Gog Models Catalogue

These are the ex-Gog model trams, now being sold by Derek Lambelle and KW Trams.

They are sold in kit form, and include the plastic body parts, glazing and other parts as appropriate.

The motor car kits include a single pantograph (a second one is available as an option for cars that had two fitted). The trailer kits don't include pantographs.

There are several different body styles – 4 wheelers in old timer style and standard style, and bogie cars with one or two lights. In addition, there are different roof styles available. The 4 wheel cars have the choice of a clerestory roof, a barrel roof or a torpedo roof. The bogie cars have the choice of flat roof or clerestory roof.

There is also now a 4 wheeler Frankfurt style and a works Gondola style.

The kit numbers are based on the original Gog numbers.

Motorised and unmotorised chassis are available for all cars.

A number of different decals are available separately. Advert decals have also been added to the range.

A number of other parts such as roof mounted destinations, lights and advert boards are also available.

4 Wheel Motor Cars

DL 363x Motor Car – The Small Old-Timer



This type of car was built between 1910 and 1912. For decades this type was the basic equipment of many small and medium sized towns and was used in large towns on smaller lines.

They had enclosed platforms and 3 large side windows.

This is the old-timer with a clerestory roof. The front all approximately the same

windows of the old-timer are



size, whereas on the standard car the middle window is much wider than the outer ones.

As it is, the kit can be used to model cars from Reutlingen, Chemnitz, Amsterdam, Bonn, Dresden, Dusseldorf, Gotha, Halberstadt, Halle, Karl Marx Stadt, Kreischa, Innsbruck, Nordhausen, Plauen and an Erfurt or Potsdam works car amongst others, and with some

modification it can be made into a Basel, Hohenstein-Ernstthall, Mulhausen, Piraeus, Rostock or Woltersdorf car.

DL 362x Motor Car – The Modernised Old-Timer



A number of the small old-timer cars were modernised in the 60s. This included an enlarged front middle window with inbuilt destination, the car was adapted to the needs of the time.

Vehicles of this type are still used as a service car today.

This vehicle type was the high point of vehicle development for small trams. The smooth, maintenance-free barrel roof still determines the shape of trams. This design was



characteristic for tram construction of the 20s.

As it is, the kit can be used to model cars from Aachen amongst others, and with some modification it can be made into cars from Darmstadt, Stern & Hafferl, Vienna or a Brussels works car. With a clerestory roof, the kit can be used to model works cars from Dresden, Muhlhausen and Nordhausen amongst others.

DL 364x Motor Car – The Modernised Old-Timer

Others of the small old-timer cars were modernised and had a Torpedo roof fitted.

As it is, the kit can be used to model cars from Cottbus, Eisenach, Leipzig, Potsdam and Woltersdorf amongst others, and with some modification, the kit can be used to model cars from Cologne, Darmstadt, Gera, Mulhausen, Potsdam, Rostok and St Petersburg or a Liepzig works car.



4 Wheel Trailer Cars

Small 2 axle vehicles for city traffic.

In order to cope with the high number of passengers, the motor cars were coupled with trailers. This allowed the transport performance to be significantly increased. This possibility was used especially for workmen and excursion traffic.

Trains formed from several carriages with precise tracking is a particular advantage of rail transport. This makes it possible to carry more passengers without compressing the timetable. Trams with one or two sidecars are an integral part of the cityscape.

The trailers kept pace with the construction of motor cars. The bodies of the motor and trailer cars were mostly identical, and many motor cars were converted to trailers when no longer needed as motor cars.

DL 553x Trailer Car – Old-Timer with clerestory roof

This kit is of the 4 wheel old timer trailer with a clerestory roof.

As it is, the kit can be used to model cars from Leipzig amongst others, and with some modification it can be made into cars from Brandenburg, Dresden and Kreischa.



DL 552x Trailer Car – Standard with barrel roof

This kit is of the 4 wheel modernised trailer car with a barrel roof.

