JANUARY 2016 CONTINENTAL MODELLER VOLUME 38

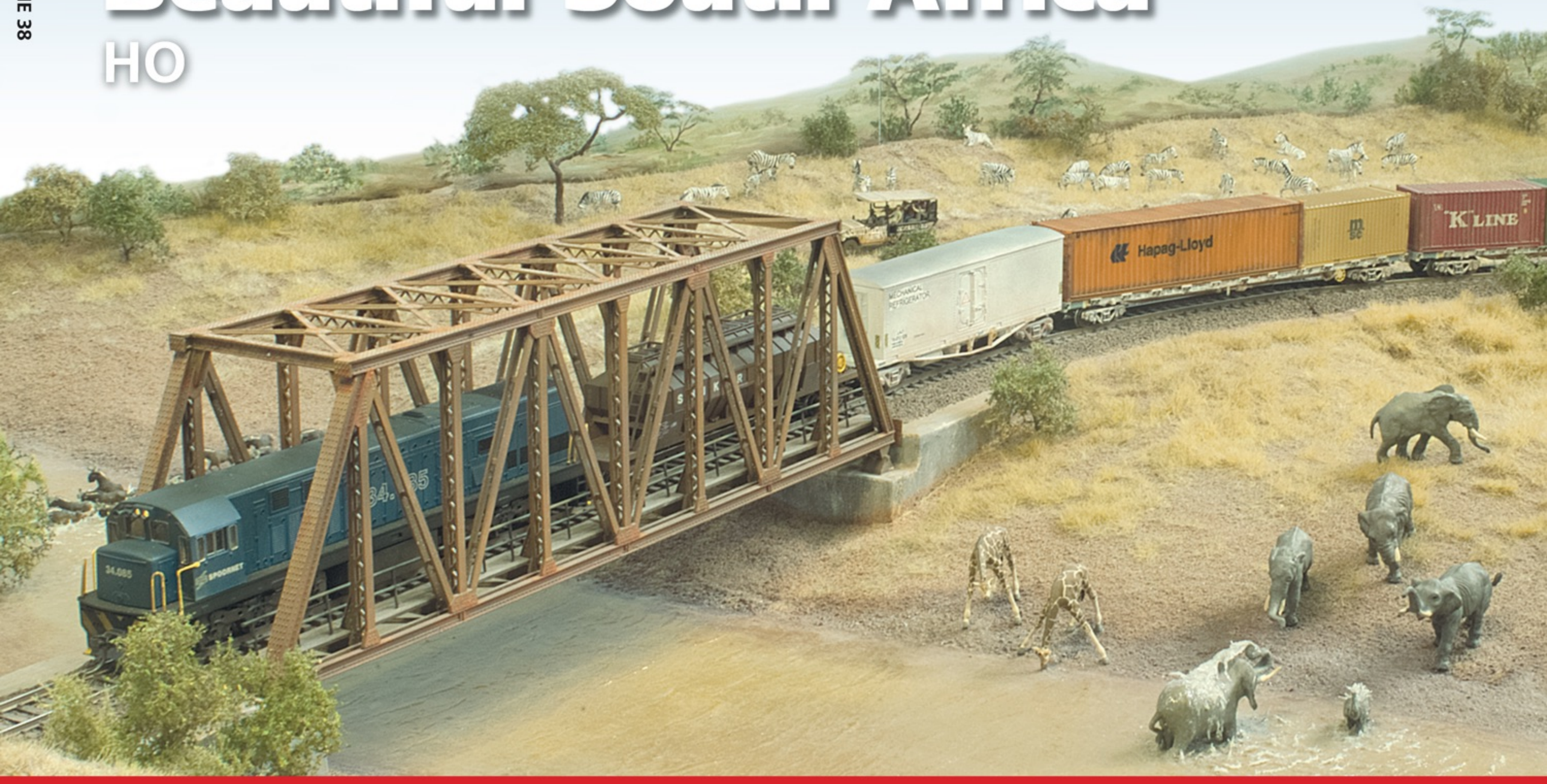
CONTINENTAL MODELLER

JANUARY 2016 | £4.45 (UK)

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Beautiful South Africa

HO



Inside this issue...



Biscuiterie Jeannette French HO



Rack trams in Stuttgart

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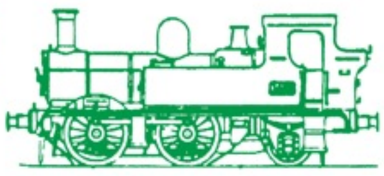
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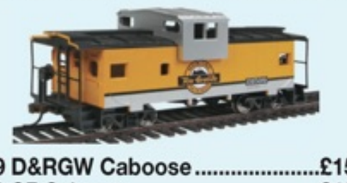
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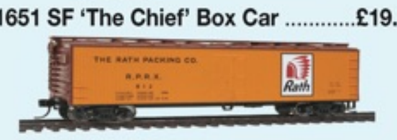
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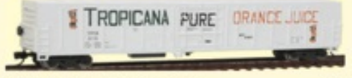
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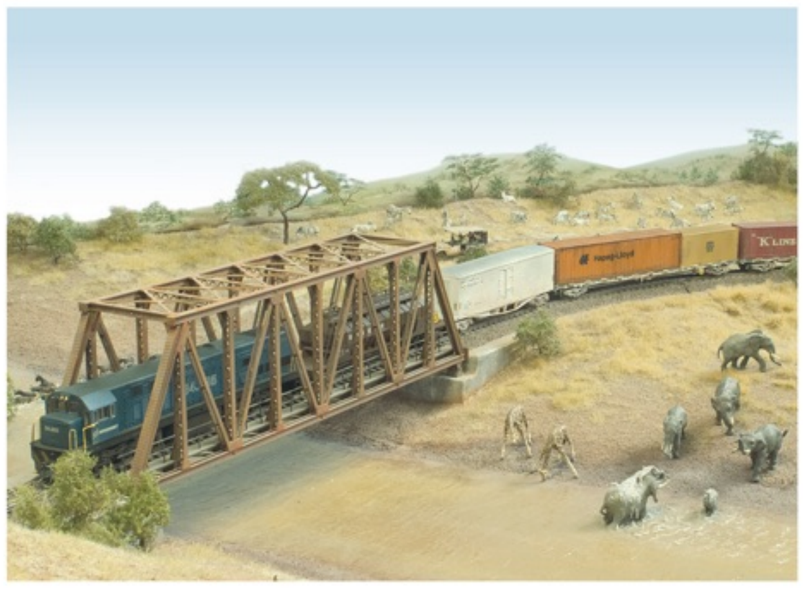
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday of the preceding month.



Cover
The wildlife is unperturbed as a South African Railways class 34 diesel hauls a freight over the river bridge.
Photo: editor.

Looking back, looking forward

The Railway of the Month in this issue, *Beautiful South Africa*, is deceptively simple – a single track line wandering through the landscape, but just because there is not much visible railway does not mean there has not been a lot of work, and to a high standard, to achieve a convincing result. The locomotives and rolling stock were at the least adapted from proprietary items and in most cases built from kits, as few items are made commercially for this market.

The distinctive scenery had to be developed, with specific trees and plants, and the road vehicles, figures, and animals all required much ingenuity and skill in modification to achieve authenticity.

It is a classic case of there being more track in the storage yard than the visible section, and an excellent example of how less can indeed be more. It also illustrates that keeping a project to a manageable size is advisable for an individual modeller.

Anyone who is tempted to say that it is a shame it could not have been 12mm gauge, or set in the steam era, will be invited to show their efforts!

In contrast, the Plan of the Month, *Chelma Canyon*, is a much more elaborate design, a larger layout, a group effort, and prompted by commercially readily-available models. It all goes to show the wonderful variety in our hobby.

January is traditionally a time for looking back and looking forward.

Looking back, we invite you to make your choice for 2015 CM Cup competition. Full details can be found on page 24a.

Looking forward, we continue to be delighted by the range of subjects which can be modelled. Some things are popular because of their inherent interest – an attractive location, fascinating locomotives and rolling stock, interesting operation, or perhaps a convenient size to be reproduced as a layout. Others subjects become popular because they are commercially supported – which may be for similar reasons. These considerations can apply to both geographical area and time period, and helps to explain why things like Bavarian branches and the Rhätische Bahn are disproportionately popular.

Topics need a certain level of material to be available to be viable for most enthusiasts, but conversely some subjects appeal to modellers precisely because they are different and require more creative input, either adapting existing commercial items or creating new models from scratch. The South African scene in this issue is an excellent example.

Scratchbuilding used to be in wood and card, then plastic, then getting things cast or etched, then laser cut, and now 3D-printing. The work used to be exclusively with a craft knife – and much still needs it – but can now also be on screen and with a mouse. But even objects designed in the virtual domain are eventually translated into physical items.

As a magazine we try to reflect all interests with a varied mixture, as it is impossible to predict who will find what inspiring. Perhaps we can affect what people choose to model, by drawing attention to an unusual and potentially interesting topic or technique or product, and by providing a certain amount of background information. We hope you will like what we have in store for the coming year, and look forward to your continued support.

Lead times are such that these words are being written immediately after the Warley show at the NEC. We are pleased to report it was another successful event, with the visiting foreign layouts among the undoubted highlights, though every visitor will have their own favourites. The CONTINENTAL MODELLER trophy, for the best 'foreign' layout, was awarded to Graham Broad of the Carshalton & Sutton MRC for *Villefranche-la-Chapelle*: a difficult choice for the judges among so many wonderful layouts, but definitely well-deserved. The layout will also be at St.Albans this month, and an article is planned.

CONTINENTAL MODELLER

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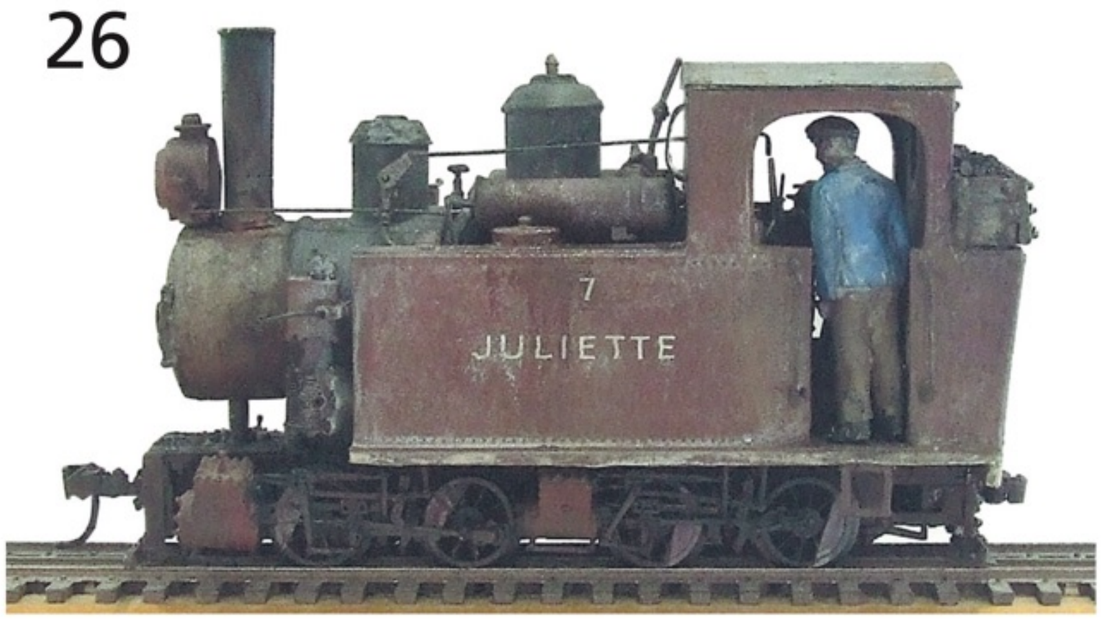
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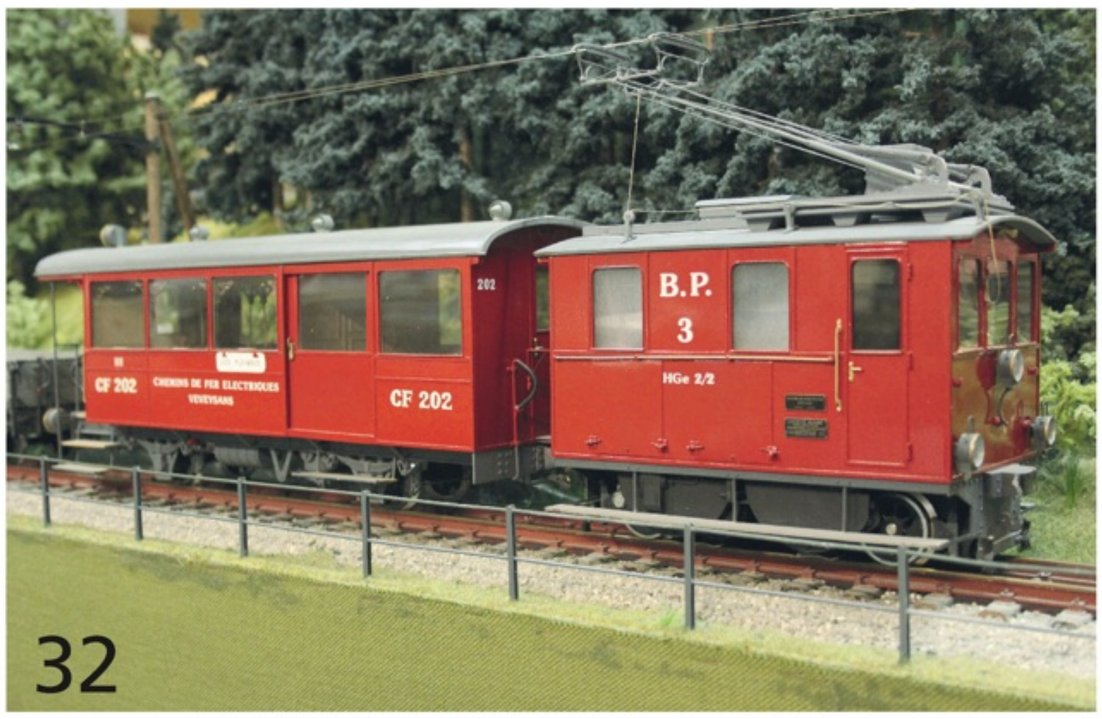
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72945 CD Rh749.121 Diesel Loco V (DCC-Sound)	**£220.00**

72956 RENFE D319.2 Diesel Locomotive VI	**SOLD OUT**
72957 RENFE D319.2 Diesel VI (DCC-Sound)	**SOLD OUT**
72988 DB V200 Diesel Locomotive III	**£99.00**
73202 CSD Rh365.4 Steam Locomotive III	**£215.00**
73203 CSD Rh365.4 Steam Loco III (DCC-Sound)	**£280.00**



73320 DBAG BR143 Electric Locomotive V	***£180.00***
73321 DBAG BR143 Electric Loco V (DCC-Sound)	**£240.00**
73352 OBB Rh1020 Electric Locomotive IV	**£200.00**
73353 OBB Rh1020 Electric Loco IV (DCC-Sound)	**£270.00**
73354 DRB E94 001 Electric Locomotive II	**£200.00**
73355 DRB E94 001 Electric Loco II (DCC-Sound)	**£270.00**
73376 SBB Re420 Lion Electric Locomotive VI	**SOLD OUT**



73410 DBAG BR151 Electric Locomotive V	***£205.00***
73411 DBAG BR151 Electric Loco V (DCC-Sound)	**£270.00**
73413 NSB EL18 Electric Locomotive VI	**£180.00**
73414 NSB EL18 Electric Loco VI (DCC-Sound)	**£240.00**
73417 KCRC TLS Electric Locomotive V	**£185.00**
73418 KCRC TLS Electric Loco V (DCC-Sound)	**£245.00**
73426 DBAG BR101 Sudafrika Electric Loco VI	**£205.00**
73427 DBAG BR101 Sudafrika Electric VI (DCC)	**£240.00**
73428 NSB EL18 2257 Electric Locomotive VI	**£185.00**
73429 NSB EL18 2257 Electric VI (DCC-Sound)	**£245.00**



73433 SBB Be4/6 Electric Locomotive III	***£120.00***



73454 SJ Rc4 Electric Locomotive IV	***£200.00***
73455 SJ Rc4 Electric Loco IV (DCC-Sound)	**£260.00**
73482 SNCF 2D2 Electric Locomotive IV	**£265.00**
73494 OBB Rh1116 Electric Locomotive VI	**£240.00**
73495 OBB Rh1116 Electric Loco VI (DCC-Sound)	**£305.00**
73496 OBB Rh1216 Electric Locomotive VI	**£205.00**
73497 OBB Rh1216 Electric Loco VI (DCC-Sound)	**£270.00**
73542 OBB Rh1044 Electric Locomotive VI	**£195.00**
73543 OBB Rh1044 Electric Loco VI (DCC-Sound)	**£260.00**
73548 OBB Rh1144 Electric Locomotive VI	**£205.00**
73549 OBB Rh1144 Electric Loco VI (DCC-Sound)	**£265.00**



73636 SBB Cargo ES64 F4-112 Electric Loco VI	***£185.00***
73642 BLS Re465 Cats Eye Electric Loco VI	**£185.00**
73643 BLS Re465 Cats Eye Electric VI (Sound)	**£245.00**
73644 SBB Re460 Migros Electric Locomotive VI	**£185.00**
73645 SBB Re460 Migros Electric VI (DCC-Sound)	**£245.00**
73646 SBB Re460 Electric Locomotive VI	**£180.00**

73647 SBB Re460 Electric VI (DCC-Sound)	**£240.00**
73662 NS BR186 Electric Locomotive VI	**£200.00**



73770 RZD ChME3 Diesel Locomotive V	***£175.00***
73771 RZD ChME3 Diesel V (DCC-Sound)	**£240.00**
73790 SZD M62 Diesel Locomotive III	**£175.00**
73791 SZD M62 Diesel Loco III (DCC-Sound)	**£235.00**
73794 RZD 2M62 Diesel Locomotive V	**£345.00**
73795 RZD 2M62 Diesel Loco V (DCC-Sound)	**£470.00**



73802 DR BR120 Diesel Locomotive IV	***£175.00***
73803 DR BR120 Diesel Loco IV (DCC-Sound)	**£235.00**
78133 DR BR01.5 Steam Loco IV (~AC-Sound)	**£330.00**
78171 DB BR50 Steam Loco III (~AC-Sound)	**£315.00**
78173 DB BR050 Steam Loco IV (~AC-Sound)	**£315.00**
78243 DB BR012 Steam Loco IV (~AC-Sound)	**£330.00**
78260 OBB Rh93 Steam Locomotive III (~AC)	**£255.00**
78589 SBB Re6/6 Electric Loco V (~AC-Sound)	**£290.00**
78593 SBB Re620 X Rail Electric V(~AC-Sound)	**£290.00**
78639 SNCF BB7200 Electric Loco V (~AC)	**£210.00**
78644 BLS Ae6/8 205 Electric Loco IV (~AC)	**£235.00**
78681 NS 1206 Electric Loco IV (~AC-Sound)	**£310.00**
78692 DR BR120 Diesel Loco (~AC-Sound)	**SOLD OUT**
78773 DBAG BR218 Diesel VI (~AC-Sound)	**£225.00**
78909 OBB Rh2067 Diesel V (~AC-Sound)	**£245.00**
78957 RENFE D319.2 VI (~AC-Sound)	**SOLD OUT**
78988 DB V200 Diesel Locomotive III (~AC)	**£135.00**
79321 DBAG BR143 Electric V (~AC-Sound)	**£240.00**
79353 OBB Rh1020 Electric IV (~AC-Sound)	**£270.00**
79355 DRB E94 001 Electric II (~AC-Sound)	**£270.00**
79411 DBAG BR151 Electric V (~AC-Sound)	**£270.00**
79414 NSB EL18 Electric Loco VI (~AC-Sound)	**£240.00**
79427 DBAG BR101 Sudafrika Electric VI (~AC)	**£240.00**
79429 NSB EL18 2257 Electric VI (~AC-Sound)	**£245.00**
79433 SBB Be4/6 Electric Locomotive III (~AC)	**£155.00**
79455 SJ Rc4 Electric Loco IV (~AC-Sound)	**£260.00**
79482 SNCF 2D2 Electric Locomotive IV (~AC)	**£310.00**
79495 OBB Rh1116 Electric VI (~AC-Sound)	**£305.00**
79497 OBB Rh1216 Electric VI (~AC-Sound)	**£270.00**
79543 OBB Rh1044 Electric VI (~AC-Sound)	**£260.00**
79549 OBB Rh1144 Electric VI (~AC-Sound)	**£265.00**
79561 DB BR117 Electric Locomotive IV (~AC)	**£195.00**
79636 SBB Cargo ES64 F4-112 Electric VI(~AC)	**£215.00**
79643 BLS Re465 Cats Eye Electric VI (~AC-S)	**£245.00**
79645 SBB Re460 Migros Electric VI (~AC-S)	**£245.00**
79647 SBB Re460 Electric Loco VI (~AC-Sound)	**£240.00**
79662 NS BR186 Electric Locomotive VI (~AC)	**£235.00**

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64397 SBB Panorama Coach VI	***£61.00***
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64641 SJ 2nd Class Express Coach V	**£46.50**
64642 SJ 2nd Class Express Coach V	**£46.50**
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64652 SNCF 2nd Class Coach IV	**£38.00**
64653 SNCF 2nd Class Coach IV	**£38.00**
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64910 DBAG IC 1st Class Coach VI ***£54.00***
64911 DBAG IC 2nd Class Coach VI **£54.00**
64912 DBAG IC 2nd Class Coach VI **£54.00**



64913 DBAG Regio Baggage Coach V ***£54.00***
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46386 OBB Heavy Duty Flat Wagon IV **£20.75**
56068 DR Open Wagon IV **£10.75**
56069 DR Open Wagon IV **£10.75**
56230 SNCF Open Wagon III **£13.25**
56232 CSD Open Wagon III **£13.25**
56233 DB Open Wagon III **£13.25**
56234 DR Open Wagon III **£13.25**
56244 PKP Talbot Hopper IV **£11.75**
56245 DB Talbot Hopper III **£11.75**
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56260 GATX Tank Wagon VI **£14.00**
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56267 SNCF Open Wagon IV **£9.75**
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56273 FS Open Wagon IV **£14.75**
56280 NS Open Wagon III **£9.25**
56281 SNCF Open Wagon III **£9.25**
56300 DSB Open Wagon IV **£13.25**
56301 FS Open Wagon IV **£13.25**
56302 FS Open Wagon IV **£13.25**
66203 SBB Van with Brakemans Platform IV **£26.50**
66271 OBB Bicycle Van V **£24.25**
66872 CSD Van with Brakemans Platform III **£24.00**
66904 NS CHIJP Refrigerated Van III **£25.00**
66909 NS Fina 4 Wheel Tank Wagon IV **£24.25**
66912 OBB Maintenance Coach V **£37.00**
67107 Felbemayer Set (2) V **SOLD OUT**



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67182 SBB Postal Wagon Set w/Lights (2) IV(~AC) **TBA**
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67285 SNCF Stake Wagon Steel Beam Load VI **£41.00**
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67296 HZ Gondola VI **£25.50**
67299 NS Gondola IV **£25.50**
67302 SJ Gondola V **£25.50**
67303 DB Flat Wagon with LKW Load IV **£56.00**
67304 DB Flat Wagon with LKW Load IV **£56.00**
67313 SBB EuroLux Cargo Tarpaulin Wagon VI **£32.50**
67314 RENFE Sliding Tarpaulin Wagon VI **£25.50**
67315 Cargas RENFE Tarpaulin Wagon VI **£25.50**
67316 RENFE RailSider Tarpaulin Wagon VI **£25.50**
67317 FS Sliding Tarpaulin Wagon V **£32.50**
67398 AAE LKW Walter Double Pocket Wagon VI **TBA**
67399 AAE DB Schenker Dbl Pocket Wagon VI **TBA**
67410 AAE Rotra und Mainsped Pocket Wagon VI **TBA**
67411 NSB Kjell Hansen Dbl Pocket Wagon VI **TBA**
67412 Wacosa Fercam Dbl Pocket Wagon VI **TBA**
67413 Wacosa Bring Double Pocket Wagon VI **TBA**
67423 OBB R Stake Wagon MB4500 Load III **£36.50**
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67899 OBB Van IV **£21.50**



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76201 SBB Postal Wagon Set (2) w/Lights VI **TBA**
76202 SBB Postal Wagon Set Lights VI (~AC) **TBA**
76760 SBB Silo Wagon V **£24.75**
76775 DB Bogie Tank Wagon III **£35.00**
76783 CFL Sliding Roof Van IV **£24.25**
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562803 DBAG 2nd Class Bi-Level Coach VI **£57.00**
562804 DBAG 2nd Class Bi-Level Coach VI **£57.00**



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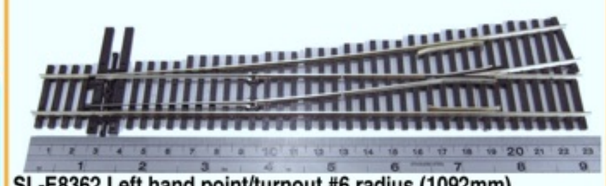
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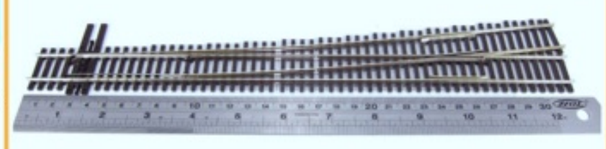
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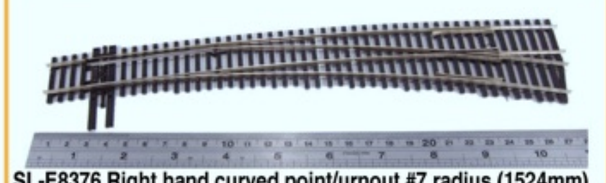
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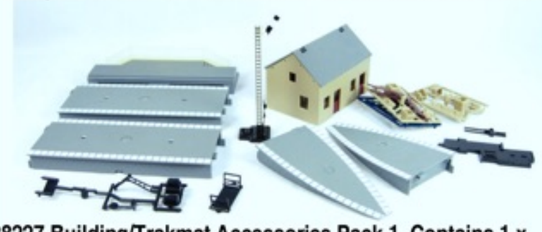
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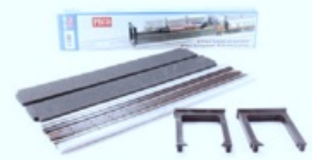
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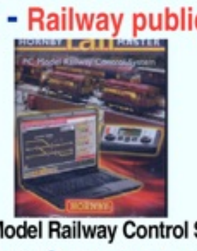


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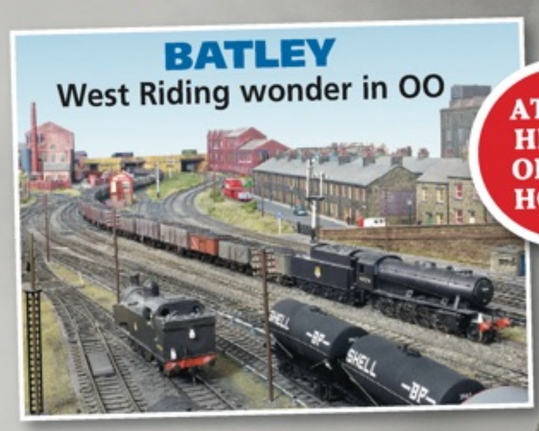
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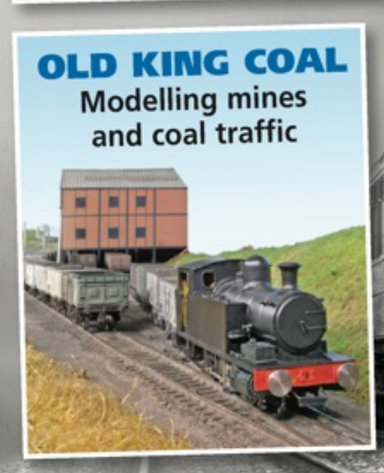
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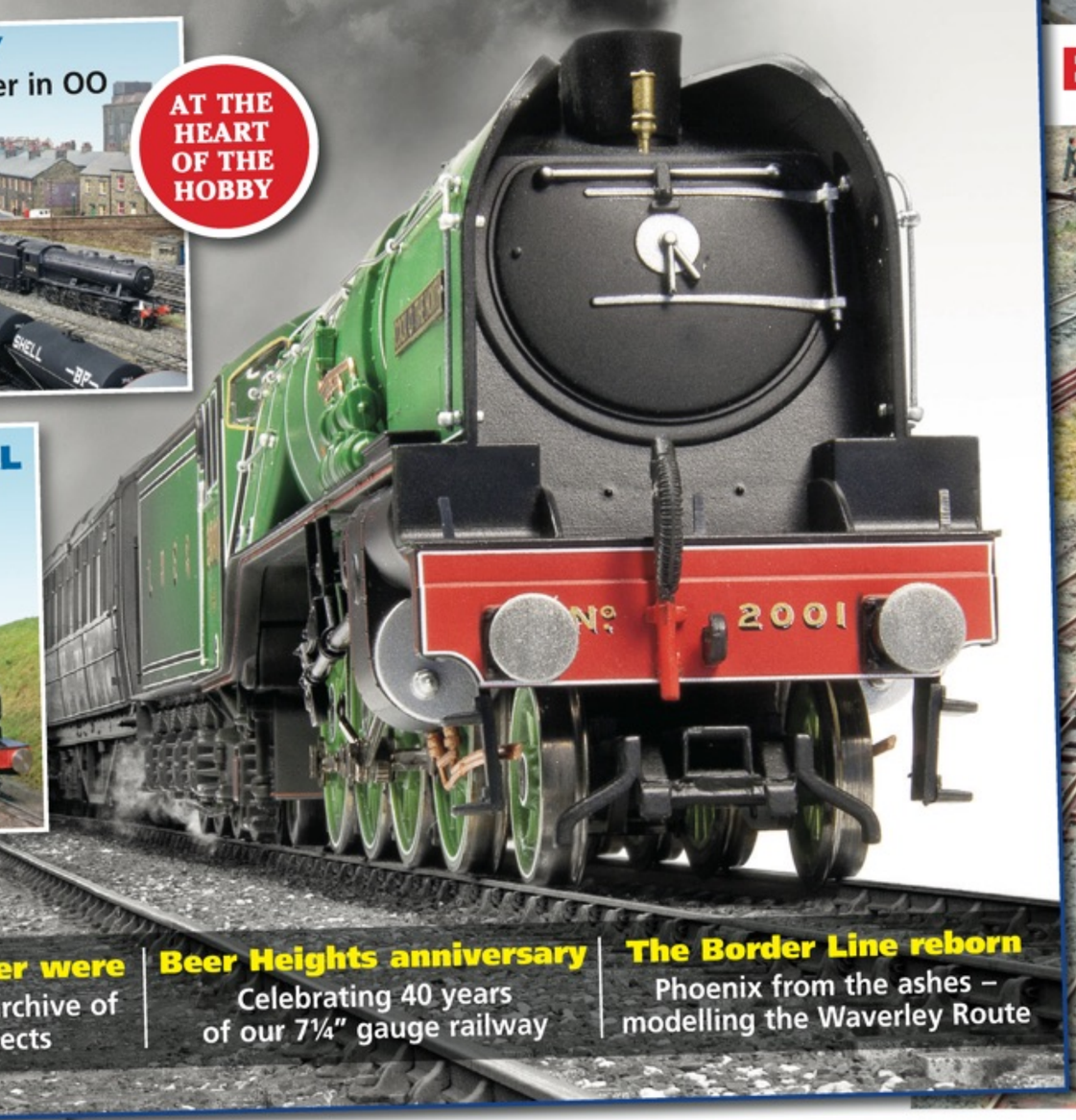
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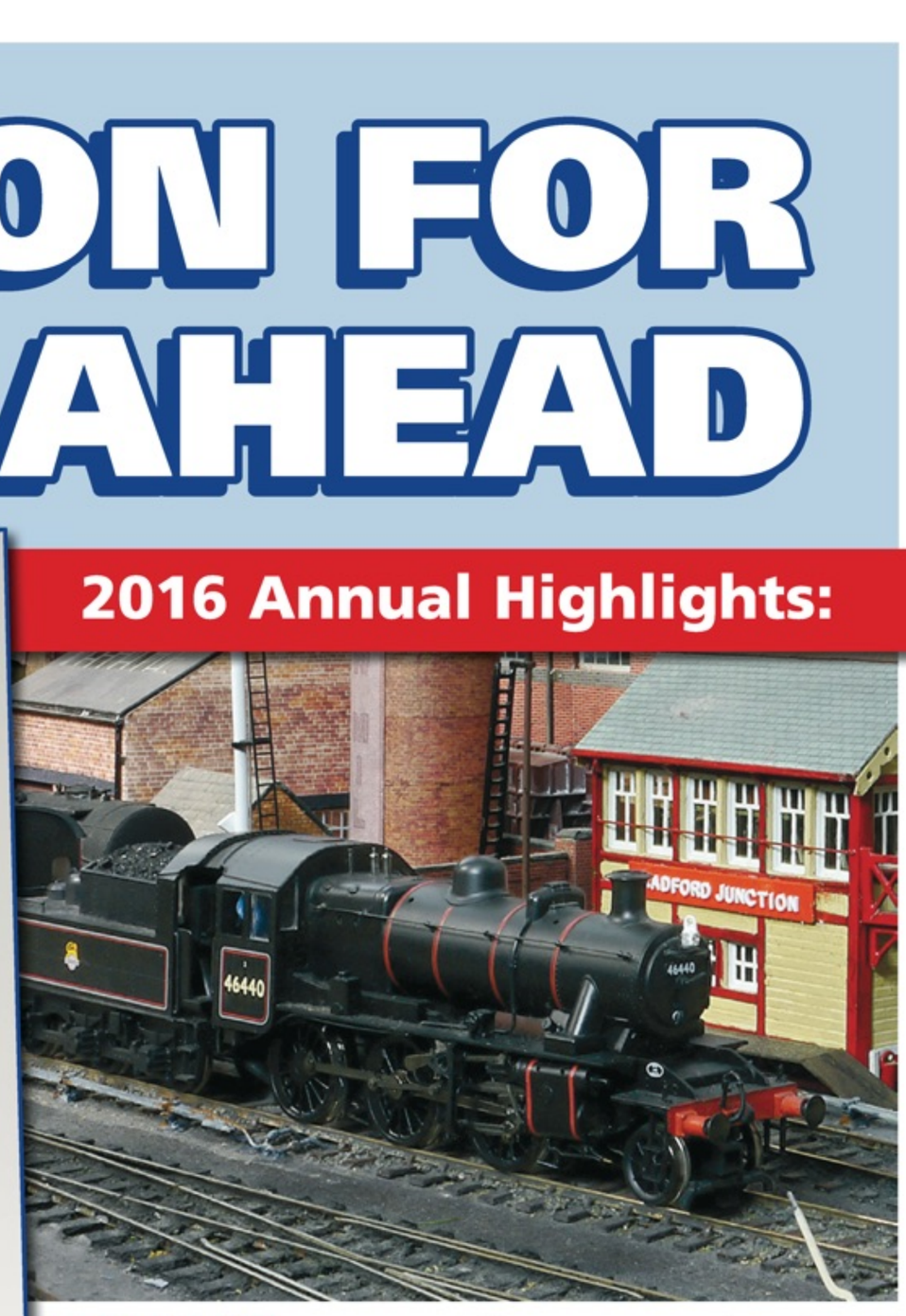


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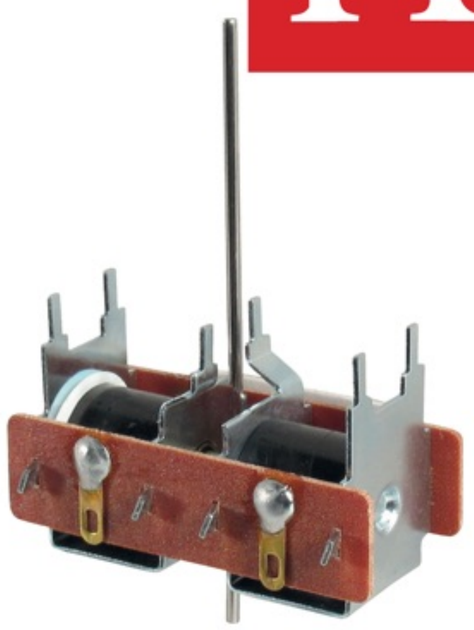
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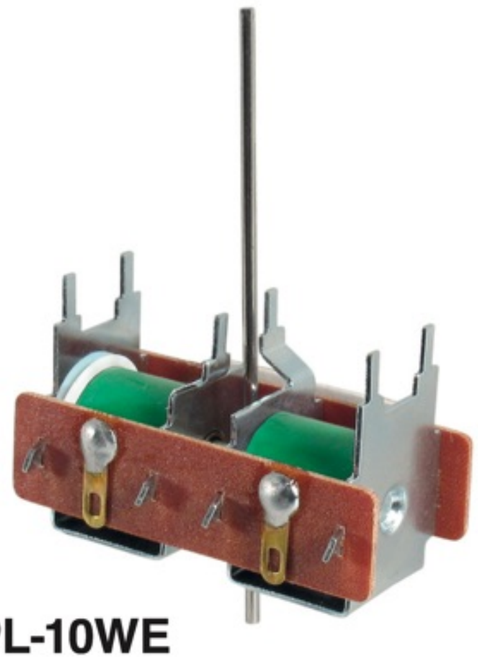
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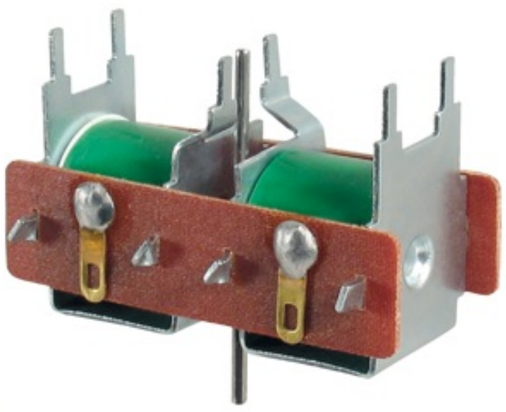
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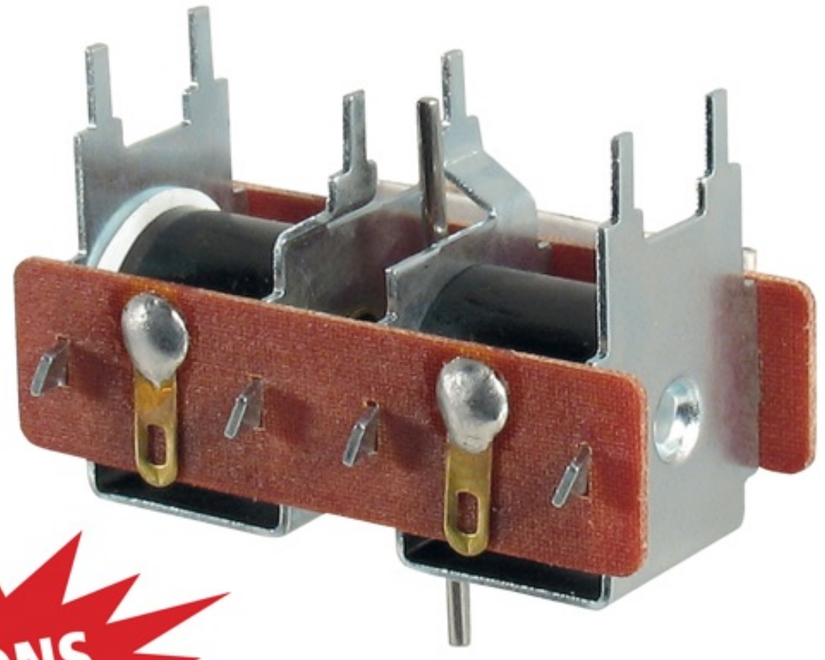
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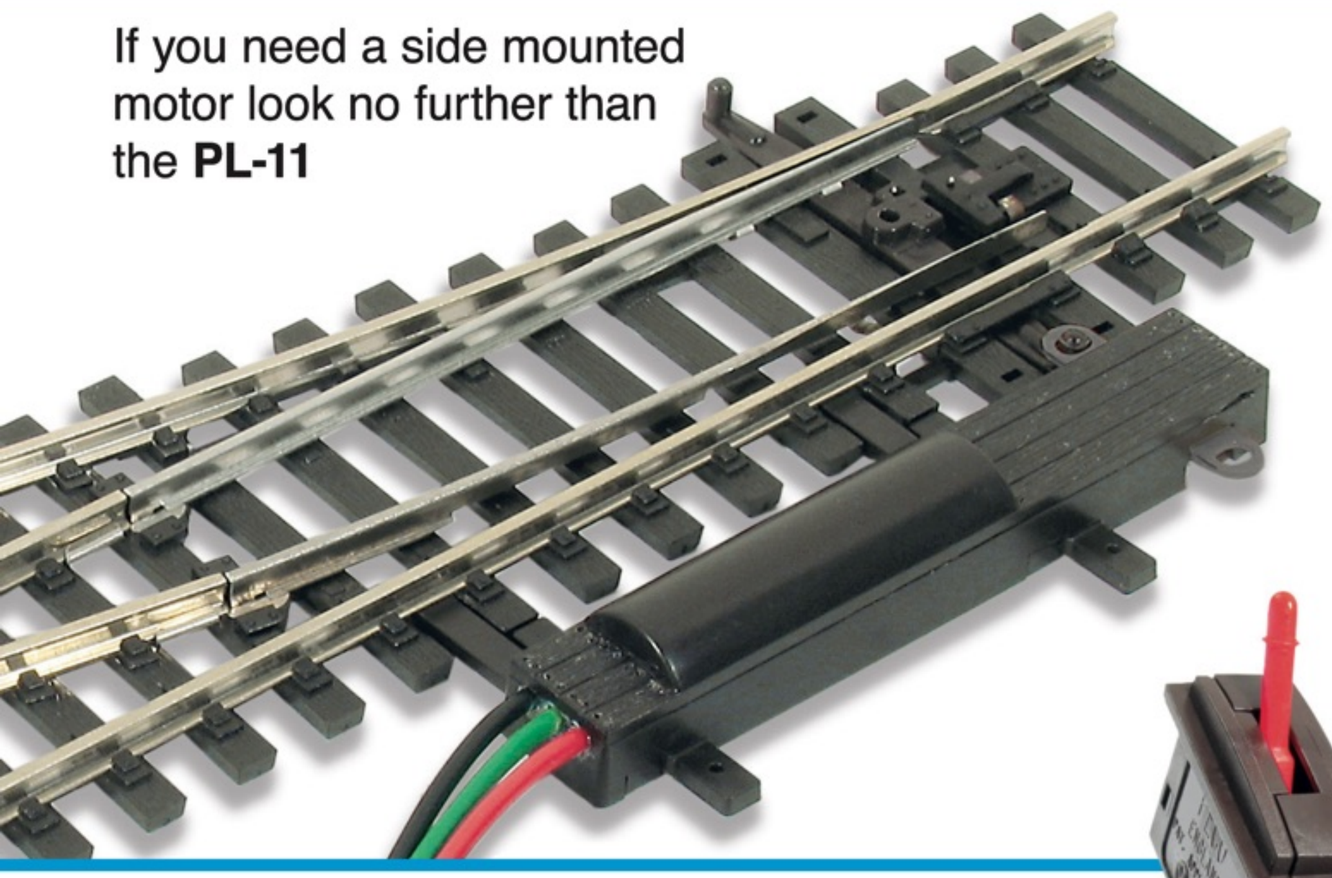
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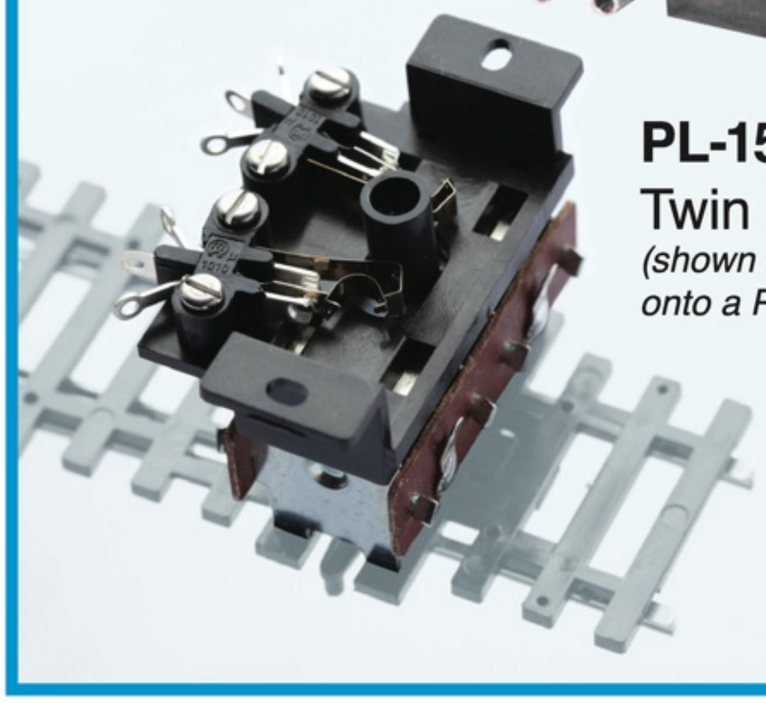


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70TH PECO 1946 ANNIVERSARY 2016

Ulrich Slovig describes his impressive scenic layout, based on a relatively unusual theme.

Beautiful South Africa

A layout which grew out of an idea for a small diorama

I do not think that many people immediately think of railways when you mention South Africa. Even fewer will know that Lima brought out the first ready-to-run models for this country decades ago and that there are also some specialist suppliers of South African Railways (SAR) models. There are not too many such producers, but this did not deter me from examining the feasibility of this theme.

The culprit is, as often with many other projects, the German magazine MIBA. A kit for a SAR wagon from CMD Models was featured in their new products section and so drew my attention to the topic. I began to collect more information on this subject and finally decided to do something about it, even though I was initially ridiculed by some fellow modellers.



The layout

I started by creating different designs and plans, which were discussed constructively with other club members to find the most appropriate scheme. Eventually six modules of open frame construction emerged, which together made a layout 3m x 1.20m.

A single track winds its way through the landscape in the visible section and opens out into three storage loops at the back. I used Piko A-track.

After the track was mounted on the roadbed, the remaining open areas of the layout were filled with Styrodur expanded foam. This was the first time I had not built using to the traditional mesh and plaster method, so at the beginning it was a bit strange to place the foam sections one above the other, and then remove the excess material. But with the help of a fellow club member and some basic instructions I succeeded. The ground was shaped with knife, saw, and rasp until all elevations and depressions in the terrain corresponded to my imagination.

I now covered the ground with a thin layer of plaster and corrected here and there some irregularities which arose during the removal of excess foam.

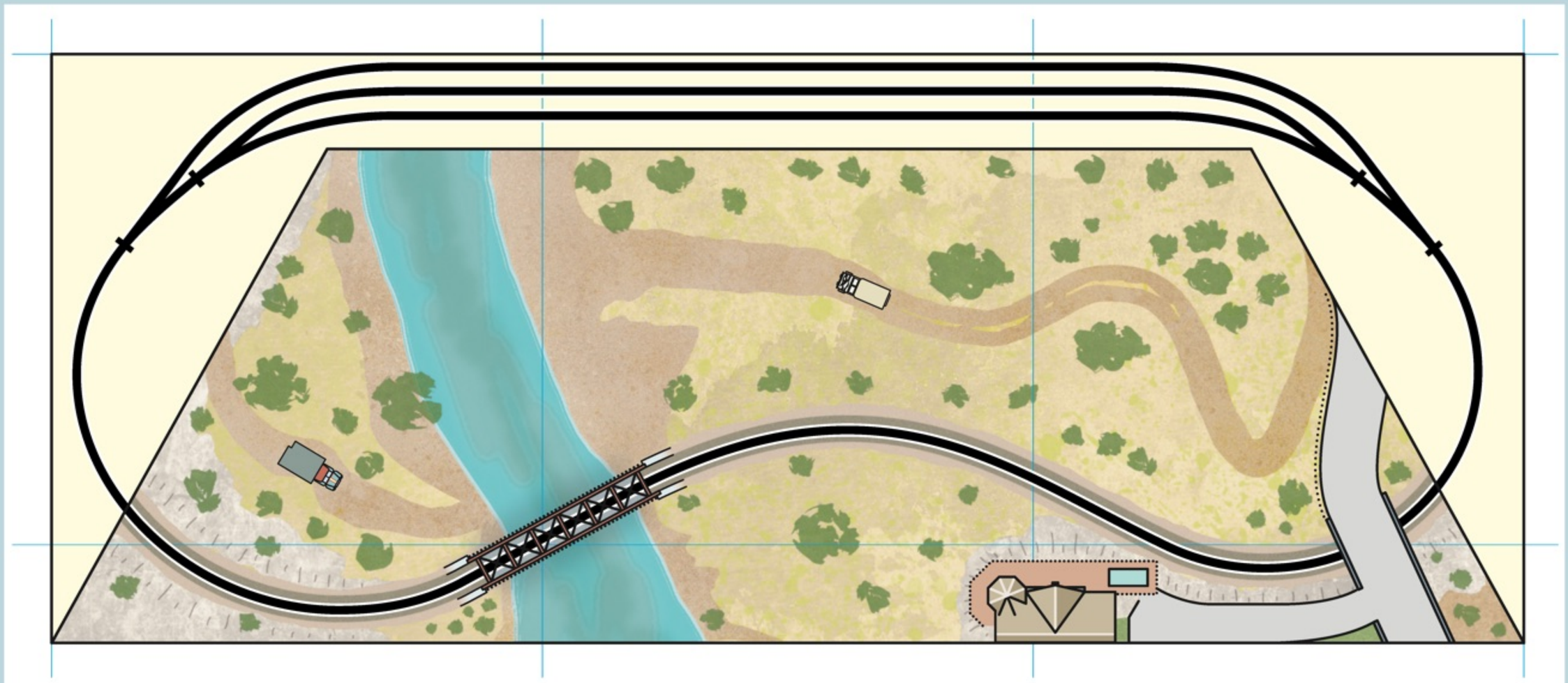
For the rock outcrops, which are located on the edge of the savannah landscape, forming a natural boundary to the scene, I created some plaster casts in the well-known Woodland Scenics rock moulds. These were placed in the appropriate locations and fixed by plaster. Other smaller rocks were created with a small chisel, with which I carved rock structure into the plaster.

