

CONTINENTAL MODELLER

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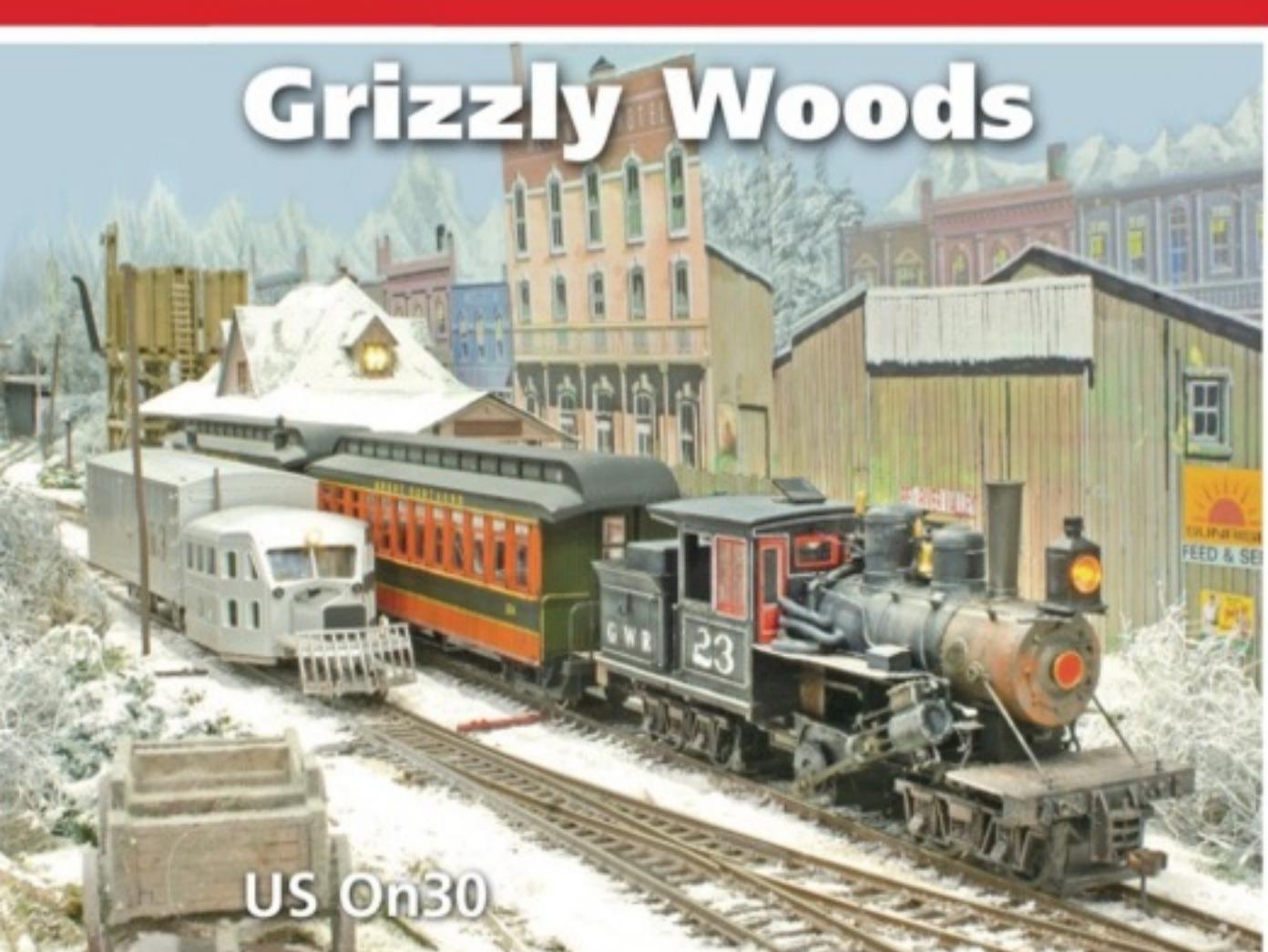
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

VOLUME 39



Inside this issue...

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Kuritu Line



Bügeltal

Switzerland H0m

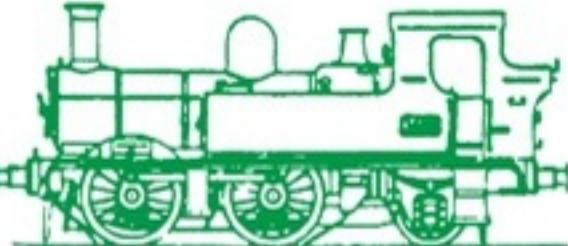


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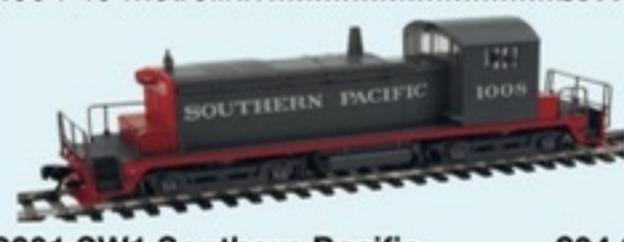
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CONTINENTAL MODELLER

February 2017

Volume 39

Number 2

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*Back numbers – for information, see
the classified advertisement under 'Trade Sales Books'.*

RAILWAY MODELLER

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



Cover

**The regular passenger train,
a BR86 2-8-2T and two DB
Umbauwagen, arrives at
Trubenfeld im Hessen,
on a line recently truncated by
construction of the Iron Curtain.**
Photo: editor.

Show successes

At the time of writing, memories of the Warley show at the National Exhibition Centre and the event organised by the European Railways Association in Edgbaston the following Saturday are still fresh in the mind – no doubt testament to the success of both events.

Attendance at Warley was similar to last year, which is encouraging, and we were particularly pleased that the foreign outline layouts were well received, not least among them the impressive *Hasselt 2002*.

The ERA show, admittedly on a rather different scale to the NEC, was no less enjoyable, and we are pleased to report the move to the new venue seems to have been a success, with increased attendance. The next ERA show, later this year, will be at the same venue but in September rather than December, not least to avoid the pressure of following so closely after the Warley NEC event, and a return to the 'traditional' timing of the European show which many will remember fondly in Oxford and later Sutton Coldfield.

Before that we will have the pleasure of the second *Global Rail* gathering in Didcot on Sunday 23rd May – make a note in your diary now! Further information nearer the time.

Last Narrow Gauge South West at Shepton Mallet

All good things must come to an end, it is said, but we were still sad to note that the imminent *Narrow Gauge South West* on Saturday 18th February will be the last – at least, in the familiar Shepton Mallet venue and organised by the team who have dedicated so much time and effort to the event over the past twenty-five years. It has become one of the leading narrow gauge gatherings in the country, often featuring overseas-themed layouts and even attracting exhibitors and visitors from overseas. We would like to take this opportunity to thank those responsible, and wish them well in 'retirement', though we know they will still be active in the hobby. The 'final fling' will feature no fewer than seventy-five layouts in a range of scales and gauges, supported by special interest societies and specialist narrow gauge traders.

For more information, see *Exhibition Diary* (p.120) and the news item on p.22a.

Eurotrack

The next show in the calendar with a significant specialist section devoted to overseas layouts will be *Eurotrack*, to be held at the Oasis Academy Lord's Hill, Romsey Road, Southampton, on Saturday 25th and Sunday 26th February.

The move to this venue in 2016 provided a good environment for a nice selection of layouts and trade stands, but some elements (notably parking and catering) were less than ideal. Learning from this experience, the show organisers have worked with the venue administration on various improvements. Most importantly, the list of layouts looks as varied and interesting as always.

For more information, see *Exhibition Diary* (p.21a) and the news item on p.22a.

CM 2016 Cup competition – reminder

As this issue will appear before the 31st January deadline, we would like to remind you about the Cup competition, as announced in the previous issue. Full details can be found on page 23a of that edition, but essentially we would like to know which three articles you found most inspiring, entertaining, and informative. We expect it may be difficult to make a choice! Please do vote – we appreciate the information it provides, though of course comments, corrections, and congratulations are welcome at any time!

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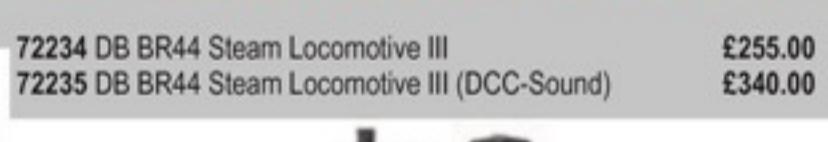
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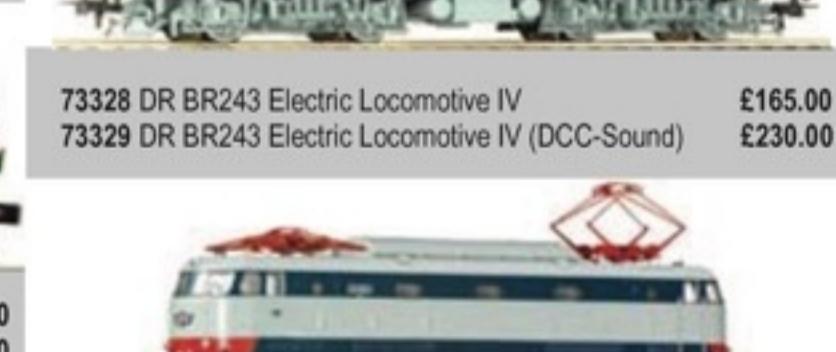


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34528 DR Gondola with Brakemans Cab III £22.00



72281 DB BR103 Electric Locomotive IV £185.00

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72975 RENFE D333 Diesel Locomotive V £165.00



73346 FS E444 Electric Locomotive IV £175.00

73347 FS E444 Electric Locomotive IV (DCC-Sound) £245.00



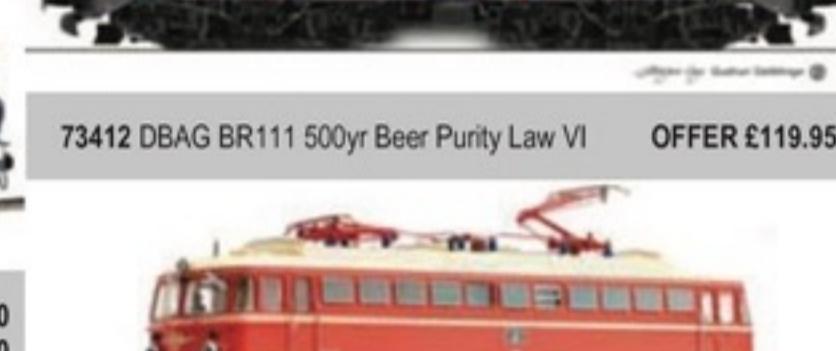
34529 DR Bogie Van III £22.00



72604 BLS Ae8/8 Electric Locomotive V £255.00



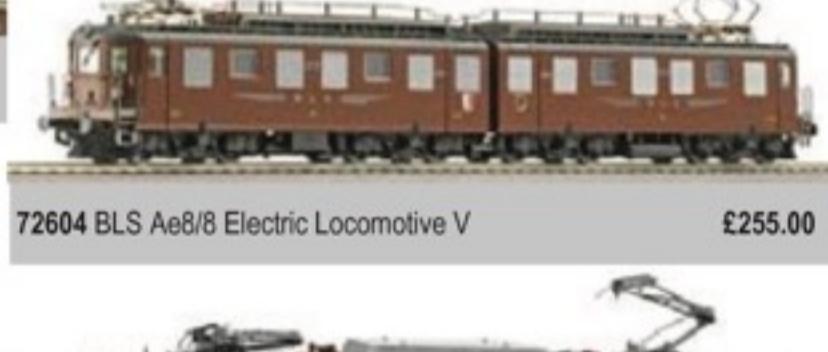
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34530 DR Stake Wagon with Brakemans Cab III £22.00



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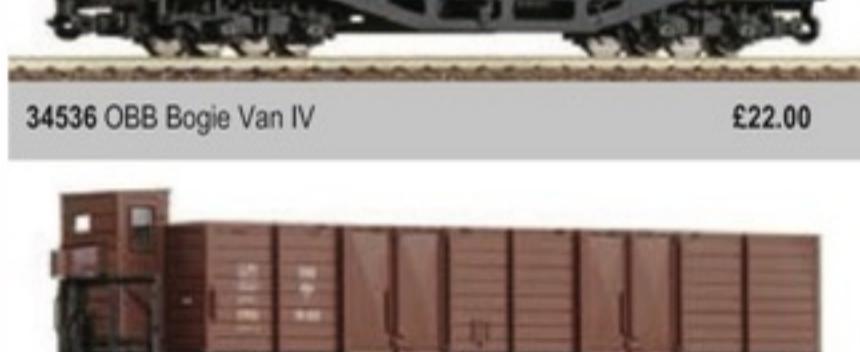
34536 OBB Bogie Van IV £22.00



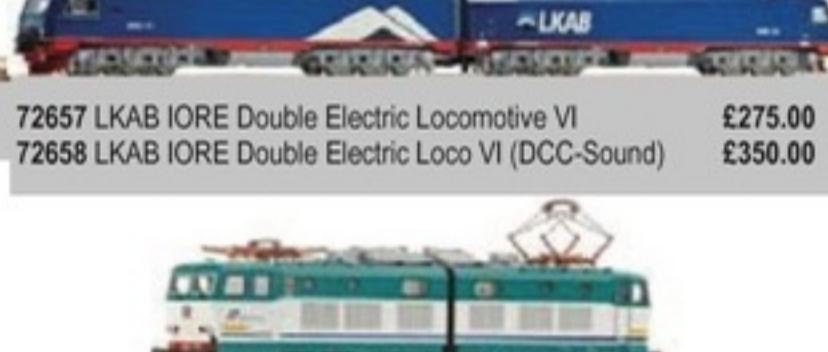
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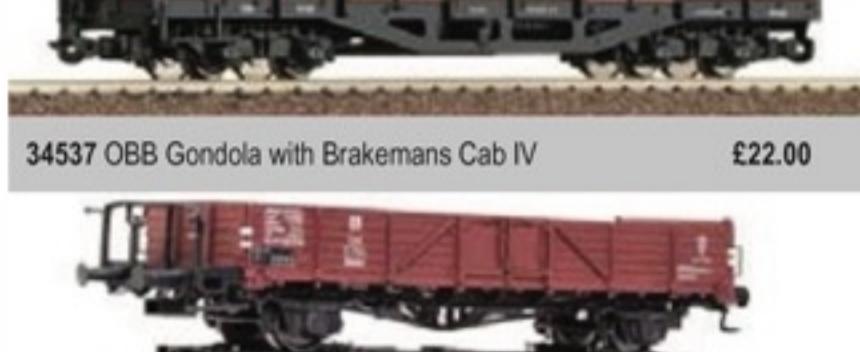
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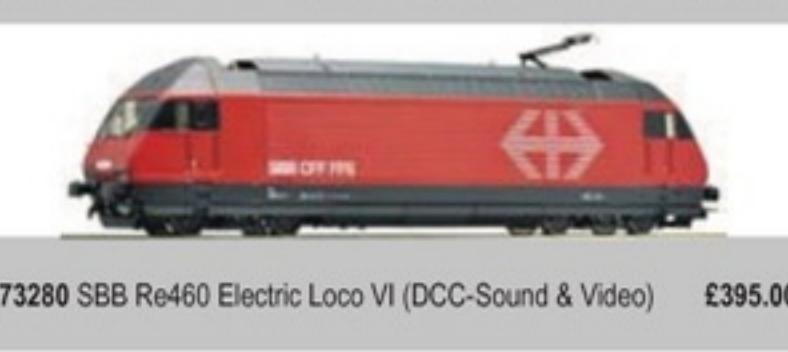
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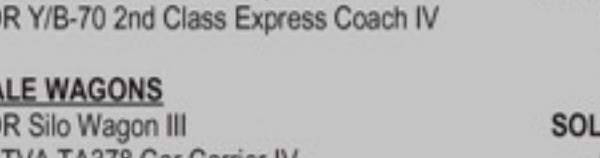
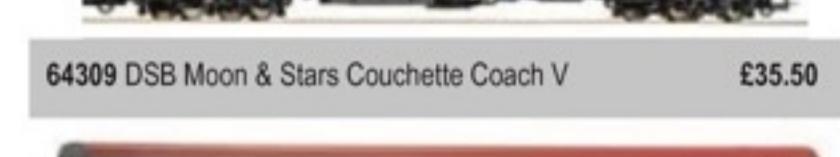
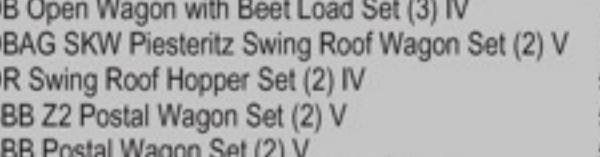
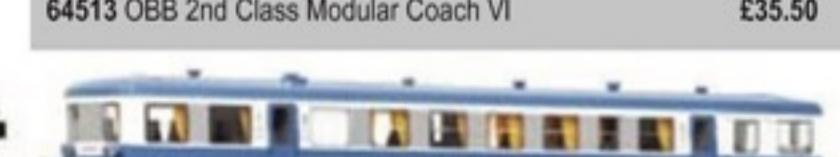
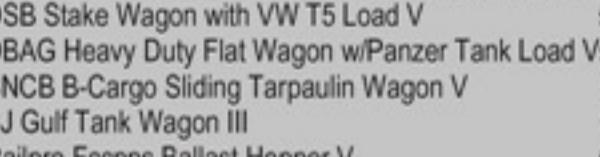
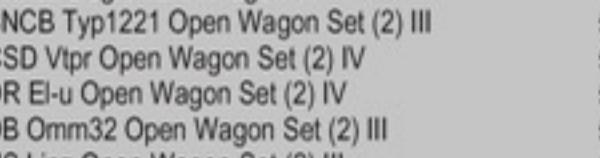
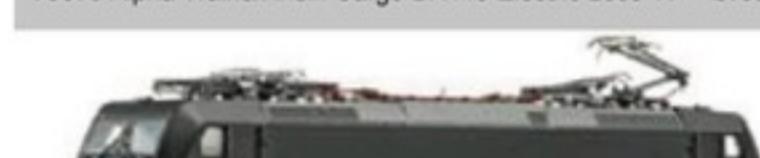
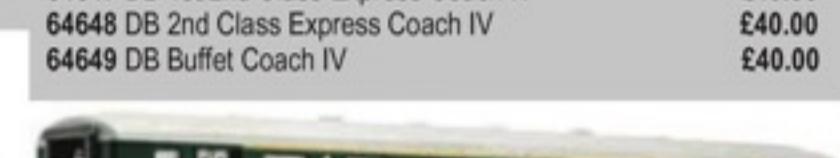
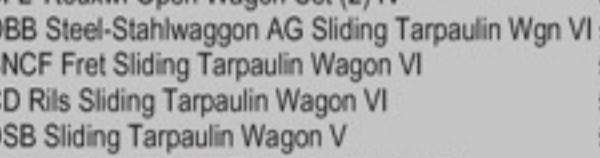
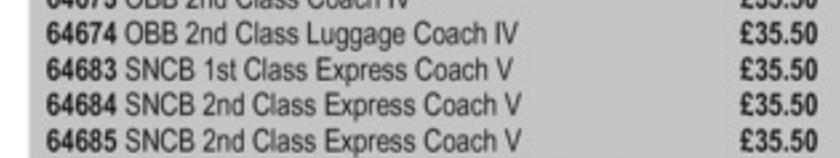
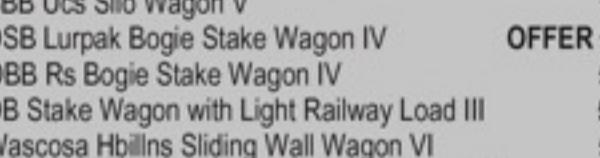
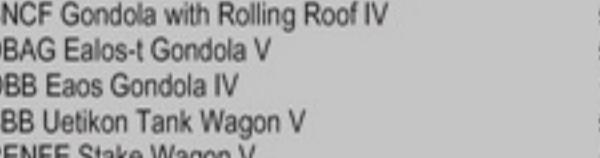
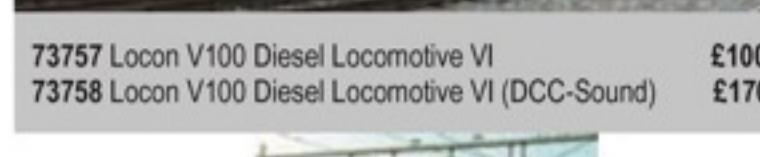
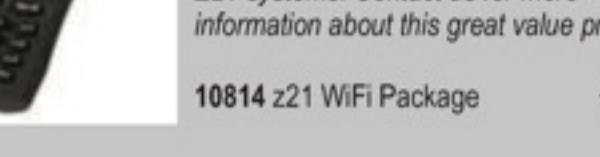
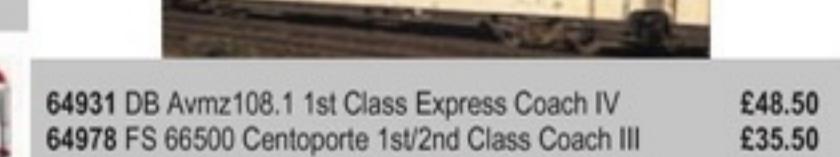
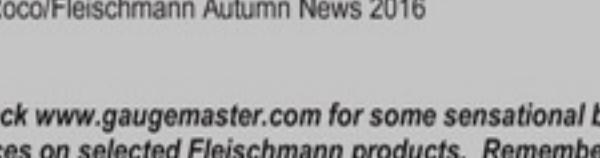
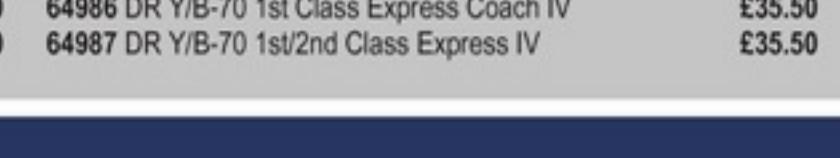
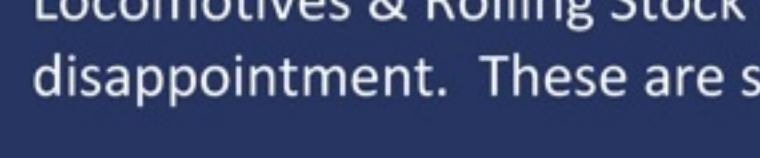
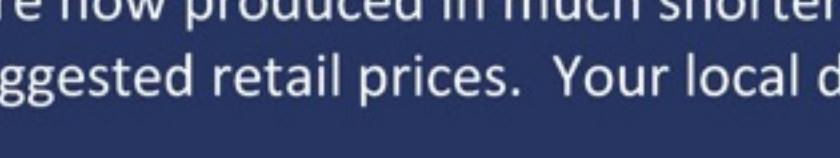
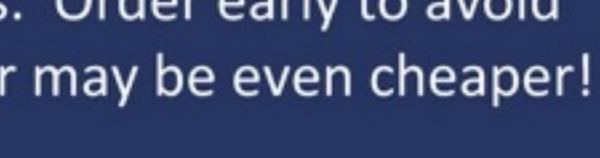
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73755 DBAG BR202 Diesel Locomotive V	64653 SNCF XR Railcar Trailer IV	£91.00 £40.00
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73831 NS 1212 Electric Locomotive IV (DCC-Sound)	64658 SNCF XR Railcar Trailer IV	£295.00 £48.50
		
