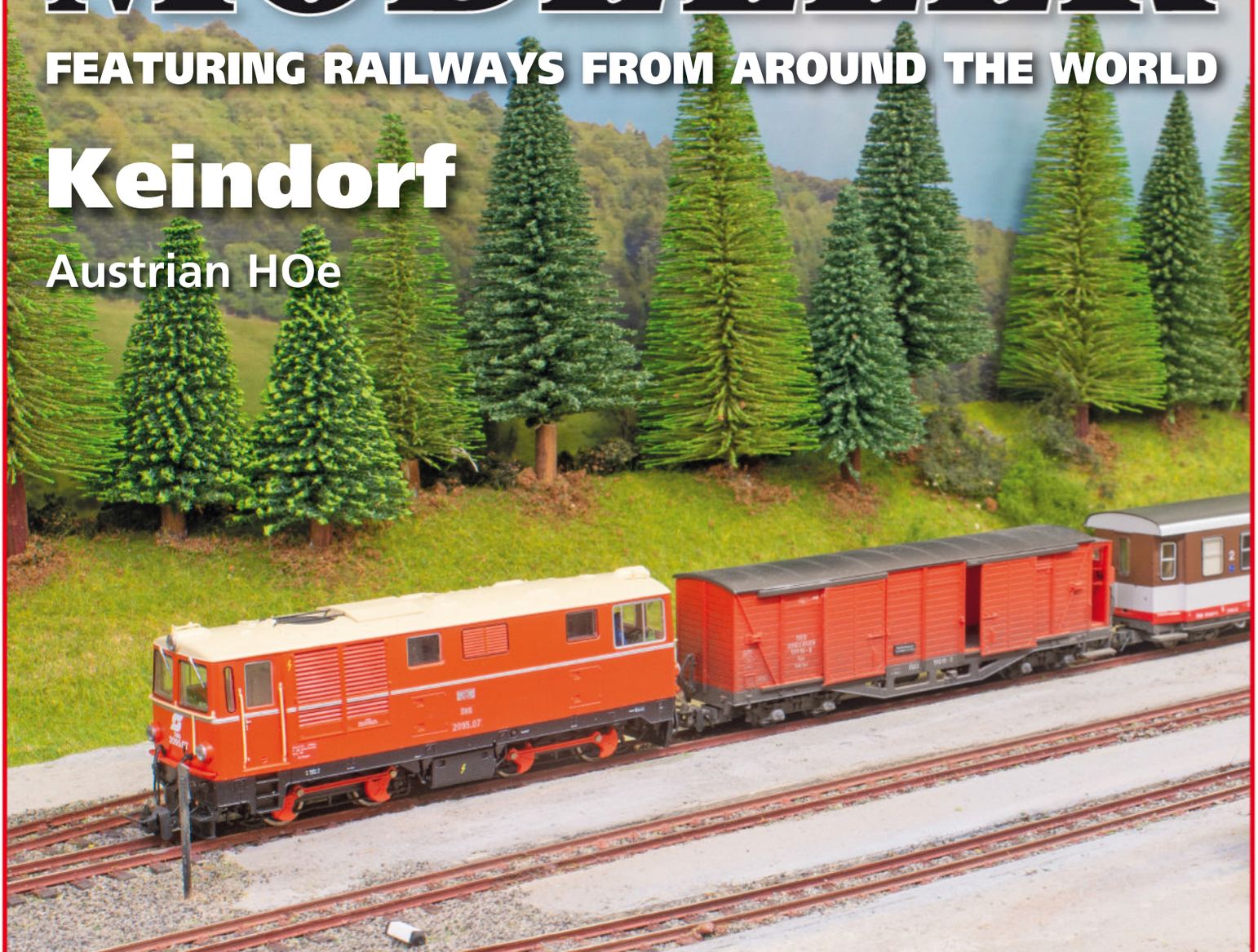
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CONTINENTAL MODELLER

FEATURING RAILWAYS FROM AROUND THE WORLD

Keindorf

Austrian HOe



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- Altenburger German HO
- Port Kembla Australian HO
- River Kwai bridge Thai HOm

... and much more

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CONTINENTAL MODELLER

October 2026
Volume 48
Number 10

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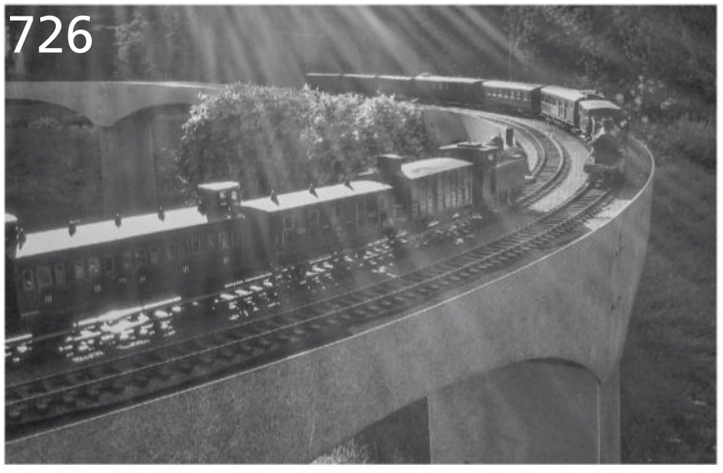
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t/b — turquoise/beige.
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64007 SWEG Ban-Railbus VT27, orange/white epIV/V ... £85.00
63010 DB Schi-Stra-Bus (Road + Rail), maroon, epIII ... £85.00
64201 Kampen Sattel-Borgwad Railcar, cream ... £115.00

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E0039 Santurce 0-6-0T ... £60.00
E0045 Grand Central Spain 030-0222, 0-6-0T 'R B Acena' ... £68.00
2140 SNCF ABJ-3 Autorail, red/cream roof ... £115.00
1589k DB Heikel Slidewall Van, white ... £14.00
5830k DB Persil Bogie tanker, silver, green ... ~~£15.00~~ £13.50
E5489k DB OnRail Phosphorus Ferry Tank wagon, grey ... £16.00
5566k DSB Gods Habis Long Bogie van, silver ... £24.00
5872k DSB Shell Bogie tanker, yellow ... £15.00
1490k RENFE Transfesa H-Cube van, silver/brown ... £15.00 (2)
6005 SNCF Laes Bogie Car Car Transporter STVA, grey ... £18.00 (2)
1980 Pair of Vans (Cuba) Angel Bosch Masferrer, brown (Club Edition) ... ~~£70.00~~ £63.00

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3 Unit Track Testing Train DMU, yellow/no decals. (In Roco boxes) ... ~~£175.00~~ £160.00
DB 01 1091, 4-6-2, small deflector, Falhaber motor ... £95.00
74117 DB 17 1095, 4-6-0. Digital sound ... £165.00
74233 DB 218 420-8, t/b(DCC Sound) ... ~~£165.00~~ £145.00
4232 DB 218 306-9, maroon ... ~~£60.00~~ £50.00
4236 DB 218 356-4, traffic red ... ~~£65.00~~ £55.00 (2)
DB 50 2491 4 Dome 2-10-0, Falhaber motor (Basis earlier Fmann super detail/conversions) ... £95.00
4155 DB 55 4455 0-8-0 ... £95.00
4078 DB 78 434, 4-6-4T (DCC 07) ... £95.00
864850 DB 81 0-8-0T Harbour Train + 4 x wagons including submarine load ... £195.00
4010k DB 89 7462, 0-6-0T ... £80.00
432805k DBAG 141 198-2, red ... £98.00
4236(NEM) DBAG 218 225-1, traffic red ... ~~£80.00~~ £70.00
954237 DBAG 218 286-3, experimental livery of late 80's, red (Ltd Ed) ... ~~£150.00~~ £135.00
4236 DBAG 218 356-4, red (DCC) ... £85.00
4236(NEM) DBAG 218 356-4, traffic red ... ~~£80.00~~ £70.00
410302k DR 03 153, 4-6-2 ... £165.00
4113k DR 131 189, 4-4-0 ... £110.00
4160 DR 38 2609 4-6-0, blackened wheels ... £90.00
4098 DR 98 811, 0-8-0T ... £85.00 (3)
4099 DR 98 812, 0-8-0T ... £85.00
4171k DRG 1081, 4-6-2 Streamline ... £135.00
442003 FMV/HLB Br648 (Lint 41), yellow/grey/red ... £145.00
4370 SBB Ae6/6, green/chrome band, metal ... £50.00
5060k DB 4wh Post, clerestory roof, green ... ~~£20.00~~ £18.00
5065k DB 2nd, 6wh with brake hut, green ... ~~£22.00~~ £15.00
5066k DB 4th, 6wh with brake hut, grey ... ~~£25.00~~ £15.00
5104M DB Messwagen, yellow ... ~~£28.00~~ £22.00
5127k DB 2nd/baggage, bogie convert,epIV, green ... ~~£18.00~~ £155.00
5128k DB 1st/2nd bogie convert, epIV,green ... ~~£20.00~~ £16.00 (3)
5129k DB 2nd, bogie convert,epIV, green ... £18.00 (5)
5682k DB Pw 2nd/Celestory, green, epIII ... ~~£24.00~~ £22.00
5683k DB 3rd Bogie Celestory, green, epIII ... ~~£24.00~~ £22.00 (2)
5684k DB Boggie Baggage with cupola, green, epIII ... ~~£24.00~~ £22.00 (2)
5686k DB 2nd bogie Celestory, green ... £22.00
5687k DB 2nd bogie Celestory, green with brake hut ... ~~£24.00~~ £22.00 (2)
5688k DB baggage/post Bogie clerestory + brake hut ... £22.00
5690k DB 2nd bogie Celestory, green ... £24.00
631404 DB 1st. Twin pack, blue ... £48.00
814509 DB 3 x Post coach set, green, epIII ... £70.00
865833k DB 1st/2nd 6wh clerestory with brake hut ... £24.00
4439k DBAG Br614 Railcar Centre Coach (914 013-8) two tone green/grey ... ~~£25.00~~ £20.00
5688k Deutsche Bundespost Bogie clerestory, green ... £24.00 (2)
5788k Deutsche Bundespost Bogie clerestory, green ... £24.00
5687k DR 2nd Bogie Clerestory, green ... £22.00 (2)
5786k DR 2nd Bogie Clerestory, green ... £24.00 (2)
5785k DR 2nd Bogie Clerestory, green, + brake hut ... £24.00 (2)
565301k DR 2nd short 4wh, red/cream ... £15.00
5051k DRG 3rd short 4wh coach, green ... ~~£12.00~~ £10.00
5052k DRG 2nd3rd short 4wh coach, green ... ~~£12.00~~ £10.00 (2)
5065k DRG 1st/2nd 6wh Clerestory with brake hut ... ~~£20.00~~ £15.00
5073k DRG 4wh 2nd/3rd, LWB, gondola ends, green ... £18.00
5080k DRG Boggie Baggage, green ... ~~£22.00~~ £18.00
5082k DRG 1st/2nd/3rd Bogie clerestory, green ... £22.00
5083k DRG 3rd Bogie clerestory, green ... £22.00 (4)
5087k DRG 3rd Bogie clerestory, green ... £22.00 (3)
5088k DRG baggage/post Bogie clerestory, brake hut ... £22.00 (2)
5090k DRG 3rd Bogie clerestory, green ... £22.00
5089k DRG 2nd/3rd bogie Clerestory with brake hut ... £25.00
5093k DRG 4wh 2nd/3rd, LWB, gondola ends, green ... £18.00
538283k DRG 3 axle boiler heating wagon + smoke generator ... £43.00
568901k DRG 3rd Bogie Clerestory with brake hut ... £22.00
5766k DRG 4wh 3rd, green ... ~~£20.00~~ £18.00
5871k DRG 6wh 3rd/4th, Gondola ends, green ... ~~£22.00~~ £20.00 (2)
5871k DRG Bogie 3rd, purple/cream ... ~~£24.00~~ £22.00
5872k DRG 2nd/3rd 4wh Thunderbox, green ... ~~£18.00~~ £16.00
5874k DRG 3rd/clerestory, green ... ~~£22.00~~ £15.00
5825k KPEV 4wh Post/Baggage. Yellow/brown ... £16.00
5850k KPEV 4wh post/Baggage. Brown/green ... ~~£18.00~~ £16.00
5891k KPEV 1st/2nd/3rd Bogie Clerestory+brake hut ... £27.00
5894k KPEV Halle 6wh baggage coach, brown ... £25.00
915076AK OBB 4wh Thunderbox with gondola ends ... ~~£25.00~~ £22.00
581206k Red Cross Set: 2 x 4 wh coach + van ... £65.00
581111k Red Cross Set: 2 x 4 wh coach + 1 x 6wh coach ... £75.00
5821k Wurt 3rd, short 4wh, brown ... ~~£20.00~~ £16.00 (2)
522103k CSD Acid Carbouy wagon ... ~~£15.00~~ £13.50
5271 DB Rolling Road, brown ... £25.00 (6)
591002 DB 2 x works open, green ... ~~£28.00~~ £25.00
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5253k DB X05 4wh lowside, brown/brake platform ... £12.00
5259k DB 4wh flat with bulldozer load
5270 DB Rolling Road end unit ... £18.00 (2)
5271 DB Rollimg Road end unit ... £18.00 (2)
52848701k DB Cargo bogie open with log load, red ... ~~£18.00~~ £15.00 (4)
5287k DB Long bogie stake with mesh sheet load ... £25.00
5300k DB Guards van, green ... £15.00
5304k DB 4wh GLII LWB van, Zuban, red ... ~~£14.00~~ £12.00
5322k DB 4wh Beer van, refrig, Bitburger, green ... £14.00 (2)
5328k DB 4wh Beer van, refrig, Lowenbrau, white ... £12.00
5342k DB 4wh Beer van, refrig, Dom Kolsch ... £12.00
5343k DB 4wh LWB van, Schwepps, blue ... ~~£14.00~~ £12.00 (2)
5380k DB Lowenbrau van with brake hut, white ... ~~£15.00~~ £12.00
5417k DB Holchst 4wh tanker, grey ... £15.00
5426k DB Vm 4wh tanker, silver (pro weather) ... ~~£15.00~~ £12.00

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546013k DB Ermera set of 3 bogie tanker, weather ... £55.00 (2)
546014k DB set of 3 bogie tanker, weather ... £55.00
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5568k DB Lowside track cleaner ... £18.00
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5914k DB X05 wood lowside, brown ... £10.00
825341k DB 4wh van Muhlen Kolsch, yellow ... £14.00 (2)
835802k DB Westdeutsche 4wh tanker/brake hut ... ~~£14.00~~ £8.00
845341k DB Stuttgartner beer vanm white, epIII ... £15.00
855826k DB TT flat with stakes ... £10.00
855826k DB TT wagon ... ~~£12.00~~ £8.00
965361k DB Pfeifer + Langen 4wh van, blue ... £16.00
975787k DB Cargo Sgns Long Heavy Bogie (Hupac) with steel sheet load, red ... £28.00
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985349k DB Twin unit van set, Lederer-Brau + Tucher Brau ... ~~£25.00~~ £18.00
995410k DB 2 x 4wh tanker, Rochling, blue/Schraube ... £32.00
5445510K DJO van with brake hut Pascua Solans ... ~~£16.00~~ £14.00
545511k Donato Guill Ermo van with brake hut, red ... ~~£15.00~~ £8.00 (2)
5302k DR Guards van, green (pro weather) ... ~~£18.00~~ £12.00
5358k DR Weinesgruner Pils Beer Van + brake hut ... £16.00
5513k DR Tds 4wh covered hopper, brown ... £15.00
5700k DR Guards van with cupola, green ... £17.00
5702k DR Guards van with cupola, green ... £17.00
5709k DR O wood open with brake hut (pro weather) ... ~~£12.00~~ £8.00
5729k DR G1 van, brown ... ~~£15.00~~ £5.00
5731k DR Gh 6wh van + brake hut, (pro weather) ... ~~£18.00~~ £16.00
5203k DRG OVW special open, brown ... ~~£15.00~~ £13.50
5204k DRG OVW special open, brown, with brake hut ... ~~£16.00~~ £14.00 (2)
5213k DRG k lidded wagon ... ~~£11.50~~ £8.00 (3)
5216k DRG wood open with brake hut, brown ... £10.00
5346k DRG Kuhlwagen van, white ... ~~£15.00~~ £13.50
5353k DRG Gvwh van, brown ... ~~£15.00~~ £13.50 (2)
5369k DRG Gwih van, gondola ends, brown ... ~~£20.00~~ £18.00
5431k DRG EV 4wh tanker with brake hut, silver ... £15.00 (3)
5435k DRG 4wh tanker + brake hut PERSIL ... £15.00 (3)
5436k DRG Ruckforth tank wagon, blue + brake hut ... ~~£15.00~~ £13.50
5856k DRG Essen Acid Carbouy wagon ... £16.00
5886k Elsass Lothringe special wagon, open + brake hut, grey ... £15.00 (2)
5270I FS Rolling Road end wagon, brown ... ~~£24.00~~ £22.00
5857k KPEV 4wh Guards Altona, brown ... ~~£18.00~~ £16.00
536601k KPEV 4wh vn with brake hut, brown ... ~~£16.00~~ £14.00 (2)
5362k KPEV 6wh Cattle van + brake hut, brown ... ~~£15.00~~ £13.50
5855k KPEV Essen wood open with brake hut, brown ... £15.00 (2)
57878705NLK NS Long Bogie stake wagons with load ... £28.00
5214AK OBB 4wh lowside, brown ... £12.00
5213AK OBB 4wh lidded wagon, brown ... £14.00
5216AK OBB 4wh open with brake hut, brown ... £14.00
5309AK OBB GR LWB 4wh van with brake hut, brown ... £16.00
525405k RENFE Rnos Long Bogie Wood Carry Stake wagon, grey/green ... £24.00
5241Bk SNCB Cargo Sgnss with 2 x DHL cont ... £30.00
573301k USA Bogie van, grey ... £18.00 (5)

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208109 DSB MZ 1401, black/red ... £50.00
208575 DSB MR+MRD two unit DMU, white/red ... £75.00 (2)
208573 DSB MR+MRD two unit DMU, maroon ... £75.00
201093 DSB MR MRD + kit bash to make intermediate coach set, maroon ... £75.00
HL1650 FS ETR 610.04 (exCisalpino), Trenitalia Livery, 4 unit ... £185.00
208157LP SBB Re4/4", green #11152 ... £45.00
149747GP SNCB 826 4 unit EMU (Centre Door), grey/orange ... £110.00
149747X SNCB 806 4 unit EMU (Centre Door), maroon/white stripe ... £110.00
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309325k BLS Bogie Baggage, blue/cream ... £14.00
309508k BT 2nd, lightweight, green/cream ... £18.00 (3)
309130k DRG 3rd Express, green ... £15.00
309229 FS D Deck 2nd/Driver Shuttle, grey/orange/blue stripe ... £25.00
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149824 NS 3 X IC+ coach, blue/yellow ... £50.00
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HR2891 DRG 56.20 3 Dome boiler, 2-8-0, epII ... £145.00
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HR2931 FS 245 6116, green, epIV ... £125.00
HR2198 FS D753 058 diesel, red, DCC fitted ... £98.00
HR2179 FS E424.335, MDVE livery ... £110.00
HR2937 FS E636 378 artic electric, brown ... £145.00
R1436 FS E645 035, brown ... ~~£130.00~~ £115.00
HR2740 FS E646 019. 1st series, green/grey epIIIb ... £145.00
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HR2190 FS E444R.081 'ESCI', two tone grey (DCC) ... £115.00
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2568 CIWL Pullman #4018, brown/cream ... ~~£40.00~~ £35.00 (4)
2662 CIWL 4018 Pullman Car, brown/cream/white roof, Golden Arrow ... ~~£40.00~~ £35.00
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2561 FS AZ Club Car, grey/cream ... £18.00
2562 FS Carrozza Restaurant, grey/cream ... £18.00
2581 FS 1st/2nd ABZ 58406, grey ... £20.00
2582 FS 2nd BZ 38452, grey ... £20.00
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HR4116 FS 2nd/Corridor, grey (replacement interior) ... £23.00
HR4185 FS Pair of TEN sleeper, MU/M, blue ... ~~£62.00~~ £50.00 (2)
HR4251 FS 1st UIC-x '75, grey, epIVb ... £30.00
3607 NS Mu sleeper, blue/grey roof ... ~~£25.00~~ £18.00
3593 SBB MU Sleeper, blue/blue roof ... £25.00
HR6618 DB BASF 4wh tanker, cream.orange stripe, epIV/V ... £18.00 (2)
6083 DB Laaes 541 2 x 4wh car transport wagon ... £25.00
GV6003 DB (WD) Gs van Railway Transportation Corps, brown ... ~~£18.00~~ £12.00 (25)
HR6482 DB Long Bogie Flat Res with Aluminium load, worker red, epV/VI ... £24.00
HR6029 DBAG Long Bogie Canvas Cover wagon, red ... £20.00
HR6549 D-Ermo Hoyer Bogie Tanker, ribbed silver ... £25.00 (2)
HR6041 DR Camoflage wagon set, LWB vans + lowside with 3 x store cart load ... £38.00 (2)
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HR6186 DRB Large Railway gun K5, "Bruno" Winter Camoflage, epII ... £40.00
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HR6510 FS Gs 4wh van, brown/silver doors ... £15.00
HR6035 SBB Gotthard 4 x wagon set (125Yr set) ... £60.00
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HR6089 SBB Uas Millet 2000 bogie gravel hopper, cream ... £25.00

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63328 DB 18 118 Pacific ... £125.00
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63748 DBAG 103 145-9, TEE red/cream ... £85.00
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62432 DBAG 189 027-6 Railion, red ... £115.00
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70180 DBAG 650 016, diesel Railcar, red/grey ... £110.00
63202 DR 18 201 Streamline 4-6-2, red (Legend!) ... £175.00
43704 DR 232 180-0, maroon/white stripe ... ~~£60.00~~ £55.00
63300 DR 36 156, 4-4-0, presentation set with track piece ... £110.00
62163 DRB 01 1090 streamline 4-6-2, black (Esu Loksound) ... £215.00
63256 DRG 93 659, 2-8-2T ... £85.00
72158 FS 736.211, S160, 2-8-0 ... £235.00
63454 FS D345-102 8, green/brown ... £75.00
63644 FS E645.104, Artic electric, green/grey, epIV (Ltd Ed) ... ~~£190.00~~ £170.00
61481 KPEV G8 2-8-0 + 5 x wagons (DCC sound) ... £295.00
70035 KPEV T3 0-6-0T, green ... £115.00
73602 OBB 1042 011-5, orange/grey (Ltd Ed #161/400) 50Yr 1042 ... £150.00
72509 OBB 1189.06 Krokodil, green (DCC) ... £130.00
72509 OBB 1189.01 Krokodil, green (DCC) ... £130.00
52560 OBB 2048 009-1, red/cream ... £75.00
43770 SBB Ae8/14 #11852, green ... £225.00
43335 SBB C5/6 #2978, 2-10-0, oil tender ... £115.00
43529 SBB Ee3/3 0-6-0 with blind shaft, brown ... £70.00
63730 SBB Re6/6 11621, green ... £145.00
63506 SBB 460 056-6, 'SF' multicolour ... £95.00
43626 SNCB 8033 0-6-0 Jackshaft diesel shunter, green/yellow ... £80.00
63966 SNCB 5217 diesel, green/yellow ... £95.00
62148 SNCF 150X35, 2-10-0 ... £135.00
73384 TGOJ Trafik E1 1620 electric, blue/green ... £120.00
72150 USATC S160, 2-8-0 'Rattlesnake' ... £235.00
72152 USATC S160, 2-8-0 #1882 US Zone Austria ... £235.00
45418 BAV 6wh 2nd/3rd, lined green ... ~~£22.00~~ £20.00 (2)
44014 BAV set 4 x short 4wh coach, lined green ... £60.00
Bavarian set 4 x short 4wh coach, lined green ... £55.00
45320 BLS 1st, mkIV, blue/cream ... £36.00
44476 BLS Bogie baggage, blue/cream/late logo ... £20.00 (3)
44835 BSTB 4wh 4th, green ... £15.00
44836 BSTB 4wh 4th/baggage, green ... £15.00
44348 BT (Swiss) 1st, green/cream 1:100 ... £18.00
44050 CIWL WL 'U' Hans Sleeper x 4 coach set ... £110.00
42905 DB 1st Pikes, green, epIII ... £18.00
43014 DB Br603 Railcar Ext Coach set TEE, red/cream ... £75.00
44158.2 DB 6wh 2nd , green (pair) ... £35.00
44201 DB 2nd Thunderbox, gondola ends, green ... £12.00
44222 DB 4wh Thunderbox Baggage, green ... £15.00 (2)
44363 DB 2nd, Bogie convert, green/light green stripe ... £20.00
44419 DB Aux Bogie Bagg Mdyge, green ... £20.00
44439 DB 2nd PIKES, green, epIII ... £18.00 (2)
44444 DB 1st Pikes, green, epIII ... £18.00 (2)
44449 DB Pikes Baggage, green ... £20.00
44514 DB 6wh 2nd Clerestory Roof, green ... £15.00
44515 DB 6wh 1st Clerestory Roof, green ... £15.00
44556 DB Bagg Dye973, recess door, green ... £22.00
44641 DB 1st/2nd Eurofima, t/b ... £25.00
44651 DB 2nd/open, t/b ... £25.00
44652 DB 2nd, open, t/b ... £25.00
44670 DB S-Bahn 1st/2nd, orange/grey ... £25.00 (2)
44683 DB 2nd, Centre entrance, t/b ... £30.00 (2)
44684 DB 1st/2nd, Centre entrance, t/b ... £30.00
44685 DB 2nd/baggage, Centre entrance, t/b ... £30.00
44746.1 DB 2nd Bm234, t/b #221-8 ... £25.00
44841 DB TEN sleeper, blue/cream roof ... ~~£24.00~~ £16.00 (3)
44841 DB TEN sleeper, blue/blue roof ... £25.00
44925 DB 2nd/Couchette, t/b ... £25.00
45449 DB PIKES works coach, blue ... ~~£18.00~~ £16.00
45461 DB 2nd bogie convert, passengers ... £20.00
45927 DB Silverfish 2nd + 1st/2nd + 2nd/driver 3 coach set, turquoise underframe ... £90.00
45663 DB Bogie baggage, epIII, green ... £25.00 (2)
46211 DB Deutsche Bundespost, mrz, green ... £28.00
6200040 DB Branchline Set 2 x 4wh coach + van with brake ... £60.00
64506 DB 2nd/Corridor, t/b ... £30.00
64507 DB 2nd/Corridor, t/b ... £30.00
64565 DB 3rd recess door, green, epIII ... £30.00 (2)
64566 DB 2nd/3rd, recess door, green, epIII ... £30.00
64568 DB Baggage, recess door, green, epIII ... £30.00
64675 DB 1st/corridor, t/b ... £30.00
64730 DB 1st/2nd ABue321, recess door, green ... £24.00
64731 DB 2nd Bue354, recess door, green ... £24.00
64733 DB Bagg Due927, recess door, green ... £24.00
64908 DB Dums Bogie baggage, t/b ... £24.00
74025 DB 4 coach set; DC 913 Munsterland, 3 x blue/silver + 1st orange/silver (Kds) ... £110.00
4220S DB Baggage, PIKES, green, epIII ... £12.00
4290S DB 1st Pikes, green, epIII ... ~~£15.00~~ £12.50
4291S DB 1st/2nd Pikes, green, epIII ... ~~£15.00~~ £12.50 (4)
4292S DB 1st, Pikes, green ... ~~£15.00~~ £12.50
44206A DB 2nd 6wh Clerestory, green with brake hut ... £15.00 (2)
44222A DB 2nd 6wh Clerestory, green ... £15.00
44223A DB 1st 6wh Clerestory, green ... £15.00 (2)
44235A DB Baggage.recess door, green ... ~~£20.00~~ £16.00 (1)
44309A DB works 6wh convert, blue ... £14.00 (4)
74036B DB 2nd/open, t/b ... £35.00
74036C DB 2nd/Corridor, t/b ... £35.00
45268 DBAG 1st, red/grey/graffiti ... £25.00
DBAG 2nd/baggage, two tone pink/grey (passengers) ... ~~£22.00~~ £20.00
44756 DBAG Messbeiwagen, Minden, yellow ... £25.00
44509 Deutsche Bundespost 6wh Clerestory Roof, +brake ... £16.00
44028 DR 2nd, recess door, green, epIV ... £20.00
44551 DR 3rd Recess door, green ... £15.00
45678 DR Bogie Packwagen, green ... ~~£22.00~~ £18.00
44586 DR Twin unit 2nd, 6wh clerestory, green, reduced price ... £36.00 (2)
44526 DRG 2nd, Clerestory, green ... £15.00
44531 DRG 2nd/3rd, recess door, green, 1:87 ... ~~£18.00~~ £10.00 (2)
44541 DRG 6wh Baggage with Cupola, green ... ~~£20.00~~ £16.00 (2)
44588 DRG Twin 6wh Clerestory 3rd set, green ... £30.00
44805 DRG 4wh baggage, green, short ... £16.00
44821 DRG 3rd 4wh, gondola ends, green ... £14.00
44825 DRG 3rd 4wh, gondola ends, green ... £14.00 (3)
44829 DRG 4wh baggage, green, short ... £16.00
44829 DRG Baggage, 4wh, gondola ends, green ... £14.00
44833 DRG 2nd 4wh green ... ~~£12.00~~ £8.00
44833 DRG 2nd/Post, Gondola ends, green ... £14.00
44833 DRG 4wh 2nd, green, short ... £16.00 (2)
44855 DRG 3rd 6wh, gondola end, green ... £18.00 (3)
44863 DRG 6wh 2nd/3rd, gondola ends, green ... £18.00
45446 DRG Pikes sleeper, maroon ... £15.00
45448 DRG Pikes Post/baggage, green ... ~~£18.00~~ £10.00
45477 DRG 6wh 3rd Gondola ende, green ... £18.00
64569 DRG 2nd, Recess door, green ... ~~£27.00~~ £22.00
64571 DRG 3rd, recess door, green ... ~~£27.00~~ £22.00 (2)
44845 DSB TEN sleeper, blue/blue roof ... £30.00
44772 FS 1st, grey/cream ... ~~£25.00~~ £22.50
44842.2 FS TEN Sleeper, bluelight grey roof ... £27.00
45042 FS 2nd/Corridor, grey/green/blue line ... £28.00
45218.1 FS 1st/Eurofima, green/grey ... £27.00
45428 FS 1st/open, grey/cream, red stripes ... £28.00
45615 FS TEN sleeper, blue/white stripe, white roof ... ~~£30.00~~ £25.00
45580 K.Bay Sts B. Bavarian 1st/2nd bogie coach, lined green ... £60.00
OO838 Military Railway Kitchen, recess door, green/yellow stripe ... £24.00
44222 OBB 4wh Baggage, epIII, green ... £10.00
44645 OBB 1st/2nd Abmz, red/black, Eurofima ... £30.00
44843 OBB TEN sleeper (white roof) ... £30.00
44850.4 OBB Drinks+Snacks, Schlieren, orange.cream ... £32.00
44851.3 OBB 2nd, red/grey Bmpz ... £32.00
45013 OBB 2nd/drivers, red/grey ... £48.00
45015 OBB 2nd, red/grey Bmpz ... £35.00
45015.3 OBB 2nd, red/grey Bmpz ... £35.00
45020 OBB 2nd, purple/light grey ... £27.00
45235 OBB 1st/Corridor, Eurofima, red/black ... £32.00
45442 OBB 2nd, Pikes, green ... £20.00
45520 OBB 1st/2nd, Centre Entrance, orange/cream (Jaffa) ... £35.00
45522 OBB 2nd, Centre Entrance, orange/cream (Jaffa) ... £35.00
45523 OBB 1st/2nd, Centre Entrance,green, epIII ... £35.00
45524 OBB 2nd, Centre Entrance,green, epIII ... £35.00 (2)
45525 OBB 2nd/baggage, Centre Entrance,green, epIII ... £35.00
45526 OBB 1st/2nd, Centre Entrance,green, epIV ... £35.00
45527 OBB 2nd, Centre Entrance,green, epIV ... £35.00
45528 OBB 2nd/baggage, Centre Entrance,green, epIV ... £35.00
64061 OBB Express 3 coach set 2 x 2nd + 1st/2nd ... £85.00
64478 OBB BDT 7037.18 LWB 4wh 2nd/baggage, blue/cream ... £20.00
64671 OBB 1st lightweight, green ... ~~£25.00~~ £20.00
64757 OBB WLABmz, T25 sleepr, blue/grey ... £32.00
64789 OBB 1st, Schlieren, green ... £22.00
44518/21/25 OBB 6wh Clerestory 3rd with brake hut, green – set of 3 ... £40.00
43058/59/60 OBB red/black/white (Transalpine) Coaches x 3 ... 100.00
45411 Pst.EV 6wh 3rd Clerestory roof, green with brake hut ... £16.00
45025 Red Cross Coach, recess door, green/emblems ... £24.00
4238 SBB 2nd mkII, green/early logo ... £18.00 (3)
44320 SBB 1st mkII, two tone grey/silver doors ... £24.00 (3)
44324 SBB 2nd mkII, green/late logo ... £20.00
44329 SBB 1st mkII, green/gold doors, modern logo ... ~~£20.00~~ £16.00 (7)
44334 SBB Bogie Baggage, green/grey ... £18.00
44335 SBB PTT Post Z, bogie coach, green/early logo ... £22.00 (5)
44337 SBB 1st/2nd mkII, green/late logo ... £18.00 (3)
44339 SBB 1st/2nd mkII, blue/grey/red doors (for railcar) ... ~~£22.50~~ £18.00 (3)
44341 SBB 1st Comfort, mkII, green/turquoise stripe ... £22.00
44341 SBB 1st ewII, green/turquoise stripe, late logo ... £25.00 (3)
44375 SBB PTT coach, green/early logo ... £15.00 (2)
44438 SBB PTT, green #955 ... £22.00
44466 SBB 3rd heavy weight, green ... £25.00 (4)
44471 SBB 1st mkIV, green/grey 1:100 ... ~~£18.00~~ £16.00 (2)
44495 SBB 1st mkII, black/blue/green stripe/yellow doors ... £22.00
44728 SBB 2nd/3rd Heavyweight, green SEETAL ... £28.00
44771 SBB 1st IC two tone grey/white stripe/red doors ... £35.00
44883 SBB 1st mkIV, green/grey ... £35.00
44887 SBB salon mkIV, green/grey ... £30.00
44888 SBB 2nd/Childrens mkIV, green/grey/Teddy Bear ... £30.00
44962 SBB Restaurant/Brain Train, red/grey + panto ... £40.00
44964 SBB 1st mkIV, green/grey/pink stripe ... ~~£28.00~~ £25.00
44964 SBB 1st, mkIV, green/grey, Eurofima ... £32.00 (2)
44976 SBB 2nd/Couchette, blue ... £30.00
45097 SBB 1st/2nd heavyweight, green ... £30.00
64027 SBB TEN sleeper, blue/silver roof ... £28.00 (5)
64131 SBB Lion 2 x D Deck coach set, blue/white/red doors ... £145.00
64360 SBB 1st ewII, green, late logo ... £28.00 (3)
64362 SBB 1st ewII, green/turquoise stripe, late logo ... £35.00 (2)
64363 SBB 2nd ewII, green/turquoise stripe, late logo ... £35.00 (2)
64363 SBB mkII 2nd, green/late logo, passengers (no detail parts) ... £20.00
64364 SBB 2nd ewII, green/turquoise stripe, late logo ... £35.00
67184 SBB set of 2 PTT Vans (one gondola end) #390+359, green ... £58.00
74574 SBB Baggage mkII, blue/green/black, +bike logo ... £35.00 (2)
76343 SBB /Hupac coach + 3 x Hupac wagons ... £125.00
4238A SBB 2nd, mkII, green/late logo ... £20.00
4241S SBB PTT, green/early logo ... £18.00
44227A SBB 1st/2nd mkII, blue/grey/yellow doors ... £22.00
45649 SJ 3rd Pikes, brown ... ~~£22.00~~ £18.00
64493 SNCB 1st/Corridor Eurofima, grey/blue/red ... £27.00
44605 SNCF 2nd DEV, green/grey ... £24.00
44607 SNCF 1st/2nd DEV, green/silver ... £24.00
44608 SNCF 2nd DEV, green/grey ... £24.00
44609 SNCF 2nd DEV, green/silver ... £24.00
44611 SNCF 1st DEV, green/silver ... £24.00
44612 SNCF 1st, Le Capitole, maroon/grey stripe ... £30.00
44624 SNCF 1st/2nd DEV, green/silver ... £24.00
44625 SNCF 1st/2nd DEV, green/silver ... £25.00
4239A SOB (Sudostbahn) 2nd, mkII, green/cream ... £20.00
44732 SOB (Swiss) 2nd Seetal style coach, green ... ~~£26.00~~ £20.00 (6)
64121A Tagkompaniet Diner, Train de Luxe Nostalgic Orient Express ... £38.00
44007 Tegernsee bahn twin set 6wh 2nd, blue ... ~~£30.00~~ £25.00 (4)
46200 DB Bogie COWL tanker, white/orange stripes ... £22.00
46201 DB Bogie Tanker, grey/orange stripe + COWL (Cream) '22.5' ... £22.00
46918 DB Cargo 6 axle bogie COWL wagon, red ... £16.00
66985 DB Cargo Hupac 'DB Cargo/Railion swap bodies ... ~~£30.00~~ £27.00
67738 DB Cargo Hupac Green Cargo Artic Trailer ... ~~£30.00~~ £27.00
47495 DB Cargo Long Bogie stakewagon with wood load ... £20.00
67728 DB On Rail Bogie Canvas Cover wagon ... £15.00
4393F DB TipHook, COWL, blue ... £13.50
47436 DBAG Bogie COWL wagon, brown ... £15.00
46284 DBAG Bogie COWL wagon, brown ... £15.00
from set DBAG Ealos Bigue open, brown ... £16.00 (4)
47995 DBAG van, Gkks van, 'Guter fahren Bahn', white ... £10.00
46786 DR Waggon Union Bogie COWL tanker, white/orange stripe ... £18.00
46932 DSB ATA High Capacity 4wh slidewall van, silver ... ~~£18.00~~ £16.00
44199A FS E open with green canvas cover ... £12.00 (2)
44199B FS E open with pink SBB canvas cover ... £12.00
46554 NS Heavy Bogie 6 axle flat with 1 x Coil load ... £15.00
47731 NS Heavy Bogie 6 axle flat with steel plate load ... £15.00
47415 OBB 4wh closed hopper, brown ... £14.00
46436 OBB Stolmeister 4wh closed hopper, brown/yellow stripe ... £14.00
47429 OBB Tiphook Bogie COWL wagon, blue ... £15.00
46287 OBB Tiphook Bogie COWL wagon, brown ... £15.00 (2)
46656 OBB Zumtobel, COWL wagon, brown ... £15.00
46579 RENFE Hupac Dunlop Artic trailer ... ~~£25.00~~ £22.00
44314A SBB 4wh covered hopper, brown ... £15.00
46751 SBB Cotra Artic Car Transporter, brown ... £30.00 (6)
47583 SBB Gbs 4wh LWB van, brown/silver doors, gondola ends ... £16.00 (4)
44311F SBB Hupac Danzas Trailer, weatherd ... ~~£22.00~~ £20.00
66710 SBB Hupac with Lahghi Artic trailer ... ~~£27.00~~ £22.00
66683 SBB Long 4wh stake with steel plate sides ... £12.00
47191 SBB Tiphook Bogie COWL wagon, blue ... £15.00
46364 SNCF Hupac (SEGI) with Novatrans Artic Trailer ... ~~£25.00~~ £22.00
46357 SNCF Hupac with Rouch artic trailer ... ~~£25.00~~ £22.00 (2)
47833 TLG 4wh hopper with gravel load, brown ... £14.00
67117 US Army Transportation Corps bogie tanker, green x 2 ... £48.00
76830 US Army Transportation Corps wood open, green ... £15.00 (2)
820 6 axle heavy bogie flat + stake wagon, bridge laying set ... ~~£38.00~~ £34.00

