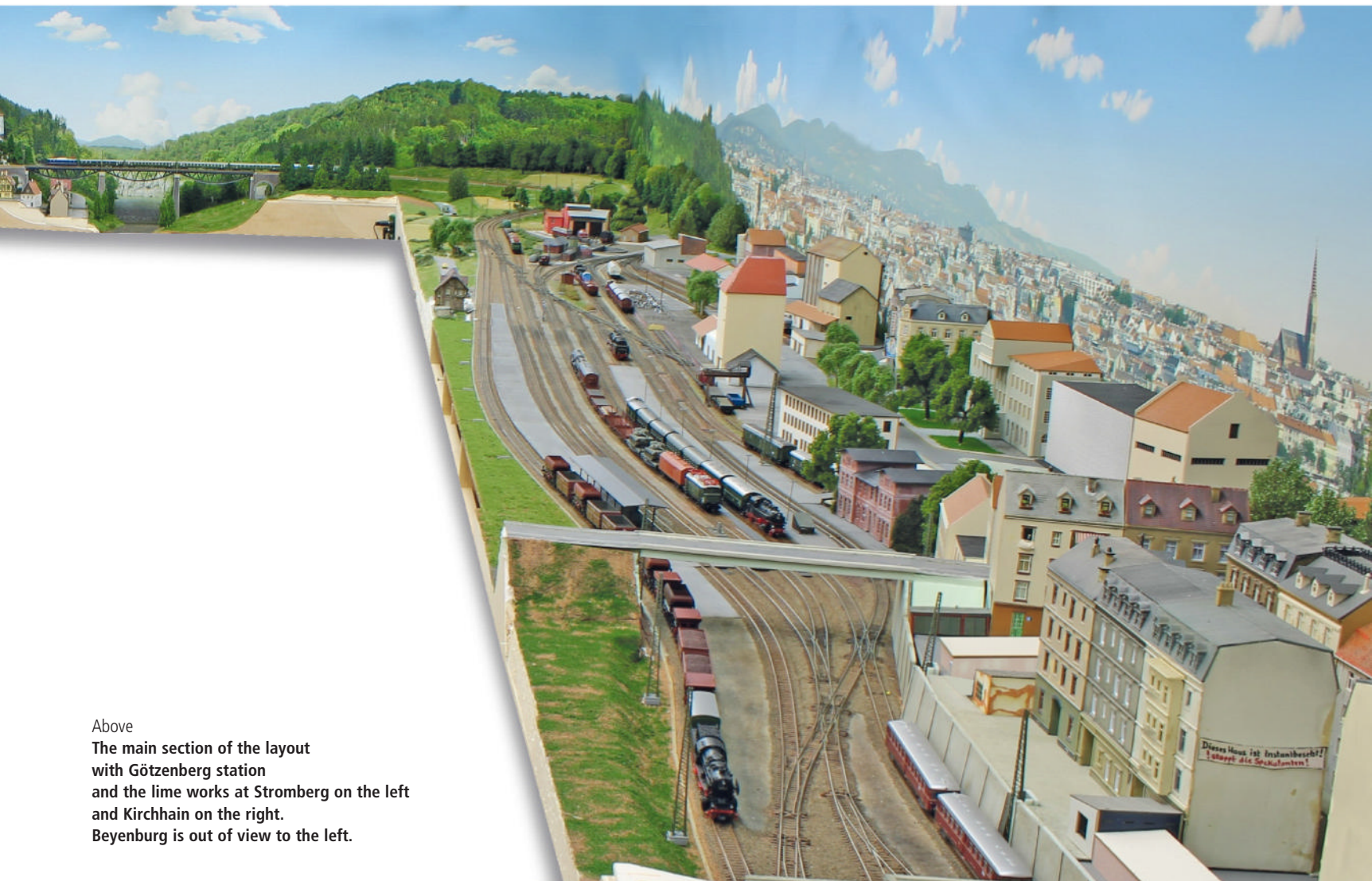


Exactly ten years after his portable exhibition layout *Beyenburg* was featured in CM, **Tjorben Fleckner** introduces the first stages of his extensive home layout.
Photographs by the author.

Beyenburg 2.0 and Stromberg

A cross-country line in West Germany





Above
The main section of the layout with Götzenberg station and the lime works at Stromberg on the left and Kirchhain on the right. Beyenburg is out of view to the left.

In the August 2016 issue of *CONTINENTAL MODELLER* there was an article about my exhibition layout *Beyenburg*. This small N gauge layout was shown to a model railway audience for the first time at the OntraXS! exhibition in Utrecht in March in 2016. The plan was then to integrate the station into a permanent home layout. After ten years, it is a good time to take a look at the development of the station and the new layout concept, as much has happened in that time.

Beyenburg has indeed since been successfully integrated into the *Kirchhain* layout. The station of that name is the centrepiece of the layout. It is located on the Main – Weser line between Kassel and Frankfurt, set in 1968. It is based on the real track plan but has been implemented with some compromises and operational optimisations. In addition to the double track main line, two single track branch lines converge in Kirchhain. One of these leads to Beyenburg. While the station was the terminus of a small tourist town before 2016, its function has changed over time. It is now a transfer station where trains of the Deutsche Bundesbahn meet the fictional Beyenburg Light Railway (BKB). There is a lively exchange of freight trains between the two railway companies. The BKB operates two lines from Beyenburg. One of these lines leads to Stromberg with its large lime works.

This article will focus primarily on this line, as the main line and Kirchhain sections are still under construction. I hope to be able to present the main line in a future issue.

Left
On its way to Beyenburg, the lime hopper train crosses the large bridge and passes a tourist charter train operated by Scharnow Reisen (Hobbytrain).

Below
In Kirchhain, the lime train must wait before continuing its journey on the branch. While waiting, it is overtaken by an ETA176 battery electric railcar (Hobbytrain).





Right
The BR89 0-6-0T (Minitrix)
has gone to the shed to take water.

Below right
There is very little local traffic in Beyenburg.
The V100 (Fleischmann) is waiting for the lime train
to arrive before departing for Kirchhain.

Beyenburg

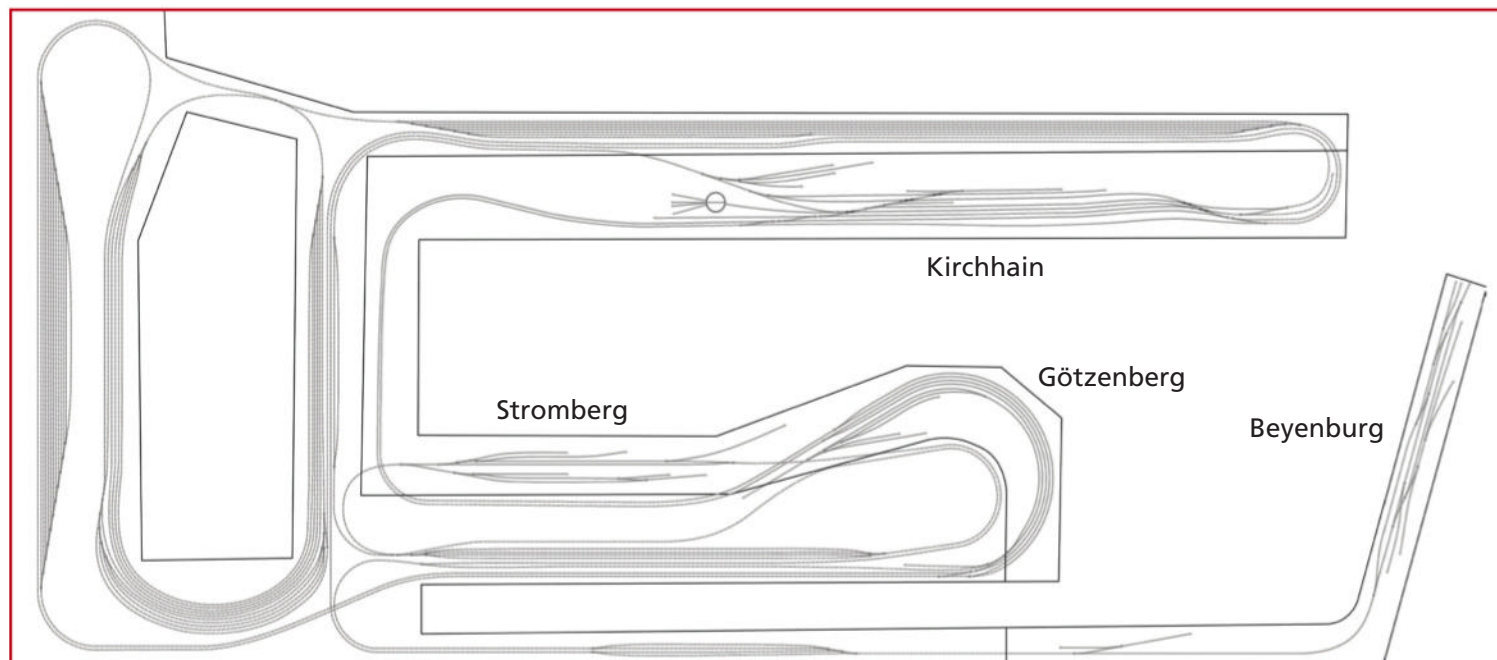
Beyenburg, measuring 250cm x 40cm, features several sidings for varied shunting operations. In addition to classic elements like the locomotive depot, the Raiffeisen cooperative, and the beet loading facility, the Karl W. Berger oil refinery is located at the station.

It is now connected to the main layout where the fiddle yard was previously located for exhibitions.

Special features include servo-controlled factory and engine shed doors and a rotating coal excavator. The original scratchbuilt excavator has since been replaced by a Lemke Minis model.

Despite its small size, the layout offers a great deal of variety. However, the appeal of visiting further exhibitions with the layout was relatively low, and the station was to be integrated into the existing home layout which occupied 18m² of floor space. Its central location in the room, however, took up considerable space and severely restricted the operator's freedom of movement. Therefore, the use of *Beyenburg* was reconsidered and the segments were initially put into storage while the focus shifted to building the then-smaller *Kirchhain* home layout.

In 2020, a move meant I now had 70m² of space available for my layout. The new plan quickly envisioned using both stations, so I would not have to start completely from scratch, and thus *Beyenburg* made its comeback. At the same time, the move meant I could not continue working on the layout at my old home. This led me to delve into 3D-printing and construction, and I began designing locomotive and rolling stock models. I was particularly drawn to locomotives that were primarily used by German private railways. This is how *Beyenburg*, the terminus, became an interchange station.







Left
There is currently only a small amount of goods being handled at the Karl W.Berger oil refinery.

Right
The sugar beet loading dock in Beyenburg is still in use.

Below
The Raiffeisen co-operative is still busy loading wagons which will soon be transported to Kirchhain.



Beyenburg to Stromberg

After the private railway took over freight operations from DB in Beyenburg, the two lines shared the track for a few hundred metres. In this section, there is a dairy with a rail connection and a loading track. The dairy conceals the entrance to a hidden staging yard. There, the two lines diverge, each initially entering a small hidden staging yard.

This provides an opportunity for crossing trains. The line then runs for approximately 15m in the concealed area before emerging from a tunnel shortly before Stromberg. The limestone trains terminate here, while passenger and local freight trains pass through Stromberg and wait for their return journey in another hidden staging yard with a reversing loop.





Stromberg

After getting my hands on a booklet by Wolfgang Langmesser, I became aware of the former lime works in the town of Stromberg in the Hunsrück region. I thought to myself that this topic was not exactly common in model railways, so I began researching prototype information online. Since the original building was demolished years ago, I was grateful for the numerous photos that show the lime works in all its facets. I started by drawing the buildings with Inkscape and cutting them out of cardboard with a laser. The construction went relatively smoothly, and so this section of the layout progressed quite quickly. While all parts of the layout are loosely based on real prototypes, the lime works is the most recognisable, though it was built with some compromises.

Since shunting is very important to me, there are additional sidings at Stromberg station: a goods shed, a metal factory, and sidings for the lime wagons. One of the 3D-printed models is used for operation at the lime works. I designed a small Deutz KG 230 B using an Arnold Köf III chassis. Since the intended resin body was too light for the heavy lime wagons, a dental technician made a metal casting for me. Now the model has plenty of pulling power.

The scratchbuilt locos are not yet completely finished – they still need lettering and windows. However, I wanted to show them to clearly illustrate the character of the private railway.

Detailing the Stromberg section of the layout is already well advanced, but not yet complete.

Layout construction

The hope is that the layout will remain permanently in its current location, but it was nevertheless built in segments using a frame construction method to be prepared for any eventuality. This approach has already proven successful during the construction of *Kirchhain* and *Beyenburg*, as moving the stations was straightforward.

Peco code 55 track is used in the visible sections while code 80 is used in the hidden sidings. All turnouts were equipped with a split-cut design and frog polarity switching, as I experienced contact problems at the switch blades after ballasting on a previous layout.

Speaking of ballast, I have been using the excellent Koemo ballast for years. It is not glued with the usual water-glue mixture, but rather with AK Interactive Gravel and Sand Fixer.

Above
The BR89 brings some more tank wagons for the factory.

Right
Tank cars being delivered to the oil loading facility, which was scratchbuilt from parts of a Minitrix silo.

Above right
Farmer Heinrich Maier has to change a tyre on his tractor.



Another lesson learned from previous layouts was the sensitivity of some newer locomotive models to gradients, so I avoided gradients as much as possible during the construction of this layout. While the main line is flat, the branch lines have a maximum gradient of 1% with long ramps. This necessitated building all the hidden sidings behind the scenes and using a significant amount of space for concealed track. Since I wanted the track layout to be as prototypical as possible, I could forego complex track circuits, so gradients were hardly necessary.

The branch line area is landscaped and dotted with numerous trees. For this, I primarily used Freon and Anita Décor trees and HO bushes from MBR. The green areas were created in several layers using an electrostatic applicator and MiniNatur grass fibres in early and late autumn tones. Noch grass glue, in combination with the grass clumps from the same manufacturer, proved ideal for this work.





Above
A dairy and a general loading siding
are located between Beyenburg and Stromberg.

Right
The V36 0-6-0D (Minitrix) is waiting for the small door-to-door tank containers
to be loaded onto the lorry for delivery.

Below
BR64 2-6-2T (Fleischmann) and train of tank wagons on the way to Beyenburg.





A backdrop completes the layout. After initially creating a sky-blue painted backdrop for *Beyenburg* for the exhibition, I started to continue building the layout using this backdrop. However, I then became aware of the beautiful photo backdrops from Atelier Dietrich and wanted to give them a try. Mr. Dietrich offers a standard range and also creates custom backdrops. Since *Beyenburg* was already finished, a custom backdrop was used there, while the *Stromberg* landscape could be adapted to the standard Obergraben product during construction. I can honestly say that I never expected a photo backdrop to enhance my layout as much as it did. However, I also learned during construction that it is better to have the backdrop first and then build the layout in front of it. Retrofitting it has its pitfalls and was not entirely successful for me.

Control

The layout is operated digitally using the a multi-protocol control unit with SX and DCC, while switching is handled separately via a Stärz bus interface using the SX bus. Due to the layout's size, it is managed using TrainController 9.0 Gold on a computer. It is designed for either fully automatic or manual operation.

However, since *Beyenburg* was not originally intended for automatic operation, it lacks occupancy detectors. While the station can be controlled via software, train movements must be performed manually. *Stromberg* is better equipped. This station can be approached automatically or switched to manual control for multi-player operation using a push button. 3D-printed switch levers are used to operate the station directly on-site.

Above

The local passenger train hauled by a V100 passing the dairy, where there is much activity.

Below

A V160 (Brawa) at the edge of the forest on the return to Kirchhain.





In addition to occupancy detection, the hidden track sections are monitored by cameras to keep the trains in view at all times.

The use of Dapol claw couplers on all shunting units is rather uncommon in N. As with the Kadee system in HO, the coupler can be uncoupled contactlessly using magnets in the track. If the couplers are properly adjusted, the system works quite reliably.

Outlook

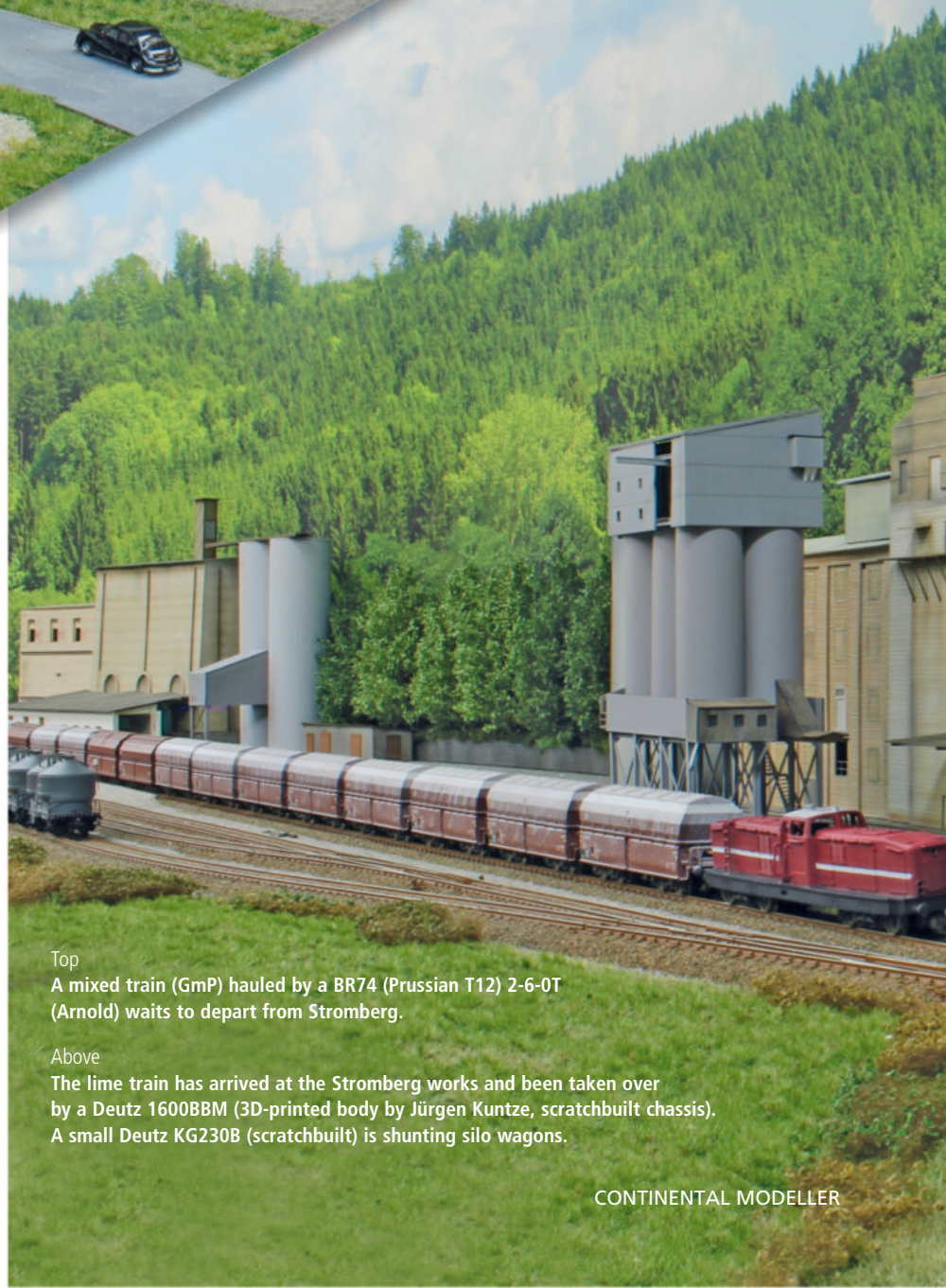
The plan is to first complete the basic design of the landscape, roads, and buildings for all sections of the layout before proceeding with the finer details.

There are currently plans for a new Beyenburg station. The main reason for this is the lack of occupancy detection, which prevents unified control of the layout. Furthermore, an initial multi-operator session revealed that it is too small as an interchange station. The initial construction plans therefore envisage a station with more tracks for freight wagons and a larger storage area for locos. Whether and when the reconstruction will begin has not yet been decided.

It is also important that the narrow gauge railway's loco fleet is completed as soon as possible.

So there is still plenty to do in the future.

Anyone who would like to follow my model railway journey can find my Instagram profile at [Kirchhain_in_Spur_N](#) and is welcome to follow me.



Top

A mixed train (GmP) hauled by a BR74 (Prussian T12) 2-6-0T (Arnold) waits to depart from Stromberg.

Above

The lime train has arrived at the Stromberg works and been taken over by a Deutz 1600BBM (3D-printed body by Jürgen Kuntze, scratchbuilt chassis). A small Deutz KG230B (scratchbuilt) is shunting silo wagons.



Above
The Deutz KG230B shunter shunts the lime hoppers to the works in batches.

Gilbert Gribi presents his latest portable layout.

Photographs and drawings by the author.



Above
Decauville 0-4-2T No.6
arrives at St.Agnès Village
with a short goods train.
The bogie wagons are modified
former War Department vehicles.

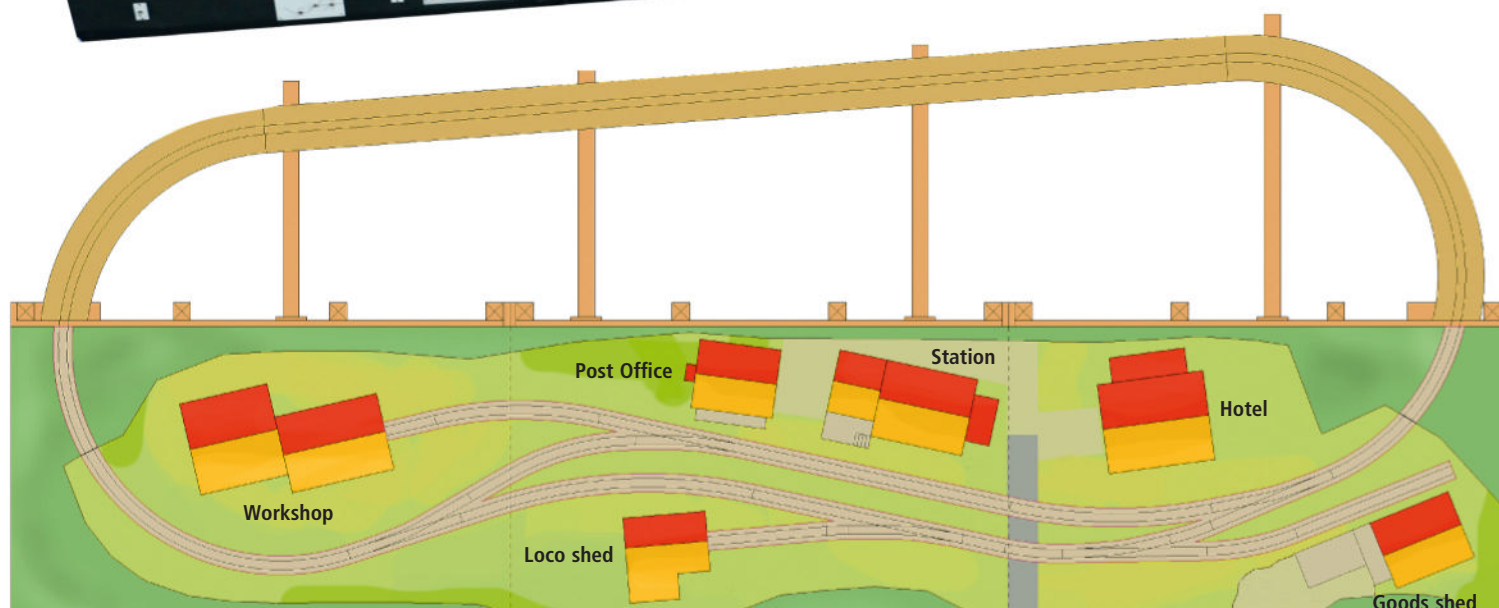
St. Agnès

A touch of nostalgia

My On30 Carpathian home layout kept me busy for over seventeen years, and as a result I did not participate in exhibitions. Most of this layout is finished; there will always be little things to fine tune, but there is nothing left to keep me fully occupied, and since I am not the type to sit around doing nothing or wallow in front of the television, I was already thinking about what to do next.

