



# Tin Train Accessories

FROM THE COLLECTION OF FRED VAN DER LUBBE

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## 2 Introduction

My train collection consists mostly of rolling stock (locomotives, coaches and wagons). I found occasionally in a tin train set I bought some accessories such as a tunnel or a semaphore. I also found long ago some Kibri and Märklin stations which were a real bargain. On closer inspection, I seem to have a reasonable number of train accessories, most tin, but also some in other materials. This "catalogue" presents that part of my collection in an eclectic classification. Much information about these accessories, I could find on the informative but messy website: [http://www.historytoy.com/toys-Railway\\_2](http://www.historytoy.com/toys-Railway_2).

Most accessories, not only from my collection, come from Germany. The accessories that I describe are the things that you find around the track. The rails and turnouts, rail itself, are not included here, but things like semaphores, turntables and buffers are. The index in the back can be used to find accessories via the maker or brand.

Dimensions in this catalogue are length x width x height in centimetres. The mentioned track widths or gauges are TT (12 mm), 00 / H0 (16.5 mm), S (22.5 mm), 0 (32 mm) and 1 (45 mm). For this type of accessories scale in relation to gauge is however not that important.

### Acknowledgements

First of all, I thank Tamme and Dick for always responding enthusiastically when I've found something tin in Houten. Thanks to Arne for determination of the manufacturer of a number of items.

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### 3 Stations and stops

Tin stations for toy trains are made since the end of the nineteenth century. The stations from the early days were hand painted and looked like palaces. The stations from my collection are not that old, generally from the period 1920 to 1960, and are also not so costly. These stations have sometimes fine details in lithography.

#### 3.1 German stations

##### 3.1.1 Beckh stations

Ottmar Beckh made around 1940 this tinplate station which looks similar to the Schuhmann station as seen here: 3.1.13. Beckh took over in 1939 the toy factory in Nurnberg from Adolph Schuhmann, who had to sell his factory because of political reasons. This station is for 0 gauge and measures 37 \* 10 \* 13 cm.



I assume this is the street side



And this is the track side





Marking OB for Ottmar Beckh and Made in Germany





Around 1950 Beckh made this tinplate station with catalogue number 418, measurements are 36 \* 12 \* 13 cm. It has opening double doors on both sides and on one side a protruding clock which is often missing, but not on this example.



There is a freight platform (left) at the track side



It is striking that none of the inscriptions is legible; no legible letters are used. Under the roof the marking "Made in Western Germany" can be seen and below that the Beckh trademark embossed in mirror image

This next small tinplate station is also made by Beckh, it came in a set with a small 0-gauge train but would also fit H0 and measures 12 \* 6 \* 9 cm. It is marked Made in Western Germany and is from after WW2.





### 3.1.2 Bing stations

The German firm GBN, Gebrüder Bing Nurnberg or simply Bing has made many stations in the period up to around 1933. This station with dimensions 27 \* 13 \* 15 is from about 1915 and probably made for the English market.



The platform side is slightly less boring than the street side; This station is however more faithfully than nice.



Clearly visible the GBN marking.



The station has no name and no advertising or other indications.

Bing made the same station in a more colourful version. This version also has a platform with a fence with advertisements. The station is lighted.



Platform side



Street side; GBN trade mark visible in the middle (top)





The next Bing station is one of the oldest train accessories from my collection. The station is from around 1905.

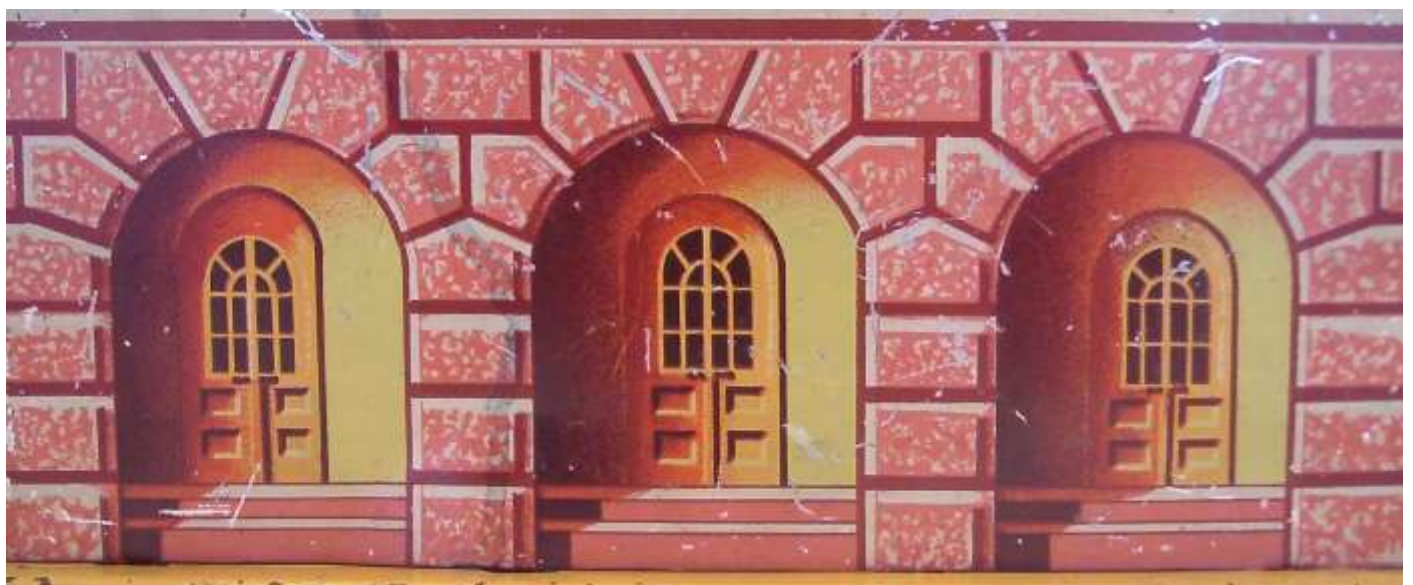


This is the platform side; the sign says Bahnhof so it must be a station.





Lithography has nice depth, here we see the street side.

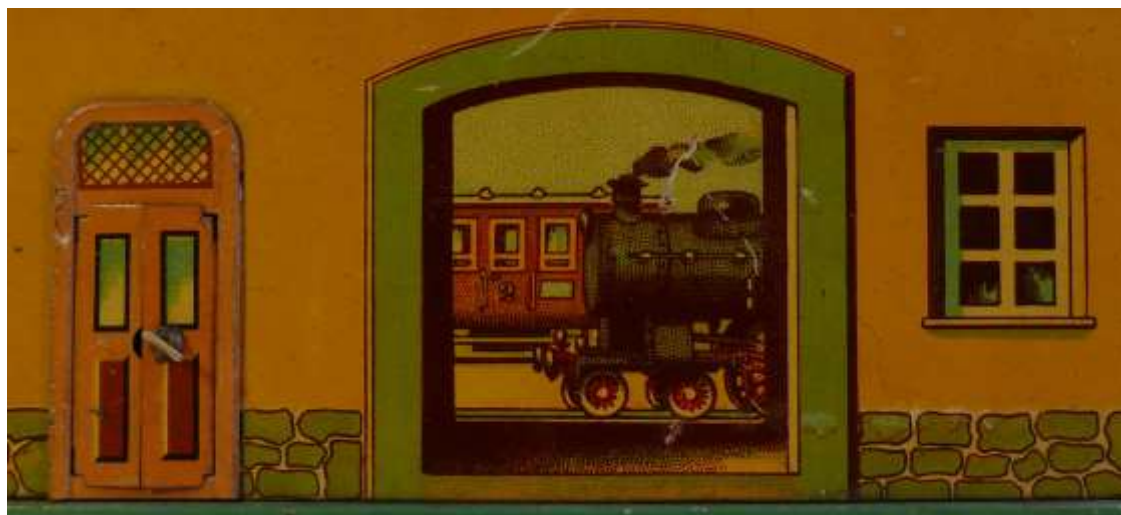


This is reminiscent of the Place des Vosges (Paris).

This Bing station was made with catalogue number 10/6123 from 1926-1929; the same station building was also used with stations with wings on one or both sides. There should be flagpoles (with flags) on the roof and the tower, but these are missing. Size of this station is 23 \* 13 \* 28.







The station doors can be opened. A nice detail is that through the gate from the front (street side) of the station one sees the trains while from the platform side one sees the village/city with a passing car.

I assume Bing made this station with catalogue number 10/6193 around 1931, the station has no makers markings. Bub made a similar station.. At the left is a covered passage with barrier and at the right a small buffet building with seats and tables, completely fenced in and with figures. The doors can be opened. Its dimensions are 47\*18\*18.







This small but long (27 \* 8 \* 9 cm) station was made in a version for England with the name Victoria Station. For export to the USA this was changed into Bing Station as seen here. Also some other lettering and advertisements are not there when compared with the English version. Both sides and both ends have the same lithography. One might assume that this station was made for the Bing table top (00 gauge) railway.



Although simple there is still some embossing in the doors and windows.



Bing made this small lithographed tinplate station for the lower range of gauge 0 clockwork trainsets. It was not available separately, but was included for instance in sets with catalogue number 11/3106 and 11/3107 for 1930. Its dimensions were 34\*7\*9. The advertisements are in German.



The back was not to be seen



This small station is part of the Bing Tisch Bahn. Tisch Bahn (Table trainset) was released by Bing in the twenties and was based on the gauge that later became known as H0.



The platform is very high!



The street-side is not very accessible



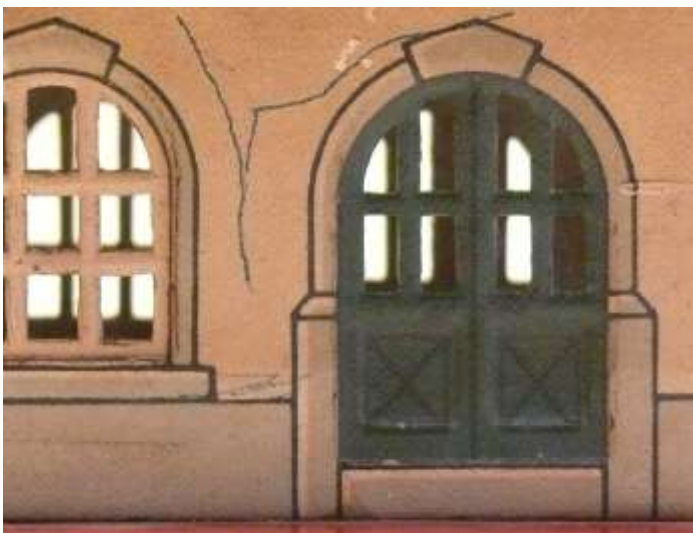
Although the accompanying train has a US appearance (see the Pullman and Observation cars chapter in my book Non CIWL Luxury Trains) this station has English billboards





### 3.1.3 Bub stations

Bub made this small (15 \* 10 \* 17 cm) station, which even does not wear Station or Bahnhof lettering, between 1928 and 1935.



The wall with some paint loss looks very realistic. The doors have no knobs but also look realistic.



This next Bub station is very similar to the previous one shown, but has as extra a signal post and a fence at the platform side. Measurements are 15 \* 13 \* 18 cm. Note the hole in the roof to insert an interior light fixture.





The next Bub station marked, made in Germany, was made for the British market and was made around 1930 as part of a train set. Size of this station is 25 \* 8 \* 9. It has an abundance of British advertisements. Versions with different lithography are known.



This Bub station is from the fifties and was made available as an accessory for Bub S gauge (1: 64, gauge 22,5 mm).



On the platform side a (slightly crooked) canopy and stations attributes like departure state, bench, scales



On the street side a mailbox and beer advertising; without a clock, it could be a house with a shop.





The marking is evident through a billboard of Bub.

### 3.1.4 Distler stations

This station is from Distler from about 1938. Why this station is not called Bahnhof I do not know; Advertising and signs are further German. The telephone pole on the roof gives it a distinctive look. The dimensions are 36 \* 12 \* 18, Distler made both trains in 0 and 00 gauge; This station would suit both.



On the platform side two non-original doors are pasted; the original opening doors are gone.





The lithographed entrance shows true perspective; I do not recognize the type of locomotive. Note that the lithography of the entrance is similar to that of the Schuhmann station in 3.1.13.



In the base are two holes where lampposts or semaphores have been.



This next Distler station is marked Foreign Made so it is supposedly made pre-war for export; in the 1938 Distler catalogue is has number 115. It is a large lithographed tinplate station with measurements 50 \* 17 \* 24.



Platform side with half open waiting hall at the right.



The hole in the roof at the street side can be used to fit a interior light; my example does not have this light.



The double doors can be opened, but they are opened as one.





In contrast to the previous station this next Distler station is rather small with measurements 22\* 12 \* 13. One would think it was made for H0/00 gauge but apparently it was made for 0 gauge. It is based on tooling used previously by Fischer but is marked JDN for Distler.



The Distler trademark can be seen at the left under the roof; the hole in the roof can be used to insert a interior light fixture.





This rather modern looking tinplate Distler station with its remarkable clocktower was first catalogued in 1938. This example is marked "Made in US zone" so it must be early post-war. There is no difference in street side or platform side except for a larger area in front. The middle doors can be opened. The dimensions are 24 \* 17 \* 17.



The doors are rather small. I do not know for what gauge it was made but they are even small for H0/00 gauge.





### 3.1.5 Fischer station

This station has an advertisement printed on the side with a fish (trademark Fischer) and underneath the text "Toys are the best". Modesty Fischer did not have; Firma Heinrich Fischer & Co., Nürnberg existed from 1908 until sometime in the thirties and made all kinds of tin toys including not much train stuff. This small station with semaphore (24 \* 6 \* 10 (without semaphore)) might have been made for the English market.



### 3.1.6 Grötsch stations

This station made around 1960 by the German manufacturer Grötsch with catalogue number 100/3 is for H0/00 gauge and made around 1960. The dimensions are 41 \* 10.5 \* 12



Platform side, left a terrace, right a newsstand.



Street side



The posters on the side of the kiosk advertise for traveling abroad.



Another very similar Grötsch station with catalogue number 200/24 and labelled "Made in Western Germany" with terrace and "Trink-Halle" (bar). The dimensions are 45 \* 12 \* 10.5.



Platform side



Street side



This next station with very similar lithography style is also by Grötsch and has catalogue number 100/2. It measures 45 \* 10 \* 11 cm and is also for H0/00 gauge. It was also made around 1960.



I assume this is the platform side





This station is made in Germany; it has no markings to conclude who manufactured it but it was recognised as a station made by Grötsch. It seems to me that it is from the fifties/sixties.



This Grötsch station is from the late fifties, early sixties. It has two opening doors and measures 15\*38\*15.







### 3.1.7 HWN stations

This HWN station is a station for a large city, though it is not that large (35 \* 14 \* 19). It is marked Made in US Zone Germany and is from the fifties. The catalogue number is 200/4.



Platform side



Street side





The colour of the base plate is very remarkable, but still original.



The HWN marking is evident. The same station model also comes in a simpler lithography in shades of green and beige.

This HWN station with catalogue number 200/25 has some nice lithography with many adverts. It is marked Made in Western Germany and I assume made in the late fifties. All texts are in English and the adverts (Florida, Santa Fe) seem to be targeted at a US public. Size is 40\*16\*13.



The platform side has a large fence with adverts.







### 3.1.8 Issmayer stations

This Issmayer station was made around 1925. The bench is quite large, so I assume it was for Gauge 1 or larger, but of course the size of tinplate stations was often not to scale. The measurements are 34 \* 13 \* 22 cm. There seems not to be a front and a rear.





This next station is marked Made in Germany but since it is a Station and not a Bahnhof it might be made for the British market. The roof looks like an Issmayer station roof, and the lithography suggests the early 1930s, so, according to Issmayer specialist Michael Bowes, it may have been one of the last ones Issmayer made before closing in 1933. By this time, it was difficult to distinguish Issmayer models from those of Bub, so it may have been made by Issmayer for Bub. Measurement in centimetre are 19 \* 11 \* 19.



Front and back are the same; one side, presumably the platform side, has however a roof overhang.



### 3.1.9 Keim stations

This small Keim suburban train station has catalogue number 2041 and was made from 1938-1963. Measurement in centimetre of this lithographed tinplate building are 19 \* 12 \* 16. The door at the front can be opened.



There are quite some details on the platform side, showing that it is a station and not a house, like a station clock, warning bell railway map and phone booth.







The terrace on the first floor is a nice detail; the doors beneath the terrace might be for ladies and gentlemen toilets.

The next Keim station with catalogue 2048 was made shortly after WW2 and wears the marking Made in US zone. Front and back have the same lithography, but at the front, I assume the platform side, a canopy is attached. The four doors can be opened. Measurement in centimetre are 23 \* 15 \* 19. The building looks very similar to the central part of the large Distler station (see 3.1.4) but the size differs, so there is no reuse of tooling.







### 3.1.10 Kibri stations

The German company Kibri made many stations; Most post-war Kibri has a typical style with red roofs and beige stucco walls.

Station Baden-Baden has markings Kibri and Made in US Zone Germany and is therefore made shortly after the war. It's not that big (39 \* 13 \* 9) but is apparently still intended for gauge 0. This station was also made by Kibri in the fifties for the Swiss train brand WESA; WESA used 13 mm gauge and a scale of 1:100/1:110.



The platform side is given attention including Ladies and Gents toilets.



The street side is fairly boring



This Kibri station with dimensions (26 \* 11 \* 16) is marked as Made in West Germany and is from the fifties; it is designed for H0; The matching platform can be found in section 4.8



The platform side has a clock that can be adjusted; Also, at this station the street side is a bit boring;





Here is a similar Kibri station as the one above, it has the same façade but with a clocktower next to it. The clockwork is an operating one as can be seen on the picture of the backside (street side) of the station. It has catalogue number 0/52/60 and was made in the first half of the fifties.



The next station is almost the same size (28 \* 14 \* 11.5), but without the tower, and made for 0 gauge.



The door shows that this is intended for gauge 0. Kibri stations often have dull back- or side street.



The hanging flower box is a nice touch



The next small station (25 \* 10.5 \* 10) with platform is could be used for gauge 0, but is, according to the Kibri catalogue for gauge H0.



No flower pots but ivy on the wall.

This is one of the larger Kibri stations (58 \* 18 \* 22); the largest Kibri station looks the same, but that one has additionally a bell tower at the right side. This station is for gauge 0. The roof of the tower was missing and I made a replacement of cardboard.



The floral decoration is exuberant; flower pots in the windows of the first floor, hanging flower pots under the awning and flower stands at the entrance platform.



The street side is (again) boring.





The circular buffet is a remarkable detail



The newspapers are not sold out.

Kibri also made a number of stations with a working mechanical clock which had to be wind up. This station with such a clock is for H0.



Missing one of the doors of the goods shed; also the markings are gone



Left the back of the clock movement with the wind up and set button





The next Kibri station looks different. It is from around 1935 and was made in various colour combinations and printings. It has a clock which can be adjusted manually and which has a lighted face.





The lighted face  
of the clock in  
the tower





When Kibri, and other accessories makers, started to use plastic for their buildings their products were available as kits. However, some of these kits were assembled at the factory and sold a ready-made product. Here is a Kibri plastic ready-made station with catalogue number 0/51/6 from 1957 with measurements 57 \* 13 \* 13. A more expensive version was available with a real clock, but only at the street side.



Platform side



Street side





Here is the station with matching platform (see 4.8) as a border station between France and Germany.





### 3.1.11 Kraus Fandor stations

This station was made with catalogue number 2042 from 1926-1930 by Kraus Fandor. It has nice wall and window lithography. My example might have a repainted roof; measurements are 19 \* 9 \* 13 cm.



This station has no markings, it was made from 1930-1937 by Kraus Fandor with catalogue number 2042/1/18. A similar station was made in America by the related firm Dorfan (Dorfan # 425 "Montclair" station). There is also a lithographed version of this station, see hereafter. This version has the doors and windows open and behind the window openings are translucent celluloid windows.



At the centre of the façade has probably been a clock. I suppose this is the platform side.



And this would be the street side. On the roof is the holder of a flagpole; this would be a typical detail for the American market.





Note the electrical connection is for indoor lighting.

The lithographed version, catalogue number 2041/1 and made from 1930-1934, measures also 22\* 10 \* 15 cm (including the flag post) and has a Kraus Fandor marking on the sides.





### 3.1.12 Märklin station

This Märklin station, Bahnhof Friedrichshafen Hafen (35 \* 12 \* 13), is from 1938 and is for gauge H0. Because it is Märklin, it is probably the most expensive item in this catalogue. Friedrichshafen station nowadays houses the Zeppelin museum.







### 3.1.13 Schuhmann stations

This station is made in the thirties by Adolph Schuhmann from Nuremberg. It no longer looks so beautiful and has lost the roof of the middle part. Front and back are not very different, but on the street side is an extra railing.





From the street side you can see the steam locomotive on the platform while from the platform through the doorway you see the village or city with mountains in the background. The trademark of Schuhmann is an A and S intertwined and can be seen here.



Adolph Schuhmann also made this small station with signal for the English market, it measures 23 \* 7 \* 14 cm.



There is also a version of this station with a larger platform with railings at both sides. The A.S. trademark can be seen at the front of the bookstall.



## 3.2 English stations

### 3.2.1 Brimtoy stations

Here is a Brimtoy S3 Model Country Station from the late thirties. It measures 33 \* 8 \* 9 cm. As can be seen the lithographed colours are faded, especially the red colour of the roof and the brick wall. The lithographed details can still be seen.