HOe

BACHMANN 009
391.100SF Ffestiniog Double Fairlie 'Merddin Emrys', lined green, DCC sound ... £185.00

BEMO HOE (SH)
1080/1 MOB GDe #6001, blue/cream ... £115.00 (2)
1051 RhB Ge4/4' #601, Albula, green ... £80.00
1058/2 RhB Ge4/4" #612, Thusis, green ... £85.00
3054 RhB B2451, green ... £18.00
3058 RhB AB1545, green ... £18.00
3063 RhB D4038 4wh baggage, red ... £20.00
B1006 DB 99 650, 0-10-0T ... £325.00
B1006 DB 99 672, 0-10-0T ... £345.00
3007 Kbi 2nd, 4wh with gondola ends, green ... £20.00
3013 Kbi DB bogie 2nd, gondola ends, green ... £26.00
2008 816 DB 6wh Osm 186 open, brown ... £20.00
2203 811 DB 4wh buffer wagon, green ... £22.00

JOUEF/EGGERBAHN
SNCF Artic railcar #10, blue/cream ... £35.00

LILIPUT HOE
L141472 0-6-2T U298.56, 'Mariapfarr', epVI ... £115.00 (3)
L141472 Club 760 U298.56, 0-6-2T, Mariapfarr ... £115.00 (2)
L143002 NOVOG OBI Motor Traktor, epVI, yellow ... £95.00
L141477 Steyrtalbahn U.43, 0-6-2T ... £115.00
L141473 Steyrtalbahn U298.25, 0-6-2T, epIII/IV ... £115.00 (2)
L371013 OBB 6463 Baggage, green, epIII ... £16.00 (3)
L371225 OBB Biho/s 4wh 2nd, green #3857 ... £20.00
L344431 OBB Di/S 4wh baggage, green #6501 ... £20.00
L340500 Ochslebahn 3 x 4wh coach, green, epVI ... £50.00
L240000 Steyrtalbahn 4wh Barrel wagon, brown ... £22.00
L344438 Steyrtalbahn Di/S #6503 4wh guards van, green ... £24.00
L344436 Steyrtalbahn F/S #8460 mail van, 4wh, green ... £25.00
L344356 StLB Bi66 4wh coach 'Feistritzalbahn', green/cream ... £24.00
L375545 StLB Bogie coach, green/cream ... £24.00 (2)
L344383 Waldviertelb Bi/S #901, Jausenstuberi, gondola ends, green ... £22.00
L344385 Waldviertelb Bi/S #912, Jausenstuberi, gondola ends, green ... £22.00
L344387 Waldviertelb Bi/S #917, Jausenstuberi, gondola ends, green ... £22.00 (3)
L344386 Waldviertelb Bi/S 4wh Kinderspielwaggon, gondola ends, green ... £22.00
L344433 Waldviertelbahn Di/S 6505 Guards van, green ... £22.00
L340018 ZB 2 x 4wh coach + 4wh van set, epIII ... £45.00
L340507 ZB 2 x bogie coach, brown, epIII ... £70.00
L344432 ZB 4wh P52 Service wagon, red ... £26.00
L344360 ZB AB2 4wh coach, gondola ends, Gemeinde Viderns, red ... £24.00
L344359 ZB AB3 4wh coach, gondola ends, Gemeinde Finkenberg, red ... £24.00
L344361 ZB ABi/S 4wh coach, gondola ends, brown ... £24.00
L344363 ZB ABi/S 4wh coach, gondola ends, brown ... £24.00
L344358 ZB B12 4wh coach, gondola ends, Gemeinde Reid, red ... £24.00
L344352 ZB B13 4wh coach, Gemeinde Mayrhofen, red ... £24.00
L344350 ZB B15 4wh coach, Jenbach, red ... £24.00
L344351 ZB B18 4wh coach, Gemeinde Fugen, red ... £24.00
L344357 ZB B20 4wh coach, gondolaends, Gemeinde Aschau, red (Childrens coach) ... £25.00
L344522 ZB VS5 Driving coach, red/gold ... £25.00
L344557 ZB B430 bogie coach, red ... £28.00 (4)
L344364 ZB Bi/S 4wh coach, gondola ends, brown ... £24.00
L371012 ZB P52 4wh guards van, 'Liliput', brown ... £22.00
L245182 Flat car without boards for draisines, epV/VI ... £12.00
76275 OBB Rollwagon, brown ... £15.00
L291904 ZB Rollwagon SLB973 ... £15.00

MINITRAINS HOe
1022 Brigadelok Henschel, grey 0-8-0T ... £80.00
1031 Forney Black/brown 0-4-4T ... £75.00 (2)
1071 Baldwin 2-6-2T USA #5091, grey ... £72.00
1501 F+C Black loco #1 + 4 x bogie coaches ... £95.00
1601 HFB set 0-8-0T, grey + ambulance coach + 3 x wagon ... £175.00
5135 HFB Ambulance car, grey ... £15.00 (4)
5137 HFB Bogie box car ... £15.00
5143 HFB Passenger bogie coach, green ... £16.00
5144 HFB Passenger bogie coach, brown ... £16.00
5198 Decauville coach, toast rack ... £18.00
5202 HRB tank, grey ... £18.00
5291 4wh coach, orange/cream, gondola ends ... £18.00 (3)

ROCO HOe
33233 EDW HF110C 0-6-0 with tender, grey ... £115.00
33317 NOVOG infra V10 (2095) diesel, two tone blue, epVI (DCC ready) ... £125.00 (2)
33319 PLB VS72 diesel, maroon, epV ... £135.00
34005 DB 2nd/bagggae bogie coach, brown ... £25.00
34027 OBB Ybbs 2nd coach, orange/cream ... £28.00
34026 OBB Ybbs 2nd coach, orange/cream ... £28.00
34001 OBB Ybbs 2nd coach, orange/cream ... £25.00
34103 OBB set of 3 x 4wh coach, brown ... £80.00
6240001 OBB set of 3 x 4wh coach, Pinzgaver ... £115.00 (2)
35410 2 x bogie open, grey ... £15.00 (2)

HO FIGURES

FALLER
150941 UPS Logistic Staff (6) ... £8.00 (1)
151611 DHL Delivery Drivers (6) ... £8.00 (1)
151621 Track Layers (6) ... £9.00 (1)
151668 Hermes Couriers(6) ... £8.00 (1)

NOCH
12840 Industrial sound scene with 6 workers and sound module with connected speaker ... £20.00 (1)
15244 Lorry Drivers and Co Drivers (6) ... £7.50 (1)
15281 Steam Engine Drivers (6) ... £7.50 (1)
15551 Senior Citizens on Bench (5) ... £7.50 (1)
15617 Farmers + Barrow/Tools (6) ... £8.00 (1)
15112 Road Workers + barrow/tools (6) ... £9.00 (1)
15111 Workers + Tools/Cones/Signs (6) ... £18.00 (1)
15560 Toilet Stories (4) ... £10.00 (1)
15863 Country Love (6) + ladder ... £10.00 (1)
15531 Travellers + Luggage/seats ... £13.00 (1)
14805 Road Construction Accessories ... £8.00 (1)
15029 City Cleaners (6) ... £10.00 (1)
15043 Archiologists (6) ... £10.00 (1)
15069 Parcel Delivery People (5) ... £9.00 (1)
15072 Austrian Traffic Policemen (6) ... £10.00 (1)
15267 OBB Railway Officials (6) ... £7.50 (1)
15283 Engine Drivers for electric loco (6) ... £10.00 (1)
15573 Camera Crew (5) + equipment ... £11.00 (1)
15817 Children on the Football Ground (6) ... £10.00 (1)
16268 Platform Set: 5 x passengers, 2 x suitacses, 1 x ticket machine, 1 x timetable dispay board, 1 x grid trolley, 3 x luggage trolleys, 2 x benches ... £25.00 (1)
16828 Raft Trip (4 figures + raft) ... £7.00 (1)

PREISSER
264 Military Band (6) ... £12.00 (1)
613 Jazz Band set (12) + drums/equipment ... £24.00 (2)
614 Circus Figures (8) ... £16.00 (1)
615 Mraching Band (12) ... £24.00 (2)
10042 Lumberjacks (6) ... £10.00 (1)
10101 Emergency Team + stretchers (6) ... £10.00 (1)
10113 Young Travellers (6) ... £15.00 (2)
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10220 THW Construction Workers + accessories(10) ... £15.00 (1)
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10296 Young Travellers (6) ... £15.00 (1)
10313 Down Hill Skiers (6) ... £10.00 (1)
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10344 School Crossing Patrol (7) ... £12.00 (2)
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Photo: Andrew Burnham

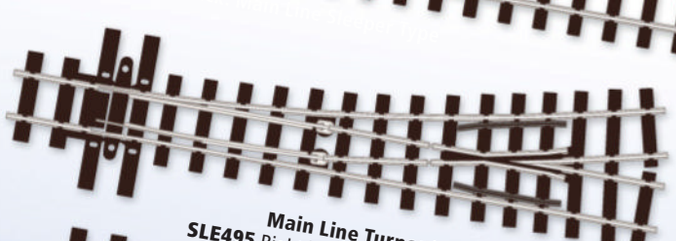
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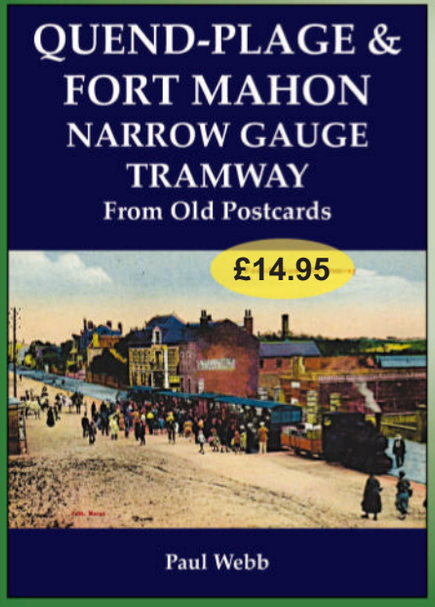
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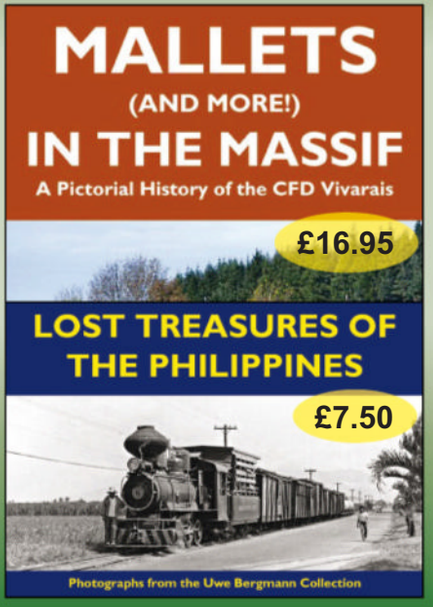
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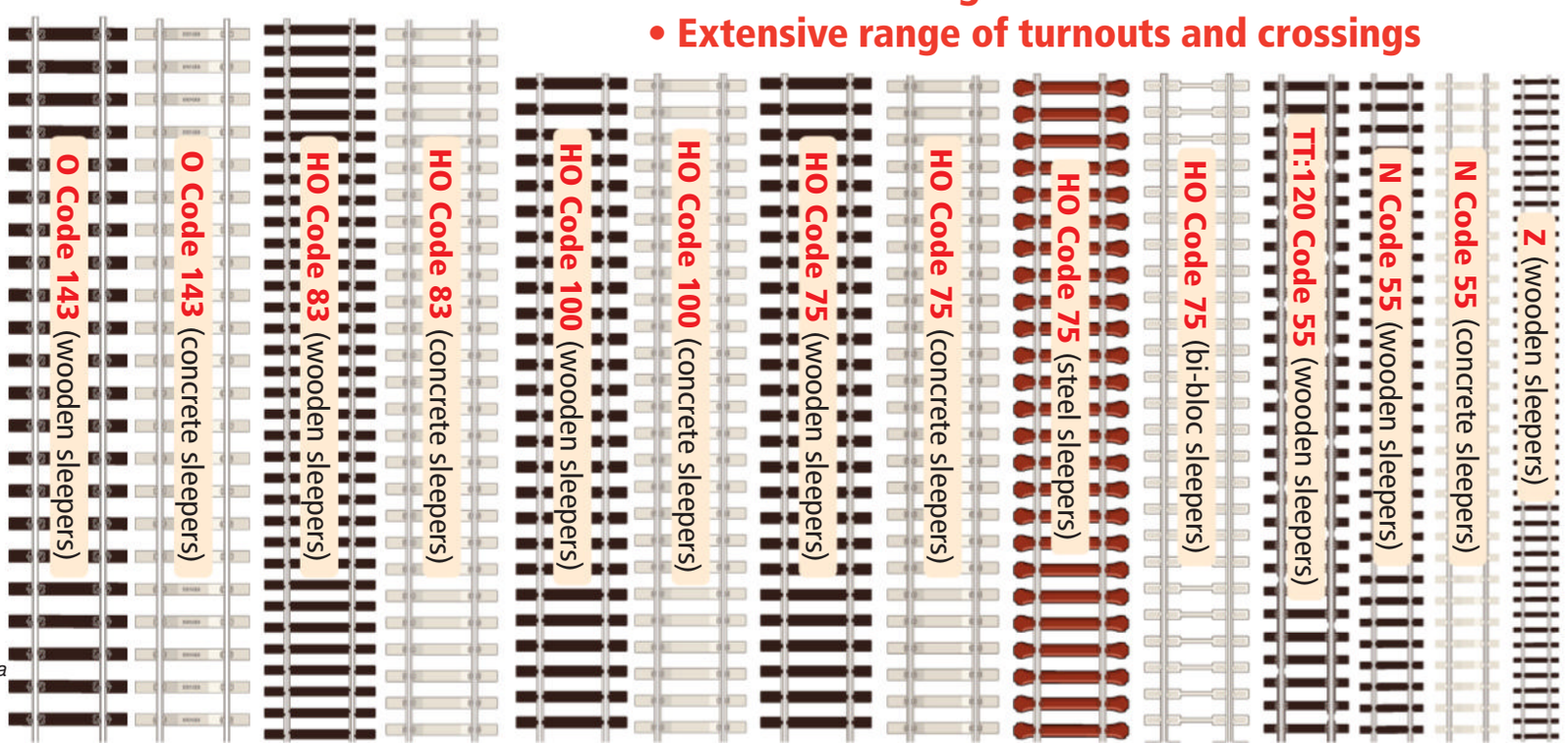
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October 2026
Volume 48
Number 10

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Published on the third Thursday of the preceding month by
Peco Publications,
Beer, Seaton, Devon, EX12 3NA, England.
Telephone: **01297 21542**
Website: **www.pecopublications.co.uk**

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

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

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

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ISSN 0955 – 1298

Annual subscription (12 issues):
United Kingdom £90.00 (paid by Direct Debit), post free.
Overseas (including Eire) £120.00.
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday of the preceding month.



Cover
ÖBB B-B diesel 2095.07 and train waiting to pass another service at Keindorf. The layout is due to be at the Uckfield show on Saturday 17th and Sunday 18th October. See *Exhibition Diary* for more information.
Photo: editor.

Encouraging signs

We were pleased to find that the *Exhibition Diary* this month extended to three pages – it is some time since it required so much space, even given that this is one of the peak times for exhibitions. We see this as an encouraging sign for the hobby in general and modelling overseas prototypes in particular.

We only include in CM events where we know that foreign outline layouts will be present – for a much fuller listing of events in the UK there is the authoritative and respected listing in Railway Modeller each month, which regularly requires even more pages. However, not all exhibition notifications sent in for RM list the layouts and although we carefully check websites (when noted) we often find these have incomplete or out-of-date information. (With the 'instant' effect of on line publicity, event organisers are tending to forget that print media require a slightly longer lead time ...)

Sometimes the only clue that an event is eligible to be included in CM is when a modeller mentions a forthcoming exhibition appearance in the text of an article, which prompts us to find further details.

When we can we will arrange to publish an article to correspond with an exhibition appearance, though it is not a prerequisite, and not always possible, for a range of reasons.

We make no claim for how effective this may be as a means of publicity – it is no substitute for a diary entry, conventional advertising in specialist publications such as ours, local press and other media advertising, and on line – but it does seem to be appreciated by exhibition managers, and we hear from modellers that visitors often mention that they have seen the article in the magazine. Whether they made a special trip to see the layout itself at the exhibition is another question ... it might be argued that an article is a substitute (especially for those far removed from the event), or could even be a deterrent if the layout did not appeal! But we think it is always worth seeing the layout in action, and having a chance to chat to the builder.

Several of the articles in this issue are linked to exhibitions – perhaps slightly more than usual, but that is not surprising given the number of events at this time of year.

We also try to ensure a good balance of features, in terms of scale/gauge and subject matter, both within each issue and over time. This is not a perfect science, as we are constrained by what people are actually modelling and submitting. We are fortunate that we have a good supply of articles in stock and in prospect, with more arriving either as expected or speculatively all the time. Commercially well supported mainstream subjects are naturally popular, and HO dominates, but there are less usual choices too – take, for example, the River Kwai bridge layout in this issue.

Also, almost all the articles in this issue are by modellers with multiple interests, some in parallel, others over time, which speaks for the longevity of the hobby. Tim Tincknell is an excellent example: his Austrian HOe layout *Lienz* appeared in CM October 2002, and he has been responsible for several other (British) layouts in the meanwhile.

Certain manufacturers do not seem to appreciate that modellers may have multiple interests and assume their potential customers devote themselves to one subject, which leads to some European brands being under-represented in Britain. So it is encouraging that the recent narrow gauge models from Rapido (the Kerr,Stuart 'Sirdar' 0-4-0T reviewed in our previous issue, the forthcoming Peckett 'Cranmore' 0-4-0ST, and the recently announced Fowler 'Resilient' 4w diesel) although aimed at the British OO9 market include some 'export' or 'colonial' versions. We look forward to seeing the layouts they inspire.

Tim Tincknell returns to a favourite subject.

Keindorf

A small junction in rural Austria

A quarter of a century ago (!) I built an Austrian HOe layout. This was *Lienz* (see CM October 2002), a 'double exit' terminus. It was enjoyable to operate, but the experience was quite intensive. Contemplating a second Austrian HOe layout, I thought of a continuous run with a junction that would allow some operational interest.

The line would be depicted running through a scenic setting. With more information available over the years, I chose to be inspired by prototypical Austrian railway buildings. These have been scratchbuilt using detailed photographs and images from Google Street View.



Right
2095 012-7 waits at Keindorf with an empty timber train. The coach accommodates the travelling train crew.

Below
2091.05 leaves Keindorf with a short passenger train. The taller hood houses a baggage compartment.
Photographs by the editor.







The line is fictitious, supposed to be in Lower Austria, near the Czech border, and is influenced by the Waldviertelbahn, most of which is still open as a tourist line. Once again, most traffic is diesel hauled, though steam specials may be seen on the main line and a tourist operation run by Club 760 (an Austrian narrow gauge preservation group) on the branch.

Baseboards

The four main baseboards, each 820mm x 410mm, are open plan and constructed using 9mm ply for the top surface and ends, with cross members from 3.5mm ply and front and rear from 5.5mm ply. The bottom edges are strengthened with small section softwood. For transport, they are carried face to face in pairs which protects the scenery and trackwork.

The four boards of the fiddle yard, hinged in pairs, have softwood frames with the ply trackbed set 10mm below the top of the frame, which protects the trackwork when folded. These boards sit on arms hinged out from the rear of the main boards.

Boards are aligned with pattern makers dowels and held together with over-centre catches.

The lighting is a three-part hinged unit supported on brackets bolted to each end of the layout, with LED strip illumination.

This is all supported on two trestles and girders with a track height of 1.2m, an adaption of Iain Rice's 'Ulysses' design.

This all fits quite snugly in the back of a Ford Fiesta.

Track

Track is Peco HOe main line in the scenic area, fixed directly to the board, with an N gauge Y point. The end curves use second radius N gauge Setrack.

The main fiddle yard has two tracks for each direction, laid with N gauge flexible track with medium radius points. The branch yard uses 009 'crazy' track and the sharper radius points.

Point motors are Peco or SEEP, powered through a capacitor discharge unit. The motors are spaced off the underside of the board, reducing the effective throw to suit the narrow gauge points, with the frog polarity changed using micro-switches driven from the point operating rod.

In the scenic section the sides of the rails were painted a rust colour, and the track ballasted with N scale ballast in the usual manner.

Control

The layout is wired using common return cab control with a separate control panel connected with D plugs. Power is supplied by Gaugemaster transformers, using handheld controllers from Gaugemaster or All Components.

Operation is usually from one end, though the control panel can also be fitted on the front or rear of the layout.

Scenery

The scenery is built up with expanded polystyrene, carved to shape, covered with a thin skim of plaster, and painted using emulsion test pots.

Grass cover is Green Scenes and Noch static fibres, using a Green Scenes applicator. Longer grass tufts are All Game Terrain and Peco Scenics.

The fir trees are fairly basic Gaugemaster products, the plastic trunks removed and replaced with stained wooden dowels. The trees may be replaced with better products if something reasonably priced can be found.

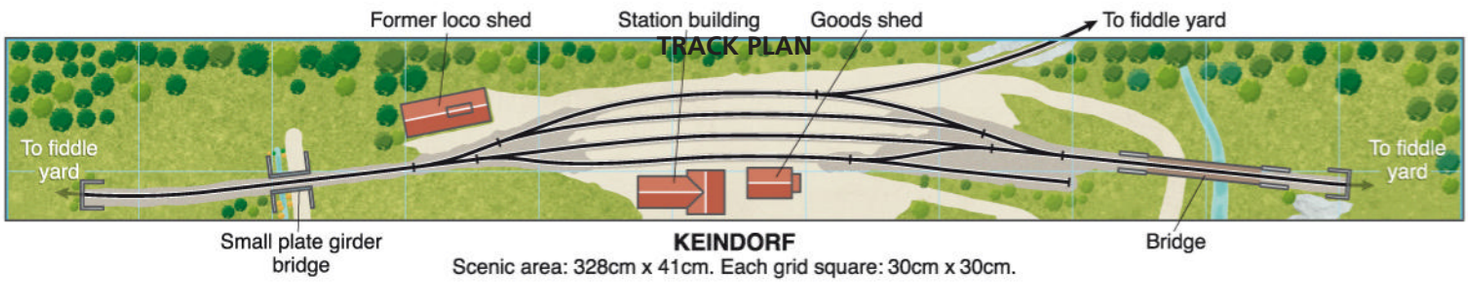
The stream beds have a fine gravel surface, the water formed with Mod Podge.

Above
2095.04 in the original livery coasts into the station at the head of a goods.
Below
2095 012-7 on the plate girder bridge.

The backscene was originally going to be plain painted boards, but when fitted I realised I would have to darken the area under the trees. A trial using a photo backscene I had previously purchased gave an improved look. The backscene available fitted well with the scenic profile of the rear of the boards, though the self-adhesive sheets were not the easiest to mount.







Left
The former loco shed, no longer rail connected.

Below
Passenger trains headed by 2095 006-9 and 2095.07 pass at Keindorf station.

Structures

The station building and former loco shed were scratchbuilt from card, using moulded plastic window frames and Wills tile sheet for the roofs.

The station is based on Ybbsitz, though is a standard style of building. The part timbered loco shed has similarities to Klein Glödnitz and Sierning. Both were built from photos of the prototypes. The goods shed is a modified plastic kit, manufacturer unknown. The small girder bridge has Wills stone sheet parapets with Peco N gauge girder sides. The larger bridge is a Pola kit, which was based on an Austrian narrow gauge prototype on the Bregenzerwaldbahn.