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45360 OBB 2nd Class Eurofima Coach VI	64666 SNCF XR Railcar Trailer IV	£35.50 £48.50
45361 OBB 2nd Class Eurofima Coach VI	64667 SNCF XR Railcar Trailer IV	£35.50 £48.50
45362 OBB 2nd Class Eurofima Coach VI	64668 SNCF XR Railcar Trailer IV	£35.50 £48.50
45363 OBB 2nd Class Eurofima Coach VI	64669 SNCF XR Railcar Trailer IV	£35.50 £48.50
45364 OBB 2nd Class Eurofima Coach VI	64670 SNCF XR Railcar Trailer IV	£35.50 £48.50
45365 OBB 2nd Class Eurofima Coach VI	64671 SNCF XR Railcar Trailer IV	£35.50 £48.50
45366 OBB 2nd Class Eurofima Coach VI	64672 SNCF XR Railcar Trailer IV	£35.50 £48.50
45367 OBB 2nd Class Eurofima Coach VI	64673 SNCF XR Railcar Trailer IV	£35.50 £48.50
45368 OBB 2nd Class Eurofima Coach VI	64674 SNCF XR Railcar Trailer IV	£35.50 £48.50
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45370 OBB 2nd Class Eurofima Coach VI	64676 SNCF XR Railcar Trailer IV	£35.50 £48.50
45371 OBB 2nd Class Eurofima Coach VI	64677 SNCF XR Railcar Trailer IV	£35.50 £48.50
45372 OBB 2nd Class Eurofima Coach VI	64678 SNCF XR Railcar Trailer IV	£35.50 £48.50
45373 OBB 2nd Class Eurofima Coach VI	64679 SNCF XR Railcar Trailer IV	£35.50 £48.50
45374 OBB 2nd Class Eurofima Coach VI	64680 SNCF XR Railcar Trailer IV	£35.50 £48.50
45375 OBB 2nd Class Eurofima Coach VI	64681 SNCF XR Railcar Trailer IV	£35.50 £48.50
45376 OBB 2nd Class Eurofima Coach VI	64682 SNCF XR Railcar Trailer IV	£35.50 £48.50
45377 OBB 2nd Class Eurofima Coach VI	64683 SNCF XR Railcar Trailer IV	£35.50 £48.50
45378 OBB 2nd Class Eurofima Coach VI	64684 SNCF XR Railcar Trailer IV	£35.50 £48.50
45379 OBB 2nd Class Eurofima Coach VI	64685 SNCF XR Railcar Trailer IV	£35.50 £48.50
45380 OBB 2nd Class Eurofima Coach VI	64686 SNCF XR Railcar Trailer IV	£35.50 £48.50
45381 OBB 2nd Class Eurofima Coach VI	64687 SNCF XR Railcar Trailer IV	£35.50 £48.50
45382 OBB 2nd Class Eurofima Coach VI	64688 SNCF XR Railcar Trailer IV	£35.50 £48.50
45383 OBB 2nd Class Eurofima Coach VI	64689 SNCF XR Railcar Trailer IV	£35.50 £48.50
45384 OBB 2nd Class Eurofima Coach VI	64690 SNCF XR Railcar Trailer IV	£35.50 £48.50
45385 OBB 2nd Class Eurofima Coach VI	64691 SNCF XR Railcar Trailer IV	£35.50 £48.50
45386 OBB 2nd Class Eurofima Coach VI	64692 SNCF XR Railcar Trailer IV	£35.50 £48.50
45387 OBB 2nd Class Eurofima Coach VI	64693 SNCF XR Railcar Trailer IV	£35.50 £48.50
45388 OBB 2nd Class Eurofima Coach VI	64694 SNCF XR Railcar Trailer IV	£35.50 £48.50
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45390 OBB 2nd Class Eurofima Coach VI	64696 SNCF XR Railcar Trailer IV	£35.50 £48.50
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45392 OBB 2nd Class Eurofima Coach VI	64698 SNCF XR Railcar Trailer IV	£35.50 £48.50
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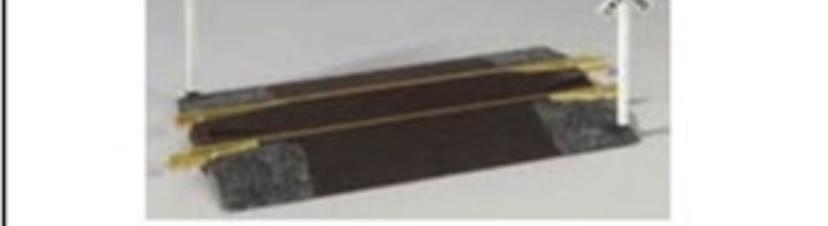
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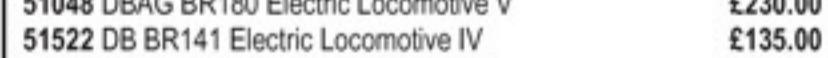
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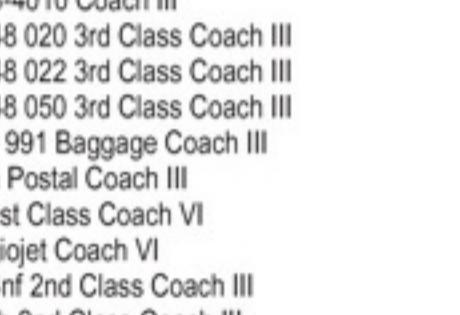
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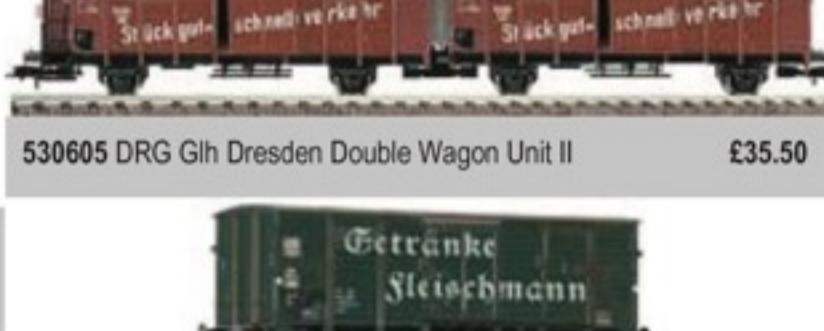
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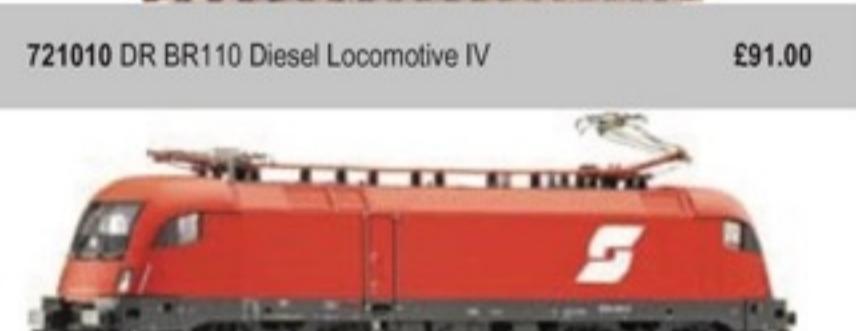
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590112 DR Omp Wagon Set (2) III £44.00



731312 SBB Re460 Red Cross Electric Locomotive VI £155.00
731392 SBB Re460 Red Cross Electric VI (DCC-Sound) £230.00



733002 DB BR110.1 Electric Locomotive IV £140.00
733072 DB BR110.1 Electric Locomotive IV (DCC-Sound) £210.00

SOLD OUT

707701 DB BR78.0-5 Steam Locomotive III £145.00
707781 DB BR78.0-5 Steam Locomotive III (DCC-Fitted) £185.00

733601 DB E10.2 Electric Locomotive III £140.00
733671 DB E10.2 Electric Locomotive III (DCC-Sound) £210.00

- German Excellence

- High Quality HO & N Scale

	733602 Lokomotiv Club 103 E10 1239 Electric Loco III £140.00		738804 SBB Cargo Re482 Electric Locomotive VI £145.00		865903 SNCF Donnerbuchse 2nd Class Coach IV £22.00
	733672 Lokomotiv Club 103 E10 Electric III (DCC-Sound) £210.00		738874 SBB Cargo Re482 Electric Loco VI (DCC-Sound) £220.00		865904 SNCF Donnerbuchse 2nd Class Coach IV £22.00
	733603 Lokomotion BR139 Electric Locomotive VI £140.00		781602 SBB Re420 268-5 Gottardo 2016 Electric VI £22.00		866002 OBB Dih Baggage Coach III £22.00
	733673 Lokomotion BR139 Electric Loco VI (DCC-Sound) £210.00		781672 SBB Re420 268-5 Gottardo (DCC-Sound) SOLD OUT		866102 OBB Aiph 1st Class Coach III £22.00
	736002 SNCF Fret BB22200 Electric Locomotive V £120.00		781603 SBB Re460 098-7 Gottardo 2016 Electric VI SOLD OUT		867705 SNCF 3rd Class Coach III £26.50
	736007 SNCF BB 522227 Electric Locomotive V £120.00		781673 SBB Re460 098-7 Gottardo (DCC-Sound) SOLD OUT		867606 DB AB4yswe-37/55 1st/2nd Class Coach IV £26.50
	736506 SJ Rc4 Electric Locomotive IV £140.00		781604 DBAG BR111 123-6 500yr Beer Purity Law VI £165.00		867709 DB B4ywe-36/50 2nd Class Coach IV £26.50
	737104 Edelweiss Electric Rack Railway Locomotive III £185.00		806205 OBB Biho 2nd Class Coach III £22.00		867904 DB B4ywe-36/50 2nd Class Coach IV £35.50
	737184 Edelweiss Electric Rack Railway III (DCC-Fitted) £230.00		806206 OBB Biho 2nd Class Coach III £22.00		890184 SBB EW IV 2nd Class Driving Coach VI (DCC-Fitted) £44.00
	737105 DB E69 Electric Locomotive III £185.00		807802 KPEV WL6u Sleeper Coach I £40.00		890204 SBB EW IV 1st Class Coach VI £26.50
	737185 DB E69 Electric Locomotive III (DCC-Fitted) £230.00		807901 KPEV AB6u (pr06) 1st/2nd Class Coach I £40.00		890205 SBB EW IV 1st Class Coach VI £31.00
	738801 DBAG BR146 Vernetzt in die Zukunft Electric VI £145.00		807903 KPEV C4u (pr08) 3rd Class Coach I £40.00		890307 SBB EW IV 2nd Class Coach VI £26.50
	738871 DBAG BR146 Vernetzt in Zukunft VI (DCC-Sound) £220.00		808302 KPEV C6u (pr08) 3rd Class Coach I £40.00		890308 SBB EW IV 2nd Class Coach VI £26.50
	738802 DBAG Raillion BR185.2 Electric Locomotive VI £145.00		814488 RENFE 1st Class Eurofima Coach V £26.50		
	738872 DBAG Raillion BR185.2 Electric VI (DCC-Sound) £220.00		814489 RENFE 2nd Class Eurofima Coach V £26.50		822704 DB Wagon Set (3) III £43.50
	738803 Lokomotion BR185.2 Electric Locomotive VI £145.00		814490 RENFE 2nd Class Eurofima Coach V £26.50		822902 Railpro/NS Hopper Wagon VI £20.25
	738873 Lokomotion BR185.2 Electric VI (DCC-Sound) £220.00		860710 FS T2S Sleeper Coach V £26.50		823401 DB Lbs598 Container Wagon IV £17.75

Locomotives & Rolling Stock are now produced in much shorter runs. Order early to avoid disappointment. These are suggested retail prices. Your local dealer may be even cheaper!

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BOURTON MODEL RAILWAY - www.bourtonmodelrailway.co.uk
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CONWY RAILWAY MUSEUM - www.conwyrailwaymuseum.co.uk
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DCC TRAIN AUTOMATION - www.dcctrainautomation.com
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Gaugemaster Hse, Ford, Sussex, BN18 0BN - 01903 884488

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HOBBY SHOP (FAVERSHAM) - www.hobb-e-mail.com
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Check www.gaugemaster.com for some sensational bargain prices on selected Fleischmann products. Remember, your local dealer can usually match (or even better) these prices too!

Herbstneuheiten 2016/17
Autumn News 2016

HO

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Autumn News 2016

FOC

BEMO the RhB


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3241164 1st/2nd AB1564 EW II Coach - red	£52.90
3241165 1st/2nd AB1565 EW II Coach - red	£52.90
3241166 1st/2nd AB1566 EW II Coach - latest red livery	£52.90
3242118 1st Class A1268 EW II Coach - green	£52.90
3242120 1st Class A1270 EW II Coach - red	£52.90
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3242165 1st Class A1265 EW II Coach - latest red livery	£52.90
3242167 1st Class A1267 EW II Coach - red	£52.90
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3245103 2nd Class B2303 Centre-door - red 1970's livery	£55.00
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3245108 1st Class A1251 Centre-door - red 1970's livery	£55.00
3245114 2nd Class B2304 Centre-door - red 1980's livery	£55.00
3245119 1st Class A1252 Centre-door - red 1980's livery	£55.00
3245133 2nd Class B2303 Coach (DAVOS Set)	£55.00
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3248131 DZ 4231 Baggage Van - red	£57.40
3248141 BD 2481 Baggage Van Arosa Express blue livery	£58.35
3248161 BD 2481 Baggage Van Arosa red livery	£58.40
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3250130 2nd Class EW I Coach B2370 - red with thin band	£52.90
3250159 2nd Class EW I Coach B2349 - red with thin band	£52.90
3250162 2nd Class EW I B2342 - new red livery	£52.90
3250167 2nd Class EW I Coach B2297 - red with wide band	£56.80
3250168 2nd Class EW I Coach B2368 - red with wide band	£56.80
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3252131 1st Class Coach A 1241 - red	£52.90
3252125 2nd Class EW I Coach A 1225 - red 1980's livery	£52.90
3252160 1st Class EW I Coach A 1250 - red with wide band	£56.80
3253137 2nd Class Coach B2317 Arosa Express red livery	£49.10
3253145 2nd Class Coach B2315 Arosa Express blue livery	£62.60
3253149 2nd Class Coach B2319 Arosa Express blue livery	£62.60
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3254132 Driving Trailer Abt 1702 Arosa Express red livery	£81.20
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3255107 2nd Class EW I BB Coach B2457 - green 1970's livery	£45.95
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3255146 2nd Class EW I Coach B2456 - red with thin band	£49.10
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3255167 2nd Class EW I Coach B2457 - red with wide silver band	£49.10
3256113 1st/2nd Class EW I Coach AB 1543 - green	£44.45
3256121 1st/2nd Class EW I Coach AB 1541 - red	£44.45
3256145 1st/2nd Class Coach AB 1545 - red	£45.95
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3260104 2nd Class B2224 Coach - green/cream	£46.70
3261143 2nd Class B2283 Works Coach - red	£46.70
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3263141 Salon Wagon As 1161 "ACPE" Livery	£74.70
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3269112 Luggage Van D4 4212 - green	£47.50
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43978 DB AG BR 146 572-3 TRAXX Electric - ready for SOUND	£220.80
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48237 DRG G10 Refrigerated Wagon (2010 Messemodelle)	£33.10
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49008 DB Beer Wagon "Berliner Kindl"	£30.60
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2016 Messemodellen - Epoche III/IV