This is a Brimtoy station from the fifties. It has a Brimtoy trademark and marking MADE IN GT BRITAIN. The lithography of passengers is strikingly stylish. For such a small station it has many features.



Ticket sales left and right waiting room



Left luggage delivery and refreshments right.



Newsstand left and right information.

The next Brimtoy station is about the same size and layout, but is less interesting:



Refreshments left; tickets and reservations right.





### 3.2.2 Brimtoy trainstop

This train stop is marked "Made in England" but has no makers marking; it is assumed that it is a Brimtoy product (see <http://www.binnsroad.co.uk/>). Hornby made similar stops, but they were always provided with the Hornby marking.



Track side



The back is not intended to be seen!



The right side has a body scale



Left a plate of illegible text.

### 3.2.3 Hornby stations

This is one of the larger Hornby stations (42 \* 15 \* 15 cm) that is made in several versions. This is the No. 3 station of circa 1937 with "ramps" (L = 84 cm) on both sides. Marking "Made in England by Hornby Meccano Ltd."



The platform side with bookstore and waiting room.

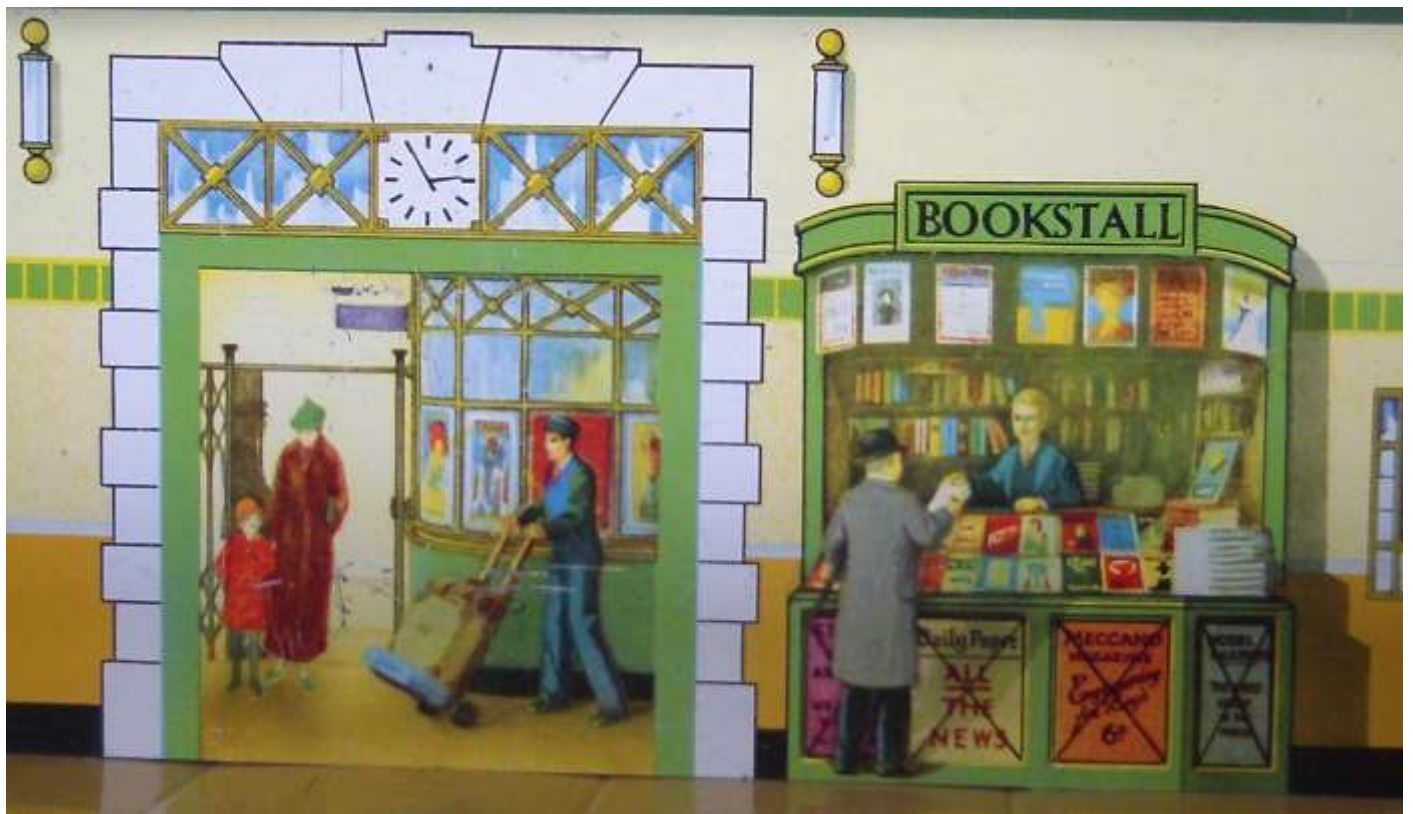


The street side; Dogs are not allowed inside.



On the side fire extinguishing material and a Meccano ad.





Lithography is beautifully detailed!

Hornby also made stations for gauge 00 (scale 1:76). These Hornby Dublo stations were made of cast aluminum. See the signal boxes chapter (6.4) for a matching signal box.

The main station is named Crawford.



The platform side with the name Crawford and left and right "ramps"; The station has no further imprint.



Street side

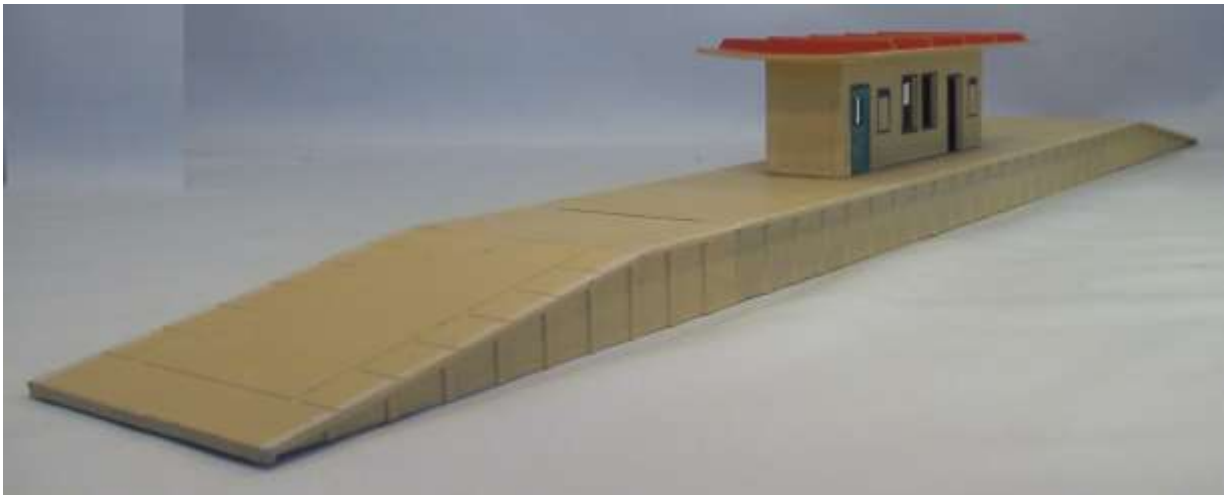


Thirties cinema style.





Below the Hornby Dublo island station; also with two "ramps" and no inscription. Front and back are the same.



### 3.2.4 Mettoy stations

This lighted Mettoy station came in a Trainset Accessories box (see 9.10). The bulb can be lighted by inserting a 2R10 3V battery at the back. It is a small station at 33 \* 7 \* 10 cm.

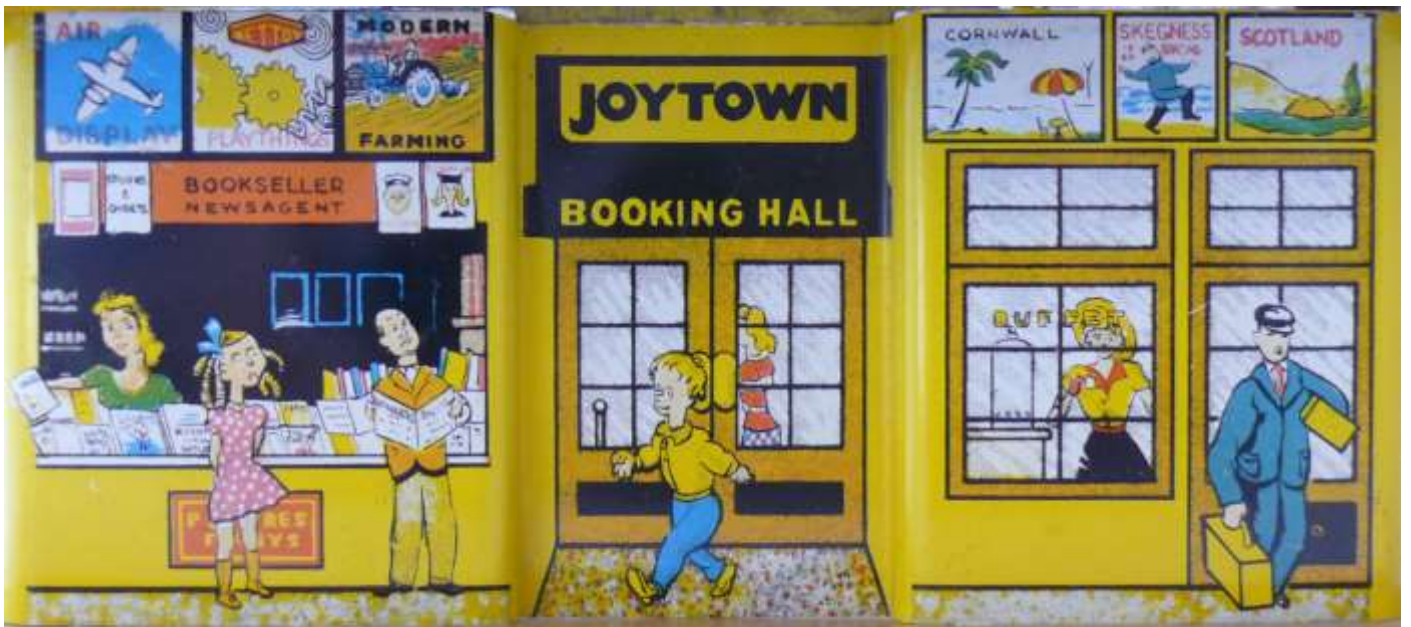




Joytown was a city introduced by Mettoy, so this Joytown station (model no. 5617) is made by Mettoy in England circa 1950/60. The size of this small station is 32\*6\*10.



The station has only one decorated side



The lithography looks a bit like a picture from comic strip

### 3.2.5 Trix stations

English Trix, also known as TTR for Trix Twin Railways, introduced at the end of the thirties the concept of Many Ways Station. This consisted of all kinds of cast metal and tinsplate parts with which you could build stations in different configurations. I have two sets of Many Way stations. The first shown is the set #3007 – Country Station.



The street; the canopy and the stairs are loose parts.



The platform side; the platform portion and the ramps are again separate parts; The station has a flat roof made of wood.





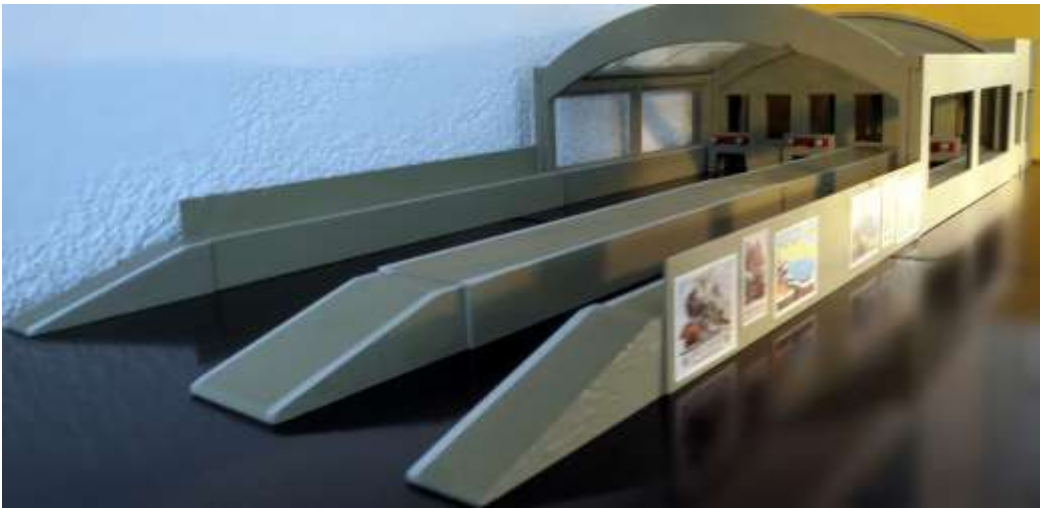
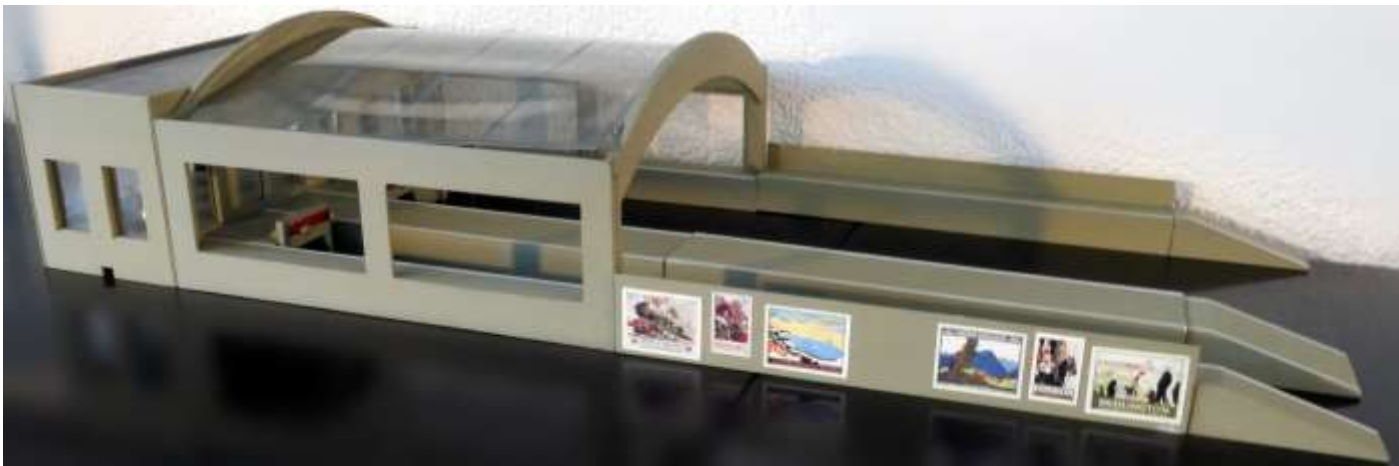


The posters on the platforms were added as decal provided by Trix. The barely visible benches on the platform were created by the English toy manufacturer Britains for Trix.

The next Trix set is a larger one, set #3024 – Terminal Station. It can be configured as shown and also in a number of alternate ways. When configured as pictured it is 68 \* 26 cm with a height of 13 cm.







### 3.3 French stations

#### 3.3.1 CR stations

CR or Charles Rossignol made a range of railway accessories including medium and in particular small stations. The first station is their largest with measurements 31 \* 8 \* 27. The CR number is 33; it was made around 1928.



I assume above is the track side and under the street side.







The lamppost is high and striking; the lamp is dummy and cannot be lit.



All men and one with a gun, is there a story?





The next CR station also has CR number 33 and is based on the same body, with the notable chimneys, but with completely different lithography. It has a more modern design but was still made in the thirties. Front and back are the same however, the building is not symmetrically attached to the base plate. Measurement are 21 \* 10 \* 15 cm.





This station (31 \* 8 \* 26/14 cm) with CR number 30 looks like a JdeP station (see 3.3.3), I do not know who was copying who.



I assume this side with the canopy is the track side





This CR station has a stations toilet (Hommes et Dames); JEP or JdeP stations have to do without ;-)



CR or Charles Rossignol made a large number of different, very small, almost two dimensional, stations. This picture shows a couple:



This tiny station with a length of only 16 cm and a height of 9 cm is an early one made by CR around 1930.



Nice detail is the mailbox on the side; below this the mark CR 8; Rossignol gave many of his products a CR number, a system does not seem to exist in this numbering.



CR made later a more modern version of the CR8 station, using different lithography but the same layout, i.e. a waiting area next to a station building.





And by omitting the waiting area and changing the lithography this next one, measuring 11 \* 9 cm, was made; it has the CR trade mark but no CR number.



This next small, almost two-dimensional (13\* 11 cm), station (also made by CR with CR number 7) is in Art Deco style. I have two of these (one from a trainset, see 9.4) and the lithography design is (a bit) different. Amongst others, peoples clothing looks different.





This more rustic station, which has no CR number, is very similar to the one above but it has not exactly the same size, so was not made with the same tooling.





Smaller at 9\*9 cm is this Jouetville station with number CR 51.



CR time can be anytime; note that on some clocks the hands have the same size!





Even smaller than the small CR stations are the CR train-stops (or Halte in French). This first one is only 10 \* 6 \* 7 cm. It wears CR number 5 and is very small even next to CR smallest trains.





This next CR train-stop is a bit larger and uses two of the barriers of the previous small one. It is quite a busy place for a small train-stop. It has CR number 11 and is 24 \* 7 \* 10 cm.





### 3.3.2 Hornby stations

This little French Hornby station and stop of the Series M were made from 1936 to 1962; in England Hornby made similar stations.



Posters for the French tourist towns Bourges and Pau and the inscription Meccano Paris show that this is the French version.



The posters at the stop are unreadable.



Just after WW2 Hornby France started to make stations in simple kits (Gare démontable), most of these made of wood (board). This No. 21 “Bordeaux” is one of the latest and largest with a footprint of 52 by 38 cm and a height of 24 cm.



The station fits in a large flat box and can be assembled and again taken apart in a few minutes.







Two parallel 0 gauge tracks can be laid under the canopy.



Beach holiday and cruise advertisements.



Trains from Paris seem to be late (Retards des Trains).

### 3.3.3 JdeP stations

This station with semaphore is labelled "STATION J. de P. France" and is made by Jouet de Paris (JdeP later JEP) in France around 1925/30. Today, the French use the word "Gare" for station, but in the thirties also the word "Station" was used.



The platform side has a 1st / 2nd class waiting room and a 3rd class waiting room.



On the street side, the ticket office and the office of the stationmaster.





On the left the luggage department; the right side seems to be a house (with curtains).

This next station with catalogue number 41-2 is also marked JdeP, but was sold also under the JEP brand. It was also available as a pair with an extra part on top to give a so called tunnel station. It is 21\*5\*15 cm.







Two beautiful posters are shown to advertise the tourist places St Malo and La Rochelle.

### 3.3.4 JEP stations

This JEP station for gauge 0 is probably post-war; it was made by JEP from 1936 to 1964. It is equipped with lights. The style is reminiscent of Alsace.



The platform side has three departments, in the middle the stationmaster, left luggage handling and right “left luggage”.





On the street side: entrance on the right, exit on the left and in the centre the ticket office.



On the right, a fountain



On the left the restaurant.

A similar station but smaller and also with light was also available from JEP. This post-war version measures 19 \* 10 \* 13 cm.





Light ON





This next JEP station, which is named “Gare de Vaires”, was made with and without side-wings. It is quite large, i.e. the height of the building and of the doors and windows seems to be to the correct scale (1:43.5) for 0 gauge. The first shown is the version with side-wings. This has catalogue number 4352 and it measures 42 \* 20 \* 25 cm. It has interior lights, the windows on the first floor at the platform side are made of celluloid in the lighted version.



This is the platform side which has a awning; bot side-wings are for Luggage storage



The streetside shows exit, office of the stationmaster and entry



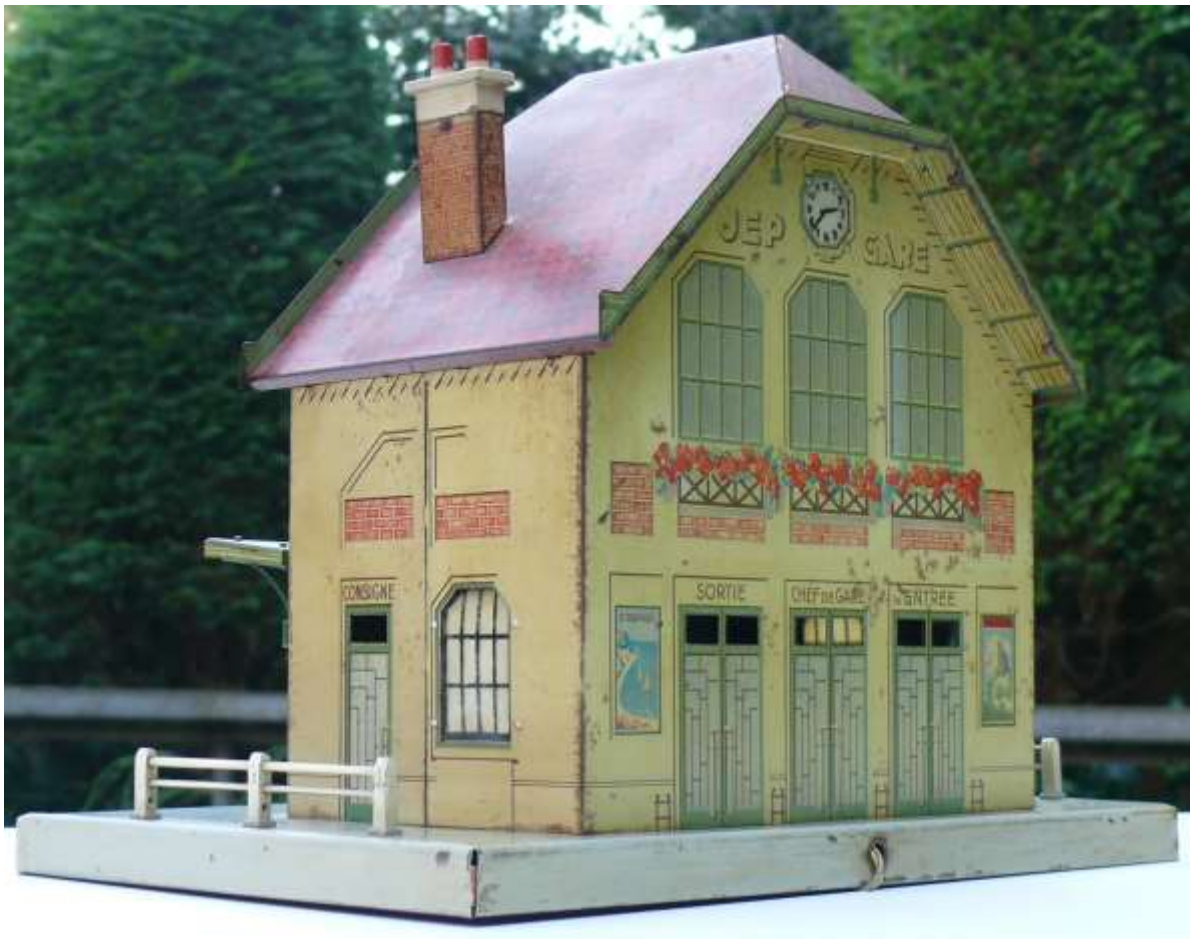




This large JEP station is the version without side-wings. This has catalogue number 5343.1, it measures 30 \* 20 \* 25 cm. This is a post-war version, also with interior lights.