With some modification this kit can be made into cars from Cottbus, Halle and Chemnitz amongst others.



DL 554x Trailer Car – Standard with torpedo roof

This kit is of the 4 wheel modernised trailer car with a torpedo roof.

As it is, the kit can be used to model cars from Brandenburg and Leipzig amongst others.



DL 555x Trailer Car – Frankfurt with clerestory roof

This kit is of the 4 wheel Frankfurt style trailer car with a clerestory roof.

As it is, the kit can be used to model cars from Frankfurt and Schoeniche amongst others.



Works Motor and Trailer Cars

Small "Gondola" 2 axle vehicles for carrying ballast etc.

These are freelance models, not based on any particular system, but these types of works cars were widely used.

With some modification the motor car kit can be used to produce works cars from Berlin and Dresden amongst others.



The trailer or wagon kit can be used to model trailers from Berlin, Chemnitz, Dresden, Frankfurt, Gotha, Halle, Hohenstein-Ernstthall, Jena, Karl Marx Stadt, Leipzig, Magdeburg, Muhkhausen and Stralsund amongst others.

DL 472x Motor Car – 4 axle car – for city and suburbs



Increased demands on driving comfort and speed led to the development of the 4 axle tram.

In the mid-thirties, manufacturers of rail vehicles introduced a joint design for a powerful 4-axle vehicle.

The basic model of the German 4 axle cars. The car was used in the city, suburb and interurban

traffic. Large platforms and wide

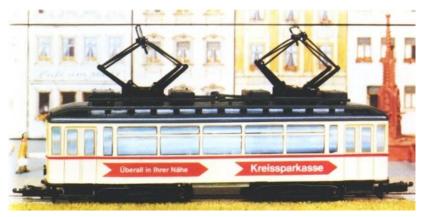
aisles facilitated the movement of passengers and allowed the passengers to take bulky luggage.

This is the flat roofed version.

With some modification this kit can be made into cars from Den Haag, Rheinische, Innsbruck, Geneve and Rome amongst others.



DL 471x Motor Car – 4 axle car – for city and suburbs



These cars had closed platforms, large frameless side windows with partitioned skylight, destination and line signs and 2 pantographs.

This is a basic model of the 4 axle cars as built in 1936 by Duwag.

This is the clerestory roof version.

As it is, the kit can be used to model cars from Amsterdam, Dusseldorf, Heidelberg, Leipzig, Magdeburg, Merseburg and Neuchatel

amongst others, and with some modification it can be made into cars from Ellerstadt, Gera, Karl Marx Stadt, Plauen and Brussels.

4 Axle Trailer Cars

In the same way that the 4 wheel cars had trailers, the bogie cars were coupled to trailers too.

DL 572x Trailer Car - 4 axle car



This is the flat roof version.



DL 571x Trailer Car – 4 axle car



This is the clerestory roof version.

With some modification this kit can be made into cars from Heidelberg and Knokke amongst others.

Interurban Cars

Interurban lines are operated to open up the border zones of urban areas. After leaving the city, the highways are often tracked to railroad lines and designed for increased speed. The vehicles are equipped with train signals in accordance with the railway signal regulations.

DL 4714 Interurban Car – 4 axle car



As it is, the kit can be used to model cars from Antwerp and Stern & Hafferl amongst others, and with some modification it can be made into cars from Bratislava and Lille.

Trains – DMUs

In order to increase the driving comfort and more efficient operation of routes without electrification, railcars with diesel engines are used on small rail lines. Preferred driving areas are simply tracks with low traffic.

DL 4529 Diesel Car – 4 axle car



DL 3539 Diesel Car – clerestory roof



DL 3529 Diesel Car - barrel roof

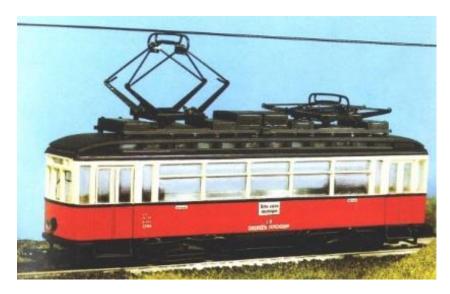


The Local Train - Stern & Hafferl

For the development of rural areas, local railways with simplified construction and operational specifications were chosen.