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48918 DB Bogie Tank Wagon Uerdingen "CASTROL"	£30.00
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23830 Class BR1822.002 Electric - "PTK" Livery	£155.35
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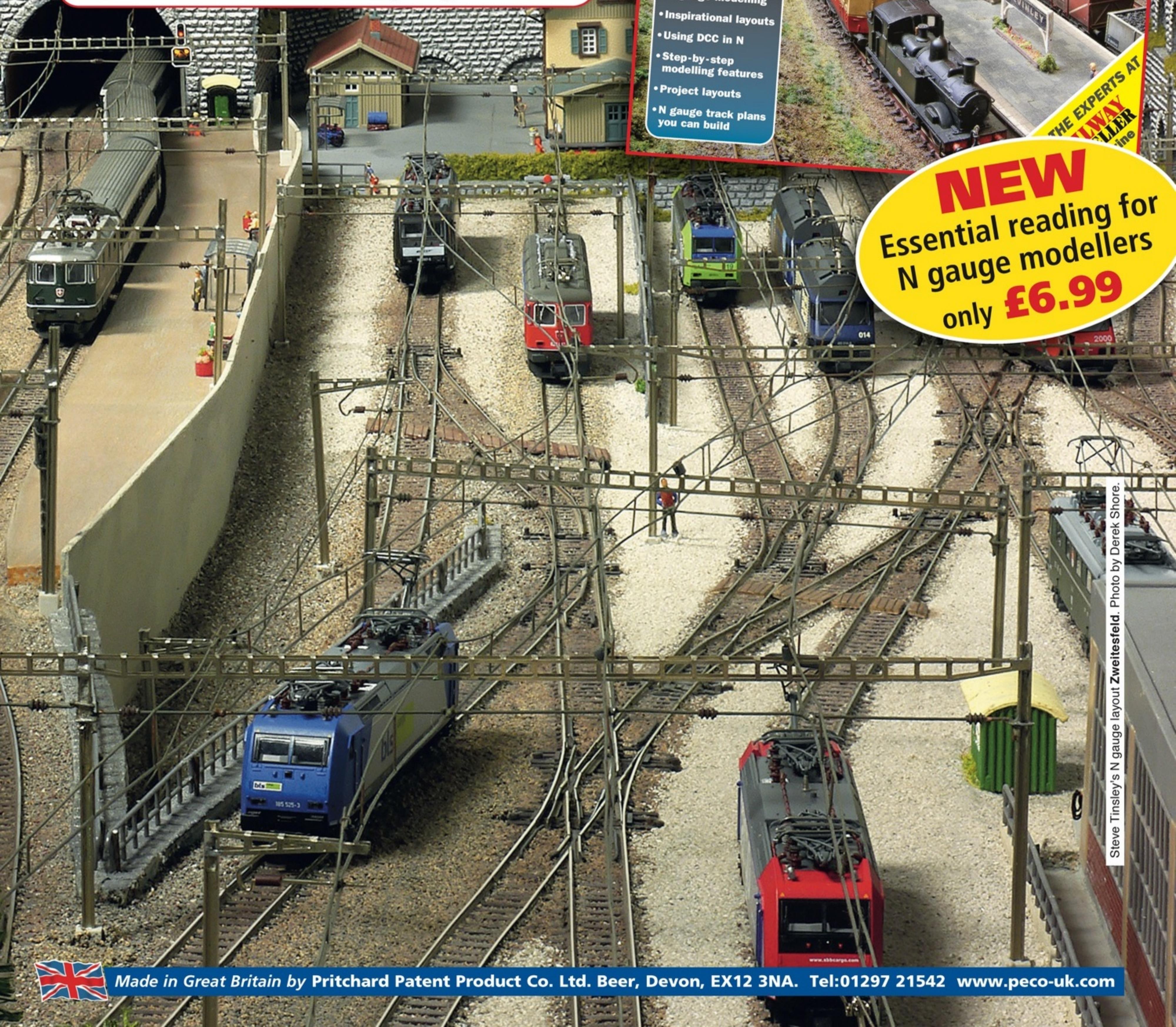
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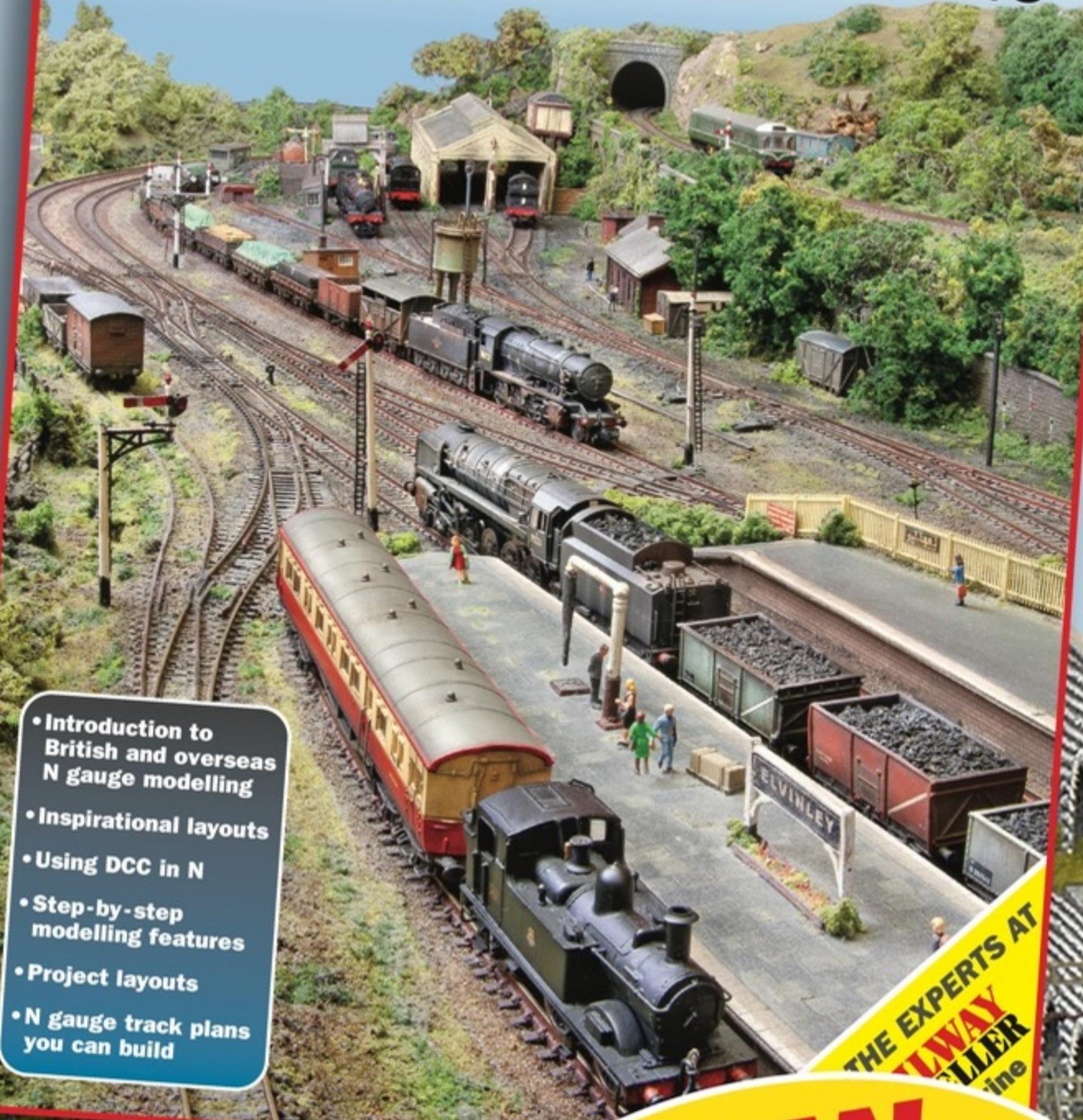
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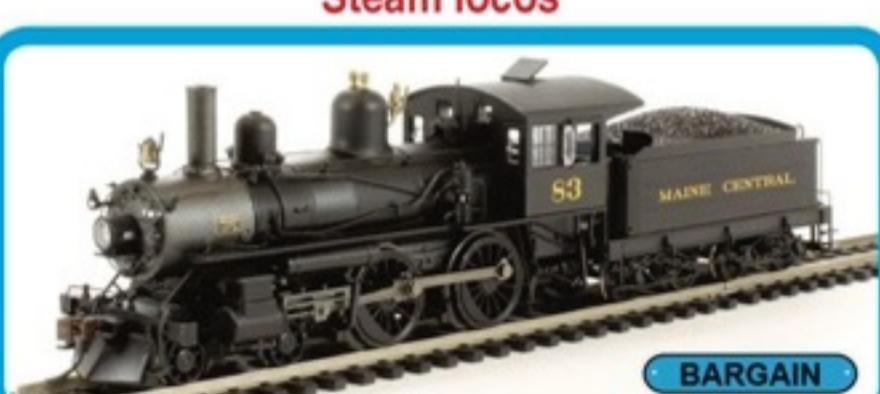
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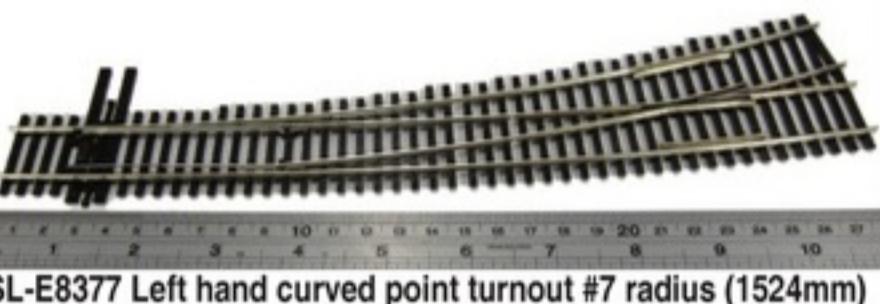
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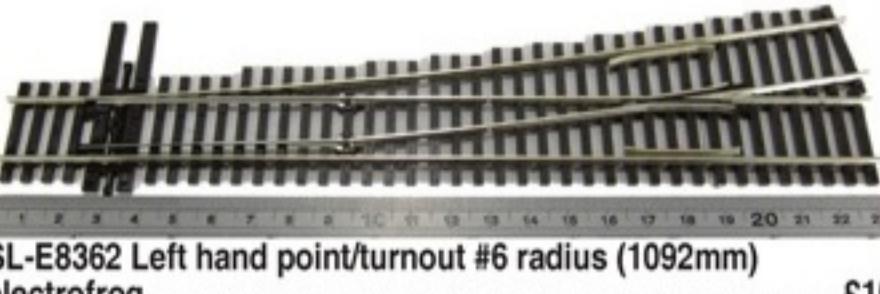
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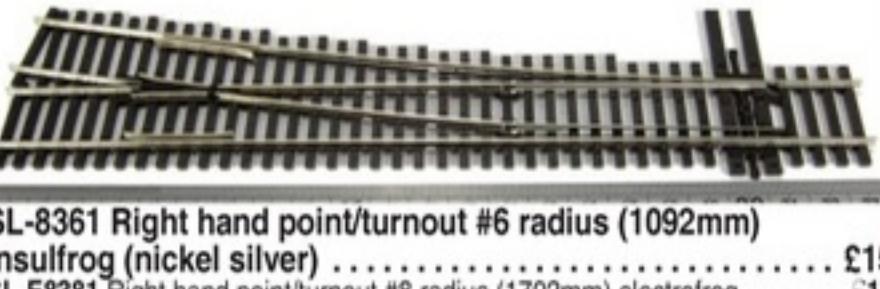
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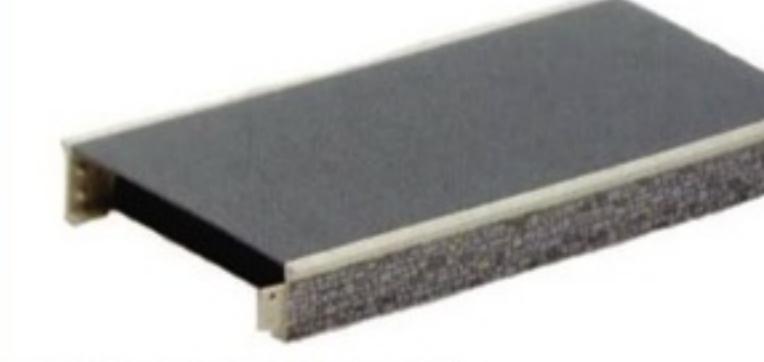
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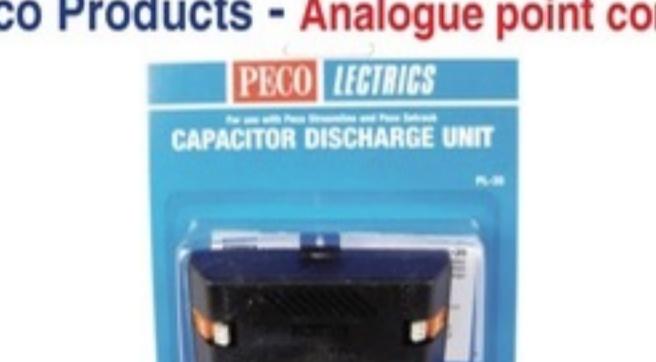


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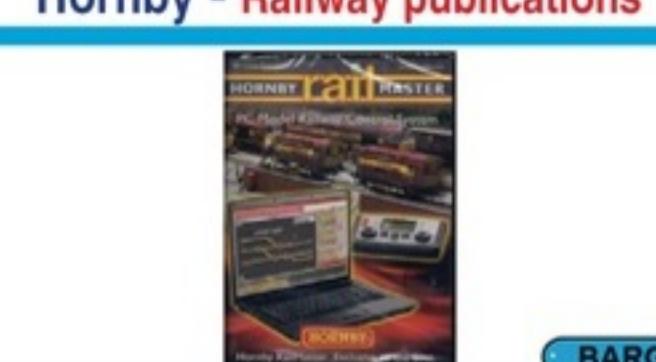


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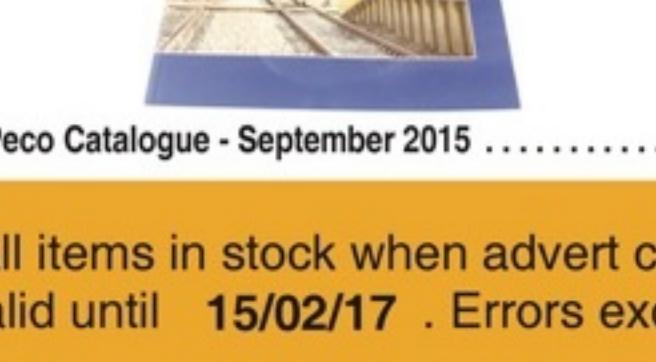
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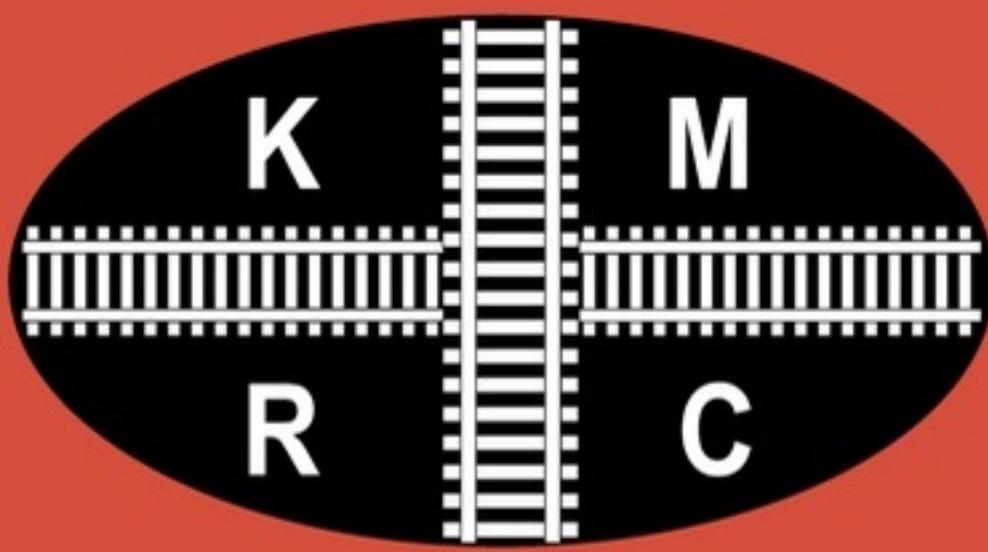
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079 Jubilee Triple Set (Re 4/4 Voralpen, Re 465 - 125 years SLM Brown BLS, Re 460 - Gold)	£750.00	208602.1 Re 6/6 Cargo (11655).....
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50774 1st class type X (1975) in XMPR	£48.00
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30003 White Fencing to make 90cms	£8.00
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40002 Flat wagon, Uai, grey	£20.50
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Wagons:	
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HL 6012 Silowagon STIV.....	£18.00
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Locos:	
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HJ2001 BB66400 Diesel (Fret) green.....	£90.00
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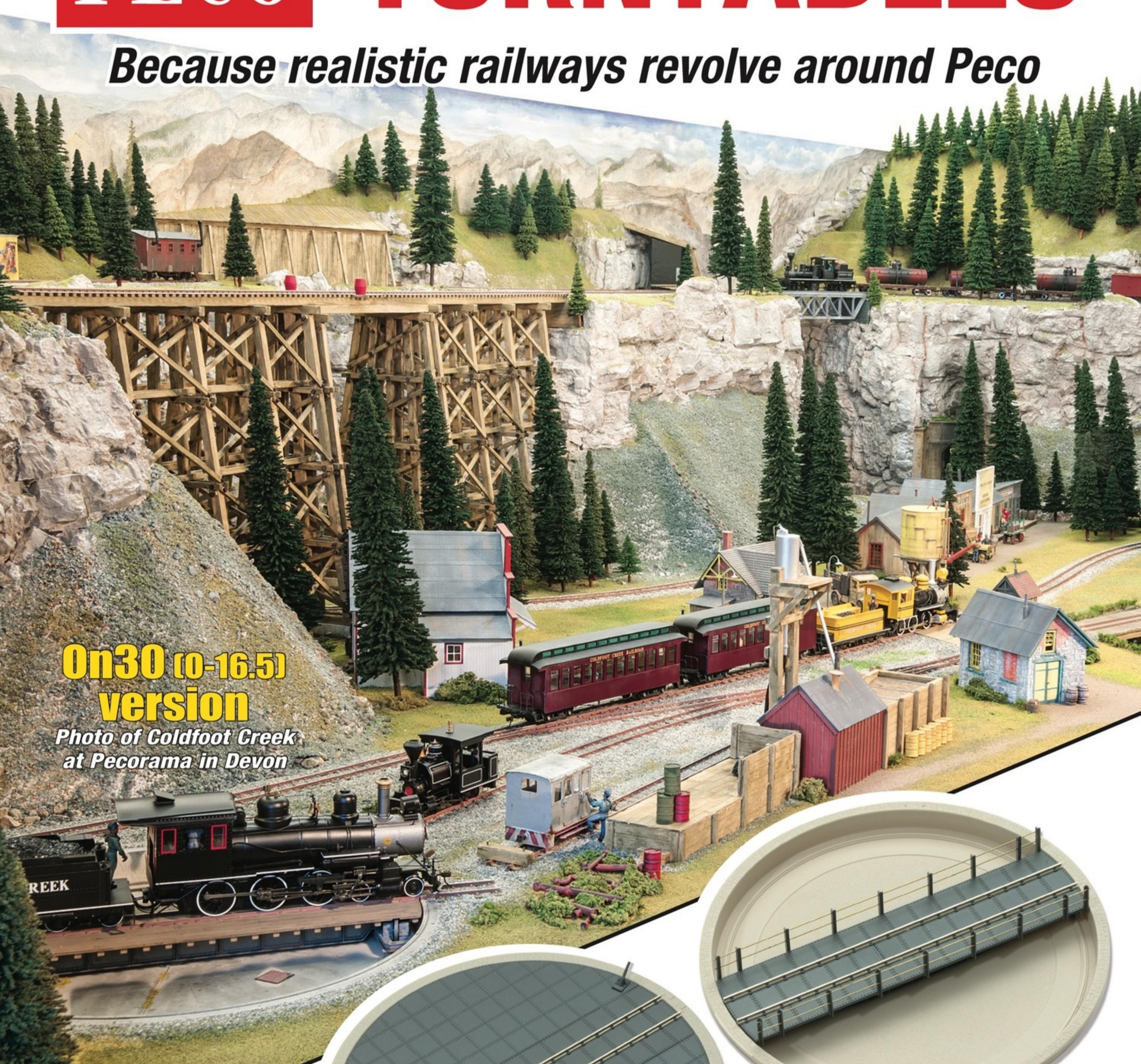
HJ2288 BB36300 Thello.....	£217.00
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RIVAROSSI (DB)	