Front and back have the same lithography showing exit, stationmaster and entry and left luggage at the side.





The clock is also lighted when the interior lights are on.



The JEP signal tower (see 6.7) seems even to a larger scale.



This small station, it measures only 13 \* 7 \* 11 cm, is an accessory for JEP Mignon, the small 00-gauge trains made by JEP around 1930. The street side is lower than the platform side; JEP Mignon trains run on a kind of viaduct. Like more JEP stations it has an Alsace flavour.





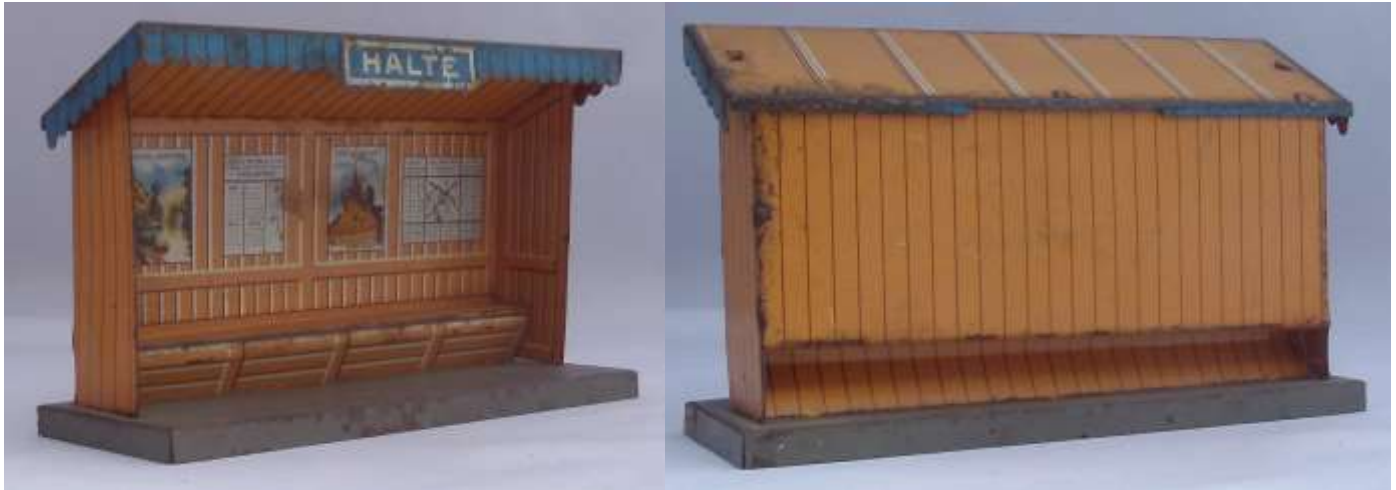


Above next to the station some extra accessories, semaphores and telegraph poles, from a JEP Mignon trainset.



### 3.3.5 JEP trainstop

This train stop was made by JEP in 1930. It has no further markings.



The bench at the front provides a cut-out at the back



Holiday poster for Bocage Normand and Mont St Michel

### 3.3.6 Plastic stations

Both Jouef and G  G   made in the sixties plastic stations which, unusually, were not sold in kit form but ready-made. The G  G   station has a decorative box, the inside contains a sunny scene reminiscent of holidays.







In exception to most stations is the street side, as seen here, more colourful and with more detail than the platform side



The platform side has a clock which is rotated by 90 degrees!



A flowery whole.

The Jouef station consists of a main building with two identical side buildings.



The platform has two side stairs that go to a railway underpass.



The street side has flower boxes and stairs to the station level similar to the GéGé station.



### 3.4 Wooden stations

I have two wooden stations / platforms that are both not made by an amateur DIY, but bear an unreadable trademark. Happily Barend knew the makers, these are both Dutch.

The first station, which is more a platform then a station, has no front and back. The size of the bench suggests that it is intended for gauge 1 or larger, total height is 10 cm. It is made by Figura.



The second station / platform also has no front and back; on one of the two sides are two plastic figures (station master and porter). The decoration seems from the sixties. It is made by Simplex and is 33 cm long.



This wooden station of the brand Playland came with two wooden trees. There is a piece of track at the front which looks like Brio track. There is a barrier which can be turned on or of the track. The size is 22 by 15 cm with a height of 18 cm.





## 4 Platforms and Platform Accessories

### 4.1 Bing platforms and direction indicator

This very small and simple tinplate platform is part of the Bing Tisch Bahn. Tisch Bahn (Table trainset) was released by Bing in the twenties and was based on the gauge that later became known as H0. The platform measures only 10 \* 4 \* 5 cm.



The bulges at the front can be used to fasten the platform to the track.  
Catalogue number of this small accessory is 11/923/7

In their later years (around 1930) Bing made this platform with barriers. I suppose it is from a cheap range since it is rather flimsy made from thin tinplate. It measures 24 \* 10 \* 11, the size of the controller house is such that it can be used for 1 gauge. The sign board does not show a station name.



The stamp with trademark shows it is indeed Bing:





This next direction indicator is marked Bing and a German version is present in the 1930 Bing catalogue with number 10/6183. It is 16 cm high and has a nice mechanism to show the directions and train types. This is a Dutch version with the cities Vlissingen (Flushing), Amsterdam, Rotterdam and Den Haag (The Hague). The train types have spelling mistakes: Personentrein (Passenger train) is called Personen-Train and Sneltrain (Fast train) is called Snell-Train.



## 4.2 Beckh direction indicator

This direction indicator, which has no marking, is known to be made by Beckh for the Dutch market. The height is 14 cm.



**VERTREK RICHTING:**  
AMSTERDAM MAASTRICHT UTRECHT ROTTERDAM GRONINGEN

T.IJD	T.IJD	T.IJD	T.IJD	T.IJD
1 35 D1470	2 46 1229	D105 1325	2 34 1426	1 36 E1319
3 18 1637	E512 1535	E327 1516	E541 D1709	5 50 1528
D510 2009	6 09 D1711	6 38 D1701	8 36 2047	E726 1847
9 47 E2231	D921 2100	10 27 2014	D1021 E2105	11 02 D2011
E1105 2350	10 57 E2301	11 48	E1157	D1150 2304

**AANKOMST RICHTING:**  
AMSTERDAM MAASTRICHT UTRECHT ROTTERDAM GRONINGEN

T.IJD	T.IJD	T.IJD	T.IJD	T.IJD
2 34 1327	E118 1258	2 43 E1311	1 33 1345	2 00 D1401
4 26 D1501	3 25 E1301	5 57 1541	D341 1657	E412 1657
E711 1824	6 45 1538	D912 1903	6 28 D1901	6 38 E1751
10 51 D2114	D917 2012	10 07 2237	10 09 2237	9 26 2136
11 47	10 01 2214	23 51 E1113		11 47



The departure and arrival times can be read well; The map gives a distinct European division, this seems to reflect the period of 1939 to 1942. Trains in the direction of Amsterdam, Rotterdam, Maastricht, Utrecht, Groningen and Oldenzaal leave here, could this be The Hague?



### 4.3 BUB platform accessories

Bub made this phone boot around 1932. It is with 8 \* 8 \* 14 cm rather large as can be seen with the gauge 1 figure standing inside. It has an opening door and a hole at the back to insert an interior light. The phone is represented by a dial and an old fashioned handset.



The ticket office (Plaatskaarten in Dutch) had still some Dutch and German tickets inside when I acquired it. It has a rather flimsy mechanism inside to present a ticket when the knob at the front is pulled-out. Measurements of this mid-thirties accessory are 15 \* 10 \* 11 cm.



Like many Bub accessories it has a hole at the back to insert an interior light





This tinplate direction indicator has no marking of land or manufacturer; although the city names are Dutch (The Hague, Groningen and Arnhem). I assumed this was a Bing product but was told it is made by Bub. It is 16 cm high.



This next direction indicator is also by Bub although not marked in anyway. I assume it is a bit older than the previous one. It also has Dutch city names and measures 11 \* 8 \* 16 cm.





## 4.4 CR platform accessories

Here is a tinplate CR platform bench which is to a larger scale than any of the other CR accessories. It might even be too large for gauge 1 at 9 \* 6 \* 11 cm. According to the CR book by Mick Duprat it is anyway a railway accessory and is has CR number 27.



The size of the bench compared with the small CR train-stop:



The CR mechanical bell has number 28. The bell rings and the red signal turns when the operating the handle. It is 12 cm high and nicely decorated with the telegraph wires.





## 4.5 Hornby France platform

At the end of their gauge 0 production Hornby France made some plastic accessories, but still in a toy-like style. Here is the platform of this range lettered for Bordeaux. This platform was made from 1957 until 1963; measurements are 42\*10\*11.



The platform came in an easy to assemble (no glue required) kit thus fitting in the flat red box shown.



Details included are clocks, non-functional light armatures and announcement loudspeakers, a letterbox, a staircase to an underground corridor, flowerpots and benches with signboards.

#### 4.6 HWN platform and direction indicator

This small HWN platform has a stationmaster which can be moved around by the rod sticking to the roof, it measures 24\*7\*10 (not including the rod). The size of the stationmaster would suggest this is for 0 gauge.



The lithography of this platform building is very similar to the lithography of the smaller watchman's house of the HWN railway crossing, see 7.7.



This tinplate clock with direction indicator has no marking of land or manufacturer; based on the spelling of the city names, I assumed that it is a German product. It is 12 cm high. It was recognised by Tamme, who had the same item but with a ground plate marked HWN at the (lithographed) back side, as an HWN (Heinrich Wimmer Nurnberg) product.



The six city names are left Zurich, Paris and Rome and right Amsterdam, London and Berlin.

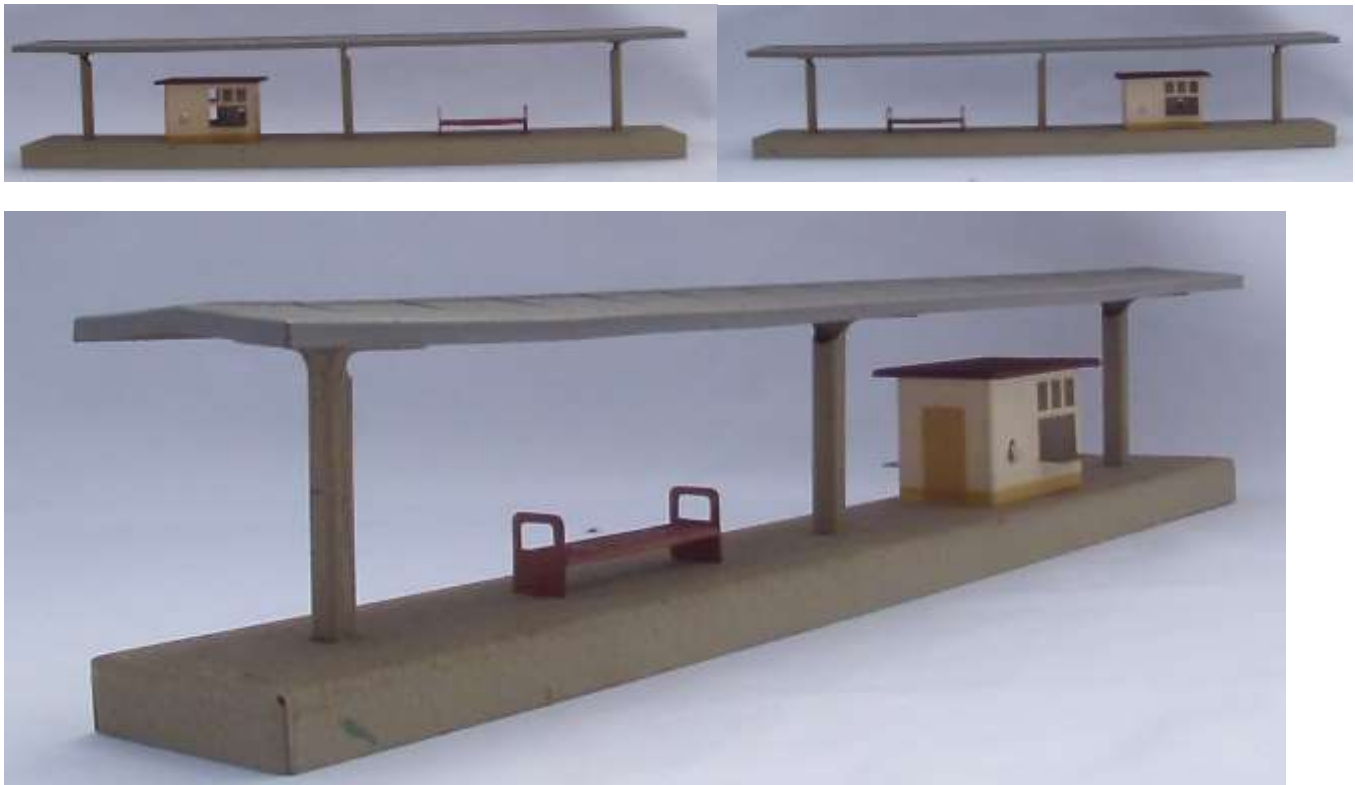
## 4.7 JoHillCo ticket machine

This ticket machine is a metal casting and attributed to JoHillCo. It is about 8 cm high. John Hill and Company, popularly known as JoHillCo, were a British firm producing a range of metal figures and accessories, in competition with the better known firm of Britains. The JoHillCo range was huge but included railway accessories too. The railway accessories were considered to be in scale with Gauge 1 railways.



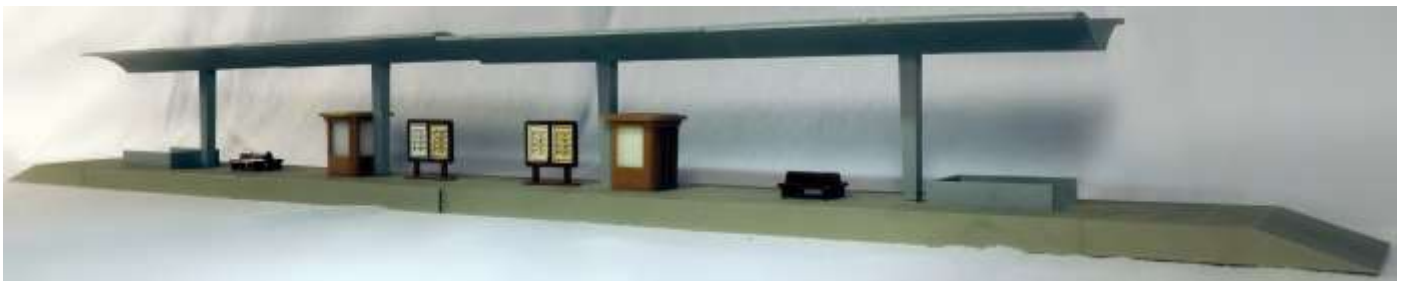
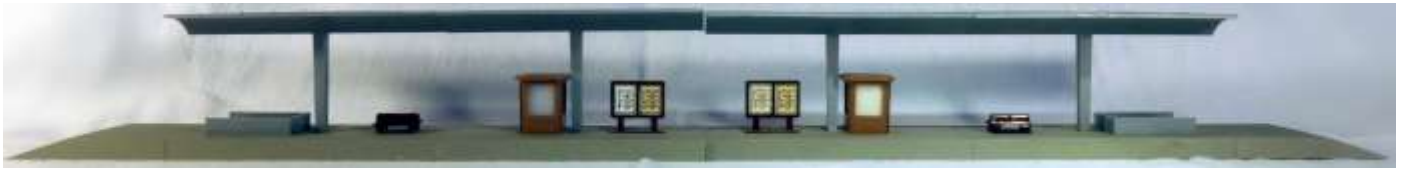
## 4.8 Kibri platform and accessories

This Kibri platform is part of the station in section 3.1.6. I find it a bit dull. It is for H0 gauge and measures 39 \* 5 \* 8.





When Kibri, and other accessories makers, started to use plastic for their buildings their products were available as kits. However, some of these kits were assembled at the factory and sold a ready-made product. Here is a pair of Kibri plastic ready-made platforms with catalogue number 0/53/5 from 1957, each measuring 32 \* 6 \* 7.



Here are the platforms with matching station (see 3.1.10) as a border station between France and Germany.



Kibri made a number of different newsstands. The first shown is for gauge 0 or 1 and apparently postwar. It measures 10 \* 8 \* 10 cm and has catalogue number 60/3. It was sold in Holland, the sign "Dagbladen" is in Dutch.



The back is quite dull and shows a small whole for a wire for interior light.





This very small (9 \* 6 \* 7 cm) Kibri newsstand is for H0. It came with a small interior light, the wire can be seen at the back.



This newsstand from the German brand Kibri has already sold all its newspapers. The catalog number is 0/63 of 1950/52. It is for H0 gauge and measures 12 \* 6 \* 6.





#### 4.9 Kraus Fandor platform barrier

This is a Kraus Fandor platform barrier with 2 turnstiles. I assume this is from the beginning of the thirties. It is quite small with a width of 25 cm and a height of only 9 cm, but anyway made for gauge 0.



#### 4.10 Märklin direction indicator

Märklin made this direction indicator with the cities Wien, Berlin, Nürnberg and Zürich. Height is 17 cm and I assume it is made for gauge 0, since other Märklin direction indicators I have seen are higher.





#### 4.11 Unknown mechanical bells

I have several mechanical bells, one with two bells and the others with one bell. I do not know who made this first mechanical bell with one bell; I assume it is German. It is metal/tinplate, 9 cm high and would fit gauge 1.



The next mechanical, two-tone, bell might be by Issmayer, but I do not know for sure. It is 16 cm high and includes a red/white indicator.



This next mechanical bell with one bell looks very similar to the one above and thus might also be made by Issmayer. It is also 16 cm high.



This next very simple mechanical bell is 12 cm high and has lost most of its (purple?) paint. I do not know the manufacturer.





#### 4.12 Unmarked direction indicators

Here is a German direction indicator with clock which has no markings and, even if it is not that rare, no-one seems to know the maker. The indicator is quite small with a height of 11 cm and might be made for S gauge. The cities on the indicator are Berlin, Kassel, Munich and Hannover.



This simple tinplate direction indicator has Dutch inscriptions; the maker is unknown but I assume it is a German product for the Dutch market. There are only four inscriptions: the 2 cities Amsterdam and Rotterdam and 2 train types Sneltrain (Fast train) and Personentrein (Passenger train).





## 5 Goods station, warehouses and cranes

### 5.1 Bing goods station

This Bing freight station with the dimensions 27 \* 8 \* 9 also exists in a different version (different lithography). It is from around 1930.



The front has a sliding door with a handle which can be opened and a two-dimensional crane with shadow.



On the back the Bing marking is visible.



## 5.2 BUB goods station

This small tinplate goods station with platform and sliding door at one side is marked KBN for Karl Bub Nurnberg and was made around 1930 for 0 gauge. Dimensions are 12 \* 11 \* 10. The lithography is rather dull (or realistic).





### 5.3 CR goods cranes

CR or Charles Rossignol made (at least) 2 small goods cranes. The first one is two dimensional without moving parts and has CR number 50.