Details such as stop boards, speed restriction signs, and fouling point markers were added using information I obtained many years ago from Edwin Lambert, another Austrian narrow gauge enthusiast.





Stock

Rolling stock is all ready-to-run from firms such as Liliput, Roco, and Narobahn, and has been collected over the years, much of it coming secondhand from the OO9 Society sales.

Stock carries various liveries from the 1960s to the 1990s.

The Liliput 2095 B-B diesels have been fitted with bogie deflector plates, windscreen wipers, and horns which bring them almost to the standard of the more recent Roco offering.

As well as the 2095 diesels, there is a Bachmann-Liliput 2091, a Narobahn 2190, and two Stangl 5090 railcars.

Steam specials are run using a Bachmann-Liliput U (Rh298) or Uh (Rh498) 0-6-2T or a Roco Mh Engerth 0-8+4 (Rh399).





Top
Rh5090 bogie diesel railcars revived passenger services on the ÖBB narrow gauge.

Left
The locals take no notice of the well-weathered 2095 hauling a long timber train.





Top
Four-wheel diesel 2190.01 is sufficient for the branch passenger train.

Above
399.04 pauses at Keindorf with the return working of a steam special. It must only be a short stop as no enthusiasts have disembarked to get a photograph.



Left
1934-built diesel electric 2190.01 returns with the branch passenger train. Two four-wheel wagons loaded with ballast stand ready for track work.

Right
2095.04 and goods train held in the loop waiting to cross an uphill service.



Couplings are based on the standard Liliput/Roco HOe item, modified to be single-ended, with a steel dropper fitted inboard of the loop to allow for magnetic uncoupling. A short length of wire fitted over the hook portion allows a delay action on uncoupling.

Above
2095 012-7 idles in the loop as 2095.11 works uphill with a heavy timber train. Point levers, fouling point markers, and the correct signs all help to create an authentic Austrian railway atmosphere.



Above
2091.05 continues on its way.



Above
The short train of mixed stock suggests this may be a positioning move for 399.04 rather than an excursion which would surely need more coaches.

Above and below
5090 005-9 nears Keindorf.



Operation

Operation initially consisted of simply circulating trains in fixed formations on the main line with a limited passenger service on the branch.

Subsequently uncoupling magnets were fitted at strategic places under the track to allow shunting wagons on and off trains, and working timber trains on the branch.

Club 760

Club 760 (a reference to the track gauge) was initially set up to preserve rolling stock to run on the Murtalbahn, and now runs the Tamsweg to Mauterndorf section of that line as a heritage railway, with a narrow gauge museum at Frojach.

Forthcoming exhibition

The layout is due to be at the Uckfield exhibition on Saturday 17th and Sunday 18th October. See *Exhibition Diary* for more information.





Above
2095.07 approaches with a passenger train. The bogie equipment van could be used for bicycles.

Alan Wardman and **Maciej Kurkowiak**
present their latest exhibition layout.

Altenburger

A branch line terminus in Epoch V-VI



Right
Ex-DR C-C diesel 219 159-1 on double-deck stock in DB Regio traffic red livery offers rather more capacity than is likely to be needed.

Photographs by the editor.

Background and planning

Having built and exhibited a number of Eastern European themed layouts over the past fifteen years or so, such as *Radeburg Ost* (CM August 2011), *Kozel Cement* (CM March 2013), and *Tyskie-Wielkopolska* (CM September 2017), we were looking for a new project to replace some of our older layouts on the exhibition circuit.



Below
Former DR C-C diesel 119 161-8 with a single Halberstadt coach in the short-lived DBAG Inter-Regio banded blue livery arrives at Altenbuger station.

Below right
DB B-B diesel 218 217-8 in 'TEE' red-beige livery running round its train. The old portal crane now sees little use.

So, having had a good rummage in our stock boxes to see what we had, we found plenty of German locomotives and wagons plus a few coaches both DR and DB. We realised that if we selected the German re-unification period of the 1990s, it would allow us scope to operate locos and stock from both administrations. Some of these would be in the new colours and identities, but many, especially the former East German ones, would still have been in their original or transitional liveries and markings.

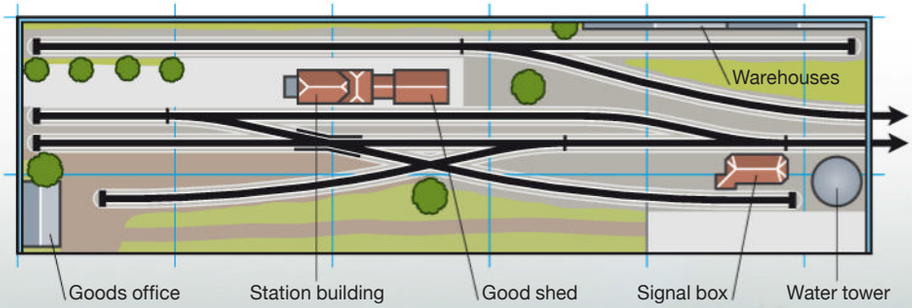
The area of re-unified Germany in which we have set the layout is Thuringia/Sachsen-Anhalt, in the former East Germany. Whilst there is actually a town called Altenburg, the layout, as is our custom, is named after the local beer!

The layout depicts a small country station and goods sidings with a loco stabling point.

We started to build the layout in early 2023, with a target of the Bridlington exhibition in September of that year. Having built several layouts, we have developed a method which works, and the layout made its debut as planned.







ALTENBURGER

Scenic dimensions: 5' 5" x 1' 6". Each grid square = 30cm x 30cm.

Above
The nearer sidings are now mainly used for track maintenance trains. Ex-DR 0-8-0D 106 076-3 retrieves two type Fans[128] side tipping bogie wagons as ex-DR 0-8-0D 345 250-5 now operated by Uwe Adam shunts on the other siding.

Below
Former DB 0-6-0D 362 768-4 with bogie lowsides in Bahnbau Gruppe yellow.

Construction

The baseboards are plywood with timber bracing. The scenic area is 5'5" x 18", and the fiddle yard 4' x 18". The surface is covered with 3mm thick cork tiles, which provides a resilient, flat surface for smooth tracklaying.

The track is Peco code 75, with medium radius points. This provides robust and reliable running and is again based on our previous experience.

The track is ballasted and weathered, using static grass to represent the encroaching weeds and to provide the prototypically unkempt look.

A few select trees are used, and all the buildings are recycled from *Radeburg Ost*, which was finally allowed to retire after many exhibitions. They are the cast resin pre-built and painted models which were marketed some years ago in the Hornby International range, similar in concept to their British Skaledale models.

Some further rummaging produced plenty of boxes of figures and road vehicles.






Deutsche Post AG

Above left
The BR219 will not need to uncouple and run round as the double-deck rake includes a driving trailer.

Above
The same applies to ex-DB B-B diesel hydraulic 218 217-8 in 'TEE' livery paired with 'Silberlinge' stock in banded mint green.

Left
Diesel railcar 641 016-2 (nicknamed 'whale') represents a newer generation of passenger services.



Right
B-B diesel hydraulic 115 328-7 still carries Deutsche Reichsbahn livery.



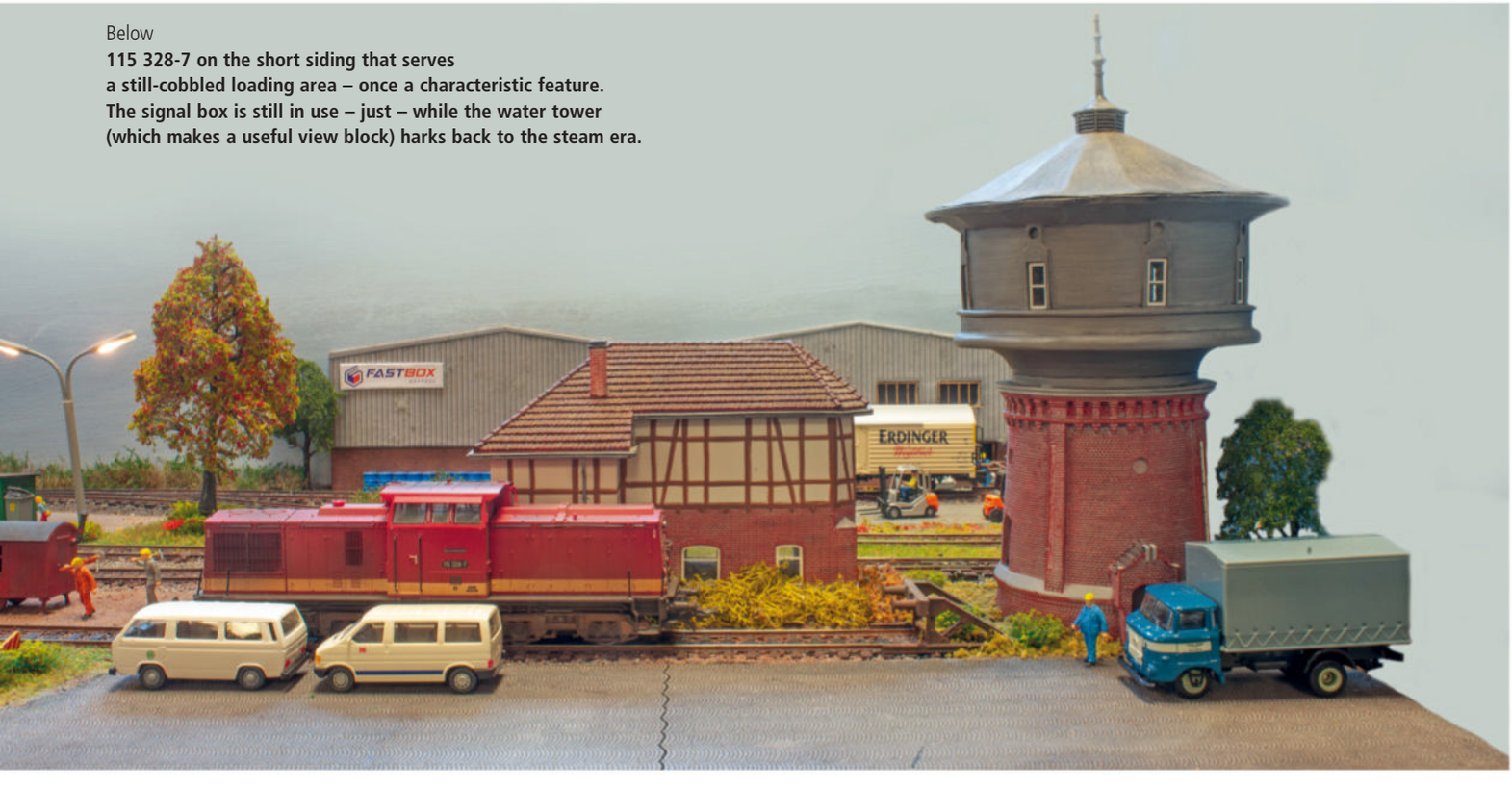
Control is DCC, using Roco Multimaus. The handsets and control boxes are now over twenty years old yet have proved remarkably resilient and reliable on several layouts, coping well with the demands of exhibition running. So, we have not felt the need to upgrade to a more modern system – "If it ain't broke …"

Operation

Operation is from the front of the layout as we enjoy talking to the public to explain what the layout is about and to answer any questions from interested visitors. However, we do like to keep things moving in order to entertain the public.

Above
DR 119 161-8 will have to uncouple and run round its single coach train – inefficient operation and excessive power!

Below
115 328-7 on the short siding that serves a still-cobbled loading area – once a characteristic feature. The signal box is still in use – just – while the water tower (which makes a useful view block) harks back to the steam era.



We run a mix of loco-hauled and diesel railcar passenger trains, and a prototypically wide variety of freight.

The locos we use are a mixture of old East German types, some of which are in the then-new DBAG livery, together with some West German ones. They are the products of the major German model manufacturers, such as Roco, Piko, and Trix. Some have sound fitted, but not too many, as this can become annoying to visitors, especially if we cannot hear what they are asking, or they cannot hear what we are saying!

Thanks to Graham Hand for his help with the article.

Forthcoming exhibition

The layout is due to be at the Leeds exhibition on Saturday 24th and Sunday 25th October. See *Exhibition Diary* for more information.

Above
There is still some rail freight to the modern warehouses.

Below
119 161-8 is ready to depart when the route is set.



Craig Watson describes his latest project, prompted by visits to relatives.

Port Kembla

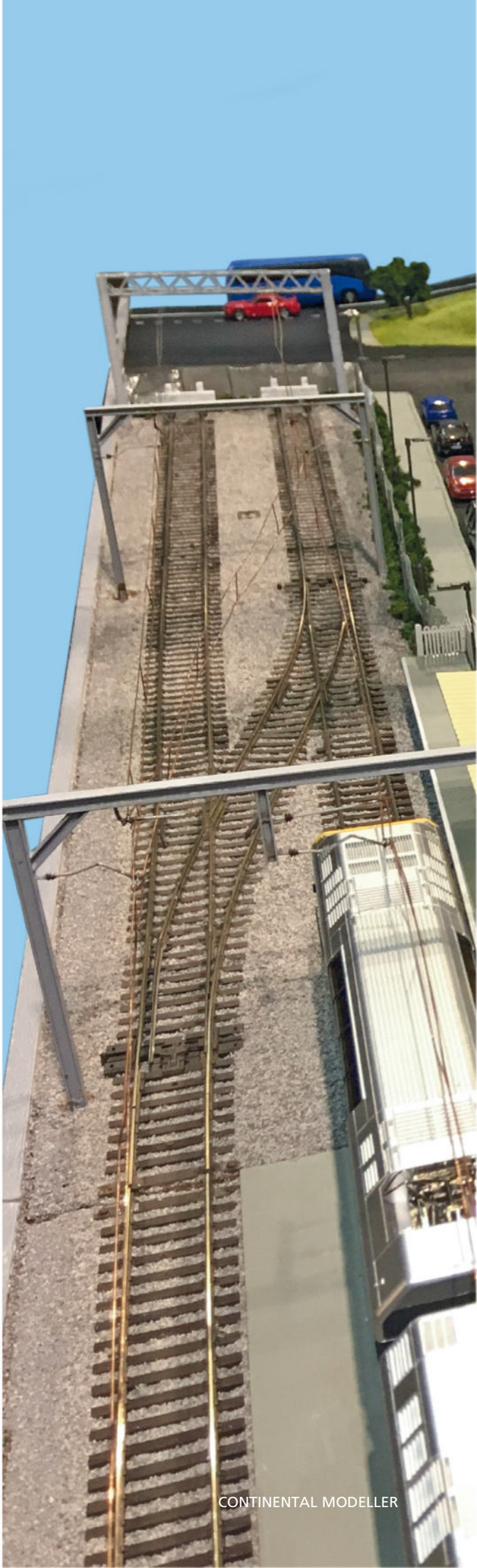
A loco maintenance facility in New South Wales

Located just over 60 miles south of Sydney, Port Kembla is a suburb of Wollongong in the Illawarra region of New South Wales. The area contains one of Australia's largest industrial complexes, Port Kembla steelworks, which is served by a single platform station on the South Coast line's Port Kembla branch. The station serves NSW TrainLink South Coast line services to Waterfall and Thirroul, with one weekday morning peak and four weekend late night services going all the way through to Bondi Junction in Sydney. It also serves as a stabling location for South Coast line electric multiple units.

It is also the site of the Port Kembla locomotive maintenance workshops which are currently operated by Progress Rail and carry out the maintenance of locos operated by Pacific National; there is also a train crew depot here.

The location is busy due to the intensive freight operations in the area serving the massive steelworks complex.







Below

Outside the main shed are Genessee & Wyoming Australia GWU008 built by United Group Ltd. in 2012 with General Electric equipment, Pacific National TT003 (EMD type GT46C ACe) built by Downer EDI Rail in 2009, and Pacific National AN5 (EMD type JT46C) built by Clyde Engineering in 1993 for Australian National.

Below left

In the large maintenance shed are Pacific National DL38 (EMD type AT42C), one of fifteen built 1988–1990 by Clyde for Australian National, Chicago Freight Car Leasing Australia CF4406 (General Electric type C44ACi) built by UGL in 2012, and PN DL46.

Photographs by the editor.

Below
A four-car Tangara double-deck set waits at the platform alongside former Victorian Railways C507 (EMD type GT26CW) built by Clyde in 1977-1978) in Southern Shorthaul Railroad livery. The spherical silo wagon carries sand for locomotives. As well as the main building there are three single road sheds. The longest is the trip shed (in the background) where loco examinations are carried out. The nearer structure is the steam cleaning shed.

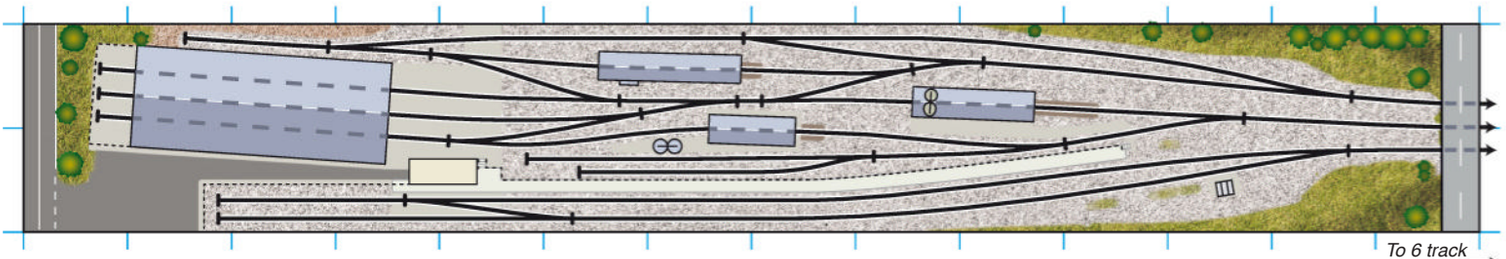
The inspiration behind building my layout of Port Kembla came during a family holiday to visit to relatives in 2013. We were spending a day with the kids on Wollongong beach and I managed to sneak away for a while to have a look at what I could see of the depot from the adjacent station platform. A few pictures were taken but the idea did not really go any further forward at that point in time.

On our next visit in 2019 we spent New Year's Day in nearby Kiama and the drive home took us past Wollongong. I managed to make a small detour and get even more pictures from the platform. On returning home to the UK I began to have a serious look at modelling the depot.

I initially used Google maps to work out the area that would be required to make a pretty accurate representation

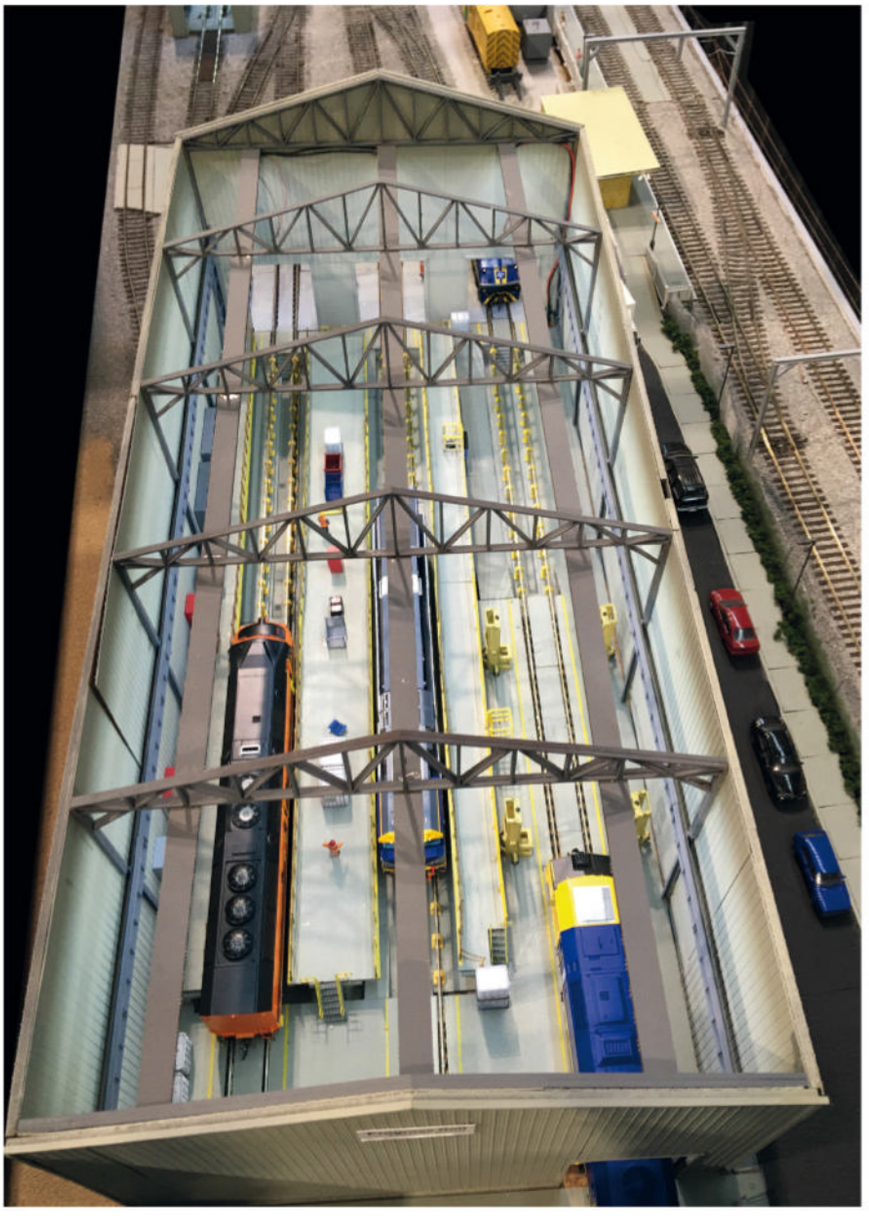
Below
The whole layout. The third single road shed, identified by sand silos on the roof, is for provisioning.





Port Kembla Overall size of scenic section 4200mm x 600mm. Each grid square = 300mm x 300mm.

Right
The main shed has been modelled with the roof removed to show the interior detail and locos receiving attention. In residence (from the left): Genessee & Wyoming class CLF, Chicago Freight Car Leasing Australia class TT, and Pacific National class DL.



of the depot and station area. From this it became clear that there would have to be a compromise with the width of the layout and this was achieved by not modelling the depot administration buildings, which was a solution I could accept. The result is that the station is closer to the depot than in real life.

The layout measures 5.4m by 0.6m, with the scenic section being 4.2m plus a 1.2m traverser fiddle yard.

The track plan was taken from Google maps and this replicates the layout as it was before recent changes to the station area which resulted in the removal of the crossover at the buffer stop end of the station which now prevents any run-round moves in the platform. This crossover is present on the layout. The main omission was the removal of the stabling siding adjacent to the loop line – when operating the layout, the loop is used for stabling sets between duties.

I have also had to improvise at the fiddle yard end of the layout. In reality the line continues alongside a large set of sidings serving the steelworks before passing under a road bridge whereas on the layout these sidings have been omitted and the road bridge hides the entrance to the fiddle yard.

One of my other exhibition layouts is British O gauge. When I built that I went down the laser-cut plywood board route using available units from Grainge & Hodder. The experience of using them in O gauge made up my mind to use them again.

The legs were constructed using leg packs from the same supplier to match the boards.

A simple lightweight lighting pelmet was also built which bolts onto the layout legs and has LED strips fitted which provide adequate lighting at exhibitions.

The layout uses Peco Finescale code 75 track throughout and is controlled using a Digitrax DCC system, with the main





Left
Four-car double-deck Tangara built by A.Goninan & Company which entered service between 1988 and 1995.

Below
SCT 015 (EMD GT46C-ACe was built by Downer EDI Rail for SCT Logistics in 2007/8. Freightliner CF4407 is a General Electric C44ACi built by UGL in 2012 and leased from CFCLA.





Above
The simple station building is not usually fully staffed but has a ticket machine.

Below
Pacific National DL38 is in the provisioning shed while NR26 in 'Indian Pacific' livery is ready to leave. The NR class (GE Cv40-9i) was built by A.Goninan & Co. for National Rail between 1996 and 1998.

handset being located at the rear of the layout through a socket on the control panel. There is also another socket on the front of the layout at the buffer stops end – this allows two operators at shows when needed, the front handset mainly being used for the operation of the passenger lines. The points are operated using DCCconcepts Cobalt analogue point motors and a conventional control panel using DCCconcepts switches.

The platform line and its adjacent loop have had overhead line equipment added using scratchbuilt brass portals and Peco catenary wires.



The platform itself was modelled using a few West Hill Wagon Works modern platform kits, the fencing that is used in these gives a decent representation of the standard fencing used on the Sydney Trains network.

The station building was scratchbuilt in MDF with Slater's brick cladding and the station signage was made at home using pictures as a reference.

The next building to be started was the former Port Kembla signal box which is now used as a train crew office.

The depot buildings were originally scaled using measurements taken from Google map; however, after posting details of the project on an Australian modelling Facebook page, I was contacted by a modeller in Australia and forwarded copies of the original design plans for the various buildings which were then scaled to 1:87. The buildings were then made using a mixture of proprietary kits and scratchbuilding methods.



Left
The off stage storage consists of six tracks on a traverser which align with the three lines onto the layout. Each will hold four of the long modern locomotives. The front siding is usually reserved for the passenger train which simply shuttles back and forth to the platform.

Left
CF4407 and NR26 are on the departure roads as civil engineering work begins in the yard.

Below
CF4407 is receiving attention in the provisioning shed and a small queue has formed: Pacific National 8168 (ex NSW State Rail Authority) is an EMD JT26C-2SS, one of eighty built by Clyde between 1982 and 1985. Sporting the special Goulburn 'Streamliners' paint scheme from 2016 is classic former Victorian B61 (EMD ML2 built by Clyde in 1952) now operated by Southern Shorthaul Railroad. Ready to depart is Pacific National 8204 (ex NSW SRA), EMD JT42C built by Clyde 1994–1995.

The depot consists of four main buildings, the largest being the three-road maintenance sheds along with three single road sheds. The longest of these is the trip shed where loco examinations are carried out. This shed can hold two locos at a time. The other two are the steam cleaning shed and provisioning shed; the former contains double level interior platforms for access, the latter is identified by two sand storage silos on the roof.

The main three-road maintenance shed was built using laser-cut MDF parts from Railway Laser Lines and clad in Slater's sheet. The depot base and pits were built by kit-bashing three Westhill Wagon Works Modern Image Depot interior kits, which give the look of the real depot. It has been further detailed using various parts from Westhill, Walthers, and others to create a busy depiction of locos under maintenance.

The other sheds were scratchbuilt, mainly using Pikestuff part, based on the original design plans.

The raised areas of scenery were formed using foamboard and plaster.

Road surfaces were painted using Woodland Scenics tar-mac paint, and pavements were made from card and painted with Vallejo concrete paint.

The locomotives and rolling stock on the layout are a mixture of products by the main Australian ready-to-run manufacturers including Auscision, On Track Models, and Austrains. Fitting sound decoders to locos is an ongoing project using authentic sound projects from Australian suppliers.

The passenger service is operated using Auscision Tangara units along with a Minimodels S set. I intend to obtain an Auscision V set as these could also be seen at Port Kembla. Passenger trains arrive in the platform line and then usually make their return journey; however, some will shunt to the loop line for stabling in between duties.

During normal operation, locos generally arrive onto the provisioning shed road where they go through the shed for fuel then will run to the stabling sidings or trip shed. Locos arriving for the heavy maintenance shed will usually run through the steam cleaning shed before moving into the big shed. Road No.1 contains the wheel drop, with roads 2 and 3 having pit and platform access for various maintenance tasks to be carried out.

In reality the depot maintains locos from the Pacific National fleet, but on the layout rule 1 applies and locos from various Australian operators will be seen. There will be some overlap of liveries and periods as the current scene in Australia changes so quickly. My aim at exhibitions is to show a snapshot of modern Australian locos and modelling.

The layout was first exhibited as a nearly complete work in progress at the Falkirk MRC show in November 2024, followed by Model Rail Scotland at the SEC in Glasgow in February 2025 then the Lothians show in Edinburgh in April 2025. Despite not being complete at its first exhibition in Falkirk, the layout was awarded the Tony Cornwell trophy for best layout as voted for by Falkirk club members.

The layout is available for exhibition throughout the UK with the support of my clubmates at Bonnybridge MRC and the Scottish Diesel and Electric Group.

Its next scheduled outing is to the Central Scotland show in the Victoria Hall, Stirling Road, Dunblane, FK15 9EX (right next to the station) on Saturday 3rd and Sunday 4th October. See *Exhibition Diary* for more details



David and Susan George have created an interesting dual-gauge European layout.

Auswiss

An alpine location in north-east Switzerland

After years of collecting European stock, and enjoying several holidays in Switzerland and Austria, I decided to build a new layout to show at exhibitions.

The main considerations were the way in which it would be presented, the theme, and which countries/regions and stock could be included.

My collection of locomotives and rolling stock spans various railway systems, including German, Swiss, Austrian, French, and private operators from era V/VI, i.e. 1986 to the present. The main types of motive power are electric and diesel, accompanied by a small selection of steam models.

Clearly, I would have to compromise on what could be displayed, especially as the layout would be transported to shows, and there would ordinarily only be two operators.

The layout hosts a typical mix of European railway operators, providing both passenger and specialised freight traffic to a fictitious location in north-east corner of Switzerland. Operations are conducted on both standard and metre gauges. Operation is mainly from the front, and an eight-track traverser is used to generate train movements into public view.



Above
A view of the tunnels with four trains arriving. Note the second track is mixed gauge.

Left
The alpine pasture and farm was a primary requirement insisted on by Mrs George!

Auswiss features modern inter-city and cross-border passenger movements, together with freight operations, delivering bulk raw materials to an industrial location that 'generates' cement and ready-mix concrete with storage and distribution loading silos.

It is a fictional location, based on the eastern side of Switzerland, in the Canton of Graubünden, close to the Liechtenstein and Austrian borders. The layout features an alpine area, under which tracks from Austria and Switzerland emerge from tunnels towards Auswiss station.





Adjacent is the cement works, containing a 'cyclone' pre-heater tower with rolling kiln, together with raw materials and finished product silos – all scratchbuilt. There are also some adjacent tracks and one loco servicing shed (modified Cornerstone).

The layout is predominantly standard gauge (Peco code 75 track) with Peco HOm for the metre gauge and some Tillig 'Elite' code 83 dual gauge HO/HOm for the front station platform.

Passenger and freight operations mainly involve Swiss (SBB), Austrian (ÖBB), and Rhätische Bahn (RhB) motive power and rolling stock. Some other administrations (e.g. Bern-Lötschberg-Simplon, SNCF) and private operator movements are also to be seen.

Initially, electrification of station tracks extended to simply installing the catenary masts. Inevitably, this became a subject of hot debate: some modeller friends said overhead wires were not necessary, whereas others considered that wires would be an important feature, certainly in HO.

At first, my retort was that wires are barely visible However, I must like a challenge – the overhead catenary and contact wires have been installed and, aesthetically, the final result does look a lot better. However, loco power supply will remain via the rails.

The layout is DCC, using the NCE system, with a 5-amp Smart Booster supporting PowerCab and ProCab handsets. The system is protected with a circuit breaker from NCE.

Some electric and diesel locomotives are sound-equipped.