The railway construction and operating company Stern & Hafferl is a particularly characteristic model of romantic local railway.

DL 4809-1 Railcar



As well as Stern & Hafferl, the kit can be used to model cars from Aachen and Rheinische amongst others.

DL 4809-2 Railcar

The Atterseewagen operated on the local railway lines Gmunden-Vorchdorf and Vocklamarkt-Attersee in Upper Austria.

With some modification this kit can be made into cars from Schoneiche and Karl Marx Stadt amongst others.



City Models - Specific Trams - Ulm

The small tram operation of Ulm was forced to carry out a vehicle renewal in the 1920s. 7 motor cars and 8 trailers were procured between 1920 and 1927. The series of motor cars (22-28) and trailers (57-65) formed the backbone of the Ulm network for many years.

The change in vehicle construction is reflected in structural changes. Thus, the motor cars of the first series had a clerestory roof and roof mounted destinations, those of the later series had a torpedo roof and destinations integrated into the front windows.

The development of the trailer cars was similar to the motor cars.

DL 2601-1 Motor Car – Ulm



Motor car of the first series with clerestory roof.

As well as Ulm, the kit, with some modification, can be made into cars from Aachen, Dresden, Essen, Istanbul and Oslo.

<u>City Models – Specific Trams - Reutlingen</u>

The small Reutlingen motor cars 21-27 and the trailers 11-14 are a testament to the longevity of trams. They were purchased by the WEG in 1912 and 1916 for the southern routes and in 1943 were sold on to the city of Reutlingen. Between procurement for the opening of the electric tram in 1912 until its closure in 1974, they were in service without interruption. The overhauls and conversions carried out during this period were only due to ongoing adjustments to the time requirements and the changed sad appearance of the cars.

The most important conversion was the change of platform around 1960 and the related change of the destination display from the roof and installation into the wide front window. Thanks to the robust construction and good care, the cars were still in full operational condition when the tram service was discontinued.

Through the initiative of enthusiasts and the commitment of associations, it was possible to save a large percentage of the cars from being scrapped and to supply tramcar museums in Hanover, Stuttgart and Wuppertal. Thus, for example, motor car 23 and trailer 11 went to the vehicle collection of the Stuttgart tram museum where they are preserved for posterity. Motor car 27 is kept in Reutlingen as a museum piece at the city works.

Kits DL 363x and DL 553x can be used to produce models of the motor car and trailer.



<u>City Models – Specific Trams – Rhein-Haardt-Bahn</u>

The well-known Rhein-Haardt-Bahn, was a cross-country connection from the Mannheim / Ludwigshafen industrial centre to the palaces of the Palatinate. In order to cope with the increased traffic on the route Mannheim-Ludwigshafen-Bad Durkheim, used railcars were procured in 1955. They were numbered with the company numbers 1 and 2. After some years of use in passenger traffic, they were used even longer for internal purposes. But after the arrival of new, spacious vehicles, the small 2 axle cars went to the scrapyard.

The cars did their duty from 1913 to 1955 during the operation of Pfalzer Oberland-Bahn. The route from Landau to Newstadt through the romantically picturesque narrow streets and alleyways of the wine towns Edenkoben, Maikammer and Deidesheim read like the excerpt from the wine list of a renowned restaurant. Since romance and modern matter often exclude each other, this route with pronounced local railway colour fell victim to modern motor traffic. The end of the Pfalzer Oberland-Bahn in turn meant the farewell to a cherished institution.