Over the entire plaster surface I first painted a primer layer and then coloured the whole area with a brown from the hardware store. But for the rock formations I used the Woodland Scenics paints from specialist model railway dealers. The rock outcrops were washed with some basic colour shades, then some of paint was wiped off with a tissue and darker inks were run into the cracks. Finally, light grey was applied with an almost dry brush to create highlights.

Next it was time to find a suitable sand of the appropriate colour. This proved to be difficult and ultimately I had no choice other than to mix it myself from different shades. A friend helped again with opinions about a harmonious colour. I think we found a pretty good match. It was distributed over the entire savannah, and bonded by means of the usual glue-water-detergent mixture.

Below
While a freight train makes its noisy way through the landscape, the animals go about their daily lives. As the train crosses the bridge, the elephants are having fun in the cool water. Rivers in Africa are life-givers, where you can see almost all animal species. General Electric Co-Co 34 107 is a Frateschi model which has had the pilot beam modified, new couplings fitted, and been weathered.





BEAUTIFUL SOUTH AFRICA
Overall size: 3m x 1.2m. Each grid square = 1m x 1m.

After all had dried properly, I began using an electrostatic device to make the grass grow on the savannah. I tried to follow photos of the real thing from books and the internet. I used different grass fibres in different lengths from companies such as Heki, Busch, and Noch.

The savannah landscape does not only need grass but also a few trees and bushes. While a club colleague created the bushes for me from sea foam and various flocks, I turned to the trees. They should be acacias (vachellia tortilis), but which manufacturer offers them? None, of course, so I would have to make them myself. I started with a bundle of wires, which I twisted together from bottom to top and shaped to make the crown. I then wrapped the trunk and thicker branches with wool and coated them with a bark paste I made up myself. The fine branches of the crown I made with sea foam, attaching small pieces of this brittle material to the ends of the metal branches. The trunk and branches were given a natural look with a brown colour before I glued on deciduous foliage from Heki.

The construction of an African baobab or monkey-bread tree (Adansonia digitata), which I decided should feature on the layout because of its characteristic shape, proved more difficult. Preparing the thick trunk gave me a little headache. But for every problem I managed to find solution – eventually. After a while I came up with the idea of carving the trunk from a block of foam. Of course the very first attempt was not that good, but I did not want to give up so quickly and after a few attempts I had a trunk which I liked. I then added

Below
Only by carefully complementing the modelled scenery with a suitable background can you get the necessary depth to the layout – the eye is fooled into seeing an almost endless landscape. The backscene was painted for me by Ralf Schramm. The realistically weathered steel girder bridge (a plastic kit from Vollmer) is a focal point of the scene.



Above
A GM-EMD Class 34 (an old Lima model, fitted with a decoder) hauls a passenger train on the single track line.

Below right
The view stretches down to the river and the savannah beyond. A mighty baobab dominates the scene, scratchbuilt like all the trees. The same applies to the Bedford TJ safari bus.



to holes drilled in the trunk the first branches, made of twisted wire, splayed out into increasingly thin branches. These were wrapped with wool and then I worked over the transitions between foam and wire/wool with plaster filler. I developed the process of painting the bark of the thick trunk first to give it the right colour and putting it aside to dry before later adding the branches. The baobab trees also use Heki foliage.

We discussed a number of options for placing the trees before we decided on the final positions, whereas I scattered the bushes more randomly.

The last thing in the landscape was the river. This should be a muddy brown shallow stream that flows along. Our club 'artist' helped me to find the right colour for the water and the riverbed. I gradually applied several layers of clear varnish and finally dabbed ripples on the surface with a round brush using Noch 'Water Effects'. We were not completely satisfied with the result, as the river had a thick border at the edge of the baseboard sections which spoiled the impression of a continuous flow. After I had thought about it for a while, I had the idea of a herd of white-tailed gnu running through the water at this point. More about this later ...





The lodge

We come back to the beginnings of the layout. Before I started planning the whole thing, I had been thinking about an important detail. The idea of a building small resort lodge had been floating around in my head for some time, originally as a small separate diorama. This did not happen – unless you call the whole layout the diorama! Whatever, a small lodge has been modelled that makes you want to go on holiday in South Africa.

I started the whole project with only some vague ideas in my head, which I transferred on to a sheet of paper. From there, the design was transferred to styrene sheet and the parts were cut out.

In terms of the layout, the lodge is just a house, but I wanted to make the interiors fully detailed. Dioramas are usually highly detailed – feasible since they only occupy a small space. I had already begun construction and was committed to the level of detail without knowing just how much larger the layout would turn out to be.

I initially bought a Kibri sheet of reed thatch which I used for the roof. I cut out the necessary roof sections and started to put the building together. To my astonishment, it all came together without much adjustment, so I could immediately proceed with planning the interior. I put in a few sheets of plastic as walls that separate the different rooms from each other: the bedroom is located above a balcony, next to a small bathroom. On the ground floor is the kitchen, and immediately adjacent a large dining and living area on the left. Because the building is right on the edge of the layout and open to show the interior, stairs and other rooms are not shown.

The different wallpaper patterns were painted, and I covered the roof areas with various woods. In the bedroom, I used mahogany strips from model ships, whereas the roof in the rustic living room has natural wood. In the small bathroom the ceiling was covered with plasterboard, whereas the rest of the bathroom was tiled. A complete bathroom set from Preiser was used here. The living area has a wooden floor and the kitchen a tiled floor, both are represented with card sheets from the Busch range. In the bedroom is a fluffy carpet, which I made from the packing from some Wiking car models, which came as a set in a video cassette box with a thermo-formed interior covered with a fine flock. I cut out a suitable piece of this, dyed it, and laid it on the first floor, having first disguised the ceiling below and installed lighting in between: small LEDs from Faller were stuck to the ceiling of the kitchen and dining room and soldered together. Then



Above
A group of tourists on the road has just seen a rhino in the bushes. The vehicle itself was adapted from a Busch Toyota HZ J 78 Land Cruiser.

Top left
From the elevated position of the lodge, you can enjoy a wonderful view of the savannah and the railway. The pool looks very inviting.



Below
The resort is right on the edge of the layout, with the wall of the lodge cut away so the interior detail can be seen, with a fence around the pool area to the right. The small wall adjacent protects residents from a gentle slope. The yard was enhanced with a Land Rover, its driver, and his chimp companion; he has just delivered a few crates of fruit to the kitchen.

I cut some plasticard with an opening for the kitchen light and fastened it inside the building. In the dining room there are three LEDs. This room also has a ceiling panel of mahogany strips. I stuck them to the ceiling strip by strip, leaving openings for the three spots in the same way. On the first floor, I hid two LEDs behind the sloping roof. All cables were taken to the large pillar which separates the dining and living areas, connected together there, and lead down and out of the building: thus no cables can be seen inside the building.

Now that the structure of all the rooms was finished, I went on to the interior detail of the different rooms. Here Faller items were used mostly, supplemented by a few articles from the Preiser range. Of course, everything has been refined in colour and adapted to local conditions.

The outdoor area has a spacious front porch with a pool. For this the layout had to be sufficiently advanced so that I could take measurements to fit it in. The diorama I intended originally had grown into something larger, and the resulting layout would have to be detailed to the same level.

The verandah was built to fit the space, using separate mahogany strips. I allowed a reasonably large space for the pool. This consists of a rectangular plastic tub, with a tile pattern stuck to the inside. I got this from the internet: it was scaled to fit, printed on decal sheet, and glued into the tub. As water I used a simple clear plastic sheet; there is even a small rubber duck 'floating' on it!

I built the railing around the verandah from thin natural wood strips, while around the courtyard of the lodge the screen wall is simply a Faller product. Since the entrance to the lodge is located on a slope, I erected here a small wall from the Preiser range. Finally some patio furniture was installed, and the scene was animated with some figures and the Land Rover. This has had the door opened and the interior constructed as accurately as possible. (I am well into modelling road vehicles too!) There is even a blanket for the little monkey!

Animals

Of course, the animals are the main feature of this layout. I wanted to show the rich variety of nature with its great biodiversity. Unfortunately, Preiser, the principal provider of figures and accessories, do not have that many wild animals in the range – certainly not enough to fill get my layout. So I had to look for other manufacturers of animals: I found Ritter von Krauthauser and Margit Ebling Kostheim (MEK). I ordered many of the figures unpainted partly because it is cheaper but also because I did not like the 'factory finish' anyway.





Small deer were the starting point for the Thomson gazelles. They were somewhat modified and then repainted in the right colour.

I wanted to have a herd of elephants around the river. I eventually had the idea of having two of them in the water, spraying water from their trunks. A large surge of water pouring over the body of the large elephant was made using a special acrylic structure gel ('Transparent' by Guardi), which was quite convincing, in my opinion. A small baby elephant is also having fun with water. You need to allow a little time for tinkering with the gel as you build it up piece by piece and it takes some time to dry between each application.

While I was working on the elephants, I found the solution to concealing the board join in river – with water disturbed, for example by a herd of cattle crossing. Ritter von Krauthauser offer a set of six different whitemetal figures representing white-tailed gnus. I ordered several of these unpainted, bent the bodies a little and 'amputated' most of the legs to make it look as if they were trotting through a ford in the water.

After the animal figures were painted and stuck in the river, the disturbed water was created with the acrylic structure gel. Again, it had to be re-worked over several days because each layer had to dry thoroughly.



Top left
All aspects of animal life are candidates for modelling. Here a pride of lions has caught a zebra.

Above
Little train and lots of nature characterise the layout – the idea was to create an impression of the vast extent of the African continent. There are many animals to be seen, credibly placed in the countryside – giraffes, Thomson gazelles, lions, and zebras ... few of the models were used as supplied; most were modified and repainted.

Left
As one giraffe enjoys its freedom, another is on its way to a new life in the Kruger National Park, well protected in a wooden crate.

Photographs by the editor.

Likewise for the zebras and giraffes – if you want to paint them yourself, you should allow a little time: I need a good fifteen minutes for each of these animals. As well as the zebras, there is even a Toyota HZ J 78 Land Cruiser with zebra stripes! I turned it into a safari truck and filled it with tourists taking photos. They have taken a lot of photos already, but there are still more animals to be seen – lions, hippos, monkeys, a rhinoceros, an ostrich, and meerkats, among others. I still have to find a crocodile, however.

The old Bedford TJ lorry converted into a bus carrying safari tourists across the savannah is based on one seen in the 1979 Italian-produced movie *I'm for the hippopotamus* (originally *Lo sto con gli ippopotami*). It was scratchbuilt on an old model of a Bedford truck.

Rolling stock

In contrast to the scratchbuilt road vehicles, I have resorted mainly to ready-to-run models for the railway stock, with just some of the wagons bought as kits.

Main motive power are models of General Electric U20C diesels which were produced in SAR liveries by Frateschi of Brazil, representing SAR class 34.000 (actually type U26C), though I understand the models are slightly larger than 1:87 scale.

In addition there is an old Lima model of a class 34.200, the General Motors-built version (type GT26MC).

I also have a General Electric SG10B switcher, SAR class 36.000, a body kit from Scale Craft for an Athearn SW1500 mechanism, although this is not really a main line loco for hauling trains long distance.

Control is DCC, and the locos have been fitted with decoders.

The only passenger cars in my collection so far are old Lima models.

In the field of freight transport, I have a couple of Lima wagons, but most of them were made from kits by CMD Models and Scale Craft.

I have weathered all the models, since they run in a realistic landscape.

I have also acquired a class 5E Bo-Bo electric and an electric multiple unit, both old Lima models. With no catenary, these two have so far been relegated to my display cabinet. But who knows – maybe I will eventually add overhead to the layout.

Conclusion

I hope this unusual choice of theme for a layout will encourage others to decide to do something completely different. For me personally it is fun to look for things that are not readily available in quantity on the shop shelves. It is just nice to find the necessary items gradually, or adapt other products, and add them to the overall picture to make something unusual. This layout has convinced several doubters in our club, and I hope it succeeds with some of you too!





Tom Rumbold presents an essay in structure modelling, his first attempts at scratchbuilding.
Prototype photographs by Glenn Allen. Model photos by the author.

For goats and cows

Building barns for a Swiss metre gauge layout

Glenn Allen writes:
My father-in-law was looking for something to occupy his spare time. A while back I had bought through a well-known internet auction site a 1:87 scale kit for a Rhätische Bahn 'waiting room type 1' made by an undetermined German or Swiss manufacturer. I liked the look of it as something that could be used on the Rhätische Bahn based layout I am currently constructing.

When the kit arrived, I passed it on to him. The contents consisted of a number of pages of drawings along with some 6" x 4" flat pieces of wood and packets of 'sticks' in bags – what you would call very basic. Everything had to be cut to size. The written instructions were in German, and translating them resulted in some confusion in places, but eventually it all went together and a nice little building was produced.

He then wanted something else to do, so I sorted through my collection for photographs of barns I had seen alongside the line in the Peist and Waltensburg areas of the Gräubunden. I had a place in mind for some of these as one of the boards on my layout currently under construction has a big sweeping curve with a field on the inside. A series of small buildings would help add some interest to this area. I got together my collection of wood strips etc., laid down the challenge, and this is how it went.

The prototypes

Barns for goats in this region are often on a fairly steep slope and feature either stone rubble, rendered stone, or wooden foundations, plus a wooden body, with either tile, shingle, or metal sheet roofing. There are doors on the uphill side and a room or rooms underneath for storage.

Whilst they were seemingly built to the same basic pattern, over the years repairs and replacements have resulted in variations, notably to the roofs. Some of the foundations show partial replacement with cement blocks or brickwork.

The model

A set of drawings was made based on the photographs so that the final construction would look 'right' even if it were not necessarily a true scale model but an attempt to produce the right 'flavour'.

The base is 75mm long and 60mm wide, and the height to the apex of the roof 47.5mm.

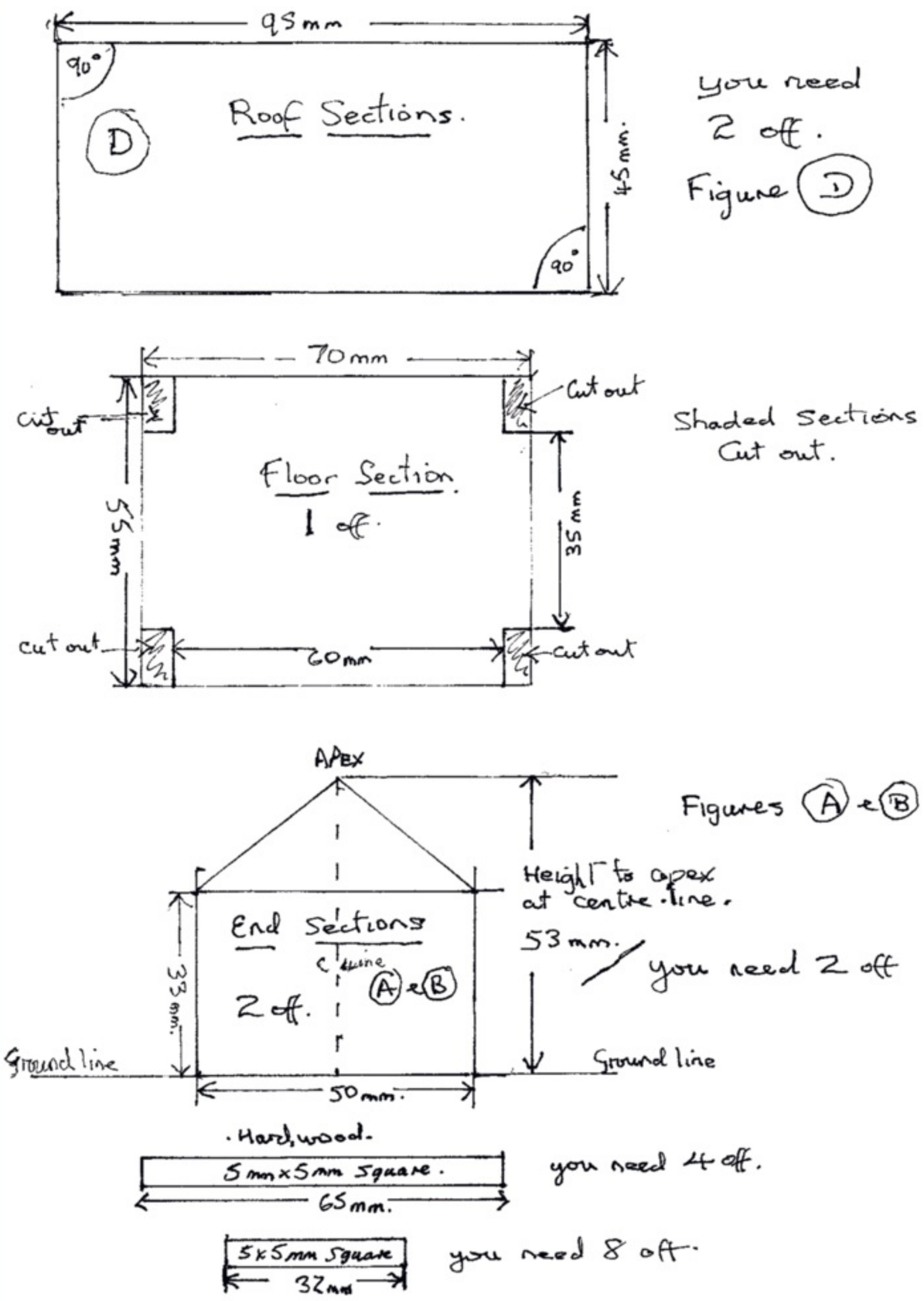
The roof sections are 95mm x 45mm.

Top left
A small barn near Peist. The hillside location, with access on two levels, is quite typical.

Above
This barn near St.Peter Molinis has a wooden bridge to the upper door.

Below
This longer barn in a field near Waltensburg stands on a rendered base.





Materials and tools

– 5mm square basswood for the uprights, bracing, and floor supports.
– 5mm by 10mm basswood or balsa wood.
– 1.6mm thick balsa sheet for floors and end walls.
– 2.5mm round hardwood for the cladding.
– 1mm square basswood for the door surrounds.
– dark wood veneer for the shingles.
– embossed plastic sheet for the tiles or metal roof.

Along with wood glue, some fine sandpaper, a small saw, and a file, that is about it.

Top
A dimensioned sketch made from prototype photographs is a useful precursor to the construction.

Left
Another hillside barn in the Waltensburg area; the door to the upper level is at the far end.



Method

I will take you through how it was done step by step. This is not 'rocket science', it is all very basic and something that pretty much anyone could do.

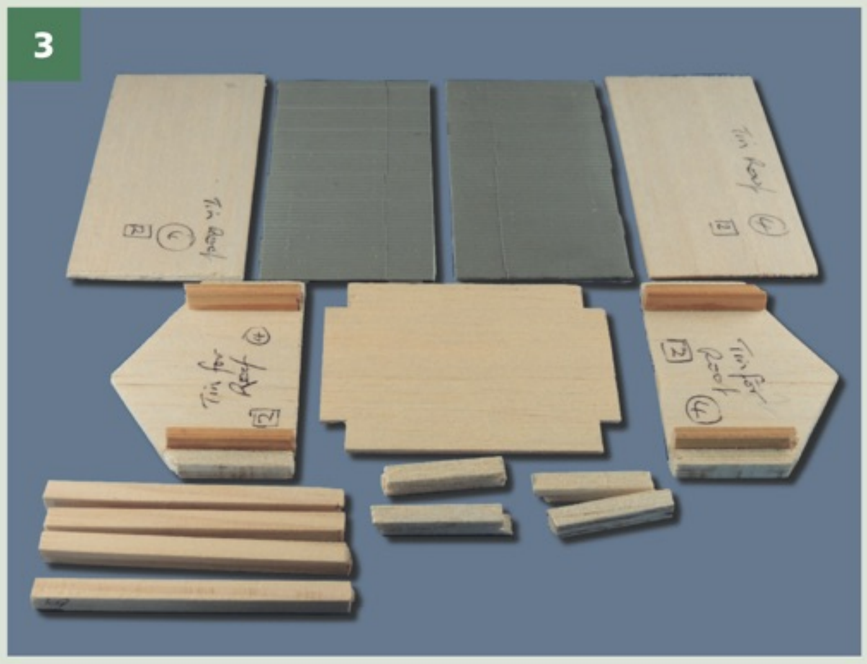
Mark out the end, roof, and floor sections on the balsa sheet (photo 1).

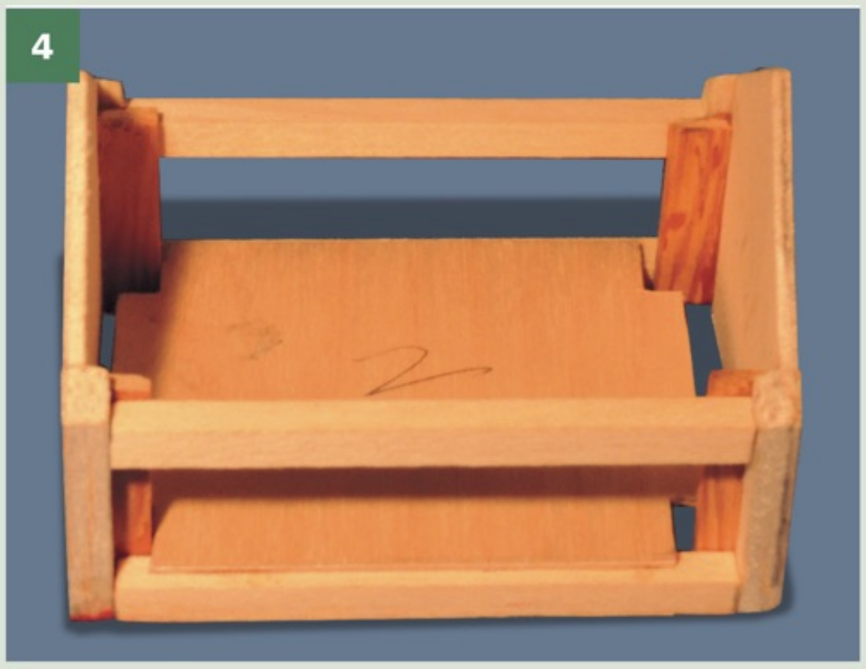
Start with the box structure: cut out two end panels as per the plan, 50mm wide, 33mm high on the sides, and 47.5mm to the top of the roof. The best way to do this is cut out a rectangle 55mm x 47.5mm and then remove two triangular sections to form the roof peak.

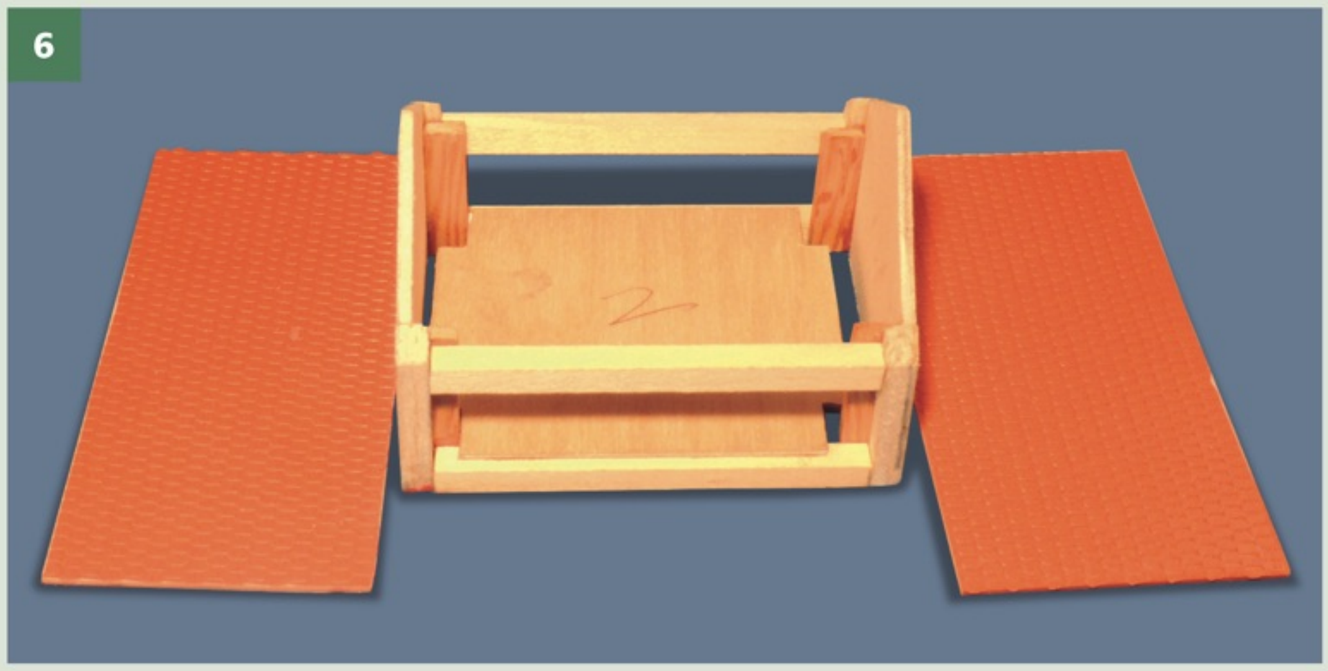
Next cut out four pieces of 5mm square basswood, each 32mm long, and four pieces of 5mm by 10mm, 32mm long (photo 2).

Glue two of the 5mm by 10mm pieces to the inside of the end walls, 5mm in from the edge, being 1mm shorter than the side edge of the end piece so they will not project above the slope (photo 3).









The 5mm square sections are butt jointed onto the end walls. Glue them in place on the outside of the vertical 5mm by 10mm pieces (photo 4) – you can use a set square to ensure things are all at right angles. Repeat this for the other end wall.

The side spans are 5mm square basswood, 65mm long, two on each side. The top one is 3mm down from the top of the vertical end post, the lower one is 22mm down. When dry, drop in the floor section which has been cut to 70mm long by 55mm wide with notches cut out to fit round the 10mm by 5mm end timbers. The floor is glued onto the side timbers (photo 5). The square vertical beams of the prototype worked out at 5mm, but I found that this did not provide enough gluing area so they were changed in subsequent versions for the bigger pieces.

The roof

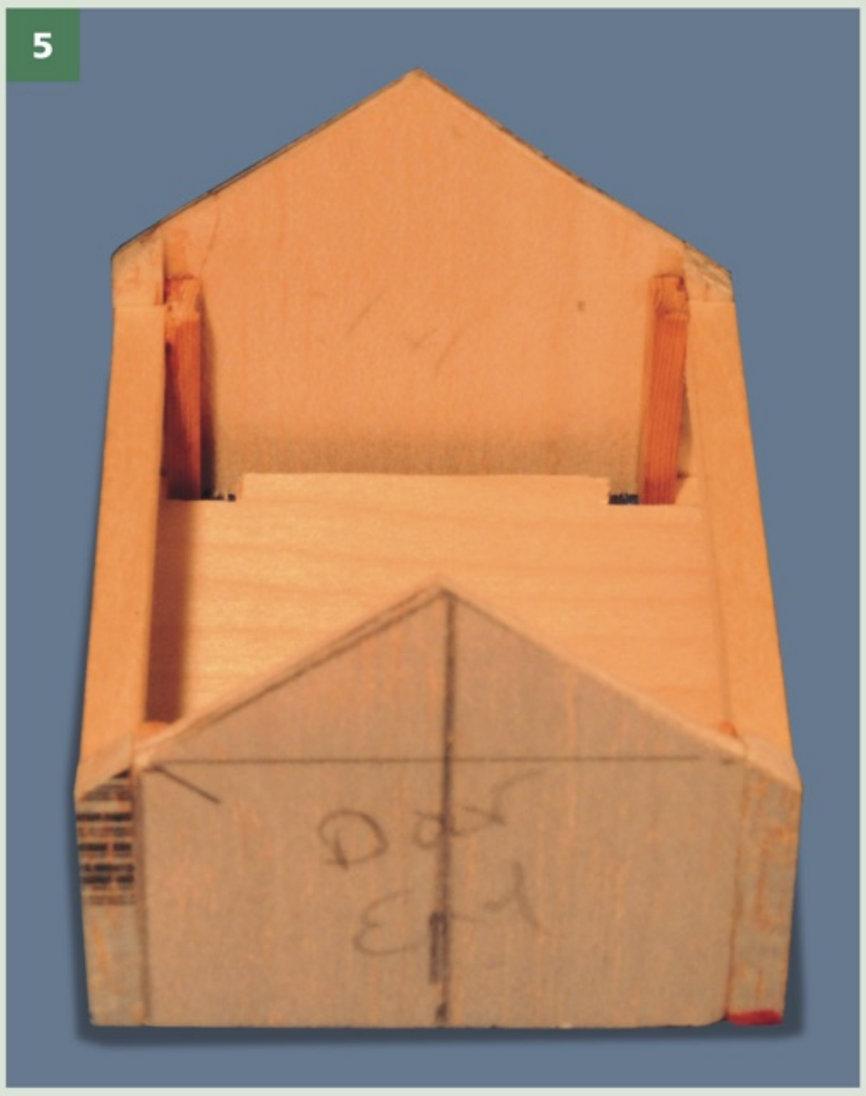
The prototypes appear to have started out with a wooden shingle roof, but replacements can be either tile or tin sheet; you could also use corrugated iron. In reality it must be robust enough to hold up a large amount of snow.

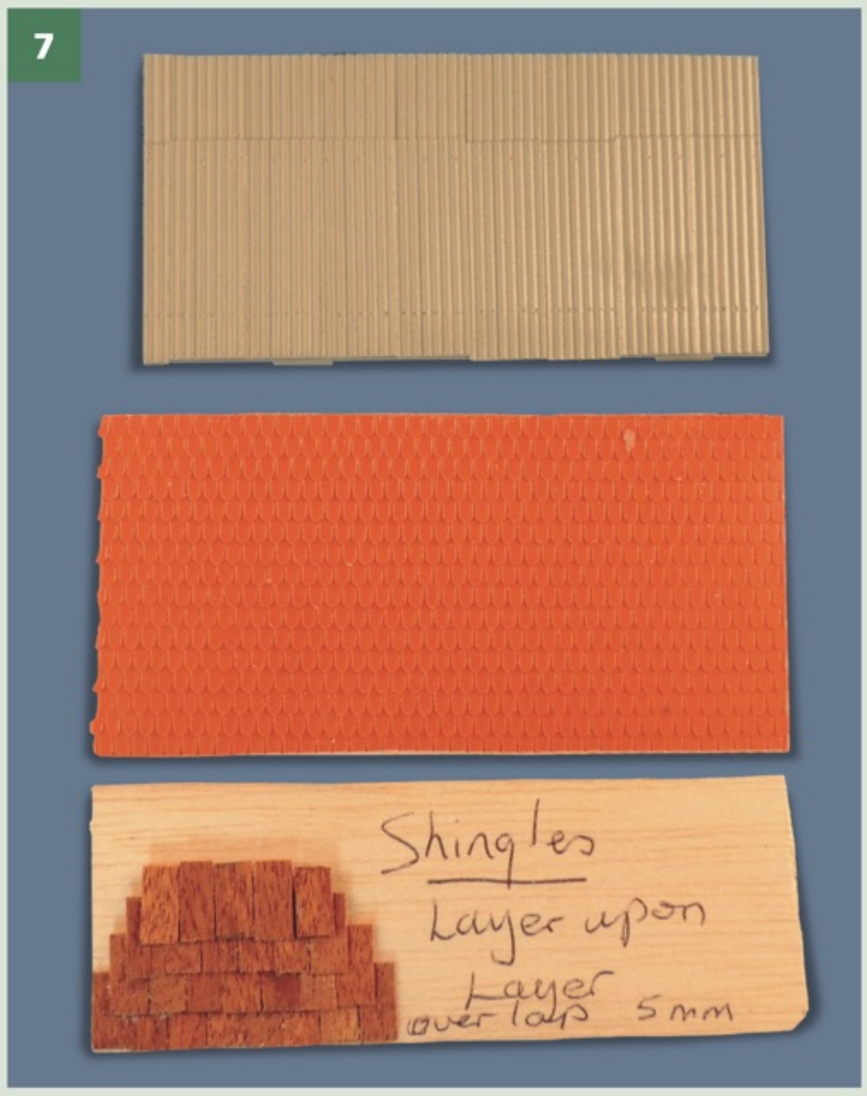
Once you have chosen your preferred roofing material, you will need two identical pieces 95mm long by 45mm wide for the tiles or the metal version, but for the shingles you have the 'fun' of cutting out two thin balsa sub-roofs and then a large number of shingles from the dark wood veneer all 10mm long by 5mm wide. (Photo 6.)

I have used three different materials on different versions of the barns. I find that the plastic tile sheet is very bright, so this is dealt with by using suitable terracotta colour paint to give it a more aged look. (Photo 7.)

The wood shingles are laid out, each row overlapping, leaving 5mm of the previous one showing. If you want the shingles to look smaller, you can make a small cut in the lower half of each tile to give the impression of tiles half the size; a V cut in the bottom edge would accentuate this. You can also distress the bottom edge with a knife blade.

On the underside, mark a fixing line 10mm in from the outside edge, as when finally put together the roof overhangs the building sides. Glue some square timber along this line so that you will have a good contact surface when the roof is finally fixed onto the structure. (Photo 8.)







To finish off the roof, add barge boards on the ends and a strip along the peak. On the shingle version, a piece of the veneer can be scored on the underside so it keeps the folded angle when stuck in place.

The cladding and the door

If you want an open door, this is the point when you realise it would have been better to have cut the opening in the end before building the basic box! If closed, it sits in the cladding so there is no need to do this.

The cladding is simply strips of the round timber. I found cocktail sticks were unfortunately too short for the sides, but bamboo skewers are plenty long enough. Start at the bottom and work your way up into the eaves. This is where you do not have to worry about neatness as, over the years, on the real thing heat and cold have taking their toll on the boards and they have twisted and turned in different directions. To make them looked more distressed, use a wire bush to score along the sides and ends to roughen up the surface, followed by a light sanding to remove any fluff.



Above
This barn is fitted with a long drawbridge to provide access the upper level and act as a door.

Below left – photo 9
The end of the building before the barge boards were added, but with a base, made from foamboard with a random stone effect. A very rustic door has been added to allow access to the ground floor store room.

Below right – photo 10
The other end with the main door and a horizontal beam added supporting the roof.

The door space has to be allowed for in one end when you do the cladding; it can be built on the workbench and fixed in place before the cladding if you wish. Cut a piece of 20mm square 1.6mm thick balsa and a frame of 1mm square hardwood for the frame. The vertical planks (thin strips of veneer) and door handles of your choice can be added; a track pin pushed through the door would suffice.

The edges of the base need filling and filing. As it is not very robust, I added balsa sheet on the inside for support. The base is 75mm long for the sides and 65mm wide for the end parts to allow them to fit over the side pieces. Embossed detail needs to be added to the cut edges with a blunt pin or other fine point to match up the sides and ends. This will need painting over later to blend it all in.

Painting and decorating

The first colour applied is Tamiya flat brown for the wood, which gives a nice rich dark brown colour as a base. Over this are coats of weathering pastels – a light grey, engine soot, and industrial dust which is mostly grey but with hints of brown and black. You can dry brush with paint to produce the same effect. The sides facing the sun are bleached lighter (more grey) than those in the shade (more industrial dust).

The stone base has been given a coat of mid-grey and a dusting of light grey plus a bit of green in places.









The metal roof would benefit from a rusty wash (see examples above). The shingles, over the coat of terracotta paint, get dark grey, brown, and green to make them look suitably old. This is where prototype photos come in handy.

The big barn

Having done four small barns (most likely for goats), attention turned to my next challenge – a big barn (photos 11 and 12). The techniques are no different, it is just a bigger box. I had less information from photographs to help with the size.





11



12

The final result

The four small barns have all been developed as a 'family' so that while there are three different types of roofing, the overall look gives them a sense of belonging together.

I have thought about weathering and painting the sides that would normally be in the shade slightly darker to reproduce the effect seen on the real buildings.

Conclusion

My previous experience in this field of modelling was about zero. It was quite a strange experience, but the first building turned out fine.

The collection of barns developed during construction as I found other ways of doing things, and discovered how some parts would be better made in order to allow it all to go together robustly. I started with the test model and made notes as I went along, adjusting to suit the changes as they came about.

If you look closely at what I have done, I hope you can see that it is effectively just a box with a top, simple and easy. If you think you have no skills in this field, why not have a go? Wood is a very forgiving material to work with, and it is very easy to cut a replacement part if you get it wrong first time.

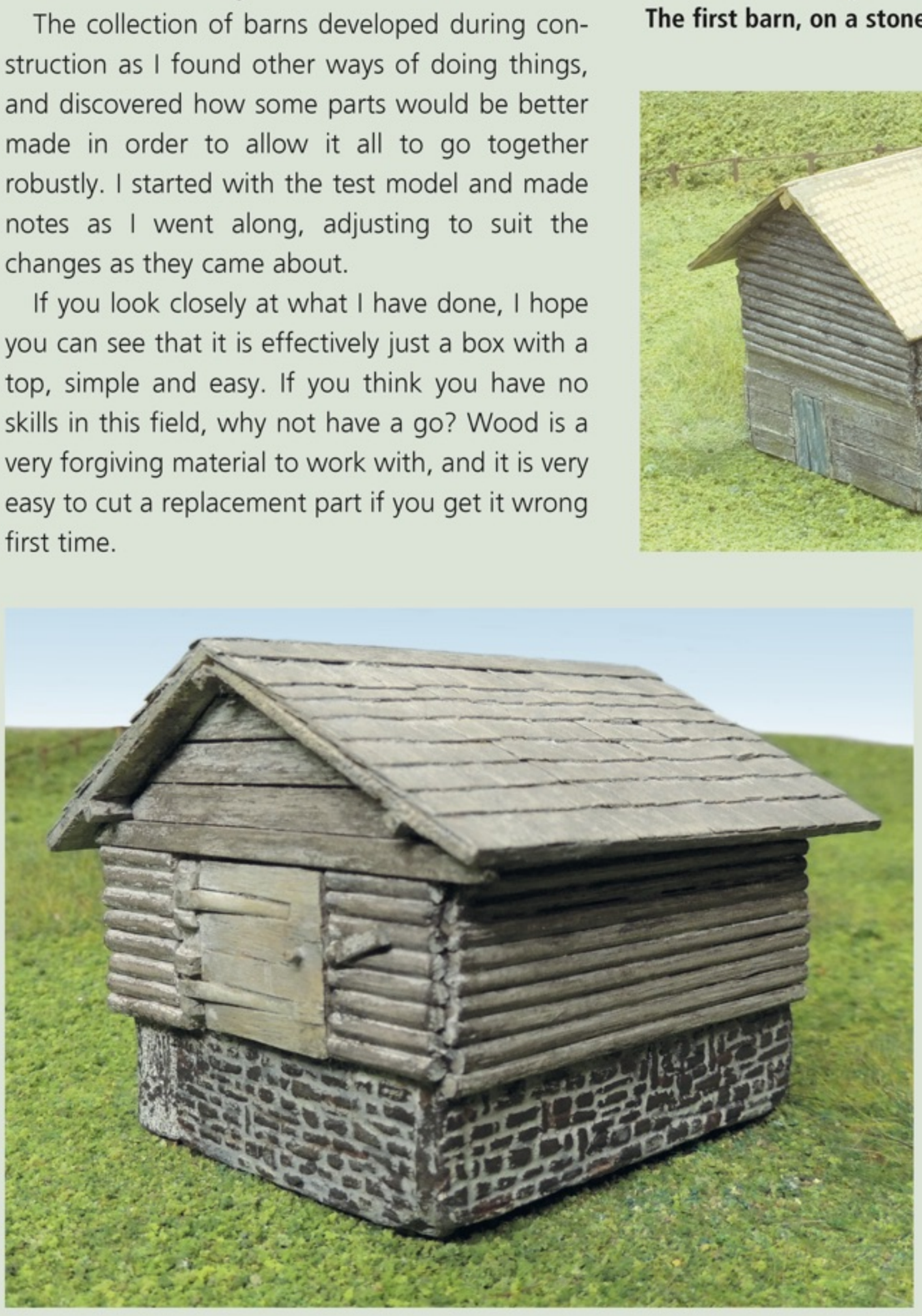


Above and above right
The first barn, on a stone base.



Below left and below
The second barn, with a drawbridge upper door.







Above and below
The third barn, on a stone base, with doors in the rendered side.

Above and below
The fourth barn also has one side of the base rendered, and a long drawbridge.







John Kabesh discovered an unusual rack-fitted tramway in the suburbs of Stuttgart, and suggests it would make an interesting background feature if not a layout in its own right.

Zacke

The Zahnradbahn in Stuttgart



In the June 2013 issue, I described a visit to the Drachenfelsbahn, one of the four remaining rack railways in Germany. If you are looking for further modelling inspiration or just an interesting rail site to investigate, let me suggest another rack line, Stuttgart's Zahnradbahn, better known by its nickname 'Zacke'.

Unlike the other German rack railways, the Zacke is not a tourist train. It is actually route 10 of the Stuttgarter Straßenbahnen AG (SSB) and operates as part of the city's integrated transport network. This makes it easy to see and inexpensive to ride. It can be reached by the U-Bahn network at Marienplatz and Albplatz (Degerloch). If you feel fit, you can walk beside the track for most of the route. I took one look at the steep hill and decided to ride up and walk down!

The Zacke opened on 25th August 1884 as the first part of the Filderbahn. It originally ran from Filderstraße, in the valley, to Degerloch, on the plateau above. Carrying workers, construction materials, and produce to the growing city of Stuttgart, the Zacke was created by Karl Kuehner, who owned a brickyard in Degerloch, and Emil Kessler, the founder the Maschinenfabrik Esslingen, which provided the locomotives, rolling stock, and track. It was a natural fit.

Above
The Zacke descending Alte Weinsteige towards Marienplatz in the valley.

Below
The Degerloch station at Albplatz. In front of the railcar is a wagon to carry bicycles. The ramp leads to the U-Bahn.

Above
The bridge over Filderstraße beside Marienplatz. The Stuttgart Tower can be seen in the background.

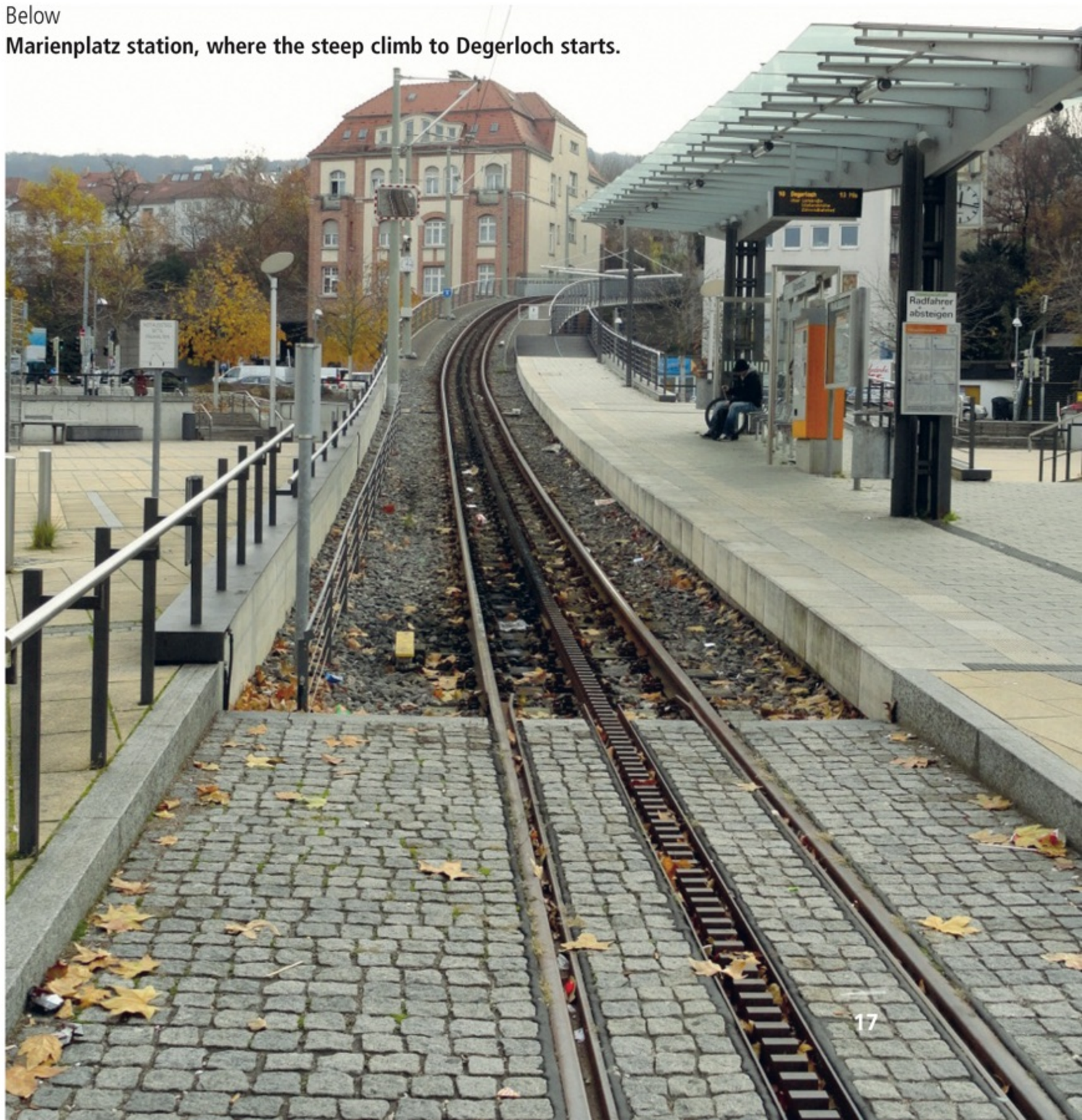
Below
Driver's view of the simple buffer stop.

After building the rack railway, the Filderbahn added several adhesion routes. However; the venture could not survive the economic decline after the First World War and in 1920 it was taken over by the City of Stuttgart.

The rack line was extended to Marienplatz in 1936 and again, to the current station in Degerloch, in 1994. The original Filderstraße station is now home a theatre.



Below
Marienplatz station, where the steep climb to Degerloch starts.







Above left
Wielandshöhe passing station. Note the modern ticket machine on the platform and the old control tower in the background.

Above
The stop at the site of the former Degerloch station.

The Zacke depot is round the back and can be seen from Alte Weinsteige. The depot bays are reached by a spur which was the main line before the line was extended in 1936. The spur starts at Liststraße and terminates at a traverser.

From Marienplatz, in the valley, the Zacke rises 210m in a distance of 2.2 kilometres. Along the way it crosses two bridges, one at Filderstraße, the other at Obere Weinsteige. There are five intermediate stops with simple bus stop style shelters. At the mid-point, Wielandshöhe, there is a passing station. The tiered design of the platform roof gives some indication of just how steep is the incline.

Another good spot to get a sense of the gradient is Santiago-De-Chili-Platz, where you can see the line from several angles. It is also a good place to take in the view of downtown Stuttgart including the Hauptbahnhof.

The maximum gradient on the main line is 17.8% while the gradient on the depot spur is 20%. To overcome these gradients, the Zacke uses the Riggenbach rack system. The 'racks' are visible between the rails all along the line. The current racks date from an overhaul in 2004.

Over its long history the Zacke has used several versions of rolling stock. Originally steam locos were used to push passenger cars up the steep hill. Electric railcars were introduced in 1904. These were replaced, starting in 1935, and again in 1982. Some of the older equipment can be seen at



Below left
The short spur from Liststraße to the depot has a 20% gradient.

Below
Filderstraße depot with traverser, seen from Alte Weinsteige.

Above
A ZT4 railcar passing over Obere Weinsteige on its way to climb to Degerloch.







Above
Interior of one of the currently used ZT4 railcars.