It was while visiting a nice little exhibition in Switzerland that I was struck by the desire to do something new and different. At the time, I had a Peugeot 807, which was very useful for transporting large objects. But nothing lasts forever, and I had to part with this old vehicle. I decided to settle for a new, much more modest, car. This meant I had to change my habits and find solutions that would allow me to fit as much equipment as possible without having to hire a larger vehicle or van at considerable expense.





I hesitated between creating a simple static diorama, a micro layout with just a few tracks, or a slightly larger layout. I opted for the third solution primarily for my own pleasure. I am no longer young and this may be my last layout, so I might as well do my best. I am not saying I will give up modelling but I will create dioramas of much smaller dimensions and not necessarily entirely dedicated to trains.

The easy solution would have been to re-use the rolling stock from my Carpathian layout but this new project, consisting of three 80cm long modules, is too small for this type of equipment.

I had had a lot of fun building the *Mages* and *Vernarède* 14mm gauge layouts (representing 60cm in 1:43.5) and I still had some rolling stock of this gauge, so the choice was made. It is a real shame that 14mm gauge is no longer used much, with a few exceptions – I am thinking of the superb creations of the *Escadrille Saint Michel*, regularly seen in this magazine. It was a wonderful era when craftsmen like Wrightlines or Raymond Duton and other French and English suppliers whose names I have forgotten produced beautiful models.

I am not too particular about the era, let alone the location of this new layout, which is why the fascia does not have a place name. *A Touch of Nostalgia* saves me from having to



Above
The whole scene, from workshop to goods shed. Each of the modules has a separate control panel for the point motors and track sections to minimise inter-board wiring. The individual switches are for the uncouplers and lighting in buildings.

pinpoint its precise location. It is a purely imaginary place and time, but one thing is certain: it is in France and was operating well before the arrival of the TGV. It is a small, impoverished company with just one route, owning somewhat mismatched equipment, purchased here and there from other bankrupt railways. Its main activities are the transport of wood, sand, and a few passengers.

The buildings represent a small country station, called Saint-Agnès Village (after my wife). The goods hall adjacent to the passenger office is used only for luggage or small packages; a larger shed is located at the other end of the station yard. A small loco shed is used to store one of the Decauville locos for the night so it can run the last passenger train and resume service the following morning.



Right
The station building is about to be immortalised in a photograph.



Due to relocation, there is a mechanical workshop at St.Agnès in place of the one in the big city, the starting point of the line, which had been completely destroyed by fire.

A post office is located near the station, and there is a hotel/restaurant to accommodate the few tourists who come to visit this magnificent region with its national park.

Above
**The railway workshop,
with accommodation above.**

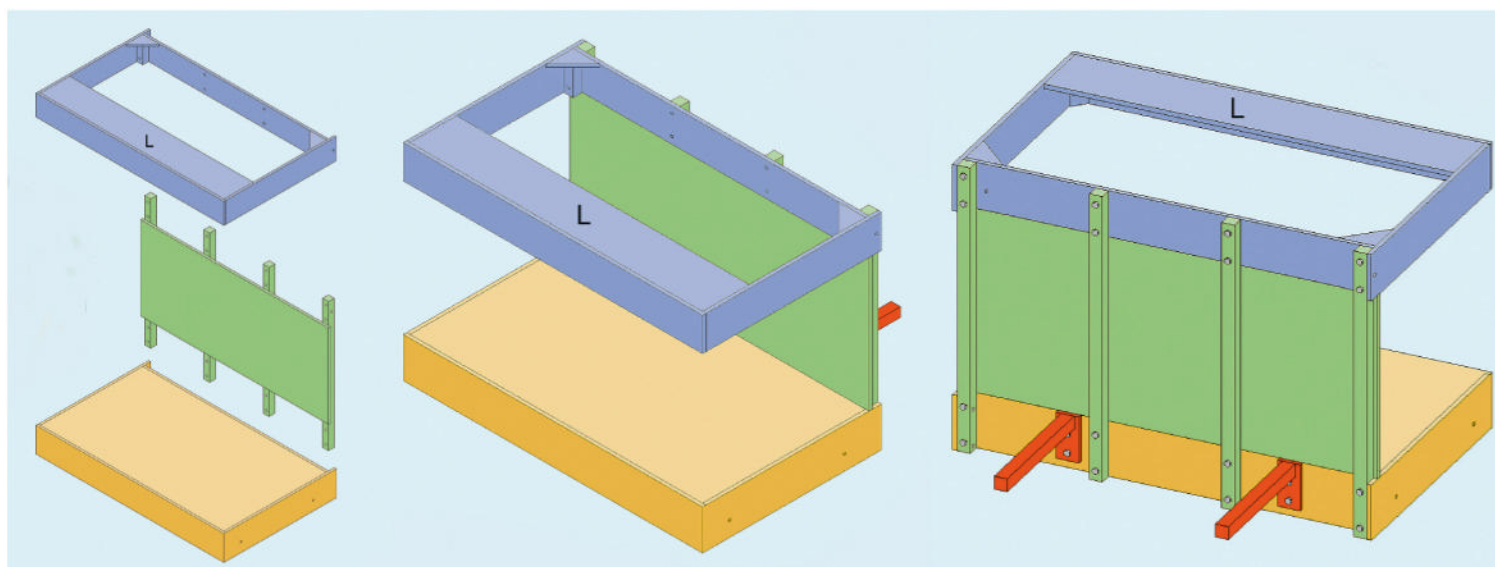


Above right
**0-4-2T No.7 Paramé
with a passenger train
passing the hotel/restaurant.**

Left
The Post Office.

Right
**The hotel/restaurant seems
to have attracted visitors
from some distance ...**





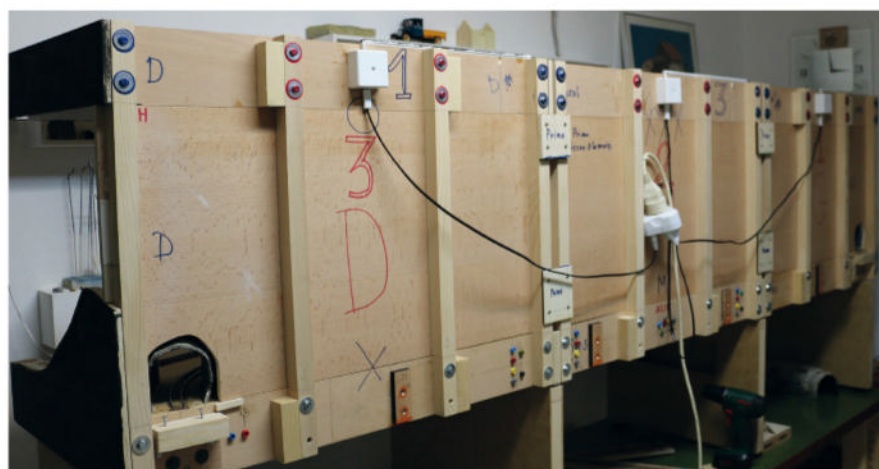
The modules and their assembly

After much thought, I think I have found the ideal solution: a removable structure that takes up as little space as possible. The structure is composed of three elements, a base supporting the layout, another with the background, and a third the valance for lighting. This latter could be used for other projects in future.

A layout made up of several independent modules offers several advantages. It is easier to transport. Fitting point motors and wiring is easy because each module can be turned over and placed on a desk or trestles. The modules can be photographed outdoors, correctly oriented according to natural light and photographed from any angle. One of the only difficulties is connecting the modules accurately and reliably.

Before undertaking any major and costly carpentry work, I drew up several plans and ran tests. The idea was also to simplify the project as much as possible.

An essential condition was that the assembly at exhibitions had to be completed in record time. Since I am relatively forgetful, and with the added stress of exhibiting, everything must be identified using colours and various symbols. To achieve this goal, everything must also be extremely standardised to use as few tools as possible. In short, it was necessary to work with great precision to ensure that all the parts of the three modules fit together perfectly, and that the electrical connections were simple and quick, easily accessible, which is why everything is behind the modules, not underneath.



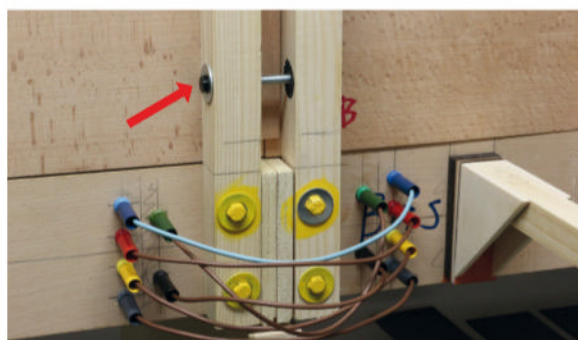
I chose birch plywood, a quality wood that is quite expensive but warps little. All the parts were cut with precision. To avoid the wood warping due to changes in temperature and humidity, I assembled them quickly. Since then, nothing has changed.

To ensure a virtually invisible joint between the background panels, four machine screws hold them together.

As this structure may be assembled and dismantled frequently, the various parts are assembled using M6 and M5 machine screws with tap-in or claw captive nuts. To prevent the nuts from coming out of their housings, they are held in place either with large-headed tacks or glued with Araldite if in thin sheet.

Top
The structure of the modules.

Above
The modules assembled but as yet without the return loop on the back.



Below left
Inter board connections use simple plugs and sockets on the back of the modules. The red arrow indicates one of the linking bolts.

Left (2)
The captive nuts are held in place with tacks or Araldite.

Right
A machine screw, with colour coded head, with washer and captive nut.

The feet

The structure is designed to be approximately 1.2m high at track level. You might ask: what about small children? At the end of 2017 I participated in an exhibition doing painting demonstrations with materials placed on a table – wagons, trucks, figures, etc. On several occasions children grabbed my objects without the parents intervening. The creation of a diorama or a layout takes me at least two or three years and as I no longer want to play the police or get angry with lax parents, I now prefer to put my creations out of the reach of their children.

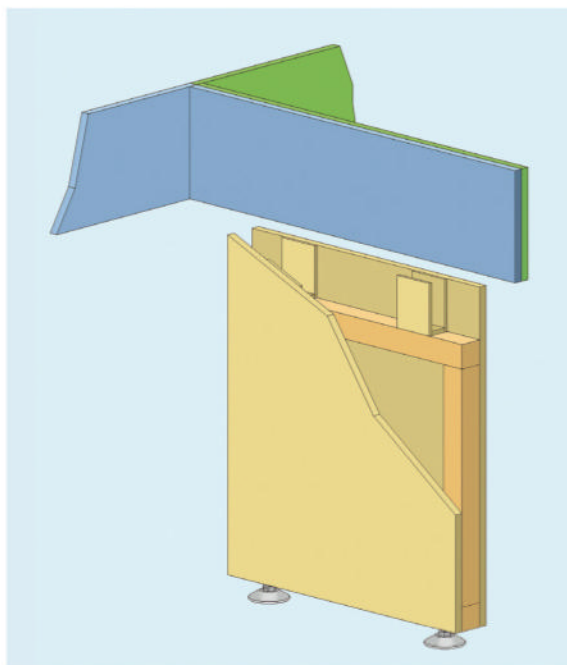
As my priority was to minimise the volume (and weight) for transport, I decided to use short legs that would be placed on tables provided by the event organisers. It is true that legs placed directly on the ground allow for greater flexibility in choosing the layout's location and for possible work underneath the model. However, legs placed on tables ensure greater stability. The legs are equipped with adjustment screws at the base to allow for levelling the three modules, which will be placed on two or even three tables – the length of the layout generally exceeds the length of one table.

For the trains to run smoothly, the modules must be aligned, both vertically and horizontally, with particular attention paid to the precision of track connections on curves. Points or crossings over a join are to be avoided at all costs as it is difficult to achieve a perfect connection. I adopted a system that consists of placing each end of the modules on the same bearer and sandwiching them between two sides.

Electricity and lighting

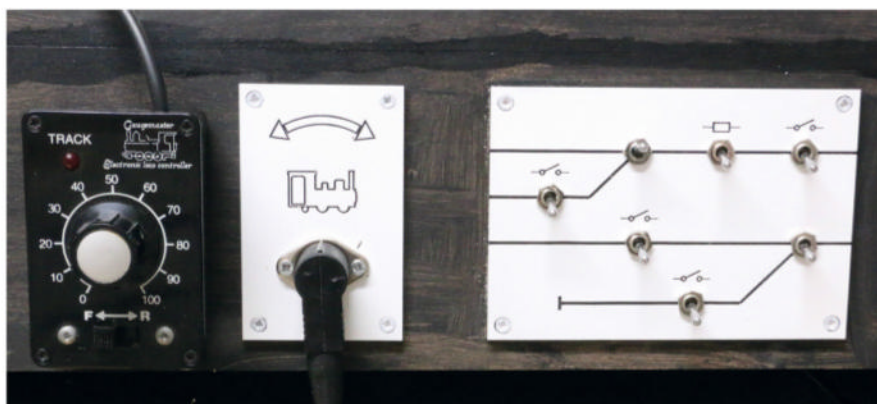
The layout is powered by three different low voltage sources plus mains for lighting. Traction is powered by 12V DC, the points by 14V AC, and the building lights by 9V DC. Traction, the point motors, and the uncoupling magnets are all powered by an old Trix transformer.

The track wiring is standard. The wires from the transformer connect to a socket on middle module for the electronic controller (Gaugemaster) and then to the other two modules via connections on the back of the layout. Building lights are powered by a second transformer. Since the three modules must be independent for transport, each has its own control panel with switches for the building lights. The control panel and switch plates were made by laser engraving the text and symbols on a plastic sheet composed of a white layer over a black layer. After engraving, the designs appear in black on a white background.



Above
Adjustable feet.

Left
Adjacent module ends
share a common support
which also helps
to hold them together.



For the lighting, I was not yet using LED strips. Each module is equipped with an 18-watt light tube.

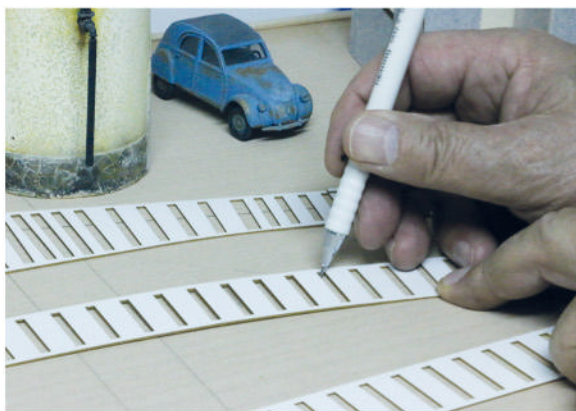
Above
The controller, power input,
and switch panel
on the middle module.

Protective barrier

To prevent visitors from getting too close to the model, but above all to prevent accidental movements from causing damage, the layout is protected by a rope passing through copper T-sleeves attached to 10mm diameter wooden rods 35cm long. The advantage over any form of separate stands, which are constantly moved by visitors, is that the rope cannot be moved, as the layout is secured to the tables by stops. This solution also takes up minimal space in the car.

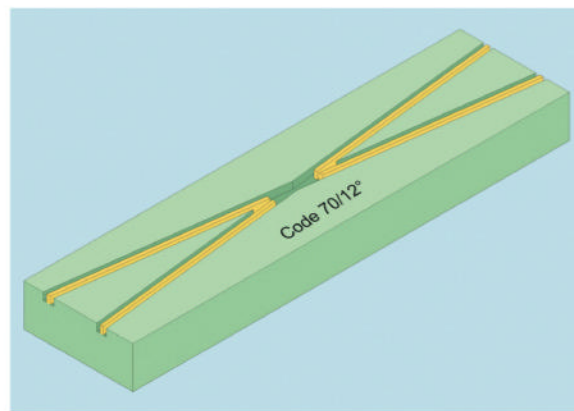


Left
The simple protective barrier.



Left
Marking sleeper positions using a track template.

Right
The jig for making uniform crossing Vs.



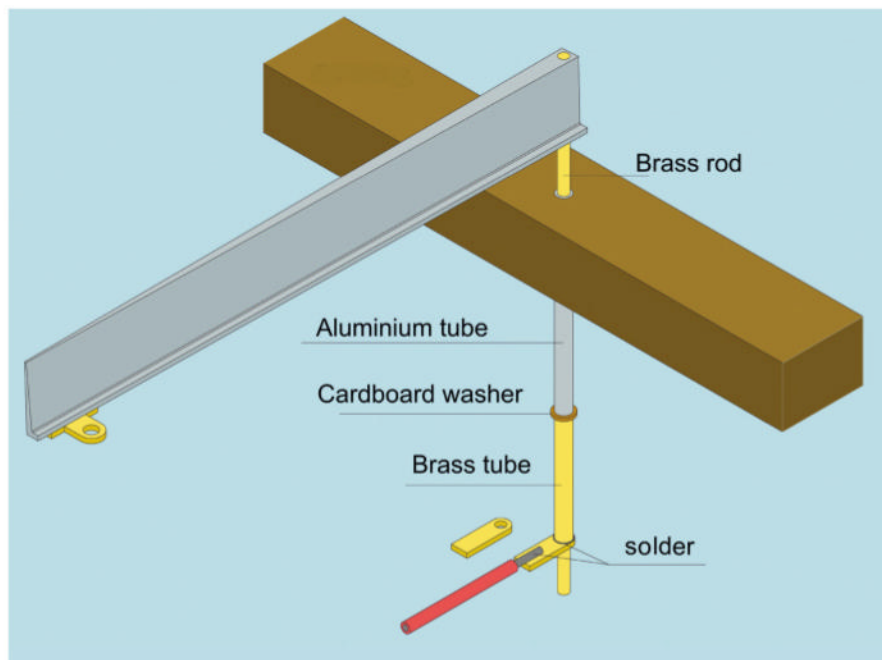
Below
The construction of the point blade pivots.

The track

As usual, my track is homemade, which does not pose any problems for me – I have always used this method. Once cut, the 3.18mm x 3.18mm sleepers were soaked in walnut stain. They were installed using pencil markings made using a laser-cut cardboard template and then sanded to ensure the surface was completely flat. The next step was to scribe the grain and then apply an oily weathering.

I used Micro Engineering code 70 flat bottom rail placed on the sleepers and secured with nails from the same manufacturer, all with shortened heads. I used my old synthetic plaster templates to make the crossing Vs. Thanks to these templates, installing the Vs was child's play. The blades are independent and their polarity is identical to the stock rail.

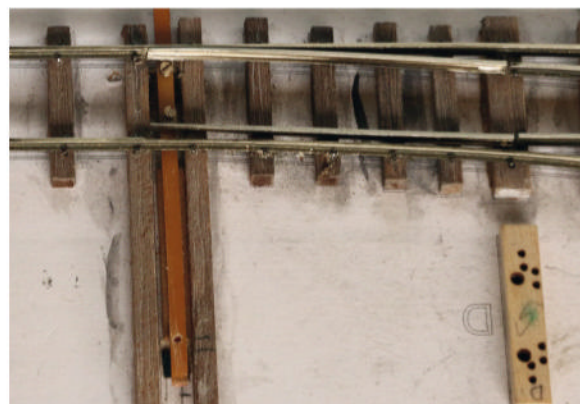
Narrow gauge track was often originally laid on ballast but over time it was not replaced, became compacted, and disappeared under earth and vegetation. To evoke this condition of the track, my ballast is made of a mixture of fine pebbles covered with a little earth and grass.



Left
Point blades in position. Note the long tie bar.

Below left
The turnout levers were designed in CAD and 3D-printed.

Below
The mechanism for raising the magnetic uncouplers into operating position.

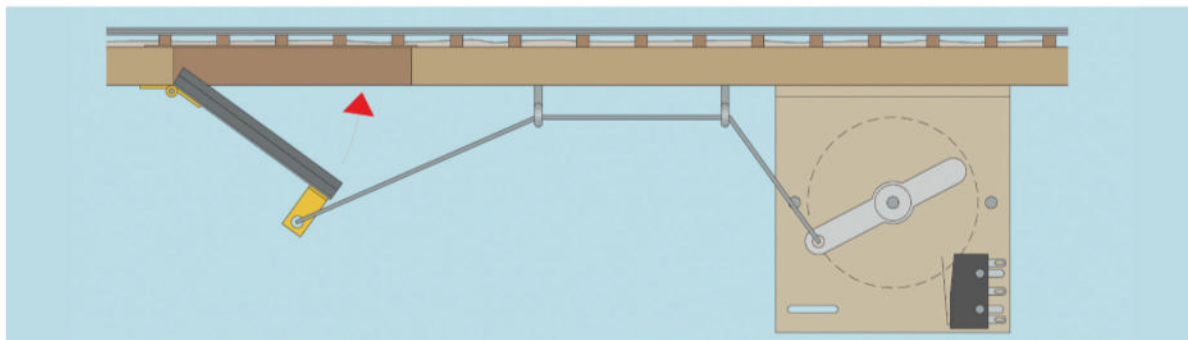


The uncoupling magnets pivot. A motor pulls a wire that lifts the magnet up under the tracks when required.

Behind the scenes

The layout has a loop at the rear that allows trains to run unattended, giving me the freedom to chat with visitors without having to worry about the trains. To prevent an accident, each side of the trackbed is protected by a 50mm high 3mm plywood wall.

The entrances and exits of the loop are concealed by tunnels with removable covers that hide the openings at either end.





Left
The back of the layout with the loop in place and covers over the tunnels. Note the safety walls either side of the loop track.