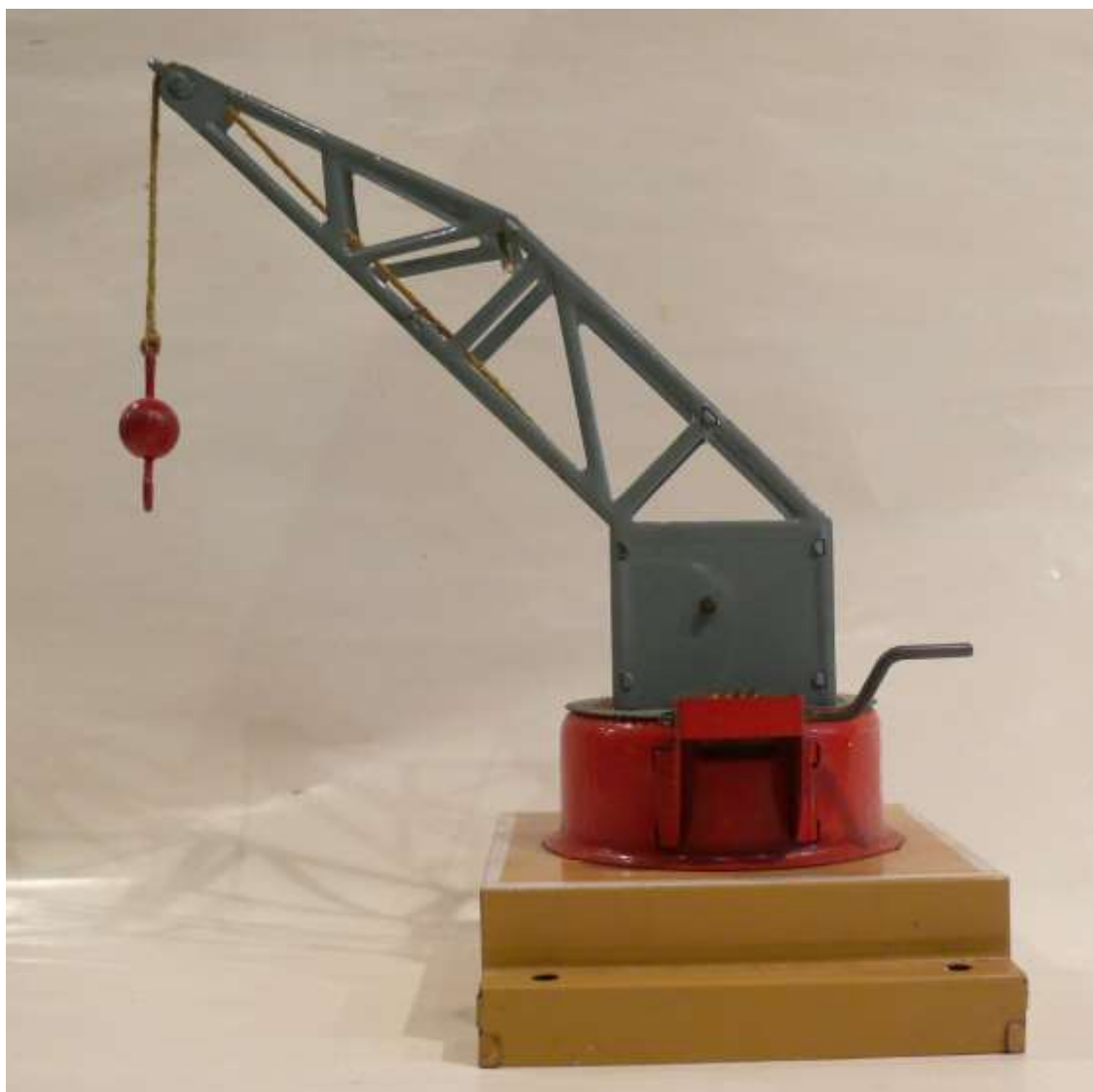


This next small goods crane made by CR with CR number 24 is moveable on its base and the hook can be operated.



## 5.4 Hornby platform crane

Hornby made this platform crane, which was also available with a goods platform, before and after WW2; this version is from 1953. The crane jib can be turned with a crank and also the hook can be lowered.





## 5.5 HWN warehouse

This small goods-shed with crane is marked HWN (Heinrich Wimmer Nurnberg) and therefore from Germany; it is intended for gauge H0.



The sliding doors can be opened. The bag state the trade mark HWN.



On the chest it says "Careful Glass" (in German).

## 5.6 Kibri warehouses

The goods shed with crane has a marking Kibri Germany and is from before WW2. The dimensions are 22 \* 9 \* 12.



Front and back look the same.





This Kibri goods shed is for H0 gauge. It has the post-war Kibri style.



## 5.7 Märklin gantry crane

Märklin made a large number of cranes in many sizes. This tinplate gantry crane with catalogue number 464 was made for their 00 (later H0) range from 1939 until 1954. This is a late version. The crane house can revolve on the gantry (by hand) and with two reels the jib height can be adjusted and the rope can be lowered. The gantry size is 9 \* 9 \* 12 cm, total height is 20 cm (or more when the jib is further raised).







## 6 Signal towers, semaphores and transformer houses

### 6.1 Bing signalman's cottage

Bing made this tinplate signalman's cottage (Bahnwärterhäuschen) with signal, fencing and tourniquet for a long period. This is a later (1930) version with catalogue number 10/663/2. It measures 35 \* 5 \* 11 cm while the signal is 22 cm high.





## 6.2 Brimtoy signal tower

This small English signal box with semaphore was created by Brimtoy in the fifties.



## 6.3 Fischer signal tower

This signal box from Fischer with the barely legible inscription Victoriabox was made in Germany for the English market. This copy is in a rather bad state.



## 6.4 Hornby signal towers

This large and high English railway signal box for 0 gauge (18 \* 9 \* 19) is made by Hornby. This is the No 2 Signal Cabin in post-war version of 1949-1954.



Although further in good condition faded colours appear on the back





In their low budget M series Hornby made this small (9 \* 3 \* 11 cm) signal box. It has just front and sides, no back. Note that the Hornby France transformer house (see 6.14) is made of 2 of these signal boxes, but of course the French version.



Here is a Hornby Dublo cast aluminum signal box for 00 gauge from the fifties. See also (3.2.3) for the Hornby Dublo stations in the same modern style.



## 6.5 Hornby France signal tower

Hornby France had a large number of wooden stations that were delivered as simple kit of hardboard. Also this signal box “Poste No 2” has this construction.



The back is boring, but if you look from the front to the inside you will see a track plan on the back wall!



## 6.6 HWN signal tower

This lithographed tinplate signal tower is made by HWN. Size wise it could be made for H0, however the signalman shown behind the window will not have fit through the door at the bottom of the tower. Size of product from the fifties is 17\*8\*15.



## 6.7 JEP signal tower

This large and high signal box (18 \* 9 \* 19) is made by JEP.



I always thought that Paris was the other way, not so.



The entrance states: Defense d'entrée, Danger de Mort. For a transformer house normal but strange for a signal box.



## 6.8 Kibri signal tower

This Kibri signal tower with signal bridge is made for H0 gauge; the signals on the bridge are missing.



The signal man maintains his flower boxes well

## 6.9 Lone Star signal tower

This small signal box or tower belongs to the Lone Star "floor Train" (with a scale of 2 mm on the foot which is approximately 1:150). For size comparison, a Trix gauge 00 signal box (6.12), next to the Lone Star signal box.



The Lone Star signal box consists of one molded part.



## 6.10 Marx switch tower

The Marx switch tower number 413A has a height of 24 cm. The base has two electrical connectors to be used to for the light in the tower shining through the red window.



## 6.11 Mettoy signal tower

A small signal box from the English firm Mettoy, part of a set of accessories (see 9.10).



The front and rear and the two sides are equal. The staircase is only lithography.

## 6.12 Trix signal tower

The English Trix signal box has an enclosed whistle; on the bottom of the signal box is a tiny electrical device (it does not sound like a whistle). The signal box is of tinplate but has a type of plastic roof that is somewhat distorted by age.



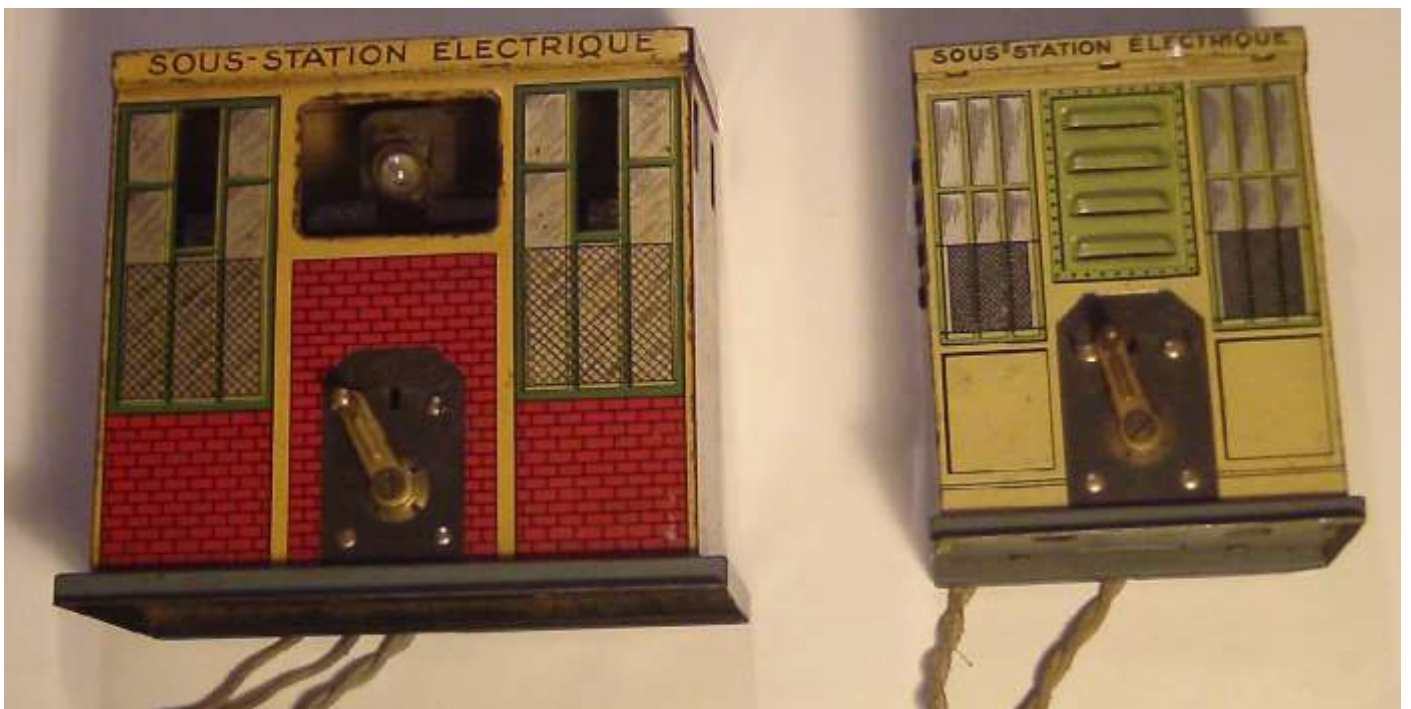




Under the stairs is the connection for the whistle

### 6.13 JEP transformer houses

The French company JEP has made two versions of transformers in transformer houses; the largest (ref 551) has 40 watts of power, the smaller (ref 548) 25 Watt.



The front with control knob; The large version has an indicator light.



At the back the fixed wiring: to the mains on the left and to the track on the right.



On the door: *Defense d'entrée*, *Danger de Mort* (no entry, danger of death). And yet this were children's toys.



## 6.14 Hornby transformer house

This is a small housing for Hornby France transformer 110 volts with the dimensions 9 \* 6 \* 11 cm. It is composed of two small Hornby M signal boxes.



### 6.15 All sorts of semaphores and other poles

First of all here are two boxed semaphores by Brimtoy with tinplate speckled imitation concrete posts. Left No 418 gantry double arm semaphore with a height of 25cm. Right No 417 single arm semaphore with a height of 23cm. Both boxed.





These two signals are made by CR. CR made signals in 2 versions; these are the larger one with a height of 25 cm. These signals have, like the signals on some of the CR stations, a high look.



Some 13 cm high French signals, the left one made by Hornby France (part of the M series), the second from the left might be a CR signal while the others are made by JEP.



Here is a double semaphore of the English brand Chad Valley; The pole is only 18 cm high but is nevertheless intended for gauge 0. The Chad Valley 0 trains are fairly small. This pole is catalogue number 10 129 and is made from 1952 to 1954 (before then Chad Valley made the same pole with wood).



Crescent is one of those British firms who manufactured metal items which invariably appear on train layouts; here is a Crescent semaphore which I assume is made for 00 gauge. It is 12 cm high.





Here is a boxed set with two Hornby Dublo D3 junction signals for 00 gauge. These are 11 cm high and made of metal with cast poles.



The Hornby signal gantry No 1 with its four lower quadrant signals is a large accessory measuring 32 cm wide and 30 cm high. The signals can be changed from red to green by hand.





Hornby has made a large number of semaphore types for their 0 gauge trains; Here there are three all lower quadrant, left shows red (unsafe) and right shows green (safe).

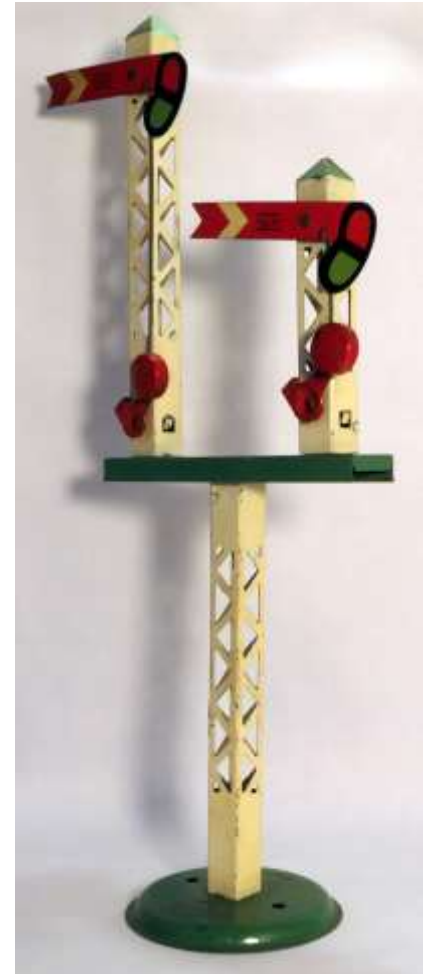


The left post with open grid is pre-war, the two right poles are post-war, the right pole is attached to a non-Hornby base.

Next the Hornby No 2E Junction signal. This pre-war signal is quite high at 35 cm.



This is a Hornby simpler Junction Signal No 1 with box from around 1935 with so called Distant arms. It is 30 cm high.



Next a JEP pole which indicates the maximum speed (in this case 30 kilometres per hour). The ladder suggests that it is a pole with oil lamp.



The pole is attached to the rail, and when there is current on the rail, the light is on.



This JEP more modern signal with 6 electric lights, but only two lamps, has catalogue number 537-2 and is from 1935 or 1936. I was given this boxed set with the activating rail. It is 22 cm high.



Lionel semaphore with lights; This semaphore is electro-mechanically and can be controlled remotely.



This Marx semaphore like the Lionel semaphore has a light and the movement can be controlled remotely.





Mettoy made some different types of semaphores; this first one has a plastic post, which is a bit distorted, and tinplate blades and base. It is 15 cm high and came as (the only) accessory in a Mettoy Safetylectric train set.



This next Mettoy signals, which were included in accessory sets (see 9.10) are all tinplate and a bit higher at 26 cm.



These next two signals are made by Bub. The one on the left with two arms is to be lit with lamp oil. The smaller one on the right has lost its light. They are 38 and 27 cm tall. One is a lower quadrant and the other an upper quadrant signal.





Below semaphores are, as far as I can tell, mostly German makes. They have no mark; on some it states Germany and one of the poles it states Foreign which means that it was made in Germany for the British market.



The left pole is marked Foreign; The right pole is probably post-war.



The left semaphore is Made in England; the centre post was a posh specimen with lighting and a ladder.



The centre pole is not complete but seems very old; I suspect that an oil lamp here is missing.

Here is an old semaphore with movable lamp in not the best condition, that according to specialists might be Carette or Issmayer. It is 20 cm high



Below a pole for a level crossing with St. Andrew's cross and flashing red light of the Fulgurex brand; the pole is for H0 and is still in its original packaging.





Märklin made the two smaller (13 cm) warning signals with Dutch text (Stop as the train approaches and Trespassing forbidden); the larger (15 cm) Halt signal is by Bub.



Marx made this warning signal; I do not know whether this is for a level crossing or a station area. Marx made this also with light and bells, so this is the simple version.



These telegraph poles might be by Bub and are 22 cm high.

These telegraph poles might be by Bub and are 22 cm high.



These telegraph poles are of different height (20 and 22 cm) and different from the ones above. I do not know the maker.





## 7 Crossings, walkways and signal bridges

### 7.1 BLZ level crossing

BLZ is a little-known French brand that made a small selection of trains and accessories for both 0 and H0 in the fifties. The level crossing is made of wood and tin and does not look factory-made and not really nice.



The house contains the level crossing electro mechanics for the movement of the barriers.

## 7.2 CR level crossing

This simple CR level crossing is made in two separate parts, remarkably however is that these parts are not the same but are each other mirrors.



## 7.3 Fobbi level crossing

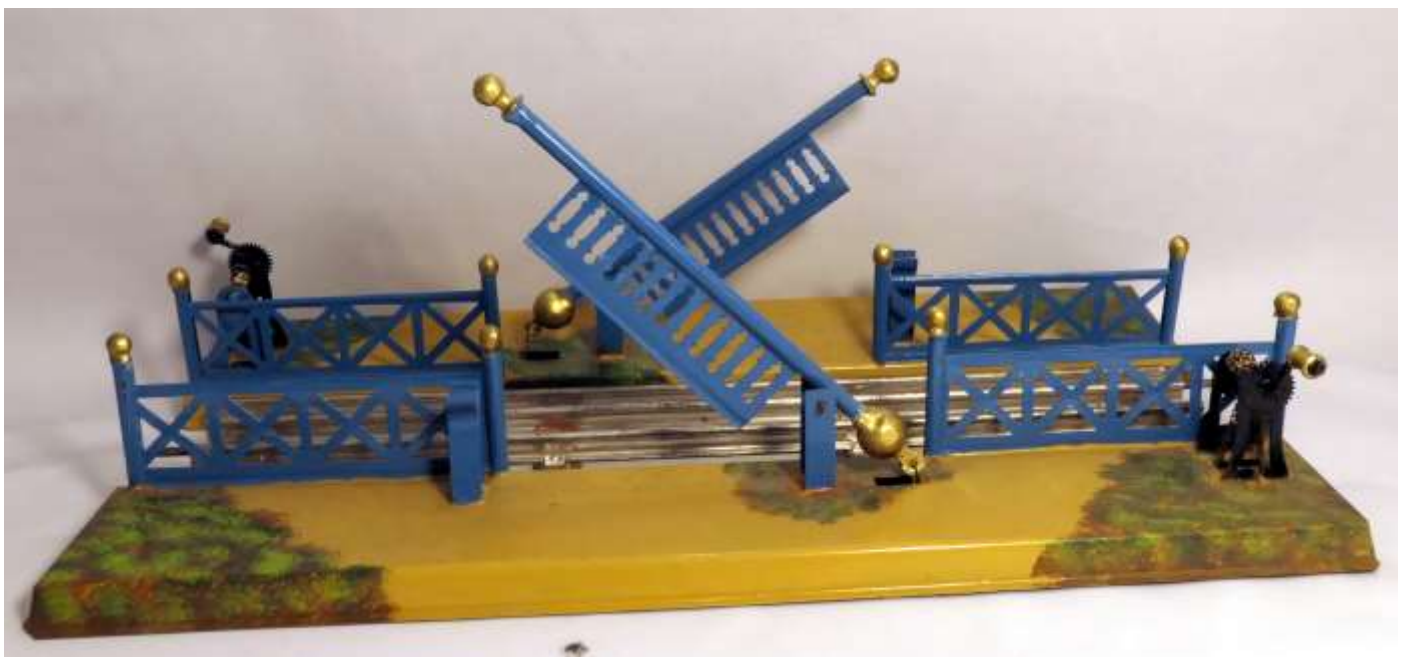
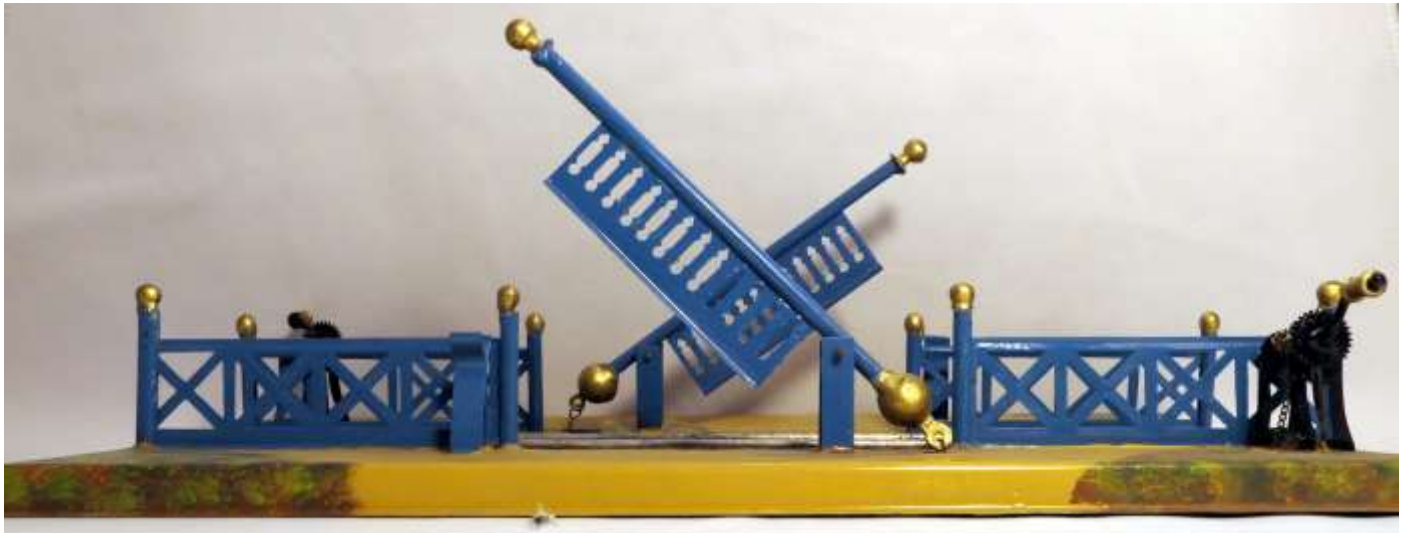
This simple plastic Fobbi level crossing is for H0 and accommodates two parallel tracks. The weight of the train ensures that the barriers move back and forth (up and down they will not really go).