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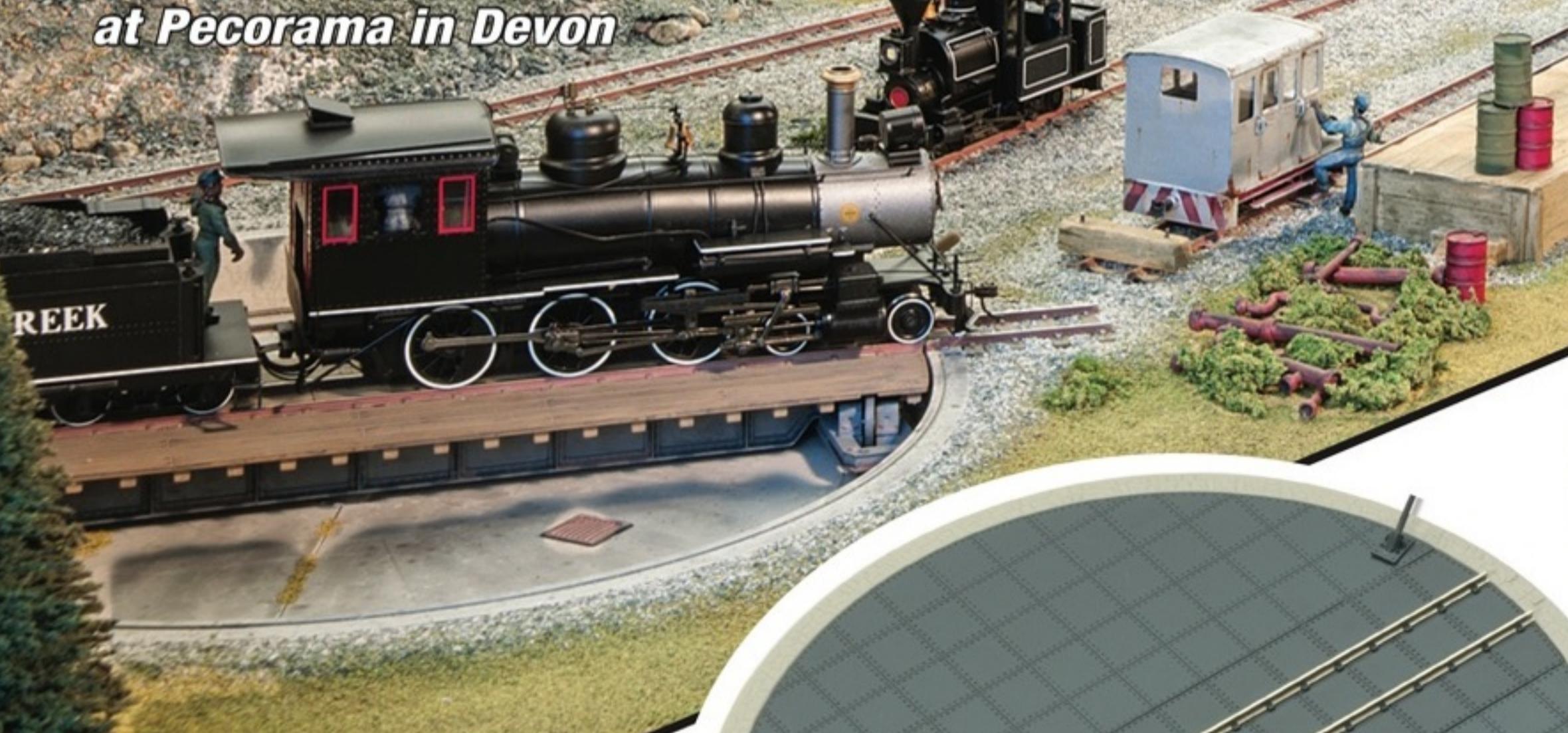
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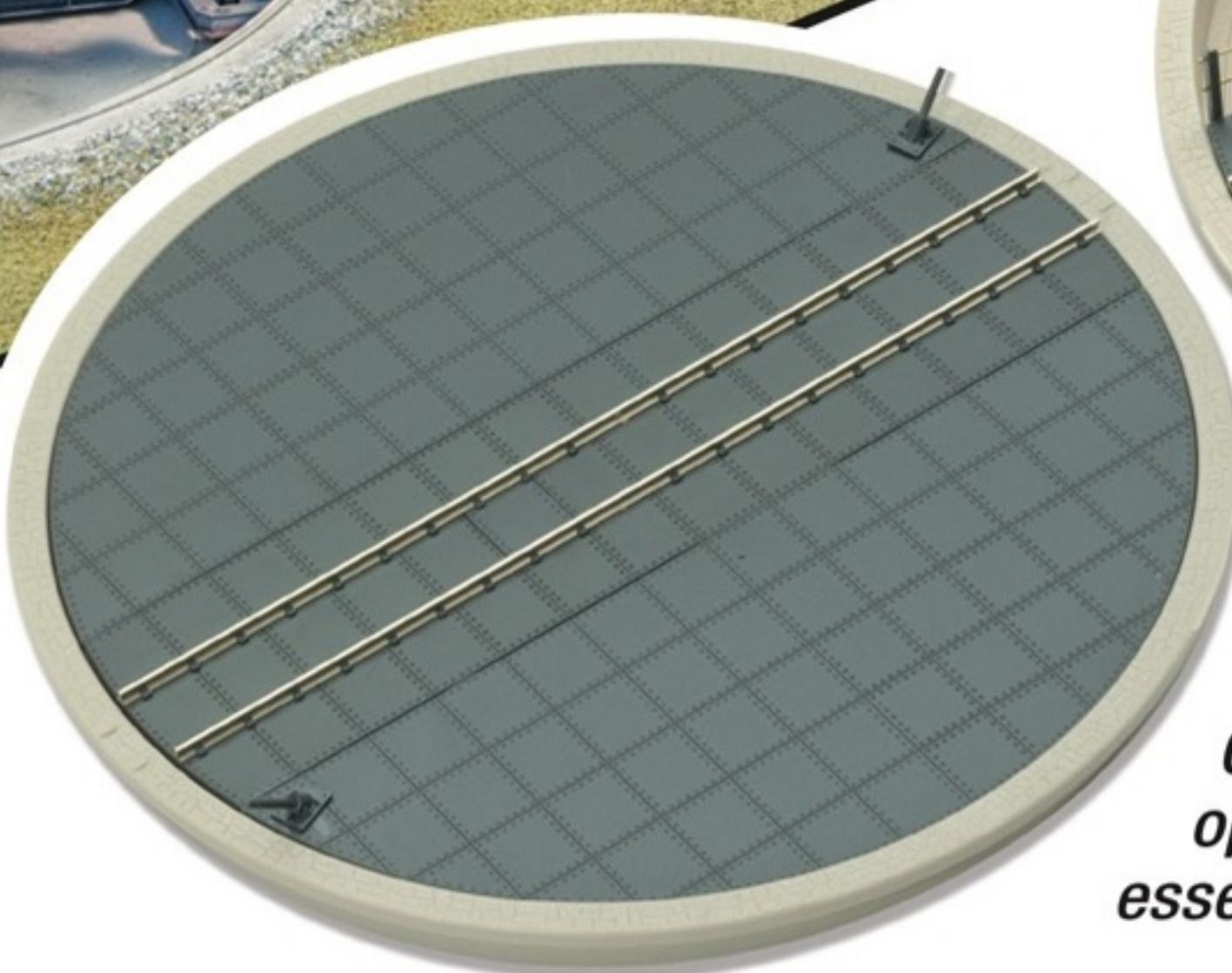
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Douglas Rhodes sadly passed away unexpectedly shortly after completing his new layout, but had already prepared this account which we are pleased to be able to publish in his memory.

Trubenfeld

A small station in Hessen, central west Germany, in the 1960s

Conversion from an earlier model

The *Umbauwagen* introduced by Deutsche Bundesbahn around 1953 was a passenger coach intended to meet a severe shortage of serviceable rolling stock in the early post-war period. The vehicle consisted of a newly-built body using standard components placed on an old but refurbished chassis.

Not entirely unlike this example of railway expediency, *Trubenfeld in Hessen* could be described as an 'Umbau' layout, being a new model imposed on a previously used baseboard and track formation!

In 2014 the completion of my German seaport model *Hansestadt Brünshafen* (CM January 2015) meant that my earlier layout *St.Antoine sur Mer* (CM December 2012) would now be retired. Over a period of three years the French model had appeared at a dozen model railway exhibitions. Rather than retain it unused and in permanent storage, I decided to undertake a conversion and attempt to create a new model with a complete change of identity.

I sold the SNCF rolling stock and Breton style buildings and then carefully stripped the baseboard and removed the backscene. Having observed many minor German stations

Below
A BR86 2-8-2T arrives at Trubenfeld station with a short train formed of two bogie *Umbauwagen*. Such consists would have been typical for local services on secondary lines and branches at this period.





Above
The station building was scratchbuilt from plasticard following photographs of characteristic structures from the region.

Below
The BR86 has retired to the shed between workings.

both 'in the field' and in literature, I considered the track formation, originally laid for St.Antoine in Brittany, would pass muster for something Germanic. Naturally with the baseboard already built and the trackwork ballasted, together with all wiring still in place, I had a huge head start for creating something new. As a consequence, making scenery and constructing buildings, which is what I enjoy most, could commence without delay!

The resulting layout which emerged supposedly depicts a small terminus station in rural Hessen, in central west Germany. Although the name chosen, and not least the configuration of track and buildings, are completely fictitious, the model was inspired by Treischfeld on the former Hunfeld railway.



Right

The track plan may be compact but offers scope for satisfying operation, with a run-round loop, a couple of goods sidings, and loco servicing facilities.





Above

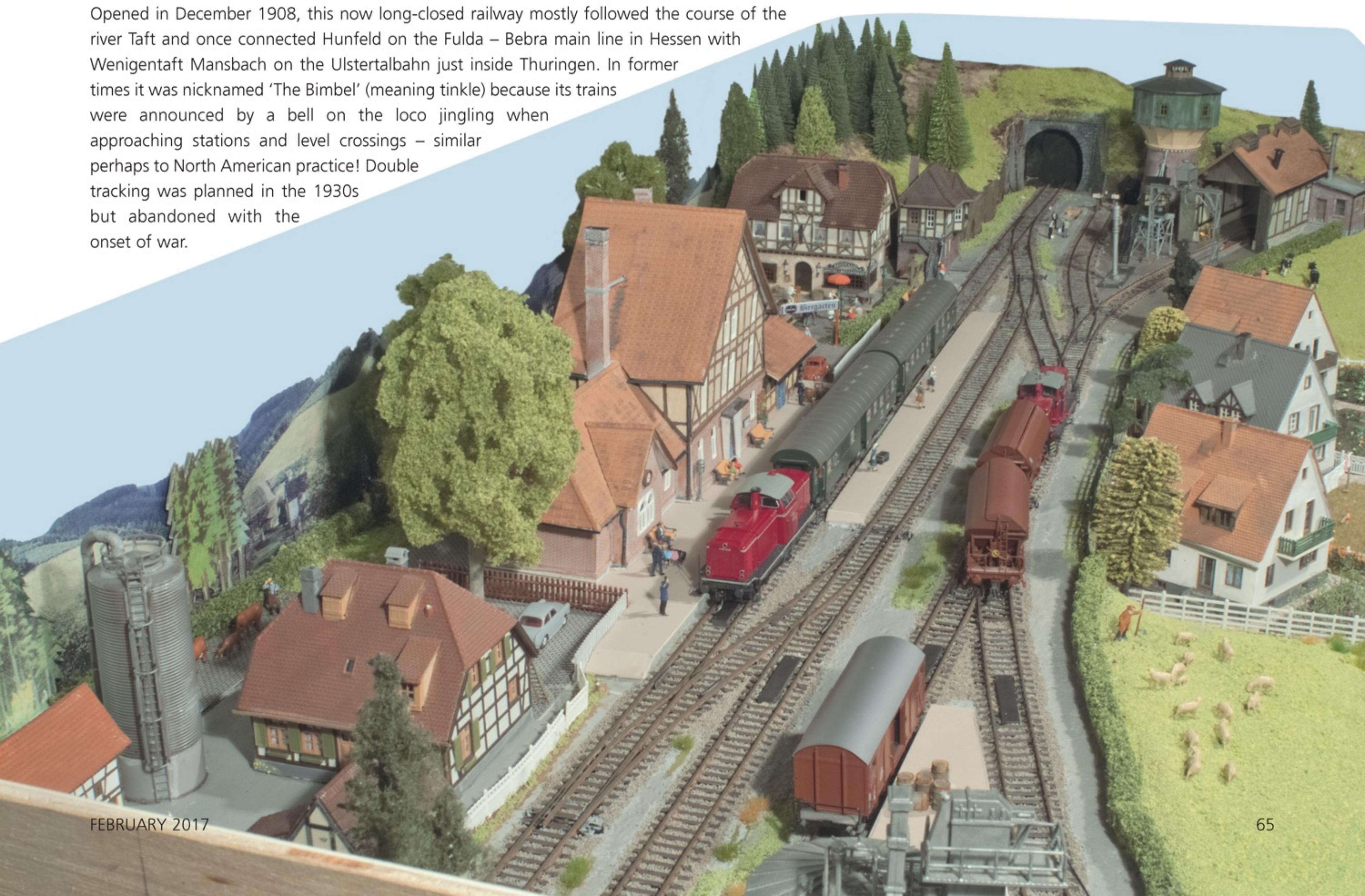
An arriving train passes between the signal box and the loco shed.

Below

Diesel power to the fore – the passenger train is now hauled by a V100 B-B while a V60 0-6-0 shunts hopper wagons in the yard.

The Hunfeld Railway

Opened in December 1908, this now long-closed railway mostly followed the course of the river Taft and once connected Hunfeld on the Fulda – Bebra main line in Hessen with Wenigentaft Mansbach on the Ulstertalbahn just inside Thuringen. In former times it was nicknamed 'The Bimbel' (meaning tinkle) because its trains were announced by a bell on the loco jingling when approaching stations and level crossings – similar perhaps to North American practice! Double tracking was planned in the 1930s but abandoned with the onset of war.





Above
A buffer stop and a barrier beyond block what was the through line. In the distance the fence and a watch tower can just be seen.

In 1945 the Hunfeld line, like a number of west-east lines, was severed by the division of Germany, in this case along the Hessen/Thuringen boundary. Consequently Treischfeld, which had started life simply as a through station, now became the *Endbahnhof* or last station on the line from the west. A buffer stop was placed on the track and east from the station the trackbed became covered with weeds and eventually obliterated by the usual silver birch saplings. Just 1.5 kilometres distant stretched the infamous *Eiserne Vorhang* or Iron Curtain, a series of barbed wire fences guarded by watch towers marking the beginning of another world, namely the DDR or German Democratic Republic.

Beyond this frontier, the station buildings of Wenigentaft Mansbach were now out of reach and in time fell into serious disrepair.

Passenger trains between Hunfeld and Treischfeld were maintained until January 1972, with freight services being withdrawn in January 1976.

With German reunification in 1990, the idea of reinstating the Hunfeld line across the old border was not considered, though this was to happen in many other places. Today the route has been cleared and surfaced as a cycle track called the *Kegelspielradweg*. Station buildings along the line have been converted into houses, while the buffer stop at Treischfeld has been removed and taken to the railway museum at Minden!

Building Trubenfeld

Set in the 1960s, the architectural style of the buildings together with the choice of backscene hopefully suggests a rural setting in Hessen. Certainly this is where the *Fachwerkhauser* or timber framed structures appear to dominate, set among rolling well-wooded hills.

Both the railway-related buildings and non-railway buildings are made from Faller, Kibri, Busch and Auhagen products. With some judicious kit-bashing and the use of acrylic paints where necessary, these are always a pleasure to construct. Indeed, because I have involved myself in German railway modelling for some time, a few of these buildings have been recycled from previous layout attempts such as *Rodenheim im Odenwald* (CM April 2012) while new ones were purchased both in England and in Germany.





Above
V60 423 places hoppers for loading alongside the grain silos.



Above
Convenient for the station,
the Gaststätte Lucullus
and its beer garden look
most inviting on a fine day.

Right
V100 1088 has run round
and is ready to depart
on its return run.



The one big exception to this practice, however, is the station building itself which very much takes centre stage on the layout. In trying to achieve a resemblance of the architectural style of a station building to be found on the Hunfeld line, research on the internet provided several but always incomplete images. Nevertheless, a full size HO scale drawing was made from an amalgam of these. Next, a trial mock-up



Left
The three modern houses
on this side of the line are in
contrast to the half-timbered
railway structures and those
of the village beyond.



Above
The track gang discuss what needs to be done next as the V100 waits to depart and the V60 shunts in the yard.

Below
The farm near what is now the end of the line. Note the lady of the house beating the carpet in the yard.

model was made from mounting card and placed on the layout to see how it would appear in relation to its surroundings. Finally, using surplus plastic window frames from a Faller kit, the finished version of the station was constructed using various thicknesses of plasticard.

The timber framing effect was achieved by cutting strips of black cartridge paper and attaching them with Mek-Pak using patterns copied from photographs of the prototype. Embossed plastic sheets were used for the roofs and brick walls while Ratio parts were applied for the guttering and drainpipes.

Other material and proprietary items used can be summarised as follows:

From the previous layout:

- baseboards (6' x 2' scenic section, 5' x 1' fiddle yard).
- Peco code 100 track, ballasted with Green Scene products.
- Peco point motors, operated by stud and probe.
- Gaugemaster DC control equipment.

New:

- scenic background: pictures adapted from German railway magazines mounted on card and then on to 6mm plywood.
- trees and other vegetation: Woodland Scenics, Green Scene, Gaugemaster, and the Model Tree Shop.
- garden details: Busch.
- barrels and boxes: Unit Models.
- workbench and tools inside loco shed: Severn Models.
- platform lamps: Kyteslights and Model Enhancements.
- fencing: Ratio.
- people and animals: Preiser, plus a Viessmann electronically-operated model of a woman beating a carpet in the farm-yard, which makes an eye-catching item.