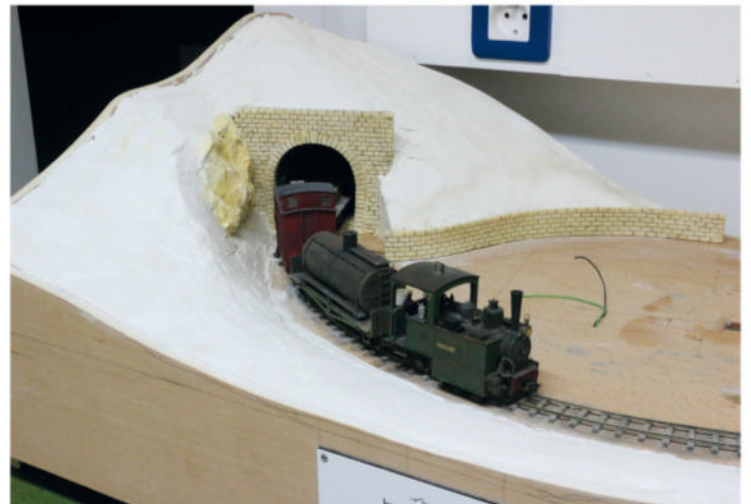
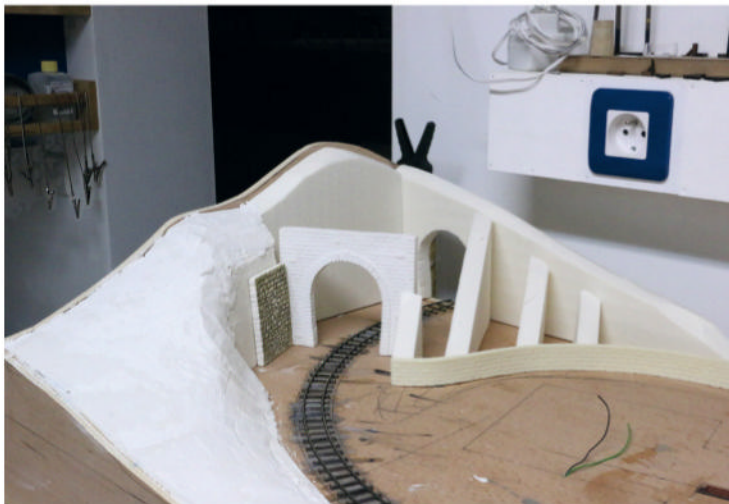
Right
The tunnel covers under construction. These are worthwhile as they prevent any light shining through.



Right
The result – removable tunnel covers.

For the two hills over the tunnels I used extruded polystyrene for the landscape. This was then covered with a good layer of newspaper stuck with wallpaper glue and a very light layer of plaster to remove the irregularities of the ground, then the whole was covered with vegetation.

Below
Stages in the construction of the landscape with the tunnel mouths.





Above
0-4-2T No.7 *Paramé*.
The loco was built by
Decauville in 1896
(works number 0215)
and used on the Tramway
de Paramé à Rothéneuf,
a 3.7km coastal line
in the Île-et-Vilaine
département of Brittany.

Left
The complete loco roster
(to date) on shed –
Decauville type 6 0-4-2T
No.7 *Paramé* with open cab
and No.6 with cab enclosed.



Above
No.6 ready to depart
with the passenger train.
The coaches are by RPI,
the van was scratchbuilt
on a Peco chassis.

Rolling stock

Since I had just one working loco, I sought to expand it by researching online and contacting modelling friends who were or still are using O-14. Bernard Junk sold me one of his Decauvilles. I already had a *Paramé* with a different cab, but it did not run well so I replaced its chassis with Bernard's.

I had a few Wrightlines whitmetal bogies left over so to augment the RPI coaches I built a few wagons. Some of

these vans resemble what the Americans call stock cars, for transporting livestock. The advantage of freelance is that you can do as you want, so there is no need to reproduce existing equipment exactly. I assume that these American vehicles from the 1914-1918 war were purchased as army surplus.

The other four-wheel vans are homemade creations on Peco chassis.

... to be continued.



Right
No.6 about to set off
with a goods train.
The second vehicle is
an American style stock car,
built on Wrightlines bogies.

Phil Colton reports developments to his layout, first featured in CM May 2015.

Photographs by Steve Flint.

Bastogne extended

and made a continuous run

I began building my HO Belgian layout *Bastogne Rue De Clervaux* about fifteen years ago, soon after I retired. It was built on some old baseboards which had been given to me and were from an unfinished oval N gauge layout. This explains why the boards are wider than the common two feet and have an angle to make it more interesting. To accommodate these parameters, I built my version of Bastogne as a spacious terminus station with three passenger platforms, a banana warehouse, and a freight yard in front of the fiddle yard, as seen in the original article (CM May 2015).

The real Bastogne stations were boringly called Nord and Sud. Nord was on the branch via Wiltz to Kautenbach which closed between Bastogne and Benochamps as early as 1950 and later terminated at Wiltz from 1968. The trackbed is

now a cycleway between Bastogne and Wiltz whilst the electrified line continues to Kautenbach and on to the city of Luxembourg. Bastogne Sud was on the cross-country line from Liège through Gouvy to Libramont and Bertrix. Sadly this too is now closed and lifted since 1993.

In my imagination I created another station closer to the town centre and imagined that the line south to Libramont had been closed and the tunnel blocked up. The line north to Gouvy and Liège and the branch through Wiltz were still open connecting to the Luxembourg network. This enabled me to run SNCB trains from Liège and CFL trains from Luxembourg. However, I blocked the tunnel mouth with a sliding piece of plastic so that it could be re-opened at some later date. Over the last few years the layout has developed, been detailed, and exhibited a number of times.

Below

The Belgian class 51 diesels were closely associated with banana trains so it is appropriate that 5109 should be shunting the banana vans into the banana warehouse at Bastogne.





Above
Below the Rue de Clervaux, CFL 1818 (B-Models) arrives from Luxemburg with a rake of Wegmann coaches. A green SNCB class 62 (Roco) with a rake of Belgian M2 stock (Märklin) is ready to depart north to Gouvy. SNCB 0-6-0D shunter 8033 waits as station pilot.

One serious issue arose at some exhibitions. The 6' plywood sector plate that formed the fiddle yard pivoted on a 6mm bolt at one end and was held down by gravity at the station end. When the temperature and the humidity increased in an exhibition hall, the sector plate warped – and not just a little. On a couple of occasions the end rose by

40mm. Holding it down so that trains could run was difficult and no fun, so a solution had to be found. I tried various ideas with sliding mechanisms but nothing was really satisfactory so I took the bull by the horns and inserted a 2' piece of plywood with points on it to create a station throat. I could now fix the sector plate down which solved the



Right
The art deco entrance to Bastogne Rue de Clervaux is a modified Bachmann London Underground building whilst the footbridge behind utilises Peco N gauge girder bridge sides.



Left
CFL MaK G1206 No.1502 (Trix) is in the freight yard beyond the road bridge shunting Cargowaggons.

Right
A Belgian express to Liège consisting of I11 coaches (LS Models) is at Platform 1 and a class 41 diesel railcar (Mehano) bound for Libramont is at Platform 2. At Platform 3 is CFL railcar 2102 (Jouef) heading to Ettelbruck.

warping problem but opened another can of worms. Putting in the pointwork had meant moving the sector plate back 2' so it now protruded an equal distance beyond the end of the layout which was unsightly and left the rolling stock on the end vulnerable to damage. The only thing to do was to extend the layout. As it turned out this was a good move in other ways. The existing end board was only 2' long and replacing it with a 4' one meant it matched its neighbour and could be boxed up with it for transportation. It also meant that the single, rather unsatisfactory, stub of track could be replaced by two points giving sidings and a run-round loop in the freight yard. Everyone who had operated the freight facilities on the front of the layout had enjoyed it but complained that without a means of running round a train, two locos were needed for shunting which was a pain. I thought it was an interesting challenge. With 4' to play with, the bit of wall and a couple of scruffy buildings were replaced with two logistics warehouses and a chemical depot with unloading facilities and storage tanks. Definitely a big improvement. Layout finished! Or was it?

My thoughts had already turned to building a new Dutch layout and I wanted it to be a continuous run with a fiddle yard so the audience could be entertained by seeing lots of trains passing through the scene.

The first stage was to build the new fiddle yard and the curves to link it to the scenic boards. I wanted it to be 12' long to match the layout and 500mm wide to contain five storage loops in each direction. I planned it to be operated from one end of the fiddle yard with a diode matrix to set the roads and SEEP point motors to do the switching.

Having got the fiddle yard up and running, I was distracted by the thought that *Bastogne* was the same length and I had built in that sliding block to the tunnel. I pondered on the changes that would be needed to allow *Bastogne* to be connected to the new fiddle yard.

Actually, I had thought ahead. When I installed the station throat, I put in two points and a double slip for just such an eventuality. The main issue with connecting the layout to the new fiddle yard is that *Bastogne* is curved and therefore needs a reverse curve to bring it back in line. Making the

Far left
The new larger curve to the fiddle yard.



Left
The fiddle yard is 12' long and has ten roads, each divided into three switched sections. The points for each road are selected by a diode matrix. The desired track is chosen with a rotary switch and then a button is pressed to set the road. We usually run the outer circuit with analogue control and the inner circuit DCC.





Below

Former DR V100 B-B now Locon 202 (Roco) shunts two weathered vans into the banana warehouse whilst a CFL G1206 (Trix) prepares to depart from Platform 3 with a train of Wegmann coaches for Luxembourg and SNCB 6005 (Roco) stands in Platform 1 with a train for Liège.





connection required an unusual small kite-shaped baseboard. One of the features that I like about the layout is the sweeping curve through the station and now it has another, though sadly it is generally out of sight.

When I built the curved boards to join the fiddle yard to the layout, I decided to use Peco radius 3 and 4 Setrack lengths to give me an even curve. Each board formed a 90° turn which worked but gave a rather narrow operating well in the centre. After the experience of exhibiting at Halifax

Below
CFL 1502 approaching
the logistics depot with a
short train of Cargowaggons.

and Bakewell, I subsequently made a couple of 2' straight boards to increase the space, but after exhibiting at the Chilterns exhibition at Stevenage and at Macclesfield, I felt that there were too many boards and electrical joints.

Operation

So now *Bastogne* goes 'round and round' which enhances operation of the layout in several ways. We operate the goods yard from the front using DCC and sound which I think is great for shunting. There are two goods roads in the fiddle yard which feed banana wagons to the warehouse, tank wagons to the chemical facility, various covered wagons to the logistics depot, and some general freight wagons which also come and go. This keeps the freight operator and hopefully the watching public entertained and means there is always someone out front to chat, explain, and answer questions. I think that interaction is an important part of what we do at exhibitions and helps visitors enjoy and understand more about our hobby.

The original fiddle yard just behind the warehouses has three tracks which feed into platform 3 and its run-round loop. This is where CFL trains from Luxembourg come into the station. There are two sets of CFL green and cream Wegmann coaches (Roco), one with a bicycle car (Märklin). These can be hauled by either class 800 American type diesels, a class 850 diesel (an old Roco model), a class 1500 diesel, or a CFL class 1800 (B-Models). Alternatively the service can be run by a CFL 2100 railcar (Jouef).



Left
Michael Portillo recalls The Battle of the Bulge, which took place around Bastogne. In fact there is a Sherman tank in the town square but I have re-imagined it on the station platform.

The two main line platforms are fed from the fiddle yard. To provide an interesting and typical procession of Belgian diesel-hauled trains, there are two passenger trains in each direction and three freights. The two local trains are powered by class 62 diesels (Roco), one with a rake of SNCB M2 coaches (Trix) and the other consisting of M4s (Lima and Os.Kar). With the large radius curves which complete the circuit, these coaches can, working in push-pull mode, be propelled round the layout. The two SNCB/NMBS express trains are made up of a rake of I11 coaches (LS Models) and a rake of I10s in Memling livery (Roco) which can be hauled by a class 60 loco or a class 55 (B-Models). The remaining roads can provide various freights, typically tanks, grain hoppers, powder silos, containers, banana vans, and mixed freight.

With a constant stream of trains running through platforms 1 and 2 on the main line, trains from Luxembourg coming and going in platform 3, and shunting in the freight yard at the front, there is constant activity to entertain the public at an exhibition. It also keeps three or four operators fully occupied. All this was made possible by the addition of the fiddle yard and the curves at each end.

Going Dutch

At this point Covid intervened which gave me lots of time to build my Dutch layout *Zeedijk*. (See CM June 2023.) As I had the time, I thought this was a golden opportunity to build some new more gently curved boards to link the layout and the fiddle yard – that would also reduce the number of baseboard joints and the consequent electrical connections.

As I was hoping to use the same curved boards and fiddle yard, I built a kink into *Zeedijk*. The only problem was that because it is based on a real place, I had unthinkingly built a left hand kink into the baseboard, whereas *Bastogne* has a right handed kink.

Following Covid I exhibited *Zeedijk* several times with the new larger radius curves and everything went well though *Bastogne* did not get any exhibition invitations. However, in 2024 I was invited to take it to a show in Bury St.Edmunds cathedral. In preparation I took the layout to one of our club modelling days and set it up. Only then was my error revealed! Instead of the tracks lining up, they were about a foot away from each other at the right-hand end of the layout. Unfortunately this meant building two more linking boards to bring everything into alignment, and this made the layout even bigger. At least everything now fitted together, and it worked well at the cathedral exhibition. Great relief all round as *Bastogne* looked and ran better than ever.

Conclusion

However, having said all this, I am afraid that *Bastogne* has had its day and needs to be retired. It has been exhibited as an end-to-end layout since 2011 and although now going round and round and being even more fun to operate, time has caught up with both me and the layout. Mainly because it has grown piecemeal and is made up of lots of small elements, it takes a lot of time to move and set up – and I am getting too old.

The fiddle yard and the curves will live on with *Zeedijk*.

I am very grateful to the team of helpers, too numerous to mention by name, who have enabled me to exhibit quite a large layout all over England in the past fifteen years, hopefully having fun and representing the Benelux Railways Society.

Below
At the end of the yard are the Universal Chemicals facilities for tank wagons and the Ardennes Logistics depot which deals with loads from a range of vans.



Chris O'Donoghue created an unusual scene on a redundant baseboard.

Photographs by the author.

Caravanserai

A market by an inlet of the Nile

This layout has had a long gestation period – it was nearly five years in the making. During that time I have completed and exhibited two other layouts, *Asham Cement Works* and *Sylvasprings Watercress Farm*, but its genesis goes back a lot further.

In 2005 I started a project called *Kilnhurst*. It was to have an oast house and a large shed, with rail access; a WW2

pillbox on the edge of a river inlet; and a small Colonel Stephens style station building. It never went further than track being laid and mock-up buildings being placed, and was eventually put aside. After some time I passed the baseboard to my good friend Simon Hargraves. He could not find a use for it and it languished under the bed in his flat for several years until he gave it back to me.





Above
A Sentinel locomotive
about to take water.



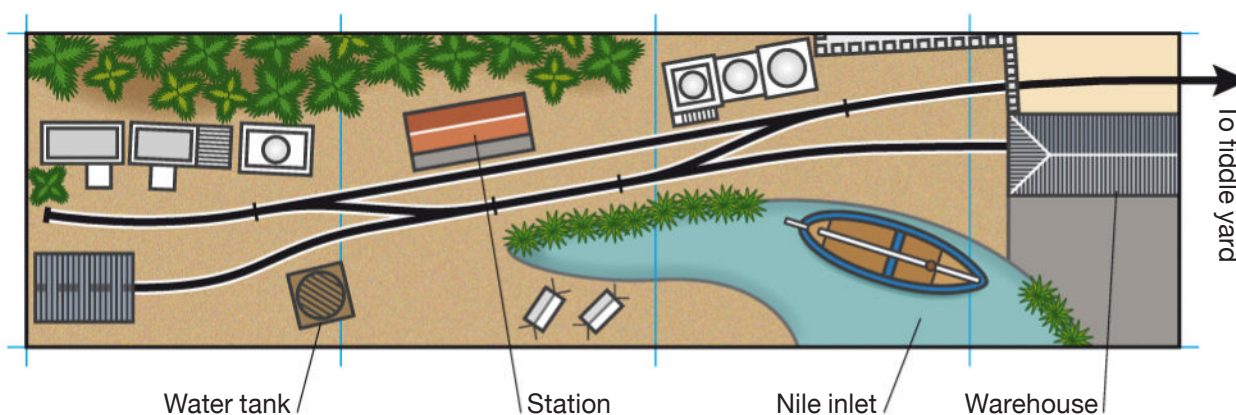
Left
A Hawthorn Leslie four-wheel
petrol mechanical locomotive
leaves the basic shelter
that serves as a loco shed.

Below
The Beyer, Peacock
'swamp monster' tram loco
hauling a wagon loaded
with cotton bales.



Fast forward to 2020 and I had an idea for a roadside tram, prosaically named *The Street*. This was to use a number of scratchbuilt and ready-made buildings I had collected. But this did not progress very far, the buildings were sold, and I was left with the baseboard, still with the original track layout.

One of my favourite rock albums of all time is Santana's *Caravanserai*. I still listen to it regularly, over fifty years since it was released in 1972, with the same pleasure as on the first hearing. I am not quite sure why I decided to build a layout using that title – it may have been because some time before I had scratchbuilt a Hawthorn Leslie petrol mechanical locomotive and discovered it had seen service in Egypt. Anyway, I decided the well-travelled baseboard would be used for the new layout.



Above
The whole layout in its box
with the façade painted.

Scenic area 110cm x 30cm
Grid squares 30cm x 30cm

Above right
The fiddle yard
is a sliding traverser.

I was happy with the Peco flexible track, electrofrog points, and SEEP point motors that were already in place, so there was no need to change them. But wanting the track to sit in the landscape, I glued card down around the track, up to sleeper level. Then the whole layout was coated with sand (from nearby Camber Sands, 76 times over scale, I know, but it still looks right). This was stuck down on neat PVA glue and produced the desired effect.

Structures

In my usual fashion I did a lot of research and accumulated details of the location I wanted to model. I commenced construction of typical adobe buildings using thick card which provided a slightly rough texture. Windows were made from printed paper, representing the ornate leading typical of the style. Traditional domed roofs were formed from card and filler. Painting was undertaken with either off



Left
A Sphinx en route
from the excavation site
to the museum.



white or washes of pastel watercolour, mirroring the subtle variations in the prototype buildings. This took care of the domestic dwellings.

The station building was scratchbuilt from styrene sheet with a Wills pantile roof. It is closely based on the one at El Alamein, which is still in existence. Windows are clear plastic with glazing bars scribed and painted. Posters, scaled down from real Arabic adverts, adorn the walls.

Initially I had downloaded and built a Scalescenes 'Industrial Warehouse' to sit at the right-hand side of the layout. It is a very nice print and went together well, but I was never completely happy with it. Somehow it did not quite fit in the location so, using it as a template, I made a new building with Wills sheet for the walls, some windows I had in stock, and sliding doors from scribed styrene sheet. These are suspended from rails but do not move – life is too short! I could have used Wills for the roof but I wanted the building to look more rustic, as befits a north-east African location, so created my own corrugated sheets. This was done using aluminium pet food trays scored with a blunt ballpoint pen then cut into prototypical sheets. These were glued down with PVA.

Initially the walls were painted brick colour but I then washed them over roughly with white, creating more of a weather-worn, rendered finish. The roof was first painted with Humbrol dark grey, as a base coat, then dry-brushed and stippled with brick red, producing a realistic rust effect.

At the other end of the layout I constructed a crude loco shelter, using fine stripwood for the frame, roofed with more home-made corrugated iron. Now the layout was starting to come together.

I wanted to create a kind of oasis backdrop so bought a batch of cheap palm trees. Although the construction of these was pretty good horticulturally, the obviously plastic finish left a lot to be desired. So I set to, applying washes of thinned Humbrol enamels until the trees looked more realistic. This was a tedious, lengthy process, but, I think, worth the effort. The trees were then 'planted' on a raised, sand-covered mound, forming a convincing oasis backdrop.

Top **A small Sentinel about to pass the market.**

Centre **An Armstrong Whitworth with cane wagons.**

Right **Armstrong Whitworth about to depart with four-wheel coaches.**





Top
A bicabine waits as a large Sentinel enters the loop.



Above
A 90hp Kerr, Stuart running round its train.



Below
Pharaoh statues awaiting delivery to the museum.

Possible extension

Now my initial idea for a conventional terminus to fiddle yard, common to several of my other layouts, came under scrutiny. I wondered if I were to extend the board by 20cm or so and put another board, a bit wider, at the back, I could change the dynamic. With this extra space the track could continue from the headshunt, curve round in an arc behind the palms, and connect with the fiddle yard. Thus the station could be approached from both ends. I was so keen on this idea that I acquired some scale plaster Egyptian components and began creating an archaeological dig in the corner. But then sanity prevailed and I realised I was going to end up with a layout that would be awkward to manoeuvre from my studio at the top of the garden and probably would not fit in the car. So I returned to the original plan and, I have to say, I am glad I did as it has worked out rather well.

Details

Now the detailing could start. I had fun, trawling the internet and disappearing down rabbit holes, looking for suitable figures, animals, and objects to bring the layout alive. Camels were relatively easy to come by, plus my good friend Neil Moss 3D-printed some excellent beasts. He also printed baskets for the market, complete with woven texture. I filled these with a variety of coloured scatter materials, to represent herbs and other goods for sale. A German company, Germania, produce a vast range of figures covering everything from the Middle Ages to the present, across countries and peoples, including some excellent Arabian figures. These really are quite exquisite, though not cheap, so they are bulked out with simpler figures, bought by the dozen from the Far East. Together they create the busy market scene I was aiming for. I also bought a whole range of resin boxes, baskets, and metalware to fill the market. Carpets were printed on paper, some flat and some rolled, ready for barter. Donkeys, goats, Egyptian bison, and crocodiles in the Nile, more camels, and even a sacred ibis bring the layout alive. There is even a troupe of French foreign legionnaires resting on the bank of the river, courtesy of Strelets.

Below
Many of the locals are of the opinion that travelling by camel may be quicker than taking the train.



River craft

There had always been a lowered section at the front which would represent water of some sort, so I decided this would be perfect as an inlet of the Nile. I searched for a typical Nile craft, without success, and even started scratchbuilding one. Then I heard about a Heller model of a sinagot, an early 20th century French fishing boat, which appeared to have a suitable hull shape. Finding one for sale was something of a task as it is quite an old kit, from the 1970s, but finally, I tracked down a nicely completed model. As I said, the hull shape was suitable to represent a felucca but the rig was certainly wrong. So it was a case of stripping off the rigging and uprooting the masts. The foremast was then repositioned, a little further aft than before, and the longer mainmast re-purposed as the gaff. Thin cotton material was rolled up and braided to the gaff with brown thread. I had some wooden rigging blocks I had bought from an excellent model boat shop in Greenwich, sadly long gone, and, using thread, rigged the boat with shrouds, stays, and halliards. Now it was starting to look more like a Nile craft. The only other change was to paint the hull white above the waterline.

As I wanted the felucca to sit on the water I was faced with a dilemma. Either I had to cut a suitable hole in the baseboard, a task I knew would be more than tricky, or slice the bottom off the boat, something I was reluctant to do. Instead I found an easier solution. I cut a 24mm thick piece of insulation foam to fit on the riverbed then, carefully fretted out a hole that the craft could sit in, up to the waterline. Success!

On a whim I also built a traditional dinghy from styrene sheet, rowed by a local with two elegant ladies as passengers.