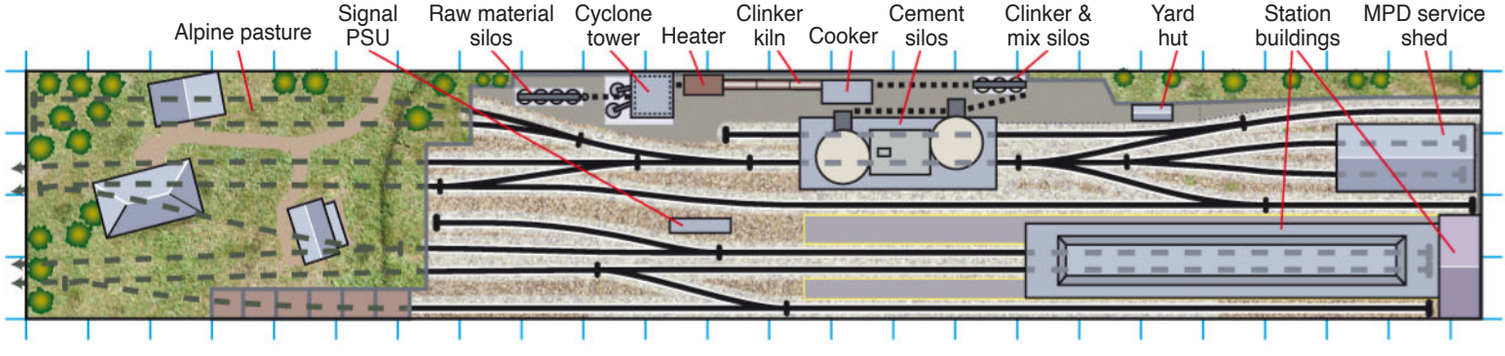
Above
A BLS freight arriving at the cement works hauled by Re4/4 255 and 163 passing a stabled ÖBB Rh2016 'Herkules' diesel.

Above right
SNCF Alstom Prima 437001 hauling cement silos.

Below
Note the toggle clamps which have proved very reliable as board joiners and are flexible to adjust.







Auswiss Size of scenic section 23' 6' x 4'. Each grid square = 1' x 1'.





Left
Signalling equipment is housed in a new building between the main lines opposite the cement works.

Right
SBB IC double-deck stock and an ÖBB Railjet service at the station.

Below
RhB Ge4/4III 647 *Grüsch* arriving from St.Moritz on the metre gauge.

Points are operated by servos using MegaPoints components for route control. There are two servo boxes, each containing two servo controller boards wired to the points, daisy chained to a MegaPoints MultiPanel. A Control Panel box was made to house the MultiPanel, with flashing LED direction indicators, with on-off switch buttons. Once correctly configured, this has proved to be a reliable system.

Baseboard construction

The overall dimensions are 17' by 2'6", with four 3' (approximately) boards for the scenic section plus the traverser.

The back walls are 15" high and are covered in New Modellers Shop premium self-adhesive mountain backscenes.



The 4'6" eight track traverser is partly dual gauge and generates both passenger and freight traffic. Freight can also be introduced via hidden tracks at the rear of the alpine board.

The baseboard modules are built in 'box-theatre' format from sheets of 9mm exterior quality ply.

Board alignment is achieved using disc-type 25mm brass pattern makers' dowel sets.

The boards are held together with useful latching toggle clamps *(right)*.

Illumination (essential for an exhibition layout) is by an overhead strip light pelmet.



Below
An ÖBB Railjet service is about to depart on the dual gauge track.



Modules

Module 1 has two levels, with through tracks at baseboard level and an upper 'capsule' level for the slide-in alpine component. This allows track maintenance and cleaning. The 'slide-in' was created using layers of ordinary insulation boards, made from PIR with a foil covering on both sides. Each board is circa 60mm thick and so hillsides can be easily shaped with a razor saw and Stanley knife. They were then covered in wet cross-laid plaster cloth to form the desired shape for adding ground vegetation, using a static grass applicator and general foliage scatter. I used the excellent Primo trees for the alpine forest.

Module 2 contains the tunnel portals, and rear freight track arrivals; these allow passenger and freight trains to enter the cement works and station approach tracks before reaching the terminus station platforms. At the rear, freight tracks emerge adjacent to the Holcim Cement works.

Module 3 features the processing and loading stage of the cement works, and the initial arrival platforms for the station.

Module 4 accommodates the main platform area for the terminus, the rear tracks for cement distribution silos, and access tracks for the maintenance shed for loco servicing.

The station roof can easily be removed for track cleaning, and the overhead catenary wires have been installed directly into the roof space for easy servicing.

Background panels

The main background panels were naturally focused on alpine scenery. Forests in the Graubünden region typically contain coniferous trees, dominated by Norwegian Spruce and mountain pine. In lower elevations they mix with deciduous trees e.g. beech, birch.

Track

All track was laid on cork strips and pinned every 4" or 5", and filled in using a mix of Woodland Scenics B1374/5 fine scale ballast, then sprayed with a mix of water and WS ballast glue, or PVA diluted 50:50 with water.

Once dry, the track was weathered using Railmatch 1406 'sleeper grime'.



Above
DBAG Voith Gravita 265 008-3 shunting the cement sidings.

Above right
BLS Re4/4 163 at the service shed.

Left
ÖBB Taurus 1116 250-0 (Siemens ES 64 U2 8,600hp) in the elaborate 'Mozart' 250th anniversary livery. Photograph: author.

Right
The station has been rebuilt with an impressive canopy over the main platforms.

Structures

With the exception of a Cornerstone maintenance shed kit, the structures are, essentially, scratchbuilt.

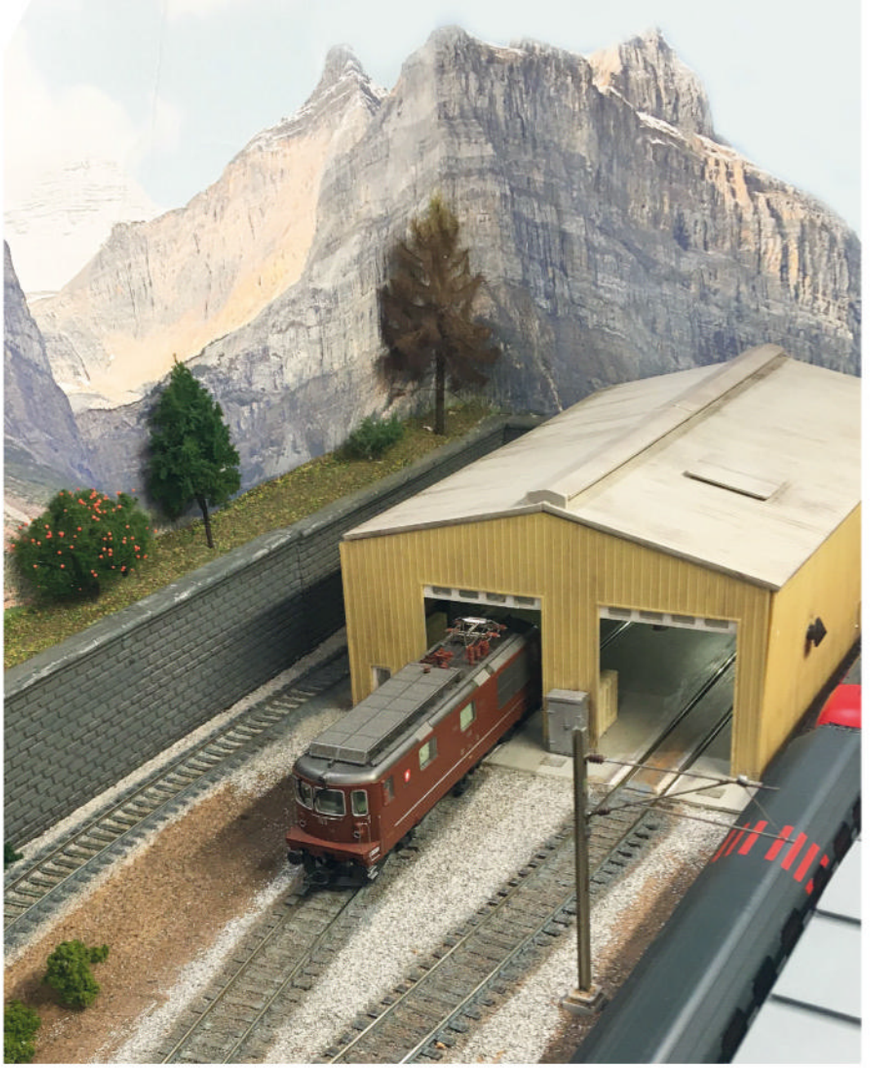
The station has four platforms: one metre gauge, one dual standard/metre gauge, and two standard gauge. The front three platforms are for Swiss workings, the fourth for Austrian services. The front track is exclusively for Rhätische Bahn trains.

The cement works was designed after reasonable research into the manufacturing process. Switzerland has a thriving cement industry, a major player being Holcim. So it made sense to model in that name, especially as Roco produced a number of Holcim wagons.

To represent the process, I created a cyclone pre-heater tower, a rotary clinker kiln, and associated raw material and finished product silos. Two, larger, loading silos were then added. It is amazing what can be achieved with home improvement store drainpipes!

Train movements

The layout is primarily operated from the front with the majority of train movements being generated from the eight-track traverser via the tunnels; it is essentially an out-and-back operation. The layout plan shows that ÖBB diagrams and freight/heavy haul is on the rear tracks. Inter-country movements can be by any track. SBB and RhB movements are on the front tracks.







Left
SBB Cargo International Vectron 6193 521-2 at the buffer stops.

Below
ÖBB Vectron 1293 003-0 at the station having arrived with a Railjet service. Using driving trailers facilitates the operation of passenger trains.



Motive power

Stock is mainly Roco, with other models by Brawa, Trix, Mehano, and Rivarossi (CIWL specials). The metre gauge stock is all by Bemo. The range includes –

SBB: SLM Re 460s, Siemens Vectron class 193s.

BLS: SLM class Ae415, Re425, Re465, and Siemens Vectron class 475.

ÖBB: Siemens Taurus classes 1016, 1116, and 1216; Siemens Vectron class 1293; Simmering-Graz-Pauker classes 1044 and 1114; Siemens class 2016 (ER20) 'Herkules' diesel; and heritage class 1189 'Krokodil'.

MRCE Dispolok: Siemens Vectron class 193.

TXLogistik, MRCE: Siemens Taurus class 1216.

BoxXpress: Siemens Taurus class 182.

SNCF FRET: Alstom Prima class 437000.

DB: BR265 Voith Gravita

RhB: Ge4/4^{II}, Ge4/4^{III}, Gem4/4, and Tmf2/2.



Above
The terminus with the cement works beyond and a Rhätische Bahn shuttle train on the metre gauge.

Passenger rolling stock includes:

Roco SBB IC 2000/IC 2020 double-deck coaches, including driving trailer.

Roco ÖBB IC Railjet Bpmz coaches with driving trailer.

Rivarossi CIWL/*Orient Express* special.

Bemo RhB local services (some, in reality can be mixed passenger/freight workings); Alpine Pullman and 'Gourmino' special coaches.

Freight (mainly Roco): containers and tank containers; SBB type Eaos opens and type Xas ballast hoppers; type Uacs and type Uacns silos; Nacco type Zans and VTG type Z silos; ÖBB type Falns-x self discharging hopper.

Below
Almost all of the scenic section.

Photographs by the editor.

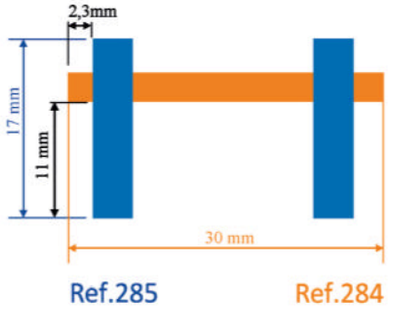
Forthcoming exhibitions

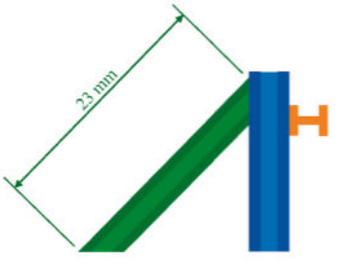
- 26 & 27 September 2026 – Stafford
- 24 & 25 October 2026 – Leeds
- 21 & 22 November 2026 – Falkirk
- 7 & 8 March 2027 – Rainhill
- May 2027 – Southport
- 24 & 25 July 2027 – Cupar

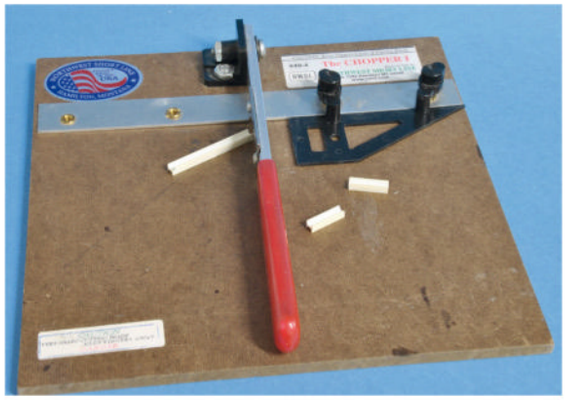
Olivier Taniou shows how he made a simple but substantial buffer stop for an industrial siding
Photographs and diagram by the author.

Buffer stop





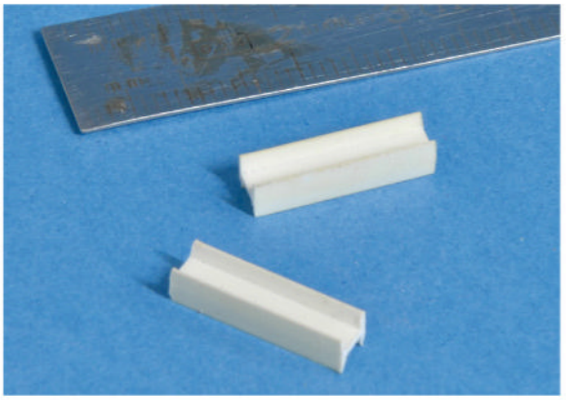


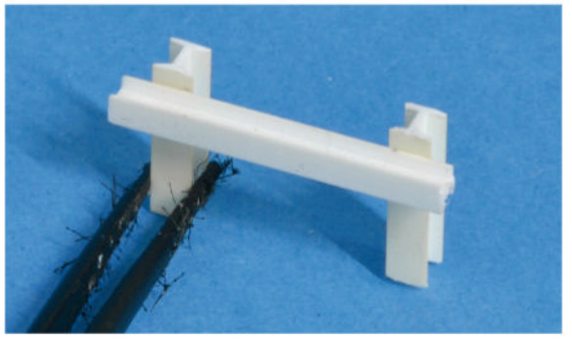


Above left
The real thing still exists in the port of St.Nazaire. The sea air has undoubtedly accelerated its corrosion.

Left
Using a guillotine cutter is recommended to achieve consistent straight cuts.

Right
For the vertical supports, cut two 17mm pieces of ref.285, and refine the cuts with a fine file.





Left
Cut a 30mm long piece from a ref.284 profile for the crossbar. Deburr the ends with a file. Mark the location of the vertical supports on the crossbar, and glue them in place using styrene solvent.

This relatively simple feature was assembled from plastic H profiles, which I will refer to by Evergreen product numbers.

Requirements

Evergreen H profiles:
ref.284 (3.2mm x 2.9mm)
ref.285 (4mm x 3.7mm)
ref.274 (3mm x 1.5mm)
two small pieces of brass wire

spray primer
Humbrol paints – brown 186, brown 160
weathering powders – natural umber, titanium white, yellow ochre, red oxide, black

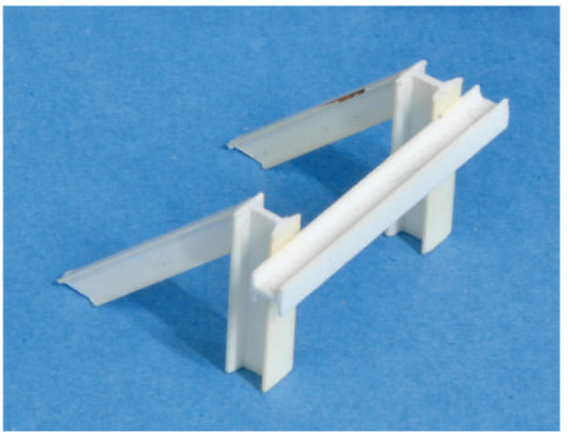
guillotine cutter
emery board
fine brushes
styrene solvent
cyanoacrylate glue
PVA white glue



Left
Use the 45° cutting guide and prepare two 23mm long pieces of ref.274 with angled ends for the braces.

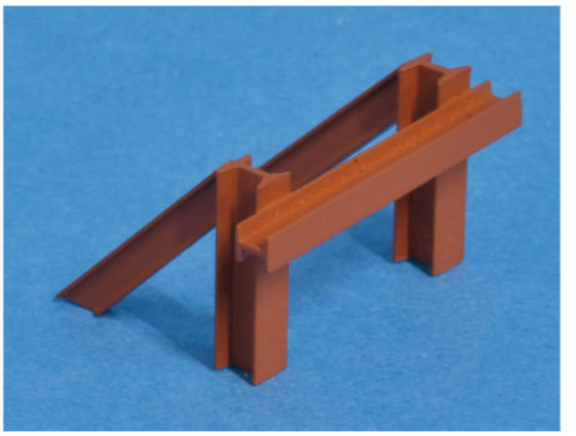


Right
The braces with angled ends.

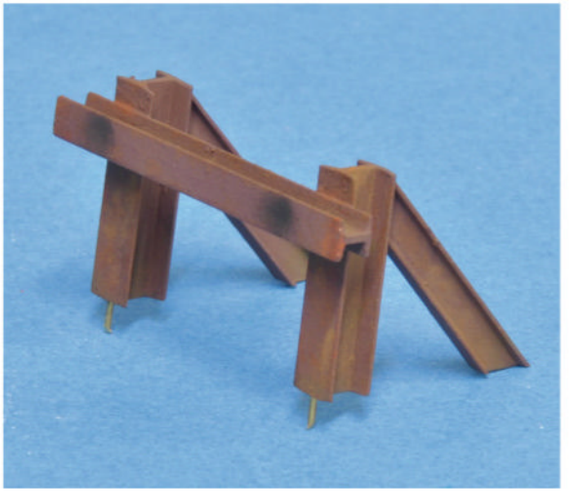


Left
Glue the angled braces to the back of the verticals. Solvent sets quickly, so hold the parts in place while the glue dries.

Right
Paint adheres better to primed plastic. After light sanding, apply a spray primer to the assembled model. I chose a rust colour.





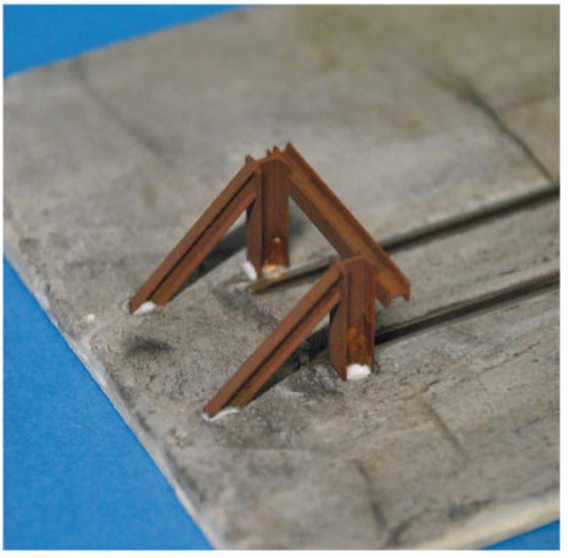


Above
Add a 6mm long piece of 0.5mm diameter of brass wire to the inside of each vertical support where it will not be visible, glued in place with cyanoacrylate adhesive. These will be embedded in the ground of your layout to ensure that the buffer stop will really stop a train.

Above
Apply rust-coloured paint with a sponge to certain areas, referring to the photo of the real thing. Then weather it using powders, brushing from top to bottom. The two black spots simulate grease stains from the buffer heads that have struck the crossbar.

Below
Apply a small amount of white glue to the base of the supports and attach them to the diorama.

Below
The buffer stop was installed at the Pétroles de l'Atlantique site on my layout at the end of the track in the concrete surfaced yard.





James Spence describes his latest project, a novel choice of subject and an unusual format. *Photographs by Paul Bason.*

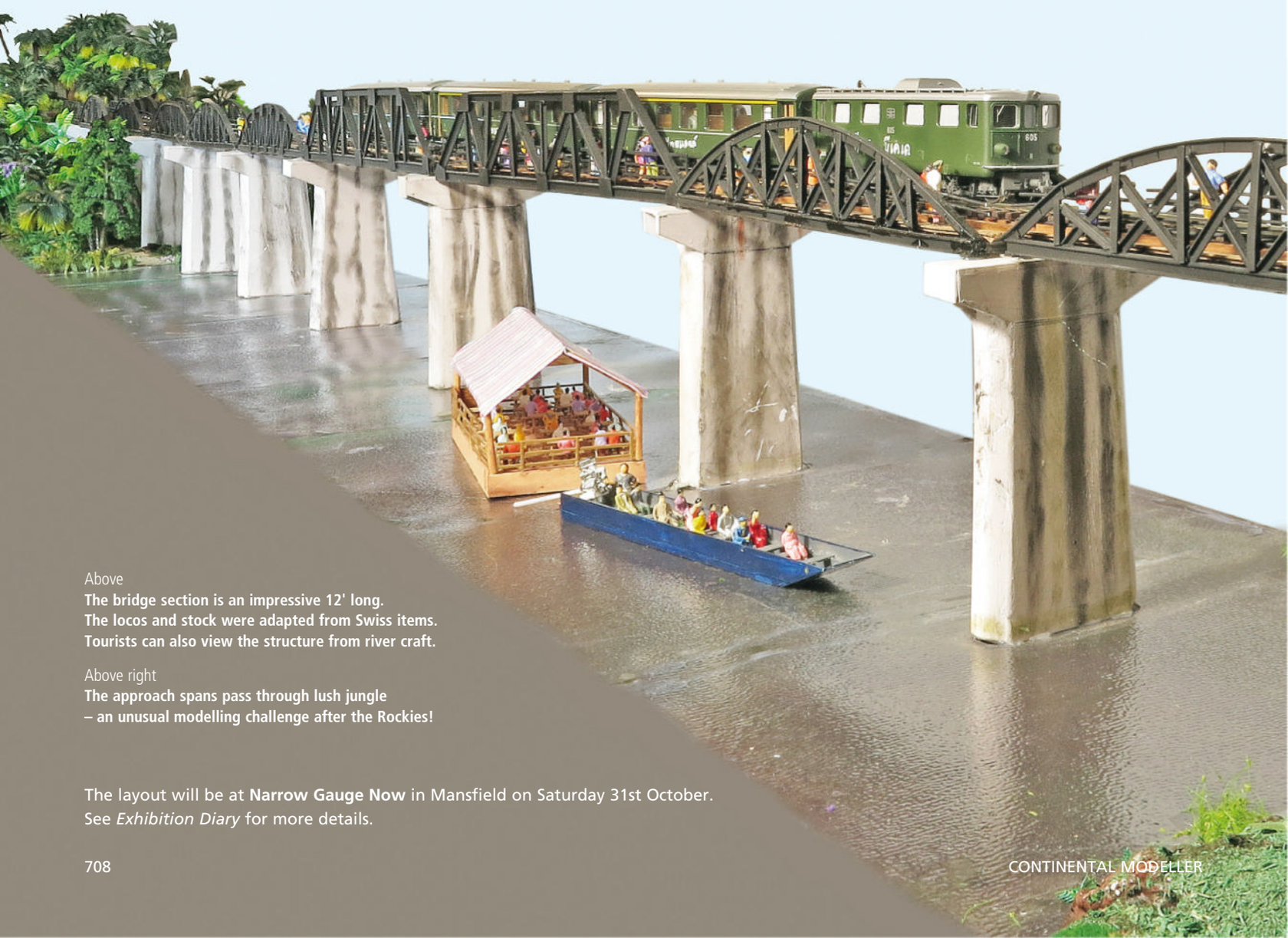
Bridge over the River Kwai

The modern tourist operation as a memorial

You may wonder why I chose to model the Bridge over the River Kwai. The reasons are both personal and practical. Firstly, it is an iconic structure – part of a railway built during the Second World War for the Japanese by British and Allied prisoners along with many Thai and other nationalities under terrible hardship. Its story is deeply moving, and the bridge itself has become one of the most recognisable railway landmarks in the world.

Secondly, I had never seen anyone attempt it before. I have always enjoyed building layouts that are a little different, with their own challenges.

Although I have no family connection with the bridge, I have been married to a Thai lady for 25 years and have visited the site four times since 2000. Each visit inspired me to capture something of this extraordinary location in miniature.

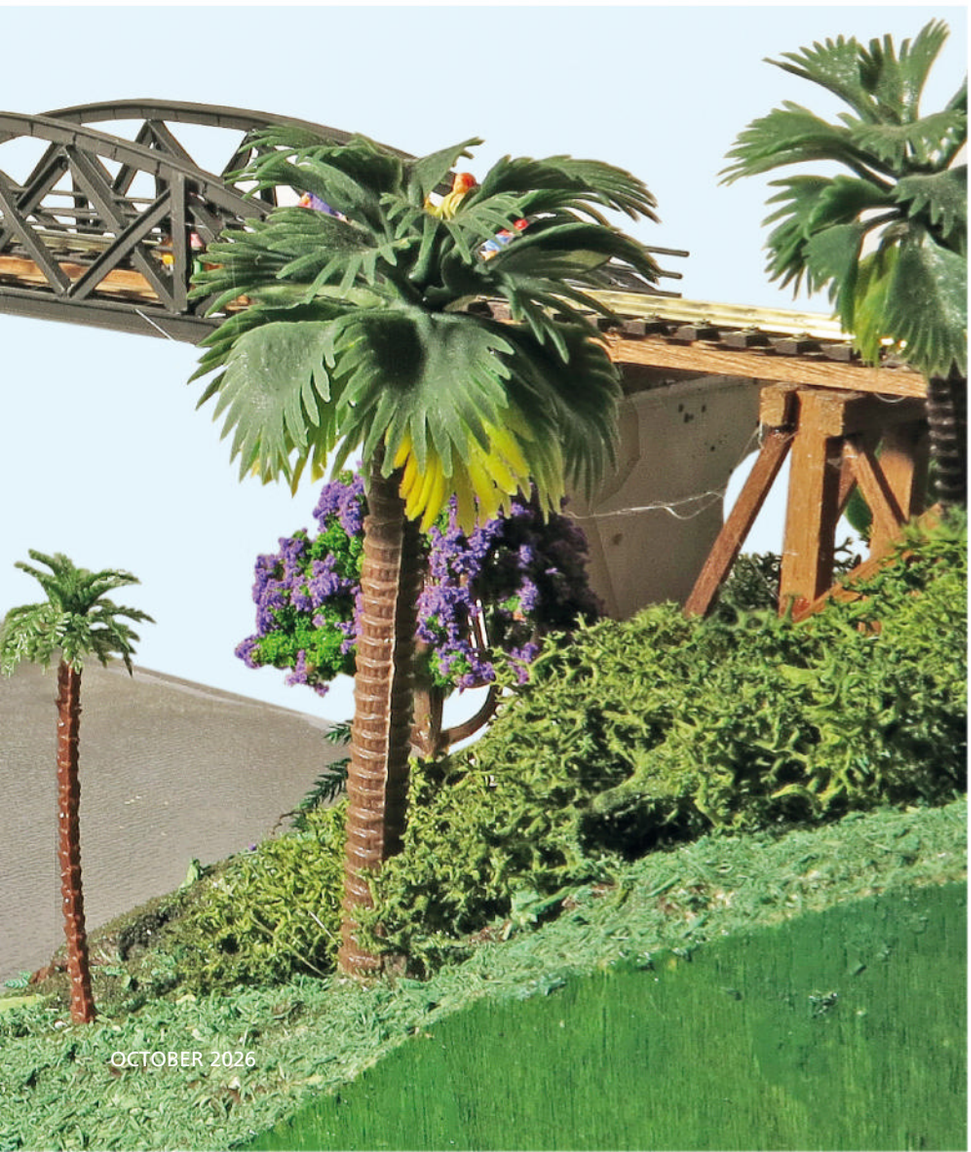


Above
The bridge section is an impressive 12' long. The locos and stock were adapted from Swiss items. Tourists can also view the structure from river craft.

Above right
The approach spans pass through lush jungle – an unusual modelling challenge after the Rockies!

The layout will be at **Narrow Gauge Now** in Mansfield on Saturday 31st October. See *Exhibition Diary* for more details.





Planning

Once I decided to go ahead, I needed to find the best way to represent the bridge and the adjacent stretch of railway that runs dramatically along the cliff face, in places supported by timber trestles.

To achieve realistic proportions, the bridge section itself needed to be around 12' long, with an additional 3' for a cassette to turn or change trains – 15' in total.

The line no longer continues into Myanmar; trains now terminate at Nam Tok, where there is a run-round loop and passengers often disembark to enjoy a meal on a barge moored beside the river. I wanted to include that feature on the layout to reflect what actually happens.

However, if I were to include both the bridge and the riverside section, the layout would have ended up 30' long but only about a foot wide in places – impressive, but hardly practical for an exhibition layout.

Having previously built an exhibition layout of the Canadian Rockies using a helix at each end, I decided to apply the same principle here. The river scene would occupy the lower level, with the bridge above, connected by a helix at one end. This made the layout more compact and allowed operation from a single control position, an essential consideration for exhibition use.

Track

Thai railways are metre gauge, and as I had worked in HO before I decided to use HOm, 12mm gauge.

The track was laid directly on a wooden base with careful alignment to maintain smooth transitions, especially through the helix and across the bridge itself.



Above
Trains of three or four coaches are a reasonable length but still look small on the bridge.

Below
The electric locos were 'converted' to diesel by simply removing the pantographs and cabling.



Rolling stock

There are no ready-to-run models of Thai stock available in any scale. I therefore modified some older Bemo Swiss locomotives and coaches. There is justification for this, as in the mid-1920s the Rhätische Bahn sold steam locomotives (including G4/5 2-8-0s) made surplus by electrification to Thailand, and other countries.

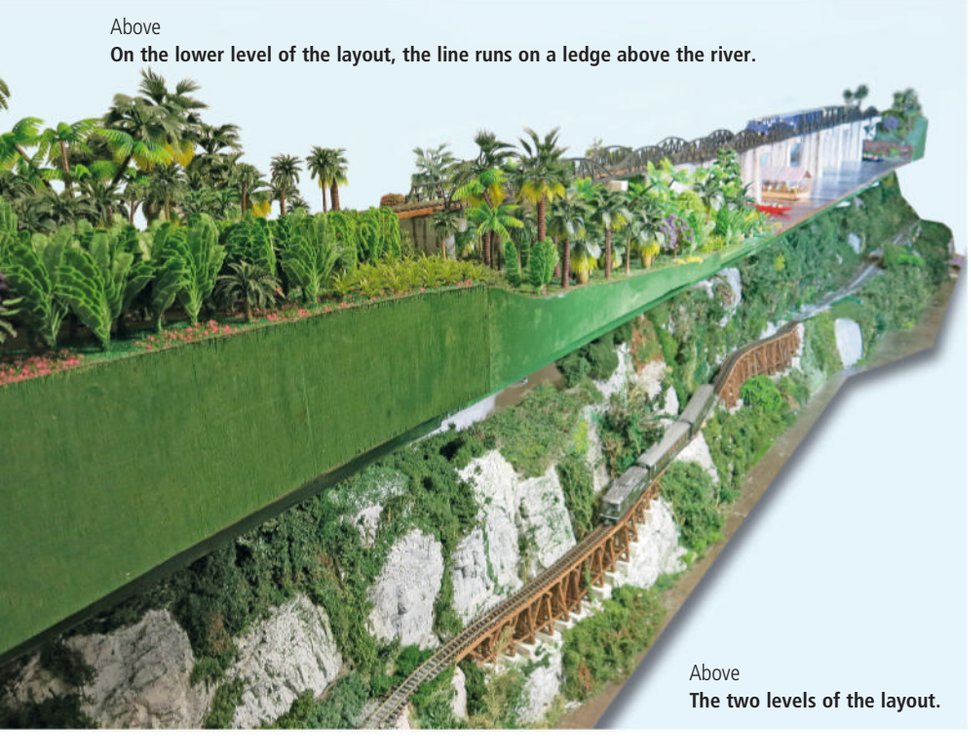
The pantographs were removed to 'convert' the electrics to diesels. Again, there is precedent with Swiss locos built for export. All the Swiss emblems were also removed, and my wife kindly wrote 'Thailand' in Thai script on the sides using a gel pen. I also repainted another set of stock and produced nameboards using Google Translate, printing them out and gluing them onto the vehicles to complete the transformation.