Motive power and rolling stock

The steam locomotives used are DB classes 64, 86, and 38 whilst the diesels are classes V60 and V100. These are either Fleischmann or Roco models, as are the freight and passenger vehicles – including two *Umbauwagen*, of course!

In conclusion

Having now completed two very different and contrasting German-themed layouts, I intend to alternate *Trubenfeld* and the Baltic-based *Hansestadt Brünshafen* at exhibitions.



Below
On this occasion the train is hauled by a BR38 4-6-0 (a former Prussian P8), which should have no trouble with such a modest load.

Photographs by the editor.

Acknowledgments

In undertaking this layout conversion and creating a new model I am very grateful to the following:

– Carol and Ulrich Stappenbeck in Germany for providing me with an appropriate fictional name for the layout and for a very memorable day's excursion by car and on foot tracing a stretch of the remains of the Iron Curtain between Hessen and Thuringen.

– Peter Wurzbacher of the German Railway Society for much of the historical and background information relating to the Hunfeld Railway, and his advice on suitable rolling stock.

– the late Jim Horsford, who many years ago kindly lent me a copy of the book *Grenze über deutschen Schienen* by Ralf Roman Rossberg, which described examples of rural railways that were severed by the Iron Curtain.

– and finally my wife Sue and members of the Association of Shrewsbury Railway Modellers for their encouragement and critical appraisal of my modelling attempts.

Editor's note: over the time we were in contact, Doug was a model contributor, a pleasure to work with, a really nice chap. Sadly his intention to exhibit Trubenfeld was never realised. Our sincere sympathies to his widow, Sue, along with our thanks for her co-operation and fortitude in seeing the article through to publication as a fitting tribute to Doug. Thanks also to Myles Munsey for his assistance.



Emmanuel Nouaillier explains another of the techniques used in his detailed structure modelling. *Photographs by the author.*

Under the magnifying glass – 3

Old enamel signs

Following the previous article (CM December 2016) where the base was paper, to simulate printed signs and posters, this time the work is aimed at imitating convincing aging effects on painted metal signs. I partially addressed this subject a long time ago when reproducing enamel signs in small scales. In the meanwhile I have developed the technique further, so here are some new step-by-step photo sequences showing an even more precise approach to the subject, using larger scale items as examples.

In this article, I will deal with several situations including the simulation of certain signs applied to the façade of a garage which has been seen in part in previous features. I will not repeat how they were made from scratch but concentrate on the stages of weathering.

Signs like this, even when decayed, may provide flashes of colour in a drab setting and so attract the eye of the viewer. So attention to detail is important, especially when striving for a model with atmosphere.

Step 1

The first step is research, with good documentation, especially in the case of signs used on garages. You need good quality examples to follow, which are not always easy to find. Specialist books on these subjects give some indication of dimensions, when they were used, etc. You can find images via the internet but in general the resolution is not enough for quality reproduction in miniature.

Steps 2 and 3

A few selected examples were grouped into one document and then printed out with pigment inks on special ultra-fine paper. I took the opportunity to make the most use of the space by including some signs for future projects in smaller scales. The signs were cut out using a scalpel with a new blade.



Step 4

The ultra-fine paper was then backed by gluing on to 0.13mm plasticard. This was done by coating a used scalpel blade with a thin layer of superglue and spreading this onto the back of the printed sign which was then placed onto the plasticard sheet. This avoids any overhang and damage to the part.



Step 5

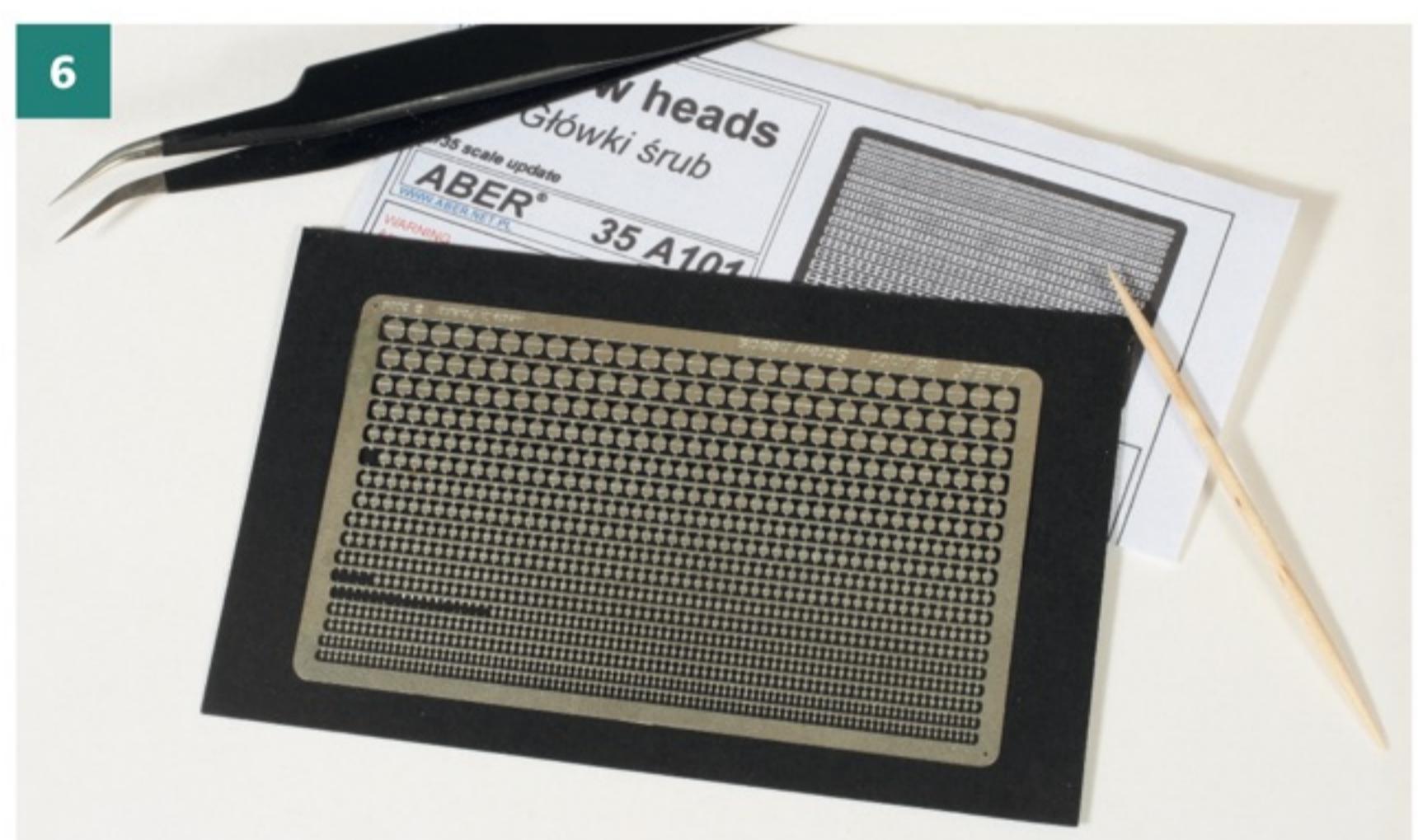
This gives a thickness which is about right for a large scale model. To conceal the gap between the photo paper and the plasticard, I use Prince August plastic putty applied with an old fine brush, and finish by smoothing with a moistened index finger. The advantage of this putty compared to older fillers is that it is much healthier to work with and dries very quickly.



Step 6

To represent the fixings, I use many different commercial products for bolts, rivets, and screws: I have been using Grandt Line and Tichy Train products for quite some time, and in addition Aber 'screw heads' (ref.35A101) are perfect reproductions in photo-etched nickel-silver; the smallest are almost invisible.

To install such small details, I put a tiny drop of cyano at the desired place using a needle and then apply the piece held on the end of a wooden stick simply with moisture or a blob of Blu-Tack.



Step 7



Step 7

Signs equipped with various fixings. As well as the traditional rectangular flat plates (convex also existed) there is a round example and even one bent to be installed on a corner. I noticed this particular example in a period document and wanted to include it to make an interesting variation.



Step 8

The various products and paints necessary for giving the signs a realistic appearance. I now use mostly AK Interactive and Wilder products. The process mainly involves adding rust that will build up and create contrasts, sometimes adding to the traces already present in the printing. Indeed some photos of already rusty signs with subtle corrosion residues can be left as they are.



Step 10

Next I prepare a small mix of 'old rust' and 'dark rust' in an old jar lid, in which I soak very small sections of synthetic sponge held in fine tweezers. Once soaked, they are wiped on a paper towel retaining only a minimum of paint.



Step 13

In the larger scales, I will go even further on certain points. I bring out in some places a more recent rust, closer to orange. A mixture of AK 707 and 708 is brushed on almost dry with a fine brush onto parts of the edges to bring a little more variation, as with this sign with the edges eaten away.



Step 9

I begin with the edges, always susceptible to damage, first working systematically with a very fine 00 brush soaked in 'old rust' or 'track rust'. I imitate micro-chips of various shapes, with more severe effects around the bend, where the fragile paint has become detached.



Step 11

I then dab the sponge onto the surface of the sign in random fashion leaving tiny points of really subtle rust.

At this stage, I use the brush again but soaked in this new mixture to make some scratches and other more visible chips.



Step 12

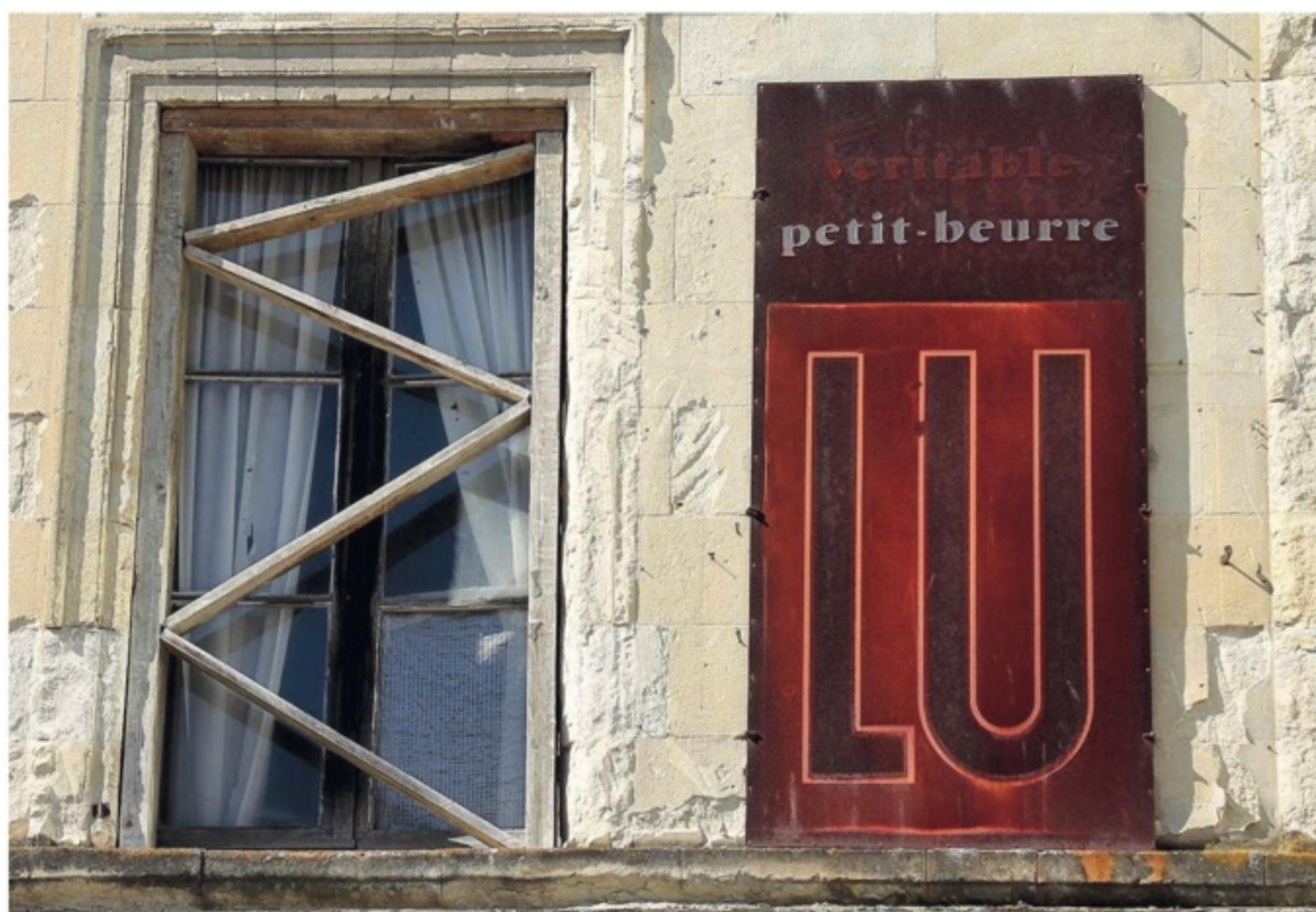
To simulate a few rust drips, I then carefully apply Wilder 'dark rust' wash with a short bristle brush, and without waiting for it to dry I add the same brand's 'aged rust' pigments, brushed from top to bottom.



Step 14

Finally, taking care not to spoil the effect so carefully created, relief features such as ridges or raised fixings are emphasised with AK 086 'dark steel' pigment. Here again it is a matter of being subtle, to stress the metallic nature of the material without creating a pronounced wear effect. I just rub the pigment on the corners of the sign with my finger.





Above

Here is another example. This very large enamel sign has lost its original splendour, completely attacked by the elements. It would look good and reinforce the contrast on the façade of a building.

Photo: Eric Caillé.

Step 3

The printed sign was carefully cut out. Compared to the real image, I added grain and a little more contrast using the processing software. This creates something pretty convincing to the eye, which will be improved by weathering.

3



Step 4

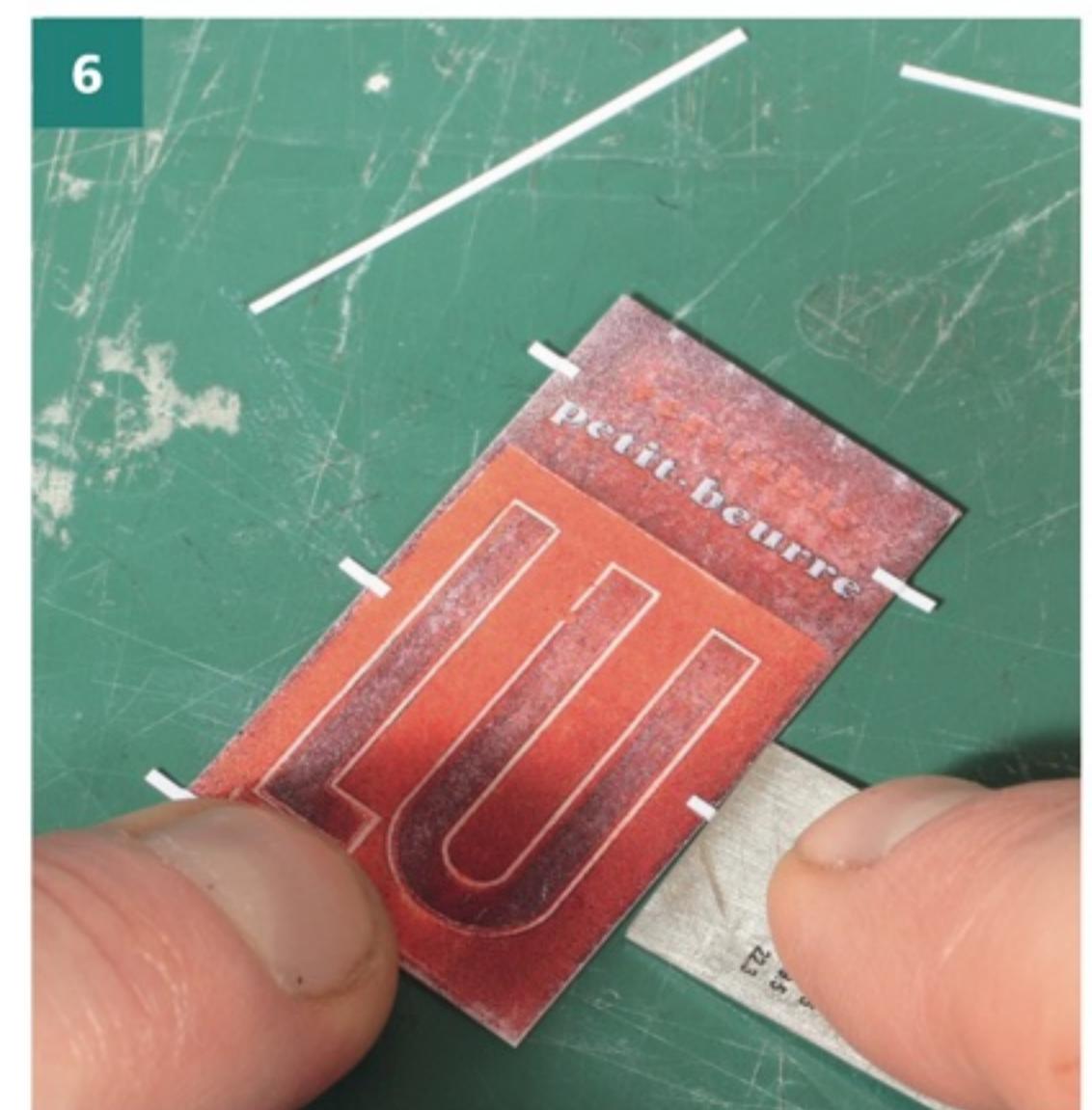
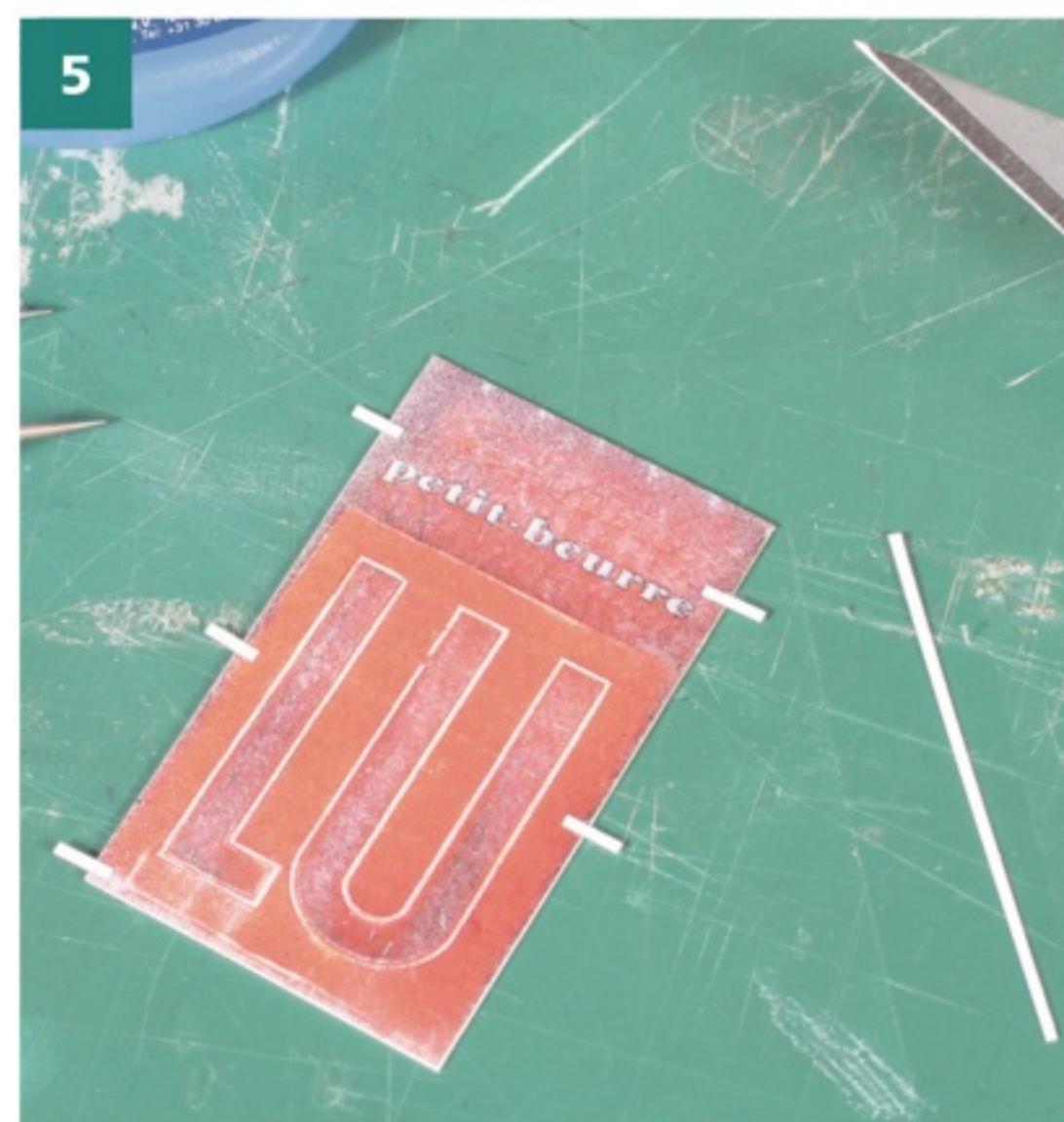
The sign is backed with 0.13mm plasticard and then weathered in the same way as before.