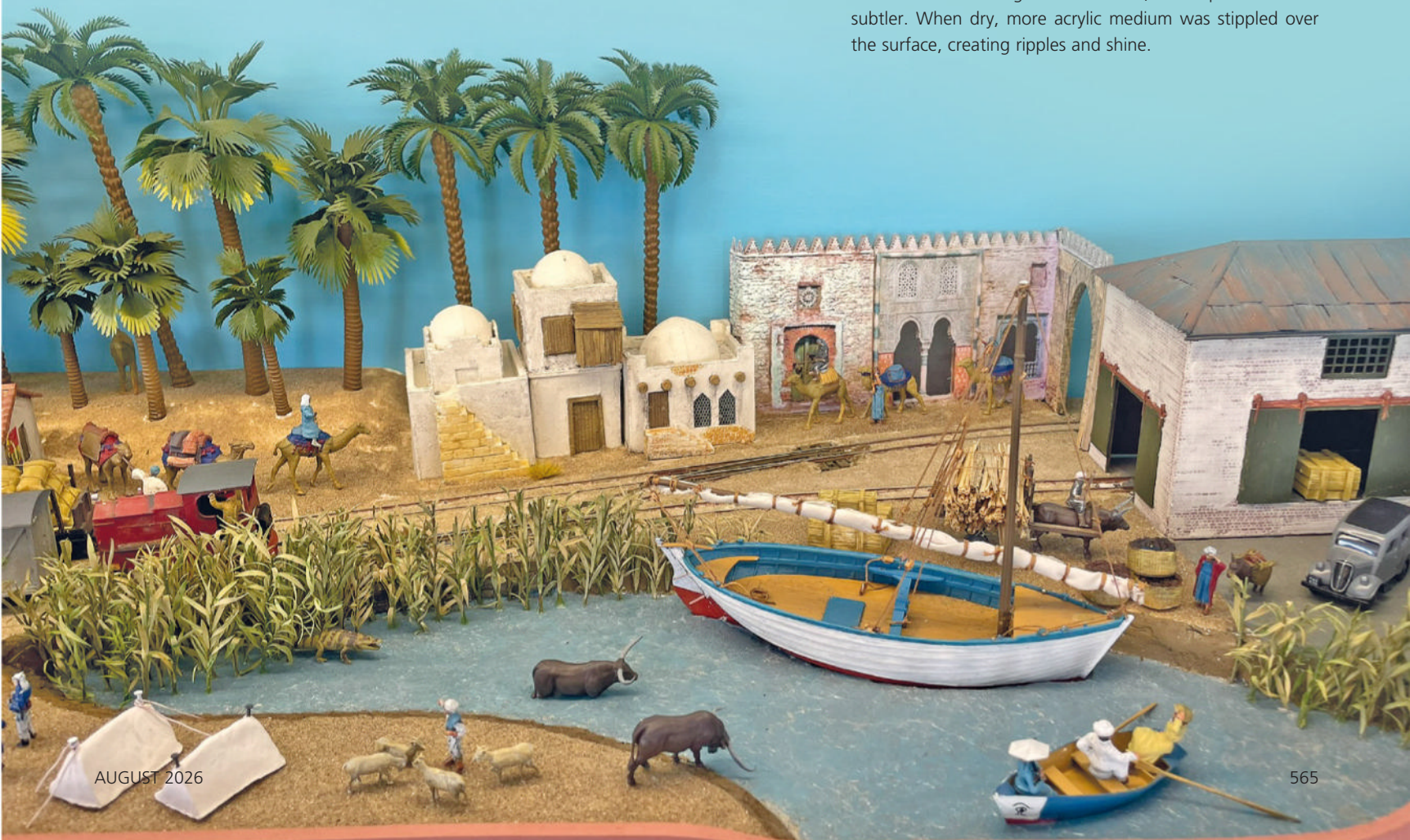
Above
A felucca waits to be loaded.

Below
**The Nile inlet and quayside.
Note the crocodile
and the Egyptian buffalo.**

The river

To represent reeds along the river bank I had started collecting the seeded heads from grasses in a nearby meadow, tried them, but decided they did not look right. Then I found some more suitable material online. I think it is some sort of dried herb, possibly tarragon, and not quite representative of papyrus, but looks the part. This was glued in, over a period of time, using acrylic medium.

The surface of the 'water' was painted with Rowney watercolour – too bright a blue at first, then repainted a little subtler. When dry, more acrylic medium was stippled over the surface, creating ripples and shine.





Above
The busy market, packed with details which took some time.

Below
No scene is static – now there are carpets on sale and awnings for some much needed shade.





Locos and stock

As the layout was developed over a long period, it is no surprise that I acquired more locos than I really need to provide motive power – eight in all.

Internal combustion: a Hawthorn, Leslie petrol loco, widely used in Egypt; an Armstrong Whitworth; and a 90hp Kerr, Stuart.

Steam: three Sentinels; a 'Pug bash'; and a Beyer, Peacock 'swamp monster'. This is a younger sister of the Glyn Valley tram locos and was inspired by an apocryphal story of a cargo of locos and rail being lost in the Nile in a storm. All are skirted – to protect against sand – and run on the ubiquitous and reliable Kato chassis.

Rolling stock is minimal: one bogie and two four-wheeled coaches with balconies and windows shuttered against the heat photos; several bogie wagons: a van, an open, and two flat wagons carrying bales of cotton and sacks of animal feed. A sphinx and a pair of stone pharaohs make an occasional appearance as loads in the open wagon. In addition there is a rake of four-wheeled sugar cane trucks.

The trains appear on the layout at random, to be shunted or run round, then depart back to the fiddle yard. This is a five-road traverser, used initially on my *Nottery Quay* layout so it must be over thirty years old, but it still works perfectly.

Presentation

I am lucky to have a good friend, Robert Patch, who has a wonderfully equipped woodworking workshop, and with his help we made a box to contain the layout with a viewing slot at the front.

Lighting is provided by a concealed LED strip, giving a suitably bright North African light, making the rich blue the background is painted really stand out. The front of the layout is finished in terracotta, which contrasts nicely, and signage is in both English and Arabic.

Conclusion

Despite its lengthy gestation period, *Caravanserai* has been great fun to build and has been well received at exhibitions. It has already been to Steyning in West Sussex, Beccles in Suffolk, and Hastings in East Sussex, and is scheduled to appear at two more shows this year:

Saturday 20th June – Pevensey Bay exhibition in Eastbourne

Saturday 22nd August – Tenterden station, K&ESR

See *Exhibition Diary* (page 591) for more information.

It has also been invited to Uckfield in October 2027.

Above

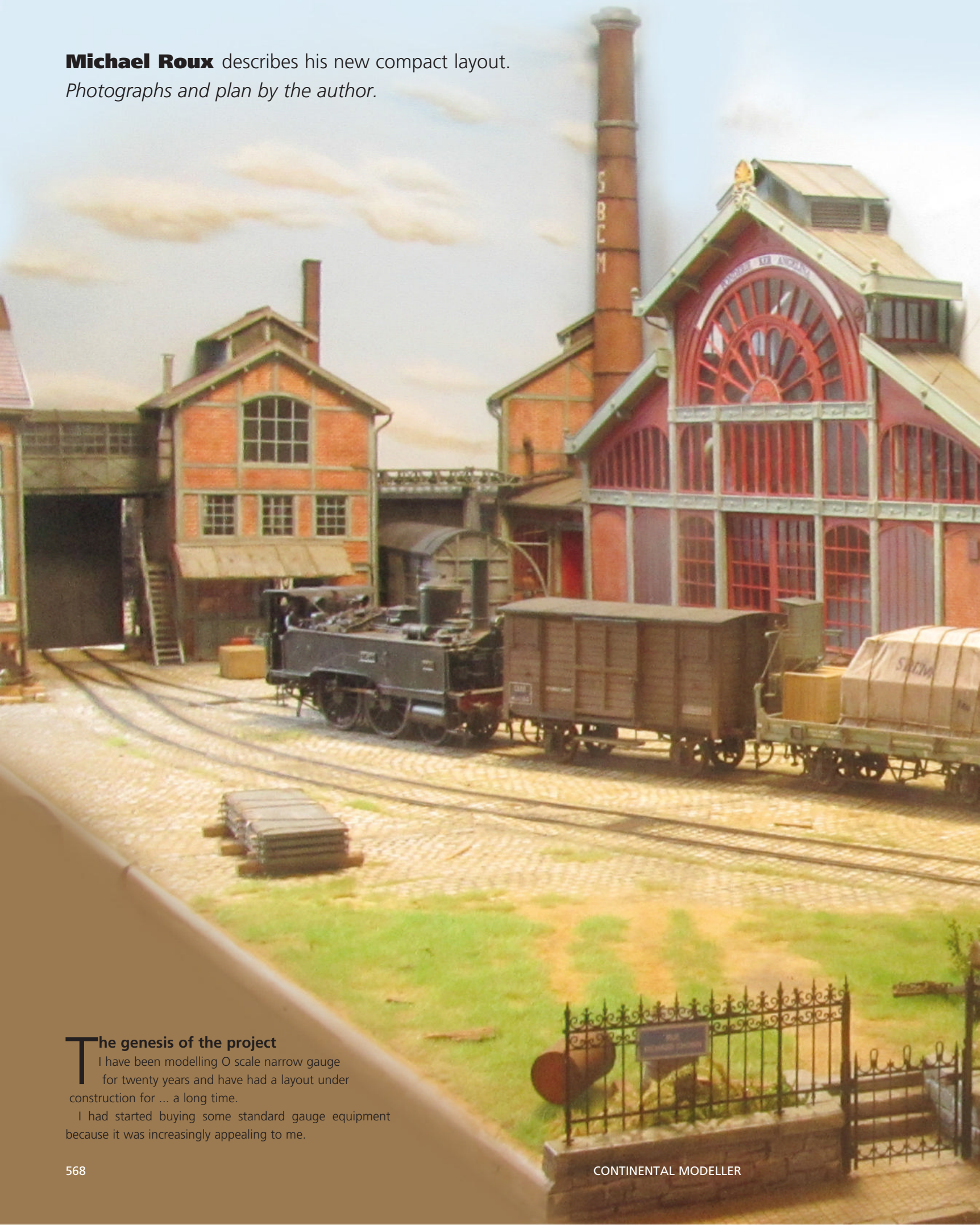
A large Sentinel approaches with a load of feed sacks.

Below

A camel train arriving.



Michael Roux describes his new compact layout.
Photographs and plan by the author.



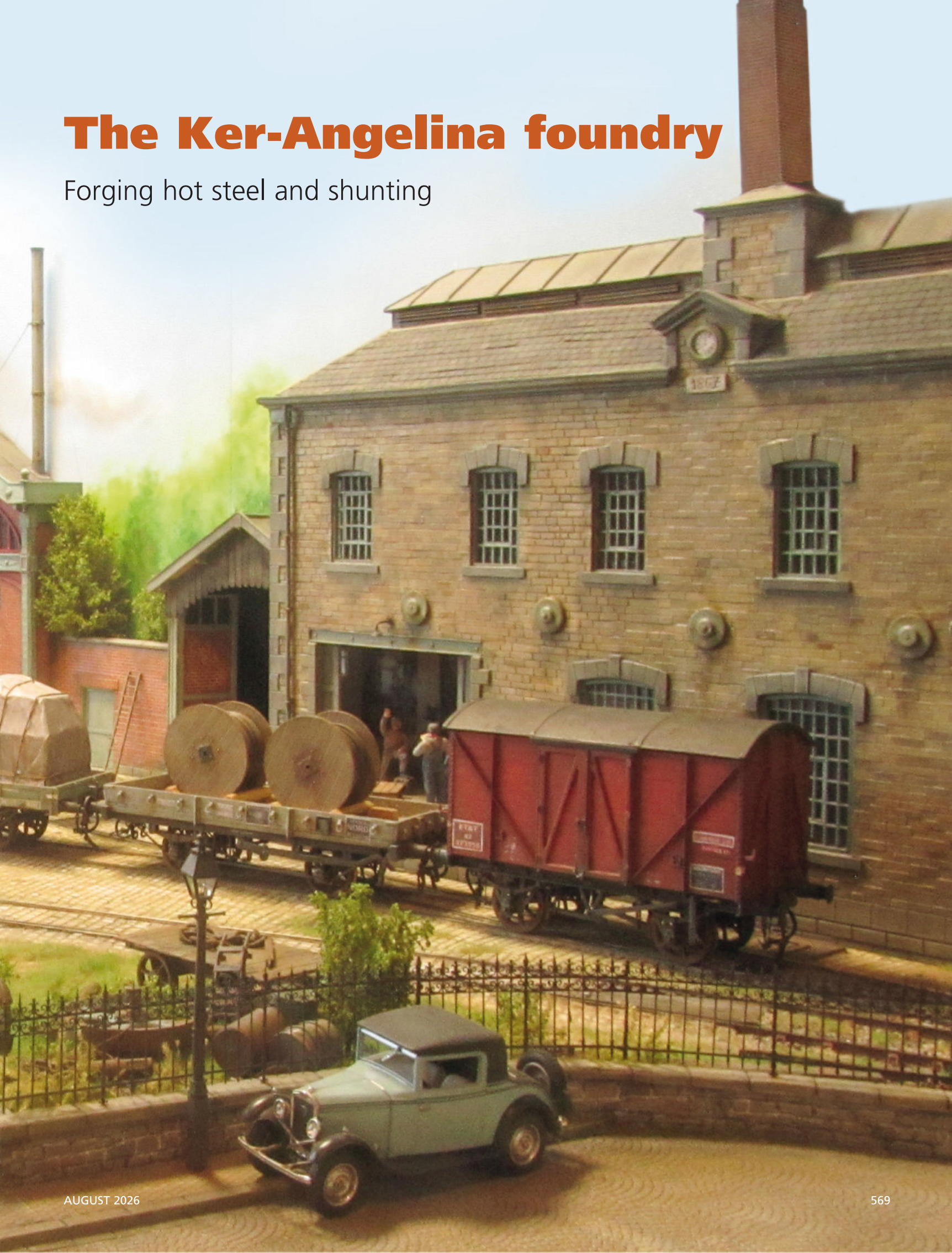
The genesis of the project

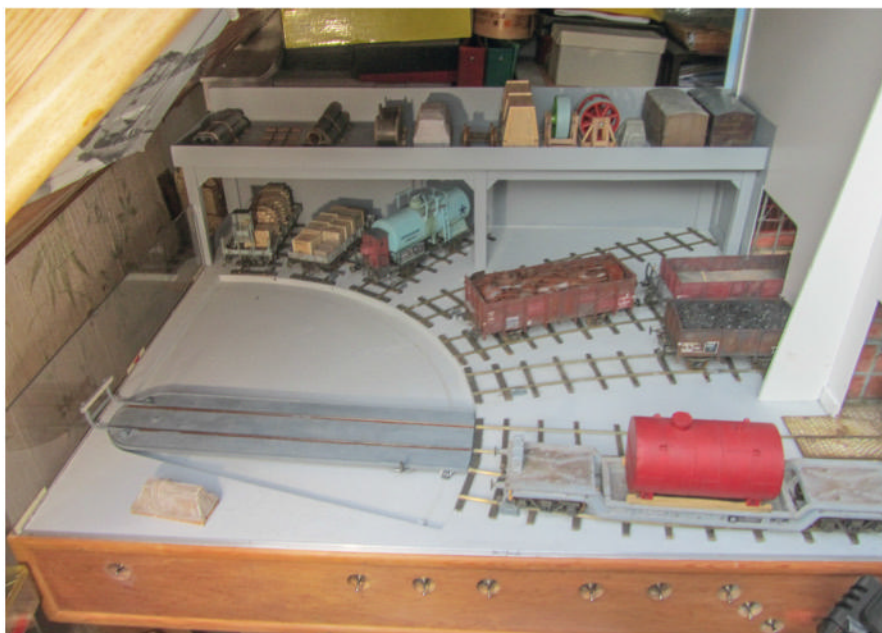
I have been modelling O scale narrow gauge for twenty years and have had a layout under construction for ... a long time.

I had started buying some standard gauge equipment because it was increasingly appealing to me.

The Ker-Angelina foundry

Forging hot steel and shunting





In August 2019, five friends created the 'Zero Gauge Zoo' and decided to present a set of five small interconnected layouts in this scale at an exhibition to be held in two years time. The exhibition never took place, and it took us two more years to finish our respective layouts ...

From the outset, I decided to represent a forge and/or a foundry. It was a project I had wanted to include on my other layout, but it did not quite fit. The inspiration came primarily from *Courcelle Part*, a layout by well-known modeller Richard Chown (see CM May 2005) which was featured in the French magazine *Loco-Revue* No.669 in April 2003.

The general plan had been drawn up for some time. All that remained was to bring it all together into a coherent whole. The track was to be embedded in the cobblestones, and the whole thing was to be colourful and bright, contrary to what is usually done in the representation of this type of industrial theme.

The initial schedule imposed by the planned exhibition forced me to start construction before having fully planned all the details. This led to some improvisations, notably regarding the placement of the stationary steam engine,

which was not originally planned, and how to conceal the hidden siding for the angled track.

The imagined background

Ker-Angelina is a small village of 250 inhabitants located 5km southeast of Vannes. In 1865, faced with the growing demand for metal for regional industry, Count de Taillefer, a prominent local figure and elected official, partnered with three investors (Adémar Topilon and the brothers Isanbard and Théophile Dacier) to create the Ker-Angelina Forges company.

The company manufactured parts for the merchant navy and for agriculture, then diversified in 1891 by creating a foundry. At this time, the company changed its name to Forges and Foundries of Brittany. It was also around this time that the company was connected to the Paris – Orléans (P-O) network by a 1km branch line from Vannes. After the count's death in 1902, the company was renamed Breton Metal Construction Company. Production continued until 1964, when, faced with fierce national and international competition, it closed its doors for good.

Above left
The small fiddle yard with moving sector plate to access various sidings.

Above
The removable sidings behind the backdrop are made of 5mm Forex. They are simply fitted into the aluminum profile that borders the back of the modules. Only the track in the scene is powered.



Left
An overall view of the layout.

Right
No.602 with a coal train,
a very regular load
that the company consumes
in large quantities.
The Midi lowside wagon
and the van were
constructed by Gilles Gayral.



Specifications

The entire layout had to occupy the only remaining space in my workshop, approximately 2.40m by 50 or 60cm, and be able to fit, disassembled, into the boot of a small city car. The track plan must allow for numerous shunting manoeuvres to service the buildings and reposition the locos. The hidden sidings must accommodate seven or eight wagons. The curve radius must not be less than 90cm. In other words, it is a very tight fit!

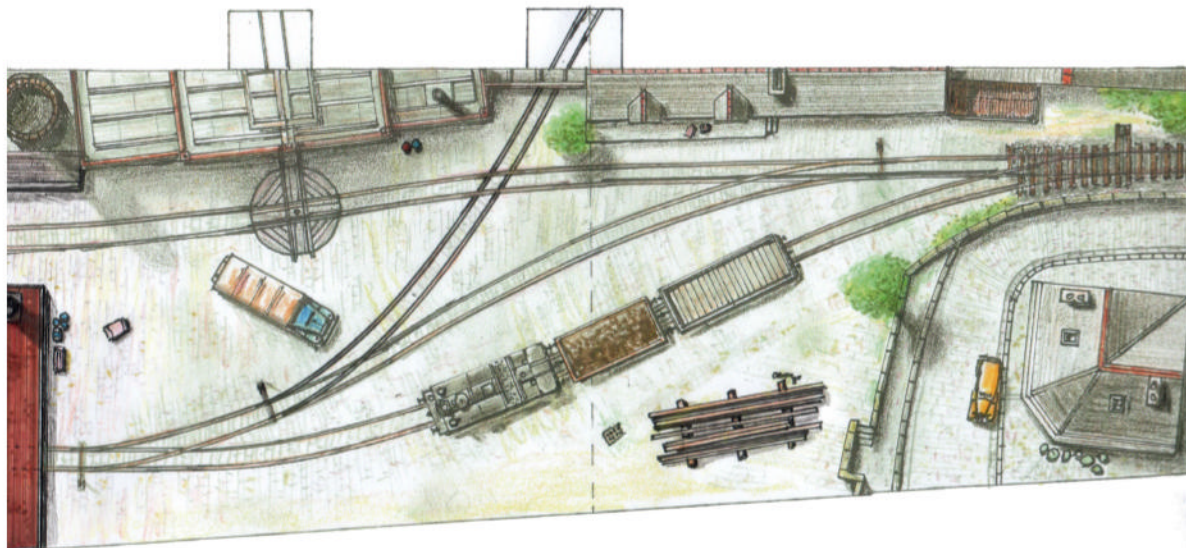
To achieve this, the main scenic section consists of two stackable modules measuring 80cm x 60cm and there is a small hidden fiddle yard measuring 70cm x 60cm.

All the buildings and scenery are removable, and the two main modules rest on only four feet.

The structure

The three modules consist of a 10mm plywood box braced with 15 x 20mm battens and covered with a 6mm plywood floor. The exterior is varnished and the interior is painted to prevent the materials from warping.

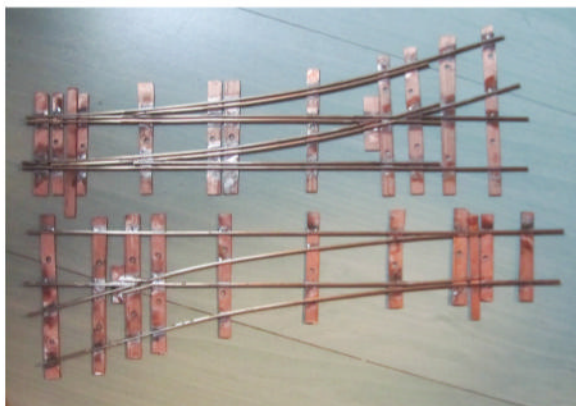
The two main modules are supported by four legs, and the sector plate section on two 45 x 45mm battens supported on aluminum profiles.





The track

The embedded track is code 100 rail soldered to copper-clad epoxy sleepers. Three of the four turnouts, as well as the crossing, are made using the same method. Wanting to represent 'Broca' tram track, I glued code 40 guard rail onto



small wooden shims (to compensate for the height difference) on the sleepers. Between the rail and the guard rail, I inserted and then glued small 2mm strips cut from cardboard to represent the bottom of the rut.

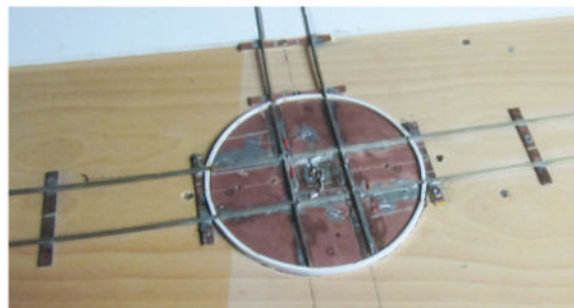
The turnout at the module entrance is Peco (code 125).

All the turnouts are controlled by pull cords that also operate the frog polarity switch.

The wagon turntable is a copper-clad epoxy disc, turned with a drill. The rails are soldered to it. A small crank on the front of the layout controls it via a home-made universal joint and Meccano gears.

The rails for the fiddle yard are code 100, spiked to sleepers cut from wood. The sector plate that serves it is built from plasticard. It rests on a brass pivot at one end, while the other is on rollers salvaged from a cassette player. A rudimentary coat hook latch secures it to the track it serves.

At home, a 110cm folding siding is bolted to the right side of the layout. At exhibitions, a small bridge is installed here to connect the layout to those of my colleagues.



Above

The company is not supplied only by rail – a few lorries deliver small goods such as oil drums.

Left

The points were made of code 100 rail, assembled separately on a jig. The top one has code 100 guard rails, an experiment I did not repeat on the others.

Below left

Modelling clay was pressed between the rails with rollers and a small spatula. The rail end should protrude. After this step, sculpting the paving stones can begin.

Left

The wagon turntable is a sheet of copper-clad epoxy. Unfortunately, it suffers from a slight asymmetry and as a result, only rotates a quarter turn, but this is sufficient. The perimeter of the pit is finished with Evergreen profiles.