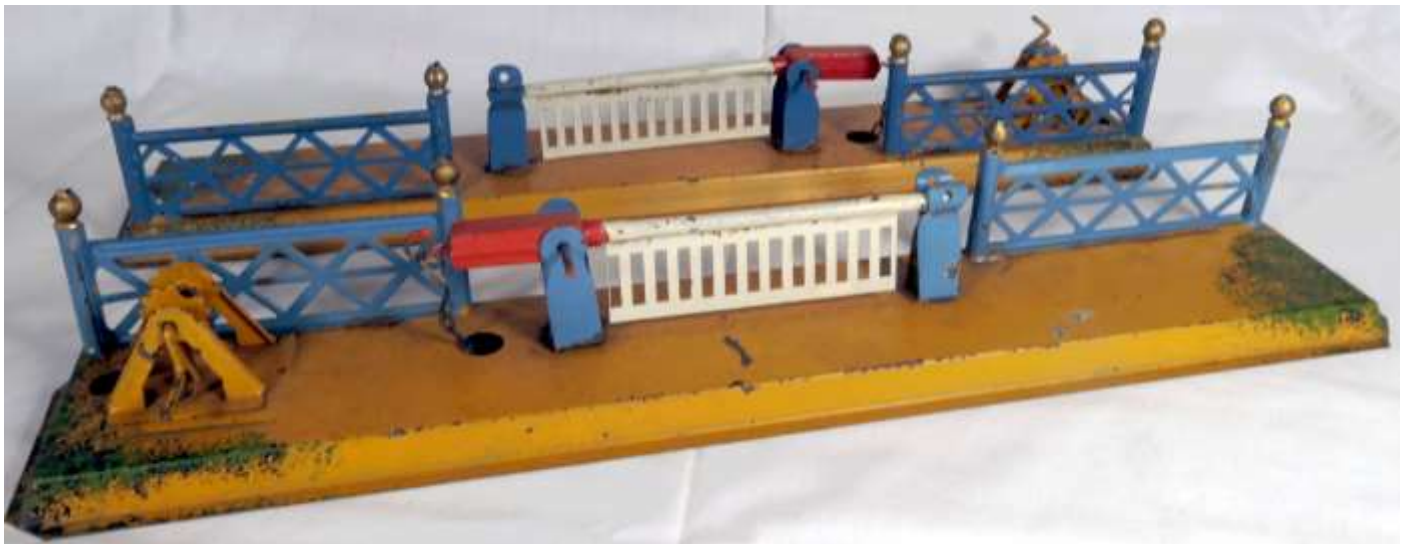
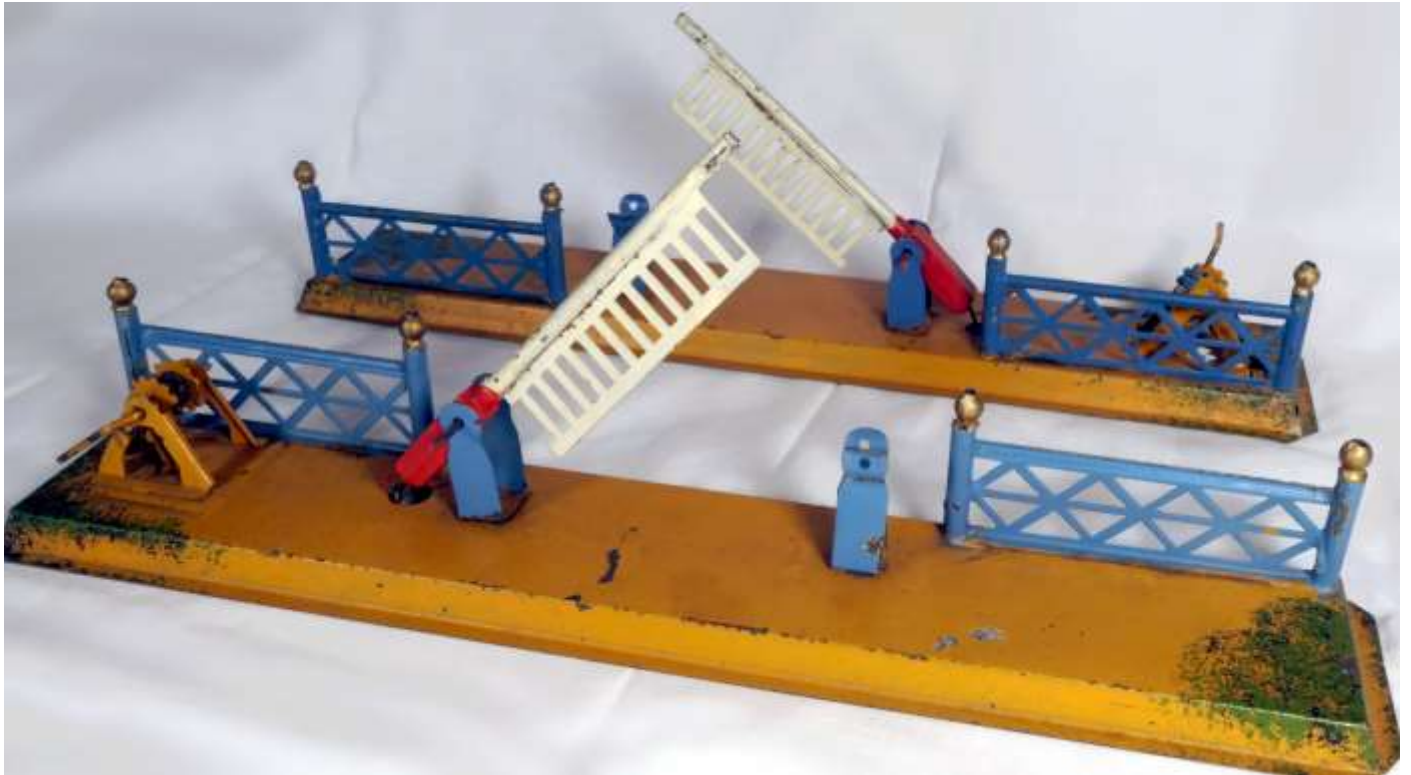


## 7.4 F.V. level crossings

Here is a level crossing from the French manufacturer F.V. (Faivre) from about 1910. I assume it is restored/repainted since it looks very good and bright. It consists of two the same parts each at one side of the track (which I just added for the picture). The barriers can be moved up and down by turning the handles which drive a chain.



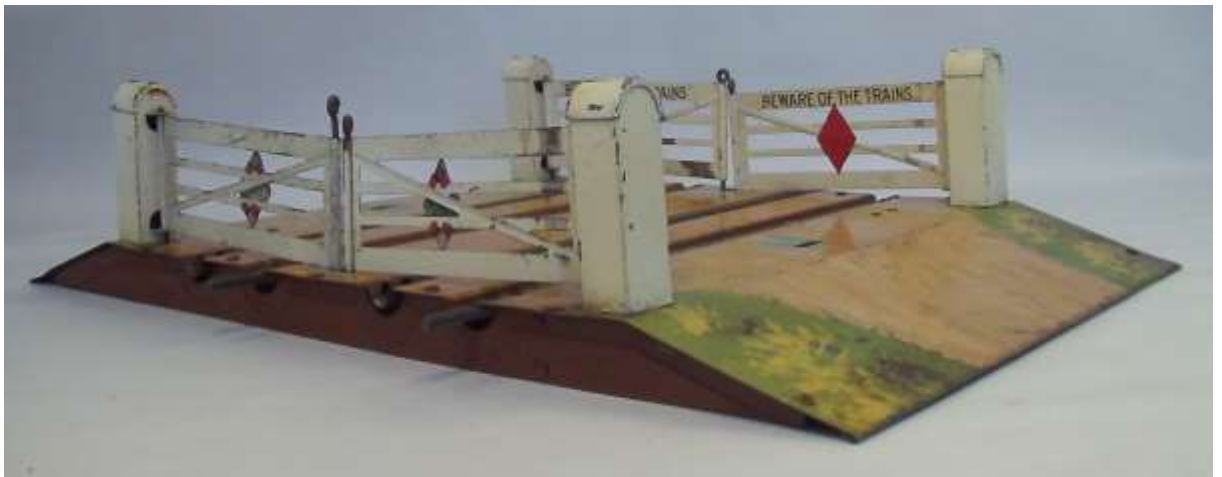
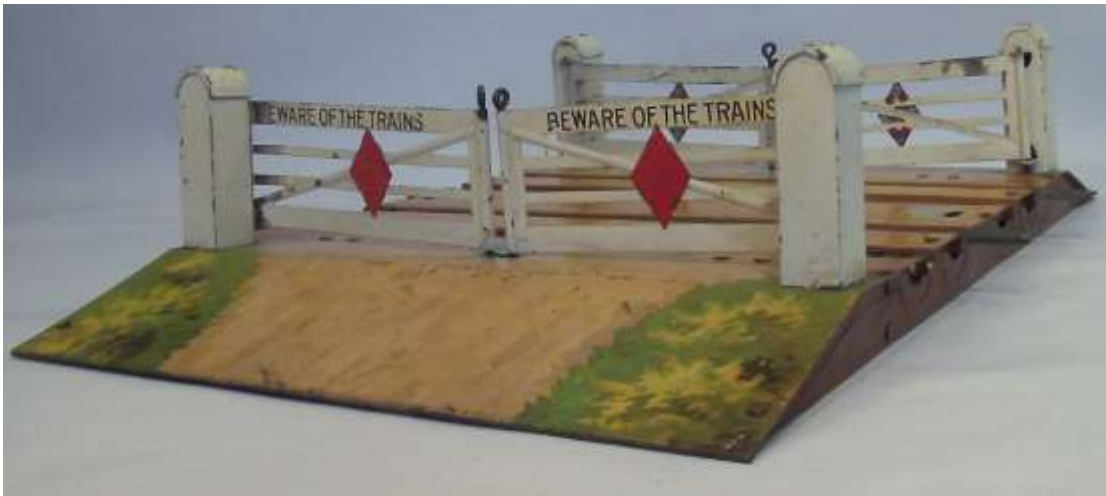
The next level crossing looks very similar but still different; I wonder whether it is also FV or another maker; it was suggested it might be Carette. With a width of 35 cm it has almost the same size as the previous one.





## 7.5 Hornby level crossings

Two tin Hornby railway 0 gauge level crossings for clockwork trains; the first for single track and the second for double track. The gates will open for road traffic and then shut the rail traffic and vice versa.



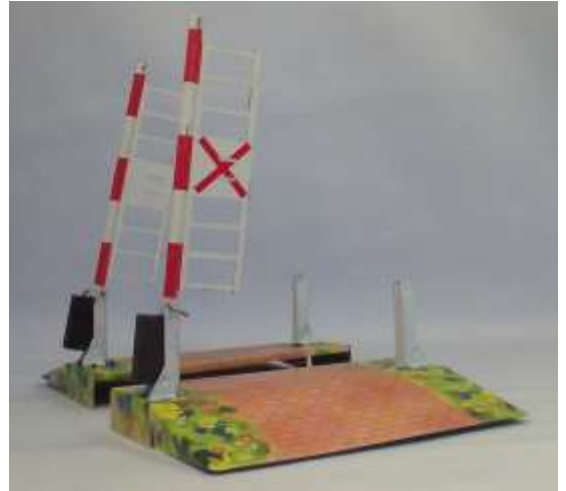
This crossing is for gauge 00 and as many Hornby Dublo accessories made of cast aluminum.



On the left road traffic cannot pass and on the right the train cannot.

## 7.6 Hornby France level crossings

The Hornby France crossings are of the continental type; they have no fences but movable barriers. The first crossing is a simple level crossing belonging to the M Series (cheap and simple series of Hornby trains and accessories). The level crossing consists of two separate parts which are each other's mirror.



The next crossing is in the same style, but is larger and has a level crossing guard house



The barriers must be opened manually; also the fences for the footpath can be opened.



## 7.7 HWN level crossing

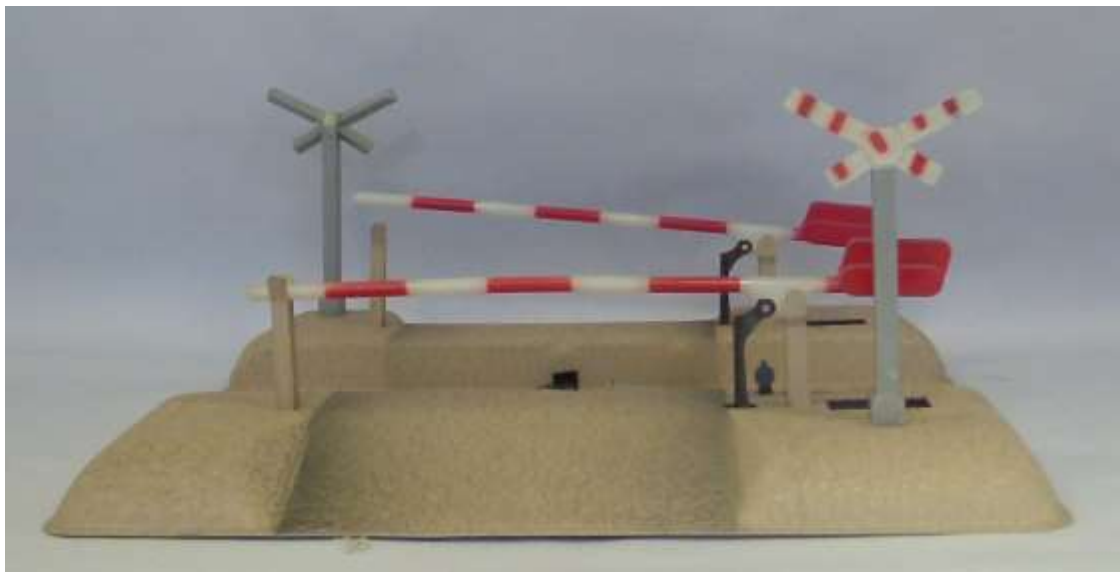
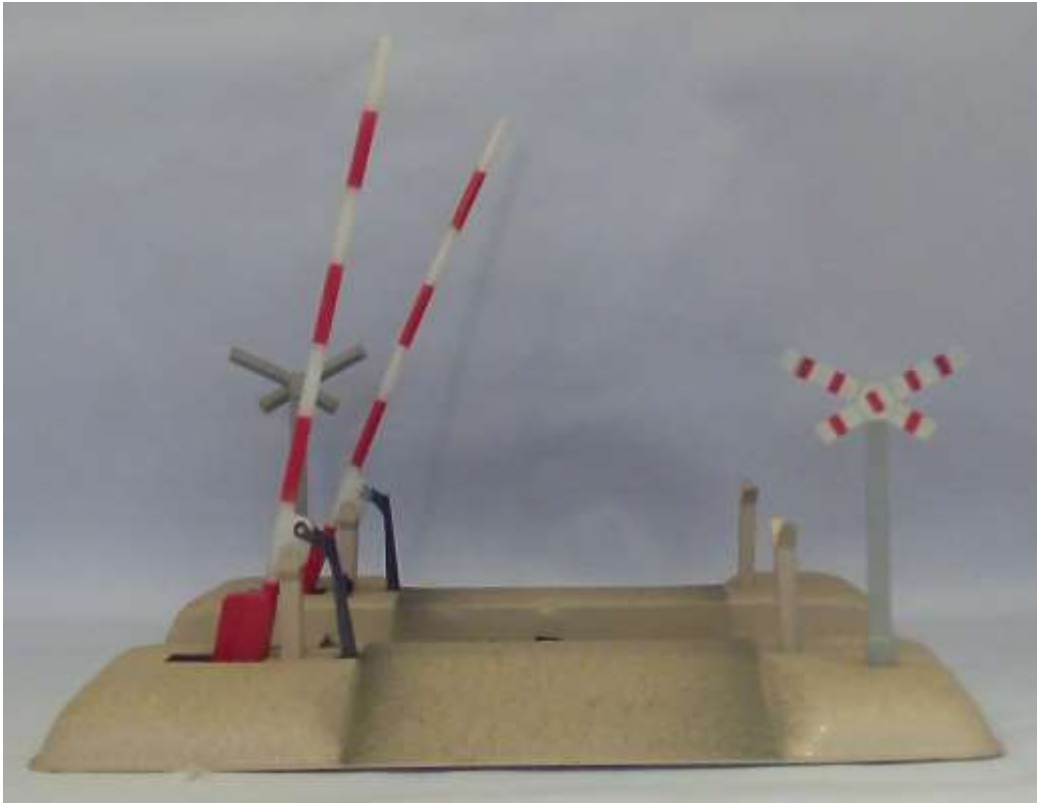
I assume this HWN railway crossing with watchman house and barrier is made around 1950/60. The barrier of this further tinplate accessory is plastic. The barrier is lowered by pressure on a piece of rail, which is not included. Whether this is made for 00 or H0 gauge I do not know; its size is 20\*6\*5 when the barrier is lowered.



The lithography of this watchman's house is very similar to the lithography of the larger platform building of the HWN platform, see 4.6.

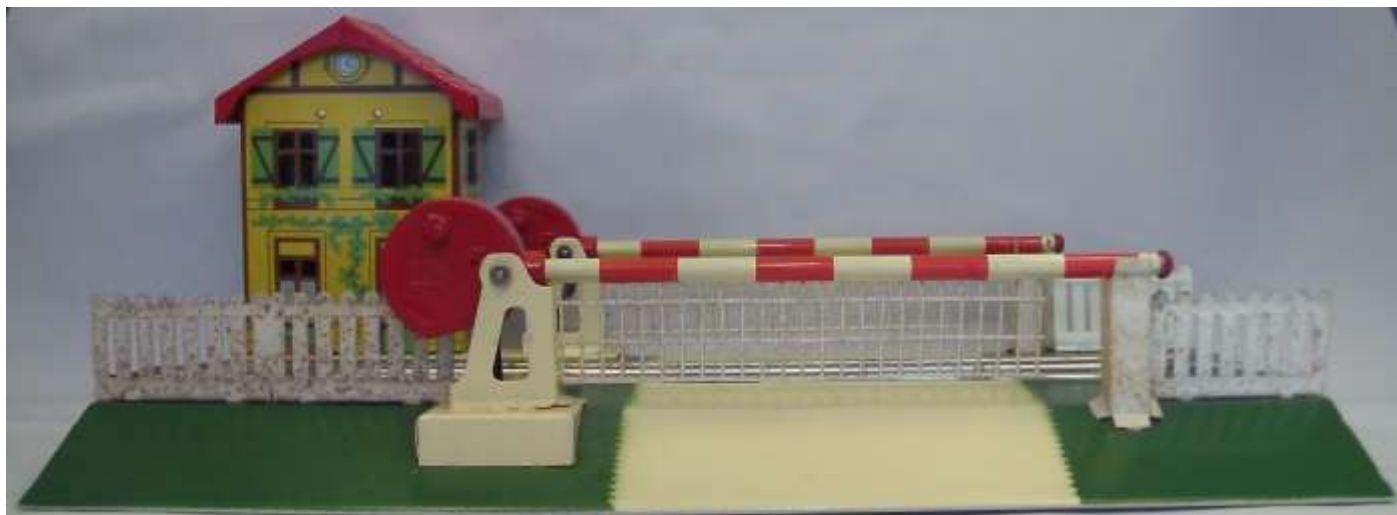
## 7.8 JEP level crossings

This post-war JEP crossing is made by Kibri and has the marking Kibri Licence. The level crossing seems to me for gauge 0 but according to the JEP book it is for 00. The weight of the train causes the barriers go down.





The next JEP level crossing is electro-mechanically, and can be operated by a passing train. Associated circuit tracks are included. The JEP level crossing seems to be made in large numbers; it is widely available.



The level crossing-house closely resembles the JEP station, see 3.3.4.