Steps 5 and 6

The mounting brackets were added using strips cut from the same plasticard, fixed with a drop of cyano glue, taking care to leave a few millimetres protruding. Once the glue has set firmly, I make the projecting strips follow the edge of the sign

by pressing with a metal ruler. The surplus will then be trimmed off with the scalpel. There are two advantages to working this way: it is rapid and, above all, easier to work with the larger pieces.

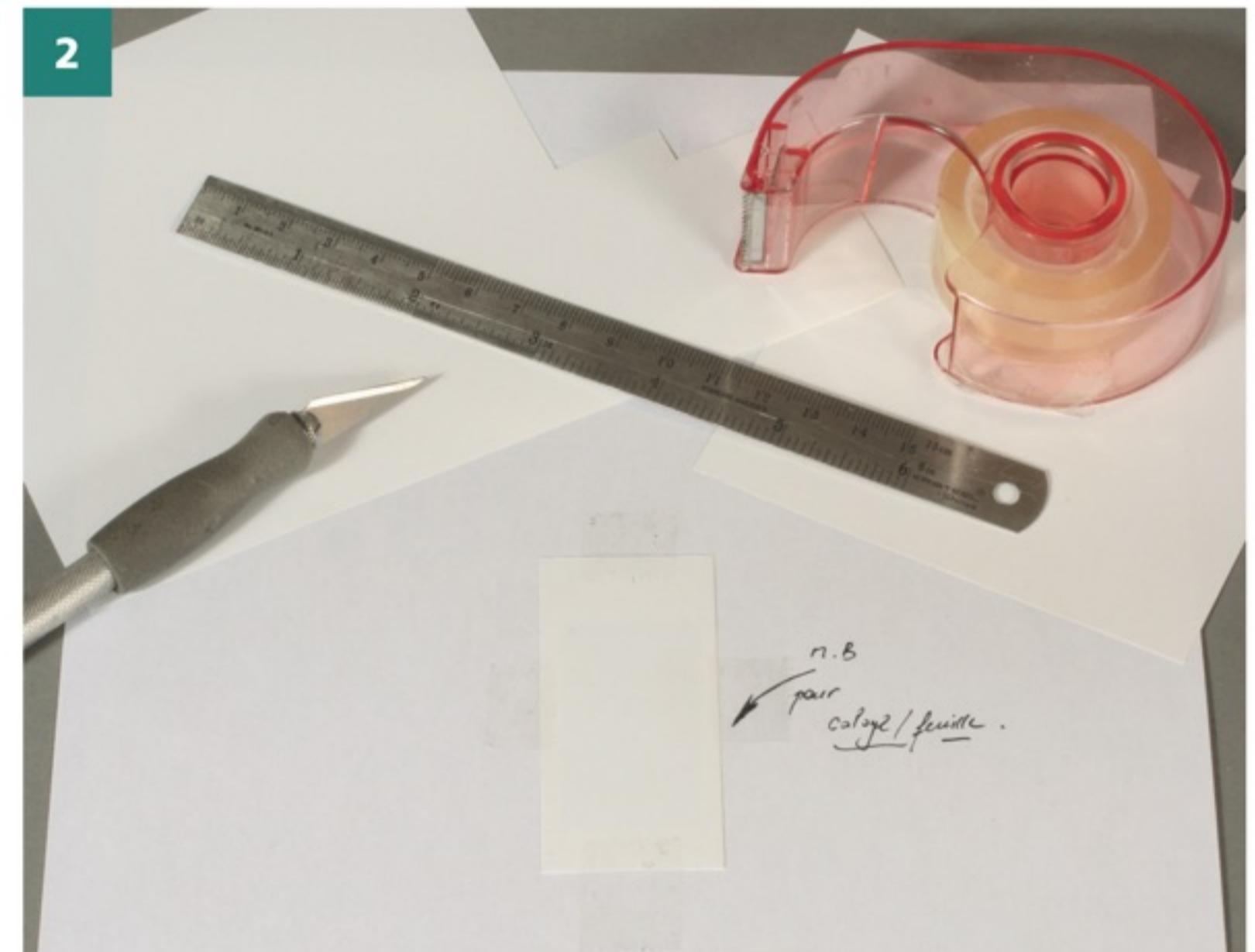


Steps 1 and 2

I used a close-up view of the original, reworked and cut out in Photoshop, to make a miniature. The ultra-thin paper did not reproduce the colour tones too well so I drew the background myself and attached this as a backing in precisely the place on an A4 sheet where it would be printed, held by means of adhesive tape. This worked well.

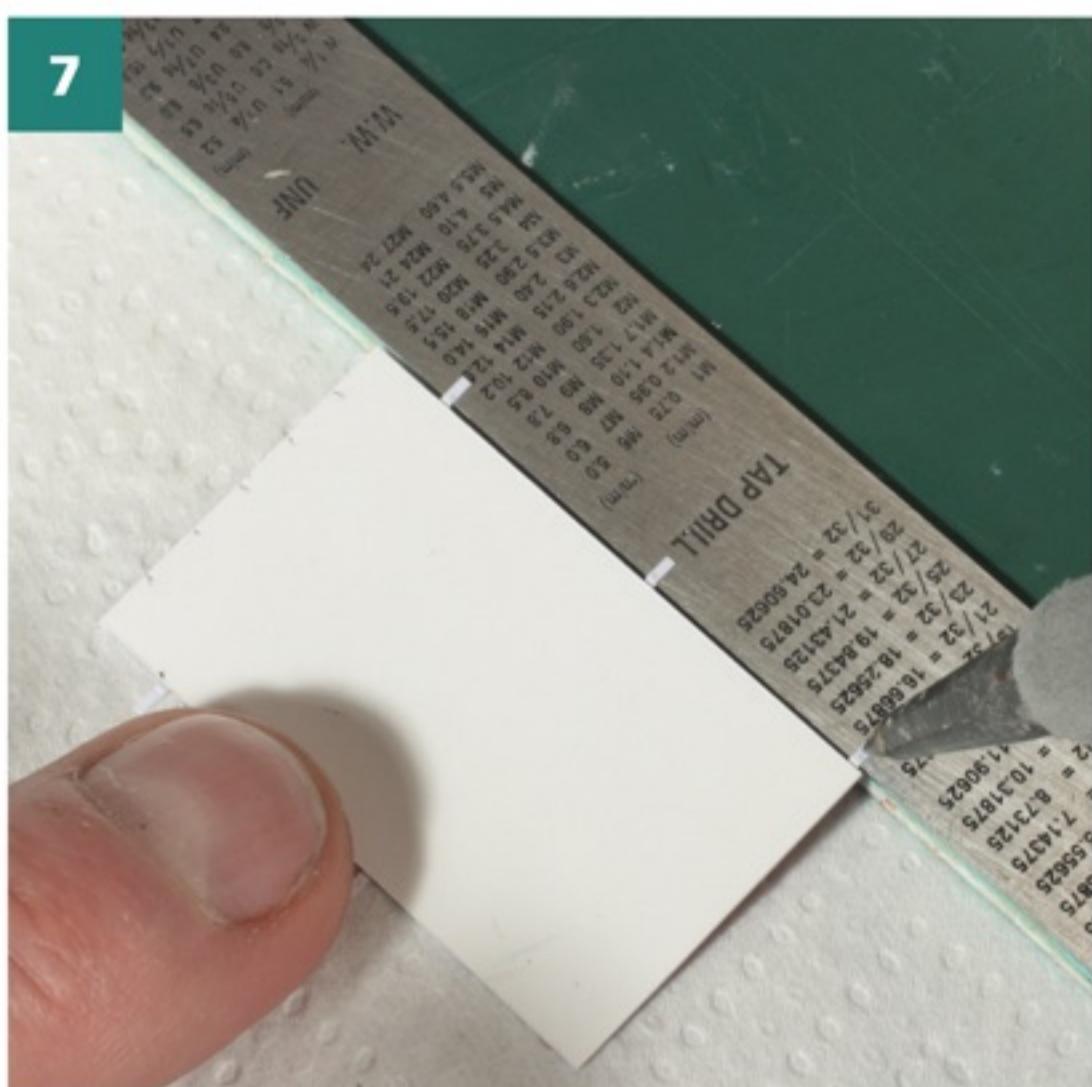


2



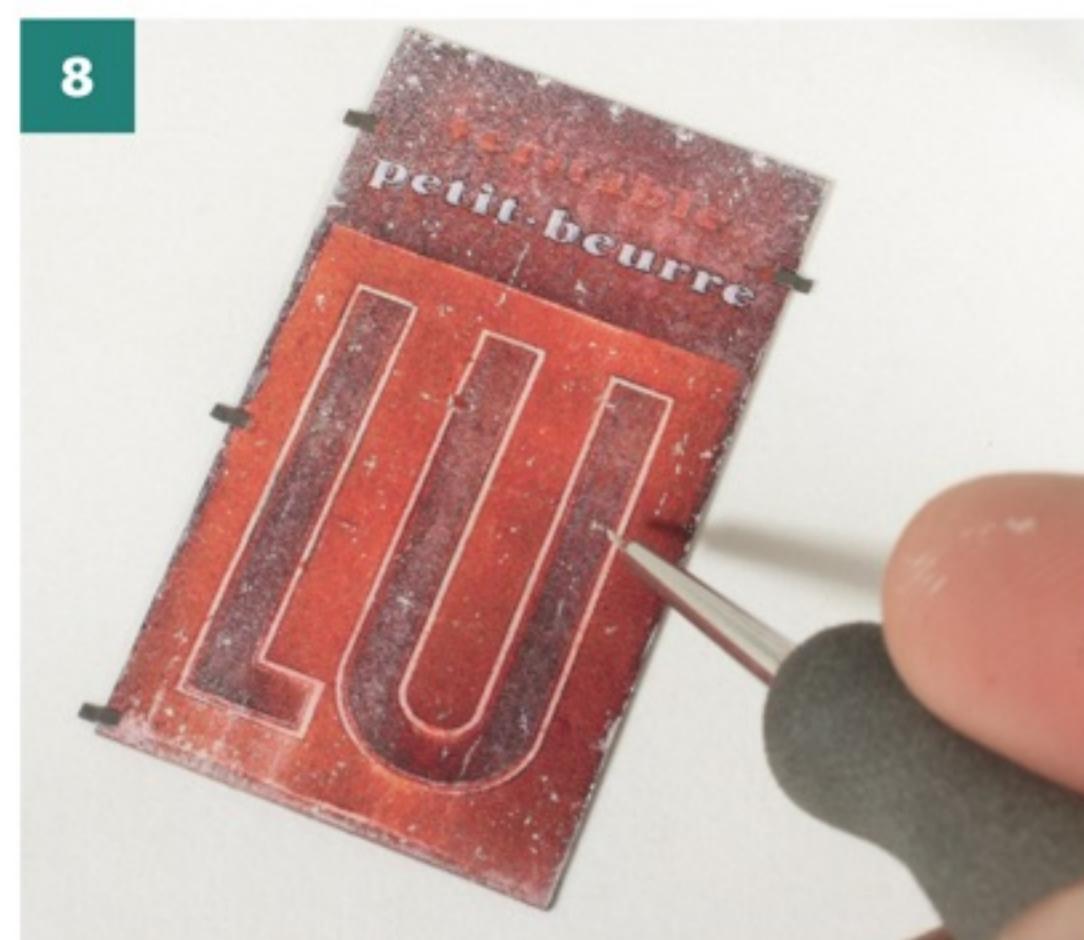
Step 7

The fastening rivets are then simulated by pressing from behind with a sharp point, keeping the part on a hard surface (here the back of the steel ruler).



Step 8

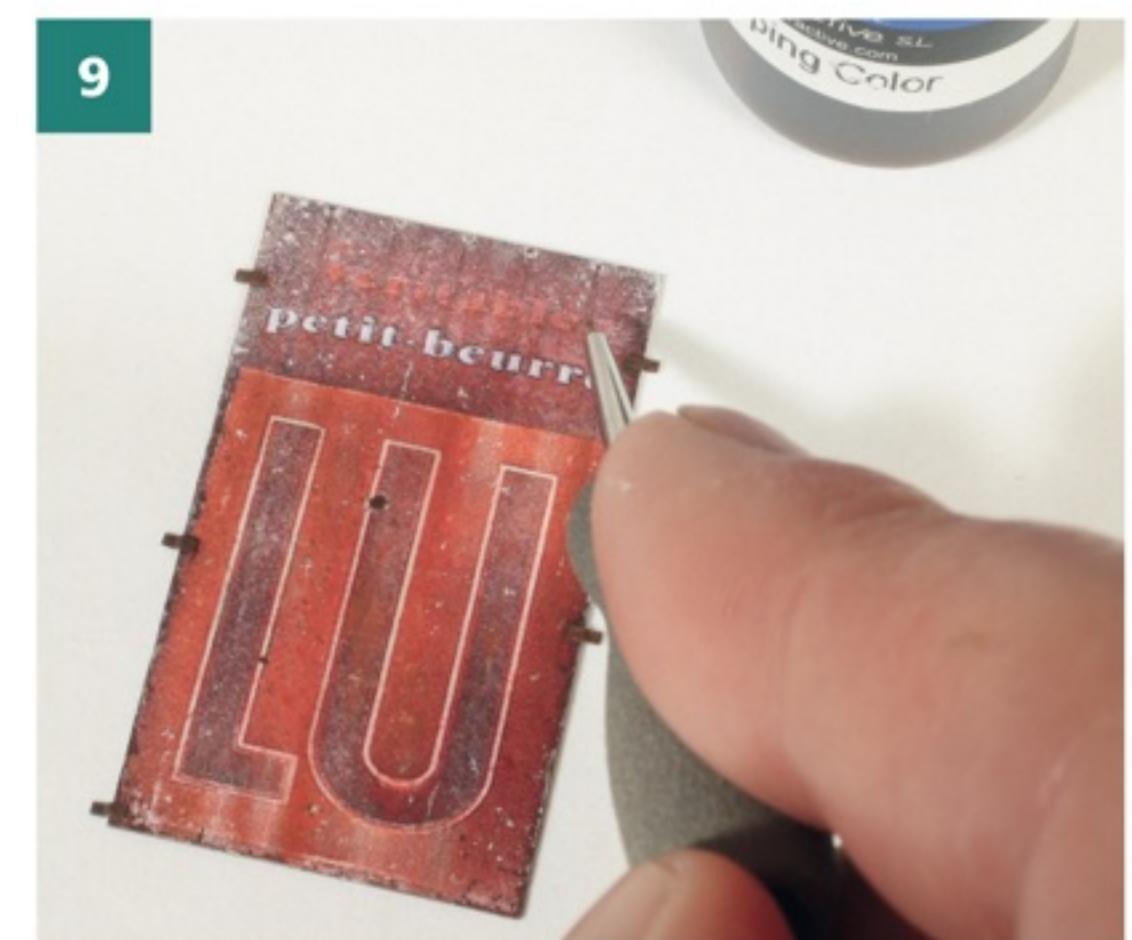
I then begin the work of 'micro' weathering by creating some variation, adding very fine white chips with a thin brush. These are not on the original but were inspired by another example of the same style. I use acrylic paints, Vallejo and Prince August matt white.



Step 9

I used AK 'track rust' acrylic to colour the legs.

Having worked on some of the edges according to the method described above, I then add some drops, this time by a dry brushing of AK 'chipping colour' paint which makes a blackish rust.



Step 10

I then completed the appearance of the fixings by applying a layer of Wilder 'dark rust effect' wash onto which I immediately dabbed 'aged rust' pigment using an old thin brush with the bristles cut back almost flush with the ferrule.



Step 11

I then add a little more contrast to certain parts of the lettering, which I leave a little more glossy in places. Here some letters are highlighted with a fine brush loaded with matt white.



12



Step 12

The completed sign ready to be placed.

Step 13

The sign being put in place on a wall, where it will hopefully bring some welcome variation and help to evoke a distant past.

13



Another example

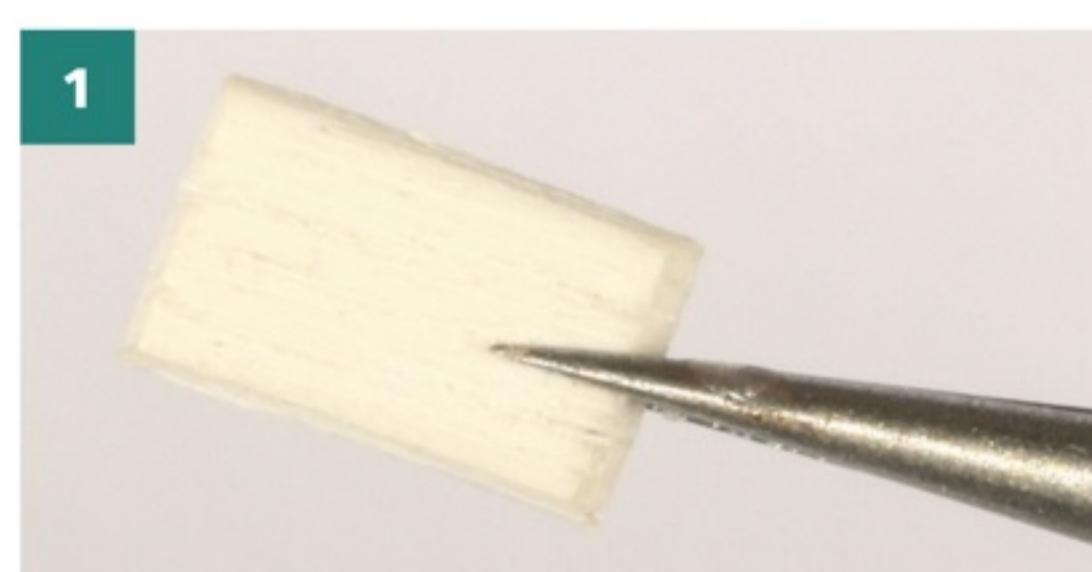
Below

The next example is a very typical French house number plate on a blue background. These are sometimes on a wooden backing, as here. This gives a little more thickness and presence to a miniature reproduction.