Above
Before heading to Vannes
to deliver the large tank,
the regular crew of No.602
oil round the engine.



Right
Cable shunting to move
a heavily loaded wagon
from the workshop
onto the wagon turntable –
a popular demonstration
at exhibitions. The pulleys
are from a model ship kit.
The doors of the factory
can be opened and closed,
operated by servos.



Buildings that evoke the site's evolution

The main building is a large hall characteristic of late 19th-century metal construction. Initially, it was intended to be the only industrial building in the diorama, but I ultimately decided to supplement it with other buildings whose architecture reflects the company's evolution: from right to left, we find two stone buildings housing the forge, dating from 1865, the year the company was founded. Next is the large hall containing the furnaces and assembly area, followed by the boiler room, which supplies the stationary steam engines. Finally, there are two more modern buildings with metal frames and brick infill. One has a store on the ground floor and the modelling workshop on the first floor, while the other, partially depicted – and open – houses one of the steam-powered generators. These last two buildings serve to conceal the openings of the wings and are connected by a walkway.

In the foreground, on the right, the *Des Forges* café is the only civilian building in the layout and acts as a scenic divider between the other connected layouts.

The two stone buildings are made from resin façades by the English manufacturer Skytrex. The first building simply had a door added in place of one of the windows, along with a landing and the staircase leading to it. The cornice was rebuilt, and a skylight was added between two chimneys. The second building consists of two façades that I cut and assembled. The building is not symmetrical, a sign of modifications and adaptations over the years. The roof is made of cardboard covered with fine art paper slates. The

clock face is a print found on the internet, and the rim comes from a tarpaulin rivet. The chimney on top also comes from Skytrex. It is detachable for transport.

The main building, the hall, heavily inspired by the old market halls of Vierzon, was created from a computer-generated plan (using SketchUp) which was then printed on thick paper and glued onto 0.3mm cardboard. The structure, made of cardboard, wood, and plastic profiles, was glued directly onto the plan, as were the brick infill panels and the louvred panels (made from cable ties). The openings were then cut out. The rest of the building was constructed in the same way. The floor is made from a 5mm foamboard sheet into which I cut two grooves to insert the rails. The large ground floor windows are from the Zaapf model company.



Above
No.602 has assembled a short rake of wagons and is ready to depart.

Left
A narrow gauge track leads into the boiler room. The small crane is a replica of the one located against a house not far from mine.

The two large doors open and close using motors that drive a worm gear. The sculpture that adorns the top of the building is carved from a 2mm piece of plastic.

The boiler room building's structure is made entirely of foamboard as it must support the weight of the large resin chimney (Skytrex), which weighs over 500g. The chimney's base has an insert into which a threaded rod is screwed. This rod passes through a tube running the full height of the building and then screws into another insert in the module's floor. The cardboard façade is clad with Redutex bricks.

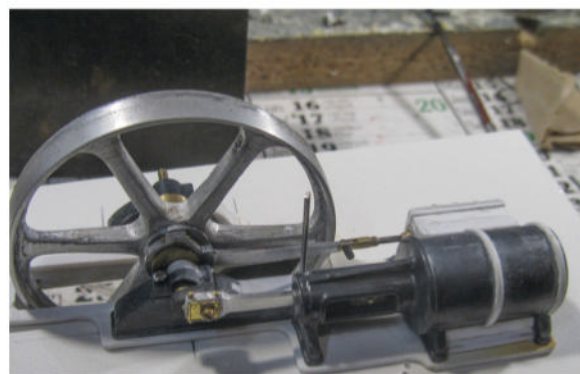
The small crane is a replica of a real one on the wall of a house near my home.

The two other buildings that separate the module from the stage area are constructed using the same principles. The large staircase is made of plastic, but the handrail is brass, as is the canopy that shelters the loading area.

The *Chez Régine* café is based on a resin kit by the craftsman Tennessy, slightly modified around the openings.

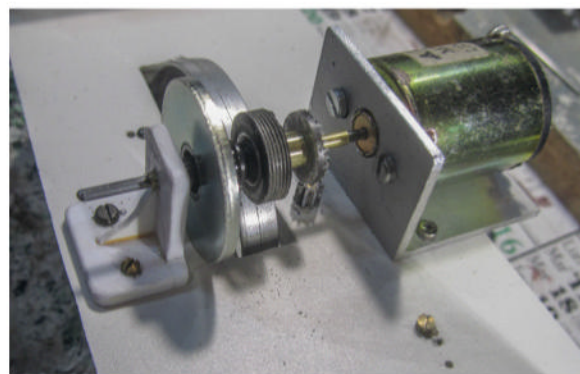
The unexpected engine

The small stationary steam engine was not initially planned, but I was looking for something to animate this part of the layout. I started with a Faller HO scale kit, but the plastic parts made motorisation impossible. So I kept only the cylinder and re-made the connecting rods in aluminium and the crankshaft and eccentric in brass. The flywheel is an old furniture wheel (bought at a flea market) machined with a drill. The whole assembly is driven by a motor located under the floor via a roller that presses directly on the flywheel. The centrifugal governor is driven by the same motor via a spur gear. The base is made of extruded plastic and forms a drawer that slides into the building, which facilitates maintenance. A switch on the front of the layout allows it to be operated. This little display is very popular at exhibitions.



Above
A lot of goods are waiting to be shipped to customers. The 'Bicyclette' brings wagons for loading.

Left
The small steam engine before painting: little remains of the original Faller kit.



Below left
The very simple mechanism that makes it work: the roller is simply a 1:43 scale lorry wheel.

Right
The machine *in situ*: it is elevated as in reality – the basement allows for the passage of steam and exhaust pipes. The building was made of heavy-duty cardboard while the roof structure is Evergreen sections.



Ground surfaces

The paving stones in the foundry were made using air-drying modelling clay, engraved before it dries completely. Once dry, the engraving is re-worked to remove any imperfections. Then, it is painted with light grey, yellow ochre, and brown acrylics. These colours were applied randomly by mixing them directly onto the paving stones in two coats. The entire area is then sanded with 80 or 120 grit sandpaper, taking care to avoid the edges of the rails and buildings. This generates a lot of dust, which is then used with a wide brush to fill the joints. In some places, a little very fine sand can be added. The entire surface then receives two to three coats of satin wood varnish, diluted with 30% water and a little grey and yellow acrylic paint. Light sanding is applied between each coat.

Some areas are touched up with brown/greenish washes to represent dampness and the moss growing there.

The cobblestones for the street, which I wanted to be different, come from Bois Modélisme. They are sheets that are cut and glued onto formers shaped from balsa wood, particularly for the road, which I wanted to have a characteristic camber. The finish involves washes of lightly sanded acrylic paint, and here too, a coat of undiluted wood varnish.

The separation from the industrial area is marked by a rubble wall made of scribed and painted balsa wood. It is topped by a railing from ABE (a gift from Olivier Taniou). Unfortunately, it is 10cm short ...

The other ground surfaces are treated in a very traditional way with sand tinted with scenic earths.

The grass is from Microrama, applied with a Grasmaster. The tree and shrubs are from MBR. The undergrowth is made with mosses collected from nature.

The sky

Given the shallow depth of the buildings, a backdrop is essential. It is a beautiful summer sky with a few clouds – yes, the weather is lovely in Brittany! A few wooded areas fill in the space and add a bit of depth between the buildings. It was painted with acrylics on 3mm thick foamboard panels which are set into a groove made of aluminum profiles that border the module on its two scenic sides. Glued wooden battens reinforce it. These are screwed onto the back of the modules.

The foreground is intentionally uncluttered to allow me to couple and uncouple the wagons (using real screw couplings) without damaging any of the scenery.



Lighting

The layout is illuminated by a 25cm square LED panel mounted on a bracket made of copper pipe: it is not perfect, but it is easy to transport. The colours were chosen to give brightness to this industrial setting, somewhat in contrast to what one might perceive in reality. I was not necessarily aiming for absolute accuracy, but simply to create a certain atmosphere, and I wanted to highlight the beautiful architecture of the buildings from that era, constructed with materials that catch the light. Model making is often just interpretation.

Accessories

Some, like the drums, hand trucks, and wheelbarrow, come from well-known brands: MK35, Phoenix, and Tamiya. The rest – the wooden crates, loads of planks, pipes, sheet metal, tanks, carts, and wagons – are my own creations. The small abandoned trolley in the middle of the grass was built by Gilles Gayral.

The figures are MK35 and Preiser, with a few Starlux models. All of the clothing has been modified, and even some of the poses. Of course, they have also been repainted.

Rolling stock

The 120 'Bicyclette' leased and then purchased from the State Railways ended its career in Brittany, far from its original Parisian suburb. It is an AD-TrainModèle kit, extensively modified and highly detailed. Although this loco was almost 70 years old at the time the layout is set, I wanted to represent it in good condition and well-maintained. It is equipped with a Loksound ESU V5 decoder and a stay-alive.

The wagons are almost exclusively secondhand, acquired over the years. Apart from a small van and a Midi low side tipper wagon, which were made by Gilles Gayral and very kindly given to me, the six-wheel flat is my own creation. The Midi flat wagon with a guard's cabin is a very nice VapeurLand kit. The van and the Nord flat are Maquettes et Services kits that I disassembled, rebuilt, and super-detailed. The bogie well wagon was originally from England (model by Darstaed): some ran in France during the First World War but were subsequently returned to their country of origin; this one must have been forgotten. The model has been improved by the addition of brake shoes and steps, and the well has been super-detailed with Evergreen profiles.

The other wagons come from well-known manufacturers – Slater's, O Scale Models, Lenz, etc. They have all been repainted and weathered and given new home-made



Right

Pushing a short train towards the offstage area. The building on the left is very close to the track, a constraint of limited space as often the case in reality.

Far left

The bogie well wagon was originally from England. The Darstaed model has been super-detailed.

Left

The staff are reviewing coming deliveries. The old flat wagon is only used for internal transport and never leaves the company premises. It was made from an English brass kit.



markings of former railway companies, because, while the layout is presented as being in 1952 at shows, at home I am more in the 1930s.

The roster will soon be augmented by a BillerBahn V20 diesel shunter, which I am currently restoring.

Although initially designed for analog operation, the layout has been converted to digital using a Roco Z21 control unit, which allows for great flexibility in train operation.

Of course, it is not all finished: small details still need to be added, such as the interior of the café. A mobile crane should also be added to help with handling. And I need to complete the cast of figures, as the current labour shortage is being felt ...

Operation

Despite its small size, the layout offers a wide range of operating possibilities. As in reality, the company requires a lot of supplies: scrap metal to be melted down, coal to fuel the forges and boilers, wood for making masters or for packaging and shoring the shipped products, spare parts for the machines, drums of cutting or lubricating oils ... and even the ultimate luxury, a shuttle morning and evening for the staff (a coach coupled to the service train). Manufactured goods are shipped to Vannes: metal structures, tanks of all kinds, foundry parts, etc., which requires a wide variety of wagon types. For this reason, and this is a major departure from reality, my loads are not secured, but this allows them to be interchanged, which adds life to the layout.

Conclusion

It must be said that this wonderful adventure would never have come to fruition without the help, support, and encouragement of my friends Olivier and Gaëlle Taniou, Yann Vannier, Gilles Gayral, Olivier Dourron, and Wandrille Courret Du Parc.

Whether at exhibitions, connected to scenes made by my colleagues from the Zoo du Zéro, or at home, I have not yet exhausted the possibilities of this little layout, initially conceived as a simple animated diorama, which, over time, has revealed itself to be much larger than it first appeared!

Below

The stone wall topped with ornate railings separates the street from the yard. This part of the yard serves as a dump: old drums and worn machine parts end their days here. An anchor recalls the company's maritime heritage and its proximity to the sea. The old trolley was built by Gilles Gayral.





N

SBB RAe^{II} TEE new from Kato



The RAe^{II} TEE is a six car electric multiple unit built for the Swiss Federal Railways (SBB) and initially used exclusively in international service. Five sets were built, numbered 1051 – 1055. They were designed to be compatible with four different electrification systems used by various countries in Europe. Introduced in the 1960s, they operated as an international all first class Trans Europ Express (TEE) service between Zurich and Milan via the Gotthard line until 1988. The sets were then converted from first class only to two class configuration, partially rebuilt, and repainted two-tone grey for EuroCity services and continued in use until 1999.

After retirement, one set (1053) was retained by the SBB as an historic vehicle. In 2003, it was partially restored with some features modernised and returned to its original TEE appearance. The interior configuration remained unchanged from its conversion to RABe (two classes). In 2012-13 it received updates to allow it to continue to be operated. It is still in service today.

The Kato model is a replica of the SBB Historic version in the classic red and cream TEE livery. Its use can be justified on layouts set in Epoch IV or VI.

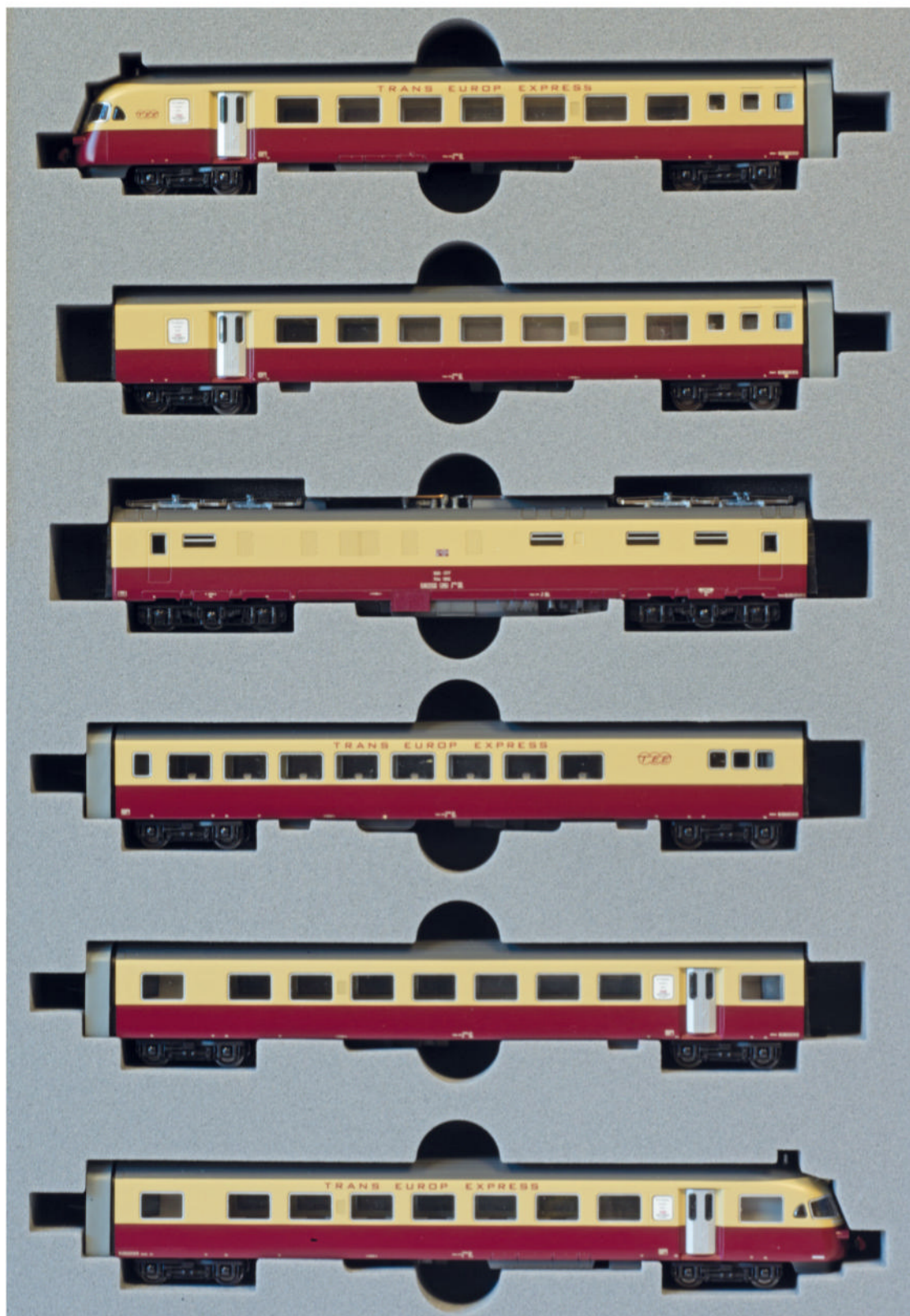
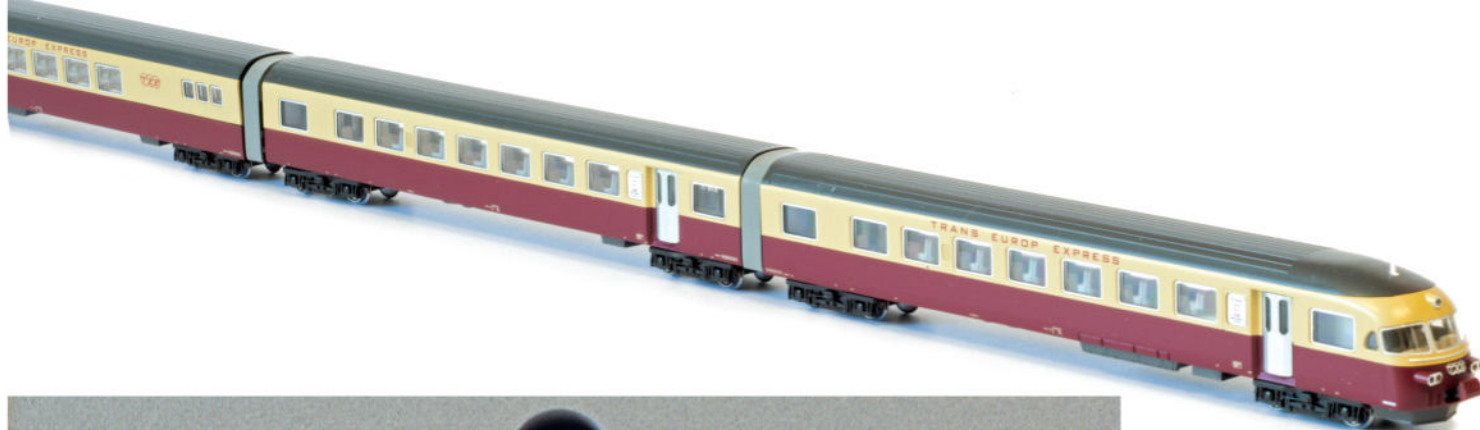
The finish is very good, with very neatly printed markings. Some of the body panels and grilles are printed, others are moulded in relief.

The body shells have flush glazing and internal fittings.

The four pantographs, of two different types, are made of fine metal and plastic parts – they are not intended for current collection. They can be raised to a fixed position, but are not sprung.

The corridor connections function as couplings; they are a bit fiddly to engage until you get the knack.





One car is motorised, powered by a five-pole motor with flywheel, driving just the inner axle of each six-wheel bogie, with all four driven wheels fitted with traction tyres. Current is collected from all wheels of the powered unit.

Performance is all you would expect of a Kato mechanism – quiet, smooth, and controllable across the speed range from walking pace to something suitably fast!

The end cars have white and red directionally controlled head and tail lights, and all cars are prepared for LED interior lighting using optional kits (refs. K11-213 and K11-214). Axle-end pick-ups are already in place. The table lamps in the dining car are illuminated from the factory.

The model can be converted to digital operation, with separate decoders for the motor, end lights, and interior lighting.

The sets are not through wired for either motor control or lighting.

The minimum radius is 192mm (216mm for S curves).

There is an illustrated instruction leaflet, in German and English.

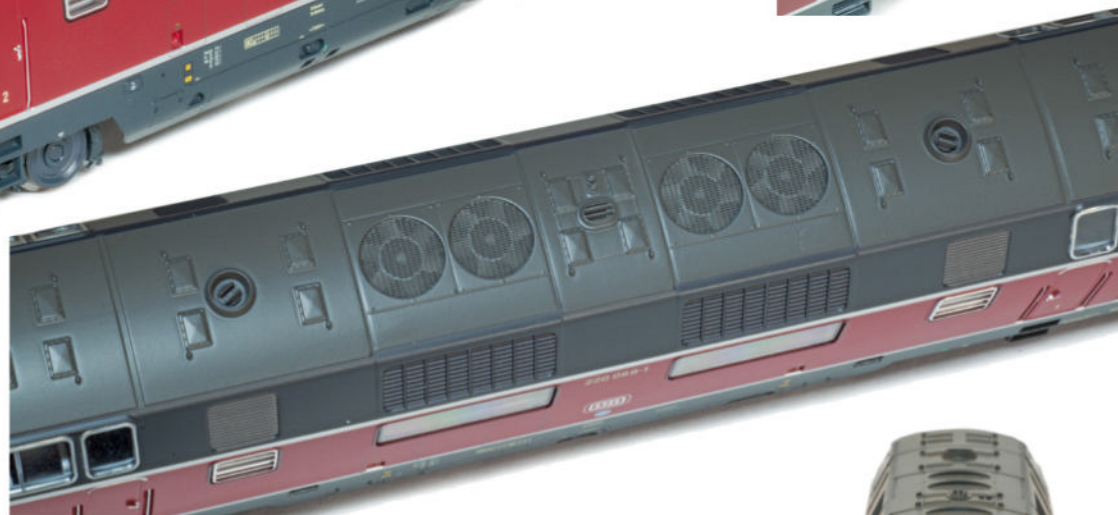


Manufactured by

Kato (Sekisui Kinzoku Co.Ltd.),
Tokyo, Japan.
www.katomodels.com

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

PRICE ref.K10-781 £405.00.



New in the Piko 'Expert' series is a new version of the classic Deutsche Bundesbahn BR220 B-B diesel hydraulic, first reviewed in CM September 2013.

It is numbered 220 068-1, in wine red with the Epoch IV 'Keks' logo, based at Oldenburg in the Hannover administrative area. It carries a Krauss-Maffei maker's plate. The finish is good, with sharply printed markings, right down to the smallest data.

The V200.0 main line B-B diesel hydraulic was introduced in 1953. After thorough testing of five prototypes, full production began in 1956, with 61 built by Krauss-Maffei and 20 by MaK, bringing the fleet to 86. They became an icon of the Deutsche Bundesbahn's rôle as part of the post-war 'economic miracle'.

The type was classified BR220 under the computer numbering system from 1968. The last was withdrawn in 1984, but a number have been preserved, some in working order, and some are still in use with private operators.

The moulded plastic body shell has very good panel and grille detail, with nice roof fans. The cabs have interiors

and flush glazing, with neat silvered frames.

Two aspects of the body merit particular comment – the cab side windows and the engine room interior detail are probably the best model representations of these features to date.

The few added parts include Indusi shoes and buffer heads; the various small handrails on the nose now come fitted.

The buffer beam fittings are all moulded in place, and the lower part of the front skirt is separate, attached to the coupling mount so it can move to accommodate model curves.

The bogie side frames are well detailed, moulded in deep relief, with

brake shoes in line with the wheel treads.

The mechanism is conventional – a heavy cast metal chassis, central motor, twin flywheels, and all-wheel drive and current collection. Running in of 25 minutes in each direction is recommended, but our sample ran very smoothly straight from the box.

There are traction tyres on two wheels, one each side at the inner end of the bogies.

The model has working directionally-controlled lights, and the internal printed circuit board has a PluX-16 socket for a digital decoder. There is space and a mount for a speaker under the chassis.