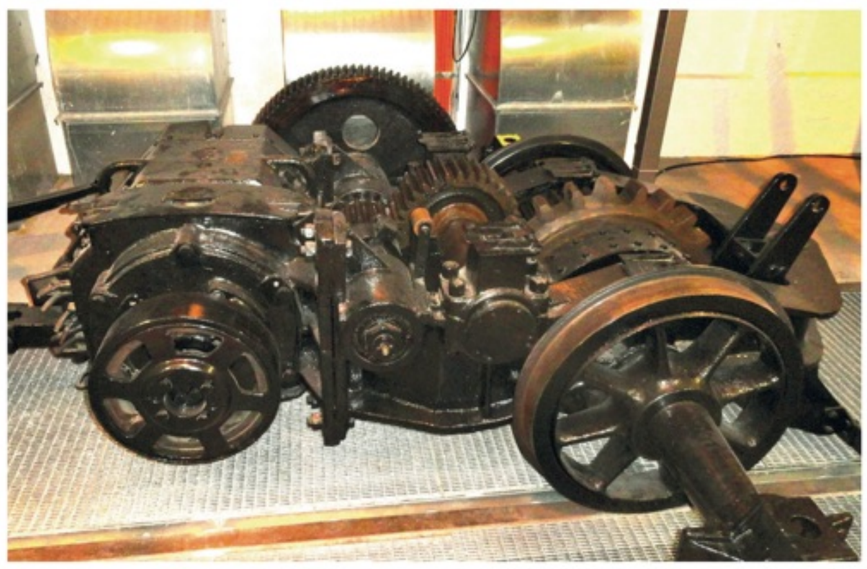
Straßenbahnwelt, Stuttgart's tramway museum, in the suburb of Bad Cannstatt. The relics include a 1935 two car set tucked against one wall (where is it is difficult to photograph), an original flat wagon from the Filderbahn, and a cog wheel drive unit from an old Zacke railcar.

Today the Zacke uses three type ZT4 railcars, built in 1982. Two of the cars are in use at any one time. The cars were refurbished in 2001 and sport clean lines and a paint scheme celebrating the 125th anniversary of the line's opening in 2009. There is a simple control cab at each end of the car. The downhill axle of each bogie has a cog, so each railcar has two cogs in contact with the rack. A flat wagon designed to carry bicycles is coupled to the uphill end of each car – no doubt this is a sensible precaution to prevent runaway wagons from careering down the hill.

If you happen to be in Stuttgart, I recommend a ride on the Zacke, with a pause to take in the view from Santiago-De-Chili-Platz, just downhill from the Haigst stop.



Above
The Zacke at Albplatz station with a flat wagon for cycles.



Below
In Straßenbahnwelt: in the foreground is open wagon WN202 built in 1888 and used on the Filderbahn, including the rack sections. It was later narrowed for use on the tram network. In the background (left) is a 1950s Zacke railcar and (right) a *Vorstellwagen*, a coach only coupled to the uphill end of the railcar.

Above
Drive system of the 1935 and 1950 vehicles. Note the double reduction gears in the centre and the cog between the wheels.





Roof of the 1950 railcar in Straßenbahnwelt.

Olivier and **Gaëlle Taniou** created a compact shunting layout with an unusual theme.

Biscuiterie Jeannette

A tasty recipe for an industrial layout

Among the themes for modelling industrial sidings, you often find sawmills, scrapyards, or grain silos, usually as an addition to a station. It is more unusual to see an independent industrial installation treated as a separate layout, which can deal with several vans or refrigerated wagons for long sessions of shunting.

The idea of modelling a biscuit factory had been going round in my head for a long time – in fact, probably since I was a child when my father's electric train set was set up among cardboard boxes which had held 'Jeannette' brand biscuits (well known in France).

Imagine for an moment that the Jeannette biscuit factory, originally based at Caen, had a subsidiary plant in one of the industrial areas around Nantes at the end of the 1960s.

The train which serves the biscuit factory is ready to leave the station, which is represented on the backscene. The lightly laid single track siding passes under a concrete road bridge and snakes between the houses and along a narrow cobbled street. The train runs slowly along this short line, passing a large house, the family home of the owners of the factory, which sits in a pleasant garden enclosed by fine stone walls. The old stable has been converted to a garage.



Below
The SNCF Y7100 shunter comes from the station along the Rue du Port with a fourgon, to collect wagons.



Above
It seems only a single van is ready to be collected from the biscuit factory.

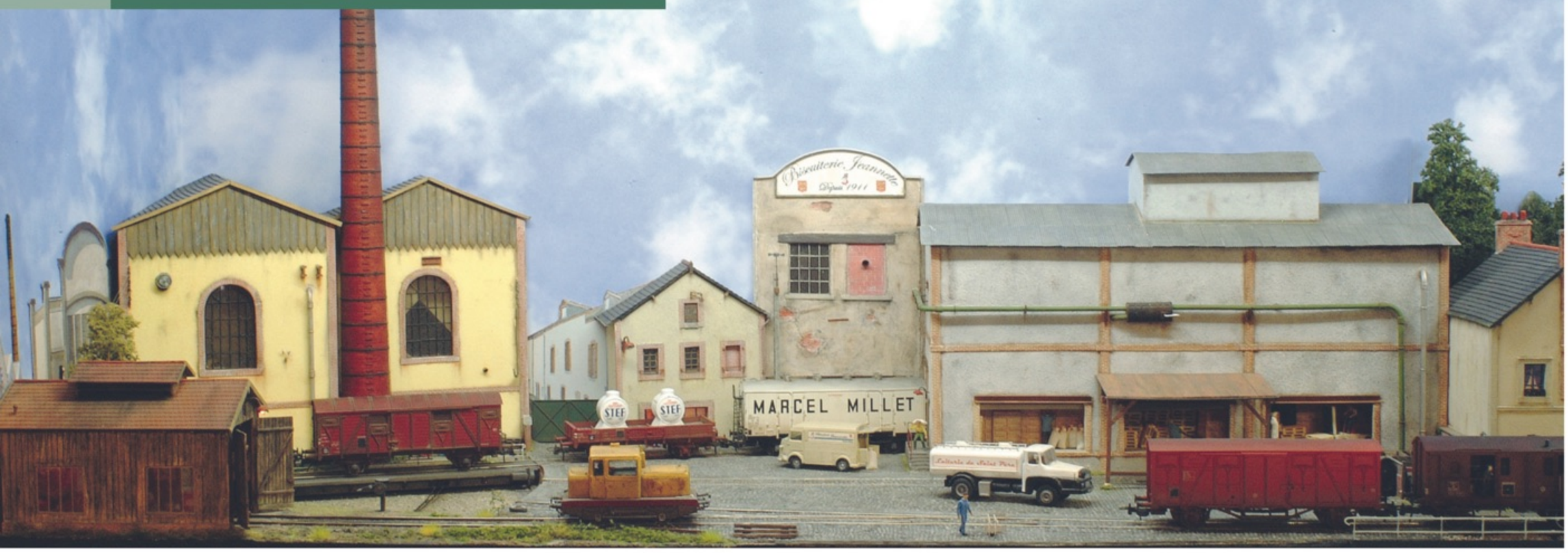
Inset
In the secluded garden of the large house.

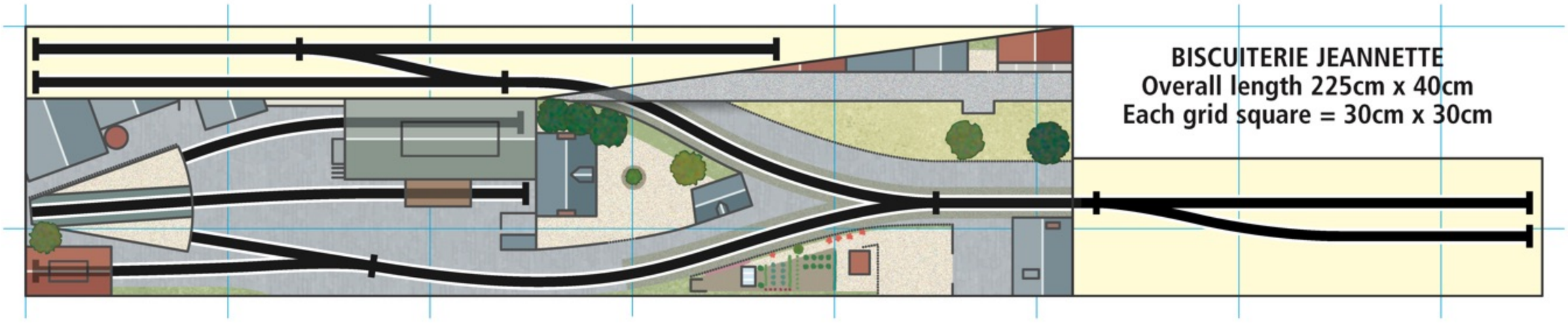
The operation of the industrial siding

To work the industrial siding, the SNCF mainly uses a Y7100 or a C61000 from Nantes Blottereau depot. The two ungated and unprotected road crossings require a lot of sounding of the horn. After having run alongside an allotment, where fruit and vegetables are grown according to the season, the line comes to the point at the entrance to the factory. The train comes to a halt. Once the padlock has been unlocked, the train enters the premises. The main entrance to the factory is at the end of a narrow lane. The track is right next to



Right
The ungated road crossings have to be protected by a flagman. Beyond the wall, the track continues to the port; the trip workings use this as a headshunt in order to be able to reverse into the biscuit factory siding.





Below
The biscuit factory still employs two small shunters. On shed is the Moyse 36TDE as the Baudet Donon Roussel prepares to propel a van to the loading dock.

Below right
Insulated vans and milk tank containers are shunted into the cold store as the BDR places a van next to the loading doors.

the entrance; the entrance is common, shared by road and rail. You have to be quick, because the dairy lorries are always in a hurry!

One of the factory's diesel shunters is ready to do some shunting. Three wagons are quickly uncoupled. After a brief brake test, the SNCF Y7100 leaves the factory siding with a shortened train.

The factory still makes a lot of use of rail and possesses two shunters. One is a Moyse 36TDE, still in the manufacturer's original paint, which was bought secondhand. The other is a Baudet Donon Roussel (BDR) which is similar to the SNCF Y2100 and was bought new in 1952.

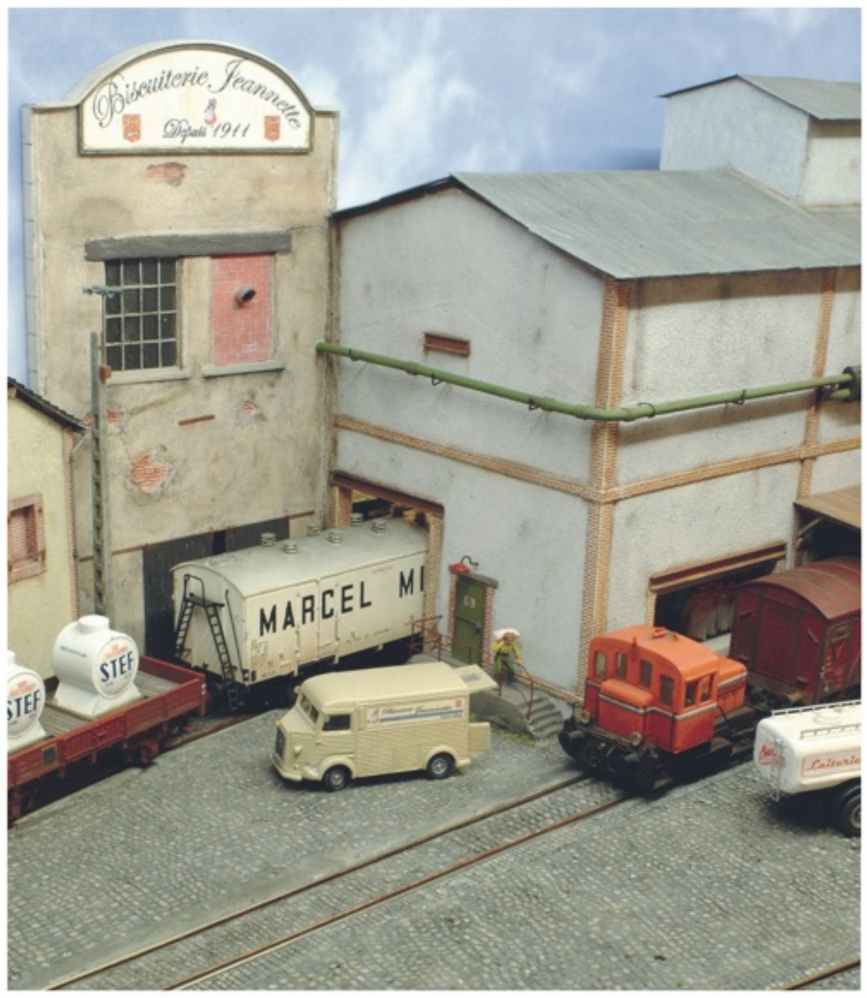
The trains are made up of three or four four-wheel wagons. In the factory, they are positioned one by one, divided between the different departments of the biscuit making process.

The capacity of the sidings seems quite restricted. The rails are embedded in the cobbled yard and among the slabs at the base of the big industrial buildings.

The strident squealing of the wheelsets on the sharp curves can be heard every time the train passes, drowning the sound of the BDR four-cylinder petrol engine.

As it was impossible to fit a point into such a small space, the solution to accessing the tracks inside the factory was the







construction of a sector plate, which is manually operated. The track within the factory building is long enough to hold a shunter plus one or two wagons.

The point at the entrance to the factory site gives access to the loco shed.

The factory mainly receives vans loaded with sacks of flour and cans of edible oil. Once emptied of these incoming supplies, the vans are loaded with cases of madeleines. The refrigerated or insulated vans bring fresh produce; sometimes milk is delivered in small tank containers on a flat wagon.

Around the courtyard, there are numerous buildings, constructed in different styles. Behind the sector plate, the big yellow building is divided in two: on the left there is the boiler house, where the big boiler is visible through the large windows. The right-hand section houses the hoppers and various conveyor belts.

Further on, a house has been converted into the factory shop. Its window allows the display of the different products of the biscuit factory. It is with great pleasure that visiting confectioners sample the specialities after the factory tour!

The next building, a little dilapidated, now serves as a store, and still carries the company sign. This is the old factory and was the first building bought by the biscuit company when it was establishing itself in the area, well before the courtyard was crossed by steel rails.

To the right, a more recent concrete construction is served by two tracks. The metal roller shutter door allows insulated vans to enter the cold store to be unloaded. This siding can hold a maximum of two wagons. At the front of this building there is a lot of activity on the platforms which have several functions. The first door takes in the flour and other raw materials, while the two other doors send out cases of madeleines ready to deliver.

The small brick hut, now out of use, used to accommodate the gatekeeper. The new four-footed guardian sits in the gateway of what was the cycle parking yard where repaired pallets are now stored.

A small 'temporary' wooden shed, constructed on a concrete slab, is situated in front of the sector plate. No doubt it will be there for quite a while yet! On the walls the drivers have stuck some posters, probably advertising the merits of contemporary shunters. The interior is equipped with an inspection pit and all the necessary equipment for refuelling.

Minor maintenance of the locomotives is done in this workshop. For more major work, they have to be towed away, coupled behind an SNCF loco.

Below
The tall structure on the left is part of the original factory on this site. Milk is delivered by road as well as by rail.

Below right
The little brick gatehouse is no longer manned but there is a guard dog on duty!





Above
To access the factory sidings in such a small space, the solution was a sector plate. The large yellow building behind houses the boiler on the left and storage hoppers on the right.

Lunch break

The train stops on the track to the port (actually just off stage). Once the engine has been shut down, the crew goes to eat at the café on the corner, Chez Jacquot. It is where all the locals meet. The empty site opposite serves as parking, where workmen can leave their vans.

Many of the biscuit factory employees also go there for lunch. It is a long way from a gastronomic repast but you can eat well there, though you have to like biscuits for dessert!

Before getting back onto the loco, we must make a little detour through the park. In the middle of summer, it is very popular with the children; the high fences prevent mishaps during ball games.

A flight of steps allows access to Zébulon Street on the higher level. The houses are framed by a brick warehouse and by a garage, where a champion mechanic repairs all kinds of two- and four-wheeled vehicles.

Below
The interior of the loco shed is detailed, and illuminated. Note the geared handwheel for working the sector plate.



Return to reality

Foamboard is the main material used for the structures on the layout. With one 'skin' removed, it was also used for the cobbles in the courtyard, which were embossed one by one with a press tool. This was a long job, and the effect was completed with several stages of painting.

Foamboard was also used for the basis of the buildings, with the exception of the loco shed. The woodwork is from the MKD range, or constructed from Evergreen sections. The loco shed was made from 1mm thick plasticard, scribed inside and out. As it is situated at the front edge of the layout, the interior had to be very highly detailed. The numerous tools and fittings come from specialist suppliers. No accessory was stuck on as it came: all were modified, improved, often altered from their original function.

A tall cast resin chimney by Artitec also came in useful, emphasising the industrial aspect of the site.

The backscene near the shed required many hours of work. I had to find industrial buildings that were right for the area, take photos from the right angle, and adapt them for the layout, to justify the use of the sector plate.

The road vehicles are an important element of the scenery. The scene gets its identity in terms of period and region largely from them. The interiors were repainted, or scratch-built if necessary. Many details were added – steering wheels, rear view mirrors, windscreen wipers, etc. Those vehicles which seem to be in motion received a driver – an important detail which is often neglected.

The sector plate

The sector plate is freelance in design and was constructed from plasticard of different thicknesses. It had to be at least 20cm long to be able to take two vehicles.

Between the rails, Evergreen non-slip chequer plate sheet was fitted. A bolt and a nut hold the plate and act as a pivot. Two plastic wheels enable the plate to move, rolling on a piece of rail cut to fit, curved, and installed in the bottom of the pit.

The manual control system was made with brass sections and wire. It is controlled from the front of the layout by some chain from Weinert.

The dummy plastic winding handles and bevel gears are the remnants of a crane kit from Faller.

Practical aspects

The layout is mounted in simple box of 10mm thick plywood resting on four feet at a height of 1.25m above the floor. Behind the scenery are two storage tracks on a shelf; the rails were stuck directly to the wood.

For the visible track, I used some pieces of Rocoline code 83 track and a short radius point. Evergreen styrene L section was stuck onto the sleepers to simulate the tram track in the road. The sleepers on the shed access track are embedded in fine sand. The point lever, a model from L'Obsidienne, was made to work. The whole thing is driven by a Tortoise slow-action point motor.

On the front of the boiler house a working ventilator fan is installed. I used a 6mm diameter motor slid into some Evergreen tube. To make the blades, a disc of plasticard was cut and adjusted with flat pliers.

The yard lamps are models from the specialist suppler Models Arts Diffusion. The interior lighting was achieved with micro-bulbs in sockets from Faller.

A Gaugemaster handheld controller gives excellent slow speed performance. A small control panel has switches for the points, the sections, and other accessories.



Rolling stock

I have used a Moyse shunter built from a kit by Apocopa, which I happened to find (unmade) at a swapmeet. It is powered by a Tenshodo motor bogie.

The BDR Y2100 has a body scratchbuilt in plasticard, also on a Tenshodo motor bogie. The livery is based on a similar shunter used by a sugar refinery.

The SNCF locos come from various proprietary brands.

The wagons were also chosen from the ranges of major manufacturers, principally Roco, LS Models, and Fleischmann.

Return to the station

The locomotive gets under way again and returns to the sidings at the station, giving one last blast of the horn at the level crossing; at the end of the lane, the factory's shunter responds.

Later in the day, another trip working, most likely handled by a C61000 shunter, will deliver more wagons and collect those which have been loaded – it is an endless operation.

Above
The café Chez Jacquot is a popular place for lunch with many of the workers from the biscuit factory as well as the port.

Photographs by the editor.

Below
The crew will shut down the loco and leave it standing on the port line while they get some lunch in the café.



Mark Fry shows how he created a model of a small articulated loco in the style of an Orenstein and Koppel. *Photographs by the author.*



A 'baby' Mallet

Freelance 0-4-4-0T *Juliette*

Before you think about buying another one of those lovely Bachmann On30 models for your narrow gauge layout, why not consider something a little different?

I was attracted by the idea of a small inside-framed 30hp Mallet built by Orenstein & Koppel for narrower gauges. Although less common than larger types, they did exist.

The donor mechanism is from a Roco HO Bavarian BBII (later BR98^{7}) Mallet locomotive, which has been offered in various finishes. This mechanism scales out close to the correct dimensions. Some of the parts supplied as additional details for the HO model can be used for a 7mm scale model.

The project involves some metal cutting and grinding of the original HO body and modification of some of the whitemetal cab parts. In addition a new boiler and smokebox has to be scratchbuilt, along with new front and rear pilots, and additional detail on the original cylinders.

A word of caution: the model's valve gear is very fragile and can be easily dislodged from the mounting points in the chassis – I speak from experience!

1

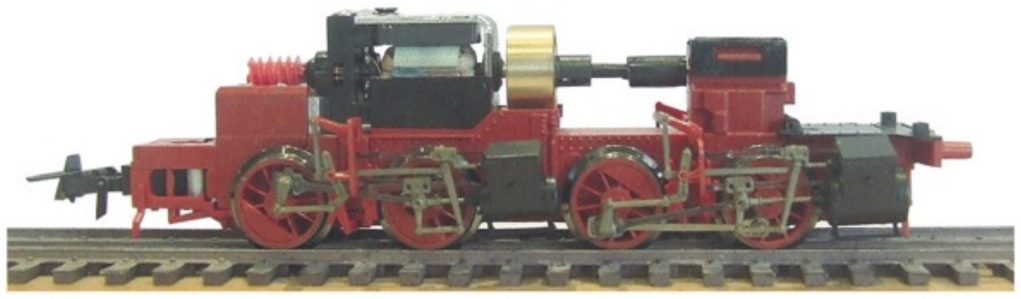
The HO model before beginning. It is quite an expensive item to buy new but can be found secondhand.



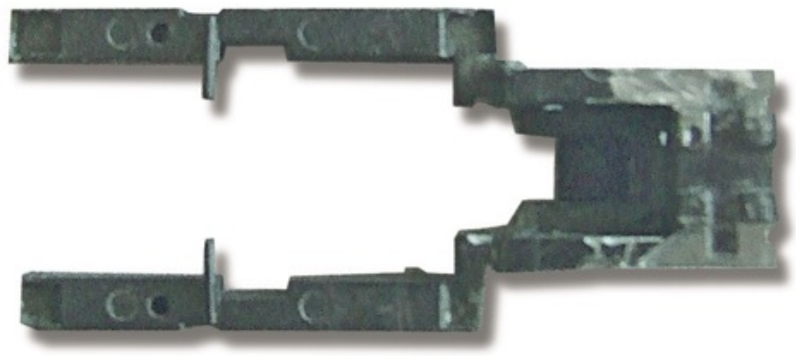
2

The mechanism. The use of a flywheel and can motor along with excellent low gearing creates a wonderfully quiet and slow running mechanism, with current collection from all wheels. Note the fine valve gear.

Tale care not to knock the valve gear off the mounting spindles. Fortunately, if such an accident occurs, it is fairly easy to put the miniscule parts back.



3



After disassembling the model as per the instructions, remove the plastic side tank mouldings and put them to one side for re-use shortly.

Next cut down the cast metal weight supplied with the model as per the photograph: this requires a lot of grinding or cutting. For this I used two cut-off discs face-to-face in a drill as this reduces the chance of the discs breaking and cuts far quicker. Wear safety glasses.

4

I made a full size template to mark out the areas requiring removal from the body weight. The hole aligns with the original mounting hole of the HO body, which makes a good reference point.



5



The template and the cast metal weight.

6

Trim the plastic side tank mouldings as per the photograph using the rivet seams as a guide.

When trimmed, fix the side tanks with epoxy adhesive to the cut-down body weight and put aside for twenty-four hours to set. Use only 24-hour Araldite – the five minute stuff is just a quick fix with nowhere near the strength of the 24-hour cure formula. (I know this because I was working in the Selleys' laboratories in the early 1980s when the five minute version was being developed and tested.)



7

The whitemetal cab parts are from the excellent Chivers Finelines 7mm scale War Department Hunslet 4-6-0T kit. Although this is not currently available, these parts could be supplied as spares at a reasonable cost.

After initially cleaning up the castings, carefully mark and saw the cab opening to create a square bottom corner).

Also remove the cab handrails – they are not needed on this loco as O&K used smaller external handrails.



8



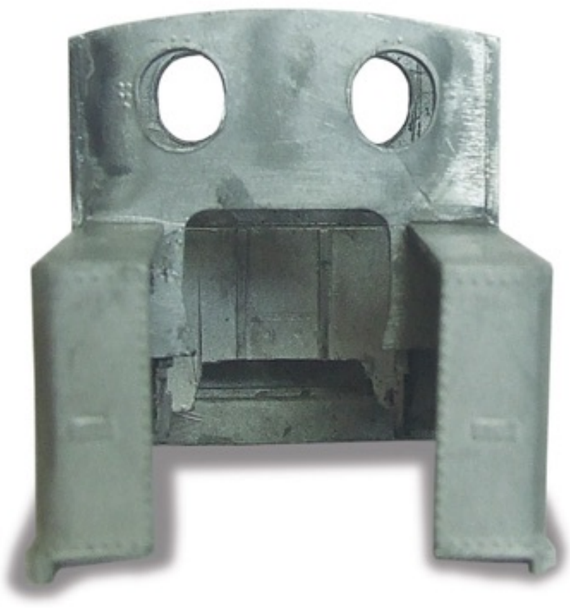


O&K locos of this period had oval cab windows front and rear, but the Hunslet has round spectacles. To alter the shape, first darken the upper half of the cab walls with a marker pen, then scribe to define the size and shape of the oval windows. I ground out the shapes with a round cylinder-shaped grinding stone in a motor tool. Do this very slowly and carefully as these window shapes are a distinctive feature. (Glazing will be fitted later).

9

The next step is to assemble the side tanks and cab front and rear walls, keeping everything square – this is best done on a sheet of glass.

Note the cut-out in the cab front to allow the mechanism to fit beneath: this was marked out and cut away before the parts were assembled.



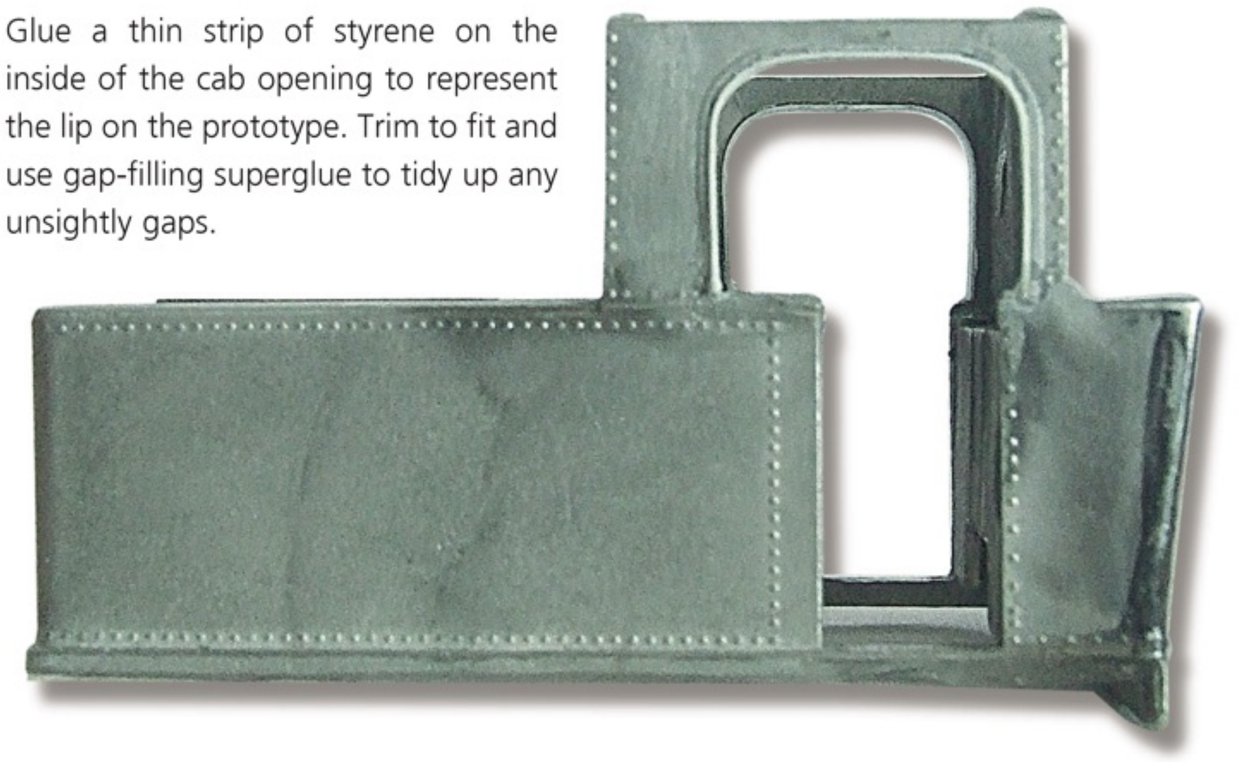
10



The rear cab wall in place, with a section removed to clear the mechanism.

11

Glue a thin strip of styrene on the inside of the cab opening to represent the lip on the prototype. Trim to fit and use gap-filling superglue to tidy up any unsightly gaps.



12

The boiler barrel is made from some electrical conduit wrapped in three successive laminations of styrene sheet, except for the smokebox, which has only one lamination. Pre-curve the styrene firstly by placing the three laminations (over size) firstly inside a small cylinder a little larger in diameter than that of the conduit and leave for few days. Then wrap the sheets around the conduit/boiler barrel and trim to size. Hold them in place with an elastic band at each end, then place the lot into some just-off-the-boil hot water and leave for five minutes. Then remove and dry the assembly and leave it to air dry for 24 hours. After this glue the curved styrene sheets to the conduit – tack with superglue and then fix with Araldite. (Most plastic solvents will not work on the conduit material.)

Next mark out the areas to be cut out of the underside of the barrel to accommodate the Roco mechanism, and remove them with the cut-off disc.



13

Glue the body weight and plastic side tank moulding assembly inside the whitemetal side-tank assembly using Araldite – it should be a neat fit. When this is dry, Araldite the boiler barrel assembly to the front cab wall. For additional strength, I drilled through and pinned it with some Peco track pins from inside the cab into the conduit wall.

When everything is set, 24 hours later, turn the assembly over and run a fillet of Araldite along the underside where the side tanks just touch the boiler barrel, for extra strength.

14

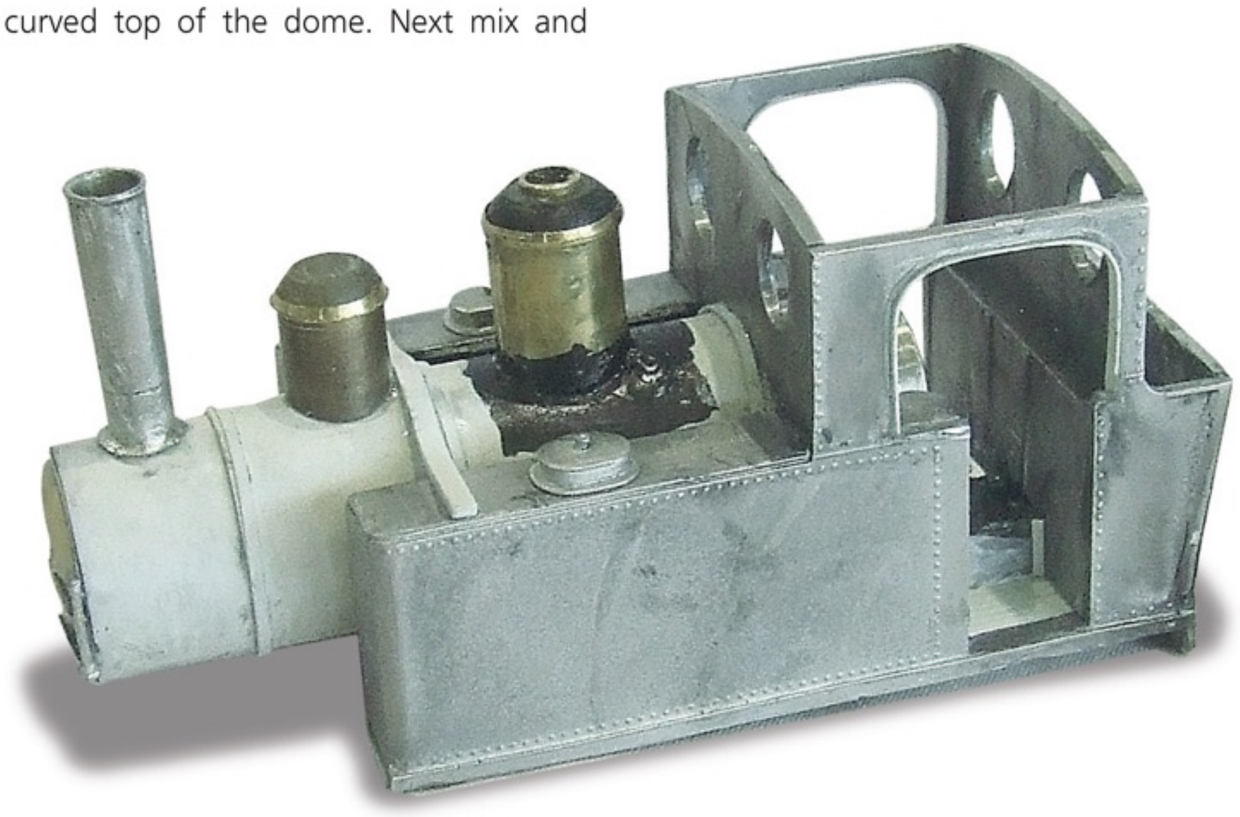
The chimney I used came from some I had Kerroby Models cast for me some years ago, along with some other useful items.

The style of the domes is, strictly speaking, Decauville: they are simple to make. Begin by cutting two lengths of brass tube, one 7mm diameter and 9mm long, the other 11mm diameter and 14mm long. The length is taken from the lowest point where they sit on the boiler barrel to the point where the curved top starts. When cut to length, sand the base where it sits on the barrel with coarse sandpaper wrapped around the boiler barrel until there is a neat fit.

The next step involves wrapping some clear self-adhesive tape around the top of each dome tube with sufficient extra height to exceed the full height of the curved top of the dome. Next mix and pour some 24-hour Araldite into the taped tube extensions, being careful not to get air bubbles in the mix. One way of removing air bubbles is to bang the mix repeatedly on a hard surface until all the bubbles have risen to the top and dissipated.

When the epoxy has cured, remove the tape and place the domes in a drill chuck (or lathe if you have one) and gently turn the epoxy top to shape using a flexible nail file or sanding stick, finishing off with some 1000grit wet and dry paper. Additional dome rings can be cut from the next size up concentric brass tube and glued in place.

Finally glue the domes in place. I added some brass pins to the base of each dome to ensure a secure connection with the boiler.

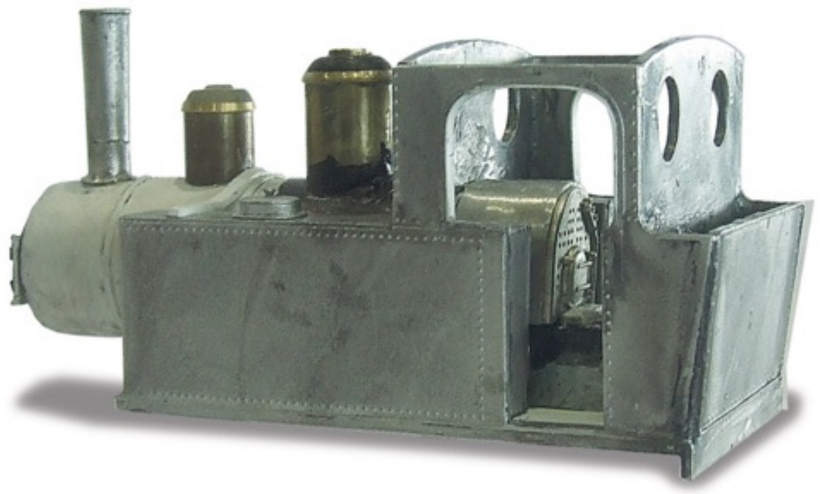


15

I next added a cast whitemetal backhead (something else done for me by Kerroby). As I had little or no idea exactly how the backhead would have been, I made a 'guestimation'.

I also added a suitable resin casting of a smokebox door I had left over from a Smallbrook Studios generic kit. The smokebox door hinges were made from modified Grandt Line hinges with suitable nut-bolt-washer mouldings added for good effect. The smokebox door securing wheel is made from one of the buffers from the Roco model.

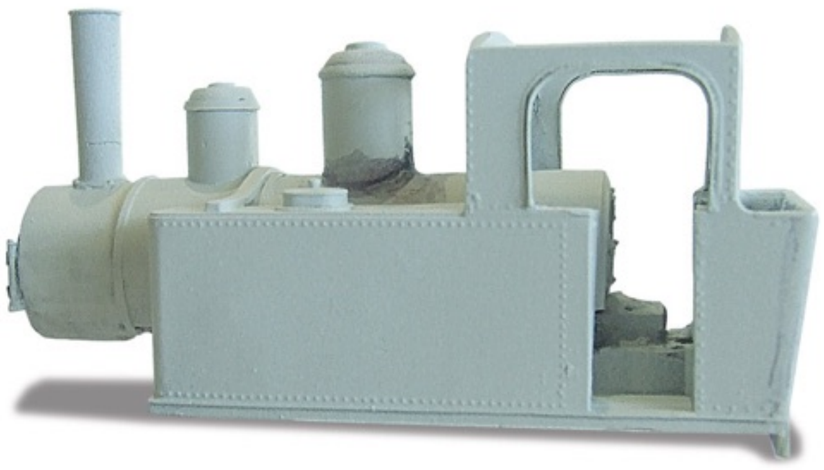
The boiler bands were added next, made from thin styrene strip. I also added the Chivers Finelines Hunslet water filler hatches to the tanks, after which I cleaned up the model and sprayed it with some white metal primer.



16

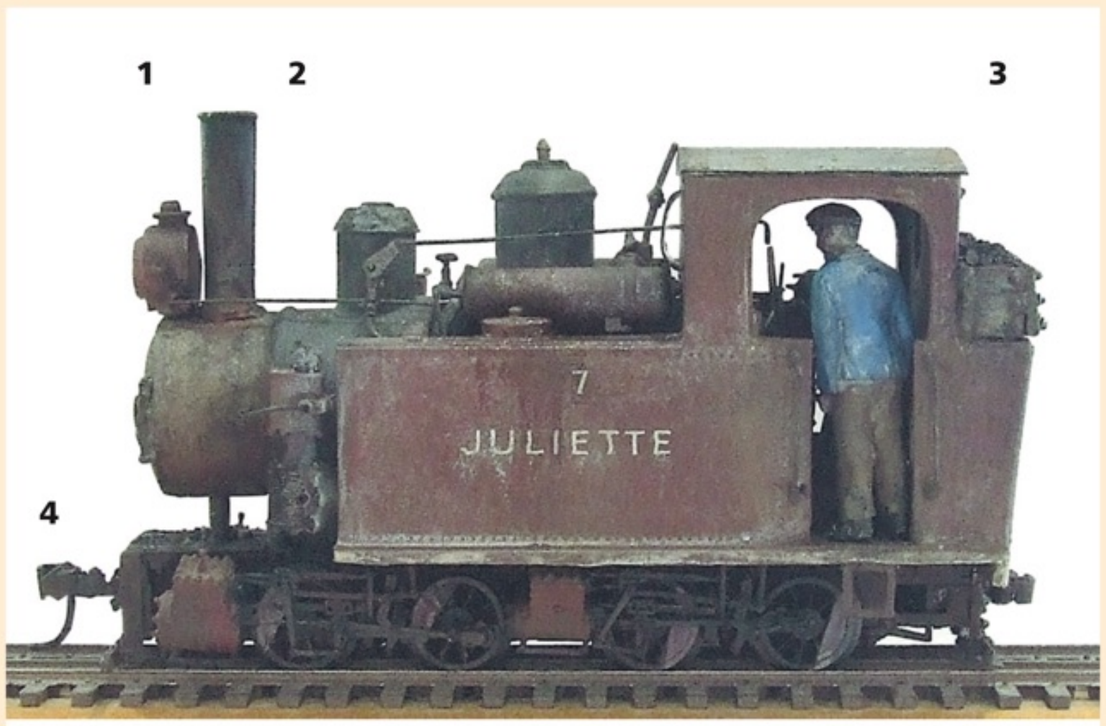
It was at this point that I added the smokebox rivets using a method I had not tried previously. Having made rivets from punched brass strip in the early days through using spring-loaded punches with gramophone needles spaced between hacksaw blade teeth to North West Short Line 'Sensipress' riveters and everything in between, it was time to try something simple, and I found the method of my dreams – decals. I decided to try the new Micro-Mark rivet decal sheet. When applied properly these are brilliant – so simple and quick and accurate. What more can you ask? In fact I was so hooked on these little beauties that I used them to repair some damaged rivets on the whitemetal body as well as placing them around the oval window apertures to resemble fixing screws.

As the rivets are black, it helps to apply them on a white glossy surface (such as the primer I used). When complete, apply a decal setting solution (about five repeats were needed to dissolve the unwanted decal film) then spray with Dullcote.



At this point the model was cleaned and masked up for airbrushing in a two colour scheme.

Most of the remaining work is in detailing the loco. This is most easily and clearly shown with a series of annotated photographs of the finished model. None of this work requires any special tools or skills, so 'give it a go' and have a unique model of your own.



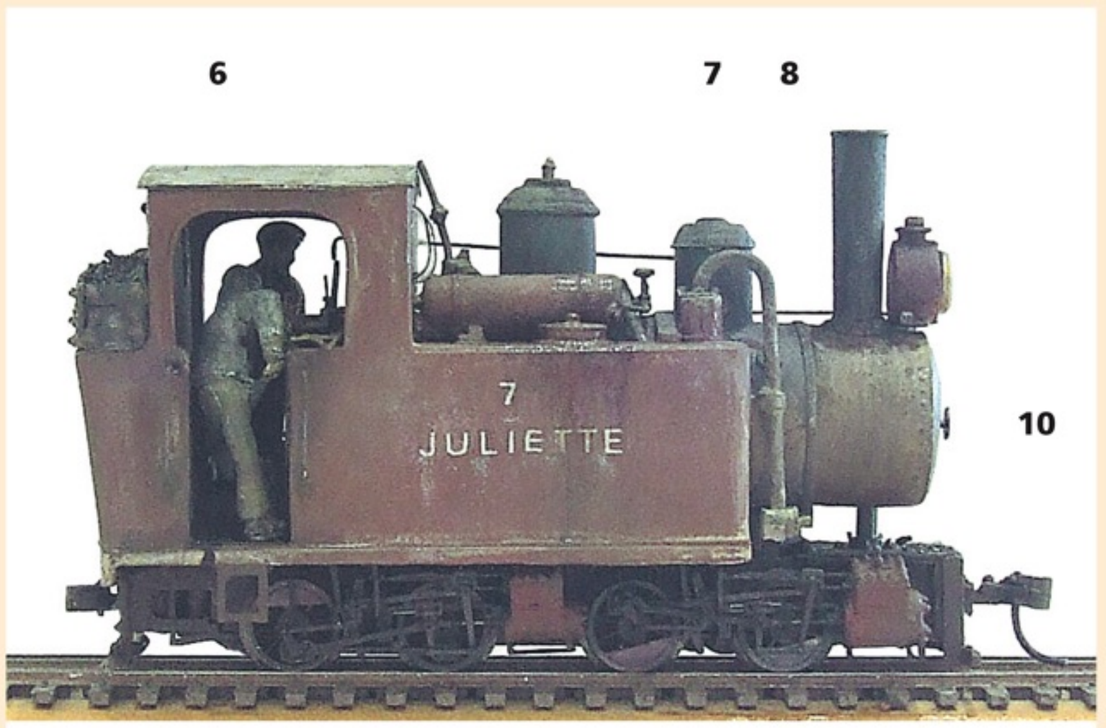


Photo 1

1 – headlamp (Kerroby Models).
2 – single-stage air compressor (Kerroby Models).
3 – wooden fuel bunker made from strip wood with nut-bolt-washer castings (Grandt Line ref.23) glued to shaped polystyrene former.
4 – dummy steam exhaust hides front body-to-chassis mounting screw.
5 – cab step scratchbuilt from brass square section.

Photo 2

6 – handrails from brass wire with NBW detail at ends.
7 – flange made from brass tubing with NBW detail added.
8 – the water siphon is brass rod with collars made from brass tubing.
9 – siphon coupling made from a modified HO buffer.
10 – smokebox door handles adapted from HO buffer. (from the original Roco model).

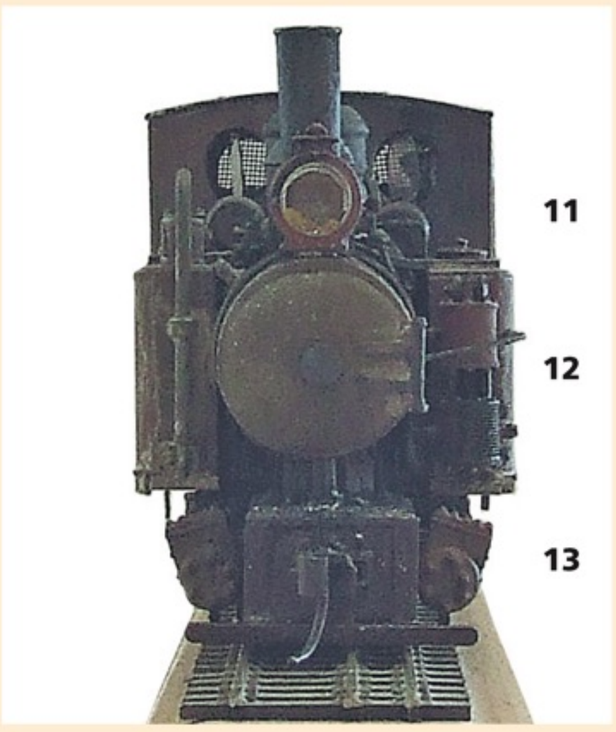


Photo 3

11 – headlamp lens (MV Products).
12 – smokebox door hinges modified from Grandt Line HO scale door hinges, with styrene rod and NBW detail.
13 – cylinders and valve chests from Roco HO model detailed with NBW castings.

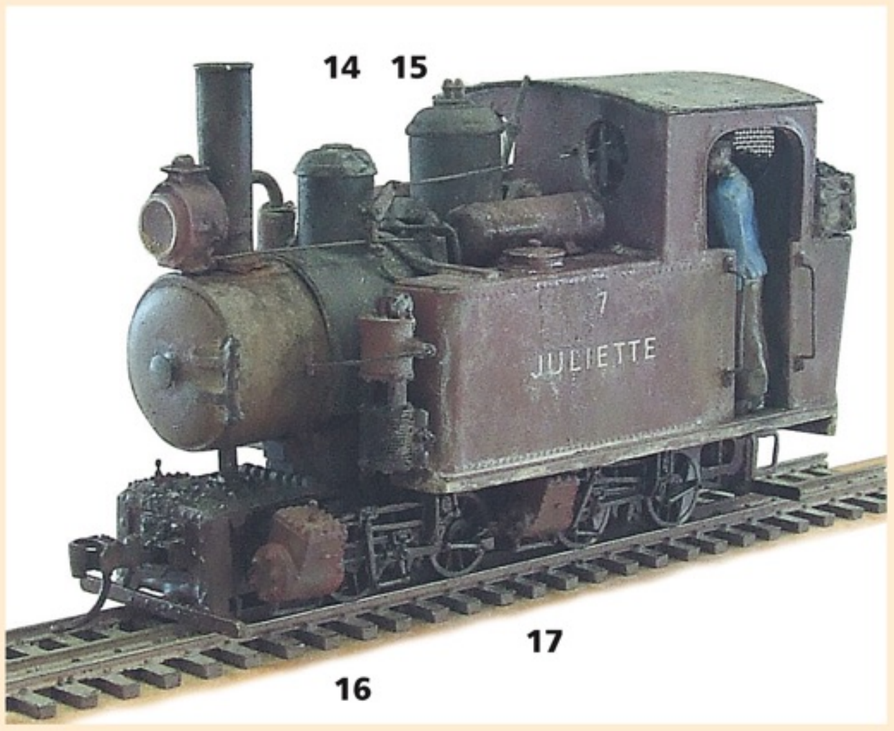


Photo 4

14 – sanding lever and rod linkage made from shaped brass sheet and steel piano wire.
15 – electrical conduit made from brass wire.
16 – valve chest lubricator on each cylinder, made from handrail knobs from the Roco model.
17 – scale 1½" diameter air line exhaust from brass rod.

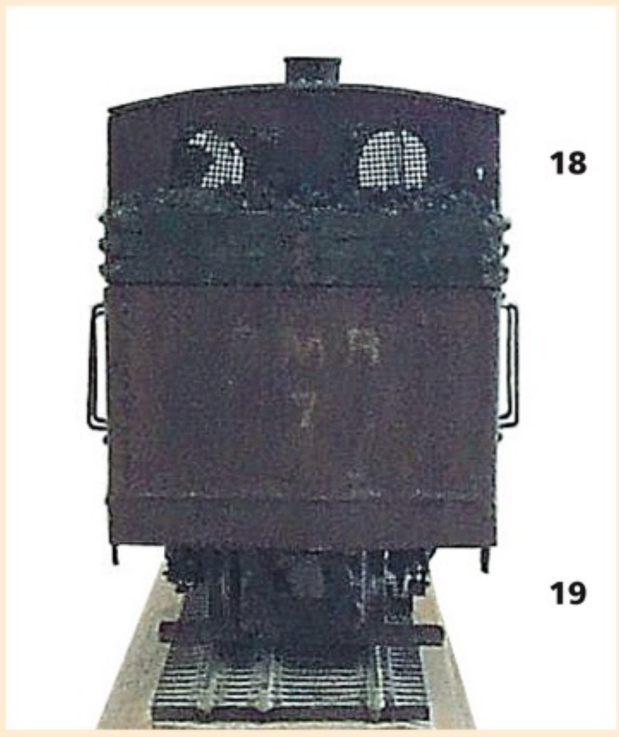


Photo 5

18 – rear spectacle plate mesh from fine brass gauze.
19 – front and rear pilots scratchbuilt from brass angle, with details added in styrene.