Above
My wife produced the authentic Thai script on the coach sides.

Below
A special steam excursion – Rhätische Bahn G4/5 2-8-0s were sold to Thailand.



Above
On the lower level of the layout, the line runs on a ledge above the river.



Above
The two levels of the layout.

No freight stock was required, as the emphasis of the layout is on passenger operation.

Building the bridge

The bridge began with a carefully drawn cardboard template glued to plywood to ensure each truss side matched perfectly. Maquette RSJ and T-section girders were used for the framework. Small cuts made with a razor saw allowed the T-sections to be curved evenly to the required shape within the template. Once assembled, the sections were sprayed and weathered, and wooden beams were added to support the track.

The bridge pillars were made from styrene sheet and round tubing – no 3D-printing involved– and painted a concrete tone before being weathered to show years of staining from the track above. The result is a strong and convincing structure that forms the dramatic focal point of the layout.

Creating the landscape

The scenery along the river was built up once the trackbed was in place. The cliffs were shaped from polystyrene and covered with white dental plaster. I prefer white plaster because it can be washed repeatedly with thin acrylic paints to create realistic rock effects; pink plaster, by contrast, must be painted over completely, which often results in a flatter finish.

Rock faces were cast from latex moulds, while smoother areas were left to receive vegetation.

For the dense foliage typical of Thailand's riverside landscape, I used a wide variety of materials. During a visit to the North Yorkshire Moors Railway, I noticed some dead heather and realised it would make ideal miniature jungle trees. Combined with sea foam, lichen, horse-hair, and even dried trailing lobelia, it produced a pleasingly varied texture. These bases were overlaid with numerous scatter materials in different shades of green to complete the effect.

On the upper level around the bridge, I wanted a more cultivated look to reflect the less wild landscape near the town. Palm and coconut trees, pineapples, and other tropical plants were added, most of which were inexpensive scenic accessories sourced from China on line.

By blending natural and synthetic materials, I was able to achieve an irregular lush appearance that matches the real landscape. The vegetation is deliberately varied in density, with thicker growth near the river and more open spaces near the upper level bridge approaches.

The combination of the two levels – dense jungle below and cultivated land above – creates a striking visual contrast.

Operation

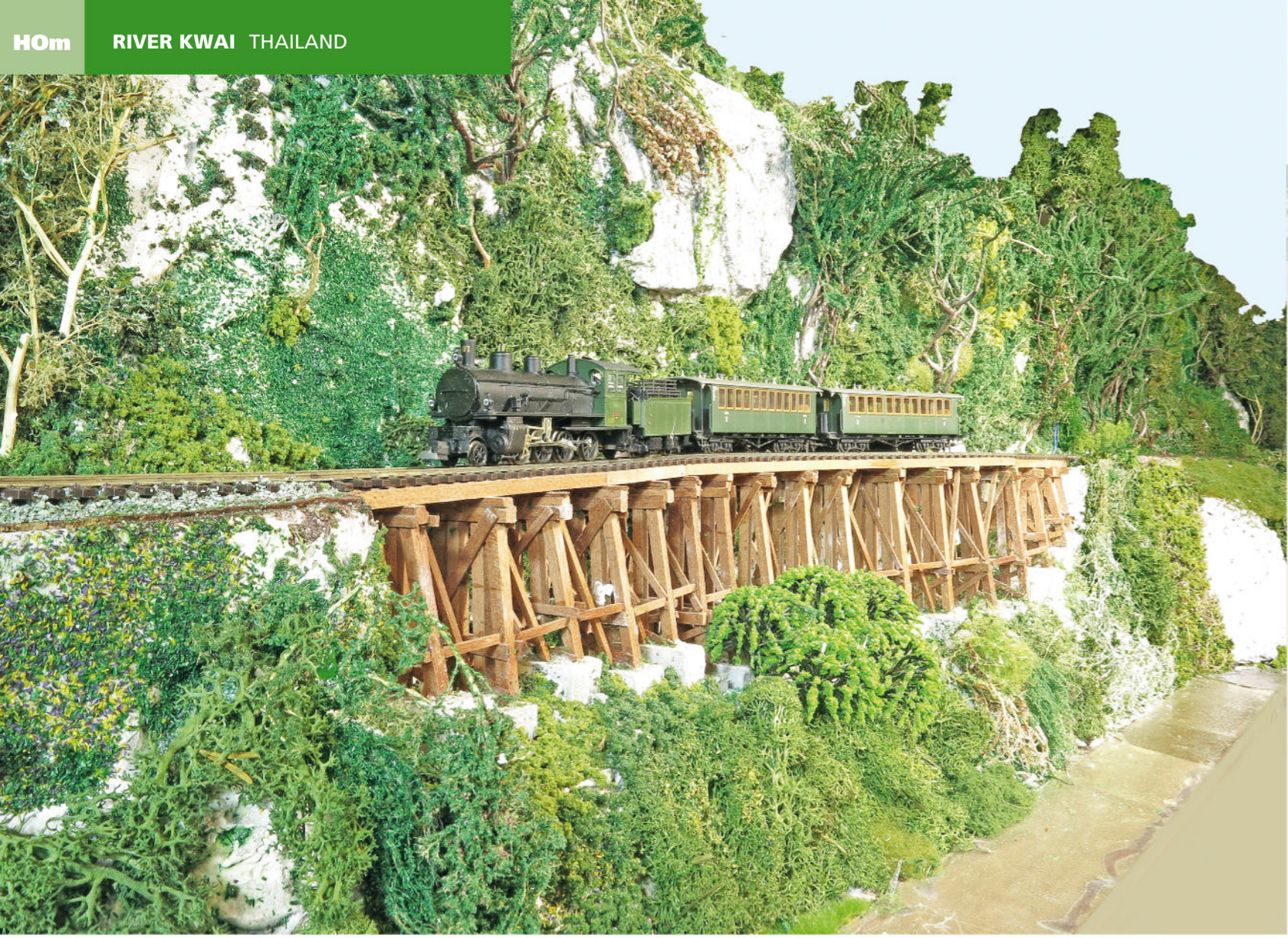
Operation is straightforward, designed to reflect the real railway. The train sets off from the cassette, crosses the bridge slowly – just as in real life, where pedestrians are still allowed to walk across – and then passes over the flood plain before descending the helix to the riverside section. At the terminus, the loco runs round its coaches, ready for the return trip.

The train then retraces its route, climbing the helix, crossing the flood plain and the bridge once again, before returning to the cassette to be turned or replaced with another set.

Despite its simplicity, the sequence has enough variation to hold interest for both operators and viewers, while the bridge crossing always draws attention.



Above and below
Where the rock face did not allow for a ledge, wooden trestles were constructed.





Above
The steam special on its way across the wooden trestle.

Left
While the tourist train waits at Nam Tok station, some passengers descend to the river for a meal on a restaurant barge.

Above right
Trains terminate at a loop which represents Nam Tok, with access to the riverside.

Right
As the loco prepares to run round its train, passengers are already on their way to the restaurant.

The layout is operated entirely from one end, with reliable running and good visibility throughout. This practical setup, along with the striking scenic contrast between the river and bridge sections, makes it an unusual exhibition display.

Reflections

This project relies heavily on traditional materials and methods rather than modern technologies. Most of the construction uses plywood, styrene, plaster, and natural scenic materials rather than 3D-printing or laser cutting. I believe the tactile process of cutting, shaping, and weathering materials by hand gives the model a distinctive and personal feel.

Building the layout has been one of my most rewarding modelling experiences. It combines historical significance with scenic beauty and offers both visual drama and operational interest. The design challenge of compressing such a famous location into an exhibition-friendly layout pushed me to think creatively about space and structure. My goal was not only to reproduce the bridge but to capture the atmosphere of the Thai landscape and the sense of history that surrounds it. I hope that, in some small way, the layout is a tribute to the endurance and ingenuity of those who built the original railway under unimaginable conditions.



The layout is available for exhibitions –
I can be contacted via **james.kirkbyonsea@yahoo.com**

John Davies introduces us to the little world of

Aix-en-Pains

A French metre gauge fantasy

The layout will be at **Narrow Gauge Now** in Mansfield on Saturday 31st October. See *Exhibition Diary* for more details.

Somewhere in the Perigord Noir, down where the waters of the Tarn and Dordogne rivers flow unhurriedly through limestone hills and lush pastures, you may find the little village of Aix-en-Pains. Like many small communities in southern France, both time and the main lines of the P&O or PLM have passed it by, and its sole link with the wider world is a metre gauge *secondaire*, whose little trains, their stock borrowed or otherwise acquired from similar local lines, continue to rattle and shake their tortuous way around the countryside.

In Aix it is forever sometime around 1906; the echoes of la Belle Époque, the wider world, and Paris fashion have barely found their way this far south. Horse power still comes with four legs and even the dogs have souls. A wandering Scotsman once came this way, travelling with a donkey, but forgot to mention it in his subsequent book and so life will continue its placid way, seemingly forever.

That, my friends, is the fantasy. It is sufficiently convincing that a visitor at one show spent some time trying to decide just where it was, and another was adamant he had been there. The reality is no more than three feet square ...

The layout was originally conceived as an attraction on a society stand at exhibitions, but has since taken on a life of its own, being ideal for church and school fetes, local shows, and other outings. Its dimensions were determined by having a suitable piece of plywood handy – I know, you have heard that before.

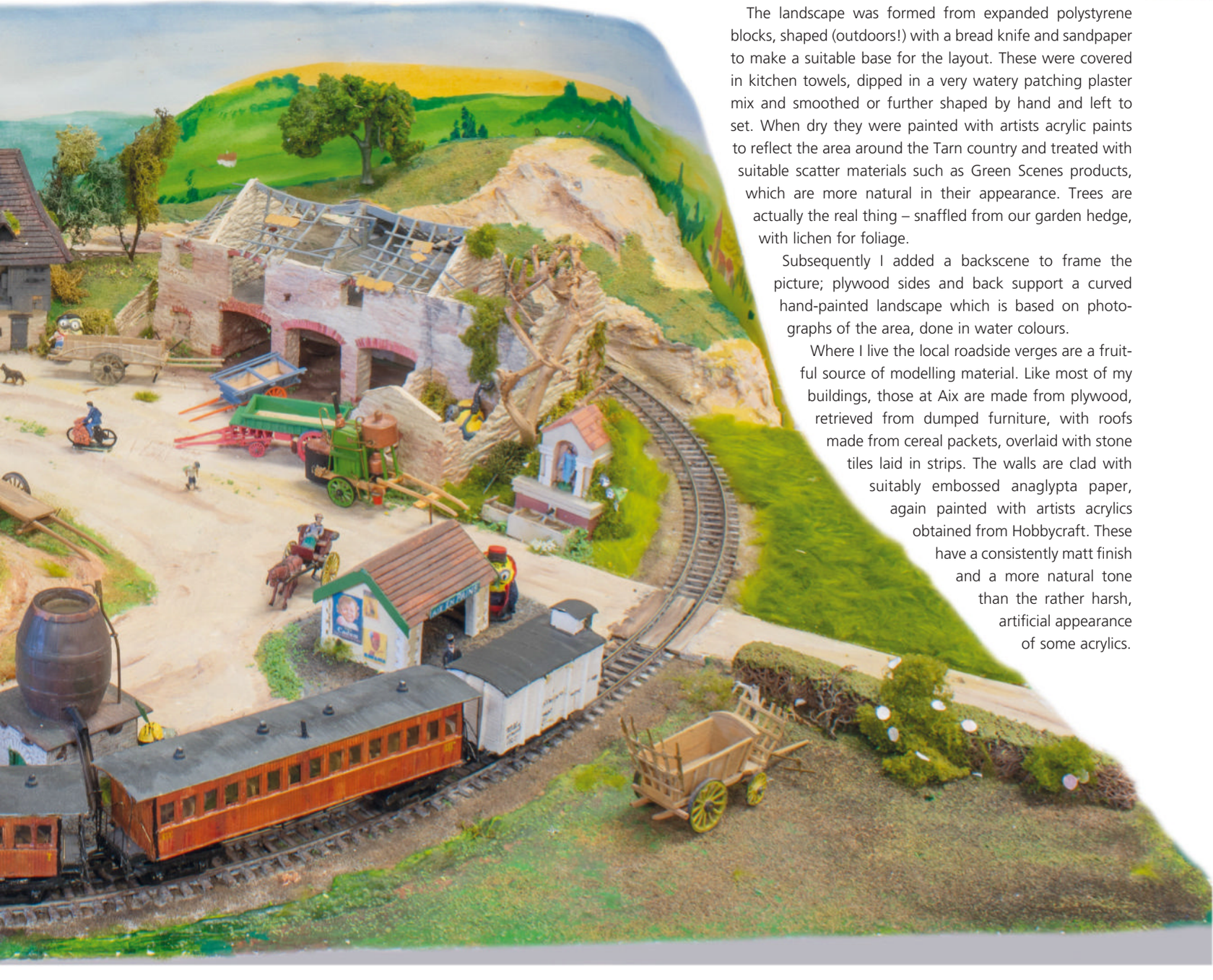
Right
Pinguely *bi-cabine* with Réseau Breton de Dietrich coaches and a fish van. The loco is similar to those which ran on the CFD Sud France, Tramway d' Isére.

Why French? Well, why not? It is a bit different. A liking for quirky, antiquated little tank engines is one factor, seeds sown many years ago by the late Denis Allendenanother, and my own wanderings in southern and central France a third. And I just like building things. A gift, a box of old Triang TT mechanisms started it all off, and a rummage through the pictures on the Internet opened a whole new world of interest.

Right
Réseau Breton 230T and de Dietrich coaches. The loco has the boiler from an Atlas Editions de Glehn Atlantic, brass upperworks, and a heavily rebuilt Triang TT 'Merchant Navy' chassis.



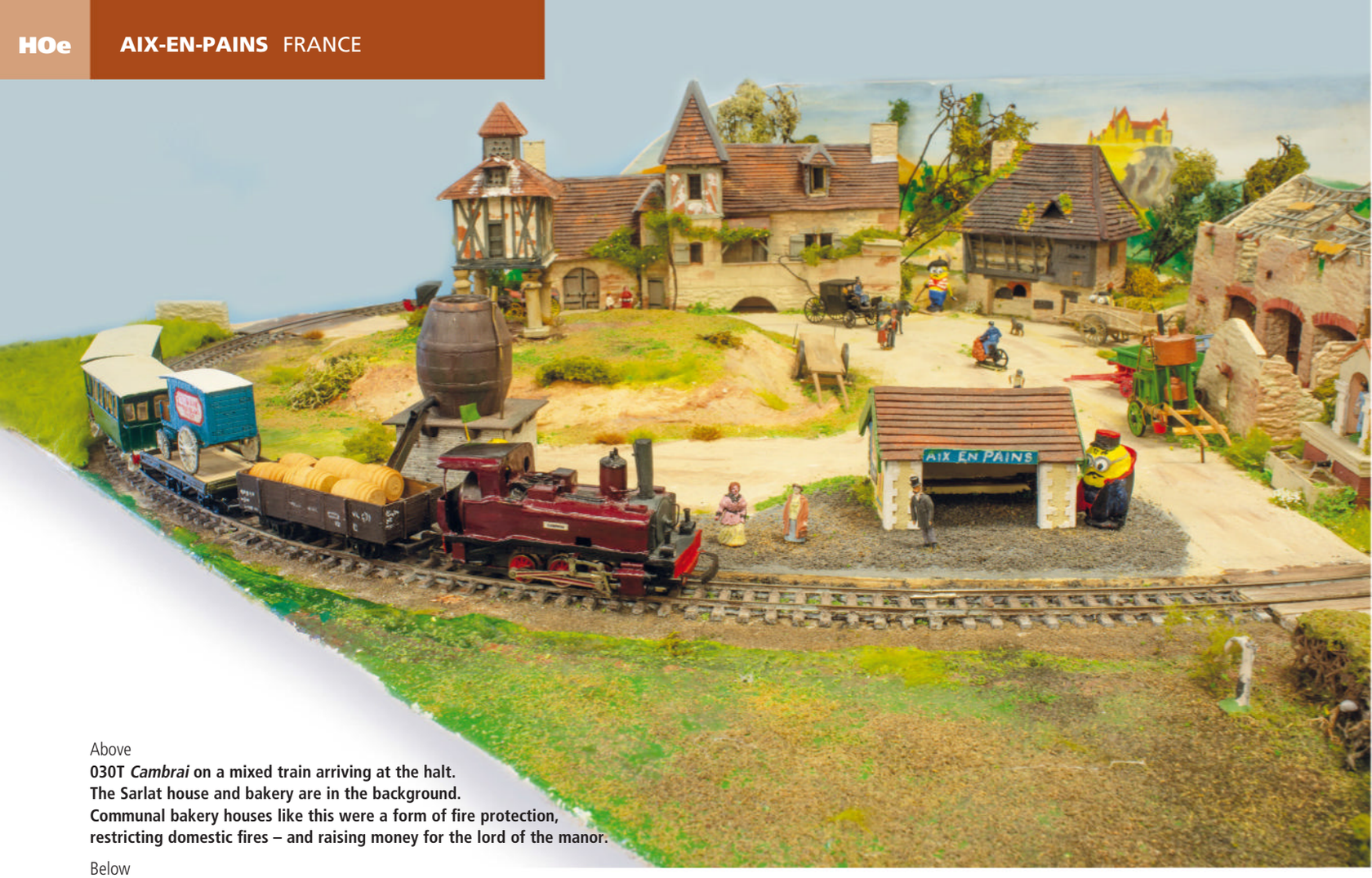




The landscape was formed from expanded polystyrene blocks, shaped (outdoors!) with a bread knife and sandpaper to make a suitable base for the layout. These were covered in kitchen towels, dipped in a very watery patching plaster mix and smoothed or further shaped by hand and left to set. When dry they were painted with artists acrylic paints to reflect the area around the Tarn country and treated with suitable scatter materials such as Green Scenes products, which are more natural in their appearance. Trees are actually the real thing – snaffled from our garden hedge, with lichen for foliage.

Subsequently I added a backscene to frame the picture; plywood sides and back support a curved hand-painted landscape which is based on photographs of the area, done in water colours.

Where I live the local roadside verges are a fruitful source of modelling material. Like most of my buildings, those at Aix are made from plywood, retrieved from dumped furniture, with roofs made from cereal packets, overlaid with stone tiles laid in strips. The walls are clad with suitably embossed anaglypta paper, again painted with artists acrylics obtained from Hobbycraft. These have a consistently matt finish and a more natural tone than the rather harsh, artificial appearance of some acrylics.



Above
030T *Cambrai* on a mixed train arriving at the halt.
The Sarlat house and bakery are in the background.
Communal bakery houses like this were a form of fire protection, restricting domestic fires – and raising money for the lord of the manor.

Below
The *pigeonnier*, looking towards the Sarlat house.
At one time farmers in the Perigord region vied with each other to have the most ornate pigeon houses as a sign of wealth. This one is from St.Paul Cap de Joux.
The Sarlat house is modelled on one behind the cathedral in Sarlat, capital of Perigord Noir, and is familiar in French publications.



Each building is modelled from a real structure; the house is from Sarlat, behind the cathedral. Someone recognised it at a recent show, which pleased me. The water tower did indeed exist. I found a photograph on the 'Passion Métrique' website. Some little line 'acquired' a suitably large cask from a local vintner's *cave* and plonked it beside the road. (I have yet to model a conventional water column, wrapped in old ropes, straw, or pea sticks, to protect it against the savage winters they get down there.) Drawings and photos have come from French model railway magazines, travel books, and Google Images as well as my own travels – as always, the problem is having too many charming subjects to choose from.

Locos and stock

The locomotives are made of brass, their parts fretted out with a jeweller's piercing saw (as demonstrated on *The Repair Shop*) and soldered together. Most of the mechanisms are adapted from veteran Tillig or Berliner-TT-Bahnen models. They are not exactly to scale – wheels may be slightly undersized, or not quite in the right places, but they work, and continue to do so. For me that robust reliability is of primary importance – and they come much more cheaply and easily than true to scale French artisanal kits. I am very fond of the little Corpet,Louvet and Pinguely tank engines, but I am particularly proud of the big Réseau Breton engine. Built from a drawing by Gordon Gravett in CM, the boiler is taken from an Atlas Editions de Glehn Atlantic with an otherwise brass body on an adapted Triang 'Merchant Navy' chassis fitted with Romford wheels. At its first public outing someone asked me if it was a DJH kit, which was quite pleasing.

Goods rolling stock is built from thin ply, mostly using Triang TT underframes mounted up inside the bodies, bringing the vehicles down to nearer the correct height.

Passenger stock is made using laminated card for the bodywork, again using mostly Triang chassis. The plans are from several sources, including CM articles and books by W.J.K.Davies and Gordon Gravett together with the magazine *Voie Libre* in particular.

The trio of Réseau Breton coaches gave me more problems than any other vehicles so far. Like GWR 'Long Charlies' the real vehicles do not have bogies but fixed axles with side play, giving a rather rough ride – I have ridden them on the Baie de Somme! The models use Triang TT BR Mk1 bogies, severely cut down, and they would not traverse pointwork until the wheels were replaced with 3mm Society ones – quite why I do not know.

Above
De Dion Bouton type ND *autorail* arriving at Aix 'station'. The fountain shrine seen behind the *autorail* was inspired by a Victorian Epinal cut-out model.

Below
The water tower was made from an LGB barrel. The original sat on a roadside verge alongside a *secondaire* and was similarly improvised!





Above
Pinguely 030T from the Baie de Somme, Portuguese 'balcony' post van, CFD Sud-France *fourgon*, and P-O Corrèze director's saloon.



Below
CFD Côte d'Or Corpet,Louvet 030T and a mixed train, with stock from the Camargue, C&A, and Mallorca! Beyond is the bakery and ruined cart shed, with assorted French *hippolites agriculturels*. The copper-clad 'thing' is a portable calvados still, with other vehicles scratchbuilt from plans and photos found on line. Also note the Madonna of the Spring and the 'Johnny onions' on his bike.

Photographs by the editor..



My materials may seem old fashioned but, as Jack Ray said, card has several advantages over other materials: metal is hard to work, wood needs a lot of finishing, and plastic can deteriorate; drop them and they can buckle or shatter, but card simply bounces.

Horse-drawn road vehicles of the right period and nationality are another source of interest in their own right; farm vehicle styles in particular are noticeably different from English or German ones. Again, Google Images provides plenty of information in the form of both modern photographs and original drawings. Made using thin wood and brass, with cast wheels from Langley Models, they can become rather addictive – and a lot of fun.

A layout does not have to be complex or large to attract attention at a show. *Aix* is rarely without a group of interested onlookers around it. Being able to run itself leaves me free to answer their questions or talk to them about *les petites trains de jadis*, *les tortillards*, and *les tacots* which, alas, are now pretty well extinct. You can still find them, though, in old amateur films on YouTube, which make it clear that you cannot model one of these little lines exactly as they often were and expect it to work. One film, on the old P-O Corrèze running out of Cahors, shows track which makes the pre-preservation Tal-y-llyn look like the modern West Coast main line, with very flexible saplings growing between the sleepers!

Above
Corpet,Louvet 130T *Aisne* now on the Baie de Somme, water tank (CFD Camargue), and Anvin & Calais coaches. The tank was made using a Denis Allenden drawing – the original vehicle looked equally 'home-made'.

Below
Pinguely *bi-cabine* and Réseau Breton stock. On the left, a Flanders style farm wain.



David Cuthbert created a small but detailed diorama as a competition entry.

Montlouis

A small French loco shed

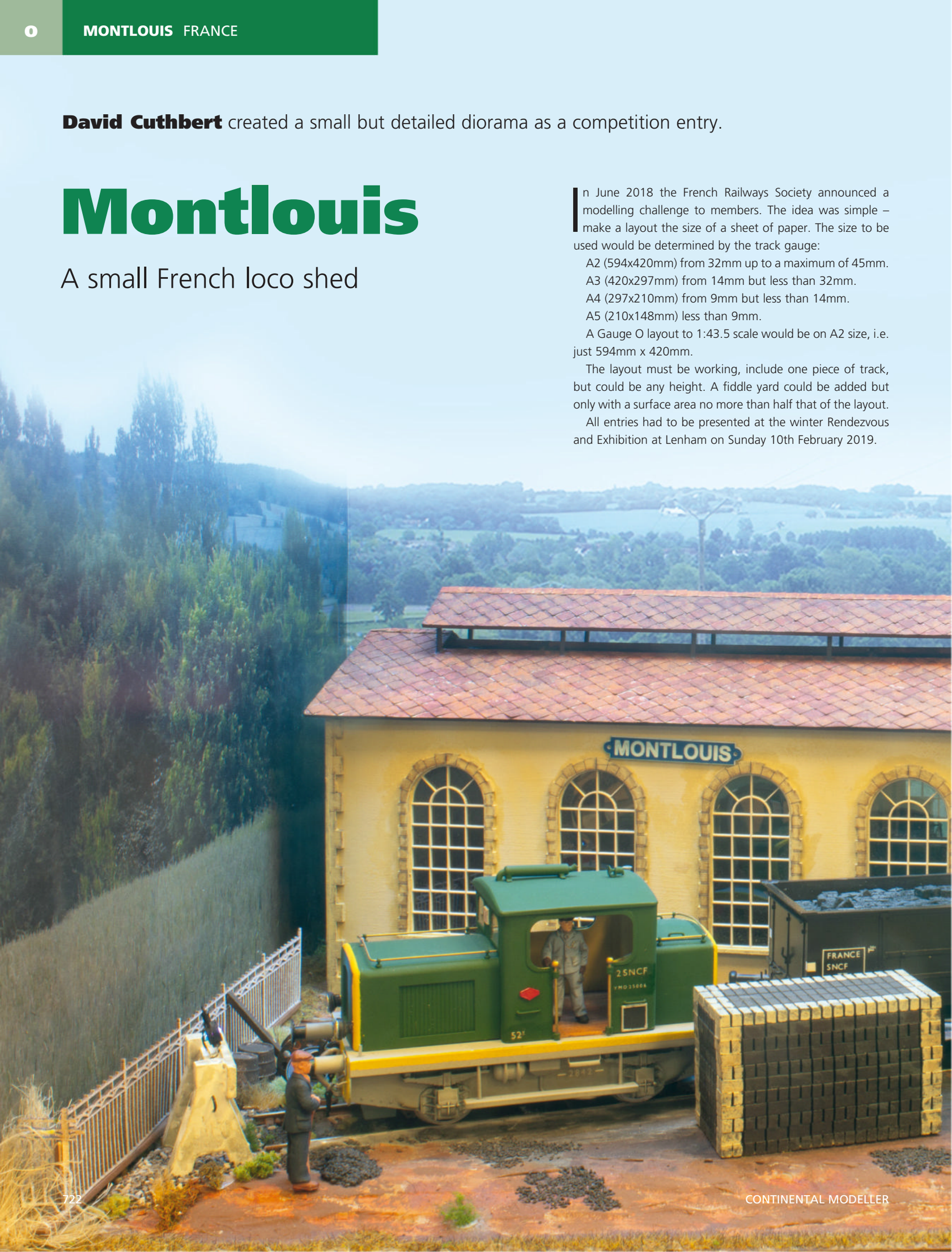
In June 2018 the French Railways Society announced a modelling challenge to members. The idea was simple – make a layout the size of a sheet of paper. The size to be used would be determined by the track gauge:

A2 (594x420mm) from 32mm up to a maximum of 45mm.
A3 (420x297mm) from 14mm but less than 32mm.
A4 (297x210mm) from 9mm but less than 14mm.
A5 (210x148mm) less than 9mm.

A Gauge O layout to 1:43.5 scale would be on A2 size, i.e. just 594mm x 420mm.

The layout must be working, include one piece of track, but could be any height. A fiddle yard could be added but only with a surface area no more than half that of the layout.

All entries had to be presented at the winter Rendezvous and Exhibition at Lenham on Sunday 10th February 2019.



This prompted me to create the *Montlouis* diorama, under the following premise: a shortage of briquettes at the main depot of Ville de Salfourdes has sent *locotracteur* YBE 14062 or YMO 25006 plus an open wagon to the local depot of Montlouis to load a wagon with briquettes. Meanwhile, in the shed, PLM locomotive No.7403 is being prepared for its afternoon duty while other railway workers go about their everyday tasks.

The baseboard area was drawn up and laser cut in 3mm MDF. The engine shed, fencing, yard hut, and briquette stacks, which had also been made from laser cut MDF, were borrowed from my indoor layout *Ville de Salfourdes*. Figures are from the original Omen Miniatures continental range.



Above
The briquettes are stacked ready and the foreman is awaiting the arrival of an empty wagon.

Below
SNCF *locotracteur* YMO 25006 waits as the wagon is loaded.

Photographs by the editor.


MONTLOUIS
SNCF
Y B E
14062
FRANCE
SNCF


MONTLOUIS
SNCF

Left
On another occasion SNCF Berliet *locotracteur* YBE 14062 is on duty.

Right
In the shed former PLM 030TB No.7403 is being prepared for work.

Below left
Most of the figures are whitemetal castings from the Omen Miniatures continental range.

Below
The Moyse type 32 TDE diesel-electric shunter built from 1930 to 1960, classified YMO by the SNCF, is ideal for this scene.

Below right
The cheminot's view!



The SNCF Berliet *locotracteur* YBE 14062 was scratchbuilt in brass by me from a drawing in *Loco-Revue* magazine.

The SNCF Gaston Moyse *locotracteur* YMO 25006 was made from a brass and resin kit by Caravelle Models, built, enhanced, and painted by me.

The Paris à Lyon et à la Méditerranée (PLM) 030TB No.7403 'Le Coucou' is a factory-built brass model by DJH, painted by Ian Rathbone.

The SNCF coal wagon TTw 275916 is a refurbished and painted secondhand purchase.

Those interested in modelling European and American subjects in O are encouraged to visit the dedicated exhibition at King's School, Kings Drive (off Romsey Road), Winchester, SO22 5PN, on Saturday 17th October from 10:00 am to 4:00 pm.





Philip Morgan, co-ordinator of the annual European and American O Gauge meeting in Winchester each October, adopts an impressionistic approach to railway modelling.
Photographs by the author, unless noted otherwise.

Creating an impression

A personal view

We all enjoy this hobby in our own ways. Some wish to construct models or layouts, or both. Some prefer to buy ready-to-run to collect or run. Some just like to see trains in motion, which is what trains are really all about.

In O, which I model, running trains is often on a group test track or club layout. Most O gaugers lack the space to have more than a small layout, and many have no layout of their own at all while in the smaller scales it is generally a matter of running on a layout of your own.

But, apart from what you actually do in this hobby, how do you feel about your trains? What does it mean to you? At one time I was particularly enthusiastic about passenger vehicles. Sitting inside a real one felt good to me. There was nothing like a Pullman car, with its sumptuous furnishings, wood panelling, and decorative glass panels Quite why they had this appeal, I did not know at the time and still do not know now.

Moreover, we all have our likes and dislikes about the styles of locomotives. There is a huge variety: GWR boiler design, the 4-4-0 wheel arrangement of the Schools class, the shape of a de Glehn Atlantic, or the mass of a Big Boy. For me, there is nothing better than a Paris-Orléans loco with a brass/copper boiler.





And we all have feelings about what we like in a layout: a somnolent branch terminus; a busy industrial site; a through station with speeding and stopping trains; a station in a special location – on the coast, spanning a river; a stretch of urban or moorland line; a loco or other depot; a quarry or logging line. Indeed, we have to choose between them, because of available space, time, and skills, buying in where we cannot do it ourselves.

Above
CIWL coach in O by MTH.
Photo: Peco.

Below left
CIWL coach interior.

Below
Paris-Orléans Forquenot 121.