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

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.59726 £155.00.

New in the Piko 'Expert' series is a new version of the classic Deutsche Bundesbahn BR221 B-B diesel hydraulic.

It is numbered 221 119-1, in blue-beige, with the Epoch IV 'Keks' logo, based at Oberhausen in the Essen administrative area. The finish is good, with sharply printed markings, right down to the smallest data.

The model is accurate, according to published dimensions and diagrams.

The moulded plastic body shell is well detailed with panels, doors, louvres, grilles, and exhausts.

The glazing is flush, with neat silver frames and windscreen wipers moulded in place, painted black. The cabs have basic interiors, and the machine room interior is also represented.



Added plastic parts include the buffers, Indusi shoes, and handrails. Brake hoses and dummy scale couplings are supplied for the modeller to fit.

The bogie side frames are well detailed in deep relief; the brake shoes are in line with the wheel treads.

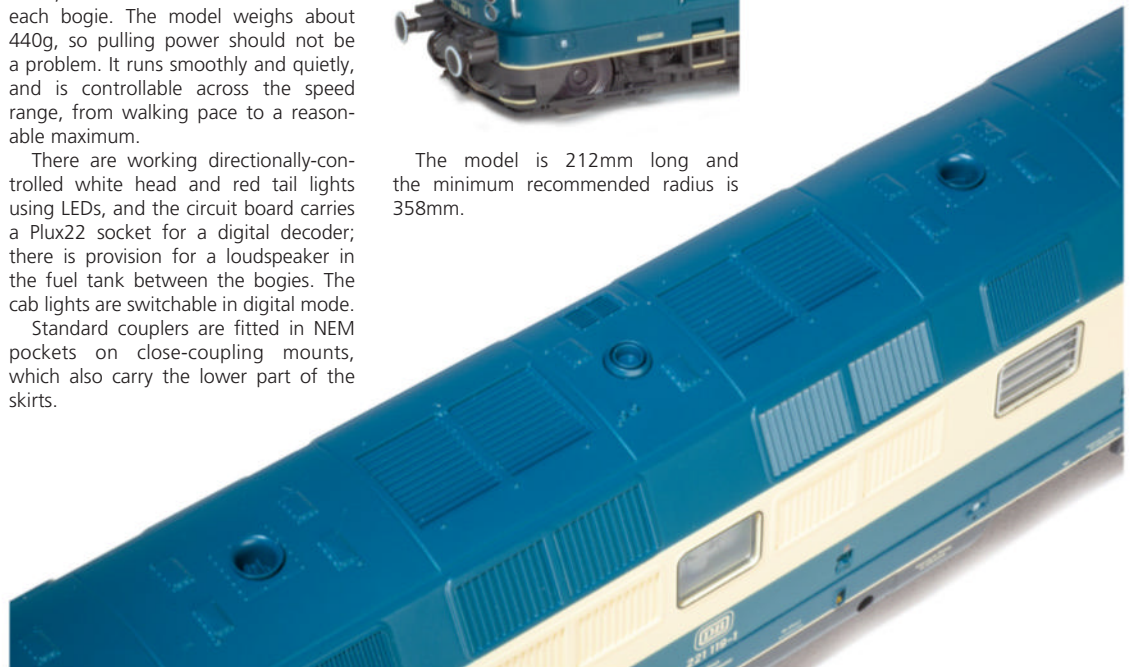
The model is built around a substantial metal frame, using a central can-type motor with twin flywheels driving the outer axles of each bogie via worms and reduction gearing; there is pick-up from all driven wheels. Two traction tyres are fitted, on one side of the inner axle of each bogie. The model weighs about 440g, so pulling power should not be a problem. It runs smoothly and quietly, and is controllable across the speed range, from walking pace to a reasonable maximum.

There are working directionally-controlled white head and red tail lights using LEDs, and the circuit board carries a Plux22 socket for a digital decoder; there is provision for a loudspeaker in the fuel tank between the bogies. The cab lights are switchable in digital mode.

Standard couplers are fitted in NEM pockets on close-coupling mounts, which also carry the lower part of the skirts.



The model is 212mm long and the minimum recommended radius is 358mm.



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.52617 £180.00.

The Vectron modular locomotive series by Siemens Mobility was intended as the successor to the EuroSprinter family. It was introduced at the 2010 InnoTrans trade fair in four versions: diesel, multi-system, and both AC and DC electric. The diesel version was replaced in 2018 by a dual mode loco. A more affordable, basic version called Smartron was introduced in 2018.

The locos are available in a medium power (5.2MW or 7,000hp) version for regional passenger and medium freight work as well as a high power (6.4MW or 8,600hp) version. DC only versions are only available in medium power.

The usual maximum speed is 160km/h (99mph), which can be upgraded to 200km/h (120mph) with the addition of semi-active yaw dampers incorporating a bogie steering mechanism. Since 2022, the loco can also be ordered with a top speed of 230km/h.

Nightjet is a brand name given by the Austrian Federal Railways (ÖBB) to its overnight passenger train services. Nightjet operates in Austria, Belgium, France, Germany, Italy, the Netherlands, Poland and Switzerland. There are services provided by other train companies to Croatia, Hungary, Poland, Czech Republic, Slovakia, and Slovenia that operate under the Nightjet Partner label. Nightjet trains include sleepers, couchettes, and seated coaches. On certain connections within Austria as well as the seasonal service to Croatia, cars can also be transported on the train.

The first Nightjet services were launched in December 2016.

European Locomotive Leasing (ELL) leases Vectron multi-system locos to ÖBB, some of which were used for the return of night trains to Belgium (Vienna – Brussels) without change of loco. Formerly, the Vectron was replaced by a Belgian Class 18 at Aachen Hbf., the last station before the border. However, Vectrons are not allowed to operate on the Liège – Leuven high speed line so it was necessary to use the conventional line between those cities. For the service to Belgium, ÖBB initially used 193 961 and 193 962 leased from ELL in Nightjet livery to which 193 598 was added.



The new Jägerndorfer model of the Vectron 193 962-8 in current *Nightjet* livery has been designed using 3D scans of the real locomotive. The application of the livery and markings is excellent.

The model is accurate according to published dimensions and has a metal body shell enhanced with many added detail components, including wind-screen wipers, nose handrails, cab door handrails, and access steps.

The buffer beams come fully detailed, and standard couplers are provided to fit the NEM 362 pockets on close-coupling mounts, which also allow for different snow ploughs.

The electrical equipment on the roof is particularly notable, with three different types of pantograph.

The bogie side frames are well detailed, with Indusi signalling shoes added, and sandboxes and delivery pipes added to the main frame.

The model is built around the usual proven mechanism: a die-cast metal chassis carries a central can motor with two flywheels which drives via cardan shafts and universal joints to reduction gears in the bogies. All four axles are driven, and two wheels are fitted with traction tyres, on one inner wheel of each bogie. The substantial weight should ensure good pulling power.

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

It is equipped with directionally controlled head and tail lights, plus optional high beam headlights; the tail lights

can be switched off (for running with a train or in multiple) and the cabs are illuminated. A Plux22 socket is provided for a digital decoder, and a sound-fitted version is also available.

Minimum radius: 358mm.

Length over buffers: 219mm.



Manufactured by

Jägerndorfer Spielwaren
Bundesstraße 20,
A-2563 Pottenstein, Austria.
www.jaegerndorfer.at

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

PRICE ref.27100 £235.00.

Liliput have recently released a new run of five versions of the familiar four-wheel typical Austrian 760mm gauge goods van with a brake platform at one end, announced for 2025.

ref.

L245010 Gw/s 104 Zillertalbahn grey Epoch III

L245011 Gw/s 10 070 ÖBB Steyrtalbahn brown Epoch III-IV *illustrated*

L245012 Gw/s 10 239 ÖBB Steyrtalbahn brown Epoch III-IV, with open door

L245013 Gw/s 200 Bregenzerwaldbahn grey Epoch VI *illustrated*

L245014 Gw 102 Zillertalbahn 'Velowagen' red Epoch VI

On the evidence of the supplied samples, the finish is good, with metalwork neatly picked out where appropriate and clearly printed markings.



The model has a one-piece moulded plastic body shell with integral roof (with central vent where relevant). The body is nicely detailed with planks, U-channel strapping, bolt heads, and fittings. The doors cannot be moved. The brake platform has a fine railing and handbrake column moulded in resilient plastic.

The underframe features channel solebars, axleboxes, suspension, and brake shoes almost in line with wheel treads, though there is no representation of the brake cylinder and pipework. The vans should have brake hoses each end. Some were also through piped for steam heating to allow use in passenger trains.

No detailing parts are provided.

The models are ballasted with a metal weight fixed to the floor inside and run freely on spoked wheels, with metal tyres on plastic centres, on pinpoint metal axles.

Bosna-style couplings with standard loops are fitted, now in flexibly mounted NEM pockets.



Manufactured for

Liliput, Bachmann Europe plc,
Niederlassung Deutschland,
Am Umspannwerk 5,
D-90518 Altdorf bei Nürnberg,
Germany.
www.liliput.de

DISTRIBUTED IN THE UK BY
Bachmann Europe plc,
Moat Way, Barwell,
Leicestershire, LE9 8EY.
www.bachmann.co.uk

PRICE each £27.75.

War Department 'Simplex' kits new from Fourdees

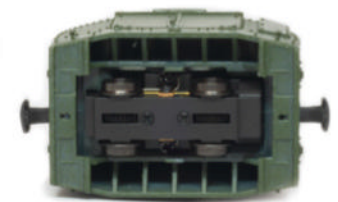
Fourdees have recently released new body kits representing two types of 40hp Simplex 60cm gauge tractor, the so-called 'Tin Turtles' built in quantity during the First World War by the Motor Rail & Tramcar Company for use by the War Department Light Railways on supply lines to the trenches instead of steam locos which would have been easily spotted by the enemy. Many were later sold as war surplus and employed in industries and agriculture, especially where very light rail was used. Several have survived into preservation.

The 'Protected' type has an armoured body and doors with a canopy cab roof with visors (ref.41-431K).

The 'Armoured' variant has full body plating and doors plus an armoured top with slits for the driver to see through (ref.41-432K).

The kits feature a highly detailed one-piece 3D-printed body with a finish comparable to injection moulded plastic, a static chassis (with fixed 5.9mm diameter wheels on 15.8mm wheelbase), two coupler pockets, and two standard OO9 buffer/couplers (without loops). Such little assembly as is required should pose no problems and then it is only a matter of painting, lettering and plates as required, and weathering to taste.

The models are designed to use a Toma Model Works ref.6531 mechanism, simply secured with two self-tapping screws (supplied with the chassis). Fourdees can supply the mechanism if required.



Whatever drive is used, more weight would be useful both for adhesion and electrical contact.

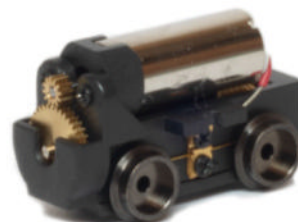
With a little work the static chassis could be adapted with proper wheelsets to make a rolling but unpowered model.

We illustrate an unmade kit for the Protected type and an assembled and painted Armoured version, on the Toma mechanism.

The Toma unit has wheels of 6mm diameter on a 14mm wheelbase. It does not fit exactly centrally under the body but this hardly matters as it is concealed.

It runs smoothly and quietly, and is controllable from walking pace to a sensible maximum.

Other mechanisms might be accommodated, with some modification to the inside of the 3D-print.



Manufactured by

Fourdees Limited,
57, Wentworth Road,
Blacker Hill, Barnsley, S74 0RP.
www.fourdees.co.uk

PRICE (each) £19.99 + p&p.
Toma mechanism £69.99.

Modellbahn-Kurier Special 55 Faszination Spur 1

Ausgabe 35, 1. Quartal 2026

Eisenbahn Kurier Verlag,
Munziger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
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This edition of the magazine devoted to Gauge 1 opens with '44er nochmal optimiert' (seven pages) which looks at two models of the BR44 2-10-0, one in Deutsche Reichsbahn form, the other as a Deutsche Bundesbahn version, from Spur 1 Austria and Spur 1 Modellbahn respectively, detailing the differences in the text and in the captions to the photographs.

'Erste Neuheiten 2026' (eight pages) looks at the latest items for Gauge 1. These include the Henschel 0-6-0 DH500Ca diesel from Märklin, etched railings from Becker & Sohn, the KM1 BR50 2-10-0, and their pre-production model of a class V20 0-4-0 diesel.

One page lists events of interest to Gauge 1 modelers throughout Germany between March and October 2026.

In 'Außen klein, innen stark' (four pages) Hans Jürgen Götz takes a look at the new ESU digital control centre, with hand controller screen shots as well as photos.

'Die Dritte im Bunde' (seven pages) follows up a feature in issue 33 of *Modellbahn-Kurier Special* and looks at further improvements which can be made to the Märklin models of DB BR218 diesel-hydraulics 218 126-1 in crimson red and 218 499-2 in the later ocean blue & beige. Almost sixty colour photographs clearly show the extensive work involved and the vast improvements they make to the models. These include

etched radiator cooler group fans and cast metal roof-mounted engine exhaust deflectors.

Four pages entitled 'Staubige Brüder' show how the appearance of Hübner models of a type Kds54 and Kds56 silo wagons can be improved with weathering.

In 'Der kleine Gelbe' (five pages), Patrick Roepstorff continues the weathering and improvement theme working on a Märklin Klv53 *Rottenkraftwagen* (track workers powered draisine).

'Europalok 181.2' (six pages) is a detailed look Günter Wunder at a new model of the DB BR181.2 electric in ocean blue & beige, showing the wealth of detail in the cabs, bogies and roof.

In 'Dicke Luft' (four pages) Manfred Kohnz explains and illustrates the building and weathering of a kit for a compressor and trailer using a 3D printer, with a list of paints used.

'Straßenmodellbau – Teil 3' (six pages) by Ralph Zinngrebe continues with an article about recreating roadways, showing the modelling process together with diagrams for the arrangement of roads, pavements, and car parks, etc.

Then Martin Meimberg describes and illustrates how he built a control desk for his shunting yard layout (six pages), with drawings and CAD-layout images with measurements as well as photos.

'Genuss auf Schienen' (three pages) looks at the model from Wunder of an IC/TEE *Speisewagen* (restaurant car) of type WRümz¹³⁵.

In the penultimate chapter 'Ganz entzückend!' (Absolutely delightful!), Ralph Zinngrebe sets out how he recreated realistic looking plants and flowers, with some fifty close-up colour photos.

The final section of four pages is entitled 'Geräusch-Wirrwarr' (A jumble of noise) and looks at the sound features now often included in digital Gauge 1 models. Two photos of a DB BR81 0-8-0T are marked with arrows pointing to what makes each sound – for example, bell, whistle, air pump, brake squeal, etc.



The work is copiously illustrated with high quality photographs.

This is another work packed full of advice and inspiration for Gauge 1 modelers; however, a good knowledge of the German language will be required to get the best from it.

Advertisements from many model manufacturers are included, among them Bee's Modellbahn (BMB), HEGOB Modellbahn, Steiner Modellwerke, and Wunder. There are also a few advertisements for model shops in Germany, and for other products from Eisenbahn Kurier Verlag, namely books, magazines, calendars and DVDs.

Die Schmalspurbahn Nebitzschen – Kropitz und die Bahnen in "weißen Land"

by Helge Scholz

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The 6.5km long narrow gauge branch line from Nebitzschen to Kropitz via Kemnitz was built and opened in 1903 to access the abundant kaolin (china clay) deposits in the area – hence the 'white land' of the sub-title. It was an extension of the system based on Mügeln which allowed connection to an interchange with the standard gauge at Oschatz, on the main line between Leipzig and Dresden. Latterly most traffic was in standard gauge wagons on transporters and these workings became well known for being double-headed into Oschatz yard by IVK articulated locomotives. Parts of the once much more extensive network have survived as the Döllnitzbahn, commercially operated, not preserved, but freight workings ceased long since (the last was 2001), other than as specials or photo charters run with the collaboration of a support group.

This new book not only tells the story of the short line from planning to the present day (part has been re-opened) but also examines in detail the many light railways which linked the pits and mines to processing plants and loading facilities. As well as the expected small diesels as motive power, there were also overhead electrics.

The introduction presents the multimedia display about all aspects of the kaolin industry now housed in the station building at Mügeln, and the account then runs through the background, planning, and construction and opening. Proposals for extensions (neither ever realised) are also documented.

We take a trip along the line with a typical mixed train, and then there is examination of each of the stations, halts, and industrial connections. Further sections cover passenger train operation, the railway postal service, and accidents and incidents.

Each of the pits and processing plants served by the line is described, with developments over time.

Also recorded is the transport of withdrawn standard gauge steam locos for use as stationary boilers at industrial plants; the removal of redundant sections from the 1950s, with some track salvaged for use elsewhere; the restoration of certain sections in recent years, between 1987 and 2001, and the continuing work of renewal between 1982 and 2019.

The work is rounded off with suggestions for photo locations and recording the operation of special trains and photo charters simulating former freight workings, some organised by the author.

The text is supported with many facsimiles of historic official documents, some which reveal that then as now the local population complained about the chosen route, with more or less success.

The book is copiously illustrated, including many previously unpublished photos, some drawn from local family albums. All are very well reproduced.

The photos are augmented with track plans and diagrams, some historic, some specially drawn, and the endpapers have excellent maps, the front from 1922, the rear from the 1980s.

The whole work is simply but attractively presented.



The author is well-known as a narrow gauge modeller, photographer, and until recently long serving editor of *Dampfbahn* magazine. He has compiled not only a thorough history of the line which was once so significant but also celebrates its present existence. Throughout, his knowledge of and concern for the line is evident.

It should appeal to fans of both 'main line' narrow gauge and industrial operations, and should provide much inspiration for modelling.

Eisenbahn-Kurier Special 160 Das „Geheimnis“ der Zugbildung

Eisenbahn-Kurier Verlag,
Munziger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 98pp
Softback €13.90
German text ref. 7053
ISBN 978-3-8446-7053-0

The “secret” of train formation – in earlier times passenger trains were formed in stations where coaches were detached or added; through coaches were exchanged between trains enabling passengers to travel without changing. Information about the scheduled formation of the train, its origin, and destination were given in the train formation plan, the *Zugbildungsplan*. This was once all part of daily operations on the railway. This new Special gives an insight into this traditional operating culture, showing train compositions in different eras with examples of typical and characteristic coaching stock, along with examples of how these trains can be recreated in model form.

‘Zugbildung der Reisezüge – Das Zusammenspiel der Zugbildungspläne’ (eleven pages) gives detailed information regarding some well-known long-distance passenger trains, such as the F164 *Loreley Express* (Hoek van Holland – Basel SBB) and D263 *Orient Express* (Paris – Wien Westbahnhof – Budapest – Bucharest) with extracts of paperwork showing train formations, calling points, and coach types used.

‘Schnell- und Eilzüge im Wandel der Zeit’ (two page features) shows a variety of main line passenger services hauled by steam, diesel and electric locomotives on the Deutsche Bundesbahn (DB) and Deutsche Bahn AG (DB AG) in the period 1958 – 2001.

‘Ost-West-Verkehr 1958 – Mit dem D106 von Hof nach Stuttgart’ (five pages) looks at this DB service.

‘CNL 472 *Aurora* von 1914 – Kurswagennetz des Nachtzuges Basel – Kopenhagen’ (four pages) details the formation with through coaches (Kurswagen) of the night train from Basel to Copenhagen, with through coaches to Amsterdam, Berlin, and Prague.

‘Von den Alpen nach Holland – D307 (München – Amsterdam) im Sommer 1965’ (four pages) features a steam-hauled train, with an extract from a working diagram for Mönchengladbach-based DB BR23 locos.

‘D217 (Paris – Berlin) 1969/70 – Internationaler Schnellzug in vielen Gestalten’ (four pages) gives details of this express service, behind electric and steam motive power, with extracts from the train formation plan.

‘TEE 16 *Erasmus* von 1978 – Schnell und edel von der Isar an die Nordsee’ (four pages) offers a detailed look at the Trans European Express which linked the Netherlands with Germany until 1980, when it became an Inter-City service with both first and second class accommodation, worked by DB 103 and 112 electrics. A black & white photo shows the interior of a new type ARD4ümg Barwagen from 1965. There is a map

showing the TEE network as at summer 1978, and a list of the types of coaches used on this service.

‘D202 *Loreley* 1984/85 DB FS SBB Tageszug Mailand – Amsterdam’ (four pages) presents the famous day-time train from Milan to Amsterdam, being worked by DB BR110 electrics, with pictures of the train’s on-board ‘Zugbegleiter’ pamphlet and the coaches used.

‘Premiumzug der DB – Der F3/4 *Merkur* in den fünfzig Jahren’ (four pages) covers the prestige long-distance train from Hamburg to Stuttgart in the 1950s.

‘DC912 *Ostfriesland* 1976 – Pop-Schnellzug des Intercity-Ergänzungssystems’ (four pages) looks at the short-lived service from Frankfurt am Main to Norddeich Mole using the so-called ‘Pop’ livery coaches worked by DB BR216 and BR220 diesel-hydraulics north of Rheine are featured, plus one colour photo of the train’s arrival into Rheine behind a BR110 electric.

‘IC691 *Herkules* von 1986 – Jede Stunde, jede Klasse: Die IC79-Züge’ (four pages) looks at the twin class InterCity services introduced from 1979, in particular train IC691 from München to Kassel via Stuttgart and Frankfurt am Main.

‘D1052 (Leipzig – Köln) 1991 – Lange Halberstädter im viertägigen Umlauf’ (four pages) shows the service from Leipzig to Cologne introduced following the fall of the Berlin Wall in 1989 with DB BR110 electrics hauling DR stock, with extracts from the stock formation.

‘Personenzüge im Wandel der Zeit’ (two pages) shows how DB local passenger trains changed between 1959 and 1989 behind steam, diesels, and electrics.

‘Im Altbauwagen auf die Alb – Die Reutlinger Wagen einsätze in ihren letzten Zügen’ (six pages) shows the variety of different stock that was used by DB until May 1962 on the branchline from Reutlingen to Schelklingen, with a list of the stock used on the line as at 1st June 1958.

‘Strukturwandel im Allgäu – 1962 mit dem P1565 nach Oberstdorf’ (four pages) describes the passenger service from Buchloe to Oberstdorf in the Allgäu region of southern Germany in the summer of 1962 hauled by both steam and diesel motive power.

‘Wuppertaler Wendelbüchsen – 780⁵ und Donnerbüchsen im Wendezugdienst’ (four pages) looks at the push-pull local passenger services powered by BR780⁵ tank engines with ‘Thunderbox’ coaches in the Wupper Valley in the 1950s and early 1960, along with an extract from the working diagram for Bw Wuppertal-Vohwinkel locos for the summer of 1956.

‘Vom Main an die Mosel – E2427 Frankfurt (M) – Koblenz im Sommer 1964’ (five pages) shows the train being worked by DB BR39 and BR41 steam locos.

‘N4125 von 1983/84 – Nahverkehrszug Kiel – Lübeck mit Variationen’ (two pages) looks at a local service in northern Germany in the winter.

‘P15219 von 1990 – DR Nahverkehr mit zwei- und Dreischern’ (two pages) deals with a similar local passenger train to that above, but on the Deutsche Reichsbahn in 1990 with both two and three axle coaching stock hauled by a BR112 B-B diesel-hydraulic.