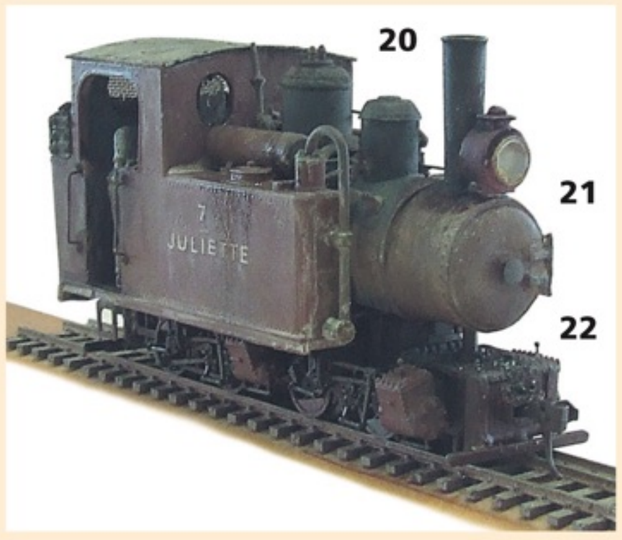


Photo 6

20 – windows shaped from clear styrene sheet, in open position.
21 – smokebox rivet detail added using Micro-Mark O scale rivet decal sheet.
22 – styrene chequer plate deck with additional NBW detail. Note the spilled ash from the smokebox door above.

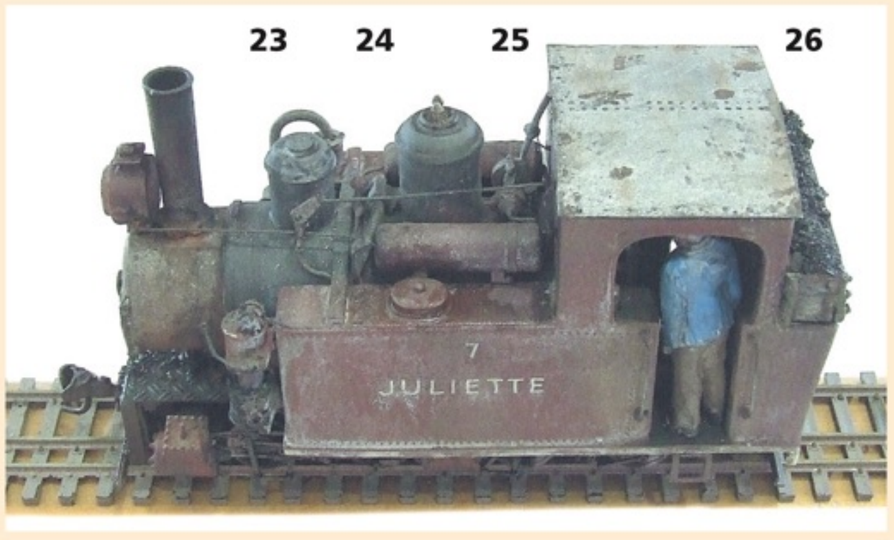


Photo 7

23 – sanders from Roco detail parts supplied with the HO model.
24 – twin air cylinders added each side of steam dome, made from spare Bachmann HO steam loco air tanks.
25 – steam generator (Kerroby Models).
26 – styrene sheet roof with Micro-Mark decal rivet detail. Flaking paint was simulated using masking fluid applied before the final coat, then rubbed off to reveal pre-painted rust areas underneath.

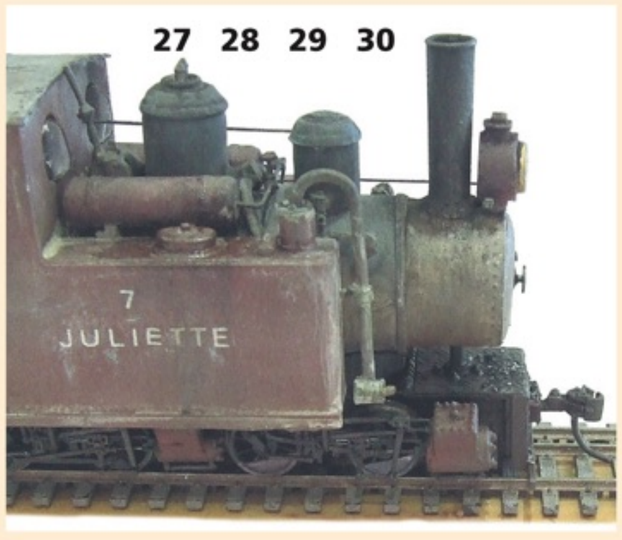


Photo 8

27 – twin 'pop' safety valves from scrapbox bits.
28 – globe valves (two) from Precision Scale Company.
29 – steam supply line from Roco HO details supplied with the model.
30 – air supply line made from brass rod.

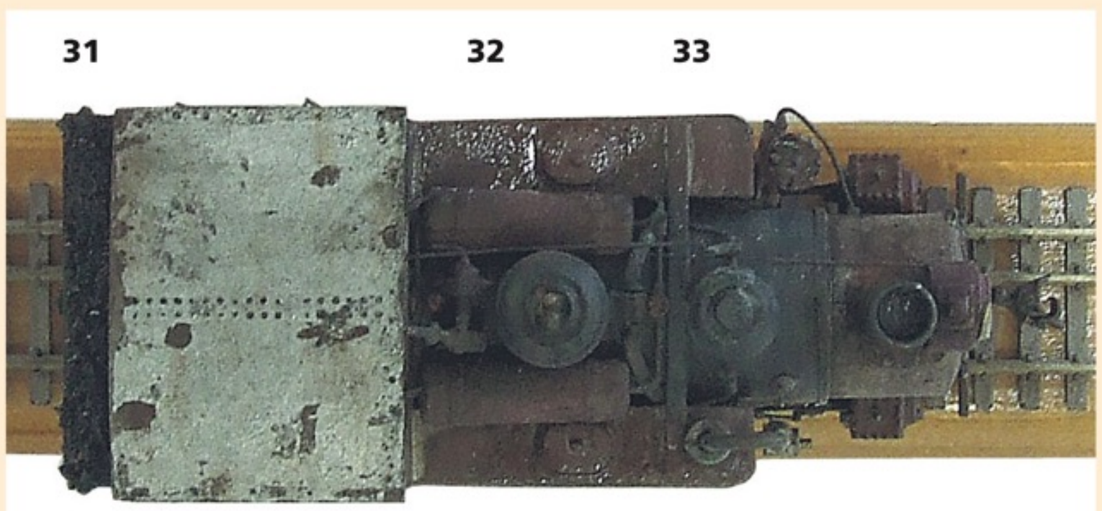


Photo 9

31 – fuel load from real crushed coal.
32 – water spills simulated with acrylic gloss varnish.
33 – side tank bracing from styrene strip, with added rivets.

Photo 10

34 – backhead casting (Kerroby Models) added over styrene boiler wrapper.
35 – steam lines from Grandt Line 18-ton Porter detailing kit.
36 – marker lamps adapted from Roco HO Mallet parts.



Gordon Archer wanted a change from his usual summer activities with LGB in the garden, so went to the other extreme – a winter scene in Z gauge!
Photographs by the author.



Zer-fee

A snowy scene in a compact cabinet

This little layout came into being in January 2012. In fact, I must confess that it was not my very first attempt at Z – I had already built *Klein Altenfurt* as a diversion from my LGB garden railway activities.

The name comes from two well-known Swiss resorts – Zermatt and Saasfee. Appropriately for a winter scene, it is also an anagram of 'freeze'.

The basis of the layout was a Märklin starter set (ref.81520.050), and the only other purchased items were the trees. Everything else was made from everyday bits and pieces from the kitchen, bathroom, or garage. For instance, the buildings are cut-up Christmas cards, the telegraph poles are cocktail sticks, the tall lights were made from copper wire and the short ones from nails. The snow is white crack filler applied in layers and painted with white emulsion.

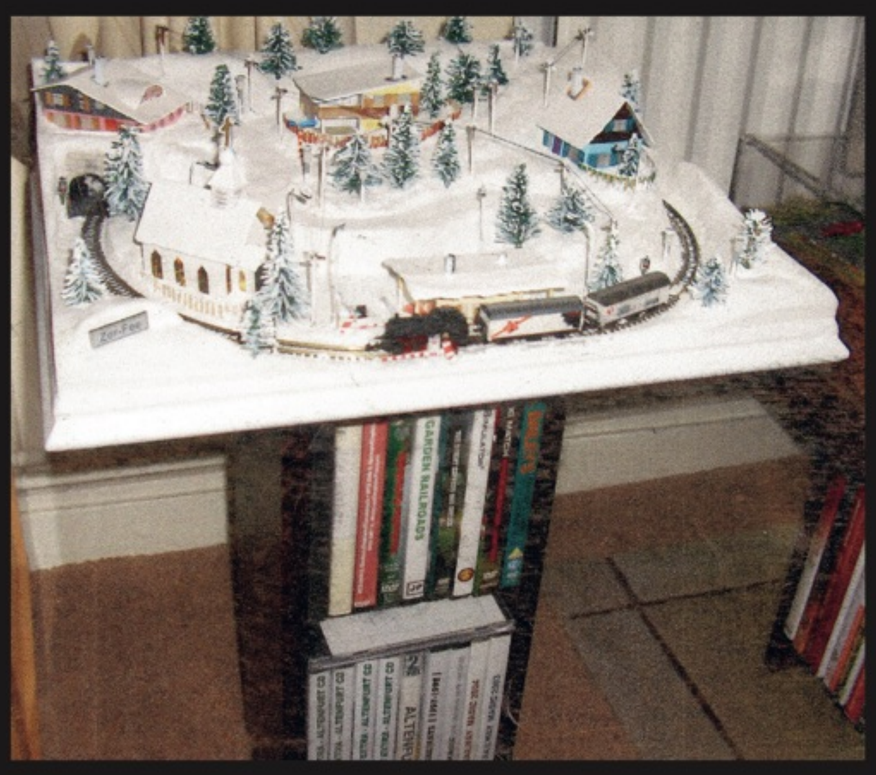
The scene would benefit from some vehicles and figures.

The layout stands on a cabinet which contains DVDs of my LGB garden layouts *Altenfurt* (see CM November 1994) and *Altenfurt c d* (see CM July 2011).



Above right
There is no need to dream of a white Christmas – just make one with a Z gauge layout!

Below
The layout mounted on the DVD cabinet.



Right
The track plan could not be simpler.



Jean-Louis Rochaix presents a superb selection of Swiss metre gauge stock.
Photographs and drawings by the author.

Stock for Vaulruz

Scratchbuilt in 1:22.5

For Christmas 1976 I bought my two sons, then aged eleven and twelve, some LGB equipment: they enjoyed playing with it in the garden, carrying pebbles and sand.

In 1979, I suggested building a permanent layout inside the house. It was made using exclusively LGB track, with third radius curves, which are the equivalent of 28 metre radius in real life – very tight!

Unfortunately, both boys lost all interest in model railways so in 1980 I decided to appropriate the layout, with the intention of completing it to a high standard and constructing all the stock necessary for its operation.

The stock was all scratchbuilt exactly to 1:22.5 scale. The collection includes vehicles from the Montreux Oberland Bernois (MOB), the Chemins de fer Électriques Veveysans (CEV), the Gruyère – Fribourg – Morat (GFM), and the Clarens - Chailly – Blonay (CCB). All these metre gauge lines used the same type of centre buffer-coupling, the same type of vacuum brake (Hardy), and the same electrical supply – not surprising because they were all interconnected: the CCB and the MOB at Fontanivent, the MOB and the CEV at Chamby, the CEV and the GFM at Châtel-St.Denis. For me the fact they could plausibly be run together justified con-

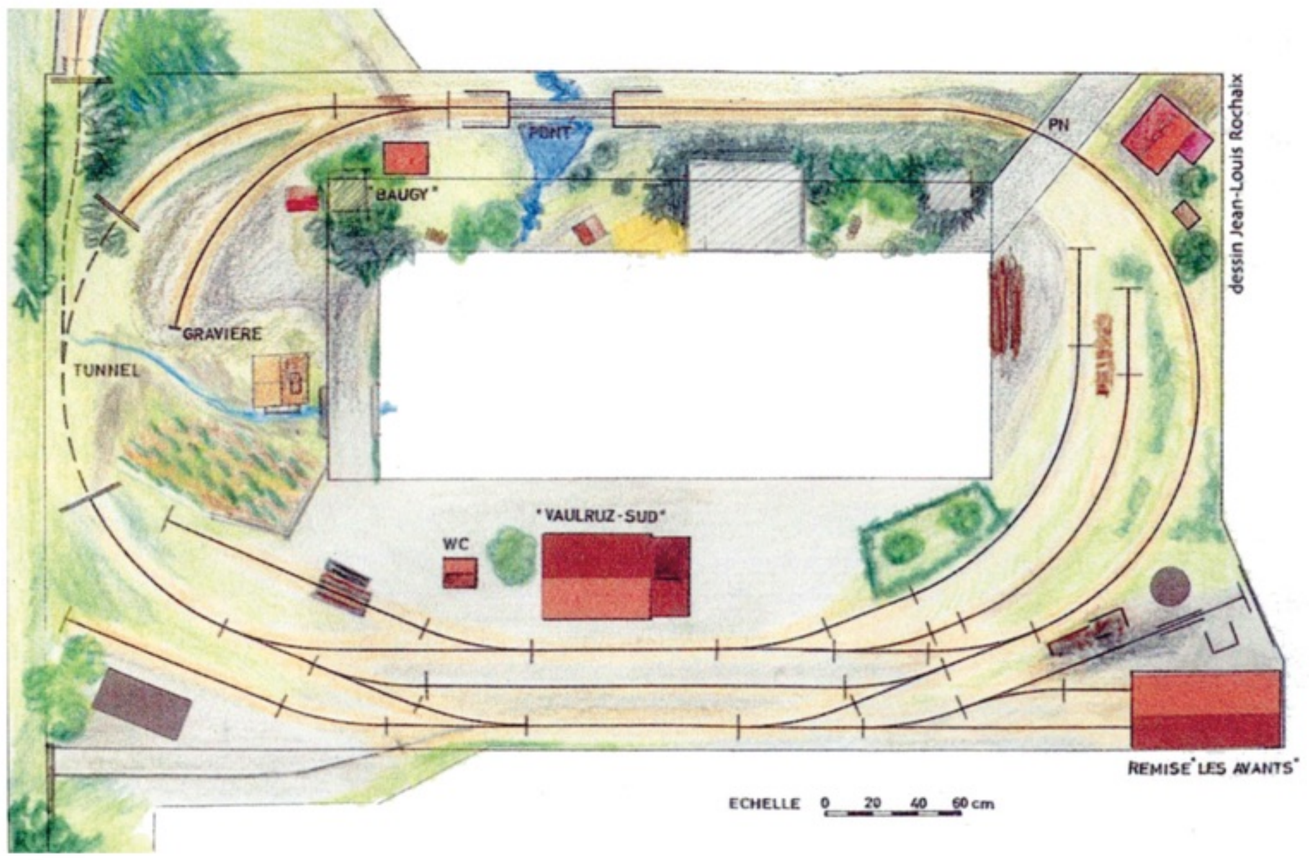
Below
Montreux Oberland Bernois trains, hauled by BCFe 4/4 11 and FZe 6/6 2002, pass in Vaulruz Süd station.

structing models of stock from these four companies. The theme allowed some variety but also imposed practical limits. I set the period as 1955, the year before the revision of the classes on Swiss railways.

I had collected a large number of photographs and scale drawings along with supporting historical and technical information which allowed me to create accurate replicas. This material was made available in a series of books and sets of (real photo print) postcards, published over quite long period through the BVA and under the imprint of La Raillère. Now that work is complete and I have retired from publishing activities.

The construction methods are quite conventional: most of the bodywork is built up from layers of plasticard, with some use of wood and cardboard. Certain fittings and fixtures are cast or etched metal, and some LGB parts have been used. The chassis frames were mostly made up from brass sections; one or two vehicles have LGB underframes where these were suitable. Running gear (axleboxes, bogies, bearings, and pickups where appropriate), wheels, and couplings are all LGB components, in the interests of both standardisation and reliability.

The layout includes a model of our house, complete with the layout in the roof space ...



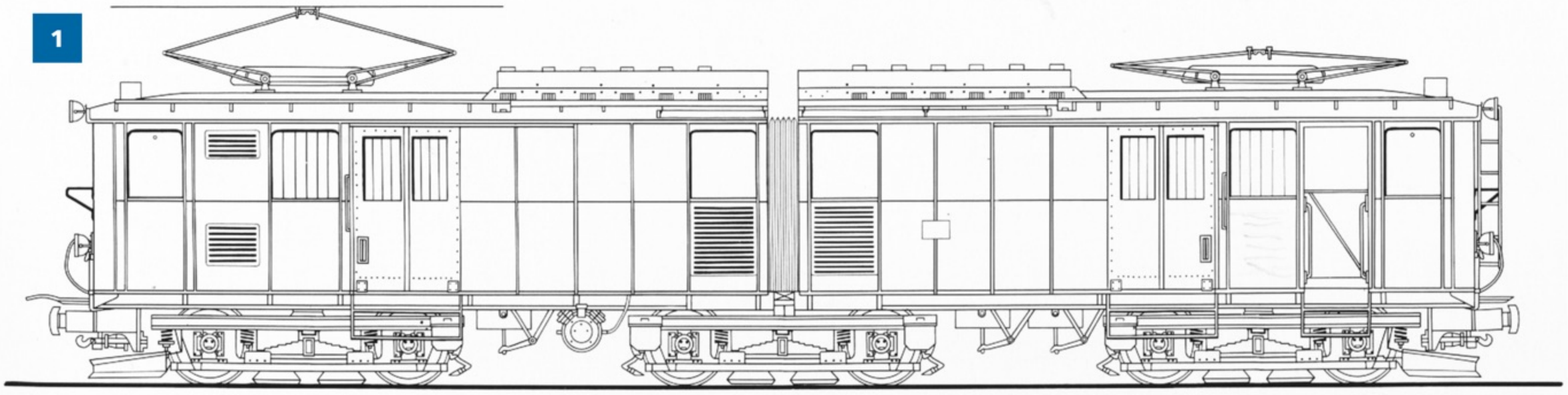
The original plan included a tunnel with a hidden turnout which would allow future expansion. That did happen, and the second section of the layout is a separate scene on a French theme, built using Peco G-45 track ... but that, as they say, is another story!

Line	No.	Series	Builder	Year	Notes
CCB	Ce2/2 2	Ce2/2 1-3	SIG/MFO	1911	
CCB	C2 11	C2 11,12,14	SIG	1896	
CCB	M 1	M 1	ACMV	1913	
CEV	BCFe 11	BCFe 11	SWS/MFO	1903	converted by the company in the 1940s
CEV	BP 3	BP 1	SLM/MFO	1911/3	converted to He2/2 in 1950
CEV	BC 21	BC 21-22	SWS	1902	with rack brake
CEV	C 23	C 23	SWS	1903	
CEV	CF 202	CF 201-202	SWS	1911	with rack brake
CEV	K 33	K 32-37	SWS	1905	
CEV	L 40	L 40-41	SWS	1902	
CEV	M 54	M 52-54	SWS	1905	
CEV	O 201	O 201	SWS	1913	with rack brake
GFM	K 652	K 651-660	SIG	1919	
GFM	OM4 906	OM4 901-906	SWS	1904	
MOB	FZe 2002	FZe6/6 2001-2002	SIG/BBC	1932	
MOB	BCFe 7	BCFe4/4 7-20	SIG/MFO	1904/6	
MOB	AB4 73	AB4 73-74	SWS	1911	
MOB	BC4 26	BC4 23-26	SIG	1906	
MOB	B 302	B 301-304	SIG	1905	
MOB	BC 358	BC 351-359	SIG	1904/5	
MOB	C 405	C 401-408	SIG	1905	
MOB	C4 44	C4 44	SIG	1901	ex BC4 21, converted in 1911 to C4 44
MOB	C4 47	C4 47	SIG	1924	
MOB	Gk 509	K 501-510	Busch	1904	original condition with vertical planks, modernised with laminated panels in the 1960s
MOB	K 511	K 511-530	Busch	1905	
MOB	K 512				
MOB	K 525				
MOB	K4 104	K4 101-104	SIG	1901/3	
MOB	L 619	L 601-621	Busch	1905	
MOB	L4 152	L4 151-154	SIG	1901	
MOB	M 708	M 701-712	SIG	1902/3	
MOB	OM4 826	OM4 821-830	SIG	1914	

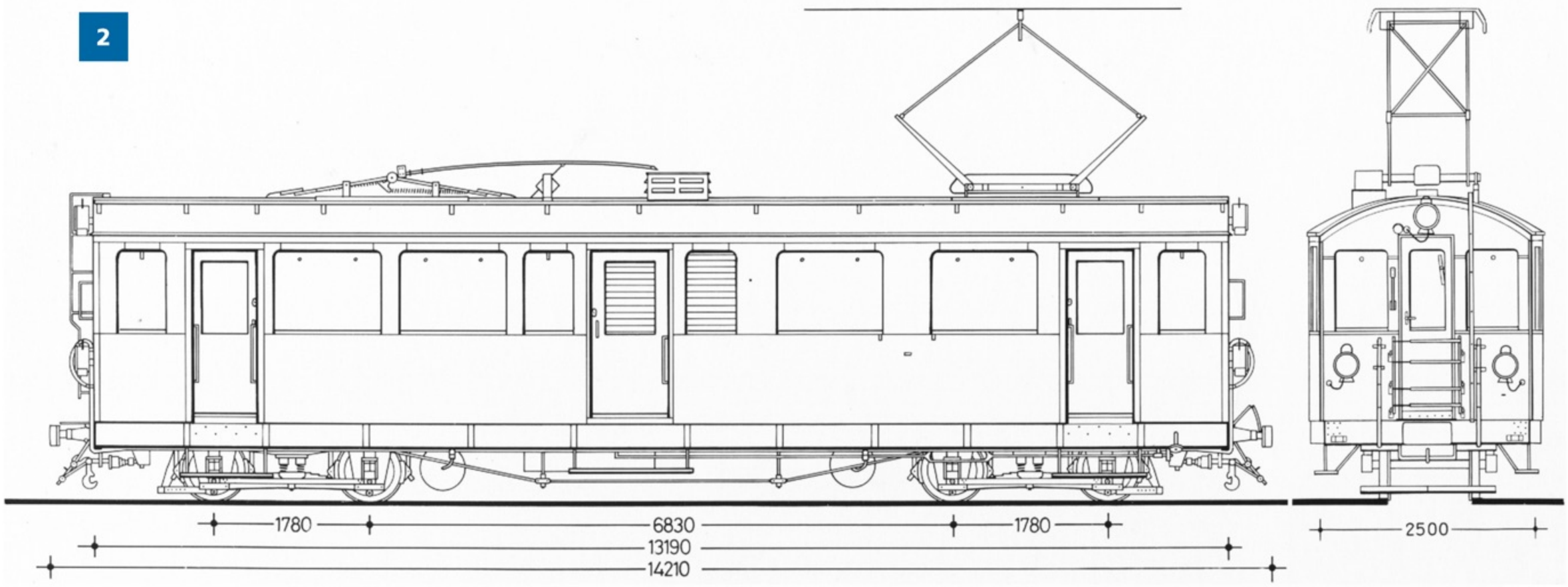
BP	Blonay – Pléiades
CCB	Clarens – Chailly – Blonay
CEV	Chemins de fer Électriques Veveysans
GFM	Chemins de fer de la Gruyère
MOB	Montreux Oberland Bernois

ACMV	Ateliers de constructions mécaniques de Vevey (CH)
Busch	Waggonbau Bautzen (D)
MFO	Maschinen Fabrik Oerlikon (CH)
SIG	Schweizerische Industrie Gesellschaft, Neuhausen (CH)
SLM	Schweizerische Maschinen und Lokomotivfabrik, Winterthur (CH)
SWS	Schweizerische Wagenfabrik Schlieren (CH)

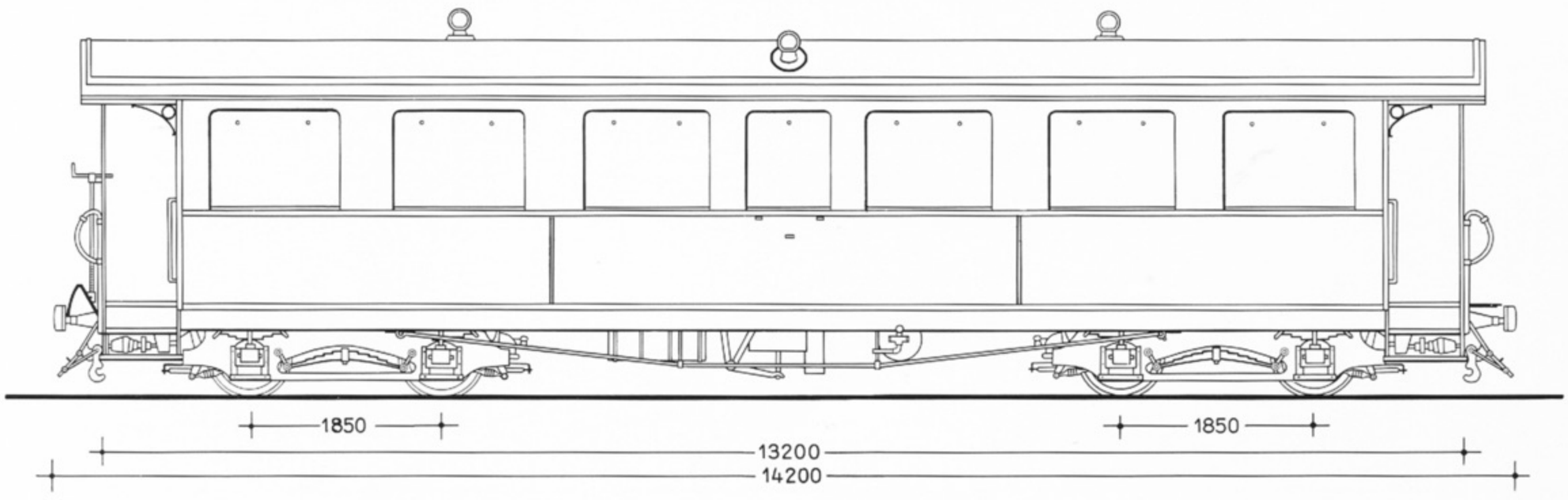
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2300
3200
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1780
6830
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14210

3


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M.O.B
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AB4
MONTREUX - OBERLAND - BERNOIS
73
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MOB FZe6/6 2002

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MOB BCFe4/4 7

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MOB AB4 73

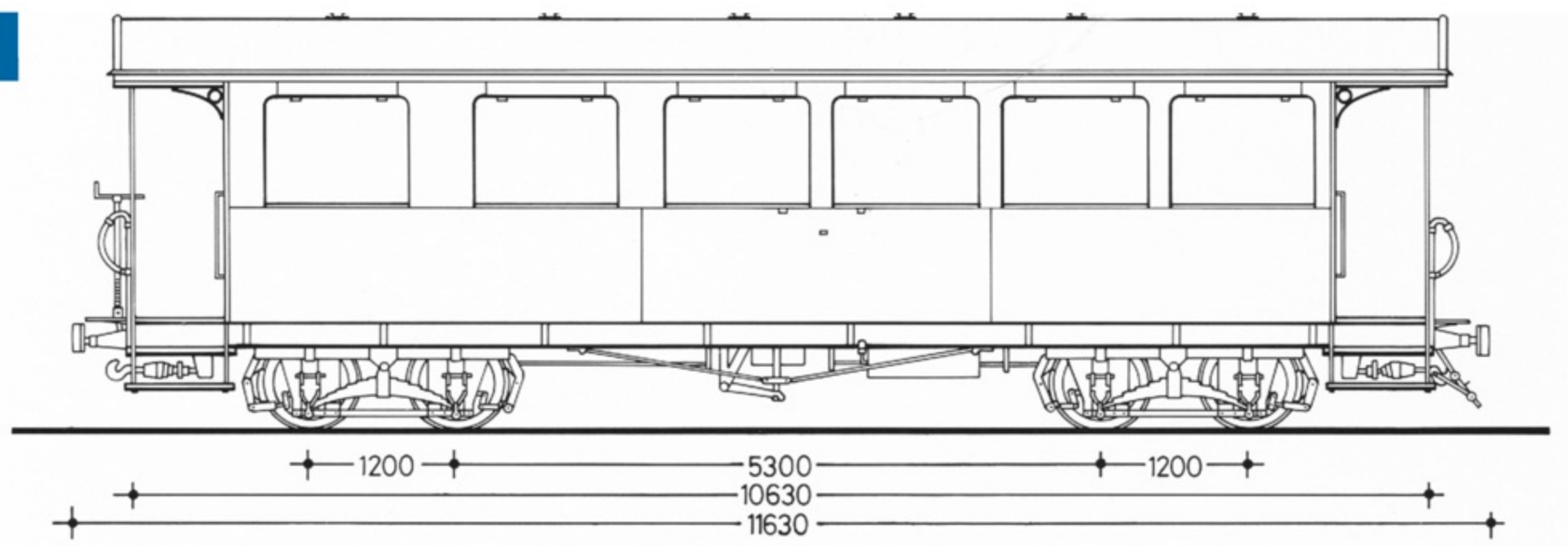
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MOB BC4 26

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MOB C4 44

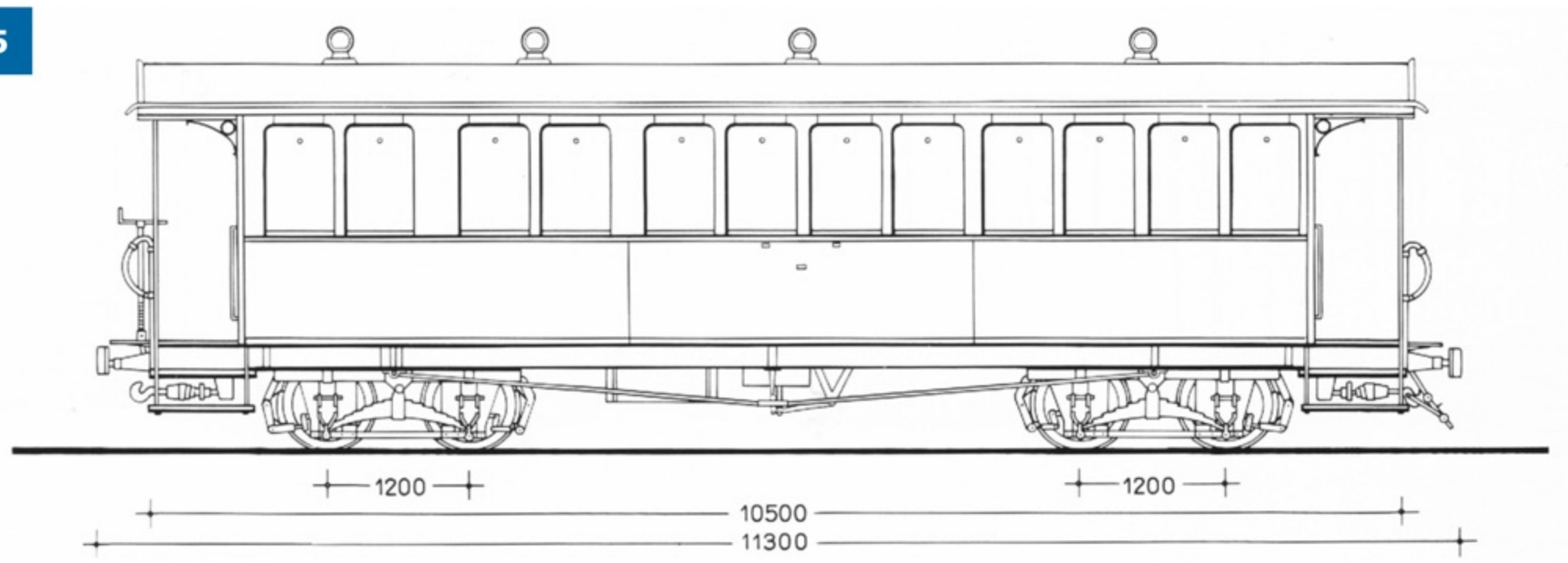
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MOB B 302

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MOB C 405

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MOB M 708

11
MOB K 511

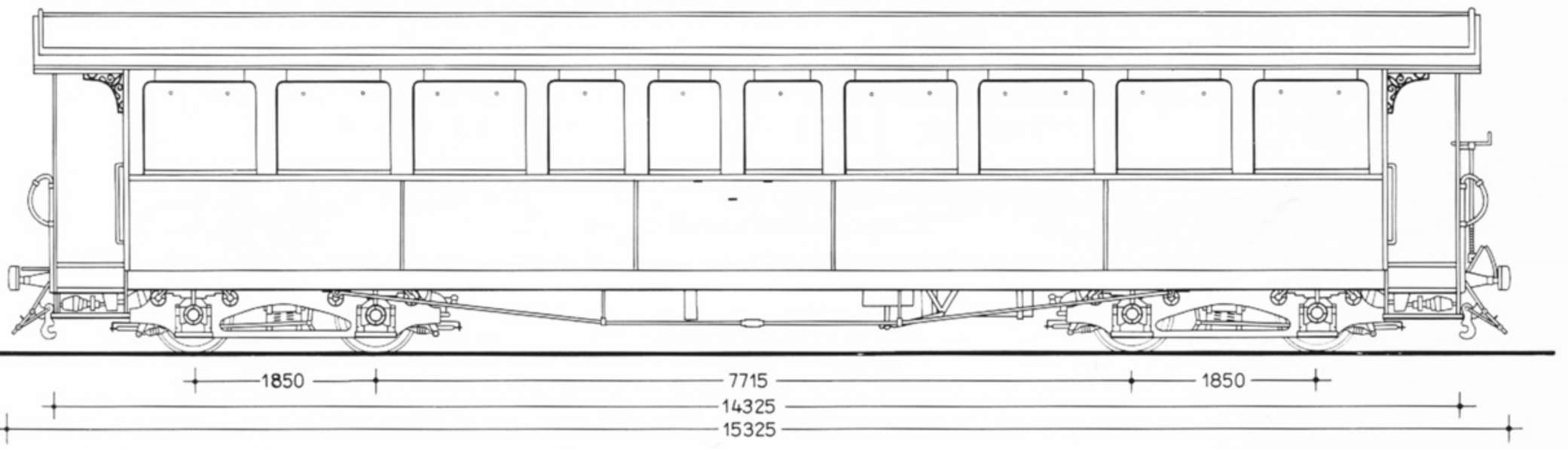
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MOB K 525

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MOB K 512

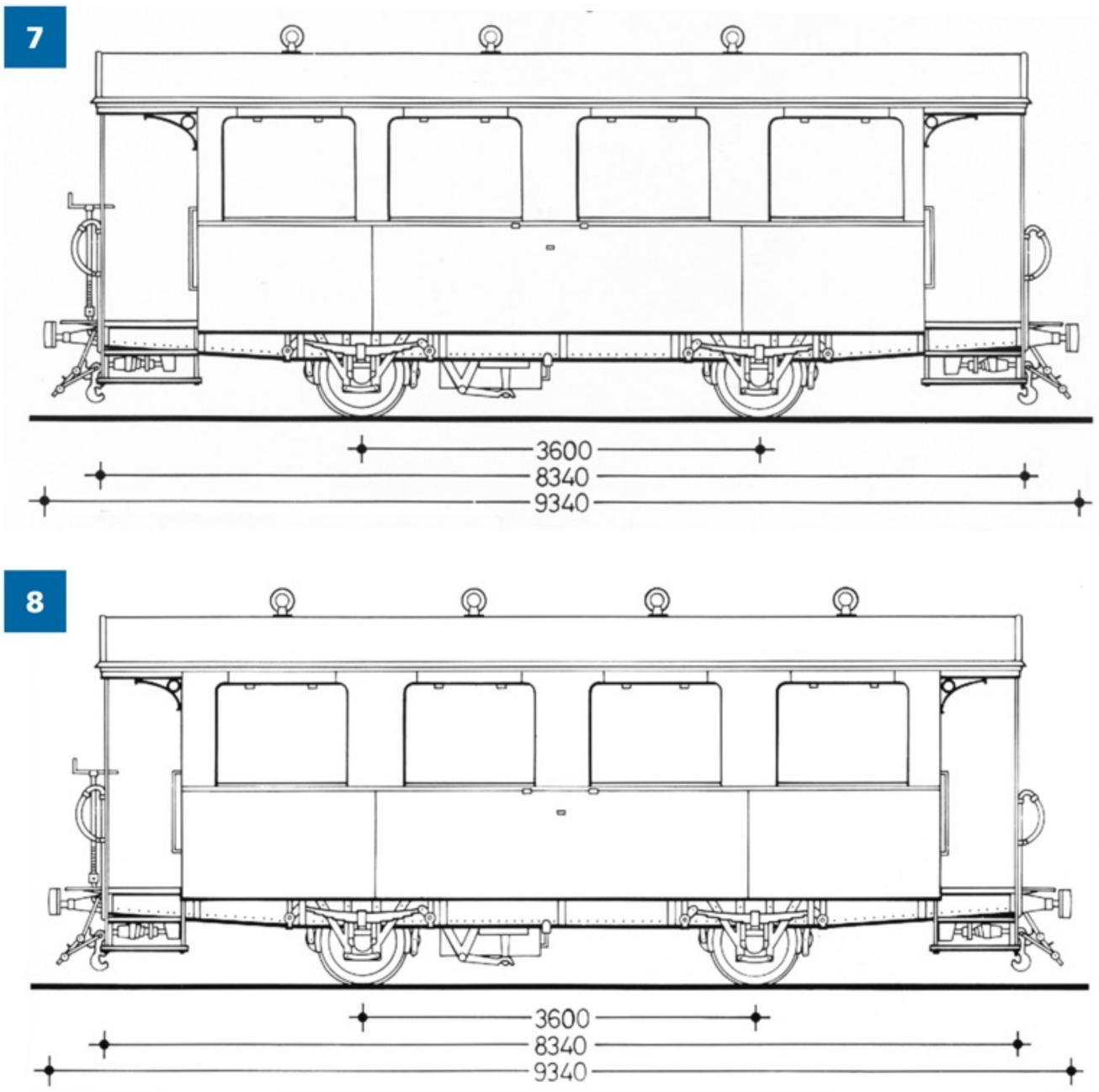
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MOB Gk 509



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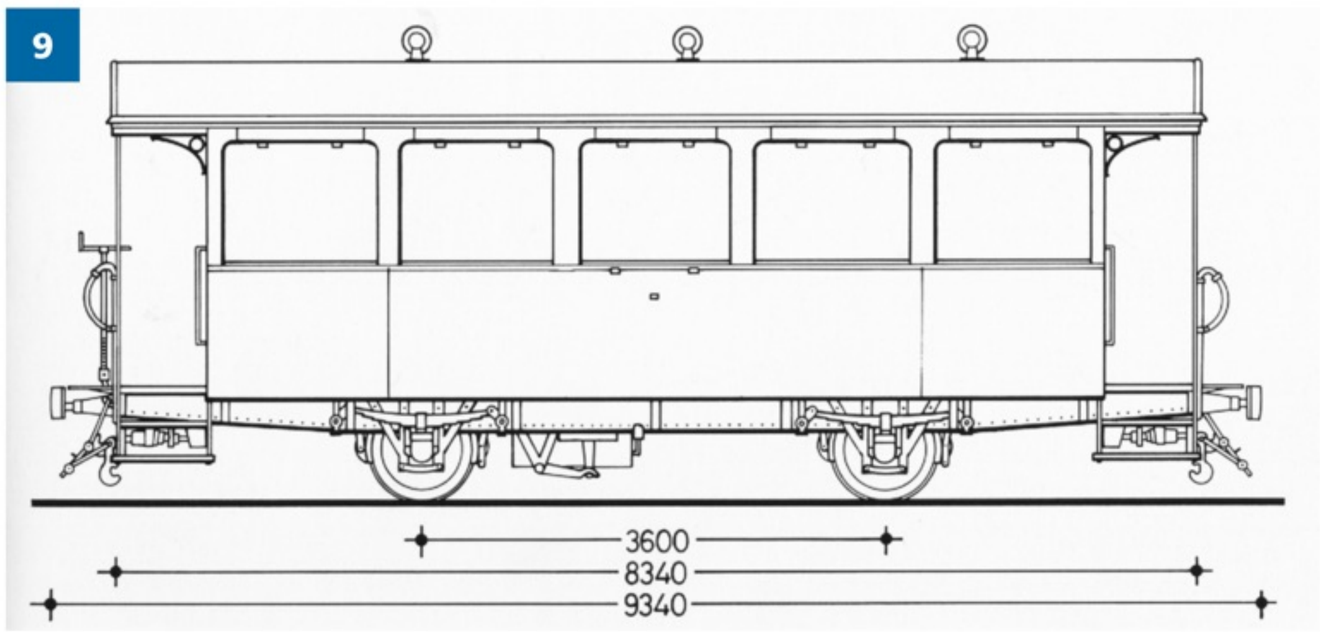


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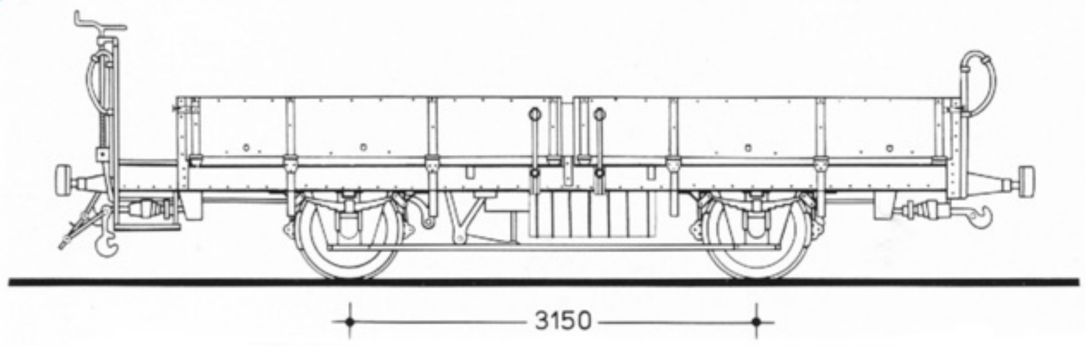
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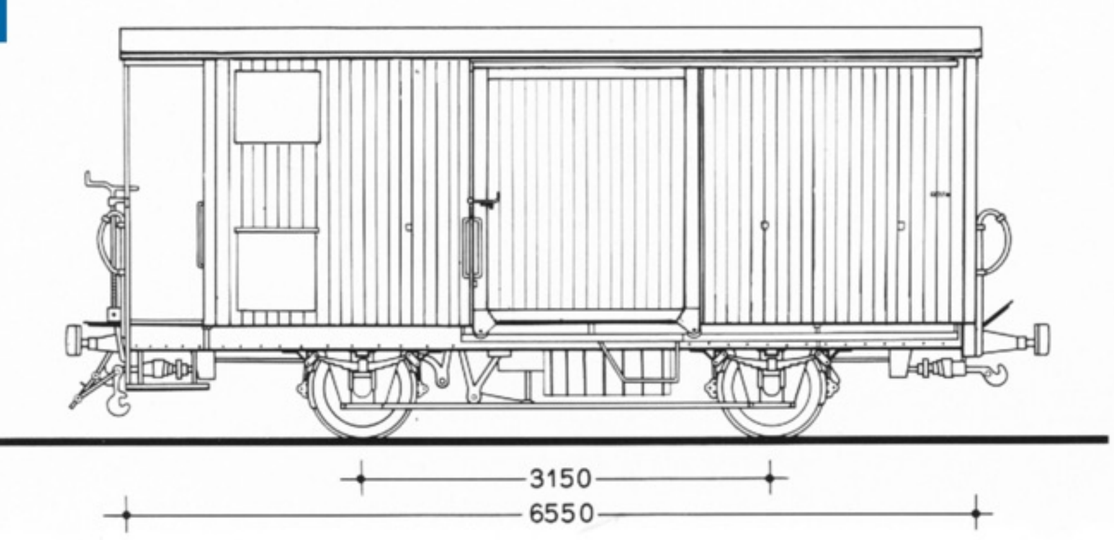
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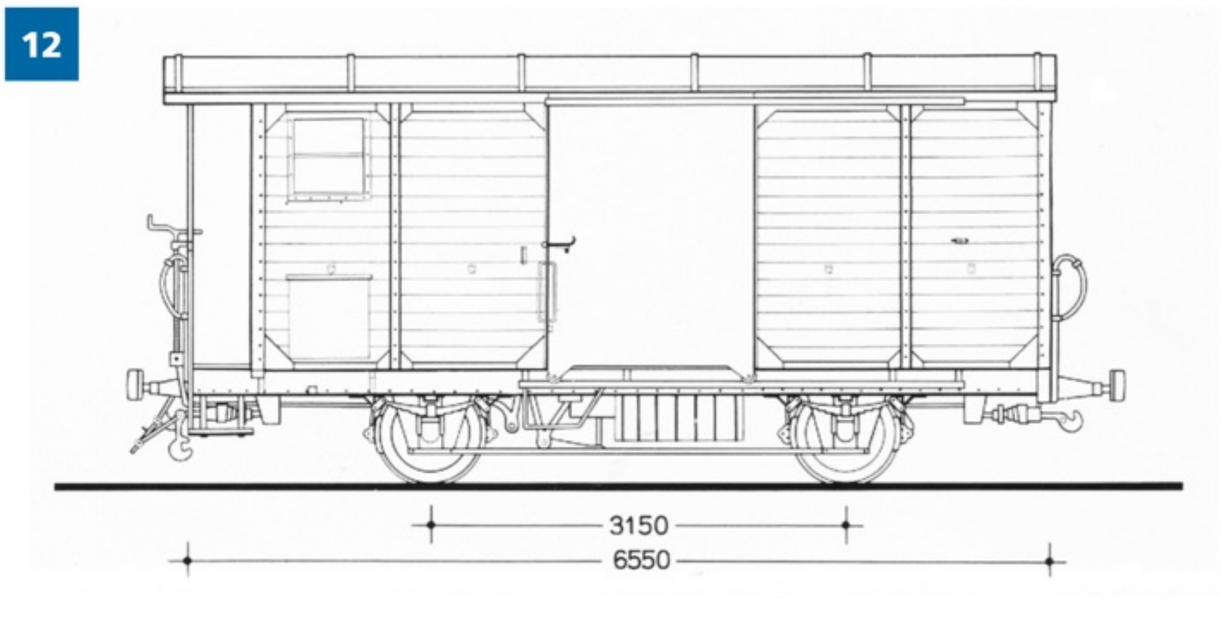
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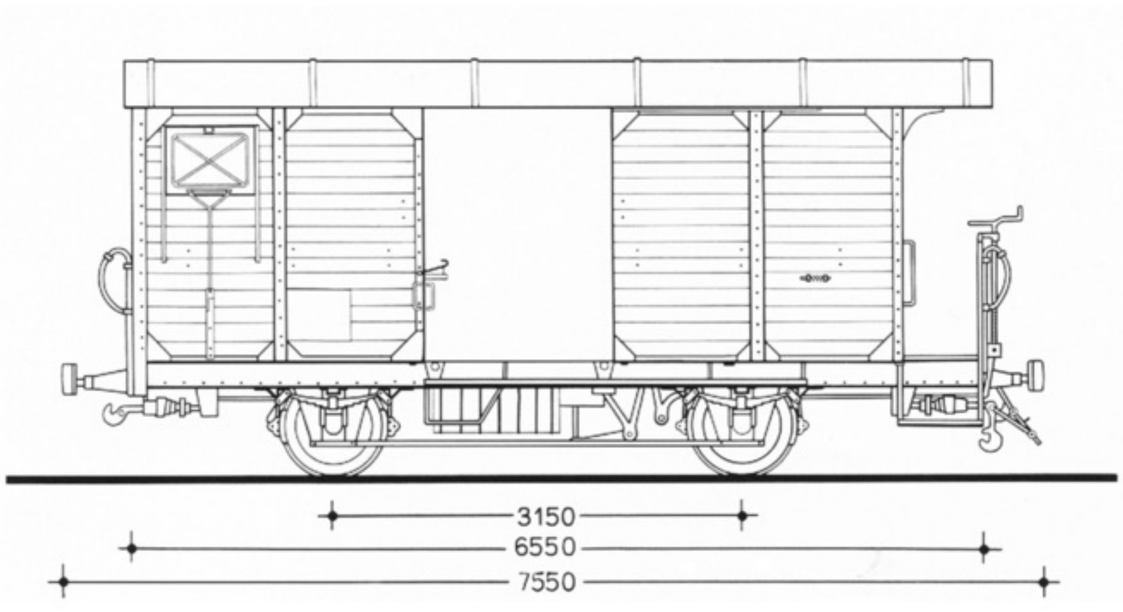
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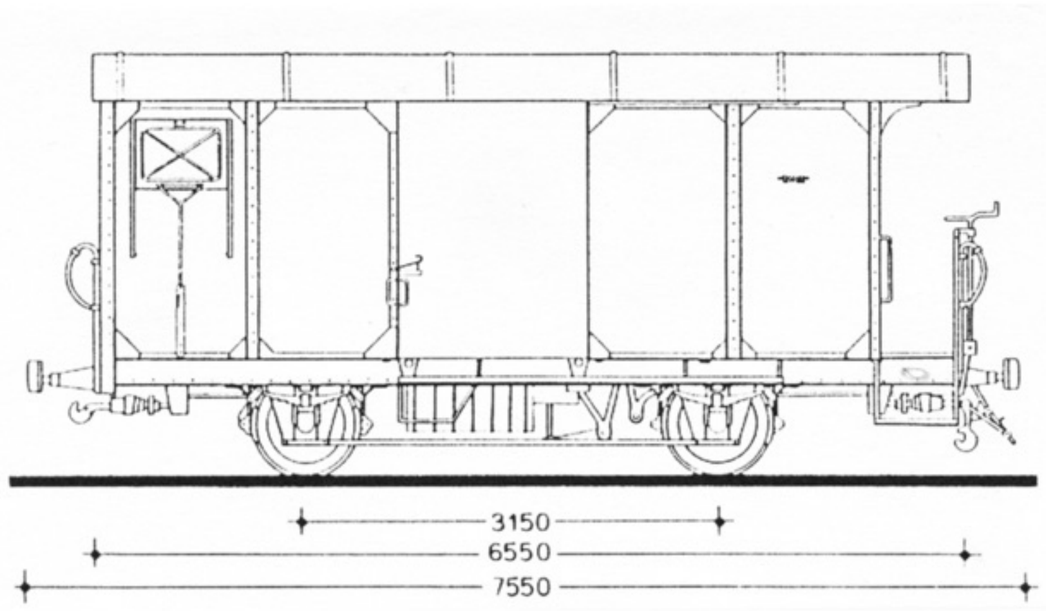
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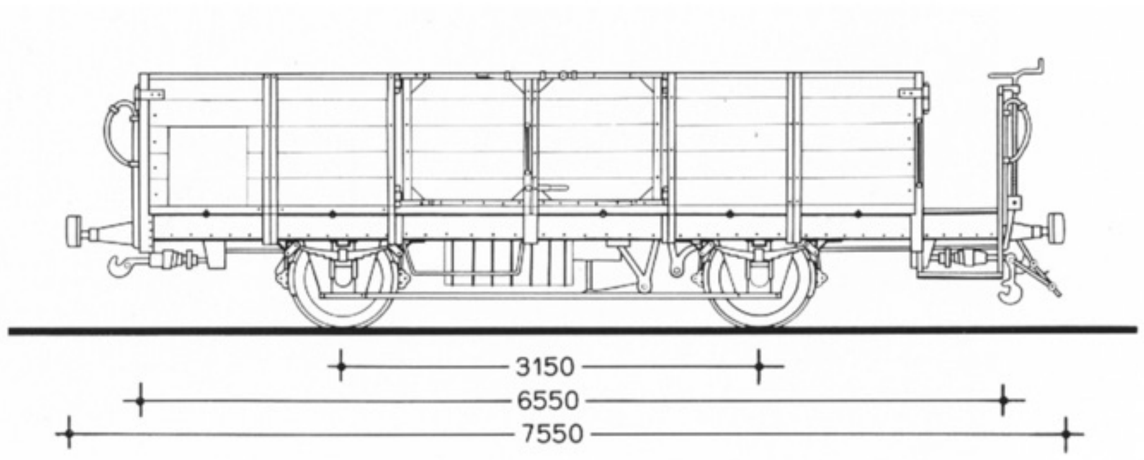