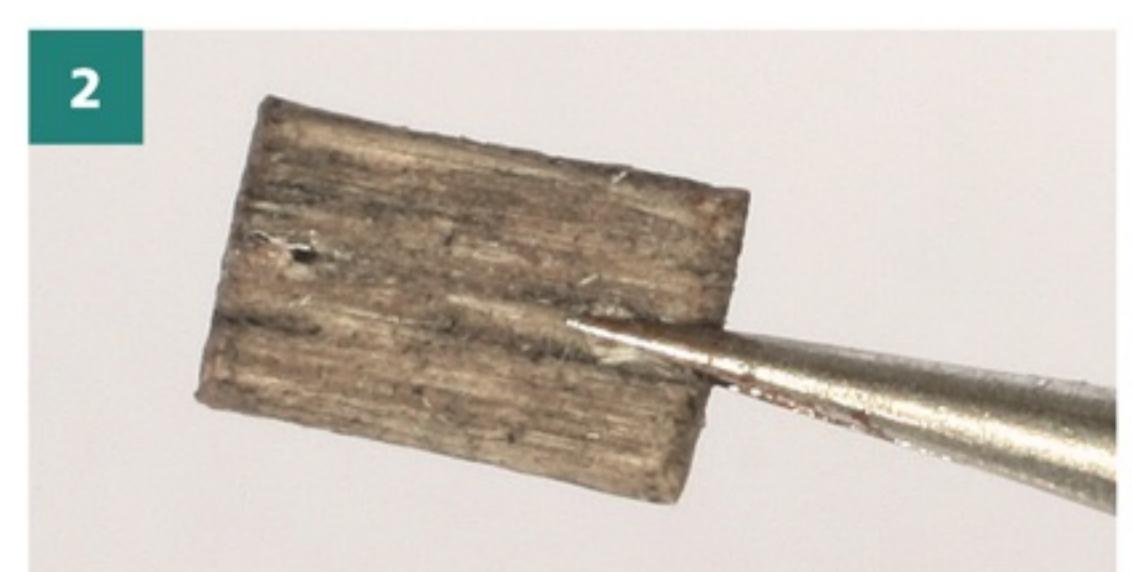
Step 1

In this scale, for the wooden backing I used a small piece of 0.75mm plasticard, distressed with a wire brush, then trimmed with a mini scalpel blade.



Step 2

Even though the wood surface will hardly be seen in the finished item, I still like to colour it properly, using Humbrol 98 enamel well diluted with mineral spirits to imitate old wood.



Step 3

The sign was printed to scale on the special paper, and very precisely cut out.

The fixing points were imitated by pressing with a sharp point, after marking the locations with black pencil.



Step 4

Working on the surface of such a small part is not easy, it must be confessed. I use fine tweezers to hold the part on a paper towel while the sponge is applied, in the same way as before, with the same colours, just the foam is a little smaller.

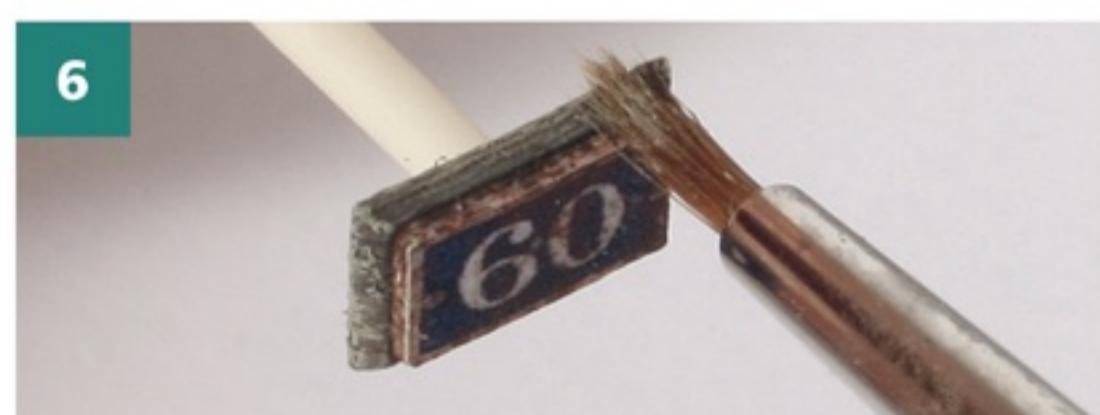


Step 5

Even on tiny surfaces, I try to go as far as possible, sometimes to carry out tests or make comparisons between particular products ... for a result that is often similar. Here I have used AK 4112 'medium rust deposit', from the 'crusted rust deposit' set.

Step 6

After fixing the metal sign on its wooden backing, the latter receives an additional treatment to bring out the whitish appearance of worn wood. I use AK 784 acrylic paint taken from the 'old weathered wood' set brushed on almost dry to create this subtle effect.



Thanks to Fernando Vallejo of AK Interactive and Adam Wilder for products supplied, and not forgetting my friend Eric Caillé.





Eddy de Wilde introduces a compact Rhätische Bahn layout built as a competition entry by members of the Swiss Train Club (De Zwitserse Treinclub) in Belgium.

Bügeltal

A small piece of Switzerland on an ironing board

For the second Mobexpo show an inter-club competition was organised by MSC Het Spoor for which participants had to build a working diorama on the surface of an ironing board. The Swiss Train Club took up the challenge and built a fictional piece of the Rhätische Bahn in H0m.

The first task was to obtain an ironing board, with the greatest available surface area. There are now both narrow and wide versions, and we found one of the latter in a budget shop.

After the cover had been stripped off, the dimensions of the base could be accurately determined and a first draft plan could be made. We laid out some track and points and it quickly became clear that the layout had to be kept simple. The support for the iron offered enough space for a controller. The pointed end could serve as a fiddle yard, which left the middle part to accommodate a small terminus station somewhere on the RhB.



Below
Ge4/4^{II} 601 *Albula* has reached its destination.
The station is from an old kit formerly sold under the Quick label, later Pola.

Left
A small snack, a cool beer, or a coffee? In this wooden shack or on the outdoor terrace travellers and hikers can take a breather and enjoy some refreshment.

The theme – a fictitious terminus station

In German, an iron is *Bügeleisen* and because the supposed the line ends in a secluded valley (*Tal* in German) the name of our station was soon established. It would be located at the end of a fictional branch, somewhere around Davos. The line is imagined to have been closed and lifted as it was running at a loss.

At an exhibition we found a station building constructed from an old Quick kit (later Pola) at a bargain price. It was carefully repainted and weathered. The plaster finish was imitated by spreading white glue on the wall then sprinkling on very finely sieved soil. After it had dried completely, the correct colour was achieved with diluted poster paint.

The limited size of an ironing board does not allow for many buildings. The station and the chapel are the only structures built from kits. The other two buildings were constructed on a base of heavy cardboard. In the foreground there is a wooden shack where rail passengers and walkers can get a simple snack, a refreshing cold drink, or a coffee.

It was built along the lines of a similar stand on the station of Cavaglia on the Bernina line. The outer walls were clad with 'boards' cut from thin wood boxes used for cheese. The outside terrace and fences were made from the same material. Tables, chairs, a few umbrellas, and some figures complete the scene, along with homemade signs and television aerials.

A typical RhB transformer house could not be omitted. This too was made of the same recycled materials, detailed with what could be found in the spares box.





Plan and operation

It was clear that the track plan could be no more than two tracks and two turnouts, and train length would be very limited – a railcar or locomotive with just one bogie coach or two short four-wheel wagons. More is not necessary for the operation of such a line.

From the fiddle yard, the line emerges from the tunnel and immediately reaches the entrance points. Here there is also an ungated level crossing protected only by warning crosses. Eventually the public road will need a flashing light system with accompanying sounds. The wooden baulks for the level crossing were cut from thin wood strips and stuck between the rails. The finish was scribing the joints and painting with the right colour.

A loco-hauled train arrives on track 1. The locomotive is released with a scratchbuilt uncoupler operated by a lever. Then the locomotive runs forward to the buffer stop. This was also scratchbuilt, from brass sections, following an example in Poschiavo. After both points have been changed, the locomotive can run round on track 2 and then couple on to the other end of the train for the return trip.

At busy times track 2 can also be used for receiving a railcar which does not need to run round.

Between the tracks there is a small island platform.

Above left

An ABe4/4 railcar emerges from the tunnel.

Left

The overhead catenary switch installation looms over the café.

Below

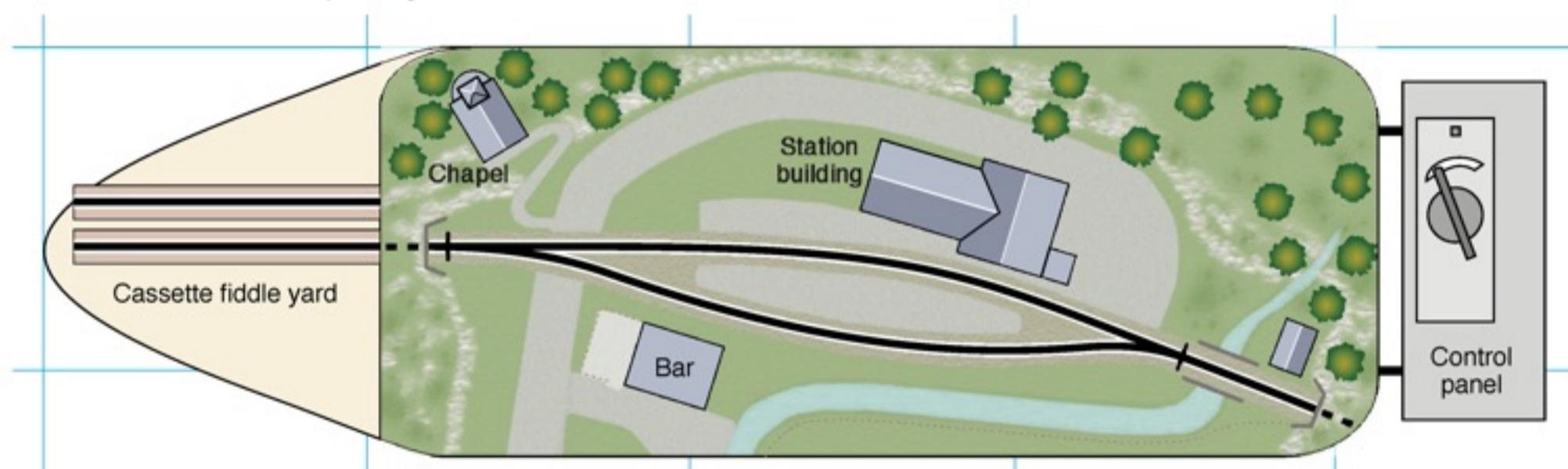
On the right the track ends in a buffer stop.

The fiddle yard was designed to be as simple as possible, and takes the form of a cassette system. After a train has arrived on the cassette it can either be reversed or put away and replaced with a cassette carrying another train. The very limited space means such movements must be performed with caution.

However simple the design of the layout, we were sometimes confronted by the occasional headache. For example, we found that a large part of the metal mesh of the ironing board had to be cut away and that we had to raise the baseboard by mounting it on wooden beams – this was necessary so that the Conrad point motors could be fitted underneath. This also made the installing the wiring a bit easier.

In addition, we also had to take into account the sliding mechanism which allows the legs to be folded up and the height adjusted.

The track and turnouts are Bemo, laid in the classic manner on 4mm thick cork strip. Droppers were soldered to each piece of rail and then these and the point frogs, with the necessary wires already attached, were all connected to a bus bar of sufficient capacity.



Bügeltal Overall size (excluding control panel) 1240mm x 380mm. Each grid square = 300mm x 300mm.



Above
The bridge over the stream
and the old trafo tower.





The fiddle yard cassettes get traction power through brass contact strips which are also connected to the bus bars.

The ballast consists of sieved river sand which was distributed between the sleepers with a brush, then fixed with white glue diluted with water with a drop of detergent to reduce the surface tension. After it had dried completely, the rails were painted rust colour and the trackbed was airbrushed, taking the necessary care around the point blades and finally cleaning off the rail heads.

Electrical

The electrics were kept as simple as possible. The two points, the two signals, and the isolating sections are controlled from a home-made panel fitted with switches.

Diodes ensure the loco stops automatically at the dead end, and also make it possible to pass a red signal in the opposite direction for shunting.

Provision has already been made for the switching the level crossing flashing light system.

Overhead

For the overhead catenary, several individual masts and one portal were used, all from Sommerfeldt. The contact wire itself was made up from brass wire.

The typical switch installation was built from pieces of brass section, wire, and Sommerfeldt insulators.

Landscape

Before starting on the scenery, the background should be considered. It was made from a strip of plain cardboard 1mm thick on which a light overcast sky was painted. This board was glued to the rear and side walls with the corners rounded off nicely.

The basic landscape was formed by gluing together cut or broken pieces of insulation board which was covered with plaster and finished with a layer of joint filler – this material is finer in texture and more workable than plaster. The rock structure was introduced while this was drying, using an old flat paint brush.

Once everything was dry, the darkest colour was applied using slightly diluted poster paint then washed over again with a damp piece of sponge. This way the paint is concentrated in the cracks and grooves, with a soft colour haze overall. Finally, the rock structure was accentuated by the well-known dry brushing method with a little white paint.

Left
Vehicles, figures, and details add interest even when there is no train present.

Below
The train is ready to depart on the return journey, quite well patronised, it appears.

Photographs by the editor.



The retaining wall behind the station was made by pouring plaster into a mould, then cutting it to the right size, and incorporating it into the landscape. After an overall coat of paint, several stones were treated individually to add realistic variety to the wall.

The tunnel portal was cut from a piece of insulation board. Then a layer of joint filler was applied, the stones were scribed, and finally colour was applied.

The spruce trees were made using the familiar technique with twisted floral wire and bristles, cut to shape, sprayed with green paint, and sprinkled with green fibres.

Here and there some bushes, tufts of flowers, and a few weeds provide the necessary variety.

In the foreground a babbling brook winds its way and some cows graze in the meadow.

A number of small corrections and additions are still to be done to make the layout more attractive and easier to operate.

Final assembly

For a neat presentation, the base was covered with strips of hardboard. The fiddle yard was concealed by another sheet, with the name of the layout on the front. Everything was covered with a lid and valance, on which was mounted the lighting. For illumination at exhibitions, a LED strip is used, supplied by a separate transformer. The whole surround was painted a neutral grey colour so that attention is concentrated on the layout itself. An old iron on the lower shelf is a reminder of the original specification, the ironing board!

Reflections

Building this mini layout was an enjoyable experience for the Swiss Railway Club, and winning third prize in the Mobexpo competition was definitely the icing on the cake.

The layout was subsequently also shown at Modelspoor in Leuven.



Ian Milroy introduces his double-sided Japanese N layout – almost two in the space of one! The layout will be among those on show at Eurotrack on Saturday 26th and Sunday 27th February at the Oasis Lord's Hill Academy, Romsey Road, Southampton, SO16 0XN.

The Kuritu line

Two scenes, two seasons

Having purchased a Kato tram at a price not to be missed, I then decided I needed somewhere to run it – and so the Kuritu line was born. I remembered a layout I had seen in CM called *Soutien – Swiep* (July 2012) which was divided in half by a backscene. I thought this was

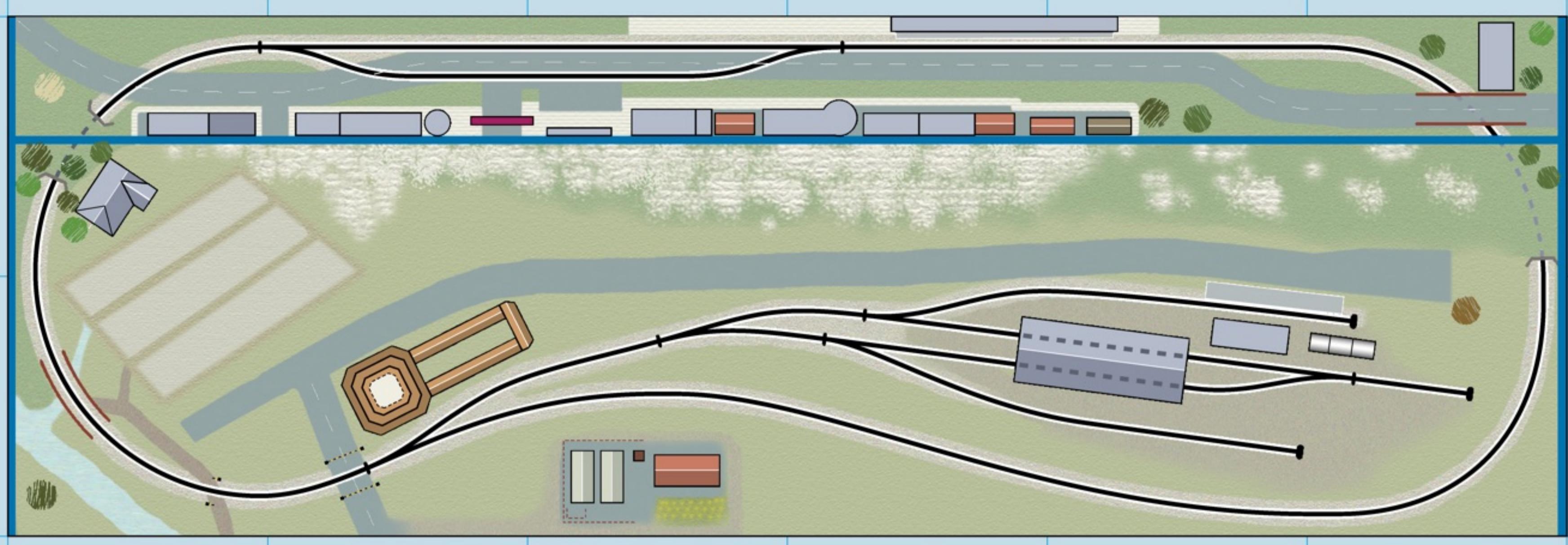
a good idea and copied it, but divided my board roughly one third and two thirds. This would allow the town area to be compressed and give more room for the countryside. There was no planning (as may be apparent!): the track was simply laid, on one side with a sinuous curve and some sidings, on the other a passing loop.

More stock was obtained second-hand. This led to a need for more sidings and so a maintenance depot sprung up.

Right
Tomix and Kato Toyama
Portrams in the passing loop
on the town section.
 Below
The Tomix Toyama Portram,
with Railway Girls anime
graphics, moves from the
loop to the platform.







Kuritu Overall layout size 6' x 2'. Each grid square = 1ft x 1ft.



Above
A Kato Toyama Portram enters the town under the overbridge.