‘DR-Doppelstockzug N14742 – Lokomotiv-Sandwich als Problemlösung’ (two pages) considers another



DR local passenger service, on the steeply-graded Rennstein route in the Thüringer Wald using a single double-deck coach between two BR228 diesel-hydraulics – an unusual prototype to model!

‘Gemütlich durch den Schwarzwald – Mit dem Gmp 8904 von Hausach nach Villingen’ (two pages) looks at the working of a mixed train in the Black Forest in 1958 with a DB BR44 three-cylinder 2-10-0, a single four-wheeled coach, and goods wagons. Gmp stands for *Güterzug mit Personenbeförderung*, goods train with passenger accommodation. There is an extract from the summer 1958 timetable for the Offenburg – Villingen (Schwarzw.) line.

‘V36 – Vorspann nach Speyer, 1958 bis 1964: Traktionsvielfalt am Ng9990’ (five pages) follows the early morning local goods train from Ludwigshafen Rangierbahnhof to Speyer with V36 0-6-0 diesel leading a variety of steam locos, with extracts from the working diagrams for locos from Ludwigshafen and Kaiserslautern depots.

Each section is built around a good selection of photographs, over 115 in total, all well reproduced. Most features include a map of the route, relevant timetable extracts, and some working diagrams. All show an example of the train in model form.

This is another excellent publication which can be thoroughly recommended to all those with an interest in German railways. Although a good knowledge of the German language will be required to get the best from it, the abundance of photos makes it relatively easy to follow and the colour images showing how many of these trains can be recreated in model form will be welcomed by the modeller.

A number of advertisements for other EK-Verlag books, DVDs, and magazines are included.

Right

DB BR103 electric with an eleven coach express on the right bank of the Rhine near Stolzenfels approaching Koblenz in September 1980. The formation is headed by a first class coach and a restaurant car still in TEE livery. At this range the photographer was not able to note the locomotive number or the train’s route! Photo: Benno Wiesmüller.



Die Diesellokomotiven der Wehrmacht Die Geschichte der Baureihen V20, V36 und V188

by Stefan Lauscher

Eisenbahn Kurier Verlag,
Munziger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 608pp
Hardback €79.90
German text ref. 6081
ISBN: 978-3-8446-6081-4

The V20 0-4-0 and V36 0-6-0 locomotives were the first diesels to be built in large numbers and paved the way for further development. This substantial book tells the fascinating story of these former Wehrmacht (military) locos from their early days of shunting duties during the Second World War, their 'golden 1950s' on suburban services on DB, right through to their use today on preserved railways. Also not forgotten are the heavy V188 double locos.

'Der Motorlokomotiven in Deutschland bis 1936' (twelve pages) looks at the various types of diesel locos that were built in Germany before 1936. Along with photo there are scale drawings and tables giving details of some of these types showing builder, engine type, horsepower, and transmission used.

'Die Wehrmacht-Diesellok (WR-Typenreihe)' (forty-five pages) gives details about the earliest types of diesels constructed for the German military by companies such as Schwartzkopff, Orenstein & Koppel, Krupp, Gmeinder, and Deutz. As well as black & white photos there are scale drawings and tables giving details such as power output, overall dimensions, transmission type, and other specifications.

'Konstruktion: Die Bauarten der Wehrmacht' (twenty-five pages) examines the construction of the new locos, with photos showing them being built, along with schematic drawings of power units and transmissions.

'Fertigung: Die Industrie liefert' (forty-six pages) includes a wealth of extracts of publicity material from

companies such as Schwartzkopff, MaK, Jung, and Orenstein & Koppel, plus photos of locos and their builder's plates. Pie charts are used to show the number of locos built by each company along with a list of deliveries between 1936 and 1943.

'Einsatz im Krieg: Räder müssen rollen für den Sieg' (twenty-eight pages) looks in detail at the development of the Wehrmacht diesels during the war. Maps showing the areas where they were deployed are included.

'Einsatz nach 1945: Das Diesellok-Zeitalter beginnt' (360 pages!) is the core of the work and looks at the steady development of former Wehrmacht V20 and V36 diesels in service with DB and DR. There is an extensive amount of information in this huge chapter, including tables showing where those surviving members ended up on DB and DR, liveries carried, where newly-built V36.4 locomotives were allocated, details regarding their sub-classes V15, V16.1, V22, and V22.1, modifications which were carried out, and dates of withdrawal, etc. Also included are details of services on which these locos were used on DB and DR, their sales abroad and to industrial railways, and those that survive in preservation.

'Nachkriegsentwicklungen: Die Kinder und Stiefkinder der Wehrmachtsloks' (twenty pages) looks at the further development of the V20 and V36 by builders Klöckner-Humboldt-Deutz, Henschel, Jung, Gmeinder, Krauss-Maffei, Esslingen, and Maschinenbau Kiel, with scale drawings and tables giving details of the locos built and to whom they were delivered.

'Die Kleinlokomotiven der Wehrmacht 'WR 110B'' (fourteen pages) deals with the small Köf 0-4-0 locos which were used by the military from 1929 – 1936 and their derivatives. Tables show when and where each of these locos was built and date delivered, along four scale drawings.

The final chapter (twelve pages) 'Die 'Dora'-Geschützloks 'D311'' takes a detailed look at the 4,000hp double locomotives D311.01 and D311.02 A/B (later DB class V188/288) originally built for working the heavy 'Dora' rail-mounted gun. A scale drawing is included, along with extracts of working diagrams for these locos at Aschaffenburg and Gemünden depots.

The Appendix (twenty-two pages) details locos similar to the V20 and V36 types built by Ardel, Berliner



Maschinenbau AG, Breuer, Budich, DEMAG, Deutsche Werke Kiel, Gmeinder & Co., Henschel & Sohn, Arn.Jung, Klöckner-Humboldt-Deutz, Fried.Krupp, Orenstein & Koppel, Ruhrthaler Maschinenfabrik, and Windhoff. There is a drawing of the Berliner Maschinenbau LDF 180 and tables listing locos built by each company.

The work is illustrated with over 530 photographs, the majority in black & white, all well reproduced.

This is another well-researched and highly detailed work from this renowned railway publishing house on a successful and influential family of diesel locomotives and it should appeal to all those with an interest in German motive power as well as those with an interest in military history. A good knowledge of the German language will be required to get the best from it but the wealth of photographs alone are particularly informative and those in colour are particularly useful for the modeller.

Sachsens erste Schmalspurbahn WCd-Themen Folge 14

by Helge Scholz

Förderverein
Historische Westsächsische Eisenbahnen e.V.
Wilzschhaus Nr.3, D-08304 Schönheide, Germany.
www.fhwe.de
297mm x 210mm 84pp
Softback €24.90 + p&p
No ISBN apparent German text

This book in the series devoted to the Wilkau-Haßlau – Carlsfeld narrow gauge railway, the oldest and longest 750mm gauge line in Saxony, is an appreciation of the original section, from Wilkau-Haßlau to Kirchberg.

It has been compiled by the well-known railway historian, photographer, and modeller Helge Scholz.

The work begins by documenting a trip along the line in its last years of operation by means of a series of superb colour photos. Modellers will delight in the detail to be observed.

We then go back to consider the origins of the line, its construction and opening, and examine how the interchange with the standard gauge was developed over time.

The next section looks in detail at the various stations and sidings serving different lineside industries, with the aid of old maps and photos plus a series of specially drawn track diagrams. Changes to the infrastructure and signalling are noted. There is a record of a royal visit in 1883, and notes on a proposed rebuild of Wilkau-Haßlau station in 1936. The devastating floods of July 1954 are also featured, as is the rebuilding of

the road bridge at Wilkau-Haßlau in 1976 (after closure of the narrow gauge).

The work concludes with the restoration of the station building at Wilkau-Haßlau for community use and the installation of 73m of 750mm track adjacent to the (still active) standard gauge line, which hosted a visit by IVK 99 1594-3 in June 2023 – appropriately as this loco, now based on the Preßnitztalbahn, was a regular performer in the last years of the line.

There are preservation projects at no fewer than three other sites – Schönheide Mitte, Schönheide Süd (or Wilzschhaus), and Carlsfeld, the terminus.

While there are substantial passages of text, the bulk of the work is effectively a collection of 73 black & white and 79 colour photos, the earliest of the latter from 1955. The standard of the originals is good, and all have been very well processed and reproduced on high quality glossy paper. All have lengthy and informative captions, and are individually credited. The majority are previously unpublished, among them some recently discovered historic images.

The post-war scenes show that railway photography did occur in East Germany, though it may not be a coincidence that many of the photographers seem to have been railway employees. In some views other enthusiasts are visible, and sometimes identified; several are still active in the preservation movement and producing this type of publication, as evident from the acknowledgments.

This publication is in the same style and format as others produced by the FHWE to raise awareness of and interest in the steam railways of Saxony, and to encourage people to visit the region to enjoy those railways that are still operating, the preserved lines, and the museums.



There are seven pages of advertisements, most for other publications from the same source or appeals for various preservation projects.

For those keeping count, Folge 14 has appeared ahead of the planned 13 which is now expected in autumn this year.

Note that Folge 14 is also available in a limited edition with an historic black & white photo on the cover.

Die Baureihe 119

Rumänische Dieselloks für die DR

by Kurt Köhler, Andreas Stange
und Matthias Michaelis

Eisenbahn Kurier Verlag,
Munziger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 288pp
Hradback €54.00
German text ref. 6076
ISBN 978-3-8446-6076-0

Ordered by the Deutsche Reichsbahn from 1977 the two hundred Romanian-built BR119 diesel-hydraulics soon became known as U-Boote (U-Boats) among railway staff due to their round bodyside engine room windows. Seen as a successor to the BR118 (V180), they did not fully come up to expectations and had a short life.

Die Baureihen 119, 219 und 229 was published in 2004. This new edition has been expanded to include further technical details, drawings, and photos, together with some memories of the class by railwaymen who worked on them.

The first chapter 'Der Traktionswandel der DR unter RGW-Bedingungen' (six pages) looks at the DR plans to modernise the motive power fleet, with extracts of documents relating to the delivery of the BR119.

'Beschaffung und Indienststellung der BR119 durch die DR' (forty-four pages) looks at the short life of the two prototypes 119 001 and 119 002, followed by the series production 119 003 – 119 200, with extracts of documentation chronicling engine performance, depot allocations, engine room fires, the difficulties encountered with the electric train heating equipment and hydraulic transmissions, and the dates on which locos were withdrawn from service and cut up.

'Die Motorisierung der Baureihe 119' (seventeen pages) documents the different power units that were installed. There is a detailed list of the engines fitted to each of the class.

'Technische Beschreibung der Baureihe 119' (twenty-seven pages) is a technical description by

the late Dr. Kurt Köhler, with scale drawings and tables showing haulage performance.

'Weitere Verbesserungen and der 119/219 von 1989 bis 2001' (ten pages) looks at further improvements that were made to the class, and include photos of the different types of control desks, from the earlier steering wheel power controller to the later joystick.

'Umbau von 20 Lokomotiven bei Krupp – die Baureihe 229' (eighteen pages) gives details of the rebuild which created the new class 229. Tables show engine performance and compare them to classes 228 and 234.

'Technische Beschreibung der Baureihe 229' (fourteen pages) provides technical information about the 229s, with a side view cut-away drawing showing the positioning of power units and certain ancillary equipment. There is also a table showing the differences between the class and the 119/219, with scale drawings of the control desk, transmissions, bogies, and springs.

'Äußere Unterschiede und Farbgebungen der Lokomotiven' (eighteen pages) is a thorough examination of all the liveries and detail differences.

'Indienststellung, Bestandentwicklung und Verblieb' (twenty-two pages) lists the locos that were delivered between 1977 and 1985, with dates into service, withdrawn, and the sale of some to other operators.

'Einsatz und Beheimatung der Baureihen 119/219 und 229' (seventy-eight pages) details the duties performed by the class at each locomotive depot (Bahnbetriebswerk), the dates they were allocated there, and when they were re-allocated or withdrawn. Extracts of some working diagrams are also included.

'Die 119/219 und 229 im Ausbesserungswerk' (four pages) shows locos undergoing overhauls in the main works at Chemnitz.

'Unfällen mit den Baureihen 119/219 und 229' (three pages) records accidents between 1979 and 2001.

'Brände bei den Baureihen 119/219 und 229' on (six pages) looks at those that suffered fire damage between 1981 and 2017. According to the authors, no other DR diesel locos suffered as many fires.



'Wie war es mit den "U-Booten"? – Zwei Zeitzeugen erzählen' records the experiences of a former fitter based at Bw Gera.

The final section 'Nachträge und Ergänzungen' (literally Addenda and Amendments)(three pages) looks at experimental equipment that was trialled in the class 119/219 fleet, as well as the use of 119/219 bogies on an Austrian type SF03 rail grinding machine built by Linsinger.

This well-known railway publishing house has once again excelled in producing a thoroughly researched and highly detailed work which should appeal to all those with an interest in German motive power. A good knowledge of the German language will be required to get the best from it but the photographs (some 481, a high proportion in colour and all well reproduced) are particularly informative and especially useful for modellers.

Express Passenger

by Ian Black

Published by the author.
295mm x 210mm 160pp
Softback A\$42.00

This new booklet from Ian Black is significantly larger than most of his previous publications and surveys a much wider topic – express passenger steam locomotives from all the Australian systems.

In the introduction, the author points out that 'express' is a relative term and in the context of the Australian situation does not necessarily imply high speed as might be the case in Britain, Europe, or America – though some of the locos featured certainly were capable of a good turn of speed when track conditions allowed. In Australia the principal significance of the term 'express' was that the train stopped at only a limited number of stations.

The book follows on from *The Big Engines* (see review in CM January 2026) which dealt with the largest and most powerful locos which were primarily designed and used for hauling freight, where pulling power was more significant than speed.

The work is arranged state by state – New South Wales, Victoria, South Australia, the Commonwealth, West Australia, Queensland, and Tasmania. For each state, the loco types are presented in chronological order. For each there is a brief description of the prototype with some technical details (e.g. weight and tractive effort) and comments on the featured models, along with a reference to the prototype photo list.

The initial list of contents itemises all the locos featured, which makes finding a particular class easy.

Almost all the types mentioned are illustrated by a good side view of a relevant model, most against a plain background, but some on layouts. Given that they have been drawn from many sources there is some

variation in the style and quality of the photos, though none are bad. Most show HO models, but there are some N, a few O, and several Sn3.5 (popular in those states using 3'6" gauge).

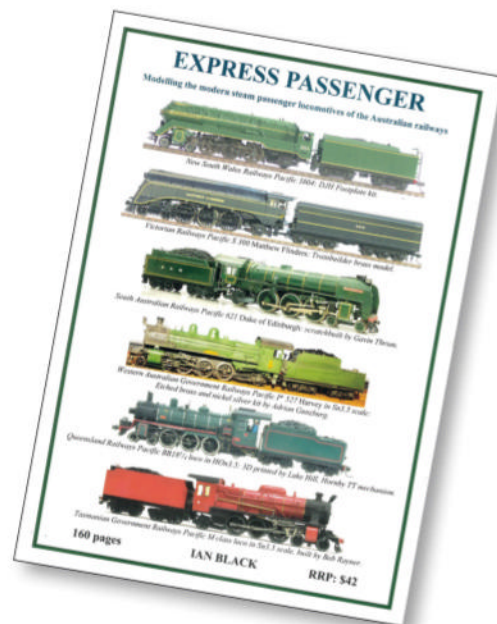
Due to the different gauges, modellers of each state system have adopted various scale and gauge conventions, as illustrated here.

While there have been commercial models of some of the New South Wales and Victorian machines, initially as kits and latterly even ready-to-run in HO, there is comparatively little in any form in any scale for the other states, so many are represented by scratchbuilt models. The author has done a remarkable job not just in bringing together background information but also finding model illustrations from beyond his own areas of special interest. The booklet is greatly enhanced by a wonderful selection of model photos kindly provided by other modellers, showing scratchbuilt, kit-built (coming right up to date with 3D-printing), limited edition brass, and ready-to-run examples of the machines described.

There are no prototype photos, but as before a remarkable element of this collection is the listing of published photos in a wide range of books and magazines, not just by class but by individual locos, so that researchers and potential modellers (given access to the relevant titles) can check details for themselves. The list occupies no fewer than sixty-eight pages, with many publications cited. This thorough research has enabled the author to determine which versions are represented by the models, and at what period, as details changed over time.

There is one map (showing the Midland Railway of West Australia) and one basic line drawing (Commonwealth C class).

This is another unusual and interesting pan-Australian study, remarkable value for the work involved and information included.



The book is available in selected model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:
Stephen Johnson Models, P.O.Box 31, Red Rock,
New South Wales 2456, Australia.
<https://stephenjohnsonmodels.com.au>
Flat rate postage for a single copy is A\$10.00.
Payment can be via PayPal.



DB E03 new from Märklin/Trix

At a ceremony in Kassel on 10th February 1965, Henschel and SSW presented the first of the new E03 electric locos designed to haul express trains at 200km/h and officially handed over the machine to the Deutsche Bundesbahn.

During the 1965 Munich International Transport Exhibition (IVA) from 25th June to 3rd October 1965, E03 001, 002, and 004 attracted a lot of attention. They took it in turns to haul special trains between the exhibition grounds and Augsburg. On two sections of the line, these trains reached a maximum speed of 200km/h, which was allowed by special permission for the first time in passenger rail traffic – an impressive milestone in German railway history.

After the IVA, the high-speed runs were initially limited to tests. When used on scheduled services with TEE and long-distance expresses, the maximum speed was limited to 160km/h.

E03 002 was the first to be completed, and so forms the subject of the second Märklin/Trix limited edition club model this year. The model is completely new tooling, representing a pre-production loco with one row of bodyside



ventilators, short cab, raised chrome strips, front apron, buffer cladding, and DBS 54 scissor pantographs with Vanisch WB15 contact strips.

The model will be accompanied by two sets of coaches (four and three) to replicate the IVA express trains, also available exclusively to club members.

Orders must be received by 15th August.

www.maerklin.de

www.trix.de

Kaeserberg

train of the month August

Electric passenger train with rack-and-pinion drive

HGe3/3, 400hp, 36t. Load: three four-wheel coaches, 38t, 92 seats. Maximum speed 15km/h.

The HGe3/3 electric locomotives are the iconic motive power of the rack railway up to the Kaeserberghorn. Eight of these machines operated on the Bernese Oberland Railway following its electrification in 1914. Because they were quite short (just over 8m), the pantographs appeared imposing. Although they were gradually replaced by more powerful

machines from 1949 onwards, the first was not retired until 1975. HGe3/3 29, which was built twelve years later than its predecessors, is still one of the wonderfully restored and preserved treasures of the Blonay – Chamby museum railway, where it has been based since 2013.

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



TILO new at Swissminiatur



Maurizio Tolini reports that the Swissminiatur model village at Melide near Lugano has inaugurated a new train: the TILO FLIRT TSI.

This train is a symbol of Ticino's regional and cross-border rail mobility. After a year of hard work and technical precision, the new model was officially unveiled, joining the park's extensive railway collection, currently consisting of over twenty trains.

With its distinctive red, blue, and green livery, the TILO FLIRT TSI represents an icon of regional rail connections between the Canton of Ticino and the Lombardy region. Its inclusion in the park and the collaboration between Swissminiatur and TILO celebrate the meeting of modelling tradition and technological innovation.

The 1:25 scale model is the second new addition for the 2026 season. It was created by Swissminiatur staff in collaboration with GOS (Global Optimization Solutions SA) of Gordola. The design and digital modelling was by the park's designers, the material preparation (by laser cutting) by GOS, while construction was entrusted to in-house mechanics and electricians.

This new train represents a major technological milestone for Swissminiatur: it is the first model developed entirely with new digital technology, marking the park's progressive transition from analog to digital.

Swissminiatur is open daily until 8th November from 9:00am to 6:00pm. (Last admission at 5:30pm.)

www.swissminiatur.ch

Baldwin 2-6-2 for OO9 by Fourdees



This is one of the most ambitious models Fourdees have ever made, and it has taken some time to get right – seven years in fact. The CAD was started back in May 2019, with the original intention of making a small batch of ready-to-run models. However, as the project developed, the sheer scale of parts involved meant it would be uneconomical to produce. Since production was brought in-house three years ago, it had been the intention to bring this model out as a kit.

The design is a typical Baldwin loco that could have been built in the 1920s. It is inspired by both No.1 *Santa Teresa* and No.2 now in operation on the Brecon Mountain Railway. The frames, cab, and tender are taken from No.1, whilst the valve gear and chassis is from No.2. The model has also been scaled to appear correctly proportioned on a Graham Farish 08 mechanism.

The model can be ordered via the Fourdees website, price £119.99.

<https://fourdees.co.uk>



USRA 0-6-0 new in Z by Rokuhan

The USRA 0-6-0 was built to standard specifications established by the United States Railroad Administration during the First World War. 255 were manufactured by ALCO and delivered to various railroads across North America.

The new Rokuhan model is expected in December 2026. It will feature upgraded side rods and assembly, and working headlights.

The model also provides the ability to choose between three different numbers. This is achieved through three separate pad printed cabs and smokebox fronts with number boards included with each model – a unique 3-in-1 concept.

The smokebox fronts and cabs are interchangeable – modellers can create different numbers by changing these parts.

North American style knuckle couplers are pre-installed. Standard N (Arnold Rapido) couplers, sold separately, can also be used.

The minimum radius is 195mm.

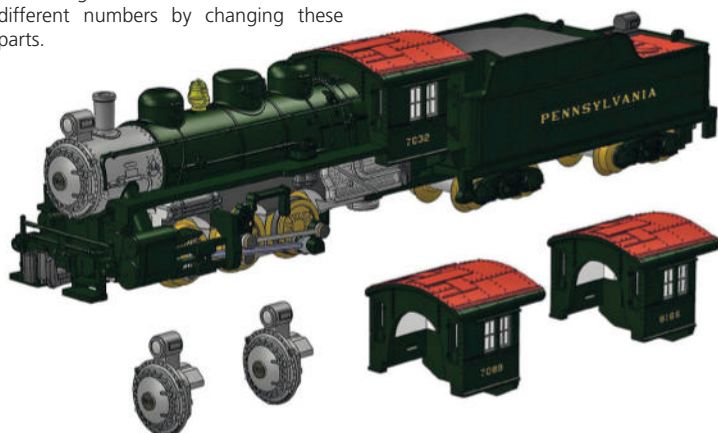
An instruction manual is included.

Two road names are available:

CB&Q (Burlington) #500, #505, #509. Pennsylvania #7032, #7089, #8166.

These models are exclusive to Ztrack Distribution and only available through authorised dealers. Reservations are now being taken. The price is still subject to change and will be determined at the time of release.

<https://ztrackdistribution.com>



American Z Line latest releases



The General Electric C44-9W is available in the BNSF Heritage II colour scheme with a choice of three numbers – #4316, #4401, and #4415.

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™.



Boston & Maine is the new identity for the GM-EMD F7A and F7B, as an A+B set (#4265A+4266B) and a separate A (#4268A).

The models feature prototype specific details and metal stirrups. They are DCC ready and have the AZL 7mm diameter



The General Motors – Electro-Motive Division SD60 comes in Union Pacific colours with two new numbers, #2171 and #2186.

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.

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



The GM-EMD GP30 is available as Alaska RR #2000.

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.