DL 3604 Motor Car - Rhein-Haardt-Bahn



<u>City Models – Specific Trams - Frankfurt</u>

The first electric trams were delivered to Frankfurt in 1899. In 1913, 30 C series cars were delivered by Gastell and Herbrand and Siemens.

Structurally they resembled the previous series A and B, but had from the beginning on closed platforms. They had a tare weight of 12.4 t and an engine power of 2×60 hp and each had 18 seats and standing room. The series originally had the numbers 356-385, and in 1924 they were renumbered to 348-377.

In 1924, 35 A-railcars were fundamentally rebuilt: They had angular platforms modelled after the C series and more powerful engines with 51 hp. They formed the independent series E with the numbers 88 to 122.

The cars were withdrawn at the end of 1959 and all were scrapped apart from car 375 which is in the Frankfurt Transport Museum in Schwanheim.

DL 365x Motor Car – Frankfurt

The model represents the C series cars, but can also be used to model the E series cars. The model has a different side and end window pattern to the other Gog kits.

With some modification, this kit can also be made into a Bevieux, Eisenach, Esslingen, Gera, Jena, Plauen, Stralsund, Zurich, Zwickau or Stuttgart car.





With a torpedo roof, this kit can be made into a Brandenburg, Frankfurt, Gorlitz, Karl Marx Stadt or Schwerin car. It can also make works cars from Brandenburg, Dresden, Gorlitz, Leipzig or Schwerin.

Long 4 Wheel cars

A number of European towns had long cars similar to the bogie cars, but with long wheelbase 4 wheel trucks.

We have produced a 42mm wheelbase truck side to enable a model of these to be built.

DL 41FM Motor Car – long 4 wheel



Using the single light bogie body, with a flat roof, it is possible, with some modification, to make cars from Braunschweig, Den Haag, Linz, Nurnberg, Woltersdorf and Flensburg.

DL 41CM Motor Car - long 4 wheel



With a clerestory roof, you can modify the model to make cars from Bad Schandau, Bochum, Cottbus, Duisburg, Eisenach, Erfurt, Gotha, Graz, Halberstadt, Halle, Jena, Kassel, Karl Marx Stadt, Leipzig, Luxemburg, Magdeburg, Mainz, Mettman, Mulhausen, Reutlingen, Strassburg, Stern & Hafferl and Berlin and Dusseldorf works cars.

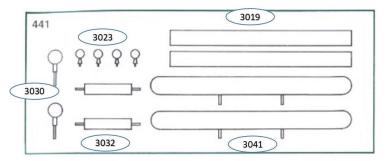
With a 2 light body, you can modify the model to make cars from Chemnitz, Dresden, Gera, Gorlitz, Hohenstein-Ernstthall, Leipzig, Schoeniche or Zwickau car, or a Dresden ambulance car.

Spare Parts and Accessories

In addition to the kits themselves, a number of spare parts and accessories are available to add further detail to your model.

A second pantograph for motor cars that were fitted with 2.





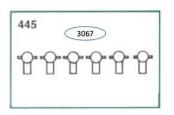
ET 3019 Roof catwalk

ET 3023 Roof mounted lights

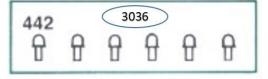
ET 3030 Large central roof destination disk

ET 3032 Destination between roof mounted lights

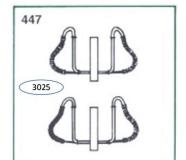
ET 3041 Side advert board



ET 3036 Roof bell



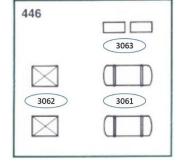
ET 3067 Ball vent



ET 3061 Cylinder

ET 3062 Large roof box

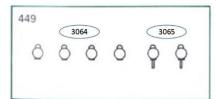
ET 3063 Small roof box



ET 3025 Brake hoses

ET 3353 Pot antennas





ET 3064 Front lantern

ET 3065 Top lantern





ET 3075 Route board







Seats for 4 wheel car



Seats for bogie car



White metal flat roof for 4 wheel car

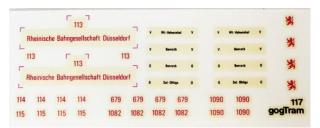
White metal domed roof for bogie car



Decals / Transfers

There are a number of decal sets available.