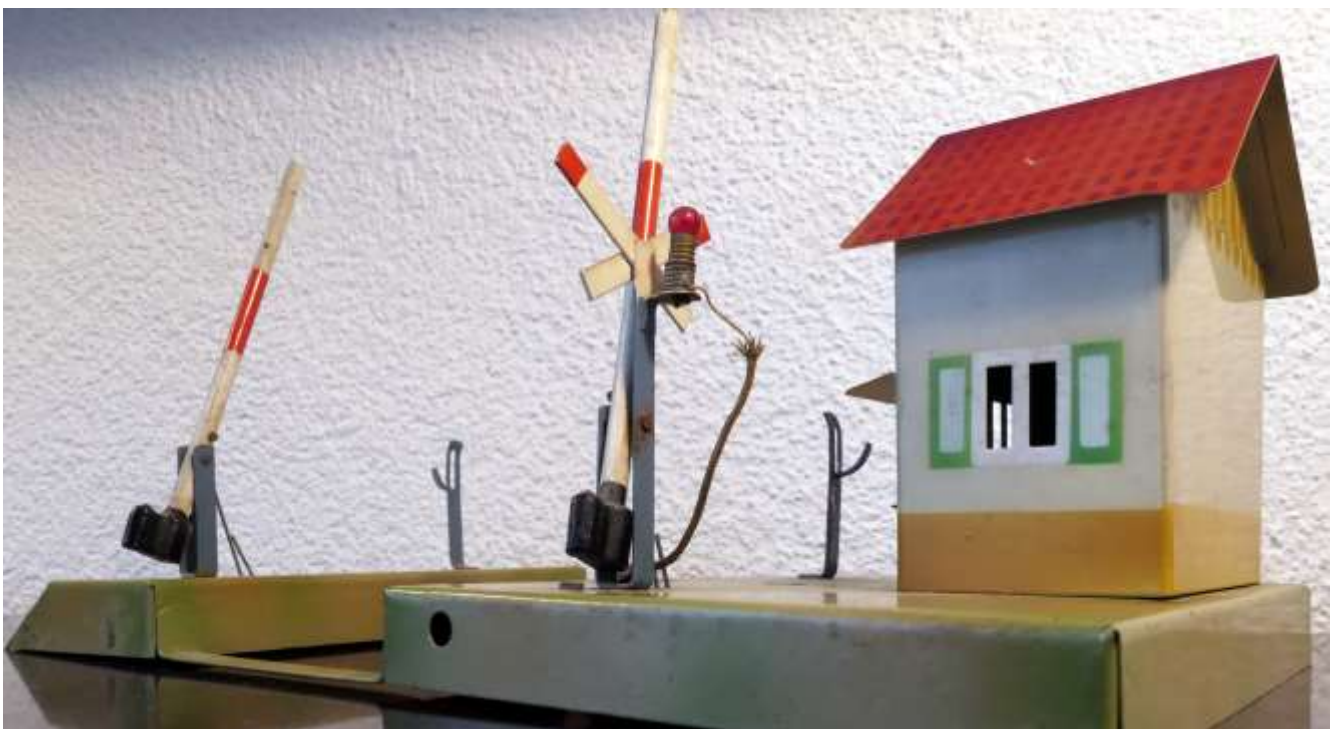
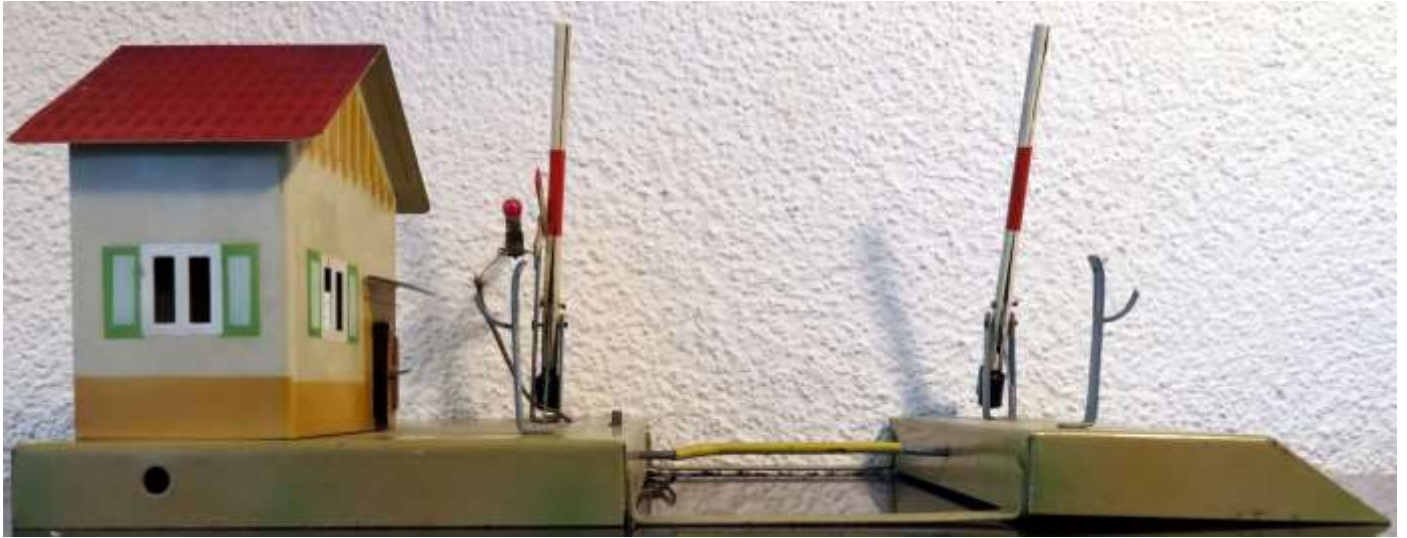
This JEP lithographed level crossing is intended for a rural area, it does not have a roadway. The crossing consists of two of the same parts. By moving the lever, the crossing can be opened and closed. Although the production period is long (from 1928 – 1963) it is rare compared with electro-mechanical crossing shown above. Width is 22 cm.





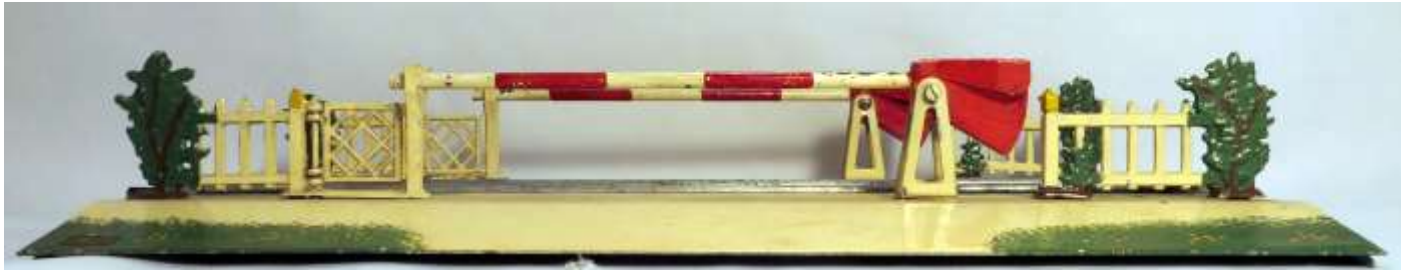
## 7.9 Kibri level crossing

This Kibri mechanical level crossing has a red electric warning light. The crossing is open and closed by the weight of a passing train. Strangely there seem to be no road going over the crossing, just a way to the entrance of the little house. Catalogue number is 1/43/54, it was made in 1952 and has a footprint of 30 \* 15 cm.



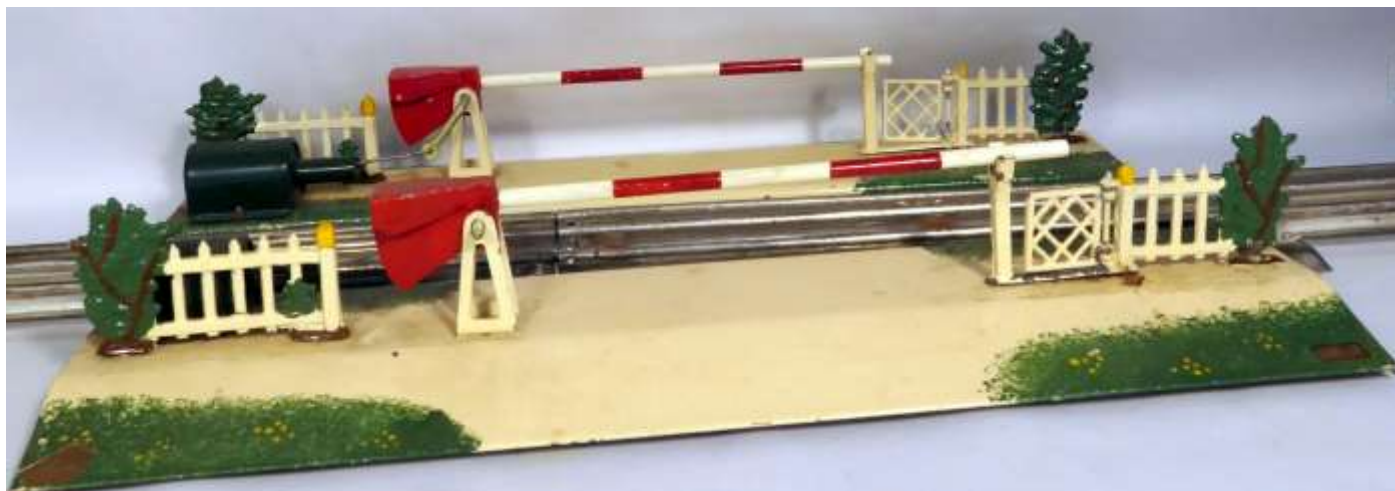
## 7.10 LR level crossings

With catalogue number 4001 LR or Le Rapide from France made a manually operated level crossing for 0 gauge in various versions. The crossing shown here consists of two mirrored parts that are each at one side of the track (which I just added for the picture). The barriers can be moved up and down by hand and the pedestrian gates can be opened or closed. The base is tinfoil, the other parts are cast metal. Width is 30 cm.



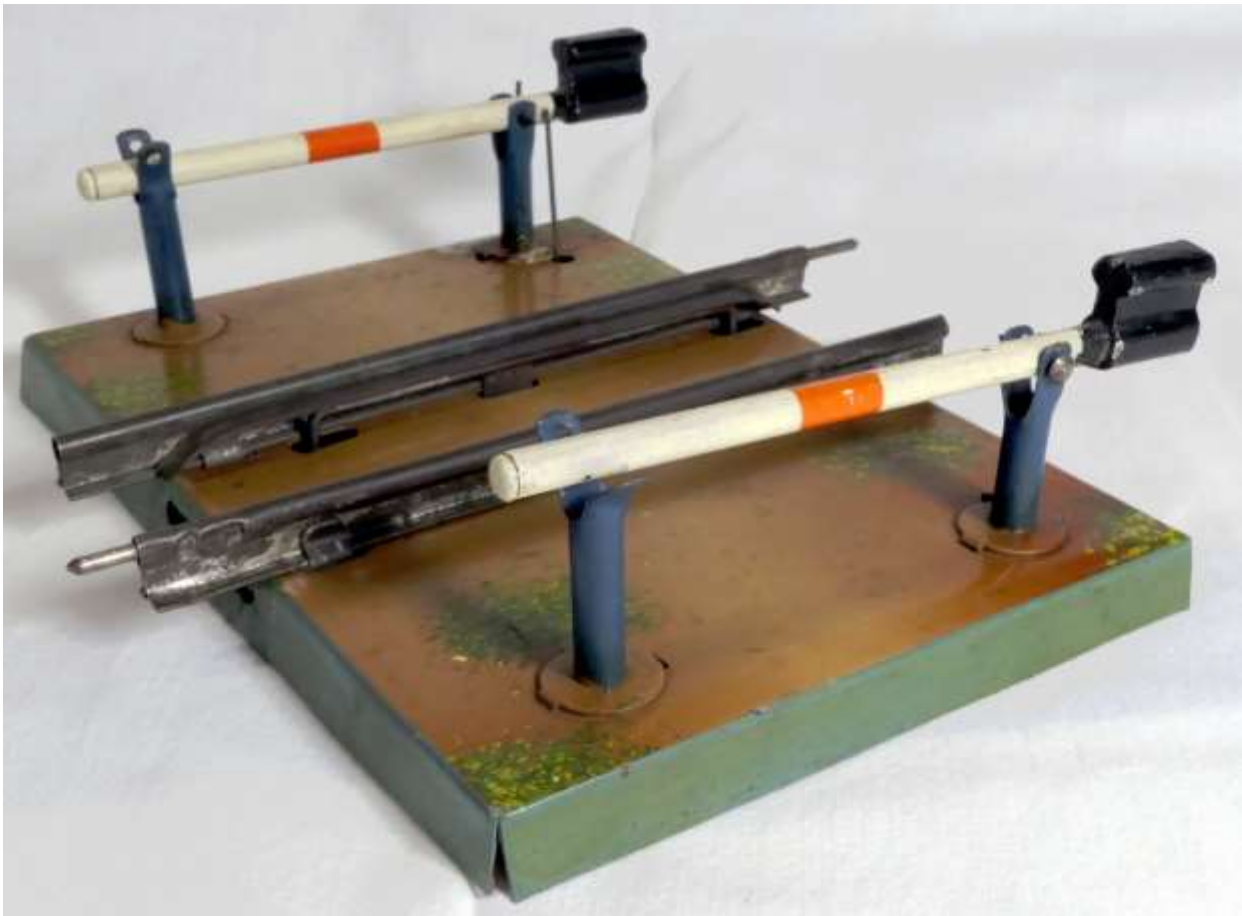


The same level crossing was made by LR in an electrical version with catalogue number 4035. It includes wires and connectors to connect to the rail such that the crossing gates are controlled by a moving train.



## 7.11 Märklin crossing

This is a very simple level crossing made by Märklin for 0 gauge clockwork trains. The barriers close when a mechanical contact is touched by wheel flanges of a passing train. Its base plate is 13 \* 16 cm.





## 7.12 Marx crossing

This level crossing barrier, Andrew's cross and crossing bells were made by the American toy(train)maker Marx. These are electrical accessories; the two bells ring, the barrier can be moved up and down and the Andrew's cross lights shine red.



### 7.13 Signal bridges by Ottmar Beckh or Schuhmann

Many signal bridges have no mark indicating the maker or the country of production. These first two white signal bridges have no markings but are made by Ottmar Beckh based on the tooling of Schuhmann. The first one might even be made by Schuhmann. Beckh took over in 1939 the toy factory in Nurnberg from Adolph Schuhmann.







These two red signal bridges are made by Ottmar Bechh, Nurnberg, in the fifties. Both have markings Made in Germany; the bridge with three stairs also carries the trademark Ottmar Bechh. The first one has catalogue number 432 and the next is number 433, they were made between 1953 and 1969.







## 7.14 Hornby walkways and signal bridges

This simple Hornby walkway from the M series is an English product.



This walkway with signalling is Hornby No. 1 Footbridge made from 1925.



This bridge looks not very pretty because of among other things some rust.





For gauge 00 there is a Hornby Dublo walkway.

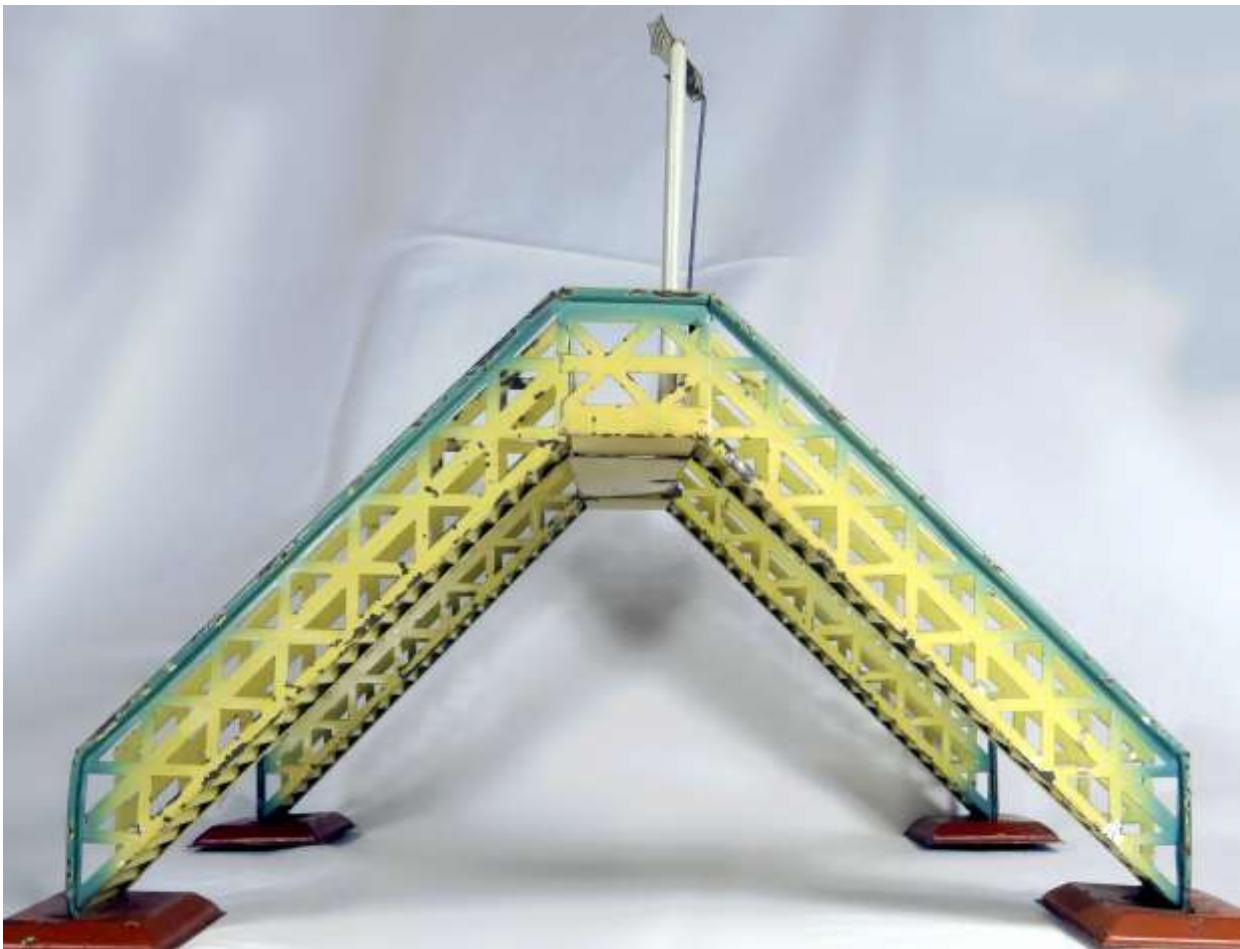


This footbridge is based on a standard British Railway design of a concrete walkway.



### 7.15 Kraus Fandor signal bridge

This Kraus Fandor signal bridge is quite large for the small signal it is carrying. Height including the signal is 29 cm. The rather large footprint is 28 \* 34 cm.





## 7.16 Unmarked walkways

Also, many footbridges have no mark indicating the maker or the country of production. See a few different here:



The following unmarked walkway is "foldable". According to the website [Historische Modellbahnen](http://www.historische-modellbahnen.de) it was made by Fischer and later also by Distler.



## 8 Tunnels, bridges, turntables and bufferstops

### 8.1 Tunnels

#### 8.1.1 Beckh tunnel

This small tunnel with a height of 10 cm is made by Beckh, it came in a train set with a very small 0 gauge train but is also used in H0 trainsets.





### 8.1.2 Bing tunnel

This very small tinplate tunnel is part of the Bing Tisch Bahn. Tisch Bahn (Table trainset) was released by Bing in the twenties and was based on the gauge that later became known as H0. The tunnel is only 13 cm long and 9 cm high. The tunnel entrances are nicely modelled and each consist of two parts, so this tunnel is made from 5 parts while many other tunnels just are formed from 1 or 2 parts.



### 8.1.3 Brimtoy tunnel

This tunnel of the English brand Brimtoy is appropriate for smaller o gauge trains.

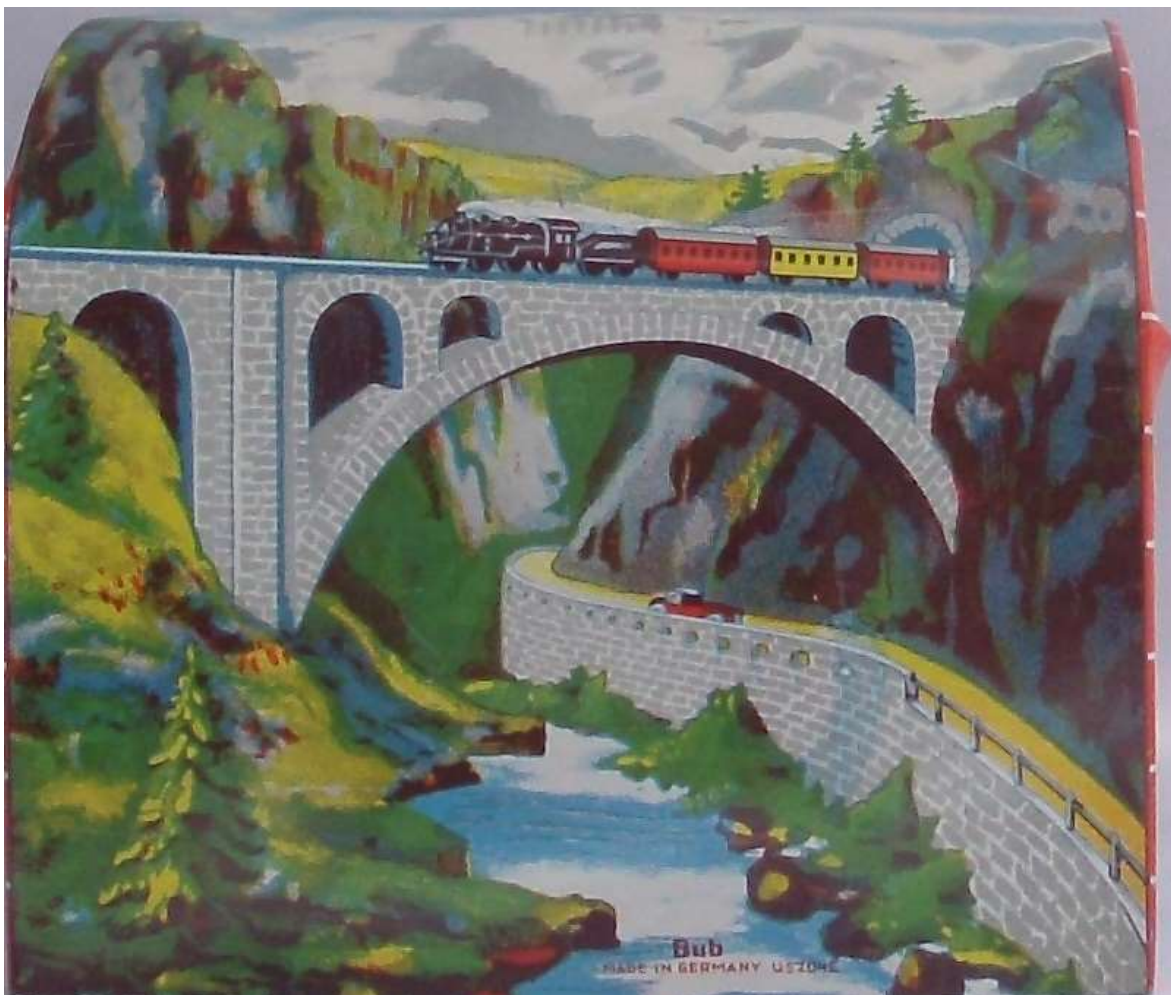


The Brimtoy brand is on the garage; that this is an English landscape can be seen by the beautiful blue sedan that drives at the left side of the road. The country pub looks very cosy.