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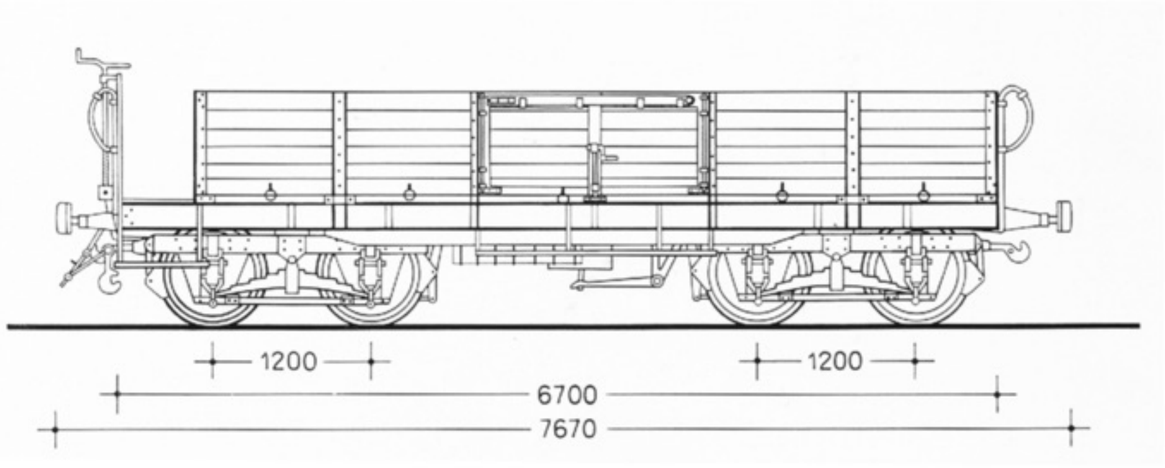


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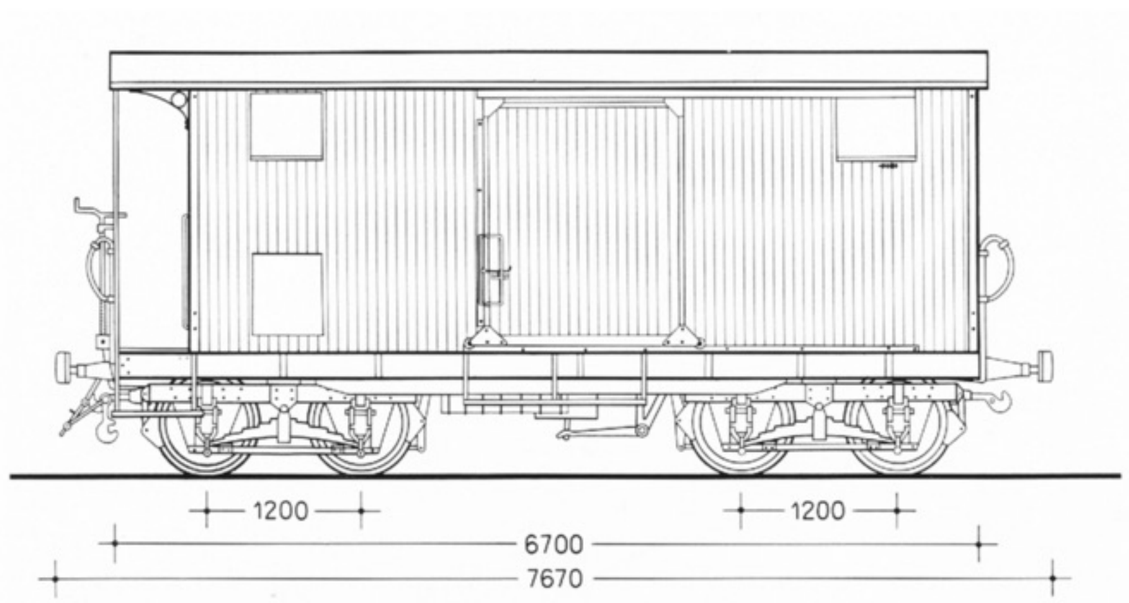




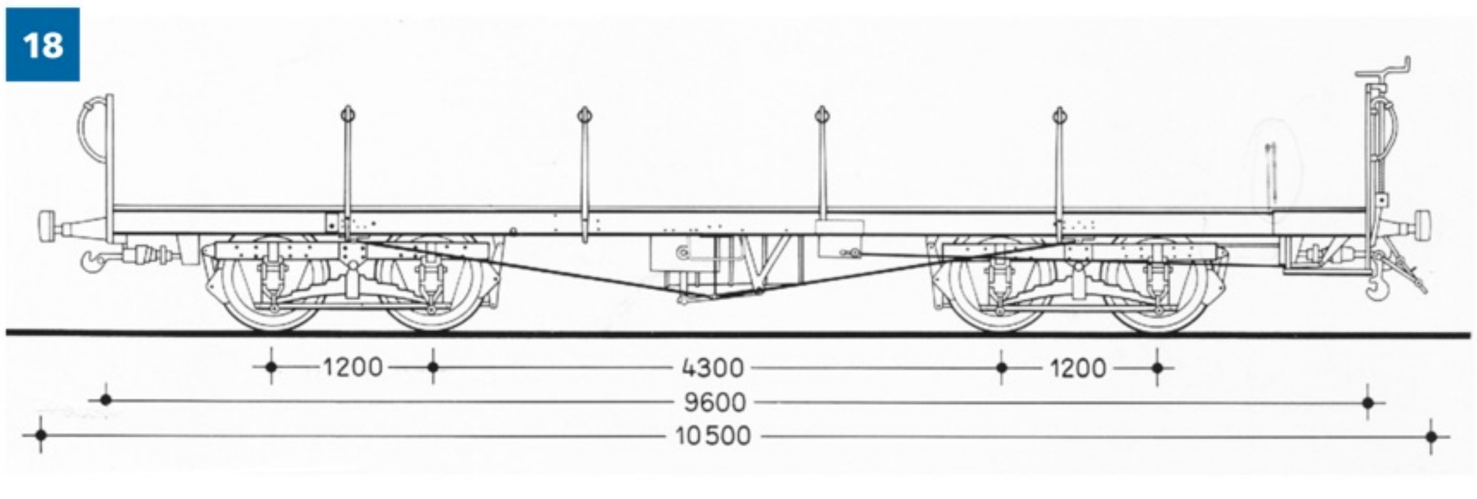
















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MOB L 619

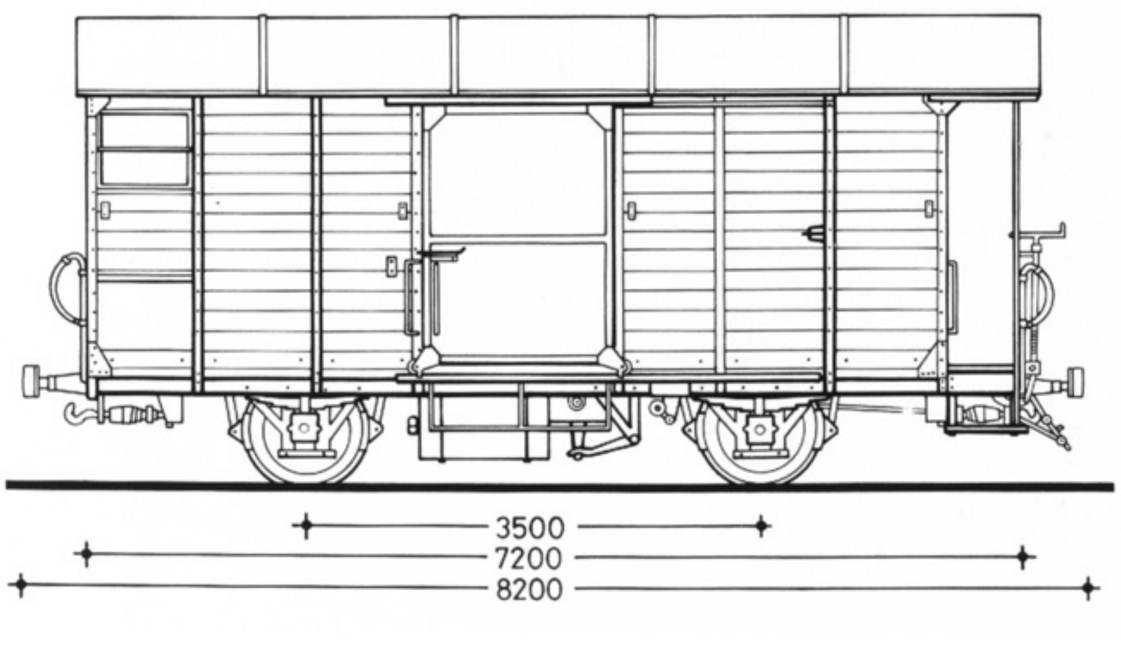
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MOB L4 152

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MOB K4 104

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MOB OM4 826

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CCB train –
Ce2/2 11, C2 11, M 1

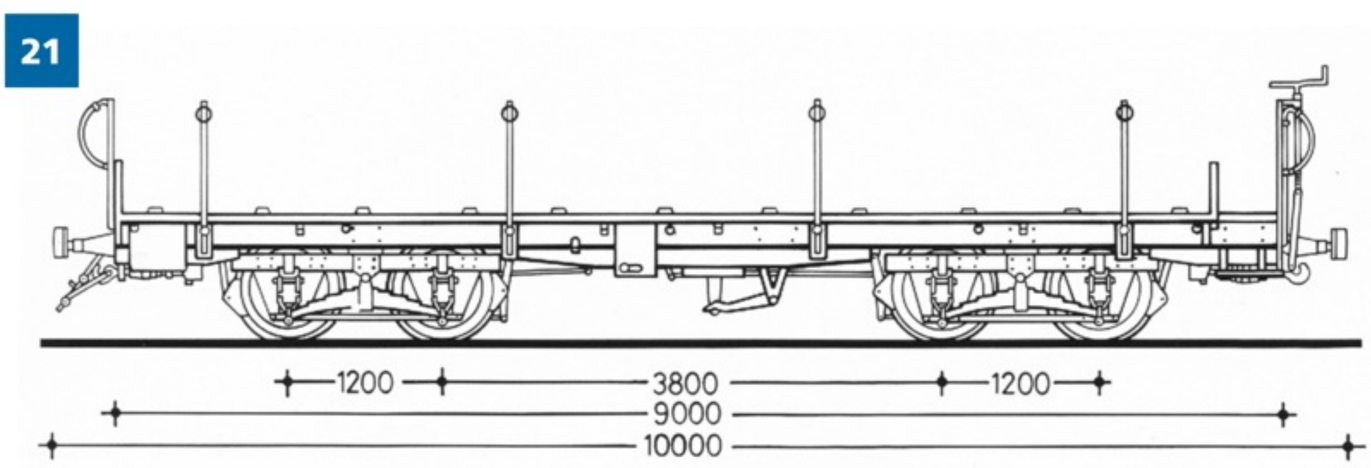
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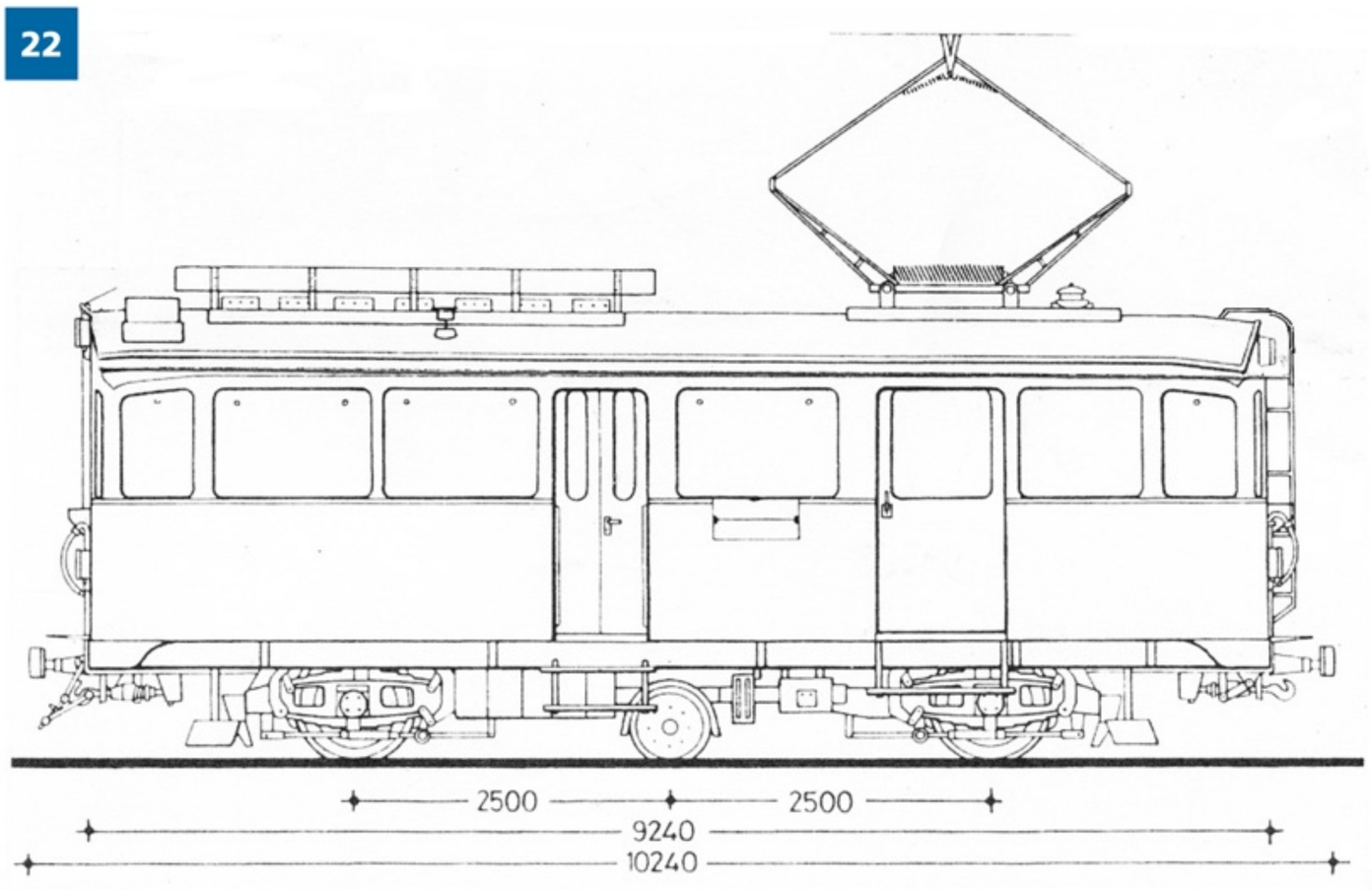
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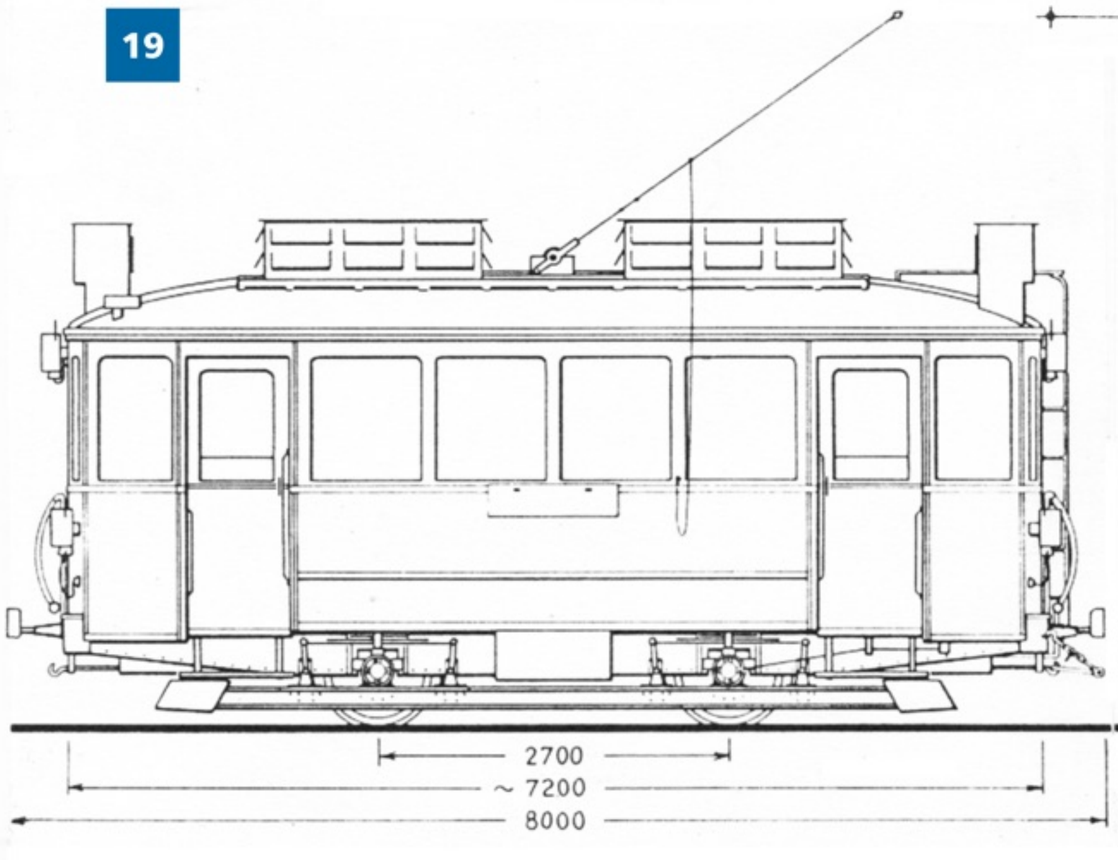


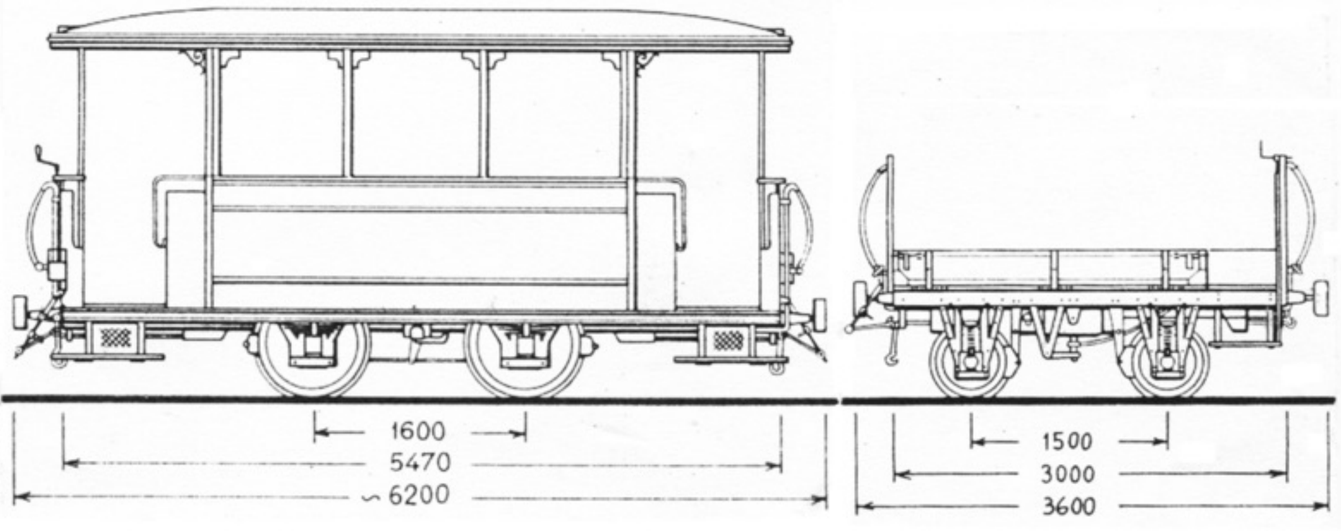
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GFM OM4 906

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CEV BCFe 11

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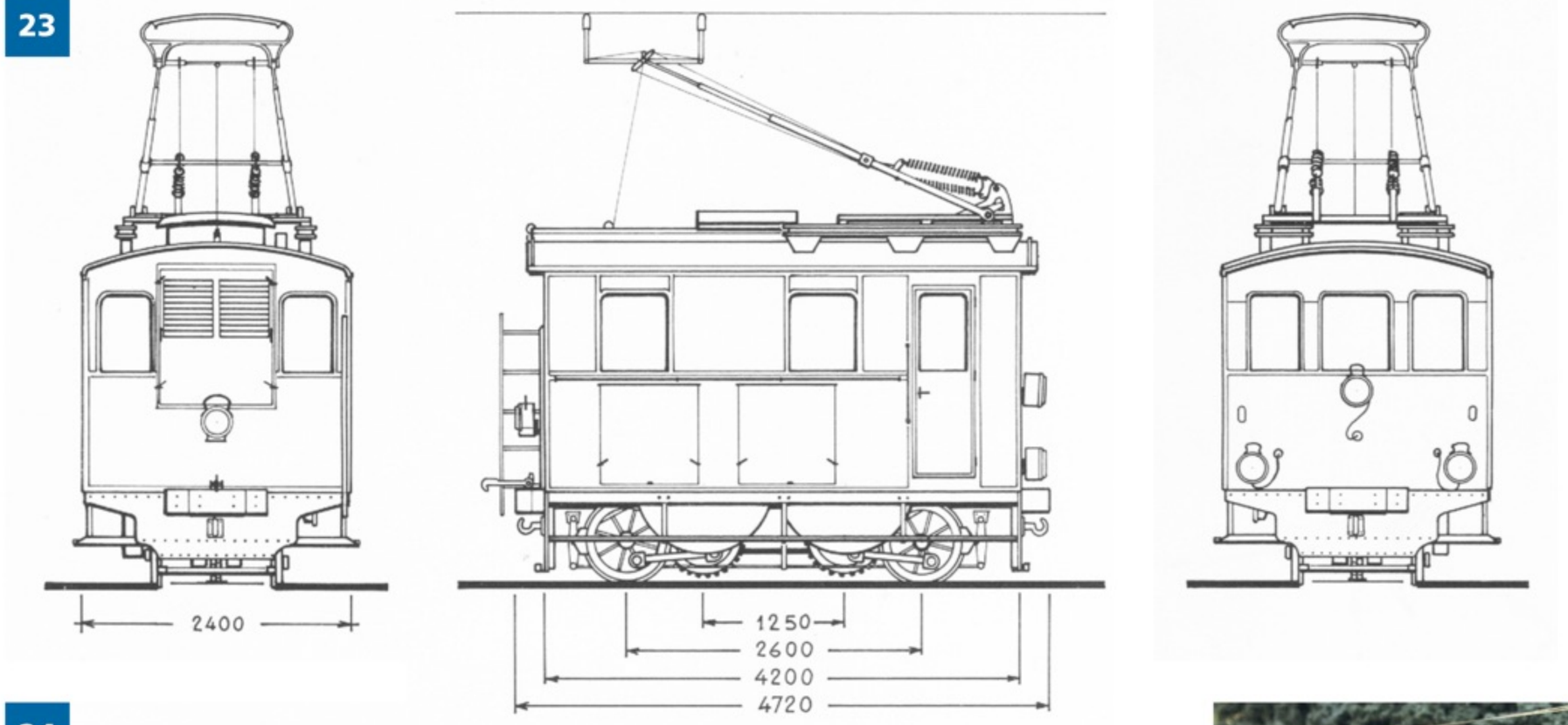




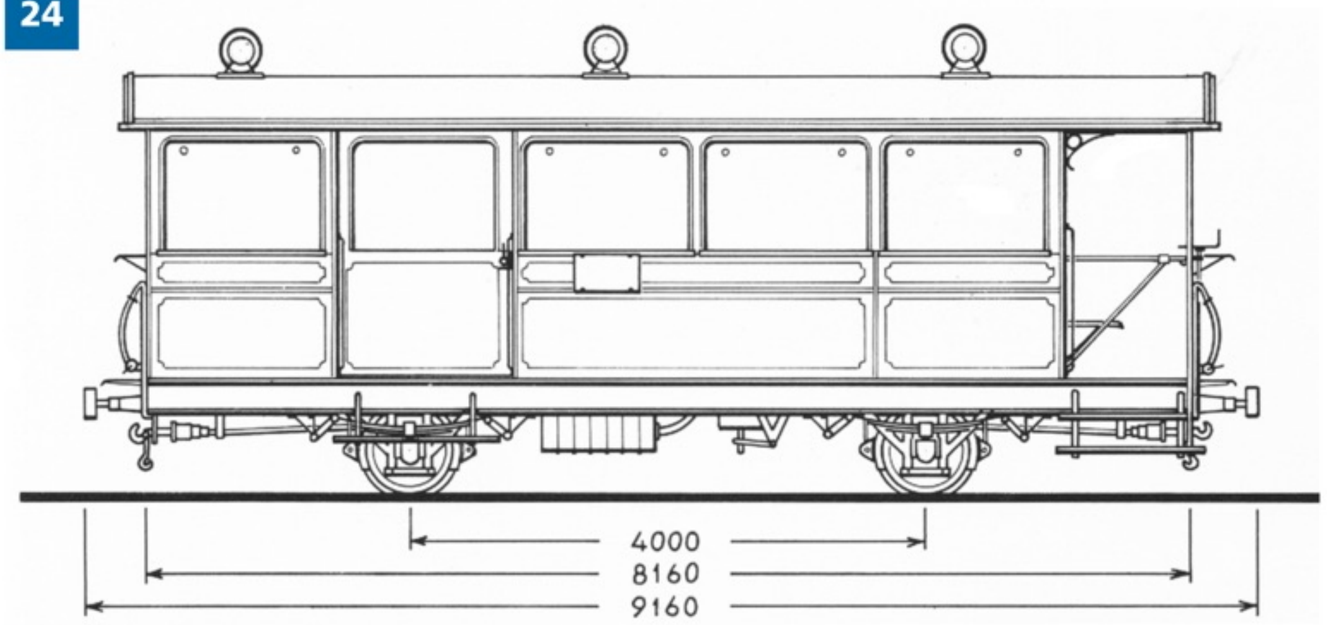


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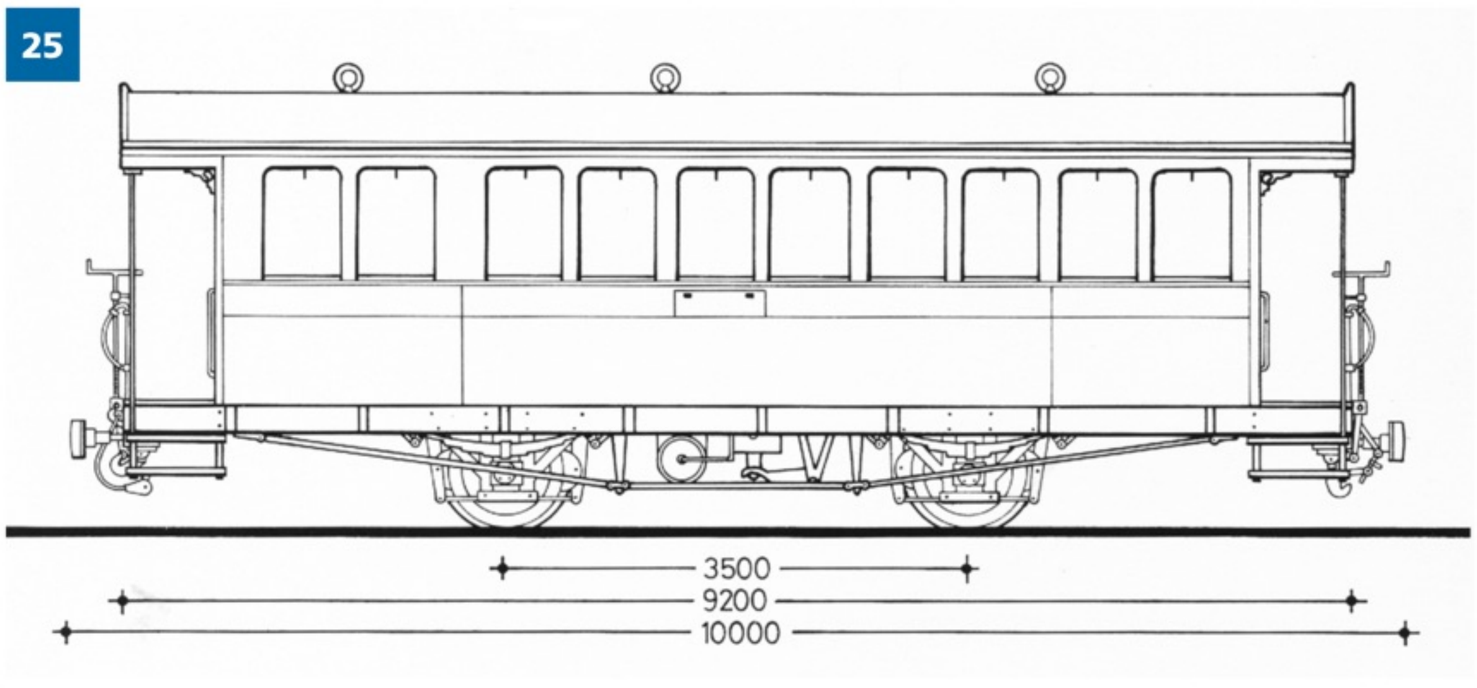
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23
CEV/BP HGe2/2 3

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CEV CF 202

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CEV BC 21

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CEV C 23

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CEV K 33

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CEV L 40

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CEV M 54

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CEV O 201

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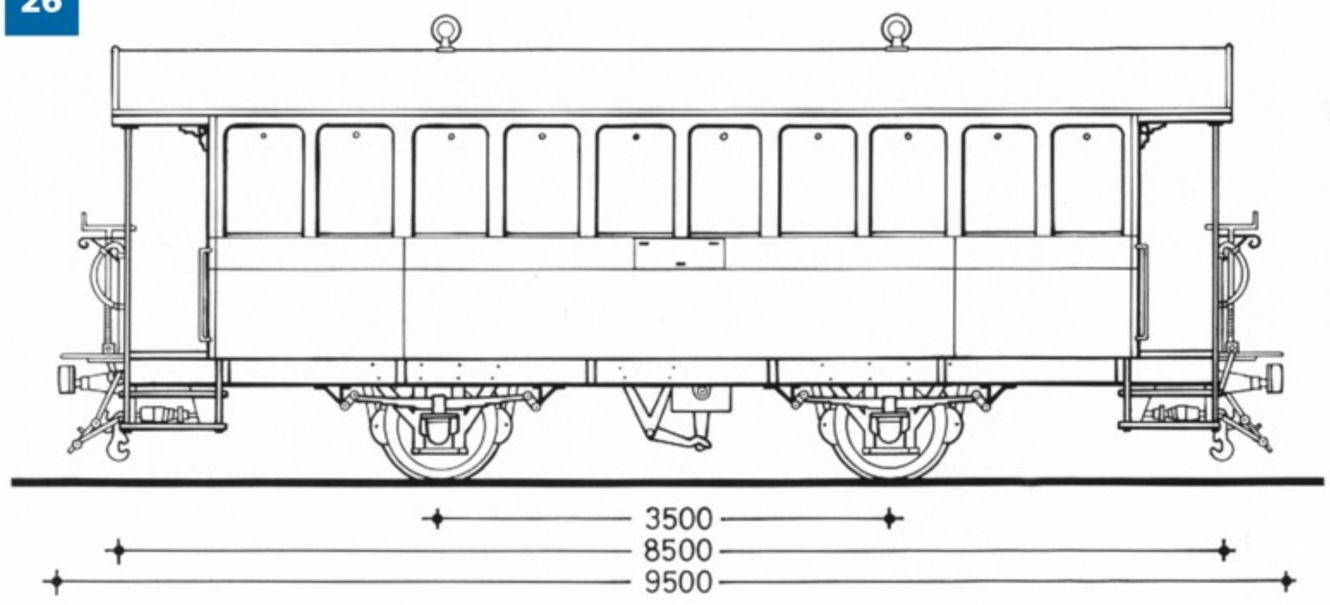


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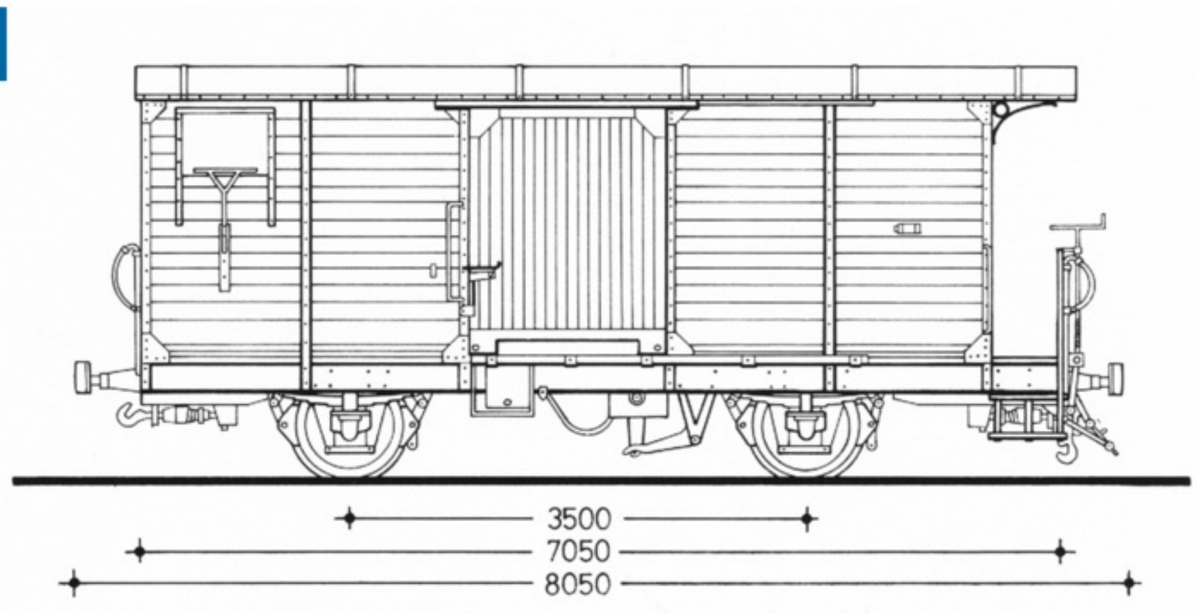
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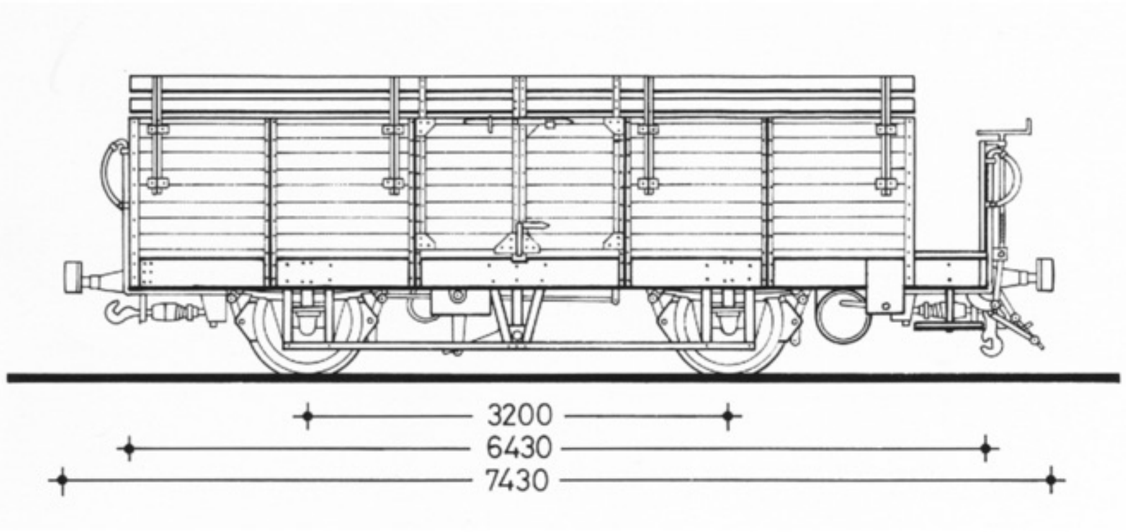
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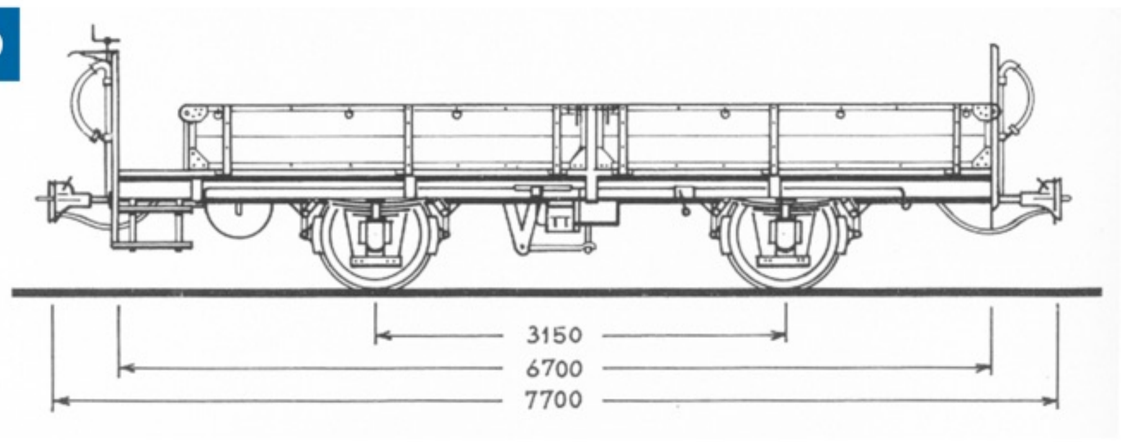
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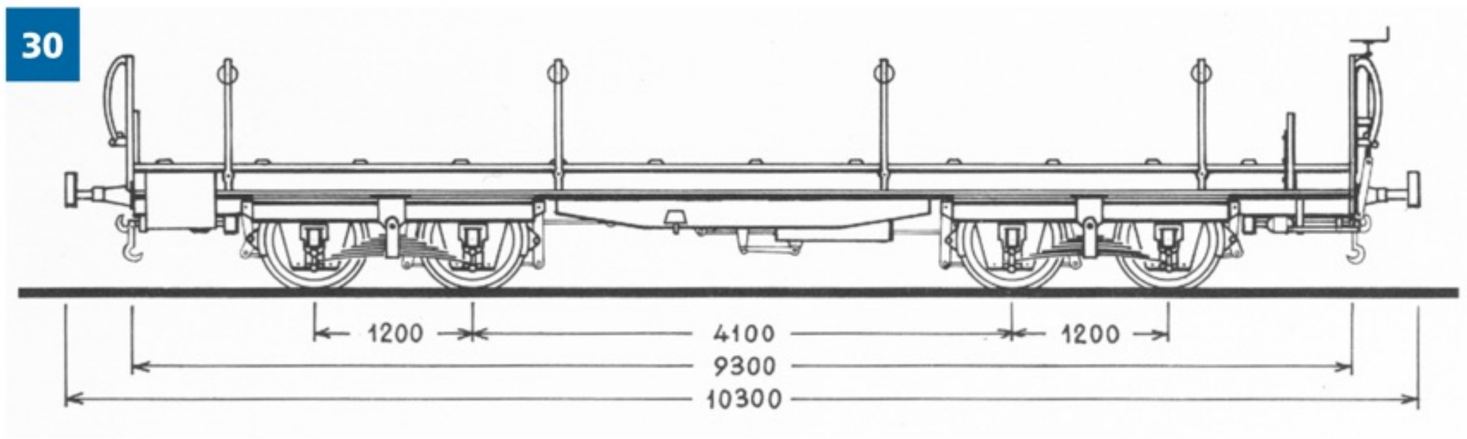
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John Lee introduces the American narrow gauge layout built by members of the **Chelmsford & District MRC** over five years, working one or two evenings each week. *Photographs by John Lee.*

Chelma Canyon

Mining in Colorado

The availability of American narrow gauge locomotives and stock in On30 made the 'narrow minded' members of the Chelmsford & District Model Railway Club yearn for a layout to feature these models. On30 is quite large, and generally it is not possible to accommodate a decent size layout in most homes, so it seemed ideal for a club project, and was eventually agreed.

Photographs of and visits to the Colorado area appealed to us: this setting gave us the excuse to incorporate dramatic changes of elevation to enhance the overall scene.





Above
Heading for Chelma City, a passenger train ambles through the major landscape feature which gives the layout its name.

Left
A loaded mine train crosses the high trestle whilst a main line Mallet (Bachmann with a Backwoods Miniatures saddle tank added) runs across the lower bridge.

We wanted to use up-to-date methods and techniques with American influence, and decided to use foam baseboards and scenery, Digital Command Control, and, at a later stage, smart 'phone technology.

Planning

We settled on a continuous run design for maintaining interest and included a town yard and a 'main line' going through a deep canyon with a river. Also incorporated was a mine line climbing up above the canyon, with some iconic trestle bridges. A miniature model of the proposed layout was built to aid understanding the elevations of the scenery and the trackbed, and we would recommend this for any layout planning.

American layouts often use a centre backscene, so this was incorporated: it means that the layout has extra interest, requiring viewers to walk around to view the series of scenes.

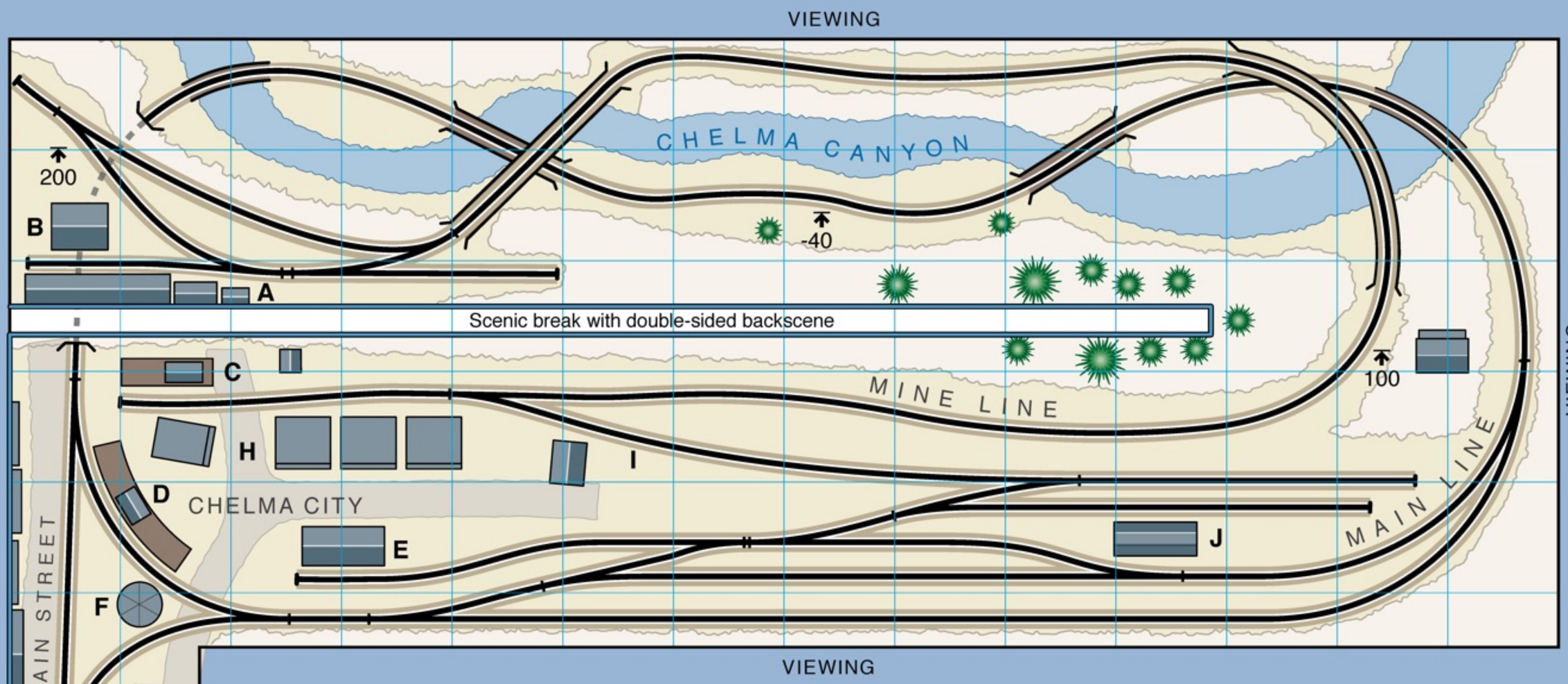
A wye was situated in the town to enable trains to be turned and to give access to the fiddle yard.

The overall space occupied is an L shape within an 18' square.

Baseboards

Polyurethane foam 2" thick forms the main base surface with a surround of MDF or ply, higher at the back and low at the front, making the ends which will accept dowels and connecting hardware. Most of the foam used was a pink loft insulation type (from B&Q) but we also used a cream type (Celotex) which came with a silvery facing which we peeled off as it is electrically conductive and could have caused problems later. Some supporting bracing was added but the debate still continues as to whether this was really necessary.

Each of the baseboards is around 6' long, and whilst not lightweight can be handled as required.



KEY

A	Mine	G	Factory
B	Mine ore loading	H	Bars and stores
C	Mine depot	I	Interchange line
D	Passenger depot	J	Grounded maintenance car
E	Freight depot		
F	Water tank	↑	Elevation in mm above/below Chelma City

Below
Chelma City town and yard.





Above
Chelma City bakery. Looks like somebody is in trouble!

Above right
The cowboys have brought the stock into the pen.

Below
Early in the building process, showing the layers of polyurethane foam prior to carving in the canyon, and the green underlay used for the track bed.

Below right
A view of the canyon side, showing the central divider backscene and town beyond.

At an early stage lighting was built in: twenty 50w halogen bulbs provide a bright warm yellow light appropriate to the scene, and it helped to build the scenery as it would be seen.