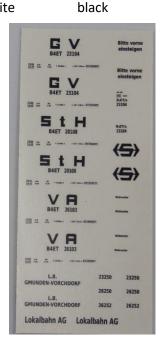
Dusseldorf



Lokalbahn - includes Stern &

Hafferl, Gmunden-Vorchdorf, white





Frankfurt



Works



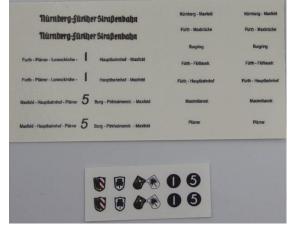
Berlin

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Münsterplatz	Bahnhof	Stadion	Ostplatz	Zoo	- Pa	rk	SchloBplatz		-3	-3	-3	-	3		

Rhein-Haardt Bahn



Nurnberg



Reutlingen



Ulm



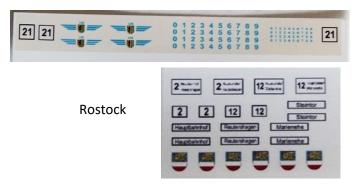
Extras



Dresden



Leipzig



Crests Berlin



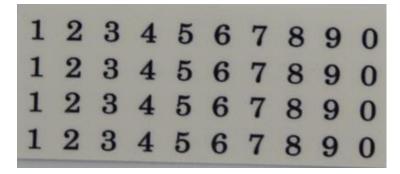
Chemnitz



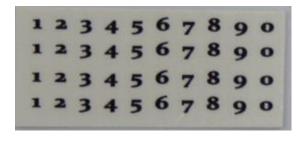
Gotha



Numbers - Script



- Small



Adverts for bogie cars

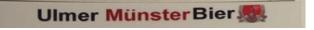


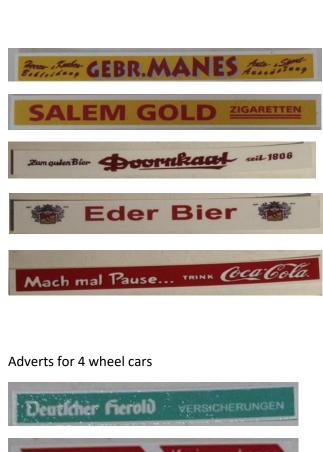


















Motorised and Un-Motorised Chassis

There are motorised and unmotorised chassis available for each type of car.

4 wheel car motorising unit – OO gauge – ME32D09





4 wheel car motorising unit – TT gauge – METT32D09

4 wheel unmotorised unit – OO ME32U09 If



gauge –

Motorised bogie



Unmotorised bogies – OO gauge – ME21U09





Unmotorised bogies – TT gauge – METT21U09

Long 4 wheel car motorising unit – OO gauge – ME42D09



Pricing

4 Wheel motor	£50				
4 wheel trailer	£30				
Bogie motor ca	£70				
Bogie trailer ca	£40				
Gondola works	£25				
Gondola works	trailer	£20			
2 nd pantograph	£8.25				
Motorising unit	£30				
Un-motorised u	£10				
Motorised bogi	£70				
Dummy bogies	£12				
Motorising unit	: – long 4 wheel car – ME42D09	£30			
Motorising unit	: – 4 wheel car – TT gauge – METT32D09	£30			
Dummy bogies	£12				
Spare parts	Brake Pipes	£2 a pair			
Spare parts	Others (destinations, lights, etc)	£1 per pair			
Spare parts	White metal alternative roof	£3			
Decal sets	£1.25 per set				
Decals – numbe	£0.50 per set				
Decals – advert	£0.50 each				
Set of seats for	£4				
Set of seats for	£5				
Gondola loads -	£1 per bag				