I recently realised why I get steamed up about trains, what my pleasure is from my modelling, and how I regard perfection. And after all, whatever our skills, we want the best that we can achieve. So provided we do our best, and do not keep comparing ourselves with someone else's supposedly better best, then we can achieve a sort of perfection of our own!

I know I am not seeking realism in any deliberate sense. I do not strive for detail, accuracy, precision. I strive for a different sort of perfection. My modelling is impressionistic rather than realistic. My models are like that, and my layout also. This is partly attributable to my average-quality modelling skills. I cannot achieve the high quality of some modellers, particularly in metal. It is also the result of having a garden railway as well as a large indoor element. But it is also to avoid what I see as unnecessary failure in too many layouts. Too many layouts are spoiled by unbalanced colours, straight track, poor perspective, intrusive backscenes, garish road vehicles, too much detail – a real railway yard impresses with its space, size, emptiness! True, in the 19th and early 20th centuries railway yards could be crowded, but a small station in the countryside, a common subject to model today, was never like that. And not a lot of people model that period, though British pre-grouping has grown in popularity recently.

So my modelling and my layout are necessarily and deliberately designed to avoid the weaknesses just mentioned. But they are still designed to give me and others an overall railway-like impression. I think the French impressionist artists of the 19th century would have argued that Impressionism is seeing things as they really are. It is not the idealistic art of perfect form that dominated French painting of the time. It is not perfection in every captured detail, but an impression of detail. I am inclined to agree with that, and also to argue that I have achieved that with my modelling. I rather like the idea of being impressionist rather than realistic. After all, a model railway, given its small size, is a fantasy world anyway. All of us are only giving an impression of reality – but some get far closer to reality than I can achieve.

But what is only impressionist and quite unrealistic about my railway?

The first thing to mention is Claude Monet with his brush and easel and admirers, sitting on the low platform between the tracks, with his eye on the huge station clock under the arch of the station roof at the Gare St.Franche-Profonde. The huge station clock was amongst some wire-made tourist baubles in a shop in Guernsey. It smacked of O scale. And so it turned out when I got it home. It even has a working clock and a low circular seat for waiting passengers. They cannot see the time of course, but they can sit down to wait.

My garage layout is jam-packed with track, quite overwhelming for the space. But does it look like that? I do not feel it does. I think that is attributable to precious little scenery, few details of any kind, lots of informal curved track, fairly complicated pointwork catching the eye, and enough but not too much stock in view.







Top **Station with water tower and King Alfred statue.**

Above **Station with train shed and town behind.**

Left **Claude Monet at work on the low platform.**



Above
The station hosting American stock.



Even the buildings are not fully developed and detailed models, all but the main warehouse building using only mock-ups. The ships in the harbour likewise. But the wooden posts along the harbour wall are irregular in nature and spacing, rather than the stereotypical regular spacing that seems to feature in most model harbours. The station overall roof has never been finished. But despite that it looks fine and at least trains are accessible through the open roof structure.

Above
Trees made from Sedum (rock plant) from the garden.

Below left
The backscene artists.

Below
Port scene with Clyde Puffer and Thames sailing barge.

Trees are impressionist. These are dried sedum (rock plant) from the garden, plus a bit of gypsophila from the flower shop.

I asked a local artist and her friend to paint the backscene for me. I said I needed something impressionistic, mainly distant hills and low mountains with a few clumps of trees. I had the South Island of New Zealand in mind. I also wanted lots of sky with clouds. At the front of the garage, at the terminus, I needed a hill town. This should be 19th century to fit my period and to be either French or American as I used to run both the Paris-Orléans and the Illinois Central.

Laura painted the countryside and Wesley the townscape, and together they painted the sky. As the seaside is always sunny, the sky changed at the little port from a muted greyish white to a sunny blue. I had to repaint the sea, as that was originally dark grey!

As you can see, light is very important in my modelling, especially daylight and sunlight, even indoors! In these photos, with more of the backscene and trees, the lowish sunlight streaming through the garage roof-lights and windows gives a great impression of reality with minimalist detail, down to no ballast. In the deep shadows you can see the head of Claude Monet, seated at his easel just this side of the Winchester statute of King Alfred. Did you even notice the water tower is Great Western?





The garden element of a model railway can only be impressionist.

The viaducts are not prototypical but give convincing impressions of a railway in a landscape. They are designed to impress the passengers as well as the visiting enthusiast and the non-railway visitor, and also to impress me and my wife. We want a railway that enhances the garden, which this one does superbly well in our opinion. It attractively landscapes an otherwise boring and difficult area of the garden.

The viaducts are also designed to open up the garden, not intrude into it, and not to block it off. So the viewer sees through them to the garden beyond. Consequently, they have unrealistically wide arches like the Brunel Maidenhead span and not the lovely realistic small-span arches of a proper railway viaduct. Such small spans, unless viewed at 90°, form a solid wall to the eye. I have also chosen a beige colour and also similar coloured rockery stone to enliven the garden.

The planting is also multi-coloured, even in winter. It is a mixture of scale planting and giant bushes with occasional phenomenally large flowers.

The track layout is also impressionist – or put more bluntly, simple. It consists of two loops, one from each of the two tracks coming from the garage layout. These feed trains via two points and two crossovers, onto (and out of) the double track circuit.

There are no stations, signal boxes, signals, or any other lineside features. But there is need for very few – and are they missed outside? Probably not, and certainly not by me.

The layout is beautiful, the trains look beautiful – and they run in the sunlight! They have shadows, just like the real thing! Perfect!

My creation is not meant to be accurate, detailed, or exact to time and space. But it is intended to feel that way. My pleasure comes from creating, seeing, and operating an impression of a full-size railway. It was inspired by Monet's very impressionist vision of the Gare St.Lazare. He and his fellow Impressionists saw his painting of the smoke-filled terminus as a faithful rendering of Parisian life.

Above
The tracks in the garden approaching the garage with the circuit beyond.

Above left
A general view of the garden with the sweeping viaducts.

Below
Rockery flowers with a passing CIWL train.



Jamie Patterson, designer of the Kerr,Stuart 'Sirdar' locomotives produced by Rapido Trains UK, describes how he made a small canefield diorama to display some of the models.
Photographs by the author.

A canefield diorama

British-made locos at work on a sugar plantation

As a 009 modeller, it was a dream to work on bringing a new ready-to-run model locomotive to the market, and I knew that I would have to build a layout for some of them to run on. The yellow cane railway example really sparked my imagination, as I had been captivated by the various videos on line showing Javanese cane railway operations – the eye-catching colour scheme is so different to domestic railway liveries, and the big spark arrestor looks fantastic on the diminutive Sirdar!

I knew I had to scratch the modelling itch while I was inspired, so I got to work on a small diorama to have a go at some scenery I had never tried before.

1. I used a deep picture frame for the main structure of the diorama, as it makes a good rigid base which looks nice and professional. I measured up around the frame, and then built the diorama on the back piece, without the frame in place – this way I did not get any paint on the frame. The picture frame is 20cm square overall, but the modelling area is about 17cm square.

The ground was built up using foam to the height of the frame, and then a coat of filler sealed any gaps and pores in the foam.

I left a gap between the landforms for a small river (the riverbed is dry), and built a ramshackle bridge out of match-sticks and coffee stirrers.

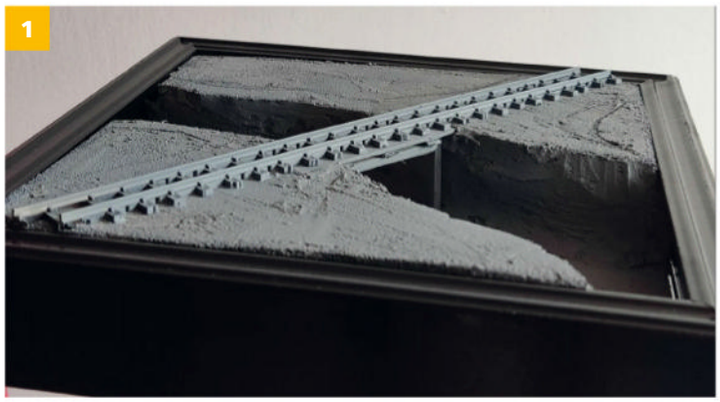
The whole diorama was then sprayed with grey primer to give a good base for paint.



2. The ground was given a coat of a brown texture paint. The rails were painted rusty brown, and the sleepers and bridge a sun-bleached wood colour before the whole diorama was covered with a dark grey wash, and the earth dry brushed brighter with a few browns.

I glued cane stalk cuttings on the trackbed, which are bassine bristles from a heavy yard brush.

Above
Whole stick cane was carried loaded across stake wagons, basic four-wheel vehicles with plain bearings and no brakes. These are also models by Rapido UK.







Above
At the end of the working day, the area of cane to be cut the following day would be set alight to burn off the underbrush and flush out vermin such as rats, toads, and snakes.

Right
Another rake of empties is taken back to the fields for loading.



3. I used static grass, both in individual fibre and tuft form to make the ground cover. I went a bit brighter with the green than I usually would do, matching what I saw in photographs of real cane fields. For the sugar cane itself, I unravelled polypropylene rope and split it into its fibres. These were glued onto the diorama with hot glue before I airbrushed the lot with a beige colour and then sprayed green onto the upper two-thirds of the cane plants. I also misted this over some of the grass patches and tufts to give the greenery a coherent tone.

4. This was a really fun test piece for my planned layout, and has become a lovely little display for my Sirdar models until they can stretch their legs on a proper layout.

From start to finish the diorama took just two afternoons, so a nice quick and easy project which I hope will provide some inspiration to other modellers.



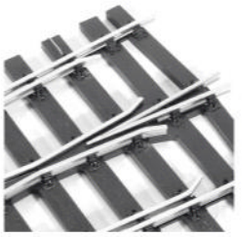


Reviews

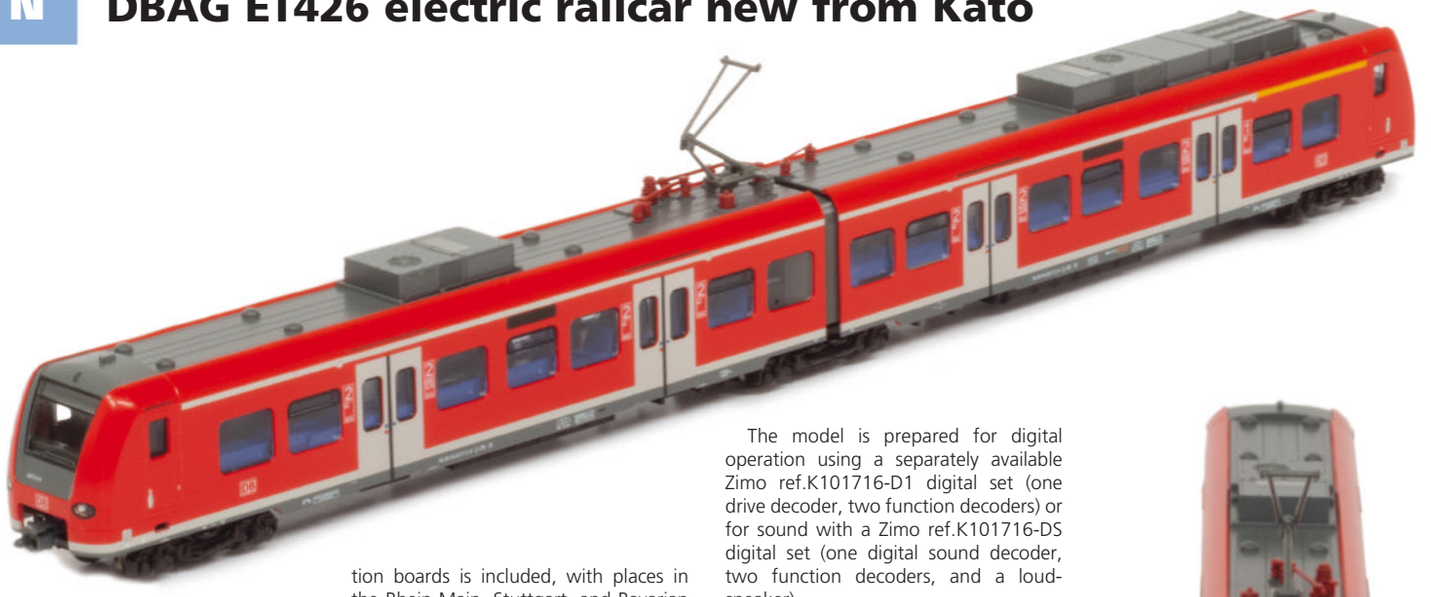
Evaluated by our own specialist staff







N DBAG ET426 electric railcar new from Kato



The class ET426 is one of a 'family' of modern electric multiple units built for DB Regio regional services in Germany between 1999 and 2008; 249 sets were supplied. These trains were designed for short- and medium-distance passenger traffic with frequent stops thanks to their high acceleration. They were constructed by a consortium of Bombardier, Siemens, and DWA. The design was developed from earlier types such as the class 423, focusing on high acceleration while minimising drag with a smooth and light aluminium superstructure. The class 425 consists of four-car articulated sets that share Jacobs bogies, while the class 426 version uses a similar design in a two-car formation. The 425 has a power output of about 2,350kW and a maximum speed of around 160km/h, making it versatile for a wide variety of DB Regio routes. The articulated layout improves ride stability. Units can only be separated at major maintenance facilities.

The new model from Kato is in DBAG traffic red livery with clearly printed Epoch VI markings; a sheet of decals for customising the livery and destination boards is included, with places in the Rhein-Main, Stuttgart, and Bavarian regions.

The moulded plastic body shell has some features formed in place and other details added, such as the air conditioning units, resistor bank, and insulators. As common for Japanese-made N gauge models, the pantograph is all plastic and purely cosmetic; it can be raised but is not sprung.

The body has flush tinted glazing and interior detail.

The white head and red tail lights are directionally controlled, and there is an illuminated destination indicator on the front.

The head and tail lights can be isolated by a switch under the body.

The model is prepared for fitting Kato interior lighting kits (ref.K11-212 warm white or ref.K11-211 cool white).

The model is powered by a five-pole motor in one car driving via a shaft to both axles of the centre bogie only. Two wheels are fitted with traction tyres.

All wheels are fitted with pick-ups, but there is no through electrical connection between the cars. The non-motored half can be separated quite easily. Its pickups simply supply the lighting.

The model is prepared for digital operation using a separately available Zimo ref.K101716-D1 digital set (one drive decoder, two function decoders) or for sound with a Zimo ref.K101716-DS digital set (one digital sound decoder, two function decoders, and a loudspeaker).

The functioning Scharfenberg couplers at either end allow for multiple unit operation.

The minimum recommended radius is 228mm. Overall length is 230mm.

As you would expect from Kato, performance is smooth and quiet across a realistic speed range.

The four-car ET425 sets are to follow.



Distributed by

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Rebslagervej 6,
DK-5471 Søndersø,
Denmark.
www.katomodels.com

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Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemasterretail.com

PRICE ref.K10-738-5 £150.00.





HO DB BR119 electric new from Piko





In the late 1930s, the Deutsche Reichsbahn developed the class E19, one of the fastest and most elegant electric locomotives of its time. Designed for service on the fully electrified Berlin – Halle (Saale) – Munich line, it was intended to reach a top speed of 180km/h, with reserve capacity for speeds exceeding 200km/h. Even on the steep gradients in the Franconian forest, it was designed to maintain a speed of 60km/h.

In 1937, AEG constructed two prototypes (E 19 01 and 02) that built upon the proven E 18 design, adopting its successful spring drive and rigid frame with a 1-Do-1 wheel arrangement.

After the Second World War, the Deutsche Bundesbahn took over both locos. Initially stationed at the Nürnberg depot, they hauled express trains through the Franconian forest and between Nürnberg and Regensburg. From 1968 they were reclassified 119. Their active service ended with the withdrawal of 002 in 1978. 001 has been preserved.





Piko have recently released a brand new model in the Expert series representing the E19. They have chosen to produce the first version in DB blue with Epoch IV markings as 119 001-6.

The finish is excellent, with all markings sharply printed; even the overhaul date of 11.11.74 is legible. The loco is based at Nürnberg.

The model is very accurate according to published dimensions.

The moulded plastic body shell captures the look of the original with beading and rivets represented but not dominant. Panels and vents are correct, along with the protruding headlights, complete with metal rims. The SBS39/54 pantographs with visible screw fixings are appropriate for this period, and the added roof equipment is true to the original - switchgear, isolators, and cabling. The transformer cover is a separate part.

The windows fit flush, and both cab and equipment room interiors are represented. Windscreen wipers are added parts, as are the cab door handrails integral with the steps, in resilient plastic. If curves allow there are intermediate coolers for the brake system without cutouts for the pony truck. Also supplied are full brake hoses and dummy scale couplings if a working model coupler is not required.

The underframe is enhanced with different details each side – air reservoir, sandboxes and delivery pipes, brake governor and drive shaft, Indusi magnets, and Sifa switch cabinet.

The wheels have fine spokes, and the brake shoes are in line with the treads, with brake rodding.

Mechanically, the model has a heavy cast metal chassis and is powered by a can-type five-pole motor with twin flywheels with shafts to all driving axles, which are in pairs in two internal bogies, avoiding problems of the long rigid wheelbase on model curves. Current collection is from all wheels. The model runs smoothly and quietly over a realistic speed range. Two traction tyres are fitted (to one of the outer wheels each end) and with a weight of c.540gr pulling power for authentic consists should not be a problem.

The circuit board has a Plux22 socket for a digital decoder and connections for a loudspeaker and a stay-alive. Piko offer a sound decoder (ref.56660) featuring numerous prototypical sounds, either factory-fitted or as a retro-fit.

There is no provision for current collection from the catenary even though the pantographs are metal, and sprung.

Head and tail lights are directional, by means of well-shrouded LEDs to minimise leakage, and the cab and equipment room interiors can be switched separately under digital control. In analogue DC, links on the p.c.b. enable the light functions to be selected.

At each end there are standard couplings in NEM coupler pockets on close-coupling mounts guided by the trucks.

Length over buffers: 195mm.

Minimum recommended radius: 358mm.

The model is delivered on a black plastic display track base, secured by a bolt; an Allen key is provided.

An impressive item.









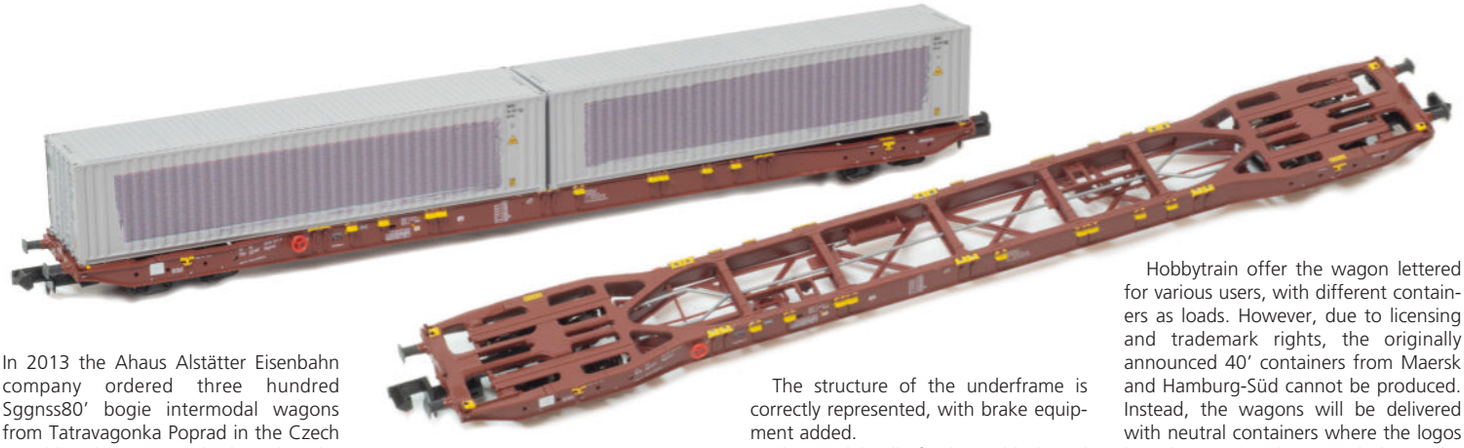
Manufactured by

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

ref.21060 DC £220.00.
ref.21062 DCC sound £325.00.

N Sggnss80 container flat new from Hobbytrain



In 2013 the Ahaus Alstätter Eisenbahn company ordered three hundred Sggnss80' bogie intermodal wagons from Tatravagonka Poprad in the Czech Republic. They were to be leased to the Metrans subsidiary of Hamburger Hafen & Logistik, for use on North Sea port hinterland traffic.

With a total length of 25.94m this is the longest single-frame container wagon in Europe. The design offers more flexibility in the types of container which can be carried than equivalent twin-section articulated wagons, albeit the expense of a lower payload and more route restrictions. The loading length of 24.7m (80') is suitable for ISO 20', 30', 40', and 45' containers as well as swap bodies. The loading width is 2.5m and the deck is 1.155m off the ground (unloaded). Altogether there are thirty different combinations for loading all kinds of containers, swap bodies, and tanks. The maximum capacity is 68.5t. These wagons are used by companies including Metrans, VTG, BoxXpress, GATX, Rail Cargo Austria, SETG, and the StLB.

The Hobbytrain model is the first time this wagon has been made for N. The frame is metal, to ensure rigidity, stability, and a low centre of gravity.

The structure of the underframe is correctly represented, with brake equipment added.

The model rolls freely on blackened metal disc wheels, on metal axles, insulated one side by a small plastic centre bush. The brake shoes are in line with the wheel treads.

The wagon is fitted with standard couplers in NEM 355 pockets on close-coupling mounts.

Overall length is 162mm. Minimum recommended radius 228mm.

The model comes in a plastic tray within a clear plastic box, with separate containers.

The containers are held securely on the wagon by magnets.



Hobbytrain offer the wagon lettered for various users, with different containers as loads. However, due to licensing and trademark rights, the originally announced 40' containers from Maersk and Hamburg-Süd cannot be produced. Instead, the wagons will be delivered with neutral containers where the logos have been painted over and obscured – just like the originals after sale.

Manufactured for

Hobbytrain
Wolfgang Lemke GmbH
Schallbruch 34a,
D-42781 Haan, Germany.
www.lemkecollection.de

SAMPLE SUPPLIED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
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www.gaugemasterretail.com

PRICE ref.H23101 £62.00.

HO BR215 in DBAG traffic red new from Piko

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

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

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

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

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

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



The new version of the Piko model represents 215 075-3 in traffic red.

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

The original DB version was reviewed in our July 2026 issue, and the main features have not changed.

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.22064 DC £185.00.
ref.22065 DCC sound £285.00.

Vectron Dual Mode new by Piko

The Vectron Dual Mode manufactured by Siemens Mobility is capable of operating on both electric and diesel power, offering flexibility, high performance, and environmental sustainability. Based on the proven Vectron DE diesel platform, this loco has more capability than the so-called 'last mile' hybrids.

Since its introduction in 2019, the type has established itself. The class 248 (Vectron Dual Mode) and the lighter class 249 (Vectron Dual Mode light) are tailored to different operational requirements. The locos are equipped with a pantograph, main circuit breaker, and surge arrestor on the roof to draw energy from the overhead. A smaller fuel tank allows space beneath the frame to house the main transformer.

At least twenty rail operators use the type. By June 2026 there were around a hundred BR248 and sixty BR249 in use.

Piko have produced a brand new large scale model of this machine, specifically as Northrail 248 066-3 in WFL/75 Jahre PIKO advertising livery, with an overhaul date of 30th May 2023.

The moulded plastic body shell has opening cab doors, separately applied windscreen wipers, sunblinds, GPS antenna, driver figure one end, and fine fan grilles. The roof mounted switchgear and insulators are also separate parts.

Head and tail lights are directionally controlled, and the cab and equipment room lighting is separately switchable in digital mode.











The factory-fitted Piko TrainSound® digital version features numerous prototypical sounds plus a smoke generator, motorised fan, pantograph that can be raised and lowered (but not used for current collection), and remotely controlled couplers.

The analogue model is supplied with a working coupling one end and cosmetic fittings on the buffer beam at the other. Alternative parts are provided to modify either end.

The model is powered by two ball-bearing motors in the self-contained bogies. There is drive to all axles, and pick-up from all wheels plus skates as is usual large scale practice.

There are two traction tyres, on one outer wheel on each bogie, and the weight of 4.2kg should ensure good pulling power.

Length over buffers: 717mm.

Minimum radius: 600mm.



Manufactured by

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

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PRICE ref.37470 DC £740.00.
ref.37471 DCC sound £925.00.

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Gäubahn
Fernverkehr von Stuttgart bis Italien

Eisenbahn Kurier Verlag,
Munziger Straße 5a, D-79111 Freiburg, Germany
www.eisenbahn-kurier.de
297mm x 210mm 98pp
Softback €13.90
German text ref.7054
ISBN 978-3-8446-7054-7

This new *Eisenbahn Kurier* Special tells the story of the Gäubahn, the main line from Stuttgart in Baden-Württemberg to Singen and on through Switzerland into Italy. The wealth of photographs (over two hundred), many in colour, show the colourful rakes of coaching stock and the variety of different steam, diesel, and electric motive power used along this important line from its beginnings right through to the present day.

'Ein ungewohnlicher Werdegang – Entstehung und Entwicklung der heutigen Gäubahn' (twenty pages) by Josef Maurer and looks at the formation and development of the Gäubahn from the days of steam through to ICE trains and the 'Stuttgart 21' project, converting the terminus at Stuttgart Hbf. into a through station. A map showing the railway lines in Württemberg is included, along with track plans for the stations at Tuttlingen, Rottweil, and Horb. Tables show the dates when sections of the Gäubahn and its branches were opened and when main line sections were upgraded from single to double track.

'7.25 Uhr ab Stuttgart Hbf. – Mit D381 auf der Gäubahn unterwegs' by Joachim Hund (eight pages) is an account of a journey on train D381 from Stuttgart to Singen in the autumn of 1986, illustrated with four maps showing the lines around Stuttgart, Horb, Rottweil, Tuttlingen, Singen, Radolfzell, and Konstanz.

'Im Schnellzug gen Italien – Die Fernverkehrsstrecke Stuttgart – Singen (Hohentwiel)' by Josef Maurer (fifty-five pages) takes a detailed look at the main line between Stuttgart and Singen (Hohentwiel) and on into Switzerland and Italy. The range of photographs is extensive, dating from 1867 through to the present day with steam, diesel, and electric motive power such as the steam classes 01, 18, 38, 39, and 50, diesel-hydraulics V100, V200.0, V200.1, 215, and 218, and electric classes 101, 103, 110, 113, 120, 147, 403, and 411. Extracts from timetables for the Stuttgart – Singen section for the years 1914, 1949, and 1965 are included, along with tables showing train formations from 1953, 1955/56, 1957, 1959, 1965/66, 1970, 1975, 1980, 1987, 1991 and 1998.

The final section (of three pages) again by Josef Maurer is entitled 'Regionalverkehr auf der Gäubahn und die Anbindung von Freudenstadt' and takes a look at regional passenger services along the Gäubahn and the connection to it from Freudenstadt, with illustrations from the 1980s through to the present day featuring DB and DBAG classes 110, 111, 150, 218, and 425, plus a Hohenzollerische Landesbahn RS1 Regio Shuttle diesel railcar.

This is another excellent publication from EK, which can be thoroughly recommended to all those with an interest in Germany railways. A good knowledge of the German language will be required to get the best from it, but the range of photos makes it relatively easy to follow and those in colour, together with the train formation details, are particularly useful for the modeller.



A number of advertisements for other EK-Verlag products and publications are included, including the books 'Intercity-Express', 'Die Mehrsystem-Elloks der Deutschen Bundesbahn', 'Sagenhafte Baureihe 218', 'Die Baureihe 101', and 'Eisenbahnatlas Deutschland', the DVD 'ICE L Talgo – Wendezüge für den Fernverkehr', and the range of 2027 calendars.

A History of the South Australian Railways
Volume 3
The Mature Railway

by Ron Stewien

Eveleigh Press
P.O.Box 345, Matraville,
New South Wales 2036, Australia.
www.australianmodelrailways.com
305mm x 215mm 312pp
Hardback A$90.00 + p&p
ISBN 978 1 876568 59 7

This is the fourth in a planned series of ten volumes intended to provide a comprehensive and detailed history of the South Australian Railways.

However, they have not appeared in chronological order: so far 1, 6, and 5 have been published. Unfortunately, the author died before completing this one. The work so far was reviewed by Ross Hurley, Peter Knife, and David Parsons and subsequently finalised with the further help of Hugh Williams and Peter Fehlberg. Most of the text is as originally written; added material has been identified. The photo collection was considerably expanded, though many are by the author, who was a SAR employee for many years with privileged access.

This volume advances the history of the South Australian Railways to an interesting period when some of the most momentous growth in railway mileage occurred, and when there was also a settling down in locomotive policy. Covering the years roughly from 1876 to 1890, the period was marked by two strong administrators in the form of Henry Coathupe Mais, Engineer-in-Chief from 1866 to 1888, and William Thow, Locomotive Engineer from 1876 to 1889. It is fair to say that the two did not always agree! After Thow resigned, he was succeeded by Thomas Roberts, who was equally capable.

As many of the developments were due to these engineers, the book begins by introducing them.

Some of the major routes were developed by Mais, including between Adelaide and the border with Victoria at Serviceton, and between Port Pirie and the border with New South Wales, both of which remain important today.

Thow set the locomotive policy for the state before public servants hounded him out, oblivious to his capabilities. South Australia's loss proved to be New South Wales' gain – but that is a whole other story! Roberts not only continued Thow's good work but also introduced some of the state's longest lasting steam locomotives.

The material is presented in no fewer than twenty-eight chapters: the Engineers (12 pages); the South line (44); the Victor Harbor line (6); the south-eastern system (6); station yard diagrams (15); the *Melbourne Express* (10); the Royal Mail (6); accident in Pichi Richi Pass (5); Islington (workshops) (16); the runaway locomotive (3); Troubled Waters (12); accident at 16½ Mile siding on the South line (5); Adelaide station (3); the introduction of zone time, 1895 (3); the locomotives (10); W and Wx class (8); broad gauge K class (11); I class (3); L class (8); M class (3); American classes (N, O, X) (20); narrow gauge K class (6); P class (7); goods motors (5); Q class (6); Y and Yx classes (12); R class (5); and 'The Fat Lady sings' – pictures of working locomotives (51).

The book is completed with a bibliography and an index.

The work is illustrated with a superb collection of black & white photographs, reproduced as well as the originals will allow with the benefit of modern methods. There are eight pages in colour showing preserved locos, plus two tinted postcards. All are fully captioned and credited.

Supplementing the photos are some excellent scale drawings of most of the locomotive classes, not necessarily to modelling scales but all fully dimensioned. In addition there are route maps, gradient diagrams, and station yard schematic track plans in a clear and consistent style.



The presentation is clear and conventional, uniform with other Eveleigh titles, and eminently appropriate for works of historical record.

This is an essential book for those who wish to understand the development of South Australian Railways in the late 19th century. It is another remarkable achievement in research and compilation, for which author and publisher must be commended.

Note this is a large and quite heavy tome and postage will be expensive.



EuroCity – einst & jetzt

EK-Videothek *DVD c.58mins ref.8695 €22.80*

The EuroCity (EC) network was started by the state railway administrations of the European Union, together with Austria (ÖBB) and Switzerland (SBB/CFF/FFS) on 31st May 1987. These international long-distance passenger services with both first and second class accommodation replaced the former TEE system of purely first class trains and set new standards for cross-border traffic. After the political changes in Europe following the fall of the Berlin Wall in 1989, the EuroCity network gradually expanded eastwards. This programme traces the network's development from its beginnings through to the present expanded services to Poland, the Czech Republic, Denmark, Austria, and Switzerland, with the changing composition of these trains in various different liveries.