Track

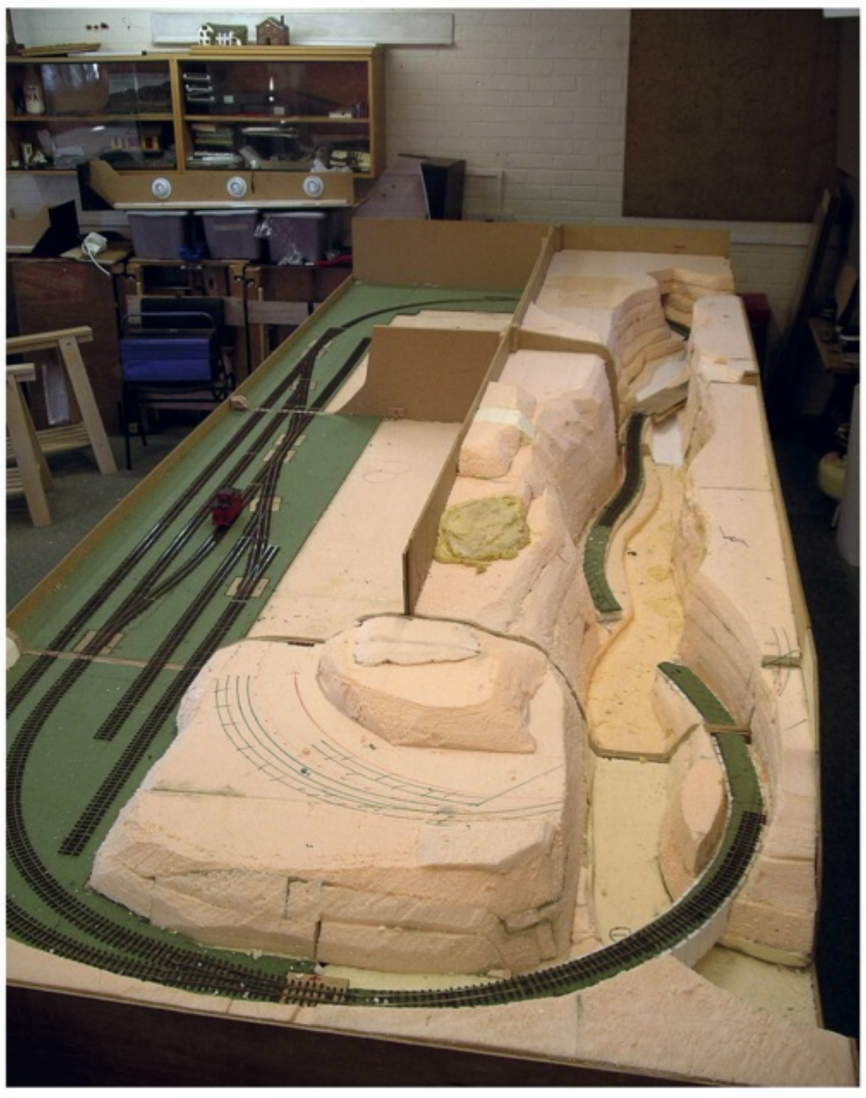
Micro Engineering On30 track with code 82 rail was the only ready-made type available when we started, so this has been used on all of the main line. The rail fixings are quite fine and care has to be taken when handling this track. It was glued down and only spiked occasionally to the green underlay; later ballasting secured it firmly.

Track and switches hand-built using code 70 rail were used on the mine line as a more realistic rail section, but the difference is not really noticed by most people.

Trackbed in the flat area of the town yard was made from green floor underlay stuck down in order to provide noise suppression; surprisingly the foam alone does not dampen the noise. Initially we also used this technique for the main line gradient going down to the canyon but found that this led to a rather uneven trackbed and replaced it with two layers of thin ply over Woodland Scenics polystyrene gradient strips. Two layers enabled the joints to be staggered well apart, and the noise effect in the canyon was not a problem.

Gradient for the main line is 1.5% in the canyon and we have to carefully match locomotives to the train loads for reliable running. The mine line climbs up a real 8" and requires a gradient of 2 to 2.5% in many places. Fortunately empties go up and heavier full trucks come down!

Ballasting was done with sifted builder's soft sand with some small talus from Woodlands Scenics to replicate the use of local material on this type of line. This was stuck down with a latex-type adhesive which we believe is preferable to PVA, which sets hard and transmits noise.





Electrics

The appeal of DCC and sound-fitted locomotives for this type of layout was a factor from the initial planning stage. We followed normal practice with a bus wire all around the layout and split it into three sections. Hand-held controllers are Lenz.

The switches (points) are operated with Tortoise motors and also digitally controlled.

As the layout progressed, the decision was made to add smart 'phone operation using JMRI software along with the Engine Driver and WiThrottle apps, and this has proved very popular with the operators.

At shows, the public are impressed as well, as we can stand among them and control the trains as well as being available to chat, and we believe that this is an important part of exhibition operation. This system enables the control of throttle, sound, and other functions on the locos, operation of the switches, and even offers the ability for routes to be set up involving several switch changes.

Scenery

After the track had been laid, the scenery was built up in layers using the same polyurethane foam as the baseboards, stuck together with PVA glue. Where appropriate this included hollow sections topped by a layer to make best use of the material. Building up in layers strengthened each baseboard and supported the track and scenery very satisfactorily.

The bridges were added at an early stage. They were produced from prototype drawings and built with lengths of stained strip wood, wire stretchers, and dozens of NBW (nut, bolt, washer) mouldings. Plaster cast stone abutments were added for support.

Above
A passenger train runs into the canyon under the bridge to the mine.

Above right
The passenger train works its way through the canyon.

Right
Super power: an articulated loco runs over the bridge where some prospectors are panning for gold.







Above
A loaded train leaves the mine.

Below
A Shay takes some empties up hill towards the mine while a prospector brings his mules down the trail.

To achieve the rock faces, the foam was shaped until we had a reasonably realistic appearance and then covered with a thin layer of lightweight plaster. A coat of dark brown emulsion was added, followed by lighter tan-coloured coats, being careful not to cover the deeper areas of what was beginning to look like rock faces. Additional dry brushing was applied sparingly using terracotta, burnt sienna, and off white on the rock edges. This has proved to be a robust and realistic technique.

More sifted sand and talus rock with small outcrops of rock made from more foam was used in many places to depict the light-coloured Colorado-type terrain. The sand was also used for the unmetalled roads, and the scene blends well together.

Hundreds of grass tufts were glued in place, together with some sparse grass flock areas to complete the scene.

The river in the canyon was made using 'Magic Water'. Firstly the river bed was made waterproof with a layer of sealer, then the river bed was painted on, then rocks were added with white water painted around them and some silver glitter added. 'Magic Water' is a two-part resin and is poured into place; it dries with a very flat calm clear water appearance. Clear sealer was then added on top and shaped to give the appearance of water tumbling around the rocks.

Typical of the area being depicted are pine trees and these were made using tapered wooden trunks painted brown/grey which had small holes drilled in them to take branches of plastic asparagus fern, which can be purchased from artificial flower suppliers. It was cut into varying sized pieces and stuck into the holes in the trunk, with small pieces towards the top of the tree. These branches were sprayed with 3M Spray Mount glue and then flocked with dark green

material. We feel that these give a good result but do take time to construct.

Deciduous trees and bushes were made from sea moss with Noch leaf material which has a lifelike flat leaf appearance. In addition, pieces of real plant material were used for dead or mis-shapen trees.

The backscene required several attempts, the final effort concentrating on using the same paints as used for the rock faces, with trees painted in the same style as on the layout. It features a nearly clear blue sky, consistent with the bright lighting.

Structures

Buildings are from various sources. Chelma City depot and the freight depot are modified Bachmann buildings. The buildings in the row beyond the stock pens were scratchbuilt using Mount Albert lumber and Grandt Line windows and doors. Some of the half-relief buildings in the town are from Clever Models: these can be downloaded from their website, printed onto card, and then assembled to produce an economical and realistic effect. This approach is also helpful as it provides designs of buildings from an area which may not be familiar. The mine buildings were all scratchbuilt from scale lumber. Telephone poles with wires of 'EZ-line' were included as these are often present but not often modelled. The 'wire' is elastic and although it does get snagged on occasions it is quite robust. When the boards are separated for transport, certain lengths are unhooked from the insulators.

Stock and operation

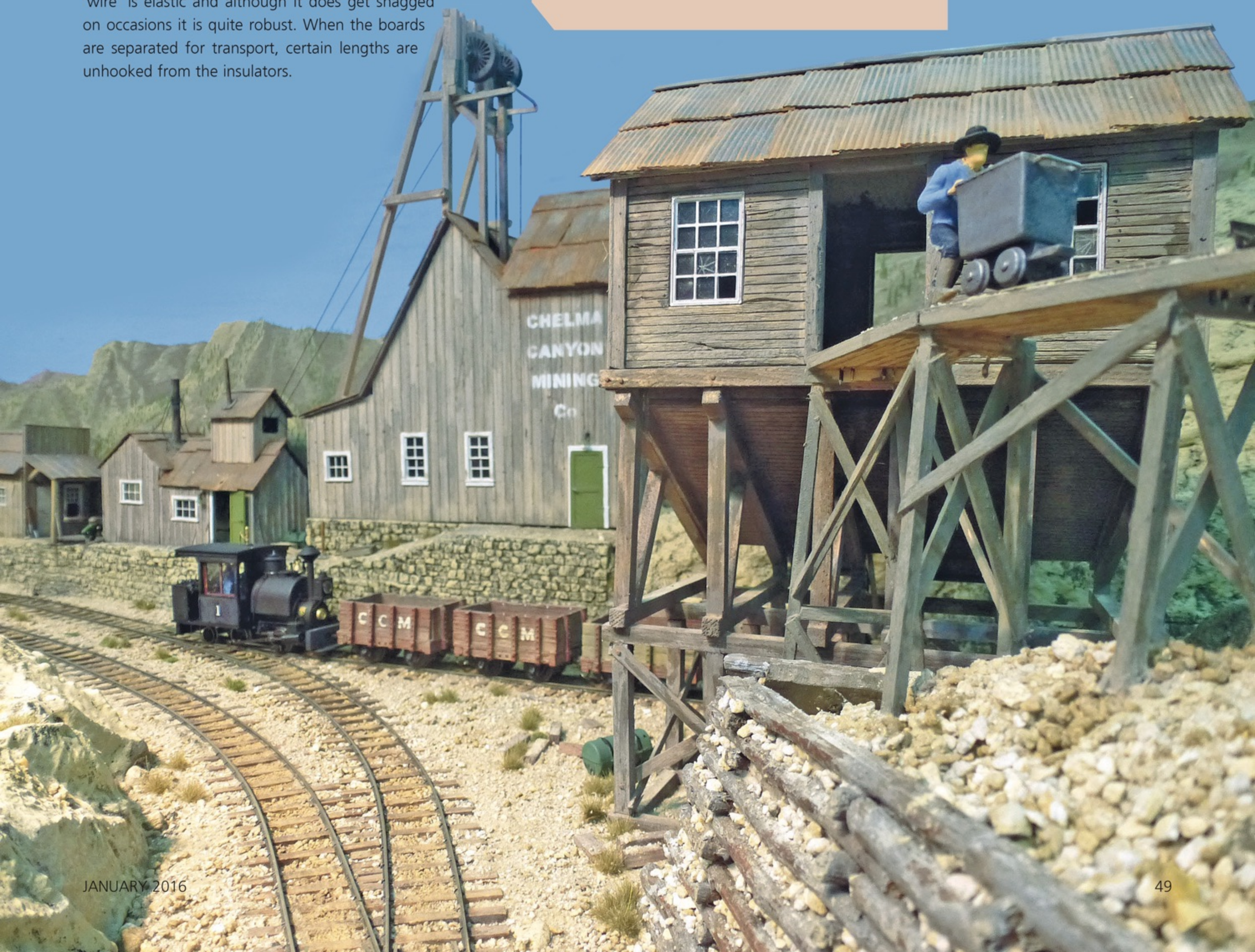
As this is a club layout, we are open to using locomotives and stock from a variety of railroads. Most locomotives are Bachmann On30 models with factory-fitted or added DCC sound. For the main line we have several Moguls, an articulated Mallet, Shays, and a 'Galloping Goose'. The mine line is operated with various small Porters, which really benefit from Soundtraxx 'Current Keepers' mounted inside the cab roof. As we progress, more will be re-lettered for the D&RGW, and weathered.

At exhibitions we try to keep two trains running as much as possible on the main line, alternating direction after a few 'laps'. The mine line is operated by taking up empties, which are then loaded just out of sight behind the hopper building, and then brought down to the fiddle yard for unloading.

Forthcoming exhibitions

The next exhibition appearance will be at St.Albans on Saturday 16th and Sunday 17th January 2016. Further information in *Exhibition Diary*.
We will then be at Barleylands Model Railway Show, Billericay, Essex, on 2nd & 3rd April and the Ilford & West Essex show on 23rd & 24th April.

Below
Chelma Canyon mine head frame and hopper with a train of empties about to be loaded.

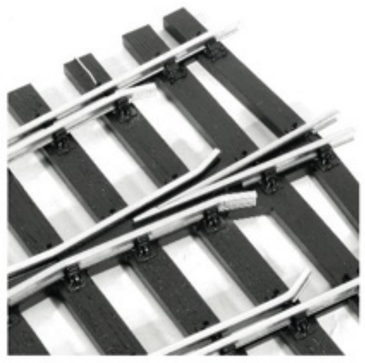


Reviews

Evaluated by our own specialist staff







HO Deutsche Reichsbahn V23 diesel shunter new from Piko





The V23 0-4-0 jackshaft drive diesel locomotives (after 1970 classified BR102.0) were supplied to the Deutsche Reichsbahn for light shunting service. Introduced in 1968, they were a more powerful (162kW, 220hp) development of the V15 designed and built by Lokomotivbau Karl Marx (LKM) of Babelsberg from 1956. Eighty had been constructed for the DR by 1970, and they remained in production for industrial users until 1976.

In 1975, a reconstruction programme began to upgrade old V15s with the 220hp engine and an improved gearbox. The renovation work was carried out in the workshops at Halle / Saale. The modified locomotives were classified V23.0, later 101.5-7, renumbered as they were converted with no regard to the original number.

The locomotives were used all over the DR network, especially for light shunting at small intermediate stations, and on track construction and maintenance work.



After reunification, in 1992 these locos were classified 312 by DBAG. Most have since been withdrawn, scrapped, or sold to other operators, though some remain as service stock. Quite a number survive with preservation groups and museums; 102 001-5 is at the DB Museum at Halle (Saale).

The new model from Piko in the Expert series is by far the smallest of their DR diesel offerings, conforming well to scale dimensions; only the front lamp housings are slightly too thick, and lack reflectors, in order to accommodate the working LEDs.

This first release is in the original blue livery with Epoch III markings. The 'plates' and inscriptions have been very neatly printed in the correct size and style. An Epoch IV orange BR101 is also listed.

The model has a metal chassis block and footplate for strength and weight, with a two-piece plastic body shell (bonnet and cab), with good moulded panel and front grille detail. Running plate and steps have textured surfaces.

Added parts include the horns, handrails on the cab sides and along the bonnet top, the radiator top cover, shunters' grabs, light lenses, buffers, cab interior, and glazing, with the windscreen wipers formed in place and neatly picked out in black. The grabs under the buffers are cast in place.

There are alternative parts for the modeller to fit if working couplers are not required – buffer beam blanking plates, dummy scale couplings, and brake hoses.

The brake shoes and sand delivery pipes are in line with the wheel treads, which have blackened tyres, and eleven spokes, as per prototype. Coupling rods are one piece, in metal.

The model is powered by a small three-pole can-type motor with flywheel, driving through a worm and gear onto the rear axle; the jackshaft and the front wheels are coupled by the fine metal side rods.

There are wiper pickups on the tops of the flanges of all wheels.

The white head and red tail lights work and are directionally controlled. In digital operation the cab light can be separately switched, though this is not mentioned in the instructions.

The unit runs smoothly and quietly, with a realistic speed range and appreciable run-on even at moderate speeds. It moves off at under 2 volts and reaches the prototype's maximum of 50km/h on c.9 volts; on a full 12 volts the speed is not much higher.

Sensibly, there are no traction tyres, but haulage capacity seems appropriate for its size. Weight is c.130 grammes.

The model is equipped with a Plux22 socket for a digital decoder, and there is even a mount for a loudspeaker under the bonnet.

Standard couplings are provided in NEM pockets on flexible mounts at either end.

A very nice little model.





Manufactured by

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

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.52542 £97.00.

HO

Swiss type Z2 postal goods vans new from Roco



In 1984, the Swiss Post Office ordered mail vans for carrying parcels and letters from rolling stock manufacturer Josef Meyer Waggon AG in Rheinfelden (JMR). They were built on the basis of the Hbis sliding side vans supplied to the SBB from 1968 by the SEAG works in Dreis-Tiefenbach. They were supplied in two series between 1984 and 1988, the most notable difference between the two being an altered brakeman's platform, plus some small external details.

The vans were initially used in block trains as well as within InterCity and express services, and were a common sight on Swiss railways.

Following overhauls in 2006 and 2008, most of these vans were repainted in the then current Post Office yellow livery. Relevant slogans in German, French, and Italian were added.

The Z2 post vans are still a regular feature of Swiss railways, forming dedicated mail trains consisting of five to ten vehicles as well as being used in fast freight and standard goods trains.

The brand new model from Roco is initially supplied in packs of two, individually boxed within a clear plastic outer wrapper, and offered in both the original green and later yellow liveries, naturally with different running numbers, and in the latter case with different advertising slogans. On our samples, numbers 271 and 280, the livery is well applied, with all markings very neatly printed, even on the recessed areas of the underframe. The ends of the railings and the various brake operating handles are picked out in appropriate colours.

The plastic body shell is enhanced with many separately added parts – grab handles, end railings, electrical cables, access steps (with textured surfaces), and end and side footsteps (likewise).



Equally finely moulded details for the modeller to install include vertical side handrails, electrical sockets (of different types, according to wagon number), and a choice of full or attenunated scale couplings and brake hoses. Diagrams are provided to assist fitting these parts.

The underframe has the major brake gear equipment moulded in deep relief as part of the floor, with the operating cylinder, rodding, and pipework added. The brake shoes are in line with the wheel treads, and the pull rods are included. Axleboxes and suspension components are very well detailed.

The models are sensibly weighted, and roll easily on blackened metal wheels on pinpoint metal axles, insulated one side by a plastic centre bush.

They come fitted with standard couplers in NEM pockets on close-coupling mounts.

A second pack of two vans is offered in which one is equipped with a working flashing red tail light, as per prototype, powered from the track.

A very nice model for the recent Swiss scene.

Manufactured by

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

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.67180 £56.00.

HO

Swedish timber wagon variant new from Märklin

Märklin have recently released a new variant of their existing successful model of the type Sgns[121] multi-purpose container flat wagon (KLV) as modified in Sweden for carrying timber, with ExTe SR12 load frames, support beams, and end bulkheads. The wagons are owned by AAE Cargo AG and leased to Hector Rail AB of Danderyd in Sweden. They are modelled as they looked in 2014 (and still do). They are offered as a set of four, with different running numbers, individually packed within a card outer wrapper, as a limited edition.

On our samples, the base colour is evenly applied, with all markings very neatly printed, even on the recessed areas of the underframe. The brake operating handles are picked out in appropriate colours.

Each wagon is provided with a packet of moulded plastic components to represent the timber-carrying equipment: this is the really new element. There are six bolsters with upright stakes (formed in one piece), three support bolsters, and one end mesh bulkhead, to which two handrails have to be applied.



Both types of bolster clip on to the lip along the outer edge of the frame; they do not fit into the container locating holes. Their positions are therefore not precisely defined, but a diagram is provided to indicate the locations. The parts fit easily but positively.

Two wagons can be arranged as a pair with the end grilles at the outer ends; the catalogue and packaging illustrations also show the set of four with the grilles at the outer ends only.

A small sheet of waterslide transfers of the ExTe logo is supplied, for application to the stake frames; the tips come painted yellow.

In other respects, the model is identical to previous production.

The cast metal main body has deep fishbelly side frames and a partially open deck, and is enhanced with separately added plastic parts – brake wheel, side 'ladders', and buffers. The shunters' steps and lashing hooks are robustly formed as part of the frame.

The brake gear equipment (reservoirs, operating cylinders, rodding, and pipework) has been added under the frame. The brake shoes are in line with the wheel treads. The type Y25 welded bogie side frames have well detailed axleboxes and suspension components.

The model rolls freely on blackened metal wheels on pinpoint metal axles. DC wheelsets are available as alternatives.

The wagons in the set come fitted with Märklin couplers in NEM pockets on close-coupling mounts.

Manufactured by

Märklin,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.maerklin.de

PRICE ref.47085 €149.99.

N hopper wagon set with ballast load new from Minitrix



Bulk materials which did not need protection from the weather have always been an important traffic for rail. Minitrix have recently released two new models of very different types of open wagon, both of which were announced as part of the 2013 new items programme. Each is initially offered in a limited edition pack of five, naturally with different running numbers, with appropriate loads. These individual models will not be available separately.

First is a set of four-wheel side discharge open hopper wagons of type Fcs092, with Deutsche Bahn (DBAG) Epoch V markings.

A total 16,200 of the type Otmm70 / Ed90 / Fc090 hoppers were built, making them the most numerous of the Deutsche Bundesbahn four-wheel hoppers. With a wheelbase of 6m and a length over buffers of 9.64m, these wagons had a capacity of 40m^3. Tare weight is 11.6t. For unloading, the cargo drops through openings at the base of the hopper and can be directed to chutes which can be extended on either side; these can be closed by sliding gates which allow unloading to be controlled in 'doses' rather than all at once.

The models are delivered within one plastic box. They are described as having detail differences. All five have end platforms but only two have a brake pillar and handle. In other respects they appear identical.

All are in the red oxide livery, with DBAG logos placed differently. The markings are clear, and are even printed under the slope sheets on the ends.

Fine details such as the discharge operating handles, the end railings, the footsteps, and the access ladders are added parts, moulded in resilient plastic.

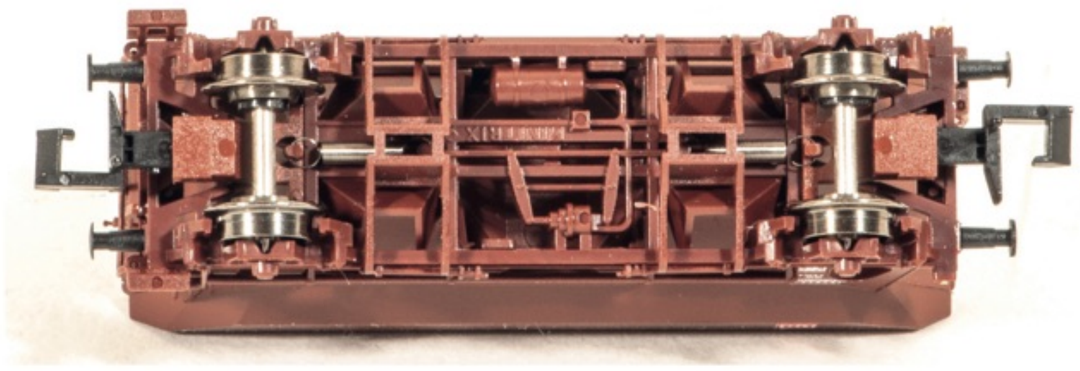
The underframe is detailed with discharge chutes and brake gear, with brake shoes in line with the wheel treads.

The models roll freely on blackened metal wheels, insulated one side by a plastic centre bush, on pinpoint metal axles.

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

The load is described as ballast or gravel but is very dark and probably better regarded as coal! Due to the shape of the top of the body, the load cannot be easily removed.









Manufactured by

Minitrix,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.trix.de

PRICE ref.15391 €129.99.

HO Deutsche Bundesbahn version of BR57^5 new from Trix

Following the model of the Bavarian G5/5 four-cylinder compound 0-10-0 from Trix (and Märklin), reviewed in our August 2015 edition, comes a new version in Deutsche Bundesbahn Epoch III condition, as running c.1949, with period correct details such as the buffer shanks, lamps, and generator.

When introduced in 1911 this was the most powerful freight locomotive of all the German state railways. The model represents a machine from the second batch built by Maffei between 1920 and 1924, and is paired with a type 2'2T21,8 tender. Only twenty passed to the DB as BR57^5, and they were hardly used. The last couple were withdrawn in 1950. Presumably the complications and cost of the four-cylinder compounding weighed against them compared to equally capable two-cylinder simple machines.





The finish of the model is very smooth. The lettering and plates are printed very clearly.

In other respects the model is identical to the previous production.

Märklin list parallel models, with mfx decoder, as refs.39552/3.

Despite the relatively short career and limited geographical application, this is a very impressive model.

Manufactured by

Trix,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.trix.de

PRICE ref.22057 €479.99.

N bogie open wagon set with scrap load new from Minitrix



The second new model from Minitrix represents the type Eanos high sided steel bogie open wagon, initially in a set of five, with various design differences, but all with DBAG Era VI markings.

Two are red oxide and three are traffic red, two of them with 'DB Cargo' branding. Again, the markings are clearly printed. Each wagon has been subtly weathered, and has a load of scrap. These are all different, and well detailed and painted: they are by the noted load specialists Ladegüter Bauer, and can be removed.

The models come in individual plastic boxes within a card outer wrapper.

They exhibit different versions of brake gear – with and without guards, of differing sizes, reservoir, or handwheel; the underframe has optional mounting holes for the various fittings.

One of the wagons has a brake platform at one end, and another is fitted with Y25 rather than plate frame bogies. In both cases, the bogie sideframes are moulded with good relief detail; the plate frames are painted matt black.

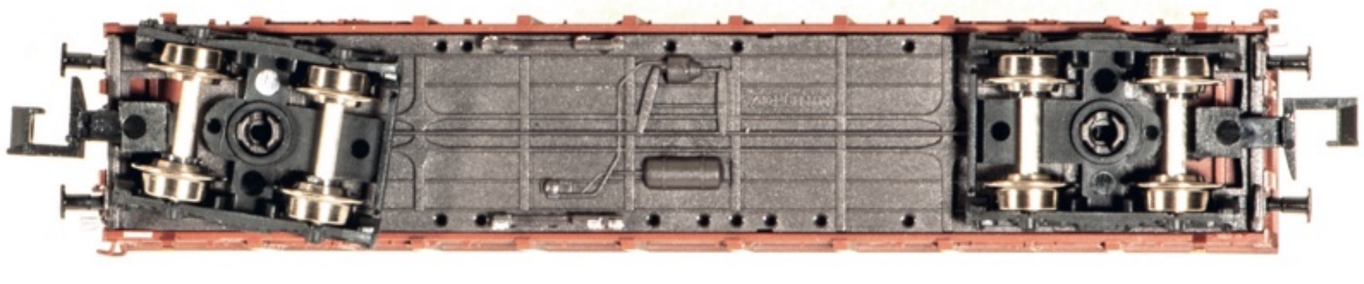
The body has rib and panel features nicely represented, and tiny rings for tie-down cables not unreasonably moulded in place while the fine handrails, grabs, footsteps, and lashing hooks stand off the body, and seem to be separately applied parts.

The wagons have blackened metal wheels on pinpoint metal axles, insulated one side by a plastic centre bush, and roll freely.

They come with standard couplers in pockets on close-coupling mounts on the frame.

Minitrix have cleverly catered for variations in the prototype, and we will no doubt see many other livery, period, and administration versions of these numerous, versatile, and widely used modern wagons.









Manufactured by

Minitrix,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.trix.de

PRICE ref.15993 €149.99.



G German bolster wagon set new by Piko



The range of large scale stock by Piko has been augmented with a new model of a four-wheel flat wagon, offered in a pack of two, one with brake platform, equipped with side stakes and a central bolster with stanchions.

The initial release carries Deutsche Reichsbahn Epoch III markings, which are very clearly printed, even in the channel solebars.

The wagons are made in weather-proof materials so are suitable for use outdoors as well as inside.

The plastic body has moulded wood grain effect on the appropriate surfaces and is enhanced with added parts such as the stakes, which can be removed.

The central bolster cannot be removed but It is free to rotate, and two lengths of fine chain with end rings are supplied to secure the load. The stanchions on the bolster are hinged and can be folded down.

All the stakes have hook tops to accept chains or lashing ropes.

The axleboxes and suspension components are very nicely represented, and the underframe features brake equipment moulded in medium relief. Brake shoes are aligned with the wheel treads.

The model runs freely on one-piece plastic wheelsets.

As delivered, the wagons have dual buffers for standard gauge. Alternative buffer beams with a narrow gauge single centre buffer are also supplied.

Regular large scale couplings are fitted, flexibly mounted on the sub-frames – the single axle wheelsets rotate to allow for running on sharp curves.





Manufactured by

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

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.co.uk

PRICE ref.37780 £100.00.

Z DB sliding roof wagon as Insider Club model from Märklin





Märklin has released a new model of the Deutsche Bundesbahn type Kmmks51 sliding roof four-wheel wagon, now with brake cabin. This design was intended for bulk goods such as might be carried in an open wagon but which needed protection from the elements.

Development of these vehicles began in 1949, with series production from 1951. They were essentially developed from the standard open wagon with both side and end doors, and were designed for loading by crane, but were also suitable for palletised goods, loaded by fork-lift. By 1967, 4,575 had been placed in service; some 2,500 were still on the books in 1988. There were detail differences during construction (spring mounts, access platforms, brake type, etc.). They were later classified Ts^{851}.

The Epoch III markings are authentic, and neatly printed.

The model has a moulded plastic body, with the reinforcing metalwork nicely represented. The side steps and end access ladders are formed as part of the body, but the raised end platforms are added parts.

The roof sections cannot be opened.

The underframe has fine axlebox, spring, and brake shoe detail, with the brake gear moulded in medium relief.

The van runs freely on blackened metal disc wheels, and is weighted for good trackholding. Standard couplings are fitted, flexibly mounted.

This release (ref.80325) is only available as the 2015 limited edition model for Insider Club members.

Manufactured by

Gebr.Märklin & Cie. GmbH,
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.
www.maerklin.de

PRICE ref.80325 c.€35.00.

N Latest American rolling stock from Micro-Trains®

Recent releases from Micro-Trains® are alternative finishes for existing models.

The 70' heavyweight baggage car has been produced as Union Pacific road number 1736 (ref.147 00 060, US$32.50). Built in 1922 as part of series 1737-1758, it runs on six-wheel passenger trucks. The couplers are mounted on the frame.

Canadian National road number 89 is the new identity for the 3-2 heavyweight observation car (ref.144 00 150, US$34.90), which was built in 1907 and runs on six-wheel passenger trucks. This colour scheme was introduced in 1959. The couplers are mounted on the frame.

There are two new versions 40' standard box car with single door as used by the Missouri Pacific.

Road number 131428 is painted brown with white lettering and runs on Bettendorf trucks (ref.020 00 966, US$24.60). It was built in 1959 at De Soto Shops as part of series 128310-131739. The DF stands for 'damage free', an interior loading system to secure goods in transit. At one time this car was assigned to the Pennsylvania Railroad in Ohio.

Road number 131410 is a similar car, but with no roofwalk and fitted with new left and right Superior doors (ref.073 00 130, US$24.60). DF2 was an improved load securing system where the channels did not protrude into the interior of the car. The model has doors which can be opened.

The 50' steel side, fourteen panel, fixed end gondola with fishbelly sides becomes Delaware & Hudson road number 38028 (ref.105 00 740, US$26.40). It was built as part of series 30000-41529 in 1966 and runs on roller bearing trucks. This unique car was painted pink for breast cancer awareness in July 2012. Micro-Trains will donate 10% of the proceeds of every car sold to the breast cancer fund of the American Cancer Society.

The three-bay high-side covered hopper represents CSX road number CSXT 253862 (ref.096 00 130, US$28.80). Built in 1969 by Pullman Standard as part of series 253862-253867 to handle bulk commodities such as grain, it runs on Barber roller bearing trucks.

The 50' rib side box car with double doors, short ladders, and no roofwalk is offered with two BN road numbers, 222558 and 22585, representing cars built in July 1980 and last serviced in June 1994 (refs.030 00 201 and 202 respectively, each US$24.55). They run on black roller bearing trucks. The model has doors which can be opened to reveal a load of crated machinery inside.

The standard of finish and the clarity of the markings is excellent, as usual.

Where appropriate, these cars have finely-moulded brake wheels and stirrup steps. Brake equipment is formed as part of the underframe, and (unless noted otherwise) the couplers are mounted on the trucks.

The working knuckle couplers come ready fitted with the magnetic trip pin for automatic operation.

These cars all come fitted with regular profile one-piece plastic wheelsets.









Manufactured by

Micro-Trains Line Co.,
351, Rogue River Parkway,
P.O.Box 1200, Talent,
Oregon 97450-1200, U.S.A.
www.micro-trainsline.com

PRICES in text.









HO

New South Wales XPT new from Auscision







In March 1980, a contract was signed between the New South Wales Government and Commonwealth Engineering of Granville in Sydney for an initial order of thirty new Express Passenger Train (XPT) vehicles – ten power cars, four first class coaches with guard's compartments, four first class coaches with buffet facilities, and twelve economy class coaches.

The first two vehicles, power car XP2000 and trailer car XF2200 were handed over on 23rd August 1981. These vehicles, together with trailer car XF2201 and *Southern Aurora* baggage car MHN2364 began a whirlwind tour of country NSW just prior to a state election. On 6th September 1981 this consist set a new rail speed record near Gerogery (just north of Albury) when it travelled for a short distance at 183km/h.

The first revenue XPT service commenced in April 1982, replacing the loco-hauled *Central West Express* between Sydney and Orange/Dubbo. In May 1982, a second train began operating between Sydney and Kempsey, and in July 1982 the *Riverina Express* from Sydney to Albury was replaced by a third set. A fourth set entered service in November 1982 replacing the *Northern Tablelands Express* to Armidale and Tenterfield, while in April 1983 the fifth and final set of the initial order started running between Sydney and Canberra. At the time, the introduction of the XPT services represented a step-change in passenger train comfort, speed, and reliability in NSW.

Between 1983 and 1993, three subsequent orders of further power cars and coaches entered service. In all, nineteen power cars and sixty coaches (of various types) have been built. The last four power cars, eight XAM sleeping cars, and five XL deluxe sitting cars were built by ABB Transportation at Dandenong in Victoria.



The stock was introduced in the new 'candy' livery'. The State Rail Authority of NSW CountryLink livery of mid-blue, turquoise, grey, and white was introduced in January 1990. Eventually all XPT vehicles received this livery.

In February 1990, XPT sets commenced operating from Sydney to Brisbane and Sydney to Murwillumbah, in both cases replacing locomotive hauled trains. In July 1993, the XAM sleeping cars were introduced on these two services. In November 1993, after many near-starts over a nine year period, the XPT commenced travelling daily between Sydney and Melbourne.

Internally, the cars have undergone a number of refits and extensive upgrading over their life to ensure that high standards of passenger comfort are maintained.

In September 1992, a special test train was operated using new XP power car XP2015 as lead unit from Sydney to Albury and return. On the return leg, an attempt was made to reach 200km/h between Table Top and Yerong Creek. The top speed fell a little short of the target, but 193km/h was achieved.

CountryLink hired three Swedish X2000 tilt train carriages for evaluation between Sydney and Canberra between April and June 1995. To match these carriages, XPT power cars XP2000 and XP2009 received various modifications, most of which were internal, but the units were painted into a special livery of mid-blue with a turquoise nose. The power cars were also marked up with lettering celebrating 140 years of rail service in NSW. Once the tilt train carriages departed Australia, the power cars had their X2000 Tilt Train lettering replaced with CountryLink lettering.

In 1996, power car XP2000 was repainted from the Tilt Train livery into a mid-blue livery celebrating the then forthcoming Sydney 2000 Olympic Games.

In 2000, XPT power car XP2001 was painted in a striking predominantly orange and white livery acknowledging the Centenary of Federation.

CountryLink introduced a new corporate image in 2006 and all XPT vehicles were progressively repainted into this livery. This paint scheme is formally known as the RailCorp CountryLink livery.



XP2000 was repainted in these colours and also received '150 Years of Rail in NSW' decals. XP2001 was similarly painted but instead sported indigenous Naidoc decals.

In mid-2010, XPT services were operating between Sydney – Melbourne, Sydney – Casino, Sydney – Brisbane, Sydney – Grafton, and Sydney – Dubbo.

The new model from Auscision is made in China, and comes in a stout foam-lined cardboard box, held within a clear plastic fold-around shaped insert inside a clear sleeve.

The initial impression is highly favourable. The finish is first class – dense, even colours, clear borders, and sharp lettering.

The moulded plastic body shell has the doors and panels properly represented, with scale size rivet and bolt heads. It is enhanced with many fine added detail parts such as horns, exhaust covers, fan grille, fan, lift rings, aerial, handrails, and a fine windscreen wiper.

The glazing is flush, and the cab windows are neatly framed in black or silver, as appropriate. There is a detailed cab interior, with a driver figure.

Scale size brake and multiple unit hoses grace the rear pilot beam, along with a coupler cut bar and footsteps.

The rear corridor connection diaphragm is sprung.

The bogie sideframes have detailed axleboxes and added shock absorbers. Wheels are blackened, with detailed faces.

The model has a scale size working knuckle coupler at the rear flexibly mounted on the frame.

The basis of the mechanism is a diecast chassis, and power comes from a five-pole skew-wound motor fitted with twin brass flywheels. There is drive via cardan shafts to and current collection from all wheels, which are to RP25 standards.

The unit moves off at a low controller setting, will crawl almost imperceptibly, and is controllable across the speed range to a realistic maximum. There are no traction tyres but pulling power should be adequate thanks to the weight.

Minimum recommended radius is 18".

The unit has directional lights using LEDs, which come on at a low voltage/speed. Three switches under the fuel tank control the separate light groups – head and ditch lights, markers, and strobes.

The internal printed circuit board has a 21-pin socket for a digital decoder, and space for a 40mm x 20mm rectangular loudspeaker; LokSound is recommended. The body simply unclips from the frame for access.

There are clear and informative instruction sheets, with exploded diagrams.

Our sample depicts one of the units decorated to mark 140 years of railways in New South Wales and used to power the three Swedish X2000 tilt train coaches which were trialled in NSW in 1995.

Auscision are of course also offering complete XPT sets in various versions, additional coaches to expand the sets, and individual power cars in special colour schemes, covering all periods and liveries – see the website for full details.



Manufactured for

Auscision Models,
P.O.Box 1791, Castle Hill,
New South Wales 1765,
Australia.
www.auscisionmodels.com.au

PRICE A$295.00.
Postage & handling,
and optional insurance, extra.

MIBA-Spezial 106
Planung mit Ahnunug

Edited by Martin Knaden

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The age of planning a layout simply by using track templates is long past, as techniques for design have developed considerably – not in the sense that the track geometry and components can be ignored, nor that more sophisticated drawing and design tools are now available, but rather that there is more to layout design than just seeing how much track can be laid in a given space. This new special from MIBA is again concerned with planning which combines ideas from prototype situations with practical considerations of space and operating potential.

Topics include: NEM standards for planning; deriving track plans from maps and aerial photos; the use of hidden storage sidings and fiddle yards, including some novel ideas such as the use of train ferries as storage cassettes; reversing stations (zig-zags) as a theme (with a large fold-out diagram); Markt Erlbach, an idyllic branch station with an industrial siding (with scale drawings of the station building); the junction at Immenstadt; adapting an existing layout following a house move (with space available that allowed an enviable expansion!); the halt of Kleinau West, prototype and model on Fremo HO modular baseboards; the Vinschgaubahn in South Tirol as a room-filling project, incorporating an Italian-style 'star' for turning locos, designed using Peco code 75 HO and HOm track; and an equally ambitious suggestion for an urban electric metre gauge light railway and tramway. Some of the schemes are for permanent installations, others for portable layouts. We are shown Kleinau West loaded into a car from transport to a meeting – nothing new for many UK modellers there, but the effort required to move the Weyersbuhl layout out of the house involved taking it through a window and out onto a five metre high mobile elevator! (Actually quite a common appliance to assist domestic removals from apartments.)

Many of the features are supported with prototype information, and several of the projects are illustrated with photos of layouts that have actually been constructed. The MIBA archive, historic and recent, provides other images to exemplify some features.

The articles come from several noted contributors, including Otto Kurbjuweit (formerly responsible for *Mittelpuffer*, the specialist narrow gauge magazine), Ingrid and Manfred Peter, Ivo Cordes, Reinhold Barkhoff, HaJo Wolf, Bernd Schneider, and Bertold Langer (formerly editor of *MIBA Spezial*) – all with much experience in the design, construction, and operation of layouts.

The collection is illustrated by over 200 diagrams and photographs, the majority in colour, and all very well reproduced on good quality paper.

Presentation is in the usual clear and straightforward MIBA style.



While reasonable German will be useful to get the full benefit of the text, the strong pictorial aspect gives the publication wider appeal.

The issue includes ten pages of advertisements, mostly for other MIBA and VGB publications.

The German market seems to have an insatiable appetite for such collections of suggestions and plans, and this one is packed with interesting ideas.

Locomotive Portraits

Jonathan Clay

Pen & Sword Books Ltd.
47, Church Street, Barnsley,
South Yorkshire, S70 2AS.
www.pen-and-sword.co.uk
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Hardback £25.00
ISBN 978 1 783463 88 6

The paintings of Jonathan Clay may already be familiar to many readers who have seen his stand and displays of artwork at numerous model railway exhibitions and heritage railway events around the UK in recent years, and noticed his work appearing in various publications, often now specially commissioned.

A full member of the Guild of Railway Artists, Jonathan has established a reputation for his extensive collection of colour locomotive portraits, which now totals over eight hundred. Around 150 are featured in this book, one per page, each accompanied by brief historical information and notes, often with a personal touch, about the loco depicted. The range of prototypes is wide: steam, diesel, and electric, narrow and standard gauge, British and overseas. Jonathan originally specialised in narrow gauge and miniature railway locos, mainly British, but his output soon wandered further afield: in addition to British standard gauge steam and diesel locos, he has increasingly been working on foreign subjects, with equal success.

His current list encompasses narrow gauge locos, miniature railway engines, standard gauge machines, plus trams and buses.

The usual style (alighted upon by chance, it appears!) is to present the loco in isolation against a plain background, and he always manages to combine technical accuracy with the ability to capture the feel or the spirit of the machine.

The portraits are notable for the authentic colours, and a subtle and very characteristic use of light: indeed, almost a hallmark of his style is what is not painted.

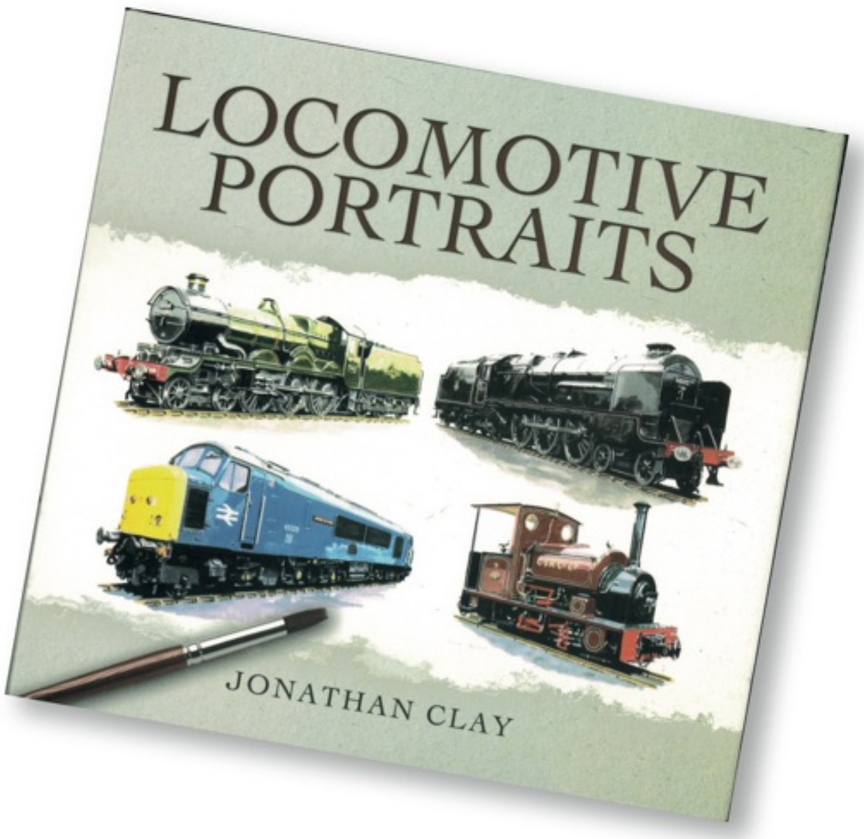
The images are sold as cards and prints, and have become very popular.

He is very prolific – those who collect his work find it hard to keep up with his output! This selection may help such fans to catch up a little – and realise they may have missed one or two!

The book also includes a fascinating autobiography, while an illustrated step-by-step chapter demonstrates how Jonathan constructs a locomotive portrait. The description is very matter-of-fact and hardly does justice to the considerable skill and talent involved.

This book should appeal to railway enthusiasts and aficionados of railway art, as well as existing confirmed collectors of the artist's work.

Warmly recommended.



Modelling American Short Lines and Industry

Edited by Chris Ellis

Kristall Productions,
4, Surbiton Hall Close, Kingston, Surrey, KT1 2JX.
275mm x 210mm 44pp
Softback £7.50 post free UK.
ISBN 978-0-904811-24-7

This *Model Trains International* guide is described as "an introduction to a less familiar aspect of American railroads, the local short line, an ideal subject for simple layouts, small or large". In fact, short lines have not only been much modelled for some time but also regularly featured in the model press so they are not that unfamiliar. It is the simplicity, and in many cases the modest installations and compact track layouts, that make these light railways (as they might be described on this side of the Atlantic) so popular with modellers, along with the plausible use of hand-me-down motive power and stock from major railroads.

The introductory chapter (at three-and-half pages the largest single section) covers various aspects of short line history, setting, and operation, emphasising the variety to be observed; there is also consideration of suitable locomotives.

The collection consists of sixteen articles, which vary between less than half a page and two pages. There are schemes for various periods, using steam, diesel, and even electric motive power. Some are suggestions based on prototype examples, others are layouts which have actually been built. All feature a track plan, and most are illustrated with one or two photographs, generally not reproduced large.

The presentation is basic, uniform with MTI magazine, and indeed a couple of the articles have been reprinted from early issues, long since out-of-print. Apart from colour on the covers, all the photos are black & white; reproduction is generally adequate.

Most of the plans are line drawings are by Jack Trollope, in a consistent style, but quite a number were supplied by the contributors.

Available from the publisher at the address above. Overseas postage £2.50.



Eisenbahn Video-Kurier 122

Eisenbahn Kurier *DVD c.120mins ref.8522 €19.80*

The main topic is 'sixty years of the class VT98', which looks at the iconic fleet of Uerdingen diesel railbuses, introduced by the Deutsche Bundesbahn between 1955 and 1962. Coverage begins with scenes of a preserved VT98 railbus and trailers at Gerolstein on a service over the Eifelquerbahn to Kaisersesch. Further sequences show this train from the lineside, then archive black & white film shows the earlier type VT95, including scenes from in the cab. This is followed by colour material from the early 1970s in Bavaria showing BR798s (as the VT98 became after the 1968 renumbering) at work, including scenes from the lineside and from the cab.

At Traunstein a 798 and 998 (trailer) consist is seen on a local passenger service en route to Garching, where another single 798 is observed. At Prien am Chiemsee a 798/998 in Chiemgau-Bahn livery are seen on a service to Aschau. There are scenes of this train filmed from inside the vehicle, including the cab. At Aschau the train is seen arriving and passengers are seen boarding for the return working. The driver is also the guard and ticket office all in one and is seen issuing a ticket from the cab. Further scenes show this service from the lineside.

The last of the Uerdingen railbuses were withdrawn from Bw.Tübingen in 2000 and we see some of these at work during their final days. In Tübingen West we watch a service depart before paying a visit to Tübingen depot on the final day of railbus operation, where 796 724 (renumbered from 798 724 in January 1989) is at work. At Tübingen Hbf. the very last railbus service of the day is seen leaving the station and there are further scenes on board the (crowded) service and from the lineside.

Next we see former DB VT98s at work for the Prignitzer Eisenbahn GmbH (PEG) in their blue and red livery. At Pritzwalk we observe units arriving and departing, with further scenes from the lineside and from inside the cab. A feature of the these units is that they run on rapeseed oil!

We then see the Eisenbahnfreunde Zollernbahn's preserved 796 625 (renumbered from 798 625 in January 1989) on a passenger service in the Schwarzwald (Black Forest). This is followed by scenes of an AKN VT98 on at Norderstedt Mitte, north of Hamburg, while in the Ruhr a VT98/VS98 consist is seen in action from the railway museum at Bochum- Dahlhausen.

Next we see Uerdingen railbuses in Austria at work in the blue and white livery.

The next subject is the 125th anniversary of the narrow gauge Zittau – Oybin – Jonsdorfer Eisenbahn. Standard 2-10-2T 99 749 is seen leaving Zittau on a train to Oybin. This is followed by a visit to Bertsdorf station where the lines to Oybin and Jonsdorf diverge. 99 749 is seen departing for Oybin at the same time as another train is leaving for Jonsdorf. Also at Bertsdorf we see many of the historic locomotives and coaching stock on this railway, including green liveried IK and IVK locomotives. Köf diesel shunter No.6001 is also briefly seen.

The next section takes us to the Wieslaufbahn in Baden-Württemberg where light blue ex-DB 0-6-0 diesel-hydraulic V60 328 is seen at the head of a passenger service. The train is seen from the lineside and at the stations of Laufenmühle and Welzheim.