Two numbers are available for the Pennsylvania GM-EMD FP7 in Brunswick Green with single stripe, #9836 and #9837.

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 AutoFlood III hoppers are available with CEFX reporting marks in a two-pack with special "2,000,000 carload" markings and two four-packs, naturally all with different numbers.



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 18 & Sunday 19 July BEER, Devon

Beer Heights Light Railway gala

Organiser: Peco.

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

Open: both days 1000-1700

Admission: advance tickets – adults £27.50, children (3-16) £13.75, U3s free, dogs welcome at £2.00 each. Card payments only – book on line.

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, HOOn3, HOm/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://helenamorette.wixsite.com/italianrailociety>

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) and *Rock Ridge* (US HO). Trade.

Website: www.leitchworthmrs.org.uk

Saturday 25 & Sunday 26 July NEW MILTON, Hampshire

Organiser: South Coast MRC.

Venue: The Arnewood School, Gore Road, New Milton, Hampshire, BH25 6RS.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £8.00, accompanied U16s free. Card & cash payments.

Amenities: free parking; walking distance from New Milton railway station; disabled access; cafeteria.

Features: 17 layouts including *Somewhere in France* (OO9 WW1). Trade.

E-mail:

info@southcoastmodelrailwayclub.co.uk

Website:

www.southcoastmodelrailwayclub.co.uk

Saturday 25 & Sunday 26 July NORTH SHIELDS, Tyne and Wear

Organiser: Blyth & Tyne MRS.

Venue: Parks Sports Centre, Howdon Road, North Shields, NE29 6TL.

Open: Saturday 1000-1700
Sunday 1000-1600

(Early entry at 0930 for advance tickets).

Admission: adults £10.00, children (aged 5-16) £5.00, U5s free, family (2+2) £22.00. Card payments accepted. Tickets can be booked in advance via website.

Amenities: a free shuttle bus service will operate from North Shields Town Centre to RailEx NE & onwards to the Stephenson Railway Museum departing from Railway Terrace – check show website for timetable.

Features: layouts include *Nazareth Portland Cement* (US N, CM June 2026) and *River Kwai* (Thai HOm, above, coming in CM).

Websites: www.railexne.co.uk
www.btms.co.uk

Sunday 26 July THIRSK, North Yorkshire

Organiser:

Thirsk Model Railway Show Committee.

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

Open: 1000-1600

Admission: adults £5.00, accompanied children free. Cash only on the door. In aid of 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

Thursday 30 July BEER, Devon

Peco factory tours

Organiser: Peco.

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

Saturday 8 & Sunday 9 August LYMINGTON, Hampshire

LIVE STEAM IN LYMINGTON

Organiser: Lymington Community

Centre and John Sutton Models.

Venue: Lymington Community Centre, New Street, Lymington, SO41 9BQ.

Open: both days 1000-1600

Admission: adults £8.00, U16s free.

Amenities: several town car parks near the community centre, which is around 10 minutes walk from Lymington Town railway station. Disabled access. Refreshments.

Features: live steam layouts in SM32 plus G scale locos and stock; other layouts in O, O-16.5, and OO9, plus Playmobil and Lego. Static displays, trade.

E-mail: johnsutton3@sky.com

marketing@lymingtoncommunity.com

Website: www.johnsuttonmodels.co.uk

Saturday 8 & Sunday 9 August WELLS, Somerset

RAILWELLS

Organiser: Wells Railway Fraternity.

Venue: The Town Hall, Market Place, Wells, Somerset, BA5 2RB.

Open: Saturday 1030-1700
Sunday 1030-1600

Admission: adults £10.00, students 15-17 £5.00, accompanied U15s free. Visitors in wheelchairs free.

Amenities: parking in Palace Fields, with a charge of £5.00 all day – follow the Railwells parking signs. For details of buses from Bath and Bristol (including the new Mendip Xplorer No.376 from Bristol) see www.firstbus.co.uk. Refreshments at The Wookey Hub.

Features: layouts include *Port de Crozon* (Réseau Breton in 1:50, CM December 2025). Demonstrations, displays, trade.

Contact: Chris Challis, 01308 897539.

E-mail: cgchallis@yahoo.co.uk

Website: www.railwells.com

Thursday 13 August

Silver Experience Peco factory tour

Gold Experience Peco factory tour

Details as for Thursday 30 July.

Saturday 15 August

MILTON KEYNES, Buckinghamshire

Organiser: Silverfox DCC MRC.

Venue: Oakgrove Secondary School, Venturer Gate, Milton Keynes, MK10 9JQ.

Open: 1000-1600

Admission: adults £10.00, up to two U16s free with each paying adult.

Amenities: free parking. Disabled access. Refreshments

Features: 28 layouts including *Bear Creek* (US N), *Ollierstadt* (HOe), and *River Kwai* (HOM). Trade.

Contact: Gareth Homersley, 07974310197.

E-mail: ghomersley@aol.com

Website: www.silverfoxdcc.co.uk

Saturday 15 & Sunday 16 August BEER, Devon

Beer Heights Light Railway gala

Organiser: Peco.

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

Open: both days 1000-1700

Admission: advance tickets – adults £27.50, children (3-16) £13.75, U3s free, dogs welcome at £2.00 each. Card payments only – book on line.

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 15 & Sunday 16 August CRICH, Derbyshire

Organiser: National Tramway Museum.

Venue: The National Tramway Museum, Crich Tramway Village, Crich, Derbyshire, DE4 5DP.

Open: both days 1000-1730

Admission: normal museum admission charges apply. If booked more than 24 hours in advance via www.tramway.co.uk/visit/tickets/: adults £24.00, children aged 4-15 £15.00, family (2 adults and up to 3 children, or 1 adult and up to 4 children) £55.00. On the day: adults £26.00, children aged 4-15 £16.00, family (as above) £58.00.

Amenities: the museum is situated 8 miles from junction 28 of the M1 and can be easily accessed using the A38, A6, A61, and A52. Ample free parking. The nearest railway station is Whatstandwell, on East Midland Railway Derby to Matlock branch, from where it is a steep uphill walk of about 1 mile to Crich. Alternatively alight at Belper, Matlock, or Alfreton stations and catch bus No.140 (now does not run on Sunday) from Matlock or Alfreton and No.142 from Belper. Other buses serving Crich are No.141 from Ripley and No.143a from Alfreton – see museum website for bus timetable links. There are access ramps or lifts to all the museum's visitor facilities and wheelchairs are available from 1000-1600 for a £10.00 deposit – see museum accessibility web page for details. Various refreshment outlets.

Features: 12 layouts including *Zell* (German HO trams and trolleybuses). Demonstrations, societies, trade.

Contact: 01773 854321.

E-mail: enquiry@tramway.co.uk

Website: www.tramway.co.uk

Thursday 20 August

Silver Experience Peco factory tour

Gold Experience Peco factory tour

Details as for Thursday 30 July.

Saturday 22 August

TENTERDEN, Kent

Organiser: City of Canterbury MRS and Kent & East Sussex Railway.

Venue: Tenterden Town Station, Station Road, Tenterden, TN30 6HE.

Open: 1000-1700

Admission: for exhibition only: adults £5.00, children £1.00. Exhibition entry free with K&ESR train ticket.

Amenities: parking at Tenterden Town Station is available immediately by the

station on Station Road. It is free for railway visitors and features designated disabled spaces. Alternatively, several council car parks are located within a short walk of the station. The nearest bus stop is 'The Vine' on the High Street, which is a 5 minute walk from the K&ESR station, served by Arriva bus No.12 from Maidstone and Headcorn; Nos.2 & 2A from Ashford International; No.312 from Rye; and No.329 from Hastings. Many of the station buildings have disabled access. Refreshments available on the station.

Features: layouts include *BLS Südrampe* (Swiss N), *Caravanserai* (Egypt OO9, in this issue), and *Stevens Point* (HO). Trade.

Contact:

Jeremy Kennett, 07443 658102.

E-mail: ccmrs.shows@gmail.com

Website: www.ccmrs.co.uk
kesr.org.uk/model-railway-exhibition-22nd-aug/

Saturday 22 August

WALWORTH, Southwark

Organiser: Southwark & District MRC and St.Peter's Church.

Venue: St.Peter's Church, Liverpool Grove, Walworth Road, London, SE17 2HH.

Open: 1000-1700

Admission: adults £5.00, children & concessions £2.00.

Amenities: no parking in the churchyard, but there are no parking restrictions in local side streets on Saturdays. By public transport, travel to Elephant and Castle Rail and Tube Station, then take bus Nos.12, 35, 40, 45, 68, 171, 176 or 468 along the Walworth Road. Wheelchair access to the ground floor church and lower-level crypt hall only, but not to the gallery. Some refreshments.

Features: layouts include *Tirano* (Swiss N, CM March 2026) and *Bahnweg* (Swiss HO). Trade.

Contact: Richard Marley, 07798 557505 or Steve Rogers, 07774 201681.

E-mail: r_marley_uk@yahoo.co.uk

Website: www.southwarkmrc.wordpress.com

Saturday 22 & Sunday 23 August

LOUGHBOROUGH, Leicestershire

Organiser: Soar Valley MRC.

Venue: Loughborough Grammar School, Burton Walks, off Leicester Road, Loughborough, LE11 2AQ.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £12.00, children £5.00, family (2+3) £25.00. Cash or card

accepted; exhibition guide is included with entry, whilst stocks last.

Amenities: plenty of free parking; disabled-friendly; refreshments.

Features: c.30 layouts, including *Los Tanimals* (US N), *Oliver Hill* (US HO), and *Kostritzer* (German HO, left). Demonstrations, societies, trade.

Website: www.svmrc.co.uk

Saturday 22 & Sunday 23 August PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: Memorial Hall, Potter Hill, Pickering, YO18 8AA.

Open: Saturday 1000-1700
Sunday 1000-1530

Admission: adults £7.00, accompanied children free.

Amenities: just round the corner from the North Yorkshire Moors Railway station. No on-site parking but nearby town car parks include Ropery (short stay up to two hours), Vivis Lane (longer stay), and Eastgate (open 24 hours). Coastliner bus No.840 runs to Pickering from York railway station and, in the case of most services, starts its journey at Leeds City Bus Station. Venue has lift access to all floors. Light refreshments.

Features: c.10 layouts including *Kiyomi* (N). Demonstrations, trade.

E-mail: Roland@sdrmwweb.co.uk

Website: www.sdrmwweb.co.uk

Thursday 27 August

Silver Experience Peco factory tour

Gold Experience Peco factory tour

Details as for Thursday 30 July.

Saturday 29 August

LONGBRIDGE, Birmingham

Organiser: Bournville MRC.

Venue: Austin Sports and Social Club, 30, Tessall Lane, Longbridge, Birmingham, B31 2SF.

Open: 1000-1630

Admission: adults £6.00, accompanied children free. Card payment accepted.

Amenities: ample free parking, including dedicated disabled parking bays close to the entrance. There is local public transport within easy walking distance. Disabled friendly with step-free access. Refreshments available until 1400; bar open from 1200.

Features: layouts include *Pine Ridge* and *Hill Street Yard*. Demonstrations, societies, trade.

E-mail: BournvilleModelRailwayExhibits@gmail.com

Website: www.bournvillmrc.co.uk

Saturday 29 & Saturday 30 August HIGHBRIDGE, Somerset

SEDGEMOOR RAIL 2026

Organiser: Burnham & District MRC.

Venue: The King Alfred School, Highbridge, Somerset, TA9 3EE.

Open: both days 1000-1600

Admission: adults £6.00, accompanied children free.

Amenities: ample free parking; step-free access; refreshments.

Features: 21 layouts including *Sans Souci* (N) and *Ellison Yard, New Mexico* (US HO). Trade.

Contact: Exhibition Manager Mark Savage.

E-mail: burnhammrcshow@gmail.com

Website: www.bdmrc.co.uk/august-2026-exhibition

New HO trams from Halling



Halling participated in the recent *Kleine Bahn Ganz Groß* exhibition in Munich, and produced two items especially for the event. While stocks last, these are now available for those who could not get there.

The five-section Vienna ULF tram, fleet number 151, was loaned by Wiener Linien to Munich in 2001 during their 125th anniversary celebrations for test runs on Line 21 for a period of approximately two months. The full story behind this was comprehensively summarised a Wiener Linien employee who played a key role in the project and thus had first-hand experience.

The base model is, of course, the well-known one from Halling, but to mark this anniversary it has been given a thorough graphic update. The artwork has been completely redesigned, with everything redrawn. Particular attention was paid to the distinctive differences between the five- and seven-car sets A and B, and A1 and B1 respectively.

Note the two new driver's windows, which provide a better view of the rear view mirror, the correct number and positioning of the many loudspeakers, the new IR sensors, and the many other details, such as the 'Münchner Kindl' emblem on both sides and the 'Wien grüßt München' lettering. For the first



time, the interior of the front headlights has been left unprinted to allow modelers to fit front lighting.

The model is fully printed and lettered. Route numbers and destination boards are included as decals.

The model is available in both motorised and non-motorised versions. The motorised version now features a six-pin NEM651 socket.

The other special is a classic from the Halling range, modelled on a Munich four-wheel vehicle. This vintage model has been deliberately kept simple and is intended as a souvenir and memento of the exhibition. It comes as standard in HO scale with plastic axles. It can be retro-fitted with motorised running gear for either HO or HOm.

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

New pigments by Lifecolor

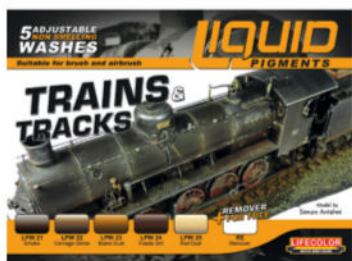
Lifecolor have released a selection of new liquid pigment sets which could be of interest to railway modellers. These are now available in smaller packs, in 22ml jars.

The *Trains and Tracks* set includes:

- LPW 21 Smoke
- LPW 22 Carriage Grime
- LPW 23 Brake Dust
- LPW 24 Frame Dirt
- LPW 25 Rail Dust
- RE Remover

The *Rust Wizard* set includes:

- LPW 06 Deep Rust
- LPW 07 Eroding Light Rust
- LPW 08 Eroding Dark Rust
- LPW 09 Orange Marks
- LPW 10 Yellow Marks
- RE Remover



The *Rain and Dust* set includes:

- LPW 11 Rain Marks
- LPW 12 Road Dust
- LPW 13 Light Earth
- LPW 14 Dark Dust
- LPW 15 Soot
- RE Remover

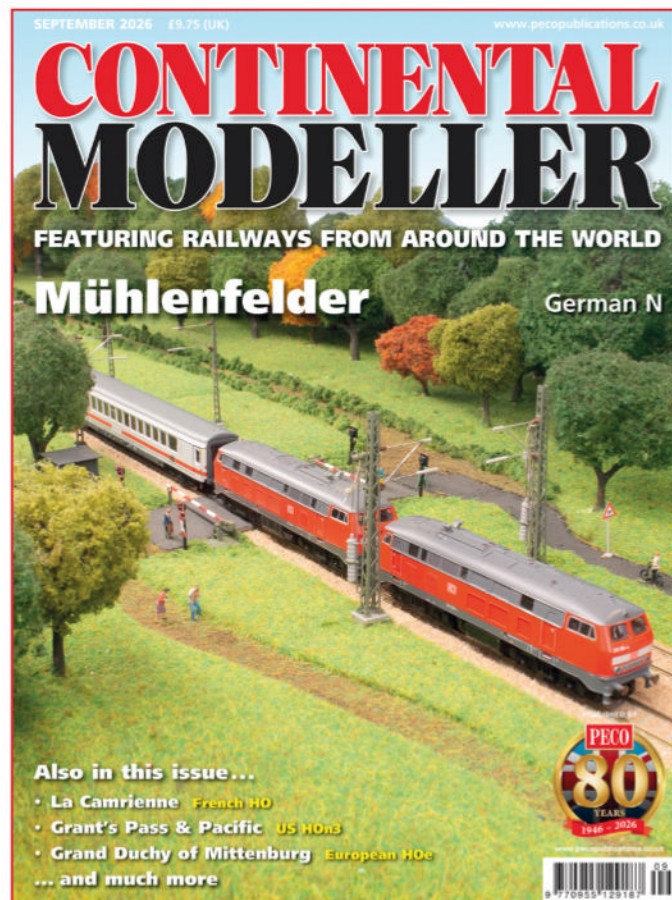
Liquid Pigments can be mixed together to obtain new colours. They can be applied by brush, airbrush, or any method you prefer. Once applied, they can be removed partially or completely from the treated surfaces using a brush or a cotton bud moistened in the Remover.

The Airbrush Company Ltd.,
79, Marlborough Road (East),
Lancing Business Park, Lancing,
West Sussex, BN15 8UF.
www.Airbrushes.com



Coming next month

out 20th August



• Mühlenfelder

Watching trains go by at a level crossing – Pauline McKenna describes her new N gauge layout, inspired by a location near Bremen-Mahndorf.

• La Camrienne

Graham Hand introduces his latest HO project, a compact layout which represents a French *secondeaire* which may be coming to the end of its existence.

• Grant's Pass & Pacific

– and the Fox Creek Lumber & Mining Company: Allan Clark describes his American HO_{N3} layout which incorporates classic logging and mining themes.

• Grand Duchy of Mittenburg

Blair Hobson introduces his new HO_e exhibition layout, which is set somewhere in central Europe.

• Gütersholz

Stuart Robinson presents the new HO exhibition layout by the North Downs Model Railway Circle, which was designed to host a variety of stock.

... and much more!

Opportunity Yours

To buy, sell or exchange through the columns of
Great Britain's best selling magazine for enthusiasts
modelling overseas railways

CONTINENTAL MODELLER Classified Advertisements

If, when responding to advertisements, you have a query which needs a reply,
please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

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

CANADA and USA. Narrow Gauge Model Railway
Supply Canada (ngmrsc.ca) for HO_n30, HO_n3 and
HO_m, Standard Gauge Model Railway Supply
Canada (sgmrsc.ca) for HO, and DCC Supply
Canada (dcccsc.ca) for EX-DCC kit.

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American,
Continental and British, "O", "HO", "OO", "N" and "Z"
scales. Email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES – for
more information on which issues are available,
please contact: *Technical Advice Bureau, PECO,*
Underleys, Beer, Seaton, Devon, EX12 3NA, England,
telephone: 01297 20580.

Wanted (Trade)

This section is reserved for the use of traders only.

**THINKING OF SELLING YOUR MODEL RAILWAY
COLLECTION?** If so contact me for an immediate
evaluation, distance no object. Collections large or
small. *PAUL CULL, telephone: 01302 481 274 or*
mobile: 07767 356 890 or send your list to: The
Bungalow, Denton Green Lane, Kirk Sandal,
Doncaster DN3 1JP email: pcull123@gmail.com

**MODEL RAILWAY COLLECTIONS URGENTLY
REQUIRED.** Small and large – any scale and any
condition. British, European and American collections
all required. Nationwide collection, distance no object.
Contact us today for a quick and friendly service.
Telephone: 01302 371 623, mobile: 07526 768 178,
email: anoraksanonymous@googlemail.com

**WANTED – COLLECTIONS OF TRAINS FROM
THESE AREAS:-** North Wales, Cheshire, Merseyside,
Manchester, and Lancashire. Also Diecast. If you really
want the best price then send me or email me your
list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

Private

Property for Sale

**Cut the expense of moving house by advertising
your property in the RAILWAY MODELLER or
CONTINENTAL MODELLER for just 15p a word
its great value for money!!**

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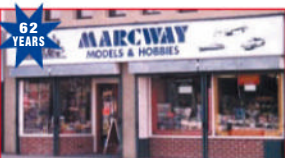
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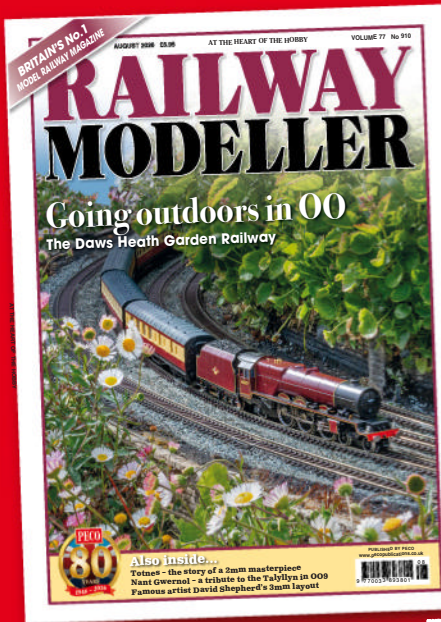


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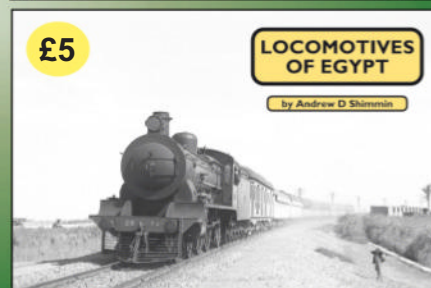


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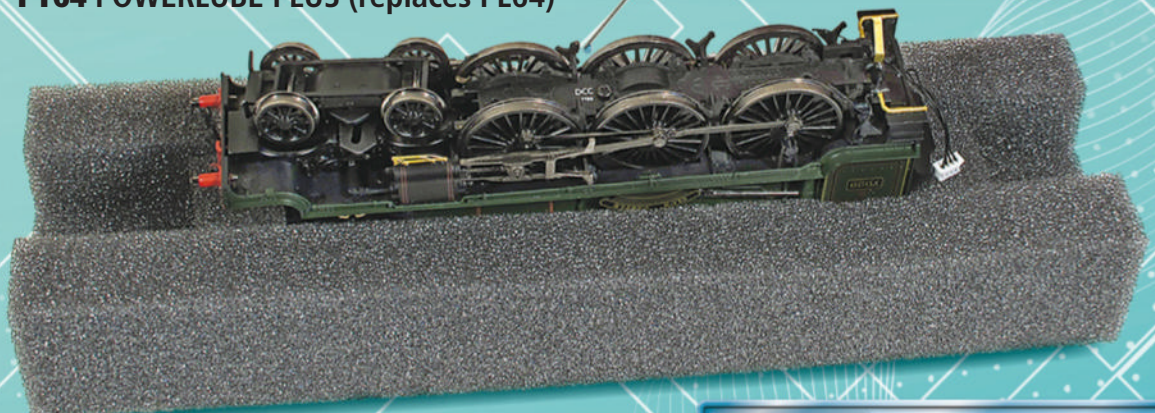
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2



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E	N
Editorial3a	N Gauge Show17a www.ngaugeshow.co.uk
Elaine's Trains.....14a www.elaines-trains.co.uk	
Ellis Clark Trains.....20a www.ellisclarktrains.com	O
	Osborn's Models.....17a www.osbornsmodels.com
F	P
Features4a & 5a	PECO Coming next month in RM15a
Footplate Models8a email: info@footplate.co.uk	PECO HOM.....page 517
French Railways Society.....16a www.frenchrailwaysociety.org	PECO Shop.....18a
	PECO Subscriptions12a
G	PECO Tools19a
Gaugemaster.....OBC www.gaugemaster.com	
German Railway Society.....16a www.grs-uk.org	R
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H	S
Hampshire Models16a www.hampshiremodels.co.uk	Scandinavian Railways Society16a www.scanrailsoc.org.uk
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K	T
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