The presentation begins with scenes of EuroCity trains today, beginning in Dresden where a Czech express is seen followed by further EC services in Poland, Austria, and at Augsburg Hbf. in Germany. Most of these trains are hauled by Siemens 'Taurus' electrics. Swiss electric units are also seen, including at Lindau-Reutin station. At Stuttgart Hbf. a French TGV is seen arriving at the terminus, followed by film of a Belgian 'Thalys' unit entering Köln Hbf. across the Hohenzollern Bridge. We then see an EC service in Denmark with a DSB Siemens 'Vectron' electric leading with another of this class at the rear.

More colour film shows EC services hauled by SNCB and DB electrics, including classes 181 and 110. At Prien am Chiemsee ÖBB electrics are seen at the head of EC services formed of ÖBB stock, and on the Brennerbahn which connects Austria with Italy via the Brenner Pass further such services are seen being worked by ÖBB Rh1044 electrics. SBB Re4/4 and Re6/6 electrics are also seen on EC services with a mixture of SBB and DB stock in the snow.

Next, in sequences shot shortly after the fall of the Berlin Wall, we see double-headed DB BR218 diesel-hydraulics in orient red livery at the head of an EC service passing what is now the site of Berlin Hbf. In Berlin-Spandau another EC service is seen worked by two 218s. The train stops and then pulls away, with further scenes filmed from the lineside. Coaching stock is a mixture of DB ocean blue & beige and the latest EC liveries. In Dresden, DR electric 112 108 is seen on the first working of an EC service from Dresden Hbf. to Budapest in Hungary formed of DB stock. Further 112 electrics on EC services are observed from the lineside and crossing the Elbe River bridge in Dresden. In south-west Germany, DB BR110 electrics are seen on EC services, some of which are double-headed. In Singen-Hohentwiel station we see the departure of an EC service formed of Swiss stock behind a DB 110 and then DB electric 120 133 in traffic red livery is seen arriving and departing Rottweil with an EC service formed of Swiss stock.

Next we are treated to a BR232 'Ludmilla' diesel-electric hauling an EC train formed of Austrian stock arriving at Probstzella. Here the 232 is detached and runs off light engine, replaced by electric 120 145 in orient red. The train is then seen departing the station. In Bebra another 232 is seen arriving on an EC service from Dresden to Paris formed of DB stock; the diesel is replaced by DB electric 103 143 and later the train is seen departing. Further scenes of EC trains behind 103 electrics are featured, including at Ludwigstadt. 103 235 is seen arriving into Koblenz Hbf. on an EC service formed of ÖBB stock and later we observe its departure. At Stuttgart Hbf. we then see a DB Fernverkehr ICE 3 set departing, with further scenes of these units filmed from the lineside. DB BR101 electrics are then seen on EC services, including at Oberwesel in the Rhine Valley.

The next section shows double-headed BR218 diesel-hydraulics (with 218 343 leading) at the head of an EC service of ÖBB stock departing from Lindau Hbf. Further double-headed 218 operated EC trains are shown on the line between München and Lindau, using Swiss stock. At Berlin Hbf. 232 144 ex-works in traffic red is seen on an EC service from Stuttgart Hbf. to Warsaw. DR BR180 and private operator Bombardier TRAXX type electrics are then featured on EC services, including TRAXX 186 130 at Dresden Hbf. on hire to Captrain Poland with a Berlin – Warsaw train. Siemens 'Taurus' electrics are then seen in a variety of different liveries on EC services in Poland and Austria. In München Hbf. ÖBB 'Taurus' electric 1216 021 is seen departing the station with an EC service of ÖBB stock, with further scenes of this working filmed from the lineside. At Bad Schandau Czech electric 371 003 is seen taking over an EC service from a DB 101 and then departing. More CD 371s are seen on EC trains in their latest colour schemes. In Prague a CD 'Vectron' electric is seen departing the main station with an EC service and there is more footage of this type of loco. Back at Bad Schandau, CD electric 193 293 is seen arriving and departing on an EC service formed of CD stock, with further scenes from the lineside along the Elbe Valley. In Berlin Hbf. low level section CD 193 292 is seen departing with an EC service of CD stock, followed by the departure of the first Berlin – Paris EC service worked by a DB Fernverkehr BR412 ICE 4 set. More loco-hauled EC services are then shown, including one hauled by a Dutch 'Vectron' electric. Further DB ICE 4 units are then noted at Berlin Ostbahnhof and Swiss SBB electric units are seen on the München – Lindau line in the Allgäu.

The programme with scenes of Danish IC3 diesel units filmed from the lineside and a DSB 'Vectron' electric departing Hamburg Hbf. for Copenhagen.

Very little background music is used on this programme.

The commentary (as usual only in German) is clear and informative.

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



Eisenbahnwelt Rügen – gestern & heute

EK-Videothek *DVD c.58mins ref.8699 €22.80*

The island of Rügen is interesting not just for its Baltic Sea coast but also because of its unusual railway history. From the standard gauge lines Stralsund – Sassnitz and Bergen – Lauterbach Mole to the daily steam operation on the legendary 'Rasender Roland' 750mm gauge now operated by the Rügensche BäderBahn, the island offers impressive variety. This programme takes a look at past and present day operations.

It begins with scenes at of the town centre of Binz and Ostseebad Binz station where main line standard gauge passenger trains are seen arriving and departing, including a DB Fernverkehr ICE1 set. A map of the railways on the island is shown, with further scenes of its sandy beaches.

We then move to the narrow gauge and watch 2-10-2T 99 1784 departing Göhren with a service for Putbus, with further scenes on the footplate and on board the train. At Putbus a Stadler Regio-Shuttle BR650 diesel railcar is seen departing on a local service on the standard gauge line, with further scenes from the lineside. At Bergen the station building is shown and the BR650 is seen arriving, followed by the arrival and departure of a DB Fernverkehr ICE1 set on the main line.

Our attention then focuses on line RE9 where we see an Ostdeutsche Eisenbahn GmbH (ODEG) local service being worked by a four-car electric multiple unit. At Stralsund Hbf. we visit the main station building, and another ODEG local is seen arriving followed by more DB Fernverkehr ICE sets. DB Regio electric 143 267 in traffic red is then seen departing with a DB Regio service formed of double-deck stock. Archive colour film then shows another of this class in the older Deutsche Reichsbahn Bordeaux red colour scheme on a local service with DR double-deck coaches.

The action then moves to Stralsund-Rügendamm station where further ODEG locals are seen arriving and departing. Archive black & white film from 1936 shows steam operated services to Rügen. Colour archive film shows the port of Sassnitz, where ferries are seen docking and vehicles both road and rail are seen moving off. Railway wagons are shunted by DR class V60 diesel-hydraulics, including 346 467. In Mukran today we see stored stock – wagons, coaches, and motive power, including diesels of classes 232 and 290 and class 610 units. Electrics of classes 140 and 155 are also seen. Baltic Port Services also have locos stored here, including ex-DB electric 103 132 and 181 211 and an ex-DR BR119 diesel-hydraulic.

Next we ride in the cab of a DB Cargo BR290 diesel bringing a freight train off a ferry at Sassnitz Fährhafen.

Then it is back to ODEG local passenger services worked by electric multiple units and five-car Stadler 'Flirt' units, including at Lancken on the line to Sassnitz. Disused and abandoned railway lines are shown in the area, and archive black & white film shows operations on the long closed narrow gauge line at Wittower Fähre. DR 0-8-0T 99 4631 is seen moving wagons on and off the ferry, with other narrow gauge steam locos shunting. In archive colour film from the 1970s, 99 4632 is seen having its coal supply replenished and at Göhren in the 1990s we see 2-10-2T 099 781 departing with a passenger train, filmed from the lineside and on the train. 099 748 and 99 773 are also observed on similar workings and arriving at Putbus. At the loco depot here narrow gauge steam locos are seen undergoing maintenance inside the shed, including 99 1781 and 99 4011. Later, in Binz, 99 4011 is seen arriving with a passenger train, with further scenes filmed from the lineside.

We then see former DB narrow gauge diesel-hydraulic 251 901 in classic crimson red (RAL 3004) livery running light and then on a passenger train. This is followed by 99 4632 working bunker first on another passenger service with 99 1784 at the rear.

At Lauterbach Mole an Ostmecklenburgische Eisenbahn (OME) local on the standard gauge is seen arriving and departing, with further scenes from the lineside. An enthusiasts' special with two BR86 2-8-2Ts is also featured, and at Binz green electric E18 31 is seen on another special. E18 204 is observed in the Eisenbahn-und Technikmuseum at Prora along with many other interesting exhibits, including ex-DB diesel-hydraulic V200 009.

The presentation ends with scenes at Stralsund showing a DB Fernverkehr ICE1 set departing, followed by lineside views of an ODEG electric multiple unit on an RE9 local.

Virtually no background music is used on this programme.

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

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

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

News

Information from Continental Modeller



Pacific National class 94



On Track Models have received the initial engineering pilot model of their officially licensed Pacific National 94 class Co-Co diesel electric locomotive for checking.

Features include brass horns, multiple etched metal see-through grilles, highly detailed cab interior including sun blinds, working headlights, ditch lights, marker lights, and cab light. There is a magnetic roof section for easy access to the 21-pin decoder socket.

The model has a die cast metal chassis, with a high quality five pole skew-wound motor with twin brass flywheels.

It has all wheel drive and all wheel pick-up, and runs on scale AMRA profile metal wheels which are compatible with code 70, 83, and 100 rail.

The bogies are highly detailed with separately applied parts.

Genuine Kadee™ metal couplers are fitted.

The model is offered DC sound ready with twin speakers factory installed or with DCC sound using a Loksound 5 decoder by ESU.

There is a delay while ESU produce the printed circuit board; once this is delivered, the factory will produce painted pilot models for final evaluation.

Pre-orders will open in January 2027 with delivery expected after the Chinese New Year period (early March) 2027.

On Track Models Australia Pty. Ltd.,
P.O.Box 5515,
South Windsor,
New South Wales 2756,
Australia.
https://ontrackmodels.shop

Kaeserberg train of the month October

Light engine working with Re 460s

An impressive locomotive-only train featuring three Re 460 units. The two leading locomotives have their pantographs raised and are operating in multiple-unit mode; the rear one has its pantograph lowered and is configured for hauled operation.

Loco-only trains typically run between depots, major stations with heavy freight traffic, or marshalling yards. On the northern and southern ramps of the Gotthard line, freight trains were hauled by multiple locos, often with an additional unit banking at the rear. Consequently, locos would sometimes accumulate at locations such as Erstfeld in the north or Chiasso in the south. Loco-only trains were used to reposition these units to where they were needed for subsequent assignments. With these trains, the driver commands high power relative to the low total weight, allowing for rocket-like acceleration and powerful electric braking.

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



Stadler FLIRT from Liliput in HO



Liliput expect to deliver their highly sought-after and long awaited Stadler FLIRT electric multiple unit models in late October or early November; exact date to be announced.

Note that these models are in high demand and quantities are limited.

The three-car variant comes as operated by the WestfalenBahn in 2008, set ET 004, vehicle numbers 0427 112-8, 0827 112-4, and 0427 612-7 D-WFB with 'RB66 Münster Hbf.' destination board displays. The total length over buffers is 664mm.

The set is equipped with one motor in each power car, perfectly synchronised. The motors are equipped with flywheels. Traction tyres are fitted.

The model has detailed interior fittings, head and tail lights. and interior lighting. The body is partially constructed from die-cast metal.

The model has a NEM660 socket for a digital decoder and is prepared for the installation of a sound module.

RRP: DC ref.L133862 €624.95,
AC ref.L133867 €674.95.

The four-car variant is similarly specified and appears as SBB RABe 521 017 in 2024 operating condition with destination displays showing 'S3 Basel SBB'. Total length over buffers: 843mm.

RRP: DC ref.L133863 €749.95,
AC L133868 €774.95.

www.liliput.de

Zimo sound editing software

ZIMO presents the new generation of its sound software: the 'Sound Creator' and 'Sound Editor'.

These are the logical evolution of the previous ZIMO Sound Programmer and its sub-programme ZPP Konfig, replacing them not only in name but also in terms of functionality and design.

By deliberately splitting the software into two separate programs, users benefit from a clearer interface and more targeted functions. Whilst the Sound Editor focuses on the needs of end users and is designed to facilitate the convenient customisation, testing, and loading of existing sound projects into ZIMO decoders, the Sound Creator is intended for the creation and development of new sound projects and is primarily for use by professional sound designers, manufacturers, and ambitious creative amateurs.

As the functions of the Creator and Editor overlap to some extent, they share a common user interface.

www.zimo.at

Blanking plate with stay-alive

Golden Valley Hobbies has launched the GVBLANKPRO, an innovative 8-pin blanking plate with an integrated stay-alive capacitor for DCC-ready locomotives fitted with an 8-pin decoder socket.

The GVBLANKPRO is a simple but clever plug-and-play accessory that improves running reliability. No wiring or soldering is required, making it very easy to install.



Once fitted, the high-capacity stay-alive unit helps maintain power through brief interruptions, overcoming common issues such as dead frogs, flickering lights, and less-than-perfect track.

Most models released over the last twenty years have a decoder socket that often goes unused. GVBLANKPRO makes use of that feature to improve reliability and provide smoother running at low cost – the RRP is £8.50.

Further information from
www.goldenvalleyhobbies.com

HO Duisburg trams from Halling



The Alstom NF4 (GT8ND/Flexity Classic) trams for Duisburg are now available.

Crafted with great attention to detail and printed using a high-quality UV flatbed printing process, these models impress with their authentic finish. All you need to do is fit the train destinations of your choice.

The models feature multi-coloured interiors.

These three-car articulated units are available both as static models with metal wheelsets and as powered models with ALX coreless motor bogies, which operate almost silently. The powered models have interior lighting and a NEM651 decoder socket. Halling recommend the ZIMO MN170N decoder. (If using an ESU LokPilot 5 decoder with any Halling ALX drive, please refer to section '11.1.4. Automatic motor calibration' in the ESU decoder manual.)

Halling offer four numbers: the two prototypes, 2001 and 2002, each featuring in-house advertising, as well as two production vehicles, 2011 and 2039. Four other numbers are sold by the Duisburger Verkehrsgesellschaft itself.

The eight different models have all been thoroughly researched based on prototype photographs, and differ in many details (different driver's doors, different ventilation slots on the roof, different infra-red sensors, the position and font of the numbers, the size of the logos, the number of indicators, the number and position of the lift signs, pictograms, and direction-of-travel numbers, etc.).

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



Brick house kits new in Z





Archistories are excited to announce new brick versions of their popular kits for 'turn of the century' houses.

Two finishes are available:

– turn of the century house 1, red brick, ref.401261;

– turn of the century house 1, white brick, ref.403261:

There is a matching red brick single car garage kit (ref.412201).

If you would like to change the colours of the turn of the century house, there is a pack of windows, trim, railings, and more in four alternative colours: olive, dark brown, dark green, and light brown (ref.402261).

www.americanzline.com





American Z Line latest releases



Three new CSX road numbers are available for the General Electric C44-9W: #20, #24, and #47.

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™.

Two new Louisville & Nashville rod numbers are offered for the GM-EMD FP7, #600 and #612.

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



The General Motors – Electro-Motive Division GP30u is being released as a former ATSF unit patched for BNSF. Two road numbers are available, #2464 and #2473.

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.

There are brand new models of the AOK AUTO-MAX articulated automobile carriers. They are rated to run on a minimum radius of 195mm.

Two singles and a three pack are available: #501524, #501537, and set #501543, #501550, and #501576.



www.americanzline.com

Latest HOe from Liliput





Liliput have released four new versions of the familiar Austrian narrow gauge four-wheel baggage van.

Steyrtalbahn postal van F/s 8461, Epoch III–IV, ref.L344437.

Murtalbahn (StLB) breakdown train van D 81, Epoch V, ref.L344439.

Murtalbahn (StLB) auxiliary van Dm 85, Epoch VI, ref.L344440.

Zillertalbahn equipment van X 801, Epoch VI, ref.L344435.

Length over buffers: 97mm.

RRP €39.95.

www.liliput.de





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 19 September
BRENTWOOD, Essex

Organiser: Mid Essex MRC.
Venue: Brentwood County High School, Seven Arches Road, CM14 4JF.
Open: 1000-1700
Admission: adults £7.00, children £4.00, family (2+3 max) £20.00.
Amenities: there is a small car park on site as well as local street parking – note any restrictions. Nearest railway station is Brentwood. Refreshments.
Features: layouts include *Pitzalbahn* (HOe) and *Klein Schmalitz* (German HO, CM January 2025). Demonstrations, club secondhand sales, trade.
E-mail: secretary@midessexmrc.co.uk
Website: http://offtherails.x10.mx/memrc/exhib.html#top

Saturday 19 & Sunday 20 September
TROON, South Ayrshire

Organiser: Ayr Model Railway Group.
Venue: Walker and Concert Halls, South Beach, Troon, KA10 6EF.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00, children £5.00, under 5 free, family (2+2) £16.00.
Amenities: ample street parking in the vicinity (some metered). Troon station, served by Scotrail train services from Glasgow and Ayr, is a half mile walk. Bus services from Ayr stop outside the hall. Tea, coffee & food available, supporting the local RNLI.
Features: 16 layouts, including *La Camrienne* (French HO, CM September 2026). Societies, demonstrations, trade.
E-mail:
secretary@ayrmodelrailwaygroup.org
or j.mccall10@btopenworld.com
Website: www.ayrmrg.co.uk

Saturday 19 & Sunday 20 September
BLACKPOOL, Lancashire

Organiser: Blackpool & North Fylde MRC.
Venue: Blackpool 6th Form, Blackpool Old Road, Blackpool, Lancashire, FY3 7LR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £8.00, concessions £7.00, accompanied under 16s free.
Amenities: on-site parking; easy access for disabled; refreshments.
Features: layouts in various gauges including *29th Street Wharf* & *Domino* (H0), *Gatenby* (0n30), and *G–Wizz* (G). Demonstrations, club sales, trade.
E-mail: ajolley@pobroadband.co.uk
Website: https://livewyre.wixsite.com/bnfmrc/annual-exhibition

Saturday 19 & Sunday 20 September
TUNBRIDGE WELLS, Kent

Organiser: Spa Valley Railway.
Venue: Tunbridge Wells West Station, Nevill Terrace, Tunbridge Wells, TN2 5QY.
Open: 1000-1700
Admission: adults £16.00, concessions £15.00, accompanied children (under 15) free, family £32.00. (Tickets include unlimited travel on the railway's trains).
Amenities: there are local pay & display car parks, and the heritage railway is served by bus No.281 from Tunbridge Wells main line station. Venue has full disabled access, all on the level. Light refreshments.
Features: 30 layouts, including *Kreuzweg* (Swiss HOm, CM January 2023) and *Cedar Canyon Junction*. Societies, trade.
E-mail:
richard.arding@spavalleyrailway.co.uk
Website: www.spavalleyrailway.co.uk

Saturday 26 & Sunday 27 September
FOLKESTONE, Kent

Organiser: Folkestone Hythe & District MRC.
Venue: Leas Cliff Hall, The Leas, Folkestone, CT20 2DZ.
Open: 1000-1630
Admission: adults £9.00,
children £4.00, family £24.00.
Amenities: there is direct access from an underground pay & display car park on Sandgate Road via a tunnel at the rear of the car park leading directly to the exhibition entrance. Disabled access to all areas. Café, restaurant & bar.
Features: layouts include *Königshafen* (German N, CM October and November 1997) and *Kaninchenbau* (alpine HOe, CM February 2022). Also loco doctor, multi-gauge test track, societies, trade.
E-mail: Exhibition Manager
Chris Dorrell, cdeltic@aol.com
Website: www.folkestonemrc.wordpress.com/club2

Saturday 26 & Sunday 27 September
TODDINGTON and WINCHCOMBE, Gloucestershire

Organiser: Glos Warks Steam Railway.
Venues: Toddington station, GL54 5DT – Toddington Diesel Shed; Cotswold Halt Café; Tim Mitchell Building, Winchcombe station; Carriage & Wagon Workshops, Winchcombe; Model Railway Coach on Platform 2, Winchcombe.
Open: both days 1000-15.45
Admission: one day rover adult £28.00, child £10.00. Two-day tickets – adult £40.00, child £14.00. Includes unlimited rides on the main line railway, the push-pull diesel shuttle service between Toddington and Winchcombe, and the narrow gauge line at Toddington. Advance purchases via website.
Amenities: free parking at Toddington, Broadway, and Cheltenham Racecourse stations. Refreshments at all stations.
Features: 45 layouts including *Santa Maria* (Swiss HOm, CM September 2025), *Gleisbau Bitterfeld* (German HO, CM January 2023), *Two Forks Railroad* (US HO), *Stoney Hill East* (Canadian HO, CM March 2006), *Central Alonzo* (Cuban HO, CM September 2023), *A Tribute to Tunnel Two* (Chinese HO diorama), *Ahmadpur Junction* (Indian 7mm ng+bg, CM July 2026), *Kalimpong DHR* (Indian 7mm ng), and *Yellow Ridge Uranium Mine* (Canadian Gn15). Demonstrations, trade.
Contact: 01242 621405.
E-mail: info@gwsr.com
Website: www.gwsr.com/whats-on/model-railway-weekend/



Saturday 26 & Sunday 27 September
STAFFORD, Staffordshire

Organiser: Stafford Railway Circle.
Venue: Bingley Hall, Staffordshire County Showground, Weston Road, Stafford, ST18 0BD.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: advance tickets – adults £16.00, children (5-15) £5.00, under 5s free, family ticket (2 + up to 3) £32.00; on the door – adults £18.00, children (5-15) £5.00, under 5s free, family ticket (2+3) £36.00.
Amenities: on the A518 Stafford to Uttoxeter road c.4 miles from Stafford. M6 J14, follow signs for the showground. Extensive free parking. Free bus from Stafford railway station to the venue (see website for timetable). Good disabled access. Full catering facilities.
Features: more than 50 layouts including: *Jäger Straßenbahn* (HOm), *Auswiss* (Swiss/Austrian HO, in this issue), *Zeedijk* (Dutch HO, CM June 2023), and *Red Hook Bay* (US HO, *above*, CM November 2014 and American Special). Demonstrations, societies, trade.
E-mail: tcr.robinson@icloud.com
Website: www.staffordrailwaycircle.org.uk/exhibitions

Saturday 26 & Sunday 27 September
WORTHING, West Sussex

Organiser: Worthing MRC.
Venue: St.Andrews CE School, Sackville Road, Worthing, West Sussex, BN14 8BQ.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00,
accompanied children free.
Amenities: disabled access;
light refreshments.
Features: 15 layouts, including *Largar and Lime Works* (US On30). Societies, trade.
Contact: Chris Sweeney, 07970 633908.
E-mail: exhibitions@worthingmrc.co.uk
Website: www.worthingmrc.co.uk

Saturday 3 October
DIDCOT, Oxfordshire

Organiser: Abingdon & District MRC.
Venue: Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire, OX11 7HN.
Open: 1030-1700
Admission: adult advance £8.00, on the day £10.00. U18 free. Tickets can be booked via www.ticketebo.co.uk/abingdon-district-model-railway-club/didcot-model-railway-show-2026
Amenities: limited parking at the Civic Hall; town car parks within a short walk.
Features: layouts include *Harding shed* (South African OO9, coming in CM). Societies, trade.
Contact: via website.
Website: www.admrc.org.uk

Saturday 3 & Sunday 4 October
DUNBLANE, Scotland

Central Scotland Model Rail Show
Organiser: Scottish Modellers
Venue: Victoria Hall, Stirling Road, Dunblane, FK15 9EX.
(Next to the station.)
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £7.00,
children £3.00, family £17.00.
Amenities: parking; accessible venue; café.
Features: ten layouts, including *Port Kembla* (Australian HO, in this issue).
Website: www.scottishmodellers.co.uk

Saturday 3 & Sunday 4 October
MICKLEOVER, Derby

Organiser: Mickleover MRG.
Venue: Community Centre, Uttoxeter Road, Mickleover, Derby, DE3 5DA.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, U16 free.
Amenities: free parking; disabled access; refreshments.
Features: layouts include *Lockbourne, Ohio* (S/1:64, brought over from the USA). Demonstrations, trade.
E-mail:
mickleoverexhibition@gmail.com
Website: www.mmrg.org.uk

Saturday 10 & Sunday 11 October
SOUTHBOURNE, Bournemouth

Organiser: Christchurch & Kinson MRG.
Venue: St.Peter's Catholic School, St.Catherine's Road, Southbourne, Bournemouth, BH6 4AH.
Open: 1000-1600 both days
Admission: adults £8.00, accompanied U16s free. Cash or card.
Amenities: parking; disabled-friendly; on-site catering.
Features: layouts include *Falschezahne* (HOe), *Winter in France 1914-18* (009), and *Little Eisenach*. Societies, trade.
Contact: Tim Drew, 07711 891118.
E-mail: tjdrew52@gmail.com

Saturday 10 & Sunday 11 October
TAMWORTH, Staffordshire

Warley at Statfold

Organiser: Warley MRC and The Statfold Narrow Gauge Museum Trust.
Venue: Statfold Country Park, off the B5493, Tamworth, Staffordshire, B79 0BU. (what3words:///marked.theme.unique)
Open: 1000-1700 both days
Pre-booked tickets – early entry from 0930 each day.
Admission: pre-booked tickets – adults £18.95, seniors £12.95, essential companion (please bring documentary evidence) £10.00, children (5-15) £15.95, U5s free, family (2+2) £65.00.
Book via www.statfold.com/warleymodelrailwayshow/
At the gate prices (subject to availability, with desk open from 1000) – adults £20.95, seniors £14.95, essential companion (please bring documentary evidence) £12.00, children (5-15) £17.95, U5s free, family (2+2) £65.00.
Amenities: venue can be reached from M42 J11. Use 'Statfold Country Park' for sat nav rather than the postcode. On the B5493, look out for the signs and the big red Cadbury locomotive which marks the entrance. Parking is free. Venue has plenty of disabled parking and is completely accessible for anyone using a wheelchair or walking aids; anyone needing assistance can ask a member of the team. For visitors arriving by train and bus, Transport Museum Wythall will be running a free bus service between Tamworth and Statfold. Well-behaved dogs on leads are permitted. The venue has multiple catering outlets that provide a range of hot or cold food and drinks. For children there is a soft play area. On-site camping is available – to book a pitch contact the Statfold bookings team on 01827 830389. Pitches are from £25.00 per night; electric hook up £5.00 per night.
Features: around 30 layouts including: *Bear Creek Junction* (US HOn3), *Bergeller Bahn* (Swiss HOm, CM March 2007, *right*), *Johannesdorf Tirolerbanen* (Austrian Oe, CM November 2007), and *Gare de Brindille* (WD SM32, CM November 2019). Demonstrations, societies, trade. Tickets also give full access to the site's renowned Narrow Gauge Museum, unlimited rides on the 2' gauge and 12¼" gauge steam railways, and entry to all the fun of the fair at the National Fairground Museum.
Contact: Statfold Country Park 01827 830389.
E-mail: exhibitions@warleymrc.co.uk info@statfold.com
Website: www.warleymrc.co.uk

Thursday 15 – Sunday 18 October
LEAMINGTON SPA, Warwickshire

Midlands Model Engineering Exhibition

Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, A425 Southam Road, Leamington Spa, CV31 1FE.
Open: Thursday-Saturday 1000-1630
Sunday 1000-1600
Admission: adults £14.00, seniors (over 65) £13.00, children (5-14 years) £5.00, U5 free. Tickets are valid for any one day and can be purchased in advance via the exhibition website.
Amenities: free parking; restaurant & coffee shop. A shuttle bus service will operate from Leamington Spa railway station on Thursday only (charges apply).
Features: hundreds of exhibits across 32 competition and display classes, showcasing craftsmanship and a wide range of engineering disciplines. More than thirty clubs and societies will be in attendance, presenting displays and providing opportunities to connect with fellow enthusiasts. There will also be a programme of demonstrations, workshops, and talks, plus leading specialist suppliers.
Contact: 01926 614101.
E-mail: info@meridienneexhibitions.co.uk
Website: www.midlandsmodelengineering.co.uk

Saturday 17 October
WINCHESTER, Hampshire

American & Continental O Gauge

Venue: Kings School, Romsey Road, Winchester, Hampshire, SO22 5PN.
Open: 1000-1600
Admission: adults £8.00, children £2.00, family £12.00.
Amenities: parking; disabled access; cooked breakfast.
Features: European and US layouts in O, 2-rail and 3-rail, standard and narrow gauges. Visitors can bring their own stock to run on the test track (2-rail only). RTR Emporium offering new and boxed secondhand models. Trade.
Contact: Philip Morgan, 01962 866506 or 07553 095912
E-mail: philipsheilamorgan@gmail.com
Website: www.alan49.x10.mx/index1w.htm



Saturday 17 October
FOREST HILL, Beckenham

Organiser: Beckenham & West Wickham MRC sponsored by Invicta Model Rail, Heritage In Motion, and Harrison Brown Models.
Venue: Forest Hill Boys School, Dacres Road, Forest Hill, London, SE23 2XN.
Open: 1000-1630
Admission: adult advance £8.00, on the day £10.00; accompanied U16 free. Card payments accepted.
Amenities: fully accessible to hand-powered wheelchairs. Refreshments.
Features: around 20 layouts including *Neu-Isebheim Gbf*. (German N). Demonstrations, societies, trade.
E-mail: bwwmrc@me.com
Website: www.bwwmrc.co.uk

Saturday 17 & Sunday 18 October
UCKFIELD, East Sussex

Organiser: Uckfield MRC.
Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE.
Open: 1000-1700 both days.
Admission: adults £10.00, accompanied children free.
Amenities: free car parking in the adjacent High Street car park and at the railway station car park, courtesy of APCOA and Network Rail. The Civic Centre is a five minute walk from the railway and bus stations, and will be signposted from the bypass. Disabled friendly. Periscopes available to borrow. Refreshments, licensed restaurant.
Features: 20 layouts including *Keindorf* (Austrian HOe, in this issue), *Coalbridge Street* (US HO), and *Port de Crozon* (French metre gauge 1:50, *above*, CM December 2025). Demonstrations, societies, trade.
Contact: Adrian Colenutt, 01903 745759.
E-mail: enquiries@uckfieldmrc.co.uk
Website: www.uckfieldmrc.co.uk



Saturday 17 & Sunday 18 October
WAKEFIELD, West Yorkshire

Organiser: Wakefield Railway Modellers' Society.
Venue: The Queen Elizabeth Grammar School, Northgate, Wakefield, WF1 3OX.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £10.00; up to two juniors free with each adult; unaccompanied 11-17 £2.00. Carer(s) free accompanying a fee-paying person.
Amenities: wheelchair access; refreshments.
Features: layouts include *Harrachov* (Czech HO), *City Limits* (US HO), and *Tolson West Yard* (US HO). Societies, trade.
E-mail: committee@wakefieldrms.org
Website: www.wakefieldrms.org

Saturday 24 October
COOKHAM, Berkshire

Berkshire Returns
NMRA British Region Annual Convention

Organiser: NMRA British Region, Thamesiders Model Railroad Group, and Seaboard Southern.
Venue: CIM Business Centre, School Lane, Cookham, Maidenhead, SL6 9QH.
Open: 1000-1600
Admission: adult non-members £8.00, adult members £6.00, U16 free.
Amenities: c.15 minutes walk from Cookham station, or 9 minutes by bus – Carousel No.37 from Cookham Railway Stop (RS) to Village Memorial (VM). Parking. Disabled access. Refreshments from the Mayflower Lounge.
Features: layouts include *Glenfield* (N), *Geeksville* (HO), and Thamesiders modular HO. Traders include Coastal DCC and Orwell Model Railways. The show is part of a longer NMRA event for members starting on Friday 23 and finishing on Sunday 25.
Contact: please use form at www.convention.nmrabr.org.uk/contact
E-mail: info@nmrabr.org.uk
Website: www.convention.nmrabr.org.uk/train-show