The next feature takes us to a mecca for diesel loco fans in Germany, Mühldorf am Inn in Bavaria. We are in the cab of a BR218 diesel-hydraulic on a train of double-deck coaches from München to Mühldorf and then the train is seen arriving at its destination. This is followed by scenes at Mühldorf depot, where several 218s are stabled. We also see one of the new replacements, a BR245 diesel-electric, running light and at the head of a passenger service from München to Mühldorf. Class 77s, 217s, and 'Ludmillas' are also seen at work on freight services at Kastl and Tüßling to the east of Mühldorf.

The next section of this programme looks at the class E16 electrics in service with DB, with archive colour film of the locos on passenger trains around Freilassing. There are scenes from the lineside and from the station platforms.

In the *Bahn News* section there is the sad news of the death of railway author and former chief curator of the railway section of the German Technical Museum in Berlin, Dr. Alfred Gottwaldt. This is followed by scenes of Rail Adventure's ex-DB electric 103 222 on a charter special at Berlin-Wannsee station and the 2015 *Dampfloktage* (steam locomotive days) at Meiningen depot. Here we see the replica *Adler* and a host of preserved steam including 2-10-2Ts 95 009 and 95 027, 2-10-0 44 2225, and Pacific 01 519, along with the restored electric 175 059 which was severely damaged in the fire at Nürnberg museum roundhouse in October 2005.

In the *Rückblick* section we see archive black & white film taken at Berlin-Potsdamer-Rangierbahnhof with BR01 Pacifics being coaled and watered and moving on and off shed.

The Bonus section consist of Video-Kurier 50, which includes the following topics: Farewell to the Class 01.10; The Vogtlandbahn; 100 years of trams in Nordhausen; 30 years of the Darmstadt-Kranichstein railway museum; old Mitropa dining cars; and a special from Magdeburg to Straßfurt.

There is a little background music used on this programme but it is not intrusive. Commentary (only in German) is clear and informative

Trailers for other EK programmes last for approximately five minutes.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Abschied von der Bahnpost

Eisenbahn Kurier *DVD c.58mins ref.8336 €19.80*

In May 1977 the Bahnpost (railway post) service finished and 150 years of history came to an end. With the aid of historic film this programme takes a look at the postal service on rails.

The film begins with a glimpse of a present day train of postal containers behind a pair of DB Cargo electric locomotives and this is quickly followed by archive footage of a Bordeaux red BR143 electric leaving Leipzig Hbf. with a passenger service which includes an ocean blue & beige Deutsche Bundespost coach. We see the postal staff at work on board a postal train sorting the respective envelopes and packages on the move. This is followed by scenes filmed at Donaueschingen station where another Bordeaux red BR143 hauled service is seen arriving and its mail is unloaded.

We next pay a visit to the Bahnpost Museum in Losheim. We then observe a *Plandampf* event with two Deutsche Reichsbahn Pacifics at the head of a train which includes Bahnpost vehicles. In Bebra a service is seen departing behind 03 1010. This is followed by further scenes of the museum at Losheim, including an interview with Ralf Heinz, who gives a guided tour of the postal vehicles on display and explains the work undertaken by postal staff employed on these trains.

Black & white film from the 1960s in former East Germany shows postal workers sorting mail and loading it aboard a train. At Bitterfeld we see post waiting to be loaded on to a train. The train arrives, is given the 'right away', and further scenes show postal workers on board the train sorting mail. In Berlin the train is seen arriving behind Pacific 03 002.

Archive film, this time in colour, is then shown of Leipzig's former railway postal depot, now disused. This is followed by yet another visit to the Bahnpost Museum in Losheim before archive black & white pictures are shown of some of the earliest railway postal vehicles used right through to the standard types introduced in 1948. More colour film shows a preserved Prussian postal train before black & white film is shown of further postal services in action hauled by BR01 Pacifics, while colour footage from the 150th anniversary of German railways celebrations in 1985 at Nürnberg shows further preserved postal coaches. At the Bahnpark museum in Augsburg we see preserved postal coaches being hauled by tank loco 74 1230.

We next pay a visit to the Deutsches Museum in München with its collection of preserved postal coaches, and archive colour film is shown of the preserved Kaiserliche Post narrow gauge coaches at Radebeul Ost.

In Basel (Switzerland) we see a Swiss train with post vehicles being loaded and unloaded, then Deutsche Bahn 103 137 couples up to this train to form an IC service to Germany; an SBB electric shunter is seen shunting postal coaches.

Archive black & white film from the 1950s is then shown of the extra Christmas postal traffic on DB, with scenes at Hamburg Altona station. This is followed by further colour film sequences of a *Plandampf* event including Bahnpost vehicles on a number of passenger services behind preserved BR01 Pacifics, a pair of BR023s near Gerolstein in the Eifel, and 4-6-4T 78 468.

Then comes old colour film of a night postal service hauled by ocean blue & beige electric 140 459. The train is seen departing from Frankfurt (Main) Hbf. and mail is loaded and unloaded en route at Mainz and Koblenz before arrival at Köln Hbf.

On 29th May 1997 we watch the very last Bahnpost train being prepared at Köln; 0-6-0 diesel-hydraulic shunter 360 316 is seen bringing the train out of the Bahnpost depot and running into the Hauptbahnhof. The train is then seen leaving behind 103 243.

This is followed by further film from *Plandampf* events which include Bahnpost coaching stock, including along the Rhine Valley and in the Westerwald.

We close by taking a final look at the Bahnpost Museum in Losheim and a BR01 Pacific is seen departing from Neustadt (Weinstraße) on a passenger train including a Bahnpost coach.

There is virtually no background music used, and that which is used is chiefly towards the end and not intrusive. Around 45 minutes of trailers for other EK DVDs follow the programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Die Brockenlok

Eisenbahn Kurier *DVD c.85mins ref.8365 €19.80*

The latest in the 'Famous Trains and Locomotives' series takes to the metre gauge system in the Harz mountains, currently characterised by the massive and powerful 2-10-2T locos classified 99^{23}. Compared to the famous Mallets on that network they are relatively young: the first of seventeen machines was delivered in 1954, built by VEB Lokomotivbau Karl Marx in Babelsberg. The design was closely based on the pre-war 99^{22}, and there is footage of the sole survivor of the three, 99 222.

The programme has material from six decades, right up to the present day.

The development is described with historic stills and old film, and former drivers relate their experiences.

The period of oil firing is related, and we see past goods traffic, including double-headed coal trains going round the balloon loop at Stiege, the use of transporter wagons, ballast trains in the modern era, and a recent photo charter with historic stock.

The type also sees occasional use on the less visited Selketal section when the unique 2-6-2T or the Mallets are in the works.

Not all of the fleet is operational at any one time: we see stored locos, and witness major overhauls in progress during a visit to Westerntor workshops.

At Wernigerode depot, we watch locos being prepared for the day's duties.

We follow a working from Nordhausen to Drei Annen Höhne – seven coaches and a van, sparsely patronised, in contrast to the popular Brocken services, and coverage concludes with a winter trip up to the summit.

In just under an hour we learn a lot about the technology, operation, and maintenance, in short almost how to fire and drive one of the Harz 'bulls'.

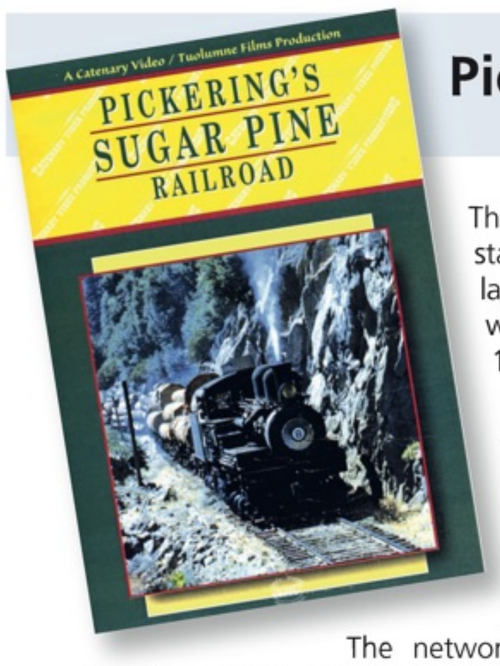
Picture quality is very good, whether archive or contemporary, black & white or colour. The modern locations have been well chosen, some classic, some new. There is footage from the lineside (though locations are rarely identified), in the cab, on the loco, by the motion, plus on and from the train. Competent editing has created a coherent and watchable programme.

The commentary (only in German) is clearly delivered, with plenty of historical background and technical information imparted incidentally, though the interviewees are more difficult to follow. There is a little use of backing music.

The first screen provides film start or a 'chapter menu' for direct access to the eight sections, and the option of with or without commentary.

There are no trailers for other EK productions.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. www.eisenbahn-kurier.de



Pickering's Sugar Pine Railroad

Catenary Video Productions *DVD c.62mins £18.25*

This programme documents the operation of the standard gauge Sugar Pine Railroad in California largely through the recollections of two brothers who worked on the line between 1940 and 1942 as engineer and conductor.

The line left the Sierra Railroad at Ralph, milepost 39, and was used between 1909 and 1965 (though closed 1930-7 during the Depression) to haul logs from the Stanislaus River canyon area to the Pickering lumber mill, at the furthest extent some 70 miles away.

The network grew and changed over the years with branches added and lifted and even the 'main line' modified as the area being exploited changed, and to accommodate the construction of a dam.

The challenges facing its construction and operation produced some of the most spectacular railroading on the West Coast, or indeed anywhere. There were curves worthy of a narrow gauge line, a maximum gradient of 7%, and it reached an altitude of 6,000'. The nature of the terrain meant that the gradients were not always with the load, making for hard work in both directions. There are impressive scenes of heavy trains struggling along a rock ledge, seen from other side of the valley.

The programme looks back at the early history and traces the route illustrated with recollections from the brothers (recorded in 1990). Film shows logging operations, mobile camps for the workers, and loading, and follows the swaying loads on their trip to the mills. There are asides on run-aways and wrecks, the narrow (unusually 30") gauge Empire City feeder line from Browns Meadow to Lyons with its inclines, a section on the types of geared locos (Shay, Heisler, and Climax) employed, and even a look inside the sawmill and the vast cut timber storage area, with its overhead cranes and narrow gauge lines.

The relatively late survival of the railroad allowed it to be 'discovered' by enthusiasts, hence quite a wealth of later photos and 16mm colour film.

The film clips are mostly of a good length, the picture quality is generally good, given its age, and adapted to the modern 16:9 format.

The film is augmented with more than a hundred rare and previously unpublished archive photos, albeit of variable quality but justified by historical interest. Captions identify the stills, and basic maps are used at intervals to explain the route.

The soundtrack is in stereo, with dubbed effects that are quite convincing.

The commentary is informative when present, and clearly delivered, and the brothers' reminiscences have been skilfully interwoven. There is some use of backing music behind the stills, sensibly faded under the anecdotes.

This vintage material has been brought together by Don Olsen over more than twenty years, and is skilfully presented here by Warren Haack for Tuolumne Films; the core of the programme seems to have been made originally in 1992 but is new on DVD. There are five minutes of trailers for other productions.

A fascinating retrospective. If you wanted just one programme to explain the appeal of American logging, this would have to be a strong contender. Source material of this calibre should also provide continuing inspiration for modellers.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS.

www.camdenmin.co.uk



Maglie – Otranto – Maglie

TG-Trains *DVD c.44mins €25.00*

This new programme in the producer's cab ride series is again right down in the south of Italy.

The railway reached Otranto in 1872. The line was built as part of the Rete Adriatica with the same aims as the one from Gallipoli to Lecce, to open up this part of the peninsula and facilitate access to its ports, to promote trade. However, it was Brindisi which prospered having gained the *Valigie delle Indie* (Indian Mail) postal trains, while the line to Otranto only served local traffic. The line became part of the Ferrovie dello Stato in 1905, and the concession was given to the Ferrovie del Sud Est in 1933.

Today the 19km between Otranto and Maglie, a branch off the Gagliano Leuca to Lecce line via Zollino, takes just under half-an-hour but, with the introduction of Central Traffic Control, the running times may soon be halved.

The journey was made in the cab of diesel railcar AD36 in May 2014.

The pace is modest, though the track looks to be in good condition. This is not spectacular scenery – the land is comparatively flat, with just the occasional shallow cutting or embankment, and the tree-lined sections of the route do not afford wide views. A few minor road crossings add the only interest. There is a passing loop and sidings at Bagnolo del Salento, where the railcar pauses briefly. There is another stop at Cannole, but not at Giurdignano. At Otranto, the railcar simply reverses; no other stock is evident.

An opening screen offers direct access to three chapters: just either way and the credits.

Camerawork is generally steady.

The picture quality is good (in 16:9 format), but the weather was not brilliant, and raindrops on the windscreen initially confuse the autofocus. There are some side views of the driver, then the camera swings back to look ahead.

Stations are identified with on-screen labels.

The inside of the sleeve has a timetable.

Hardly the most interesting line, but faithfully documented.

This programme was produced by and is available from TG-Trains, Casella Postale 15, I-21040 Castronno (VA), Italy.

www.tg-trains.com

News

Information from CONTINENTAL MODELLER



USRA light Mikado new from Bachmann in HO



Bachmann Industries Inc. has released the latest in its range of models of USRA locomotive designs, the light Mikado 2-8-2. First announced in 2014, this is all new tooling.

The DCC sound-equipped version (MSRP US$399.00) includes the SoundTraxx® Sound Value steam sound package with authentic prototypical exhaust, short and long whistles, bell, air pump, steam release, and blower – all in 16-bit polyphonic sound.

The DCC-ready version has an 8-pin socket to allow for the modeller's choice of decoder.

Both medium and long tender variants are listed.

The models are available in a range of road names, including Baltimore & Ohio, Frisco, Maine Central, New York Central, Pennsylvania, Pere Marquette, Rock Island, Southern, Union Pacific, and Western Pacific.

www.bachmanntrains.com

'Civilian' *Brigadeloks* new from Minitrains

Minitrains has released new versions of the Heeresfeldbahn (German Army) 0-8-0T *Brigadeloks* in HOe, now in 'civil' trim with items such as the water-lifting hose holder and the bell removed, reflecting the many which went to industrial and agricultural users after the First World War.

Two versions are available, in either overall plain black (ref.1027) or black body and red chassis (ref.1026); in this form the model is similar to those used on the Muskauer Waldbahn in East Germany, some of which still run.

www.minitrains.eu





Cinema in N, HO, and O from Woodland Scenics

Woodland Scenics has released a new addition to its range of Built-&-Ready® Landmark Structures®, available in N, HO, and O scales. These buildings are ready for placing on the layout: they come custom painted, realistically weathered, and packed with detail and scene-setting accessories.

The 'movie theatre' offers classic architecture, a weathered stucco-over-brick interior, tall arched windows, gilded kick plates on the front doors, and a decorative tile façade with carved wood trim. The buildings come with decals, and include a printed first floor interior and installed lighting that is compatible with the Just Plug™ lighting system.

The N and HO scale models (priced MSRP US$69.99 and US$94.99 respectively) include two warm-white LED lights – one for the marquee, the other the interior.

The dimensions of the HO model are 104mm (w) x 130mm (d) x 131mm (h).

The O scale model (MSRP US$169.99) includes four warm-white LED lights – one for the marquee, one for the ticket booth, and two for the interior.

www.woodlandscenics.com



Garden Plot kit in HO new from Noch



The German scenic specialist Noch has recently released many new items, including this 'Garden Plot Colony', representing the summer houses often seen on allotments on the edges of German towns and cities, frequently alongside railway lines, providing garden facilities for city apartment dwellers.

The HO scale kit (ref.66803, MSRP €29.99) contains three garden sheds, one entrance gate, one outhouse, one rose arch, and one compost bin. All items are laser cut. The kit can be used to create an interesting lineside scene, as illustrated here.

The new Noch main catalogue for 2016 is also now available.

www.noch.com
www.gaugemaster.com











Specialist O gauge event in Bristol

The Bristol O Gauge Group will be staging its annual exhibition devoted to 7mm scale modelling on Sunday 31st January 2016 at the UWE Exhibition and Conference Centre, Filton Road, Bristol, BS34 8QZ.

Although primarily a showcase for the trade, with over 70 stands and many specialist suppliers present, there will also be nine 7mm scale layouts in action. They will include *Gamle Carlsberg*, the Danish brewery scene (*right*) modelled in Oe by Tony Bennett which was featured in our September 2010 issue. There will also be test tracks, demonstrations, and a bring and buy stall.

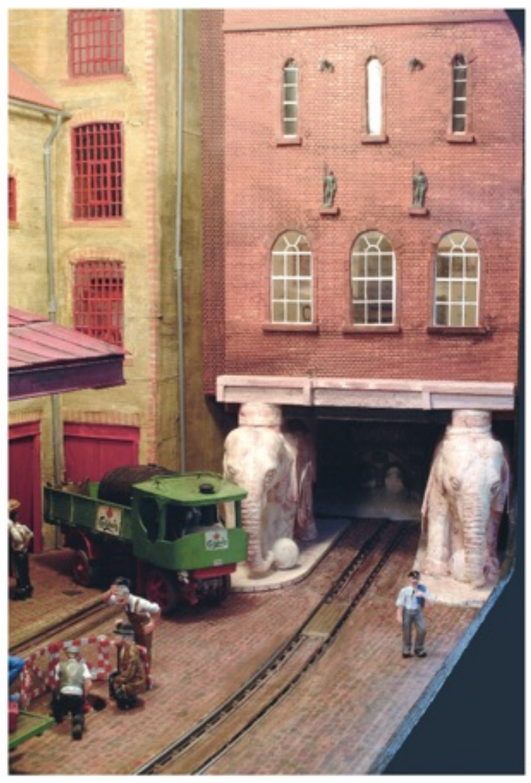
The event is being staged in association with Peco; there will be a display of the expanding range of products for 7mm scale, and publications from the Peco library of modelling titles will be available to purchase.

The event will be open from 10.00am to 4.00pm. Admission is £9.00 (partners and accompanied children free), or £7.00 for Gauge O Guild members. Advance tickets are also available (before 15th January) via the show website at the reduced price of £7.00.

A vintage bus will be operating a shuttle service between the venue and Bristol Parkway station (times to be confirmed).

Advance ticket holders will have the chance to win one of the Dapol O gauge wagons specially commissioned by the Group for the 2016 event, whilst one paying visitor will also be in with a chance of winning a ready-to-run O gauge locomotive (expected to be either a Minerva Peckett 0-4-0ST or an Ixion Fowler diesel).

For more details, see –
www.bogg7mmexhibition.com



South African Railways 'White Train' in HO

The vehicles for this famous train were built during 1946 by Metro Cammell Ltd. at Old Park Works, specifically for the 1947 Royal tour of South Africa. The prototype was featured in the June 2003 and June 2004 issues of CM.

SAR Models has recently produced HO scale models of the coaches from the train, examples of which are illustrated here. The company's principal, Jan Gouws, was six years old when he saw the train pass with the Royal family on board, and it left a lasting impression. After a career on the railways was curtailed by an accident, he became a professional modelmaker, and has finally fulfilled a lifetime ambition to recreate this train in miniature.

For more details about these coaches, together with the rest of the extensive range of models from SARM:
P.O.Box 910, Somerset West, 7129, South Africa.
sarm@telkomsa.net



New temperature-controlled soldering iron from Antex

Antex has introduced a new soldering iron which features temperature control buttons and an LCD display built into the handle. The 50W iron allows for the temperature to be varied between 200° and 450°C (392°– 842°F) to suit different soldering tasks.

The soldering iron (MSRP £69.99) comes with a long life 2.3mm nickel-plated bit, with nine different replacement tips available separately, varying from 0.12mm to 6mm. It also has a burn-proof cable made from silicone.:
www.antex.co.uk





In brief

Next Missenden modelling course

Missenden Railway Modellers are taking bookings for the Spring Classic Weekend, which will be held at Missenden Abbey in Buckinghamshire from Friday 4th to Sunday 6th March.

The weekend offers the opportunity for modellers to develop their modelling skills under the tutorship of experienced exponents from the hobby.

For full details:
www.missendenrailwaymodellers.org.uk

Warwick auctions – venue change

After staging its auctions at the Lord Leycester Hotel for several years, Warwick & Warwick is to return to its former venue, The Court House, in Jury Street, Warwick, CV34 4EW, for future sales.

The next model railway sale will be on 20th January. As previously, there will be no viewing of lots at the auction venue – all viewing, invoice settlement, and lot collection will take place at Chalon House.

Warwick & Warwick Ltd.,
Chalon House, Scar Bank,
Millers Road, Warwick, CV34 5DB.
01926 499 031
www.warwickandwarwick.com

Narrow Gauge North returns

After the 2015 event had to be cancelled due to problems with the venue, Narrow Gauge North will be back in 2016 in a new venue – Pudsey Civic Hall, Dawsons Corner, Pudsey, Leeds, LS28 5TA, on Saturday 5th March.

As before, there will be working layouts in various scales and gauges, plus a range of specialist society and trade stands.

The show wil be open from 10.00am to 4.00pm. Admission will be £6.00 for adults and £1.00 for accompanied children (6-16). All proceeds benefit Sue Ryder Care Wheatfields Hospice.

www.narrowgaugenorth.org. uk

TINGS success

The International N Gauge Show (TINGS), which took place at the Warwickshire Exhibition Centre in September, was hailed as a tremendous success by the organisers, with over 3,000 visitors over the weekend.

This year's event is planned for 10th and 11th September at the same venue. To express an interest in exhibiting at a future event, contact the organisers:
info@meridienneexhibitions.co.uk
01926 614 101
www.ngaugeshow.co.uk

Exhibition Diary

Dates, events, and information compiled by **Ingrid Rose**

Please send details for possible inclusion to:

Peco Publications & Publicity Ltd., Beer, Devon, EX12 3NA.
Telephone: 01297 20580 Fax: 01297 20229
E-mail: rm-clubs@btconnect.com

Saturday 2 January
CONWY, North Wales
Organiser:
North Wales Group, N Gauge Society.
Venue: St.Michael's Church Hall, Rosemary Lane, Conwy, LL32 8HY.
Open: 1000 - 1600
Admission: adults £2.00, children £1.00. Proceeds to Ty Gobaith (Hope House), a local charity supporting children with terminal and life-threatening illnesses.
Amenities: pay and display parking adjacent.
Features: N gauge show with club and guest layouts. Used items sales.
Contact: 01492 572633

Saturday 9 January
MAIDENHEAD
Organiser:
Marlow, Maidenhead & District MRC.
Venue: Cox Green Community Centre. 51, Highfield Lane, Cox Green, Maidenhead, SL6 3AX.
Open: 1000 - 1700
Admission: adults £4.50, children £2.00, under 5s free, family (2+2) £10.00.
Amenities: tea, coffee, rolls.
Features: 10 layouts in various gauges from Z to O including *Yamanote Mura* (Japanese Z) and *Copperhead Crossing* (US N). Societies, demonstrations, trade.
Contact: www.mmdmrc.org.uk

Saturday 9 & Sunday 10 January
KIDLINGTON, Oxfordshire
Kidlington Scout Rail
Organiser: 33rd Oxford (Kidlington) Scout Group.
Venue: Exeter Hall, Kidlington, Oxfordshire, OX5 1AB.
Open: 1000 - 1630 both days.
Admission: adults £3.50, concessions £2.50, children £1.50.
Amenities: free parking; refreshments.
Features: layouts include *Aranda de Duero* (Spanish HO) and *Colorado Bluff* (US HO). Trade.
Contact: www.scoutrail.org.uk
scoutrailkidlington@gmail.com

Saturday 9 & Sunday 10 January
PRATTS BOTTOM, Orpington, Kent
Organiser: Orpington & District MRS.
Venue: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, BR6 7PQ. Off A21 south of Orpington. M25, J4, A21 1 mile. Signposted. Bus route R5/R10 – no Sunday service.
Open: 1000 - 1700 both days.
Admission: adults £3.50, children £1.50.
Amenities: car park; disabled access (except stage); refreshments.
Features: British and continental layouts from N to O-16.5. Loco clinic, club shop, trade.
Contact: 0773 3461 477
odmrsinfo@btinternet.com
www.orpingtonmodelrail.org.uk

Sunday 10 January
WESTON SUPER MARE
Organiser: Keith & Joyce Price.
Venue: The Campus (behind Morrisons), Highlands Lane, Locking Castle, Weston Super Mare, BS24 7DX.
Open: 1000 - 1630
Admission: adults £6.50, concessions £6.00, children £2.00, family £15.00. Early bird entry from 0930 £1.00 extra. Proceeds to Weston Hospicecare.
Amenities: free parking at nearby shops, low cost parking at south side of Worle railway station; disabled friendly; light refreshments.
Features: 25+ layouts. Trade.
Contact: Keith Price 01934 425075
www.westonsupermaretrainshow.com

Friday 15 - Sunday 17 January
ALEXANDRA PALACE, London
London Model Engineering Exhibition
Organiser: Meridienne Exhibitions.
Venue: Great Hall, Alexandra Palace.
Open: 1000 - 1700 Friday
1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £11.00 (£9.50 on line in advance), seniors/students £10.00 (£8.50), children (5-14) £4.00 (£3.00).
Features: from traditional model engineering, steam locomotives and traction engines, through to modern gadgets, plus trucks, boats, aircraft, and robots. Clubs and societies, trade.
Contact:
www.londonmodelengineering.co.uk

Saturday 16 January
GUILDFORD, Surrey
Organiser:
Astolat Model Railway Circle.
Venue: Guildford County School, Farnham Road, Guildford, Surrey, GU2 4LU. Close to Guildford station.
Open: 1000 - 1700
Admission: adults £6.00, children (10- 16) £3.00, families (2+1 or more) £12.00.
Amenities: see website for details of parking; light refreshments.
Features: 19+ layouts including *Kanjiyama* (Japanese N, CM November 2014) and *Red Hook Bay* (US HO, CM November 2014 and American Special). Test track, club secondhand stall, societies, trade.
Contact: David Wilde 01483 722098
www.astolatmrc.co.uk

Saturday 16 & Sunday 17 January
ST.ALBANS
Organiser: Chiltern MRA.
Venue: The Alban Arena, Civic Centre, St.Peter's Street, St.Albans, AL1 3LD. Free regular vintage bus service will run between the venue and both St.Albans railway stations.
Open: 1000 - 1730 Saturday
1000 - 1630 Sunday
Admission: adults £8.00 including 2 children (5-16s). Additional or unaccompanied children £4.00. Free for those with critically impaired mobility.
Amenities: exhibition on several levels, only one without stairs. Periscopes available. Refreshments, licensed bar.
Features: over 20 layouts, including *B.A.Bodil* (Swiss, see CM September 2011, coming from The Netherlands), *Villefranche-la-Chapelle* (French HO), *Amber* (New Zealand Sn3.5), *Chelma Canyon* (US On30, in this issue), and *Yellow Ridge Mine* (Gn15). Demonstrations, societies, secondhand stand, trade.
Contact: 01438 715580
exhibition@cmra.org.uk
01727 844488 (box office)
www.cmra.org.uk

Sunday 17 January
LENHAM, Kent
Organiser: The SNCF Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT. The venue is just off the old A20. Nearest station is Lenham.
Open: 1000 - 1700.
Admission: adults £4.00, children £1.50.
Amenities: car park; disabled access (not to stage); refreshments.
Features: French layouts in Z, N, and HO, including *Marmagne* and *Givry Chambertin*. Running track with 16.5mm and 32mm gauge circuits. Displays of photos and railway memorabilia; talks and slide presentations; society and sales stands.
Contact: www.sncfsociety.org.uk
roger.allen1@btinternet.com

Saturday 23 & Sunday 24 January
CALNE, Wiltshire
Organiser: Bentley MRG.
Venue: Calne Leisure Centre, White Horse Way, Calne, Wiltshire, SN11 0SP.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £4.50, children £3.00, group (2+3) £12.00.
Amenities: large free car park; large ground floor hall with easy access for wheelchair users; cafeteria and restaurant.
Features: 15 layouts, including *Depot des Camions* (Swiss N). Trade.
Contact: 01249 657283 (organiser)
calneshow@railnet.freeserve.co.uk
www.calnemrs.org.uk

Saturday 23 & Sunday 24 January
CANTERBURY
Organiser: City of Canterbury MRS.
Venue: St.Anselm's School, Old Dover Road, Canterbury, Kent, CT1 3EN. Stagecoach buses 12, 15, 16, 17, 89.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £5.00, seniors £4.00, children £3.00, family (2+2) £13.00.
Amenities: free parking on site and on roads nearby, Dover Road Park & Ride next door; disabled access to both halls; hot and cold refreshments.
Features: 15 layouts, including *Red Hook Bay* (US HO, CM November 2014 and American Special), *Eperon d'Or* (Belgian HO, coming from Belgium), and *Pempoul* (French 1:50, CM April 2008, etc.). Demonstrations, club sales, trade.
Contact: www.ccmrs.co.uk
Jeremy Kennett 01227 738789
(eves only)

Saturday 30 & Sunday 31 January
LONGFIELD, Kent
Organiser: Erith MRS.
Venue: Longfield Academy, Main Road (B260), Longfield, Kent, DA3 7PH. Nearest station is Longfield, 10 minute walk. Local bus routes: 423, 433, 424, 474, 475, and 489.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £7.00, concessions £6.00, children £3.00, family (2+3) £18.00, under 5s free.
Amenities: 300 free parking spaces; fully accessible; refreshments.
Features: 35 layouts, including *Wolpertinger Hauptbahnhof* (German N), *California Coast* (US Z, CM April 2006), *Galatia KS* (US HO), and *Red Hook Bay* (US HO, CM November 2014 and American Special). Demonstrations, societies, members sales, trade.
Contact: erithmrs@gmail.com
www.erithmrs.ukmodelshops.co.uk
Paul Plummer 07736 560956

Saturday 30 & Sunday 31 January
PONTEFRACT, West Yorkshire
Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: New College, Park Lane, Pontefract, WF8 4QR. By the racecourse; follow the yellow signs from M62, J32, or other major roads.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £5.00, accompanied children under 16 free.
Amenities: car parking on site and at Pontefract Park; access for disabled visitors; refreshments.
Features: 20 layouts including *Furka Oberalp* (Swiss HOm), *Millers Crossing* (US HO), and *Woodsville* (US HO). Demonstrations, trade.
Contact: 07964 379155
www.nprms.org

Sunday 31 January
TEYNHAM, Kent
Organiser:
G Scale Society, Kent Group.
Venue: Teynham Village Hall, Belle Friday Close, Teynham, Sittingbourne, Kent, ME9 9TU. 400m from A2. Nearest station – Teynham.
Open: 1100 - 1600
Admission: adults £2.50, children £1.00.
Amenities: car park; disabled access; light refreshments.
Features: large scale 32mm and 45mm gauge layouts, including *Katzbahn*. Live steam, DCC corner, secondhand sales, trade.
Contact: www.gscalekent.co.uk



Top at ExpoNG

Winners of the David Lloyd memorial trophy (effectively 'best in show') at Expo Narrow Gauge this year were the Escadrille St.Michel with *Le canal de Remainoul à Tournet* (see CM October 2015). The successful team are (left to right): Didier Mozer, Michel Valladeau, Jacques Royan, and Bernard Daillan.

ARG in Vienna

The Austrian Railways Group was represented at the Vienna train show in October. The photo below shows (left to right) chairman Mike Upton, member Friso Dijstelbergen, and secretary Robert Day. The show was a great success for the group with a great deal of interest shown; the sweets all went!



Model Rail Scotland – advance notice

Model Rail Scotland will this year take place on Friday 26th, Saturday 27th, and Sunday 28th February, once again at the Scottish Exhibition and Conference Centre in Glasgow (postcode G3 8YW).

The event, which is being supported by Peco Publications, will bring together more than forty layouts in a variety of scales and gauges, including several representing overseas prototypes. Among them will be *Worthersee* (German N), *Smierweida* (German TT), *Obervaz* (Swiss HOm), *RhB Journey* (Swiss G), *Whispering Hollow* (US HO), *Codgers Pass* (US HO), *Humber Yard* (Canada HO), *West Pickering* (Canada HO), *Grizzly Woods Railroad* (US On30), and *Purgatory Peak* (US On30, CM November 2011).

Admission prices are: adults £12.00, children £6.00, and families (2+2) £27.00. There is no charge for children under five. Weekend tickets are not available.

Advance tickets are available at a discount, and also allow access 30 minutes early; they are priced at £11.00, £5.00, and £26.00 respectively and can be obtained by sending a cheque or postal order (payable to 'AMRSS') with a stamped, self-addressed envelope to **AMRSS, P.O.Box 9117, Shotts, ML7 9AF.**

Advance tickets can also be purchased via the website using PayPal.
www.modelrail-scotland.co.uk

Advance notice – Australia

Saturday 5 & Sunday 6 March
FORESTVILLE, Sydney
Organiser: North Shore Railway Modellers Association Inc.
Venue: Forestville Memorial Halls, corner of Warringah Road and Starkey Street, Forestville, New South Wales 2087, Australia.
Open: 0900 - 1700 Saturday
0900 - 1600 Sunday
Admission: adults A$12.00, children A$6.00, concessions A$8.00, family A$28.00.
Features: layouts including *Dungog* (HO). Society stands, trade.
Contact: www.nsrma.com.au

CM binding arrangements

Readers who wish to have their issues of CONTINENTAL MODELLER from 2015 stitched and bound into a durable case, complete with index, should make their orders before Monday 15th February 2016.

Binding without covers and advertisement sections costs £41.25 + £8.25 VAT; with covers and advertisements the price is £46.25 + £9.25 VAT. Please remove all unwanted pages before sending the volume to the CM office.

Coming next month

out 21st January



- **Whittier**
  Myles Munsey describes his new Alaska Railroad project, a long and scenic HO switching layout set on the coast in the south of the state.
- **Eexterhalte**
  Theo Maris and Fokko Feenstra present a layout in HO based on a distinctive little rural station on a line in the north of The Netherlands which is not well known.
- **Roussennac**
  Noel Dollimore pursues his interest in micro layouts to a new minimal level, modelling French metre gauge in Zm – 1:220 on 3mm (T) gauge track.
- **Hong Kong tram**
  As an aside from his American narrow gauge layout, Graham Ray scratchbuilt a colourful tram in 4mm scale.
- **Lateral thinking**
  As a part of the process of designing a new layout, Michael Watts considers extending the use of traversers to streamline operation at exhibitions.

... and much more!

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IN THE CM CUP PRIZE DRAW



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SIMPLY CHOOSE YOUR 3 FAVOURITE ARTICLES

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All articles are eligible, but to help you recall your favourites, we have illustrated below all the RAILWAYS OF THE MONTH from 2015.

LIJN 11



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RUEUN



FEBRUARY

ANTWERPEN



MARCH

WOLZERDANGE



APRIL

BASTOGNE



MAY

BOOTLEGGER



JUNE

BOUILLIÈRE



JULY

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*or enter on line via our website – **www.pecopublications.co.uk***

CLOSING DATE for the prize draw is 31st January 2016.
The draw for all prizes will be made from all entries received.
Winners will be announced in the April issue of CONTINENTAL MODELLER.
The author of the article with the most votes will win the CM Cup for 2015.

CM CUP COMPETITION 2015 ENTRY FORM

Articles in order of preference *Month*

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When you have completed your entry, send it to:
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e-mail: cm-editor@btconnect.com

Please indicate your age range: ☐ *under 30* ☐ *31–50* ☐ *51–70* ☐ *over 70*

Rules

1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2015 by selecting in order of preference their three favourite articles published in CONTINENTAL MODELLER during 2015.
2. All entries received will be entered into the prize draw. Winners will be notified by post or e-mail.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the CM Cup for 2015.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

**Based on current retail value of products from Peco, Ratio, Wills, K&M, and Modelscene ranges.*

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CONTINENTAL MODELLER Classified Advertisements

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

Replies to box numbers should be sent to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

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

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

WHEELS OF STEEL – CENTRAL LONDON, SHELVES OF PREOWNED MODEL TRAINS. Tuesday, Wednesday, Thursday, Friday 11.30-17.45. *Gray's Antique Market, Unit G12, 1-7 Davies Mews, London W1.* I BUY ALL MODEL TRAINS. *Telephone JEFF: 07583 175 774 or 01304 449 517.*

Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Price for UK Residents £3 per issue, Europe £9.50, per issue and rest of the World £12.50 per issue, prices include postage.

Wanted (Trade)

This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British and American N and OO/HO scales plus Continental HO model railway equipment. British and American O-scale also considered along with interesting items of railwayana. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

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Fairs, Sales and Swapmeets

January 2016

3 January (Sun) 10.30-3pm
STOCKTON ON TEES, THORNABY ACADEMY – NEW FAIR FOR TEESIDE Baysdale Road, Thornaby TS17 9DB (3 minutes off A19 on A174). Adults £3, Children/Seniors £2, Early Bird £5. BUY*SELL*SWAP* trains, model cars, buses and lorries, toy soldiers, sci-fi, lego etc, in the large modern Thornaby Academy. JIM CORR.
Tel: 07504035955, Email jim_corr73@hotmail.co.uk

26 January (Tues) 6.30pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

31 January (Sun) 10.30am-3.30pm
KEMPTON PARK TOY & TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of model railways, toys, scale models and collectables. Adults £4, Concessions £3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors. RM TOYS LTD.
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Private

Private Sales

EUROPEAN N GAUGE COLLECTION FOR SALE – NEW OR AS NEW CONDITION. Fleischmann, Minitrix, including starter sets. Locos, coaches, wagons, track, Noch layout boards etc. *Email for list: harrygleed2011@btinternet.com*

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NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratchbuilt. *Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne. BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com*

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for March 2016 issue is 7th January 2016

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

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

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

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

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.
Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.
Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).
Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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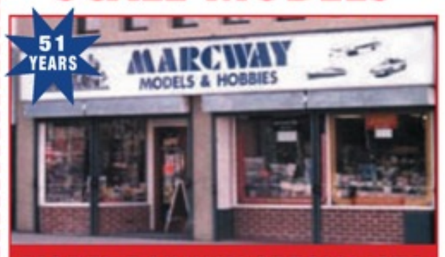
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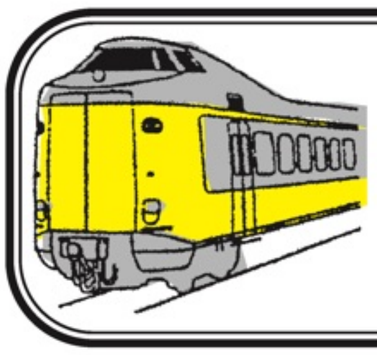

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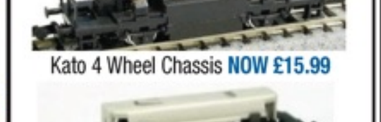
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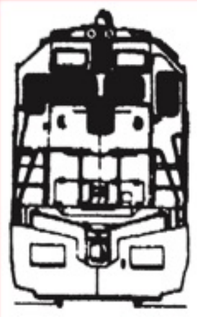
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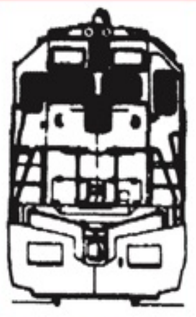
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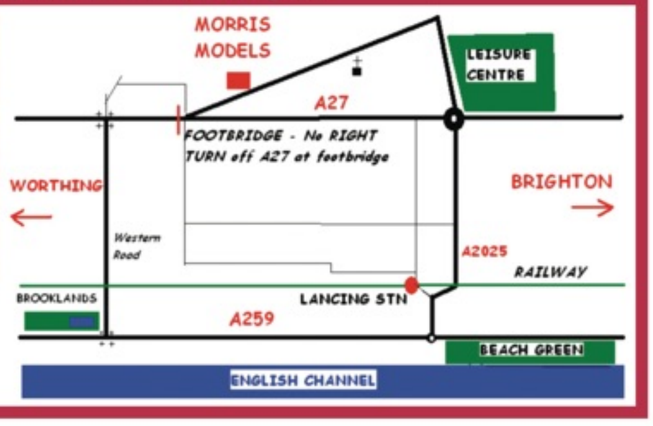
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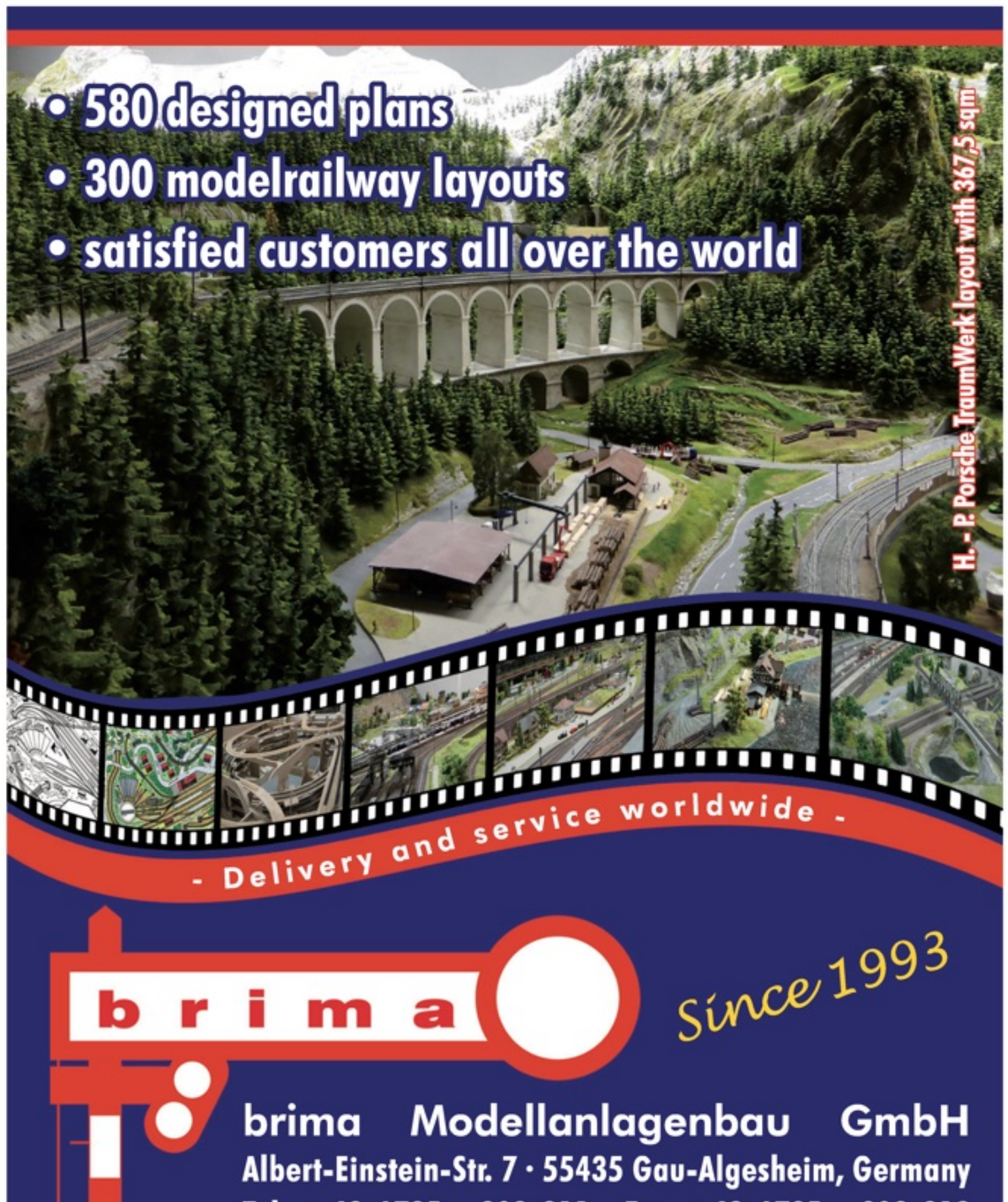


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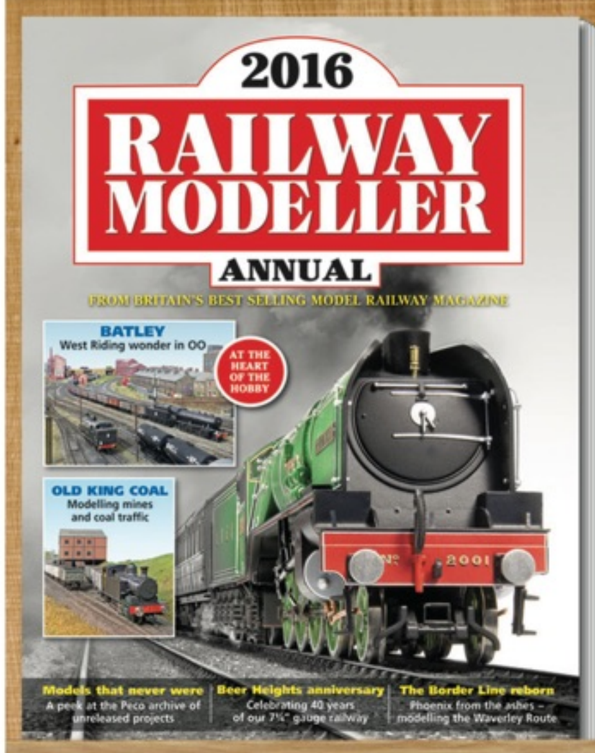
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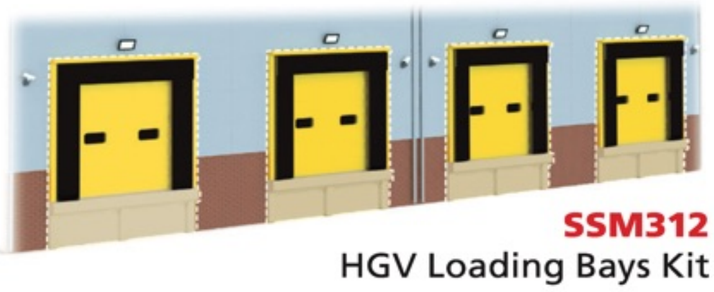
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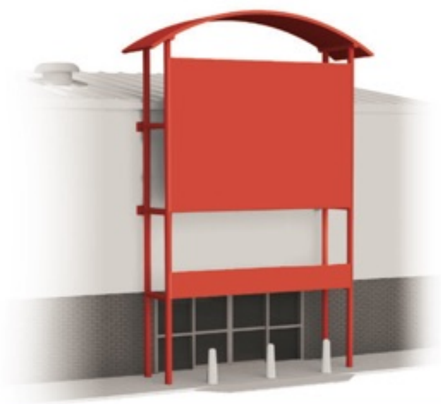
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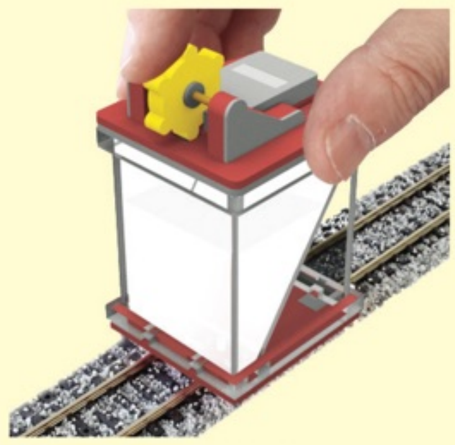
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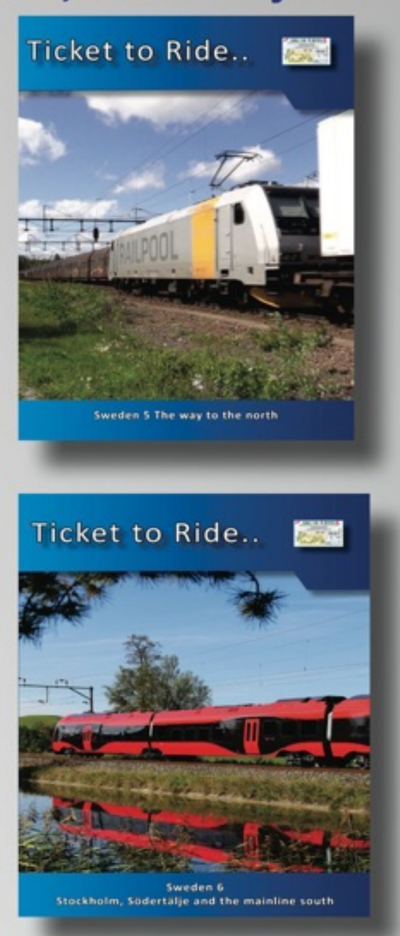
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11023 DB 2nd/Couchette, t/b £28.00
11291 DB Autozug T25 epV, red/grey £25.00
11505 DB Beer van Bitburger Pils, white epIII £12.00
11504 DB Beer van Caspary Brau Trier, white epIII £12.00
11503 DB Beer van Mainzer Aktien, white, epIII £12.00
11050 DB Bpm City Night Line, blue £35.00
3003-1+2 DB Cargo Hbs twin van set, red £30.00
30003-3+4 DB Cargo Hbs twin van set, red £30.00
11504 DB Caspary brau van with brake cab, white £16.00
11050 City Night Line 2 coach set, blue £65.00
11051 City Night Line 2 coach set, blue £65.00
11052 City Night Line 2 coach set, blue £65.00
11052-2 City Night Line WRm 601-8, blue, passengers £38.00
Special Ed City Night Line 3 coach set, blue £100.00
11051 DB City Night Line, WLABm sleeper, blue, D Deck £35.00
11054 DB City Night Line, WLABm sleeper, blue, D Deck £35.00 (3)
11016 DB T25 TEN sleeper, maroon, epIV £28.00
11013 DB TEN T2S sleeper, red, epIV £25.00
11058 DB WLABM 004-0, D Deck, grey/red £28.00
30007-1/2/3 DB Zement bogie tanker x 3, green £45.00
11057 DBAG 2nd Bpm 511-8, red/grey £35.00
11077 DBAG Bogie car transporter, green, epIV £30.00
30003-5+6 DBAG His twin van set, silver/red £30.00
11014 DBAG T25 TEN sleeper, blue, epV £25.00 (2)
11015 DBAG T25 TEN sleeper, blue, epV £28.00
11914 D-FRS FFB bogie silo, silver £25.00 (2)
DSB 2nd/Drivers, maroon/Nurnberg 2003/Heris £42.00
16039 FS 2nd Liegewagen, grey, epIV £30.00
16504/302.4 FS St Gobain Bogie Glass carry wagon £30.00
16002/203 FS T25 sleeper, blue £30.00
16013/203 FS TEN sleeper, blue £28.00 (2)
16014 FS Sleeper Trenp Notte Excelsior, green/blue/white stripes.. £38.00 (2)
16009/204.3 FS UIC-X 2nd, maroon/grey £30.00
16006/205.2 FS UIC-X 2nd, maroon/grey £30.00 (2)
12136 NS 2nd USI Y28 maroon/whiote stripe £28.00 (2)
12098 NS Couchette BCM, blue £30.00
13127-1 OBB 2nd Wiesel City Shuttle, grey/red, D Deck £30.00
13127-2 OBB 2nd Wiesel City Shuttle, grey/red, D Deck £30.00
13025 SBB 2nd Bpm two tone grey/white stripe £32.00
13007 SBB T25 sleeper, blue £25.00
13007 SBB TS2 sleeper, blue/moon + stars £35.00
12005 SNCB 2nd, grey/blue/red doors, Eurofima (Diff #s) £32.00 (3)
12041 SNCB 1st, grey/blue/red doors, Eurofima (Diff #s) £32.00
12044 SNCB 2nd, two tone grey/red doors £32.00 (2)
12046 SNCB 2nd, two tone grey/red doors (diff #s) £32.00 (3)
12095 SNCB P type car INOX, silver/blue £35.00
11928 SNCF CAROLA van, cream/graphics (Le Tran Special) £15.00
15041 SNCF STEF Refrig van, white, epIII £16.00
15042 SNCF MILLE Refrig van, white, epIII £16.00 (3)