#### 8.1.4 Bub tunnel

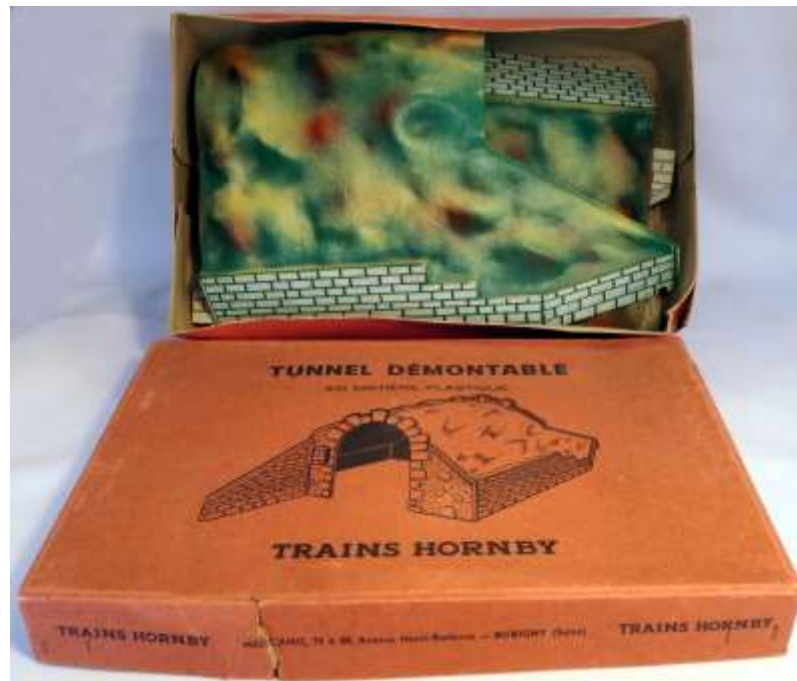
This tunnel of the German brand Bub is simple folded tin plate with the edges "frayed". I assume that this tunnel, which comes from the early fifties (Made in US Zone), is designed for gauge S.



A Swiss or Austrian landscape; who is going along on vacation?

### 8.1.5 Hornby France tunnel

At the end of their gauge 0 production Hornby France made some plastic accessories, but still in a toy-like style. Here is the tunnel of this range. This tunnel came as an easy kit to assemble, it was made from 1958 until 1963 and had later lighted signals.

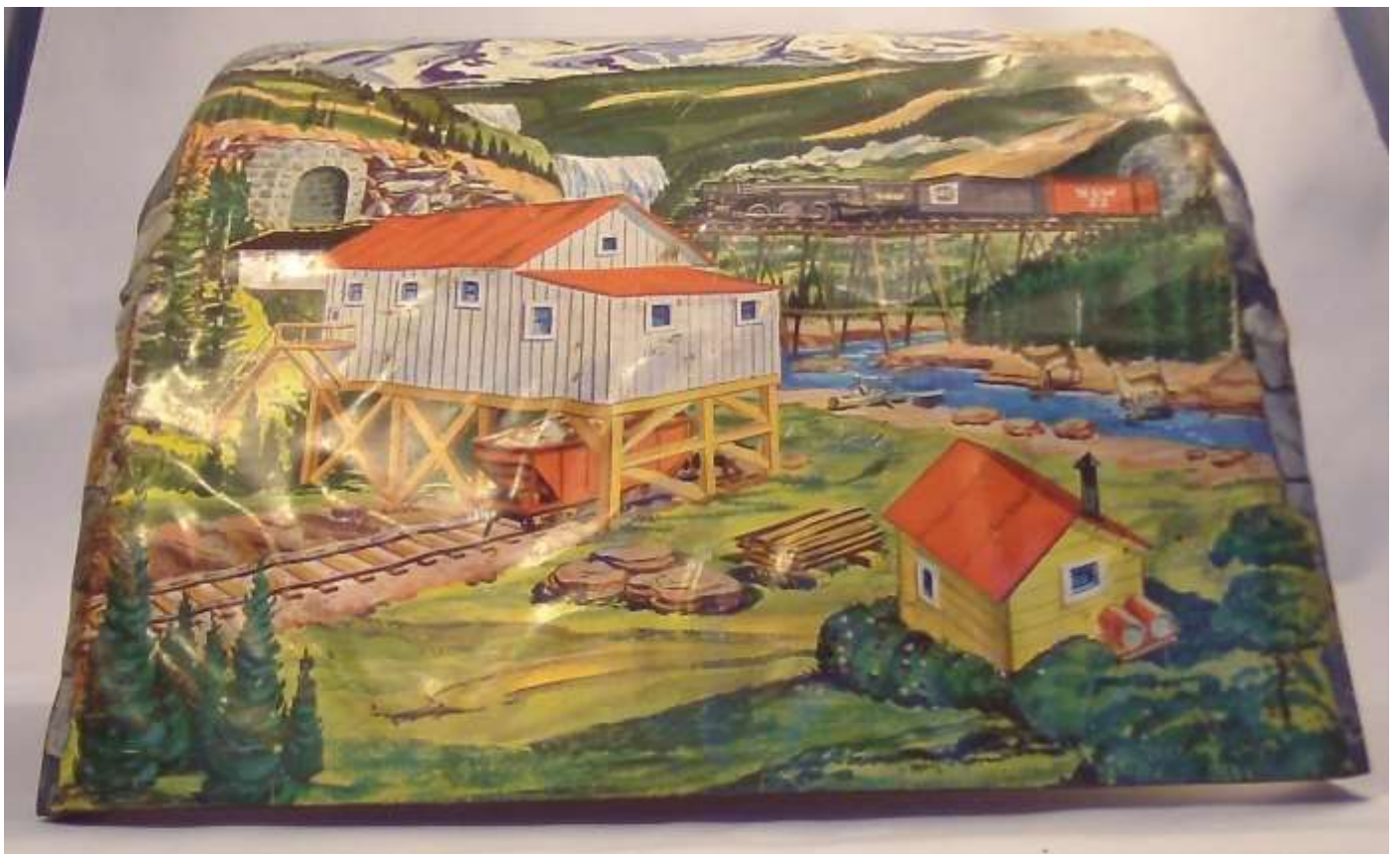


On the inside of the cover of the box instructions are printed for assembly or disassembly (démontable?) of the tunnel.



### 8.1.6 Marx tunnel

This tunnel of the American brand Marx is clearly larger than the European tin tunnels from the fifties.

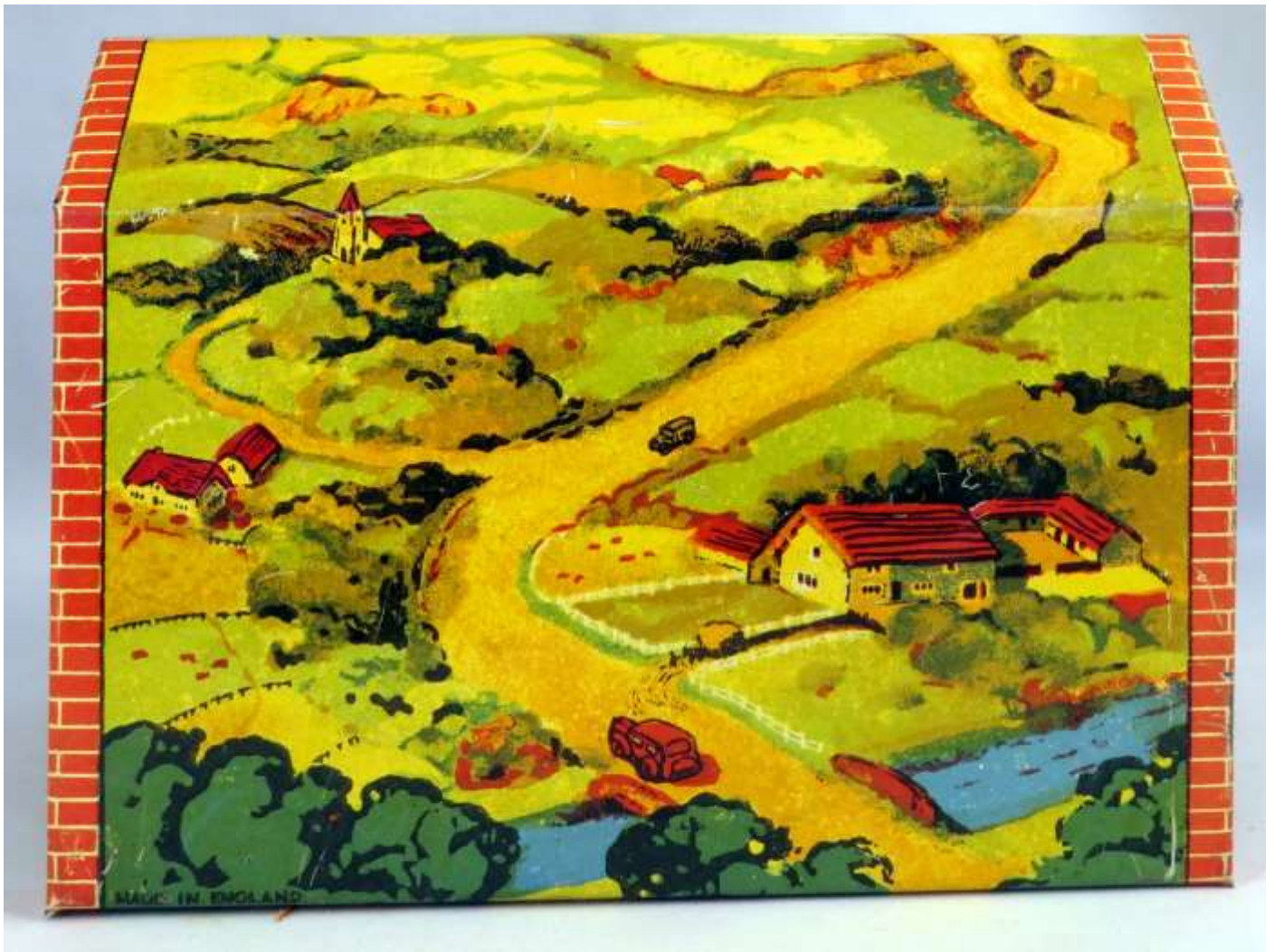


Both sides of the tunnel have the same panorama. The train is typical Marx in my view.



### 8.1.7 Mettoy tunnel

This tunnel of the English brand Mettoy is appropriate for smaller o gauge trains; it is part of a set of accessories (see 9.10). Although different it has some similarity with the Brimtoy tunnel, see 8.1.3.





## 8.2 Bridges

### 8.2.1 American Flyer bridge

This American Flyer Lines bridge has catalogue number 750; the roof of the house on the bridge is not original; on the original there is a chimney on top.



The "bridge keeper's house" on top of the bridge is lit.



An American Flyer S gauge PRR K5 312 Pacific with a caboose go over the bridge.

### 8.2.2 Bing bridge

This bridge for gauge 0 clockwork trains is made by Bing; on the cross beam is the marking Patent G.B. (Gebrüder Bing) visible.





### 8.2.3 Bub bridge

This bridge is also for 0 gauge clockwork trains and bears no mark. The bridge was built by Bub in Nurnberg at the end of the thirties.



That Bub products often were duller is highlighted by this in my view dull bridge.

#### 8.2.4 Hornby bridge

This bridge is 0 gauge three-rail electric. On the side is the marking of the maker, i.e. Hornby. This bridge (overpass according to Hornby) was also made for wind-up (two rail). The middle bridge portion was also supplied separately. This version is from the period between 1924 and 1927 and made in England for the French market (Hornby France).





### 8.2.5 JEP bridge

JEP also made a bridge consisting of three parts with 3-rail track for electrical operated trains. It is 80 cm long. It has catalogue number 57.3 and was made from 1935 until 1957.



### 8.2.6 Märklin bridges

This bridge is for three-rail gauge 1 electric trains. It wears no marking but I assume it is made by Märklin.





This next bridge is marked Märklin; it is for 0 gauge, has catalogue number 2502/0 and is a 2-rail (clockwork) version. It is 77 cm long and at the top 12 cm high.



A previous owner removed the rails from this Märklin 0 gauge bridge. From the holes it is clear that this was a bridge for clockwork trains.





### 8.2.7 Mettoy bridge

The Mettoy bridge for 0-gauge clockwork trains was made in different lithography styles; the one with the simpler printing is part of an accessory set (see 9.10); The other bridge seems to run on a flowerbed.



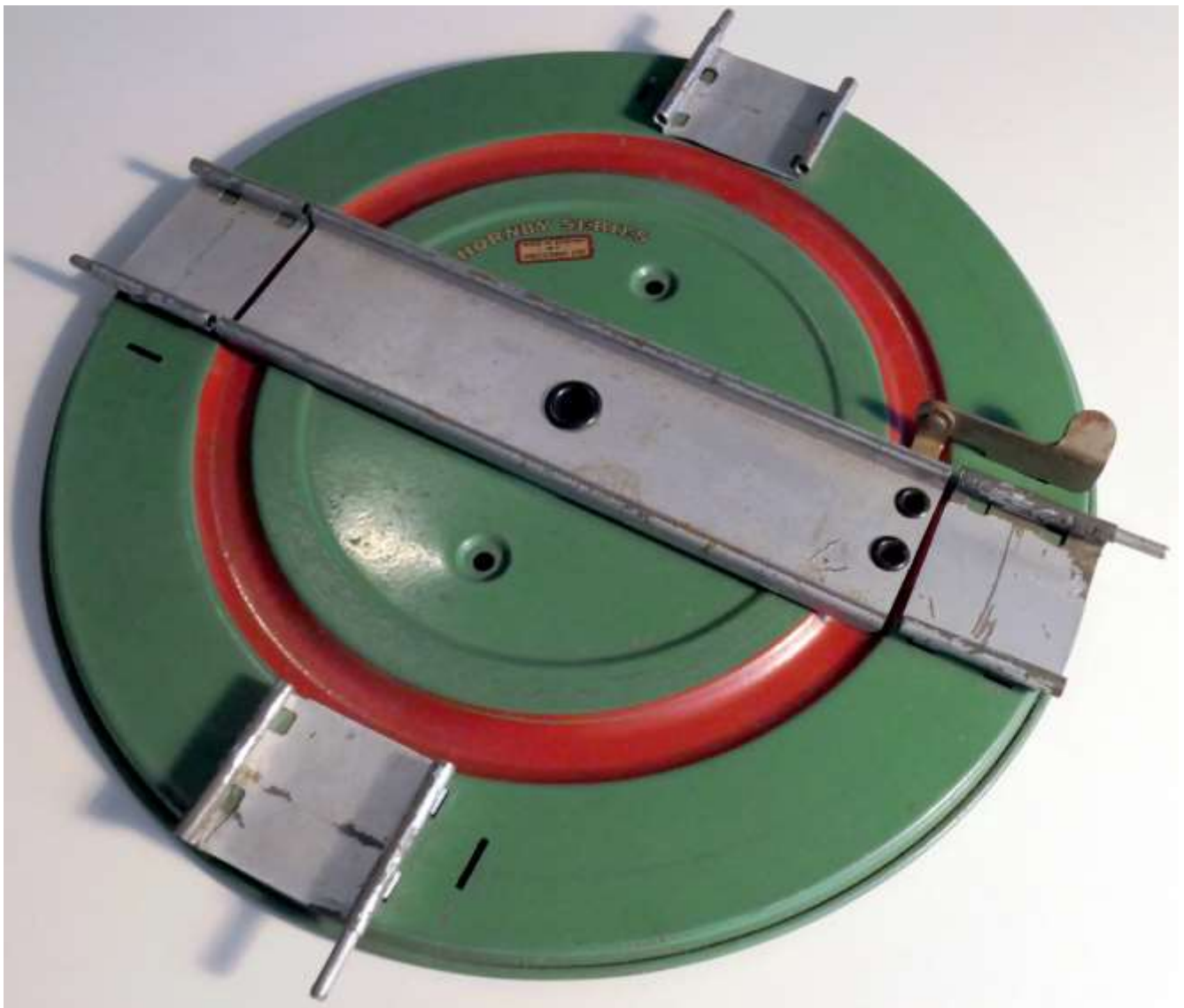
The bridge in the set came with a piece of track such that these can be used to lengthen an oval of track. Surprisingly the length of these tracks is 2.5 cm (1 Inch) shorter than the normal Mettoy straight track.



## 8.3 Turntables

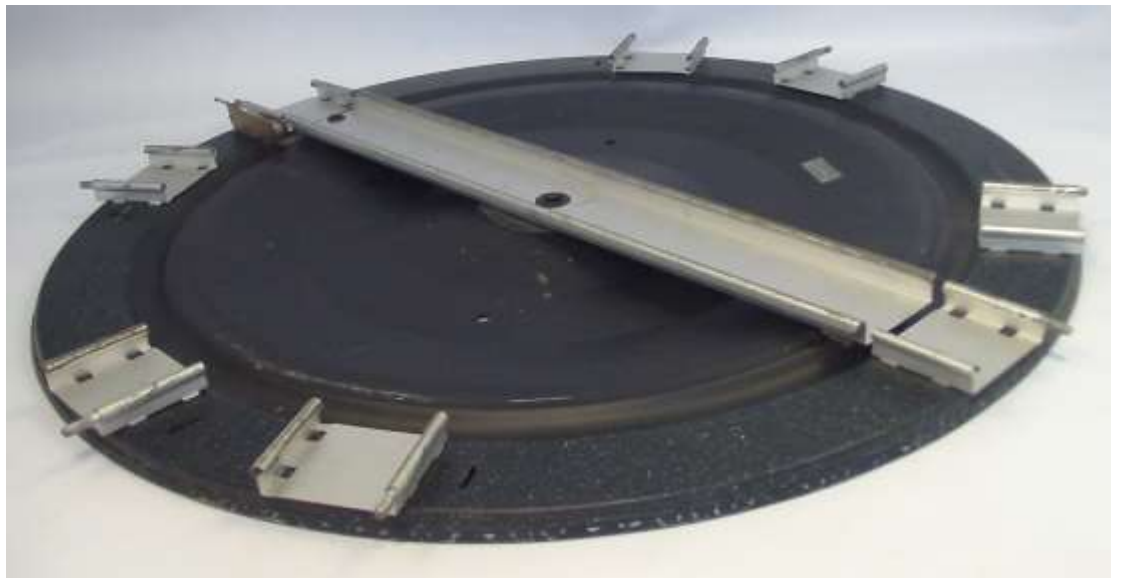
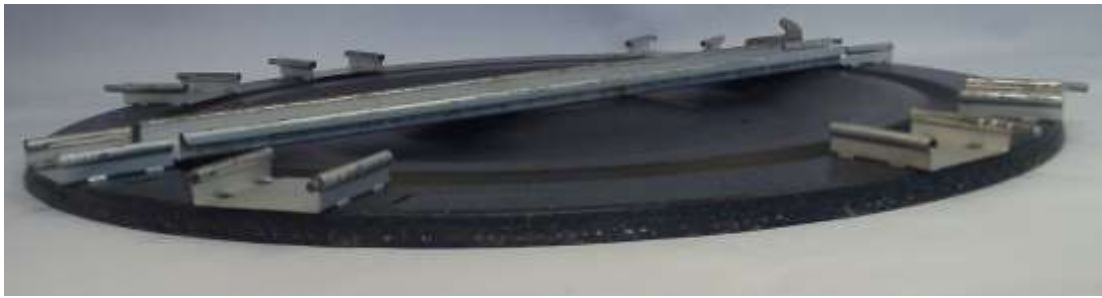
### 8.3.1 Hornby turntables

The small Hornby No 1 Turntable is for the smaller Hornby gauge 0 trains including M Series. I have one in a rather rusty condition and was recently given, by a famous Dutch Hornby collector, a very nice boxed example.