Saturday 24 & Sunday 25 October
CHELTENHAM, Gloucestershire

Organiser: Cheltenham Great Western Modellers Group.
Venue: St.Margaret's Hall, Coniston Road, off Windermere Road, Hatherley, Cheltenham, Gloucestershire, GL51 3NU.
Open: Saturday 1000-1700
Sunday 1000-1630
Admission: adults £6.00, children £2.00, family (2+2 U14) £12.00. Cash only. Raising funds for Great Western Air Ambulance.
Amenities: bus route G from the town centre and main line railway station to Windermere Road. Disabled access. Refreshments.
Features: layouts include *Cactus Creek Silver Mine* (On15). Dioramas, trade.
Contact: 01242 517788.
Website: www.cheltmodrail.org.uk

Saturday 24 & Sunday 25 October
LEEDS, West Yorkshire

Organiser: Leeds MRS.
Venue: The Grammar School at Leeds, Alwoodley Gates, Harrogate Road, Leeds, LS17 9NA.
Open: Saturday 100-1700
Sunday 1000-1630
Admission: adults £10.00, accompanied U16 free.
Amenities: free parking. Refreshments.
Features: 20+ layouts including: *Altenburger* (German HO, in this issue), *Auswiss* (Swiss/Austrian HO/HOm, in this issue), *Harrachov* (Czech HO), *Kamiack Falls* (US HO, CM April and July 2022), and *Nicola Landing* (Canadian On3/On2, coming soon in CM).
E-mail: lmrsmembership@gmail.com
Website: www.leedsmrs.org

Saturday 24 & Sunday 25 October
MARKET RASEN, Lincolnshire

Organiser: Caistorail MRC sponsored by Elaine's Trains.
Venue: Festival Hall, Caistor Road, Market Rasen, LN8 3HT.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £6.00, U16s £3.00. Cash or card.
Amenities: for parking use the adjacent municipal car park. Venue has level access and accessible toilets. Refreshments.
Features: eleven layouts including *St.Pankraz im Steiermark* (Austrian HO, CM February 2021) and American Flyer (S). Trade.
Contact: Club Chairman Graham Parkin 07733 414866 or Secretary Mike Hill 07503 321510.
E-mail: mikephill362@gmail.com

Saturday 24 & Sunday 25 October
SHEFFIELD, South Yorkshire

Organiser: Sheffield Model Railway Enthusiasts.
Venue: Birkdale School, Oakholme Road, Sheffield, S10 2NS.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00 (£9.00 after 1300 Sunday), accompanied children free.
Amenities: refreshments.
Features: 14+ layouts including *Spatenbräubrücke* (German N, CM August 2017), *Ménage-Artois* (French HO, CM September 2018, *above*), *Englishiental* (HO/OO), and Colorado Slim Gauge modules (US HO/HOn3). Trade, club sales.
Contact: Kevin Rayworth, 07768 513880.
Website: www.sheffieldmodelrailwayenthusiasts.com

Saturday 24 & Sunday 25 October
TAUNTON, Somerset

Organiser: Somerset RMC.
Venue: Taunton School, Staplegrove Road, Taunton, TA2 6AD.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £15.00, concessions £13.00, U16 free.
Amenities: parking on site. Station c.15 minutes walk. No.28 bus passes the rear of school. Noted restaurant.
Features: 35+ layouts (all new to Taunton) including *Kreuzweg* (Swiss HOm, CM January 2023) and *Obbekaer* (Danish P87 finescale, CM June 2016). Demonstrations, societies, trade.
E-mail: ingall@btinternet.com
Website: www.railextaunton.uk

Saturday 31 October
MANSFIELD, Nottinghamshire
Narrow Gauge Now

Organiser: East Midlands NG Modellers Group.
Venue: Portland College, Nottingham Road, Mansfield, NG18 4TJ.
Open: 1000-1600
Admission: adults £10.00, accompanied children free.
Amenities: free parking; disabled friendly; refreshments.
Features: 45+ narrow gauge layouts including *Trifoulou* (French Nm, CM October 2025), *A Postcard from Mallorca* (TTm), *The Brickworks* (HOe/HOf), *Warport/Port Du Guerre/Kriegshafen* (OO9), *Schafbergalm* (Austrian HOn3z), *Aix-en-Pains* (French HOm, in this issue), *Bridge on the River Kwai* (Thai HOm, in this issue), *Karolina Falls* (US On30, CM September 2014), and *Ahmadpur Junction* (Indian 7mm ng+bg, CM July 2026). Demonstrations, displays, OO9 Society and 7mm NG Association sales stands, trade.
E-mail: narrowgaugenow@hotmail.com
Website: www.narrowgaugenow.uk

Saturday 31 October
WHITE WALTHAM, Maidenhead

Organiser: Berkshire Area Group of the N Gauge Society.
Venue: Woodlands Park Village Hall, Manifold Way, White Waltham, Maidenhead, SL6 3GW.
Open: 1000-1600
Admission: adults £7.00, children £4.00, family £12.00.
Amenities: just off Waltham Road and opposite the airfield, with limited parking available nearby but with overflow areas if things get busy. The centre is 4 miles from Maidenhead railway station – take bus No.7. Refreshments.
Features: layouts include *Ichigo Ichie* (Japanese). Trade.
Contact: via website.
Website: www.bagladdies.weebly.com/2026-exhibition.html

Saturday 31 October & Sunday 1 November
CARDIFF, South Wales

Organiser: OO Section of Cardiff Model Engineering Society (Heath Park Miniature Railway).
Venue: Sophia Gardens Cricket Ground, Sophia Walk, Pontcanna, Cardiff, CF11 9XR.
Open: Saturday 1000-1700
Sunday 1000-1600
Admission: adults £10.00, U15 free. Discounted advance tickets available on the website.
Amenities: four Pay & Display Car Parks nearby (see website for details). Limited on-site parking at Gate 2 for blue badge holders. Cardiff Bus Nos.25, 62 & 63 run regularly between Cardiff Central Station and Cathedral Road (adjacent to Sophia Gardens). Venue is 24 minutes walk from Cardiff Central station (via Taff Embankment footpath), or a 2 minutes walk from Cathays station (via Bute Park and Millennium Footbridge). Refreshments.
Features: layouts include *Montarola* (Italian HO). Demonstrations, societies, trade.
Contact: general enquiries – 029 2025 5000 opt 4, 0900 to 1700 Monday to Saturday.
E-mail: enquiries@cardiffmodelrailwayshow.co.uk
Website: www.cardiffmodelrailwayshow.co.uk

Saturday 31 October & Sunday 1 November
SPALDING, Lincolnshire

Organiser: Spalding MRC.
Venue: 1st Floor, Pinchbeck Village Hall, Knight Street, Pinchbeck, Spalding, Lincolnshire, PE11 3XA.
Open: Saturday 1000-1700
Sunday 1000-1630
(Advance tickets and disabled visitors admitted from 0930).
Admission: advance tickets – adults £12.00, children (aged 5-16 years) £1.00 (advance tickets are valid for either Saturday or Sunday for a single entry – see club website). On the door – adults £14.00, juniors (5-16) £2.00, U5s free.
Amenities: venue has a stairlift for accessibility. Refreshments.
Features: 30 layouts including *Dettingen* (German HO, CM October 2016). Demonstrations, societies, trade.
Contact: Exhibition Manager Shaun Barnes.
E-mail: exhibition@spaldingmrc.co.uk
Website: www.spaldingmodelrailwayclub.org.uk/2026-exhibition/

Friday 30 October – Sunday 1 November
FRIEDRICHSHAFEN, Germany
Faszination Modellbau with Echtdampf-Hallentreffen and Internationale Modellbahn-Ausstellung (IMA)

Organiser: Messe Sinsheim GmbH.
Venue: Messe Friedrichshafen, Neue Messe 1, D-88046 Friedrichshafen, Germany.
Open: 0900-1800 Friday and Saturday
0900-1700 Sunday
Admission: day ticket adult €18.00, reduced €15.00 (between 9 and 17, students, pensioners, and other entitled persons with identification), family €42.00 (2+2), under 8s free.
Tickets available in advance on line. Only emergency ticket counters will be open on site, subject to waiting times and at an additional cost of €2.00 per ticket.
Features: not only model railways but also road vehicles, boats, and aircraft in 70,000m². Over 400 exhibitors, from market leaders to small series manufacturers and well-stocked specialist retailers.
Website: www.faszination-modellbau.de

Meetings

Thursday 15 October – 1930
Marlow & District Railway Society

Something American by Don Woodworth.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End, SL8 5SX, or on Zoom.
Admission: £3.00 non-members, members free.
Contact: Martin Stoolman, 07954 849390.
Website: www.mdrs.org.uk

Saturday 17 October – 1900 GMT
British Overseas Railways Historical Trust

on Teams
Argentine Metre Gauge by Paddy Farrell. Anyone interested can ask for a link by sending an e-mail to borht.org@gmail.com

Wednesday 21 October – 1930
Grimsby & Cleethorpes Railway Group

East German Railways from 38 Years Ago by Graham Lightfoot.
Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.
Admission: small entrance fee.
Contact: Stuart Blackbourn, 07745 961538 or sc.blackbourn@ntlworld.com

Easy wi-fi for NCE



Les Fordham writes:

If you have a North Coast Engineering (NCE) DCC control system for your layout, there is an easy way you can add remote control via wi-fi.

I stumbled across a YouTube video that showed how to add a WiFi Trax module to the NCE DCC system. The whole process appeared reasonably easy, and after reading some articles on wi-fi control I decided to install the equipment and see how it worked.

The WiFi Trax module is available from many hobby shops as well as online. The WFD-31 printed circuit board replaces the NCE p.c.b. on an NCE, UTP, or PCP fascia panel (where the handsets are plugged in). The module is an Australian made product.

Once the NCE p.c.b. is removed from the faceplate, all that is required is to drill the hole for the LED light out to 5mm diameter. The WiFi Trax p.c.b. is attached to the NCE faceplate, and the RJ12 flat cables from the layout are plugged into the panel which can be replaced into the layout fascia.

The system can then be powered on and the LED should illuminate.

The hardest part is still ahead. An 'application' (app) needs to be installed to your mobile 'phone. As Android and I did not have a very happy relationship, I had a 'phone that could be used more constructively. I also managed to find a Motorola device that was considerably cheaper that the normal DCC handset.

I installed the 'Enginedriver' app on the 'phone and was ready to explore new challenges.

The first thing that I would suggest is that in 'Settings' on the 'phone you extend the time before the screen shuts down; I opted for 15 minutes.

The next step in 'Settings' is to select the wi-fi system that you want to connect to. Usually it will log on to your home system, so you have to connect to the WiFi Trax which should also be listed having been detected automatically. (I have yet to discover how to set this to be the preferred system.)

When you start the 'Enginedriver' app, it should show that the WiFi Trax is connected and you can start running.

There are various throttle screens. They clearly illustrate the function keys, and the best thing is that all functions in use are illuminated – it is easy to check whether DRIVE HOLD or BRAKES are set, for example.

I find the large slider for speed allows really good control, especially if you like running your locomotives slowly.

After using 'Enginedriver' for a few months I found that after stopping the train, some locos had a tendency to creep away very slowly. I could not solve the problem, even by changing CV2 and adjusting the START voltage to 2 – nothing changed. An e-mail to the software developers got a response in a very short time. Eventually their suggestion was to change the speed step setting to 128. Once this was done, everything worked as it should. Their support was excellent.

For my compact layout the slow speed control with the 128 speed step setting is very nice.

Above

On the left, the NCE fascia panel with the two sockets for hand-held controllers and the LED just below them. An NCE Cabo6P handset is in the holder and (appropriate for the period of the layout) the Ordinary Train Staff for the section is hanging on the peg.

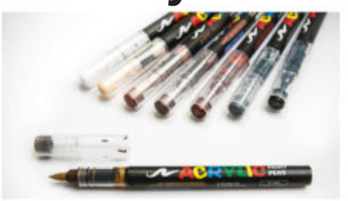
Paint pens from Miniocity

Scenic supplier Miniocity is a stockist and trade distributor of an interesting range of acrylic paint pens, suitable for many model railway applications.

With seventeen different colours, including black, white, greys, and various browns and rusty shades, the pens feature soft, pointed tips. Different thicknesses of line can be achieved, depending upon the amount of pressure applied. They can be used for all sorts of scenic purposes, including painting shiny rail sides (as illustrated), touching in exposed edges on card kits, and adding graffiti, together with general painting and weathering effects.

The full range of colours can be seen on the Miniocity website.

The pens are priced £3.49 each.

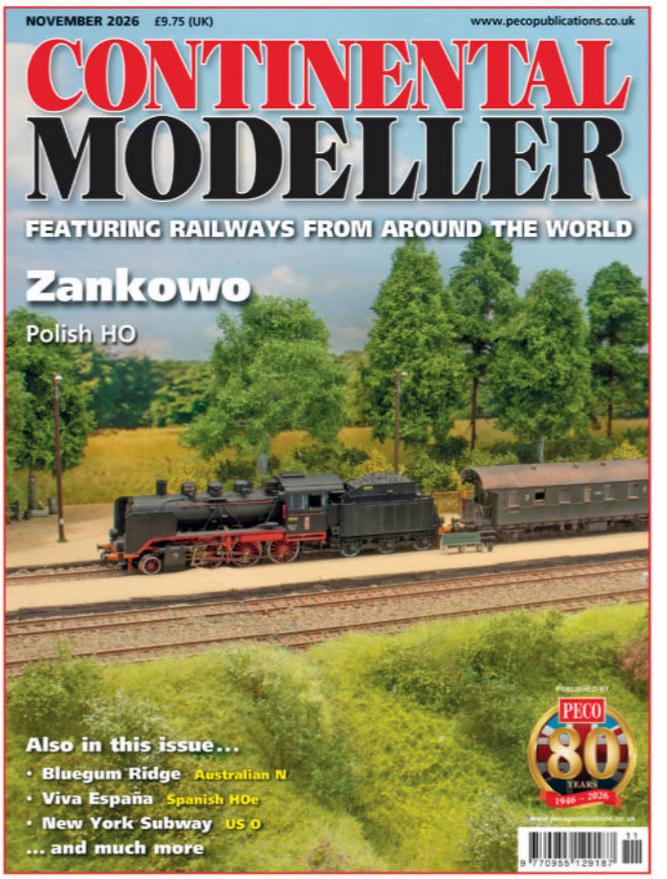


Trade enquiries welcome.
www.miniocity.co.uk



Coming next month

out 15th October



• Zankowo

Maciej Krysztowiak presents his latest exhibition layout, a Polish wayside station in the 1980s modelled in HO with meticulous attention to authentic detail.

• Bluegum Ridge

Paul Sheen introduces an unusual N gauge layout inspired by the Zig-Zag Railway in New South Wales.

• Viva España

Jean-Christophe Mary invites us to discover a village on the Spanish coast of Catalonia as it appeared in the 1940s, modelled in HOe.

• Old San Juan

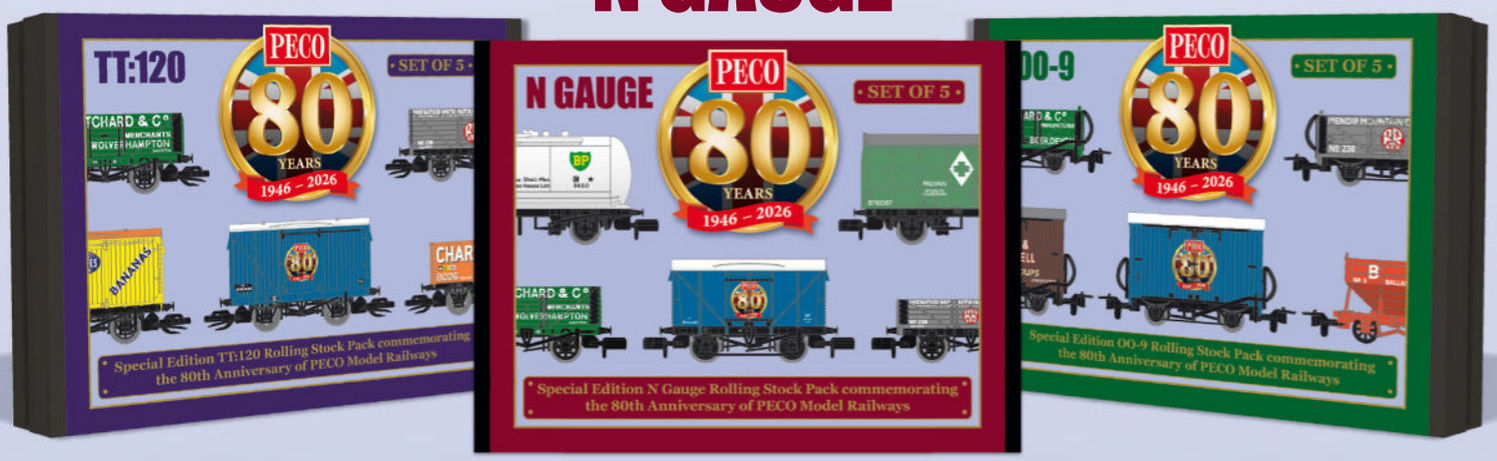
Joseph Garcia describes the third of his O gauge modules depicting parts of the New York City subway – this time considerably extended in his imagination!

• Sainte Agnès – 2

Following on from the August 2026 issue, Gilbert Gribi continues the account of his portable French Oe layout with detailed scale drawings of the structures.

... and much more!

TT:120 N GAUGE 00-9



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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 SCENIC MATERIALS and PECO PRODUCTS and many other lines. *Tel: 01502 565695.*

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

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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*

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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*

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CM Classified Advertisement Order Form — last date for receiving copy for January 2027 issue is 23rd October 2026

Please insert advertisement under the section headed:.....

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 25p, Swapmeets 40p.
Box number £5.50 extra. Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

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

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

Please email your advert to: classifieds@peco.co
Alternatively send this completed form with your contact details for payment to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

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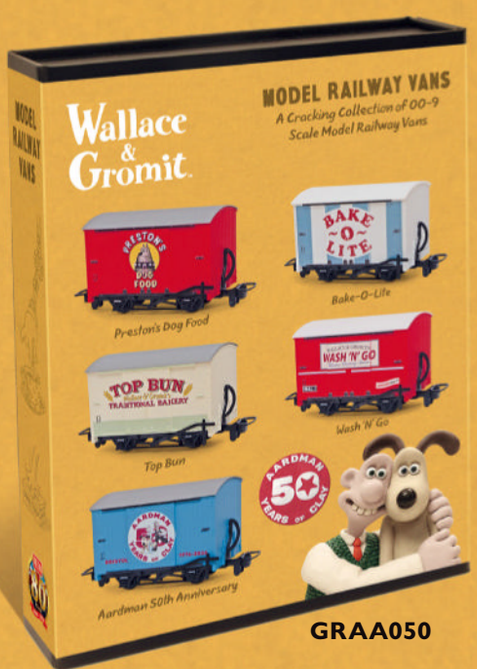
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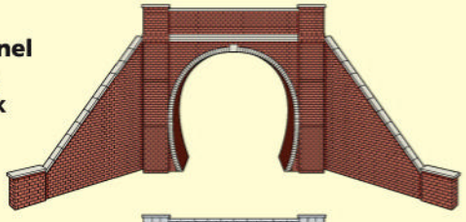
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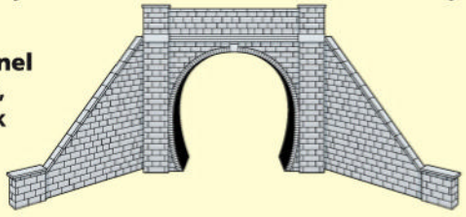
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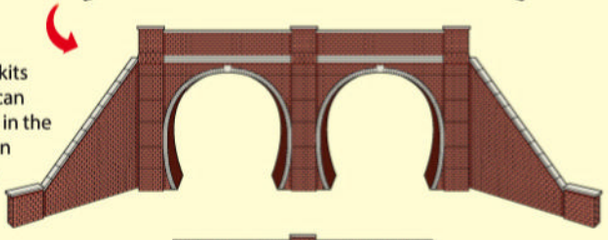
LK12171 Tunnel
Brick Type,
Single Track



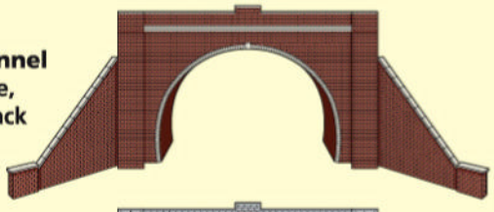
LK12172 Tunnel
Stone Type,
Single Track



Single track kits LK12171/72 can also be built in the configuration shown here

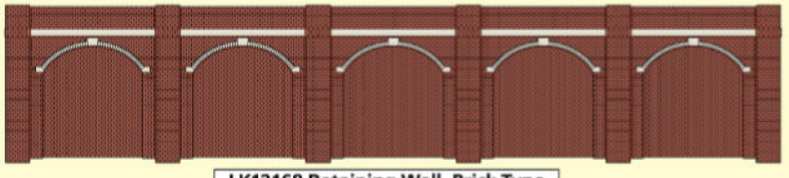


LK12173 Tunnel
Brick Type,
Double Track

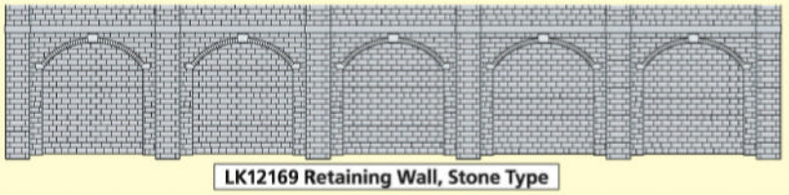


LK12174 Tunnel
Stone Type,
Double Track

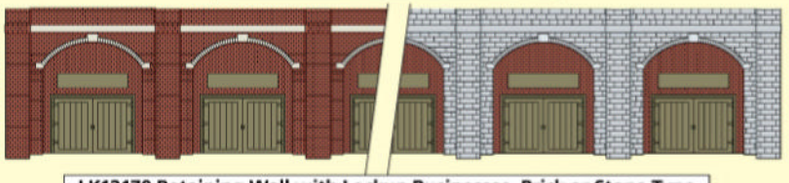




LK12168 Retaining Wall, Brick Type

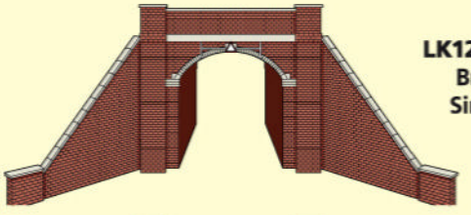


LK12169 Retaining Wall, Stone Type

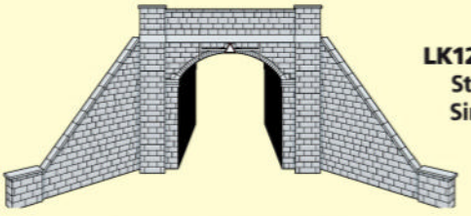


LK12170 Retaining Wall with Lockup Businesses, Brick or Stone Type

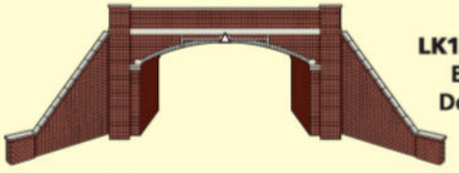
LK12160 Bridge
Brick Type,
Single Track



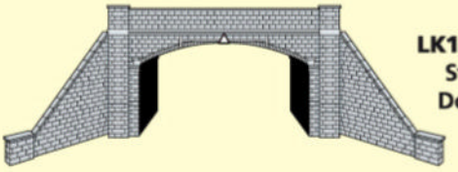
LK12161 Bridge
Stone Type,
Single Track



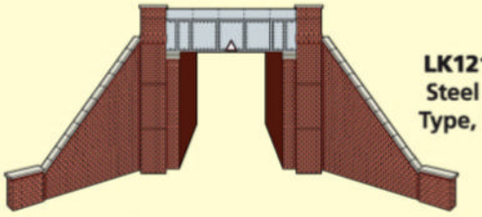
LK12162 Bridge
Brick Type,
Double Track



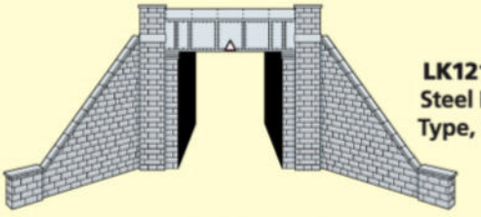
LK12163 Bridge
Stone Type,
Double Track



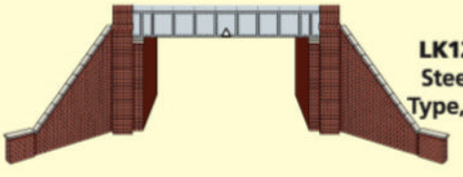
LK12164 Bridge
Steel Plate, Brick
Type, Single Track



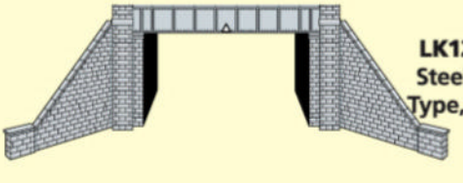
LK12165 Bridge
Steel Plate, Stone
Type, Single Track



LK12166 Bridge
Steel Plate, Brick
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LK12167 Bridge
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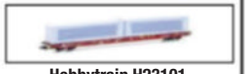
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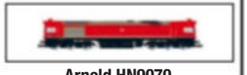
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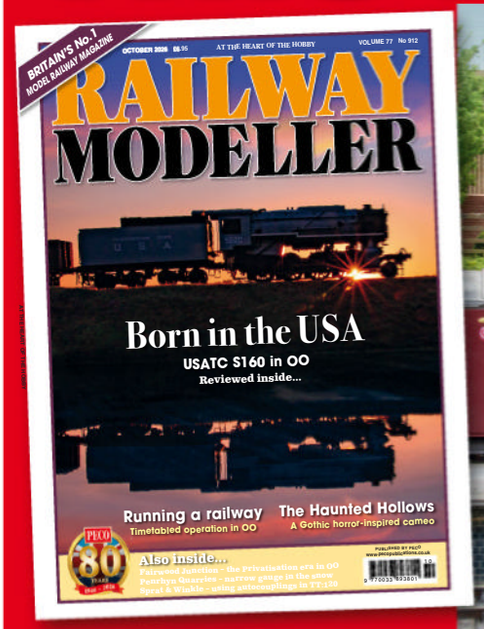
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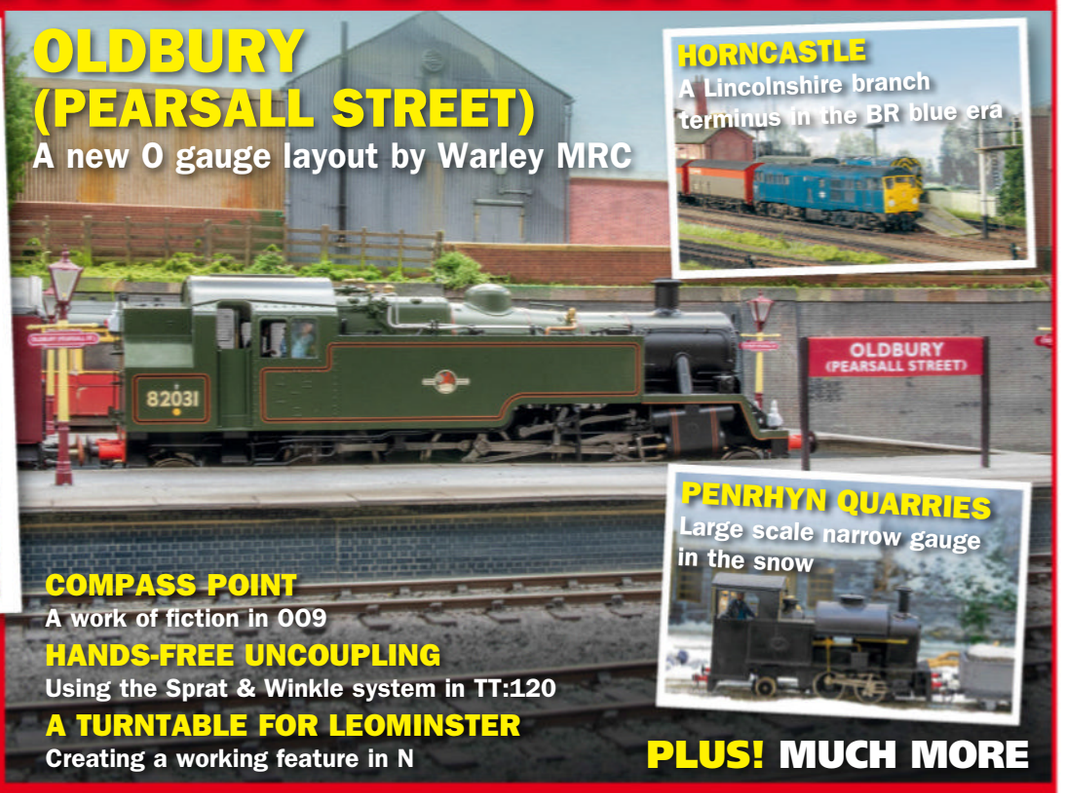
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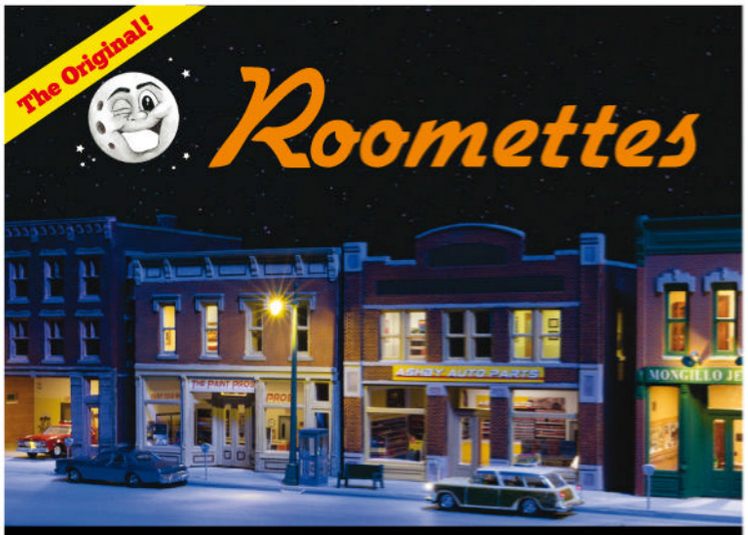
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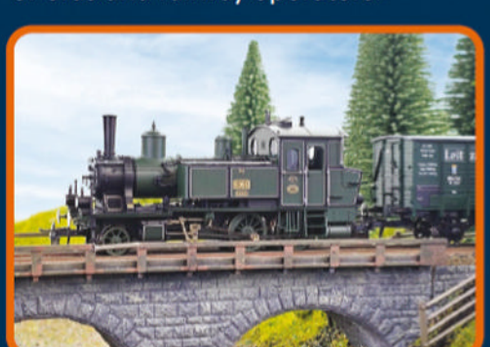
Roco Z21 Digital System

The Z21 digital system is an innovative way of controlling your layout. Utilising any Apple or Android phone/tablet, you can control trains and accessories on your layout using the Z21 app.

- Wireless Control
- Free app supported for Apple and Android software.
- Operate locomotives, points and accessories with ease

HO Scale

See the detail and quality of Roco HO scale. From modern electric locomotives to classic steam engines, a wide variety of eras and railway operators.



TT Scale

Big detail in a compact scale. Roco TT scale is ideal for space saving layouts, making it ideal for modellers with limited room.



HOe Scale

Discover the charm of narrow gauge railways. Unique locos and rolling stock make it ideal for compact and characterful layouts.



Roco is distributed in the UK by Gaugemaster and is available from your local model shop, or, in case of difficulty, direct from ourselves. To browse the full range, scan the QR code or visit:

www.gaugemaster.info/roco

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