LILIPUT

L103000 0-6-0T Fireless, green/red £55.00
L133980 Cantus Flirt 428 553, blue/silver/yellow £188.00
10103 DB 01 1097, 4-6-2 ..... £95.00
10502 DB 05 003, 4-6-2 ..... £80.00
1802 DB 18 451, 4-6-2 ..... £90.00
4203 DB 42 1893, 2-10-0 with tub tender £75.00
L106201 DB 62 002, 4-6-4T £80.00
L133543 DB ET1101 Munchner Kindl, maroon, epIII £75.00
L132003 DB Railion Logistics 225 032-0, red epV ..... *New* £115.00
L131006 DR 751022, 2-6-2T, epIII £80.00
L131372 DRG Br92 202, 0-8-0T, epII, digital (Lok Pilot) ..... *New* £95.00 (2)
L102901 Henschel 0-4-0T, Fireless, green ..... *New* £62.00
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/grey-cream £78.00
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/ grey-cream ..... *New* £80.00
L112418 NS Cargo Mak diesel,Cargo, red £55.00 (2)
L104408 NS Werkslok #46, yellow £48.00
L132471 OBB 2060 090-4 diesel, orange £45.00
L136500 Panzer Armoured Train, epII, green, motorised ..... *New* £55.00 (2)
L102901 ZuckerFabrik 0-4-0T Fireless, green ..... *New* £60.00
L388996 BLS 1st/baggage NINA, silver/blue/green £22.00
27951 Bodensee Toggenburg 4wh gondola end coach, red £12.00
27951 BT 4wh Gondola ends, blue £12.00
L384601 DB 1st Recess door, epIIIb, green £15.00
L384801 DB 1st/2nd Recess door, epIIIb, green £15.00
L328501 DB 2nd EILZUG, recess door, green epIV £16.00 (2)
L384701 DB 2nd Recess door, epIIIb, green £15.00
L334030 DB 2nd, B-21 21005 MZ long 4wh green £18.00
L334039 DB 3rd Cd-21 44537MZ long 4wh, green, rear llight £24.00
L334033 DB 3rd, C-21 43314MZ Long 4wh, green £18.00 (2)
L351011 DB 4 x Langenschwalbacher Coach set, epIII, green.. *New* £55.00 (4)
L334403 DB 4wh PW3 baggage, green, epIII £15.00
L385301 DB Autotransport Coach, green, epIII ..... *New* £18.00 (4)
L384901 DB Baggage Recess door, epIIIb, green £15.00
L383911 DB Baggage, streamline, blue, epIIIa £16.00
L382701 DB Diner, maroon, epIII £15.00 (2)
L350061 DB fast train coach set x 3 recess door, green, epIII .. *New* £50.00
L350071 DB fast train coach set x 3 recess door, green, epIII .. *New* £50.00
L351011 DB Langebschwalbacher x 4 coach set, green, epIII £50.00
L334403 DB Pw3 6wh baggage, green £20.00
L385111 DB Salonwagen of the Bundeskanzlers, epIV, green £16.00
L383811 DBAG Works Bogie coach, red, skirts ..... *New* £15.00 (4)
L381502 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-402.. *New* £15.00 (4)
L381702 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-403.. *New* £15.00 (3)
L381602 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-406.. *New* £15.00 (3)
L381802 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-407.. *New* £15.00 (4)
L334041 DR 2nd Bp540-364 4wh LWB, green £15.00
L334042 DR 2nd Btr 540-325 4wh LWB, green £15.00
L381502 DR 2nd Langen schwalbacher, green, epIII £15.00
L381602 DR 2nd Langen schwalbacher, green, epIII £15.00
L381702 DR 2nd Langen schwalbacher, green, epIII £15.00
L381802 DR 2nd Langen schwalbacher, green, epIII £15.00
L350022 DR Coach set x 3 recess door, green, epIV ..... *New* £50.00 (2)
L350032 DR Elizugwagen, 3 x coach set, green, epIV £40.00
L383302 DR Sleeper, maroon, epIII ..... *New* £18.00 (2)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII.. *New* £18.00 (4)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII..... £16.00 (2)
L384803 DRB 1st/2nd, Express Badische Bauart, green, epII.. *New* £18.00 (4)
L384713 DRB 3rd Badische Express, green, epII £16.00 (2)
L384703 DRB 3rd Express Badische Bauart, green, epII ..... *New* £18.00 (5)
L384703 DRB 3rd Express Badische Bauart, green, epII £16.00 (2)
L384713 DRB 3rd Express Badische Bauart, green, epII ..... *New* £18.00 (9)
L381903 DRB 3rd Langen schwalbacker, green, epIII £15.00 (2)
L384903 DRB Baggage Badische Express, green, epII £16.00
L334501 DRG Bogie 3rd C4i Dresden, green, epII £16.00
L334502 DRG Bogie 3rd C4i Dresden, green, epII £16.00
L384603 DRG 1st/2nd Baden, green, epII ..... *New* £20.00 (3)
L384803 DRG 1st/2nd/3rd Baden, green, epII ..... *New* £20.00 (4)
L384303 DRG 3rd Gr28 express coach, green, epII £15.00
L334401 DRG 4wh PW3 bagggage, green, epII £15.00
L385203 DRG Maschinen Baggage, Reichs, green/white roof £18.00 (2)
L382802 Mitropa Sleeper, maroon, epIII ..... *New* £20.00 (2)
L383105 OBB 1st, skirts, orange/cream, epIV £12.00 (3)
L387814 SBB 1st Lightsteel, green, epV ..... *New* £18.00 (2)
L387814 SBB 1st Lightweight Museum epV, green £18.00
L388886 SBB 2nd/Drivers Swiss Express, orange/grey, epV .. *New* £35.00 (4)
L387514 SBB Diner Lightsteel, maroon, epV ..... *New* £20.00 (6)
9030(Aku) SBB Jurail Express, green/lilac £28.00
L387814 SBB Lightweight 1st, epV, green, Museum £18.00 (2)
L387514 SBB Lightweight Speisewagen, epV, maroon £18.00 (4)
L387514 SBB Diner Lightsteel, maroon, epV ..... *New* £20.00 (6)
9030(Aku) SBB Jurail Express, green/lilac £28.00
L387814 SBB Lightweight 1st, epV, green, Museum £18.00 (2)
L387514 SBB Lightweight Speisewagen, epV, maroon £18.00 (4)
L387714 SBB 2nd Lightweight, centre entrance, green £20.00 (4)
L388614 SBB Mitropa Diner EW III, purple/white, epV ..... *New* £24.00 (4)
08968104 SBB Rail-In-Club Speisewagen 'Grotto Ticinese' £35.00
L388004 SBB RIC Diner, orange, epIV/V ..... *New* £22.00 (6)
L388004 SBB Speisewagen WRM, orange £20.00 (2)
L388614 SBB Speisewagen, EW III, Mitropa, epV, ... £16.00 (6)
L388884 SBB Swiss Express Driving Trailer, orange/grey £38.00
L386314 Sudost Bahn (Swiss) Teak Bar coach (ex CIWL), brown £24.00
L224800 Baden Bilger Beer van, white £8.00
L224802 Baden Hensel Meat van, white £10.00
L224700 Baden Sinner beer van, white £10.00
L224811 BAV Lowenbrau beer van, white £10.00
L224810 BAV Spaten Beer van, white £8.00
L224881 BBO Stiegl Beer van, white, epIII £8.00
L224882 BBO Zwettler beer van, white, epIII £8.00
L235434 DB 3 axleHorse Transport van, brown, epIII £12.00
L225821 DB Bogie tanker Fire Service, yellow £12.00
L225811 DB BP Bogie tanker, green £12.00
L225831 DB DEA Bogie tanker, grey, epV ..... *New* £12.00
L235060 DB Fd-z-72 open wagon, centre tipper, brown £10.00
L231111 DB Ferrywagon stake £9.00
L225301 DB Gmrh30 covered van, brown £8.00
L225311 DB Gmrhs 30 van, brown, epIII £8.00
L224308 DB Hoogovens Bogie Hopper,silver £15.00
L222799 DB Leasing Rent A wagon, cream £7.50
L220015 DB Low Level bogie transport wagon, brown £10.00 (2)
L220011 DB Low level transport wagon x 2 ..... £14.00 (2)
L221511 DB Lowside with 3 x loco wheel set load £12.00 (3)
L235065 DB middle tipping open wagon, epIV, brown ..... *New* £10.00
L235075 DB middle tipping open with brake platform, brown, epIV ..... *New* £11.00
L235075 DB middle tipping open with brake platform, brown, epIV £8.00
L221620 DB Ommr32 wood open, brown £7.00
L220001 DB Rolling Road, brown £10.00
L220011 DB Rolling Road,with DB Artic Lorry load £15.00

MARKLIN HAMO

37675 CFL 1812 diesel, DCC fitted, yellow/maroon, sound £165.00
8310 DB 012 063-4, 4-6-2, blackened wheels £115.00
38880 DB 44.1652, 2-10-0, ex 044.534 ..... £135.00 (2)
8315 DB 52 3329, 2-10-0 with tub tender £115.00 (2)
8308 DB 85 006, 2-10-2T £95.00
8366 DB 152 034-5 rod driven electric, green £95.00
8309 NS mP3020 PTT Post EMU Railcar, red/yellow £145.00
3151 SBB Ae3/6^II, green £95.00
8356 SBB Be6/8^III Crocodile, green £115.00 (2)
3334 SNCF BB26006, orange/grey £85.00
3459 SNCB 8002, diesel shunter, green, special edition £100.00
37674 SNCB 5533 diesel, DCC fitted, yellow/green (Sound) £165.00
43809 CFL set of 3 ex Silverfish, yellow/blue £85.00
42902 DB Cargo 2 x ex coach Inormation car set, red £40.00
4279 DB Deutsche Bundespost bogie coach, two tone grey/yellow.. £18.00 (2)
4094 DSG Diner epIV, maroon £18.00
4507 DRG 4wh baggage with brake hut, green £12.00
42651 NS 2nd/Bicycle, blue/yellow £20.00
43217 OBB 1st/2nd, skirts, green, epIII £20.00
4125 SBB Buffet Suisse, purple/grey/white £25.00 (5)
4146 SBB bogie baggage, F40, old time, epII/epIII, green £25.00
4244 SNCF 1st, Rivets, green £20.00 (2)
4245 SNCF 2nd, Rivets, green £20.00 (4)
46290 BAV Spirits 3 x wagon set £50.00
48260 DB 3 x Silo wagon, grey, Rudolph Rohrbach, epIII £16.00
4631 DB 4wh hopper, brown £12.00
46902 DB Bogie EAOS open, blue with wood chip load £18.00
4690 DB Bogie Eaos open, brown £10.00 (8)
48038 DB Bogie Viessmann Van (Long), orange £18.00
47705 DB Cargo lowside with 2 x DHL swap body, yellow/red £24.00
46123 DB Double 4wh car transporters, no cars £24.00
4754 DB Esso bogie tanker, grey £20.00
4757 DB EVA Bogie tank wagon, silver £18.00 (2)
48261 DB Fewa 3 silo wagon, blue £18.00
48941 DB Flat with 3 x Eku Cont (Double set) £28.00
46328-02 DB Herforder Pils bogie hopper, cream/blue £18.00
4890 DB Kaiser Freidrich Quelle van with brake hut, yellow £12.00
OO751-20 DB Lowenbrau 3 x tank cont wagon £15.00
OO751-24 DB Lowenbrau 3 x tank cont wagon £15.00
4771 DB Modern Long bogie stake wagon, brown £20.00
4872 DB Moka 4wh tanker, silver, epII £10.00
4848 DB Primagas bogie tanker, white/orange stripe £20.00
46191 DB slideroof wagon, brown/silver roof £12.00
4460 DB Taes bogie van, brown £10.00
4726 DB Tams Bogie covered open, brown £12.00 (6)
46581 DB Tiwn silo wagon, silver, epII £12.00
48945 DB Twin Haus Zu haus 3 cont wagons £22.00
46613 DB twin silo wagon, Clubmast, grey £15.00
4661 DB Twin silo wagon, grey £15.00 (3)
46615 DB Twin Silo wagon, Sudzucher, grey £15.00
46516 DB VTG Bogie tanker, grey, epIII £15.00
4423 DB Wooden Lowside £4.50
48501 DBAG 4wh flat with 2 x Alno cont, white £18.00
46618 DBAG Akw twin silo wagon, light grey £15.00
48012 DBAG Hibblns bogie high capacity van, red £18.00 (6)
4876 DRG Banana Transport set, 2 x van + lorry £38.00
46841 DRG flat with Betu van lload £22.00
46150 DSB Nielson Meat van, 6wh, white £18.00
4854 EVA 3 x 4wh tanker set, grey, 2 rail wheels £38.00
4733 FS Rapelli van, white £15.00 (2)
48605 Intermodell Bau 2005 DB beer van with brake hut, cream .. £12.00 (2)
47447 Marklin 2003 Hupac with Marklin Artic Trailer £30.00
31974 Marklin van, black £12.00
48545 NS set of 3 x 4wh tankers, yellow £0.00
46751 OLEX wagon set £50.00
47078-X SBB Cargo Flat car with Cargo Conts £35.00
47070-0x SBB Cargo Hupac + 2 x Crossrail Swapbody (2 diff #s) £35.00 (2)
47078 SBB Cargo Sgnns Bogie flat with 3 x Innofreight Cont £35.00 (2)
4735-902 SBB Hbils van, Denner, red/white £15.00 (2)
SBB Hbils van, Fontessa Elm, blue/graphic £15.00
4735-925 SBB Hbils van, Wie fahrt man gut, green £15.00
84735-21 SBB Hbis van EPA, white £15.00
84735-20 SBB Hbis van Schindler, white £15.00
4835 SBB Hbis van, Maggi, yellow/red £15.00
4735-911 SBB Hbis van, Sihl, white £15.00
47404 SBB Hupac Rolling Road wagon, grey £20.00 (3)
4796 SBB Hupac Rolling Road x 2 wagon set, grey £38.00 (2)
47456-02 SBB Hupac with 2 x Fey Swap Body £35.00
47453-02 SBB Hupac with 2 x Hangartner Swap Body £35.00
47456-03 SBB Hupac with 2 x Welti-Furrer Cont £35.00
47449/2 SBB Hupac with Capital Cont £24.00
4759 SBB Twin silo, yellow £12.00
46617 Set of 3 x Grain Silo wagons £48.00
4786 SNCB 4 wagon set, open, van, hopper, twin silo £45.00
46342-05 SNCB Amylum hopper, grey £20.00
47446 SNCB TRW Hupac with Possoz Artic trailer £35.00
46323 SNCF 3 x Millet bogie Grain hopper set, white/cream £70.00
4869 SNCF 6 axle heavy bogie flat, brown £15.00
46329 SNCF Granit x 3 set of bogie grain hoppers £65.00
442400108 SNCF Lowside, brown, epIII £10.00
46325 SNCF Nescafe bogie hopper, black £18.00
46326 SNCF Sanders x 3 set of 3 bogie grain hoppers £65.00
48441 SNCF Sollac bogie hopper, grey £20.00 (3)
46341 SNCF Soufflet x 3 set of bogie grain hoppers £65.00
46942 SNCF stake wagon with SBB load £15.00
48449 SNCF x 2 bogie ore cars, grey £42.00
4514 WLE 4 x Uc twin silo wagons, red £50.00
4510 Wurt 5 wagon set £60.00
4782 Wurt Esslinger Beer van with brake hut £10.00

RIVAROSSI (SH)

1356-1 BAV DII 0-6-0T, green £60.00
1360 DB 72 122, 2-6-4T £80.00
1358 DB 89 638, 0-6-0T, epIII £55.00
HR2044 DB 89 664, 0-6-0T £90.00
1382 DB Br10 002, streamline, 4-6-2 ..... £95.00
HR2048 DB Br641 diesel railcar, red/grey £135.00 (2)
HR2266 DB Diesel railcar 627 005-2, Bwkarlsrue, red. epV £120.00
HR2048 DBAG 641 Railcar, red £118.00
1365 DR 18 470, 4-6-2 ..... £65.00
HR2029 DRG Br18 534, 4-6-2 ..... £145.00
5204 DRG Br18 538, grey #56/700 made £175.00
HR2038 FS Breuer shunter 0-4-0, green #0319 ..... £55.00
1750 FS D245 2018 0-6-0 diesel, green/yellow stripes £65.00
1434 FS E402 161, grey/green £115.00
HR2011 FS E402A, XMPR livery (Decoder fitted) £155.00
HR2263 FS E424, grey/orange (DCC fitted) £125.00
HR2175 FS E428 1st series, brown £168.00
HR2349 FS E428.184, brown, digital sound £195.00
HR2268 FS 428 Series 1, brown £145.00
HR2272 FS E428 series I, grey/brown £168.00
HR2000 FS E4444R, orange/grey (Decoder fitted) £145.00
HR2190 FS E444R-081 ESCI livery (Decoder fitted) £145.00
R1436 FS E645 035 ..... £125.00
1411 FS E652 006, blue/grey £115.00
R1492 FS E656.581 XMPR livery £125.00
HR4153 FS Le601 021 + Le481 004 twin trailer set, original livery £98.00
HR2209 NS MAT46 2 unit EMU, green (DCC fitted), passengers £155.00
HR2056 OBB 5047 Railcar, blue/grey/red £168.00
1658 SBB Ee3/3iv #934 558-8, red (DCC) £95.00
RT300006 SNCF BB667210, INFRA Structure, orange/silver/grey £95.00
1600 SNCF cc7131 electric, two tone green £110.00
2520 FS bogie Baggage, purple/grey £12.00 (3)
2573 FS TEN sleeper, blue £12.00
3600 FS 2nd TpX, maroon/grey stripes £30.00 (2)
HR4002 FS 2nd LWB 4wh, grey £25.00
HR4006 FS 1st UICZ XMPR, green/grey £28.00 (2)
HR4016 FS 3 x MU sleeper set, blue £105.00
HR4017 FS 2nd/Drivers, green/grey (XmPR) £50.00
HR4018 FS 1st, green/grey (XmPR) £25.00
HR4019 FS 2nd, green/grey (XmPR) £25.00
HR4119 FS 1st UIC X, maroon/grey £30.00 (2)
HR4120 FS 2nd UIC X, maroon/grey £30.00 (3)
HR4121 FS 2nd UIC X, maroon/grey £30.00 (3)
HR4143 FS 2nd, Corbellini, centre entrance, grey £24.00
HR4187.1 FS 1st UIC-X, grey £25.00
HR4187.2 FS 2nd UIC-X, grey £25.00
3565 RENFE BB 1-1102 ex CIWL, green £25.00
3594 SBB Mu sleeper, blue £30.00
HR6081 DB 2 x Hbis slidewall van, black/brown £30.00 (2)
HR6087 DB 2 x EAOS bogie open wagon, weathered brown £26.00
HR6106 DB BASF bogie tanker, silver £22.00 (2)
2441 DB EKU Beer van, white £10.00
2439 DB Gold Ochsen beer van, white £10.00
HR6082 DB Hbis299, Ford, 2 piece van set, brown £30.00
2400 DB Rs Bogie stake wagon with 3 x cont wagon £20.00
HR6109 DB Tadgs 959 Rexwal, long closed bogie hopper £24.00
HR6085 DBAG x 2 bogie flat with 40' cont, DHL + Maersk £38.00
RT700010 FS 2 x UCS twin silo wagon £28.00
HR6096 FS Bogie Interfrigo LWB van, white £15.00
2123 FS long Bogie stake, ... £20.00 (2)
2124 FS bogie stake, Carro Pinale £18.00
HR6099 FS pair of Monfer Bogie hoppers, one blue/one grey £45.00
HR6093 FS Rgs Long Bogie stake with 3 x 20' cont £22.00
HR6095 FS Ros long bogie canvas cover wagon, ... £18.00
HR6001 FS Tadgs long Bogie closed hopper, brown £18.00 (3)
HR6122 NS 2 x Stake wagon with Bell, P+O, NedLloyd cont £35.00
HR6205 OBB Bahn Express van, blue £15.00
HR6039 SBB Bogie stake with pipe load £20.00
R2195 SNCF + CFL Gs Pair vans £25.00
HR6174 Transfesa Blue Train (Tunnel) Cont wagon, ford £22.00 (5)

ROCO

43644.1 (SWISS) Vanoli ex V100 diesel, yellow Airolo £60.00
61425 BLS Ae4/4 Passenger Train Pack £275.00
72644 BLS Ae6/8 #205, brown £145.00
63880 BLS Ae8/8 #274, brown £220.00
63595 Connex 185 515-4, blue, digital £95.00
63641 DB 111 038-6, red (DCC-Lenz) £85.00
43384 DB 151 165-8, t/b, digital £68.00
62247 DB 50 1356, 2-10-0 (Digital sound) £195.00
43741 DBAG 101 083-6, red £85.00
63801 DBAG 101 141-0 ELB 2000, black/yellow graphics £95.00
63801 DBAG 101 141-0 Konzerns Lcherheit, (DCC Lenz) £135.00
43619 DBAG 103 231-7, red £85.00
63700 DBAG 110 320-9, red (DCC-Lenz) £85.00
62404 DBAG 111 062-6, red £70.00
63663 DBA

CONTIKITS

STRICTLY MAIL ORDER

Continued from the previous page

47131 SNCB Cargo Nord Waggon, silver £20.00
46960 SNCB DSM Chemielinz bogie tanker, white/orange stripe £22.00
46723 SNCB Rexwal 4wh closed hopper, brown £12.00
46724 SNCB Rexwal 4wh closed hopper, grey £12.00
67226 SNCB VTG Bogie tanker, light grey £20.00
67227 SNCB VTG Bogie tanker, light grey £20.00
43655 SNCF Bogie tanker L'Air Liquide, blue/white/weathered £15.00
47098 SNCF Flat with 2 x Intercontainer £16.00
47098 SNCF Flat with 2 x Interfrigo Container £14.00
46322 SNCF Flat with CNC cont £12.00
47097 SNCF Flat with CNC cont £12.00
46924 SNCF High Capacity van, silver/brown £16.00
46368 SNCF Hupac (SEGI) with Guyon Artic trailer £25.00
56230 SNCF Lw van, brown £8.00 (2)
44311D SNCF SEGI Hupac with Novatrans Artic trailer £25.00
46368 SNCF SEGI Hupac with Rouch Cont, red £25.00
47833 TLG 4wh gravel hopper, brown £15.00

TRIX

22184 BAV BVI, 2-4-0, green Orlando Di Lasso (DCC) £325.00
22185 BAV BVI, 2-4-0, green Sauerlach (DCC) £325.00
22137-01 DB 03 1014, 4-6-2 ..... £135.00
22705 DB 10.001, 4-6-2, Profi Club Special (As New) £235.00 (2)
22032 DB 112 310-8 TEE, red/cream DCC/SX sound £245.00
22201 DB 290 083-5, t/b £95.00
22393 DB 39 083, 2-8-2, digital sound £295.00
22509 DB 92 739, 0-8-0 ..... £95.00
22565 DB 98 494 0-6-2T £125.00
22558 DB Cargo 152 002-2, red £125.00
22208 DB Cargo 290 022-3, red £95.00
22543 DB CARGO Cargo Sprinter set £145.00
22031 DB E10 1266, Rheingold, blue/cream, digital sound, soft drive £228.00
22120 DB ks Kof shunter, maroon £75.00
22153 DB V140001, 2-6-2, maroon, epIII £185.00
22712 DB V200 50, maroon £110.00
22761 DBAG 185 099-9, red £115.00
22139 DBAG 323 541-3, Kof, red (DCC/SX) £110.00
22070 DBAG Cargo 232 391-3, red £85.00
22560 DBAG ICE 3, 3 unit set £195.00
22632 DBAG Railion 185 258-1, red (DCC Fitted) £135.00
22514 DRG 44 039, 2-10-0 grey (digital) £175.00
22146 DRG 897422, 0-6-0T £95.00
22730 DRG E04 20, electric, green £115.00
22719 DRG E36 01, electric, green £115.00
22709 DRG E69 02, 0-4-0 electric, green £80.00
22540 DRG E91 99 artic electric, lined green £135.00
24320 DRG Steam Powered Rotary Snow Plough, sound £295.00
22572 Gkm Fireless 0-8-0T, green £115.00
21217 Henkel set 0-8-0T Fireless + 2 x Persil silo wagon £145.00
22074 Hoyer Railserv 185-cl 004, blue/silver (Digital) £75.00
22138 Kof II Works loco, blue (DCC) ..... *New* £95.00
22122 Kof, green, Ruben Kampagne, DCC ..... *New* £115.00
22018 KPEV T3 0-6-0T, green £115.00
21332 Leonard Weiss Kof + 2 x wagon with bulldozer loads (DC and DCC) £105.00
22722 NS/Railion Mak diesel #6503, grey/yellow/red/weathered £110.00
22600 OBB 1012 002, red/grey DCC £120.00
22601 OBB 1012 003, red/grey, DCC £120.00
22683 OBB 1018.03, orange, digital sound £228.00
22856 OBB 674 498, 2-6-0T £110.00
22911 Porsche 182 004-2, silver DCC sound £175.00
22765 RAG Re482 003-1, blue/red (DCC fitted) (CONRAD) £125.00
22739 Railion Mak diesel #6494, red/weathered £110.00
22339 SBB Ae8/14, light green (DCC Fitted) £295.00
22580 SBB Ae8/14, #11801 Artic electric, green £235.00

See us at the following events: 30th & 31st January at Pontefract MRS. Please let us know what you would like to see and we will happily bring it along, no obligation to buy! PLEASE give a few days notice. We are happy to buy or part exchange, just let us know what you intend to bring.

22588 SBB Am 842 000-2, diesel, red/white stripe £75.00
22763 SBB Cargo Am842 101-8, blue/red (DCC Fitted) £115.00
22131 SBB Ram TEE 4 car set, red/cream, Digital sound £295.00
22244 SBB Re4/4", green #10040 ..... £135.00
22744 SBB Re4/4" #11161, TEE, red/cream (DCC fitted) £145.00
22748 SIEMENS 1116 902-6 electric, yellow/silver ..... *New* £130.00
22597 SNCB Br81 0-8-0, green ..... *New* £135.00
23017 BAV 3rd, 6wh, lined green £25.00
23762 BAV 1st/2nd, Bogie express, lined green £30.00
23764 BAV Baggage, Bogie express, lined green £30.00
29001 BAV 1st/2nd/3rd bogie, lined green £25.00
29002 BAV 3rd, bogie , lined green £25.00
29003 BAV 3rd bogie, lined green £25.00
23764 BAV Express bogie baggage, lined green £25.00
23436 CIWL Orient Express 2 x coach set, brown, lights £95.00
23334 DB 1st/2nd skirts, blue, ep III £25.00 (2)
23437-03 DB 2nd, bogie convert, epIII, green £25.00
23434 DB 3 x City Bahn Push/Pull set, orange/grey £85.00
23335 DB 3rd skirts, blue, epIII £25.00
23399 DBAG 1st ICE 3 ..... *New* £45.00
21262 DBAG Push/Pull x 4 Double Deckers two tone green/grey £125.00
23349 DR 1st/2nd, skirts, epIII, green £22.00
23348 DR 3rd, skirts, epIII, green £22.00
23325 DR 4wh Baggage, green £15.00
23320 DRG 3rd Abtielwagen, green, with tail lights £32.00
3733k DRG 3rd 6wh green £18.00
23767 DRG Baggage bogie recess door, green £25.00
23317 Wurt Bogie Baggage, green £25.00
24111 AAE 7 x cont Niederbordwagen, epIV x 2 wagon set £78.00
23500 BAV set of 3 bogie coal wagons, green £50.00 (2)
23908 BAV 6wh milk van, white £18.00
23914 BAV Bogie stake wagon £16.00
24104 BAV 5 x Freight car set £80.00
24313 BAV Bogie coal hopper, green £18.00
24108 DB (EBV) 3 x side dump hopper set, brown £55.00 (2)
23950 DB 2 axle + bogie tanker, silver, Rheinpreussen £25.00
23954 DB 2 x Bogie heavy flat Chilled Casting Loads £45.00
24041 DB 2 x Bogie wagon Telegraph transport set epIII £48.00 (2)
24005 DB 2 x heavy bogie flat with Thermal Hoods £35.00 (2)
24023 DB 3 x Silo wagon x 2 set £30.00
23999 DB 4 x Coke Transport wagon set ..... *New* £60.00
24052 DB 4wh stake with load £20.00
23842k DB 6 axle GO7 van (Nmi) £16.00
23663 DB Artic Car Carrier (old metal construction) £15.00 (3)
92005 DB Bogie stake wagon with log load £20.00 (2)
23872k DB Budweisser Budvar van, white £10.00
24329-01 DB Hupac with 2 x Bertschi (Swiss) Tank cont £35.00
24049 DB Kulmbacher Beer van, LWB, white £15.00
24050 DB lidded wagon, track cleaner, brown £18.00
24400 DB LWB stake with Auto coach load £24.00 (2)
23992 DB Powdered 2 Silo cont wagon, 2 silo + 3 silo £35.00
24328 DB Von Haus X5 Cont Flat £20.00
24345 DBAG Bogie stake wagon £22.00
23852 DBAG K Line Cont wagon £16.00
23940 DBAG side tip bogie wagon, brown £18.00
24203-xx D-GATxD bogie tanker, grey (Various #s) £24.00 (7)
24350 DRG 2 x 4wh tanker set NITAG + DEROP £32.00
23516 DRG 4wh crane + match truc set £40.00
23858 Heavy Freight set of 1950, 5 x wagons DB/DR £75.00
24033 Museum Set Grunig van + lorry £22.00
24539 OBB 2 van set £28.00
24510 OBB Hupac with Engljahringer Artic, blue ..... *New* £36.00 (2)
24510 OBB Hupac with Frikus Artic, orange ..... *New* £36.00 (2)
24510 OBB Hupac with NEIER artic, orange ..... *New* £36.00 (2)
24510 OBB Hupac with Unitrans artic, green ..... *New* £36.00 (2)
24506 OBB Wascosa Bogie tanker, grey £18.00 (2)
23370 Schultheiss Wagon x 2 set £35.00
24029 Ship's Provisions wagon set x 4 (Missing Rd van) £55.00
24504-3 SNCF Hupac with 2 x Delmas Cont £30.00 (4)
24504-1 SNCF Hupac with Calberson Lorry trailer £35.00 (3)
24504-2 SNCF Hupac with CMA CGM Cont £30.00
24546 SNCF set of Coopagri Bretagne bogie grain hoppers £65.00

BUILDING KITS

WALTHERS CORNERSTONE KITS (AS NEW)

933-1050 Motorising Kit (Turntable/Swing Bridge/Oil Pump) £15.00 (2)
933-2902 Machine Shop £30.00 (2)
933-2905 Gas Plant with Washing Plant Kit £35.00
933-2907 Gas Storage Tank £27.50
933-2910 Empire Gas Works Coke Retort Plant £50.00
933-2912 State Line Farm Supply £25.00 (2)
933-2913 McGraw Oil Co £20.00
933-2915 Magic Pan Bakeries £35.00
933-2928 Wasington Salvage Yard £37.50
933-2957 Blower Engine House £95.00 (2)
933-2958 Blower Engine House Piping £25.00 (5)
933-2963 Reversing Mill Stand £19.00 (2)
933-2967 Engineering Office £27.50
933-2970 Rail Road Shop £30.00 (2)
933-2971 Ashland Iron & Steel Rolling Mill £80.00 (2)
933-2972 Ashland Iron + Steel Coke Ovens+ Quench Tower £40.00 (3)
933-2973 Ashland Iron & Steel Blast Furnice £150.00 (3)
933-2974 Corn Unloading + Storage sheds £45.00 (2)
933-2975 Corn Storage Silo + Silo Elevations £45.00 (3)
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933-3051 Coal Flood Loader £19.50 (3)
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933-3058 Mountain Lumber saw Mill £45.00
933-3061 Sunrise Feedmill £19.50
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933-3130 Northern Power + Light Interior £6.50
933-3144 Sawmill Outbuildings £20.00 (3)
933-3150 Heavy Duty Crane £8.50 (4)
933-3170 Oil Pump £17.50
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933-3198 Dan Dyke Farm Windmill £12.00
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TITCHY TRAIN GROUP (AS NEW)

7013 Steel Water/Fuel Tank £9.50 (10)
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8212 95 x 55 Gallon Drums, Steel + Wood lids £15.00 (2)

BRAWA (SH)

6340+6431 Nebelhornbahn Working Cable Car set + 2 end stations £125.00

HELJAN (AS NEW)

803 Three Stall Roundhouse £30.00 (2)

KIBRI (AS NEW)

8624 Hobby shop window dislay £5.00
9811 Galaxy Eye Glass manufacturing £30.00 (3)
9806 Factory building with annex and fencing £30.00
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39816 Saw Mill £30.00
9830 Single Fuel Storage Tank £9.50
9832 Twin Fuel Storage Tank £15.00
9834 Distrbution Filling Pump £14.00 (2)
9404 Warehouse £25.00

FALLER (AS NEW)

365 Saw Mill £50.00
974 Body Shop Workshop £20.00 (2)
120152 Warehouse with mounted loading crane £14.50
120157 Diesel Fuel Facility £17.50 (3)
120159 Engine Shed/Loco Workshop £22.50
120167 Twin Silos £10.00
120215 Electronic Signal Tower ESTW £12.50 (3)
120470 Access Ramp Set with straight and curved track bed and piers £20.00
120479 3 x Bridge piers £10.00
130161 Two standing engine shed £0.00
130213 Small Market Garden £15.00 (2)
130216 Clinker Built House £12.50 (4)
130253 Garden Center epII £25.00 (2)
130263 Two Family House under construction £14.50 (2)
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130945 Coal Mine with Head Gear £27.50
130947 Wood Hut £10.00
130948 Surface Supply tank with petrol pump + filling hose £10.00 (3)
130951 Old Concrete Mixing Plant £20.00 (2)
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130960 Iron Foundry £40.00 (2)
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144039 Military Firestation £40.00
180592 Crash Barriers (32 posts + 80 cm of barriers) £5.00 (6)
180595 Traffic Signs 172 European Street Signs £5.00 (2)

POLA (AS NEW)

HO671 Coal Stock Yard £25.00
HO619 Lauertal dam £25.00

ROCO (AS NEW)

1805 Container Crane £17.50 (2)

LGB

28005 Rugen Mh52, 0-8-0T (MZS + Sound) £750.00
23802 Harz 99 6001-4, 2-6-2T (sound), no instructions £345.00
2071D ZB 0-6-2T £150.00
2044 RhB Ge2/4 #213, orange £225.00
21330 RhB Te2/2 ..... £150.00
30310 DB 2nd, green £165.00
45880 DB open wagon £45.00
42362 Sheepstock Wagon (battery operated sound) £85.00
42810 RhB Gbkv 5546 Post Van, brown/silver doors £68.00
42810 RhB Gbkv 5545, Bicycle van, brown/silver doors £68.00
40810 RhB Gbkv 5507 cargo Domicil van, blue £68.00 (2)
45230 Lowside with 2 x wire barrel £58.00
46350 DR van, brown £48.00
42830 RhB Uah 8140, bogie tanker, grey £95.00
40830 RhB Uah 8135, bogie tanker, grey £95.00 (2)
44408 DB Substral 4wh tanker, green/graphics £48.00 (2)
46354 DR van, brown £48.00
42390 DR Guards van, brown £48.00
4032 Nestle van, cream £45.00

KISS

7611 HSB Br99 6101 ..... £1,650.00

TRACK

FLEISCHMANN PROFI (NEW)

6101 Straight (200mm) £25.00 (32)
6103 Straight (100mm) £1.40 (2)
6116 Straight with buffer £4.00 (25)
6120 Curve (R 356.5mm, 18") £1.70 (24)
6122 Curve (R 356.5mm, 36") £1.70 (40)
6125 Curve (R420mm, 36") £1.80 (15)
6127 Curve (R420mm, 18") £1.70 (5)
6131 Curve (R483.5mm, 18") £1.80 (18)
6139 Curve (R788mm, 18") £1.80 (6)
6410 Track Pins £4.50 (3)
6412 Rack Track (Profi) 200mm £3.00 (10)
6430 Double Track Feed Clip £2.00 (2)
6433 Insulated Rail joiners £1.75 (30)
6436 Metal Rail Joiners (20 pieces) £3.50 (7)
6596 HO Signal Mounting Base £4.00 (5)
6852 Twin Digital Receiver for Accessories £27.50 (1)
6902 Momentary Impulse Unit £4.50 (10)
6908 3 Way Point Switch £8.50 (7)
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6940 Distributor Panel £4.00 (1)
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6171 RH Point, manual £15.00 (2)
6174 LH Point curved manual £14.00 (5)
6165 RH D slip manual £30.00 (1)
6164 LH D slip manual £30.00 (1)
6194 Platform set £85.00 (1)
6476 Roundhouse Kit £50.00 (2)
9921 Track Stencil £6.50 (3)
644110 LH Point Motors £12.00 (9)
644210 RH Point Motor £12.00 (3)

FLEISCHMANN PROFI (SH)

6101 Straight (200mm) £1.20 (52)
6103 Straight (100mm) £1.00 (31)
6106 Flexi Track (60cm) Box of 10 ..... £50.00 (4)
6106 Flexi Track (60cm) Box of 9 ..... £45.00 (1)
6111 Electric Uncoupler £15.00 (1)
6112 Uncoupluer, electric £10.00 (3)
6114 Manual Uncoupler (100mm) £4.00 (11)
6116 Straight with Buffer stop £3.00 (3)
6117 Buffer Stop £2.00 (13)
6120 Curve (R 356.5mm, 18") £1.15 (60)
6122 Curve (R 356.5mm, 36") £1.15 (59)
6125 Curve (R420mm, 36") £1.20 (93)
6127 Curve (R420mm, 18") £1.20 (23)
6138 Curve (R647mm, 18") £1.20 (1)
6139 Curve (R788mm, 18") £1.20 (14)
6142 LH Ccurved point, electric £17.50 (1)
6153 Turntable Extensions Set (6 clip on track pieces) £9.00 (1)
6157 3 Way manual £20.00 (4)
6158 3 Way electric £30.00 (2)
6170 LH Point manual £10.00 (4)
6171 RH Point, manual £10.00 (11)
6173 RH Point, electric £16.00 (1)
6174 LH Point curved manual £10.00 (2)
6175 RH Point, curved manual £10.00 (1)
6178 LH High speed manual £17.00 (5)
6200 Distant Semaphore Signal £12.50 (1)
6403 Pkt of insulating fish plates £1.50 (7)
6411 Rack Track (200mm) £2.50 (10)
6412 Rack Track (Profi) £2.50 (20)
6425 Magnetic Switch £3.00 (40)
6430 Double Track Feed Clip £1.50 (5)
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644110 Point Motors £7.50 (3)
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6900 Switch Control £2.00 (72)
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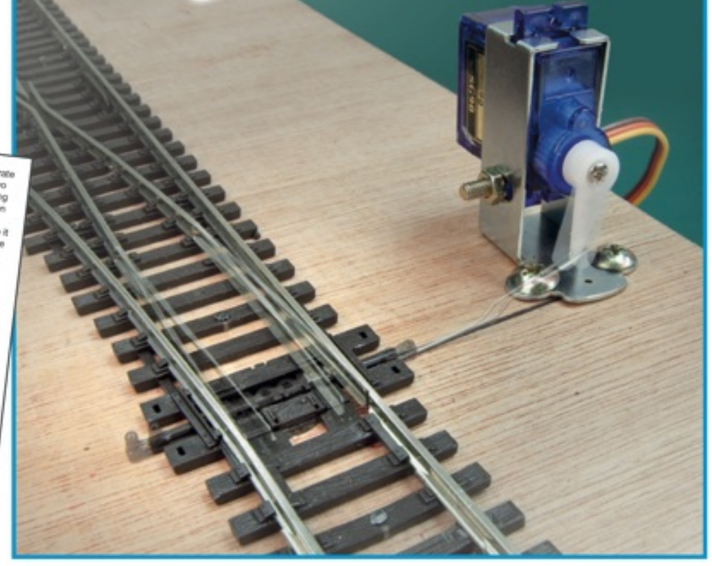
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- Illustrated Instruction Manual



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PLS-130 Smartfrog
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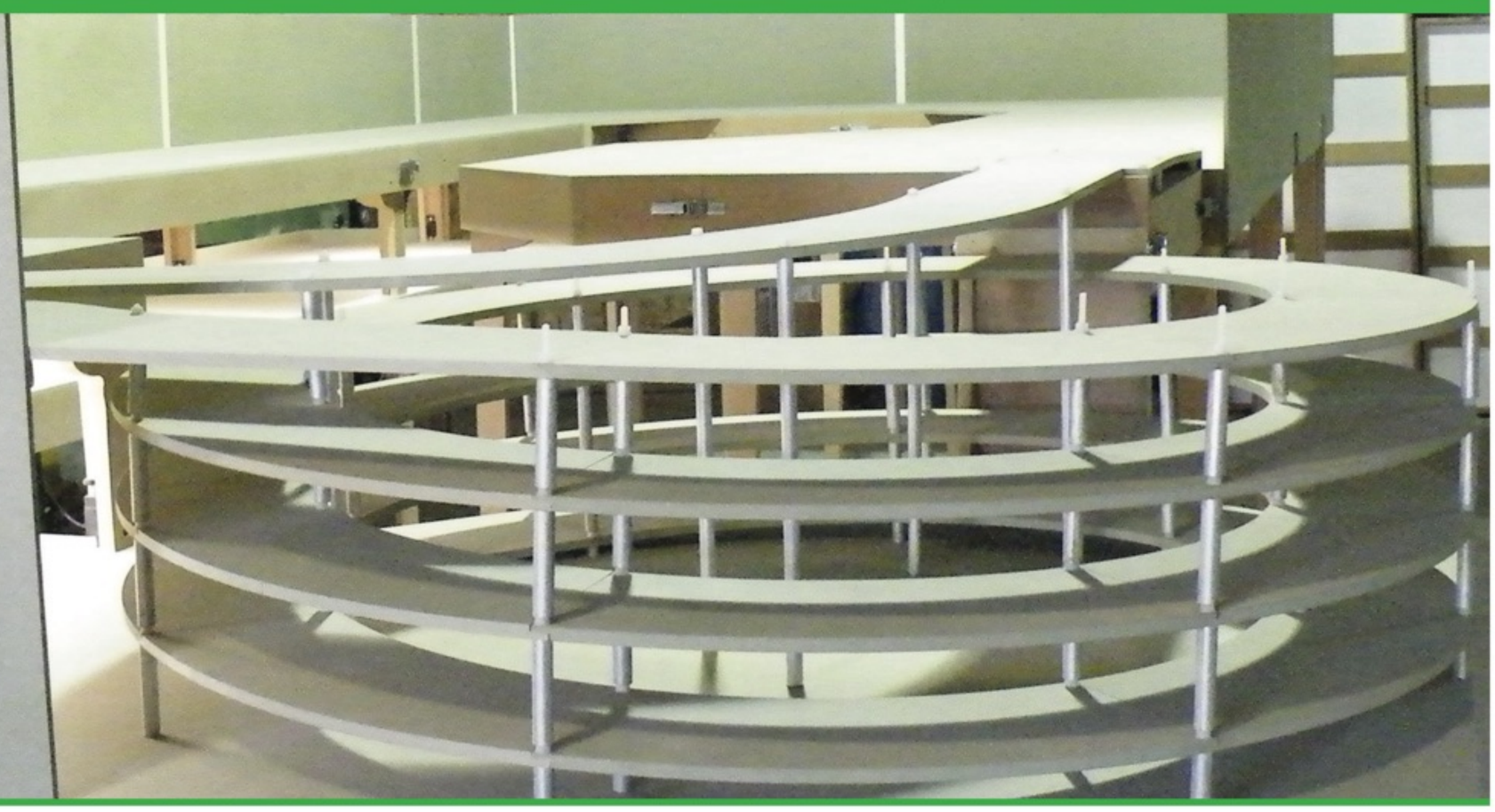
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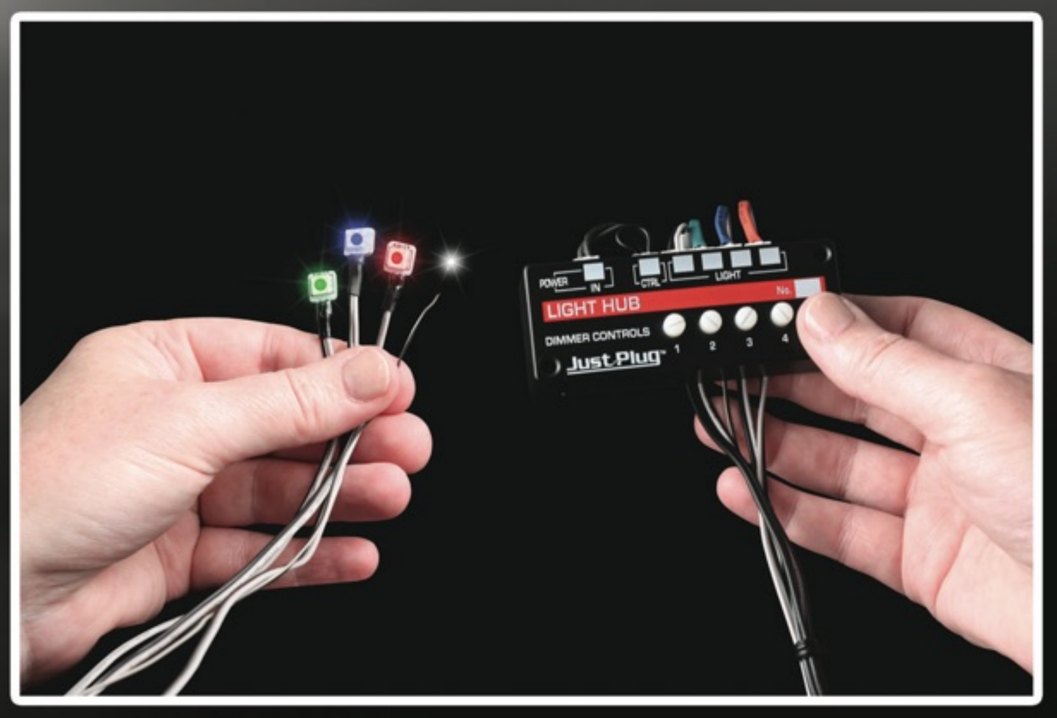
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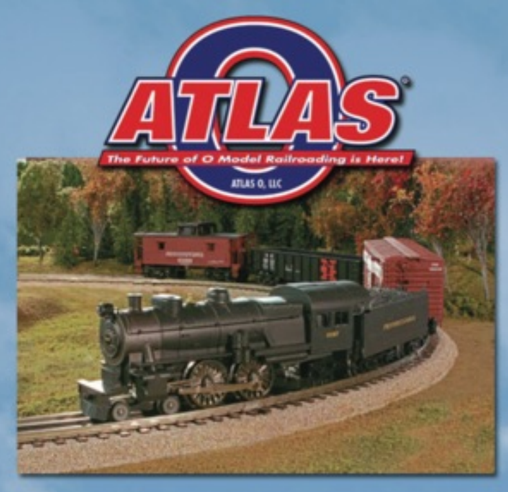


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