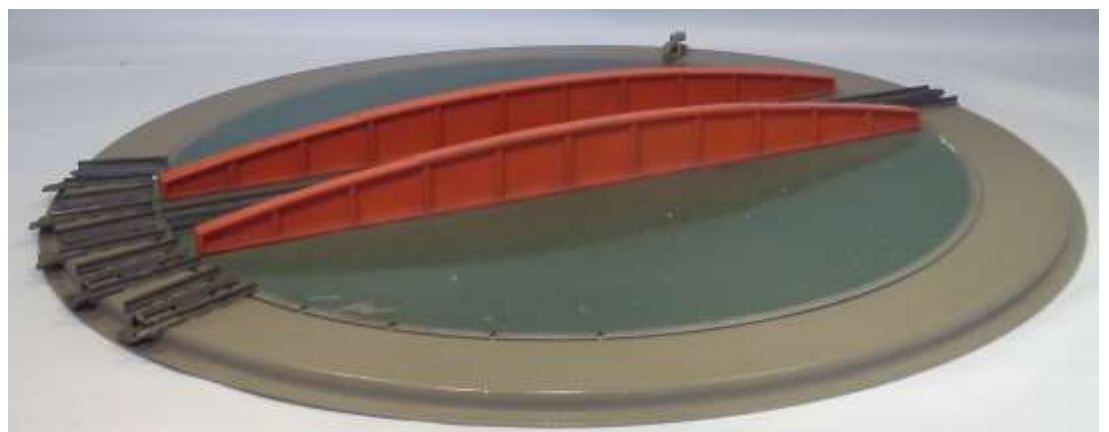
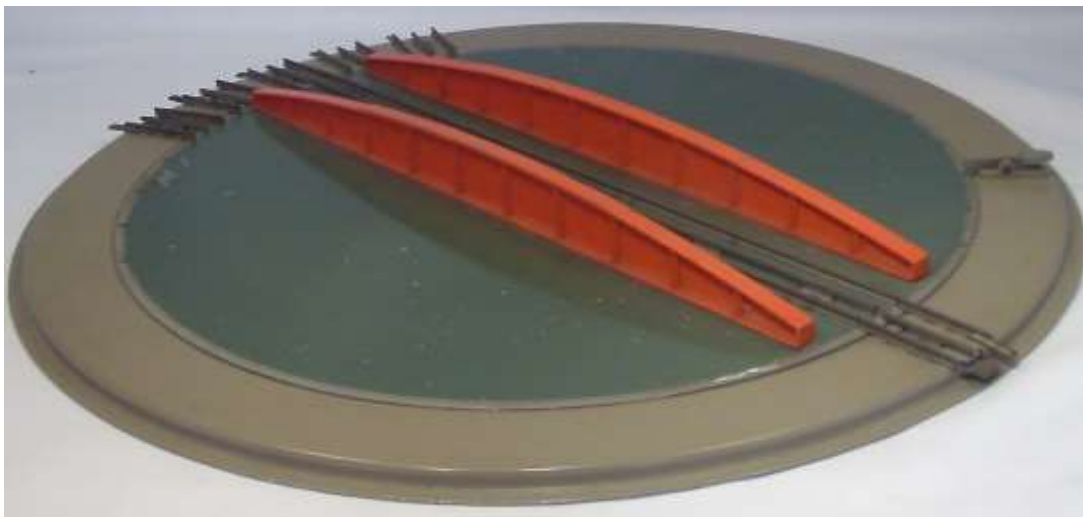




For a bit larger gauge 0 clockwork trains Hornby made the No 2 Turntable.



Accompanying turntable is made by Meccano Liverpool for the Hornby Dublo (gauge 00) system.



### 8.3.2 Märklin turntable

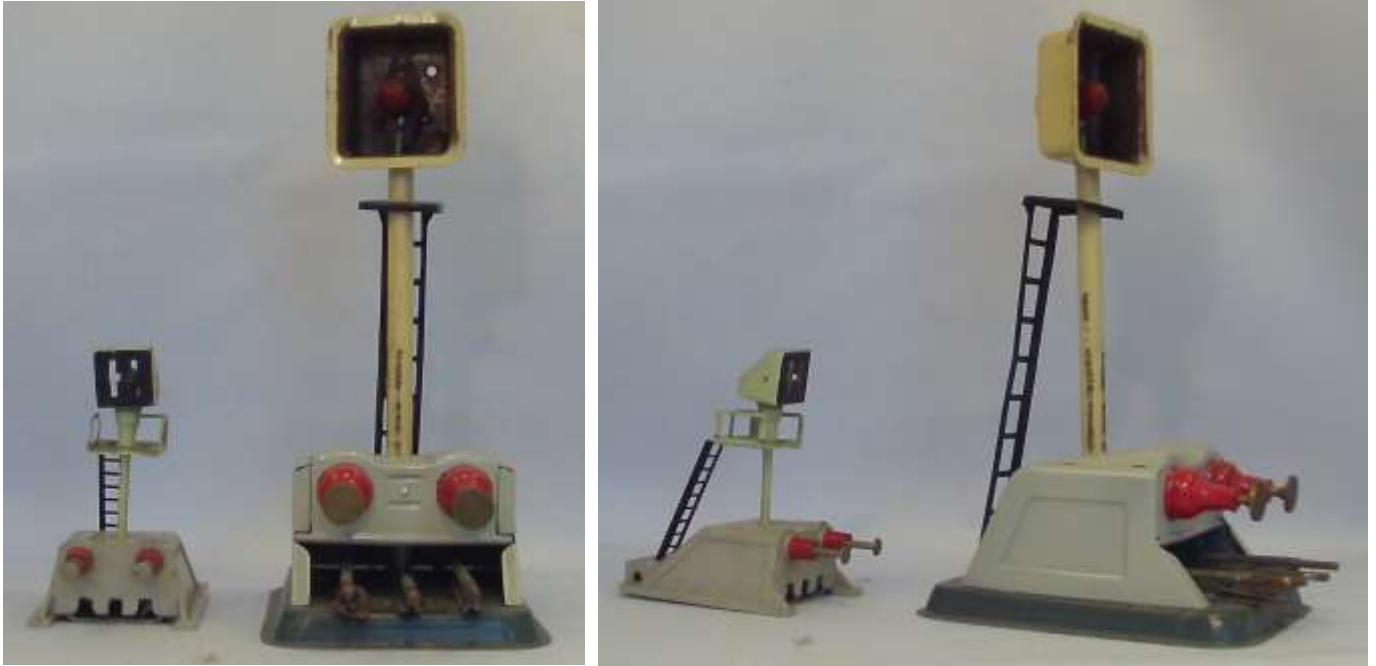
For smaller Märklin wind up trains this turntable was made.





## 8.4 Bufferstops

Most toy train makers also made buffers. First, two by JEP.



The left buffer for H0, the right for O. The gauge O version lacks the H Stop shield that is supposed to sit for the lamp.

Two H0 buffers; Hornby Dublo left and right Märklin.



Two large gauge O buffers; these two are very similar, the blue is Hornby, the brown-gray Bassett-Lowke.





The following three buffer stops are by JEP (left, but without marking), Hornby (center) and Unknown (right; this is gauge 1).



The next three are a bit messy; the left is marked Germany and looks as though it can bear no shock. The middle is a Bing buffer. The right is applicable for multiple gauges; also the buffer width and height can be adjusted on a rickety way.







Fleischmann from Germany made this buffer stop for their short lived postwar 0-gauge range; it came with catalogue number 588 on a 1/2 straight track.



This Märklin buffer stop is for 0 gauge and came with catalogue number 2199/0.



The last one is only marked Made in Germany. It allows to set different gauges and also different buffer widths and heights.



## 9 Accessory collections

Sometimes a number of different accessories comes in a set box, thus a collection of accessories. Especially CR (Rossignol) made a large number of train sets with accessories.

### 9.1 CR collection 1

This 0-gauge clockwork trainset by Rossignol has a remarkable picture on the box cover. It shows the port of Cherbourg with the large steamboat Normandy (to America) and the train from Paris that brought and fetched the passengers for the boat.



The set contains a small train, but 3 stations! A train/stop at the left, the station at the center is also shown here 3.3.1. Both have no CR number. The “JOUJOUVILLE” station at the right, with CR number 51, was found in more sets like shown below (see 9.4), however the top of that station is different.



The small CR tunnel (both sides are the same) has no CR number. Further from left to right (with CR numbers) a lamppost (43), a colour signal (40), a semaphore (42) and a (two dimensional) mechanical bell (45).



## 9.2 CR collection 2

CR or Charles Rossignol made this 0 gauge clockwork trainset with a number of accessories:



From left to right a lamppost, a signal, a 2-dimensional water tower and a tunnel; the tunnel is almost too small to let the train go through! The CR numbers are 43, 40, 47 and 53.

### 9.3 CR collection 3

The next CR collection might have been part of a train set, I found just only these four items: colour-signal, crossing barrier, lamppost and platform with porter and stationmaster, the respective CR numbers are 41, 39 and 43 (the platform has no number).



Note that the lamppost in this set has CR number 43 like the lamppost in the previous set above, the lithography however is different!

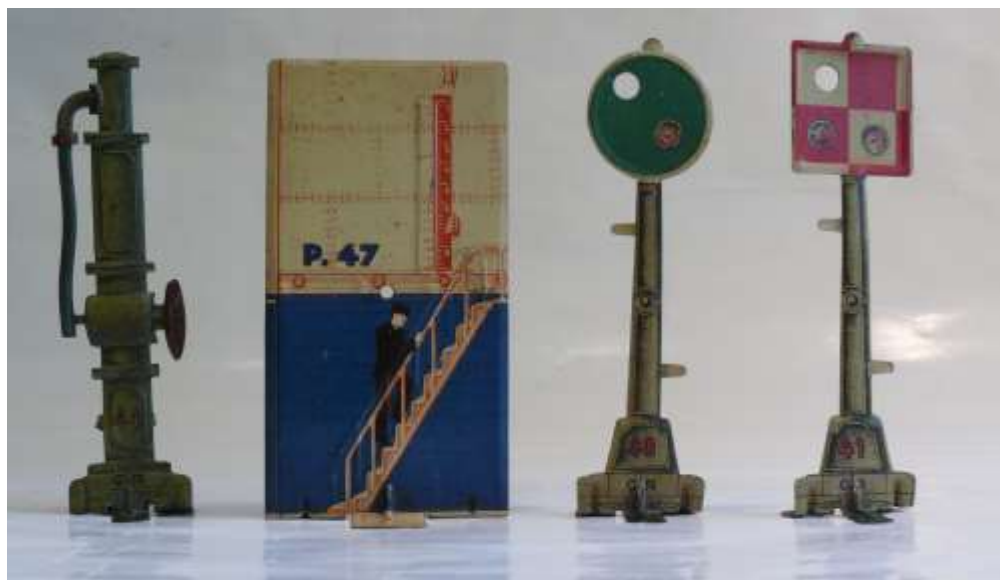


## 9.4 CR collection 4

This next CR (Charles Rossignol) trainset included 8 accessories, most of them just a 2-dimensional. The 2-dimensional accessories are attached to a colourful carton background.



From left to right a water tower (47), “JOUJOUVILLE” station (51), round signal (40), water tap (44), square signal (41), signal bridge (56), station (7), tunnel (54). The CR numbers are (between brackets).







## 9.5 CR collection 5

The 28 mm gauge CR trainset shown here has five accessories when you count the two tunnel halves each.



The station in this set (left) has a lithographed ground-plate while the one on the right from a different sets has a green painted one.



## 9.6 FV collection

This collection of accessories came with a German made train, they are however French and made by FV or maybe early JEP. These items are not in the best condition but old enough not to be binned without consideration.



The two small station or houses are typical FV product. These were not lithographed but painted tin and generally has lost some colour. The largest one is still the best looking, it measures 12 \* 5 \* 9 cm.





This smaller FV house with damaged paint measures 11 \* 5 \* 7



The signalman hut has a movable green/white signal and is 15 cm tall.



The red/white round and square FV signal are simple (and damaged). Both are 14 cm high.



## 9.7 JEP collection 1

These train accessories all came with a JEP trainset.



From left to right: Colour-signal, semaphore, warning sign (forbidden to cross the rail) bridge, water cock, station, station staff, lamppost, tunnel, telegraph pole. The colour-signal with number 41 on it is not by JEP, even when it came with a JEP trainset, it is a CR colour-signal.





## 9.8 JEP collection 2

This collection is even larger than the previous. These train accessories all belong to a larger and slightly older JEP train set.



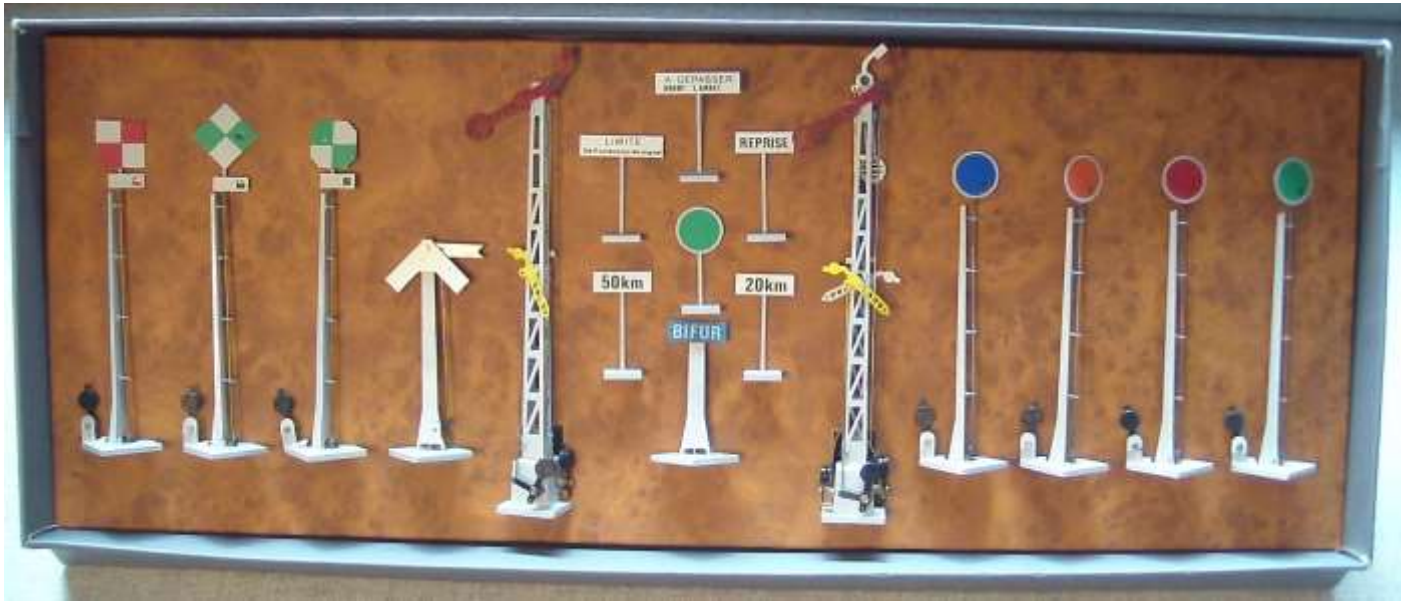
From left to right: Bridge, water cock semaphore, guard house, level crossing bell, station, station staff, lamppost, warning signs (end security), stop, bridge, telegraph pole, tunnel.



From left to right: Water Tap, station, station staff, lamppost, guard house, telegraph pole.

## 9.9 Maescot accessories by Fulgurex

French train manufacturer Maescot is known for making real scale models already in the twenties and thirties. The production of Maescot was later acquired by Fournereau. The firm Fulgurex as a commemoration of Maescot has issued a set of train accessories in a presentation box. This set, which was made by Alpha Models, is a limited edition.



Typical French semaphores.





Bifur means diversion; the purpose of the centre pole I do not know.



## 9.10 Mettoy accessories

These boxed Railway Accessory Sets were made by Mettoy. The first set has a lighted station, bridge and two signals; the other set contains a tunnel, a signal box and a signal; This second box is a nice item by itself with size of 44\*18\*7.







Click the picture or copy the link to see these accessories on video:  
<https://youtu.be/IZGAqHnAG5o>

## 10 Additional items

This chapter is for items not categorised in the previous 9 chapters.

### 10.1 GILS signal and crossing

Quite unique Gils accessories. A light signal with ladder and a single crossing barrier for gauge 0. Gils gauge 0 was made between 1945 and 1965.





## 10.2 Lionel gateman house

This Lionel gateman house has catalogue number 145. It is a postwar operating accessory made between 1950 and 1966. It is operated by a track contact, when triggered the door opens and the gateman comes outside waving his red lamp. The base (14 \* 18 cm) is metal and the house (12 cm high) is plastic.



## 10.3 Houses

### 10.3.1 Dressler signalman houses

Accompanying signalman houses are made by Konrad Dreßler OHG, Fürth. The same house was made with and without mechanical bell.



Without bell



With bell





### 10.3.2 Issmayer house

This house (15 \* 9 \* 17) with telegraph at the roof is marked JAJ or Issmayer; in 1861 this company was founded in Nuremberg by Johann Andreas Issmayer. The same house was also made with a signal and fencing to be used as a station.



The front has an opening door; the backdoor is lithographed.



The J.A.J. marking is at the corner.

## 10.4 Bing Engine shed

This small locomotive shed is part of the Bing Tisch Bahn. Tisch Bahn (Table trainset) was released by Bing in the twenties and was based on the gauge that later became known as H0. This shed is the clockwork version (catalogue number 3302/17); the red brick arch over the entrance is missing. The measurements of the shed are 7\*8\*11 cm.





## 10.5 Mettoy Locomotive shed

Mettoy made this engine/locomotive/loco shed in the fifties with catalogue number 5620 in a series of accessories for the city Joytown. Two Mettoy pieces of straight track can be attached at the inside. The same building with different lithography was also used for other purposes including a fire station.



## 10.6 Water towers

This is an American Flyer Lines water tower. I suspect it was created by Bing or otherwise is a faithful copy of the Bing tower; the American firm Ives made a similar looking water tower. It is 23 cm high.



The spout is movable and is kept in place by the counterweight. The water tower is about three quarters full.



Brimtoy made with catalogue number 414 this 18 cm high water tower which has a plastic reservoir and ladder and a tinplate column and stand.



The next water tower is from Hornby it is just a tiny bit smaller (17 cm high). It can be operated; by pulling on the chain, a valve is opened and the water flows out.



## 10.7 Water supply and advertising signs by Hornby Dublo

This water tap and billboards (hoardings) are by Hornby Dublo, thus for gauge 00.



The Capstan cigarettes commercials and Bird's custard advertisements are combined in a "hoarding" of which I have thus two.



## 10.8 Lead railway characters

The German Firma Georg Spenkuch, Nürnberg made all kinds of tin figures, including railroad characters; these were probably made around 1910.



From left to right: traveller, conductor, waiter, porter, stationmaster, shunter, porter with pushcart





## 10.9 Hornby railway characters

This box of 0 gauge characters is by Hornby France.



From left to right: porter, lady traveler, skier, camper and camper girl

The stationmaster is British, he is 6 cm tall.



## 10.10 Hornby milkcans

As an accessory to gauge 0 Hornby made milk cans, they were packaged by six with a milk cart. Here they are loaded into a refrigerator car. The cans seem to me to be quite large.



## 10.11 Handtruck

This hand truck or trolley with barrels came with some railway items, so I assume it is a railway accessory. It is however quite large, even for gauge 1, at a height of 14 cm. It is made of soldered tinplate while the barrels are wood. There are no makers marking at all.





## 10.12 Plasticville shop

Plasticville is from the fifties and made buildings as an accessory to American S and O trains such as Lionel and American Flyer. As the name says, these things are made of plastic. The Five and Dime store (similar to the Dutch Hema) is made from a "kit": 5 parts that you put together.



## 10.13 Street lights



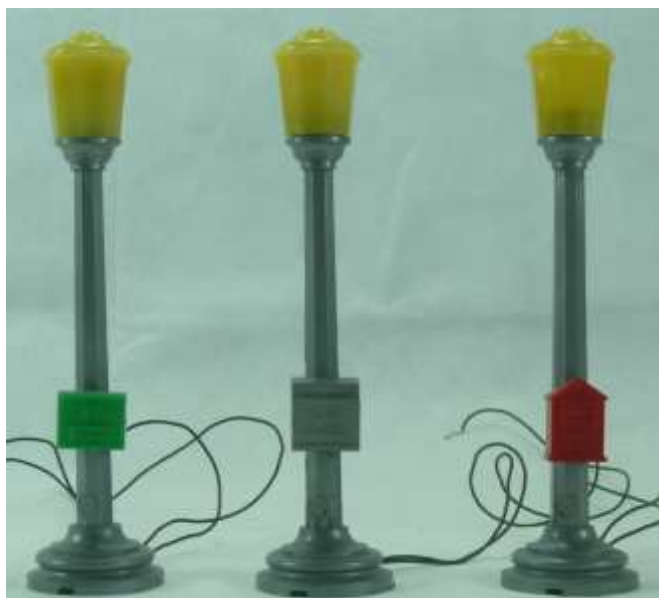
I assume that the street lights shown here were all made as accessories for toy trains. The large station lantern with the glass bulb is made by Bub and is lighted with a small oil lamp. It is 40 cm high. The smaller lamp with the two arms was made by Tipp & Co. A previous owner damaged and flattened the foot which originally contained a switch and a battery, it is now only 27 cm high.

The lamp of the Bub lantern can be lowered with a chain to be lightened.





Marx made a number of different streetlights; the first one with the two bulbs is an older version which is a metal item; the next box with 3 lights was made later. These are plastic.



## 10.14 Road signs

Whether this are train accessories, I do not know; these wood poles came in a box with a tinplate train set.



Dokkum is about 650 kilometres from Paris.



## 10.15 ImbissBude

This is included only because it bears my first name. Fred's ImbissBude is made by Piko: Fred's snack shack just has everything from hot dogs and hamburgers to ice and magazines. Lots of accessories such as flagpoles, magazine racks, etc. complete this kit. The door on the rear side is movable.



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