There was never an intention to exactly replicate the real thing but more to present an impression of Japan by adding all the clichés I could think of. I must have succeeded to an extent, as more than one Japanese visitor to an exhibition has told me it made them homesick! They were also kind enough to tell me what all the signs meant which exposed the odd error, since rectified.

As I wished to operate the layout from one end, dowel rods were used to control the points with bellcranks to change the direction of movement.

Electrics are simple analogue control using a twin track controller. One side is used for the main circuit, the other for shunting around the depot. I have also introduced an interlocking switch on the point where the depot track joins the



Above
A Modemo Mobo type 621 approaches the platform.



Above

As it leaves the loop en route to the rural section, the Kato Toyama Portram will pass the *tori* (temple gateway).

main line. That followed a number of derailments as a result of having not changed the points while chatting; now at least a train will stop at the junction approach signal.

Track is Peco and the points were scavenged from the spares box. The small size of the layout has meant the use of small radius points, the only long radius one being the depot junction.

I definitely wanted to have catenary and have used Kato masts strung with EZ line, a silicon material, in this case coloured 'weathered copper'. Having the pantographs up and close to the wires gives the impression that the catenary is operational. It does not help the task of track cleaning, though!

The buildings are a mixture of Japanese kits, continental models suitably modified, and the odd scratchbuilt item.

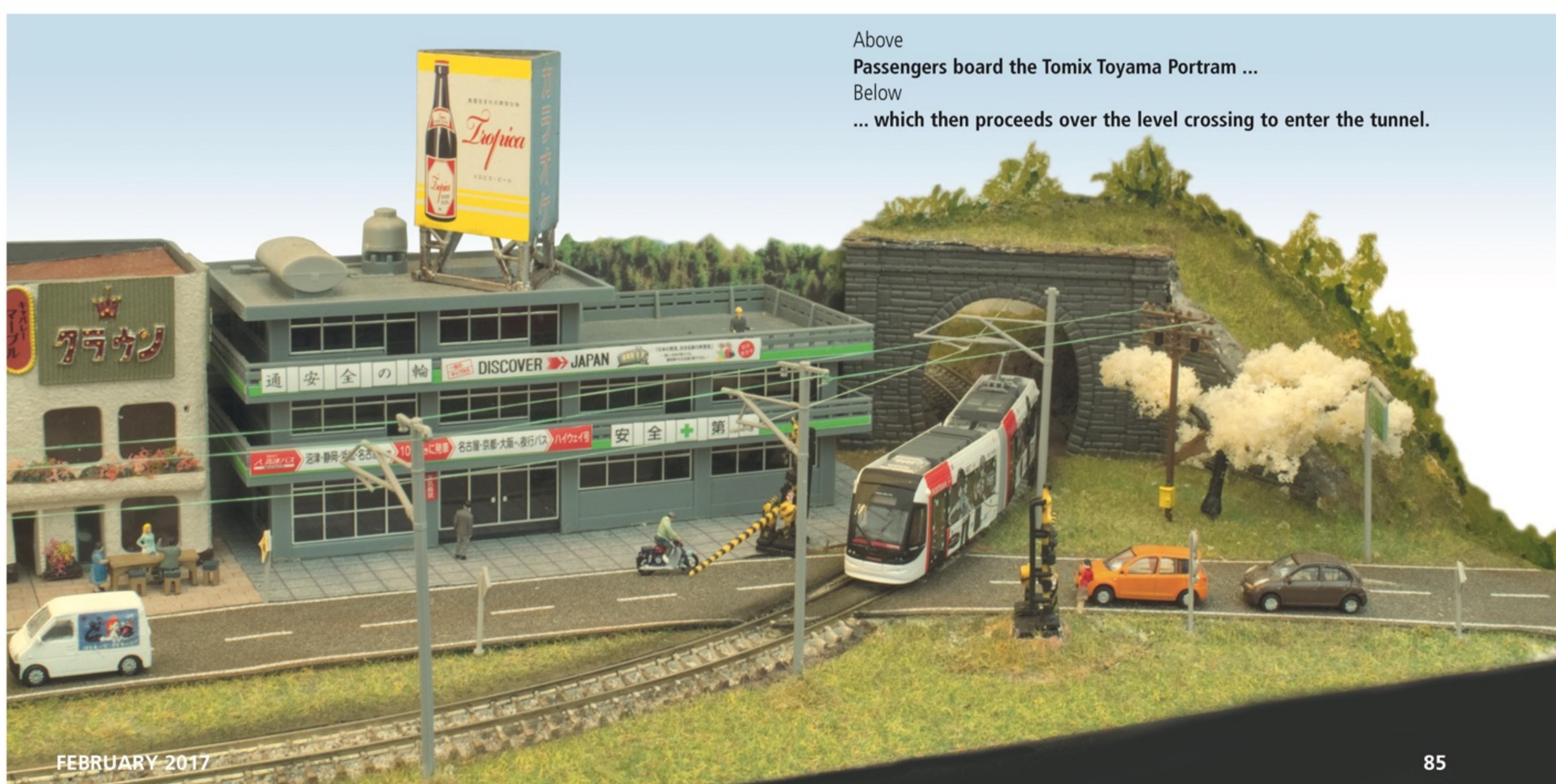


Above

Passengers board the Tomix Toyama Portram ...

Below

... which then proceeds over the level crossing to enter the tunnel.

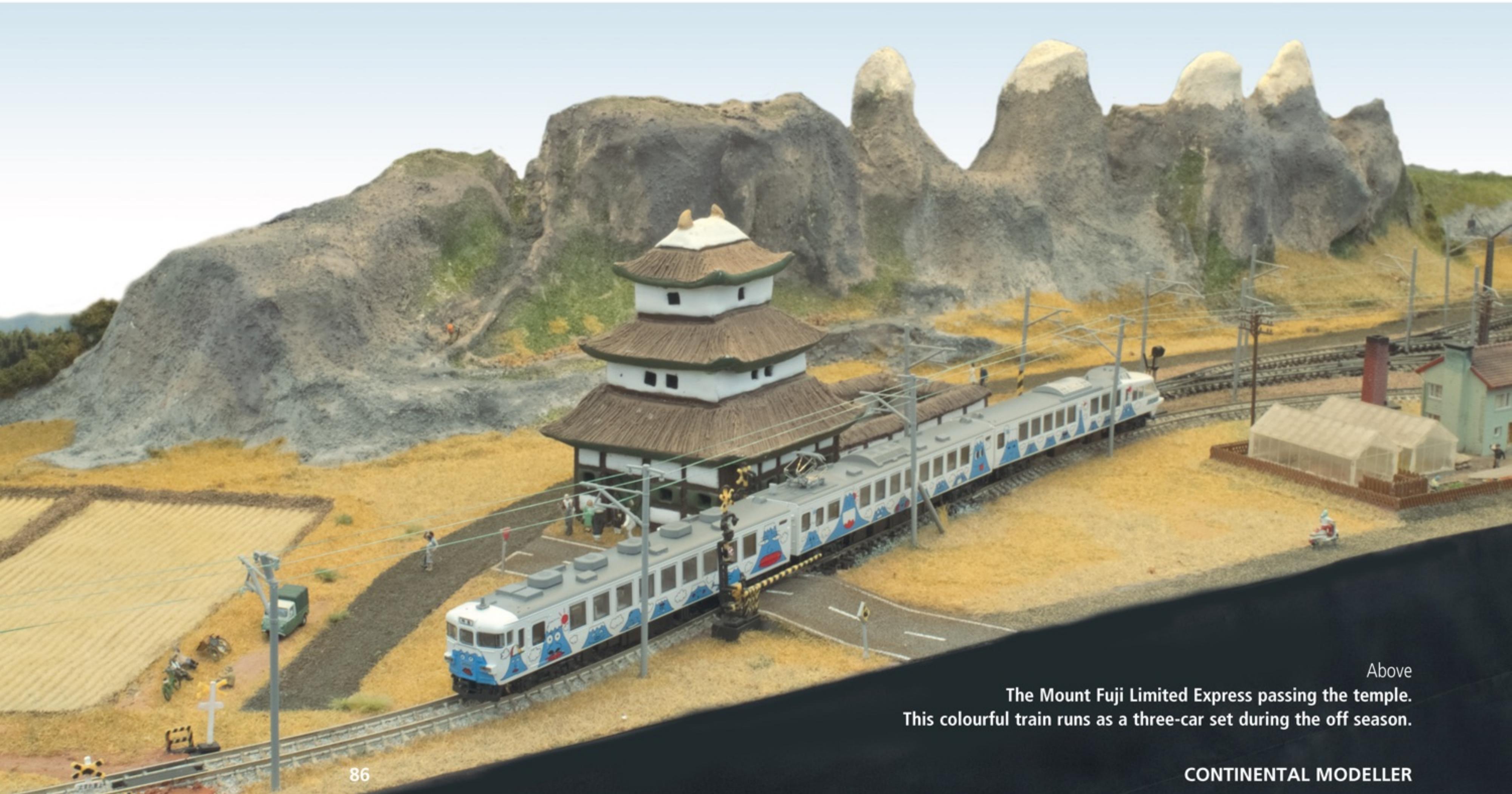




Above
A Portram awaits clearance to enter the depot sidings.

Above left
The Mount Fuji Limited Express emerges from the short tunnel which links town and country, passing the rice paddy fields.

Left
Field workers take a rest. Small details such as these (and in N they are indeed small!) add authentic character to the scene.



Above
The Mount Fuji Limited Express passing the temple. This colourful train runs as a three-car set during the off season.



Above
A peek into the temple courtyard from an unusual angle as a Kato Portram enters the depot sidings.

Compressing the town meant low relief buildings at intervals along the back, which help give depth to the scene. Detailing with people in the alleyways improves the effect. The temple was a ceramic tea light holder from a charity shop, suitably dulled down, modified, with the addition of a garden

Figures are mainly Tomix and Kato.

Scenery was also recycled, a tunnel cut in half to make the rather abstract low relief mountains. I felt it could not be Japan without cherry blossom, and so the town side has a

number of trees. The problem was then trying to make paddy fields with water in, and so I introduced time travel between the sides, with the country being set in late autumn, when the fields have been drained after the harvest.

I tried to avoid having tunnel mouths on each end passing through the backscene and so on the town I used an overbridge and trees; a coach sawn in half helps lead the eye off the layout. On the country side the curve leading off enabled a group of trees to disguise the exit.

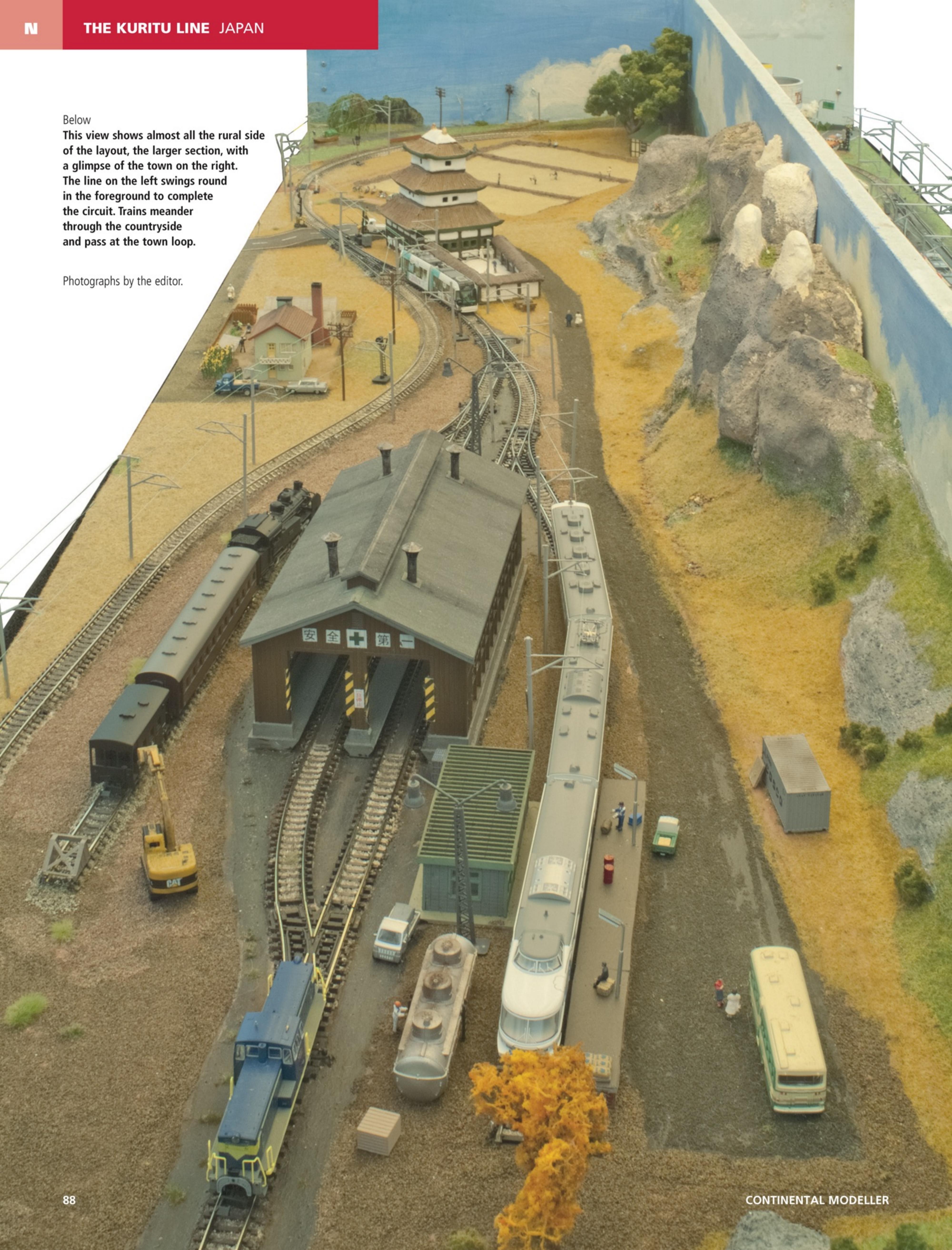
Right
A Modemo type 9000 Toden Arakawa passing the paddy fields and the temple.



Below

This view shows almost all the rural side of the layout, the larger section, with a glimpse of the town on the right. The line on the left swings round in the foreground to complete the circuit. Trains meander through the countryside and pass at the town loop.

Photographs by the editor.





Above

A Kato DD13 bogie diesel acts as a shunter in the depot. In fact this version is in fact a Japanese 'Thunderbird', used for rescuing failed Shinkansen bullet trains.

Stock is a mixture of Kato, Tomix, and Modemo products. Originally an interurban layout, some liberties have been taken – there is the Mount Fuji Limited Express, which adds brightness with the cartoons adorning each side; it seems popular with children, anyway. I also motorised a Del Prado multiple unit – a Tomix chassis clipped straight in, providing an unusual and reasonably-priced item of stock. I also acquired a 'preserved' class C11 2-6-4T steam loco after I saw a video showing one pulling just a single coach and a brake van.

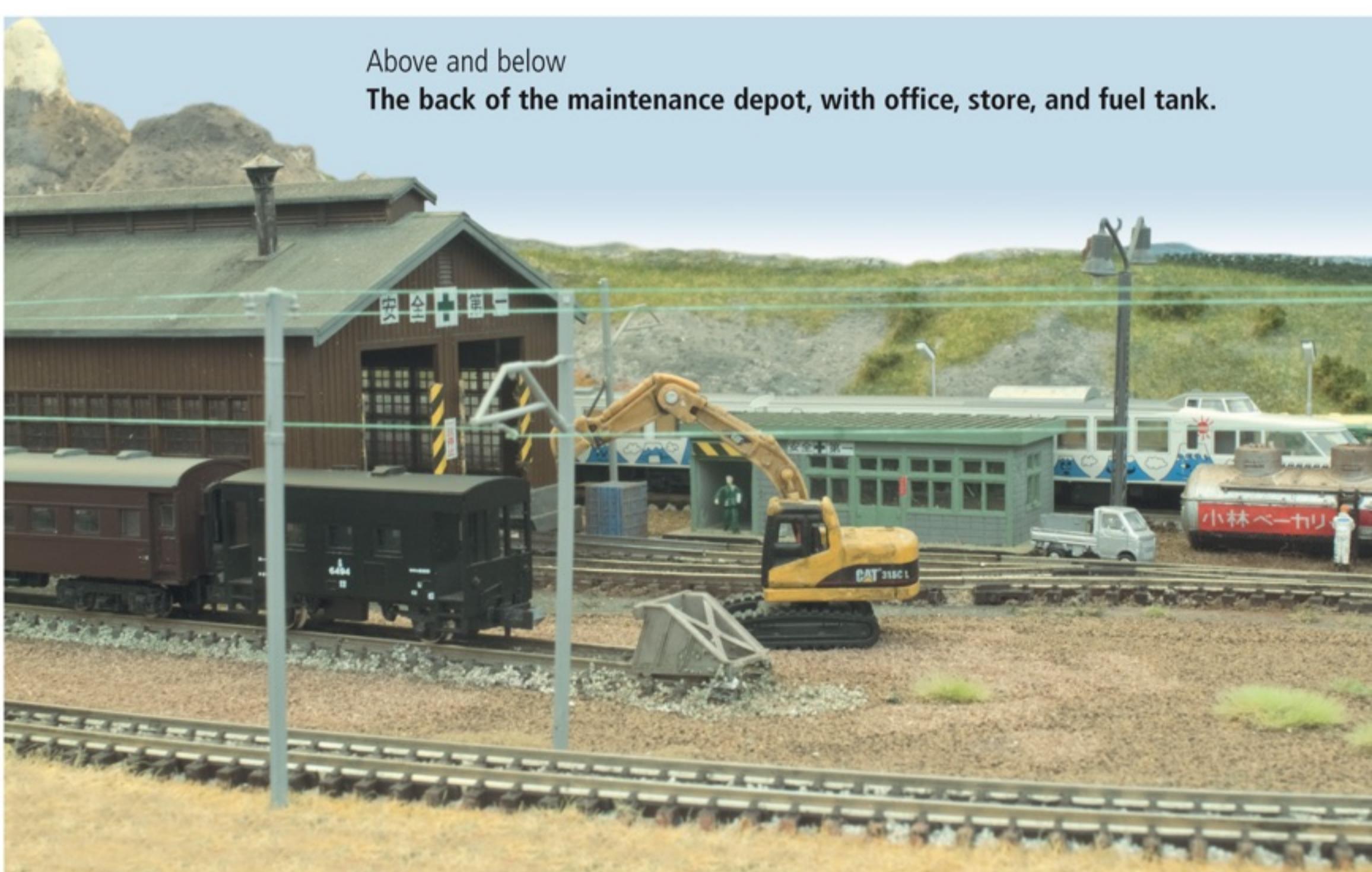
I wanted some sound effects and investigated many ideas until I discovered the Uhlenbrock 38000 Sound Director. This has ten inputs which trigger the playing of an .mp3 file stored on a memory stick. These include the C11 whistle (sampled from the internet), tram whistles, and horns. It also has level crossing warning sounds, and this inevitably led to the question: "Why don't the barriers move?" So I recently automated the country side barriers using model aircraft servos. There is also an ambient soundtrack, town noises on one side and crickets, etc., on the other. Random sounds include the monks in the temple chanting and ringing the bell. Some people find this soothing, others ...

I have had great fun researching about Japan for this layout, which took a year of Friday afternoons at my local Liss model railway group, plus the odd evening making buildings, etc. Whilst purists may baulk at some of the railway side of things, I have tried to make an interesting layout which I feel has an instantly recognisable setting.



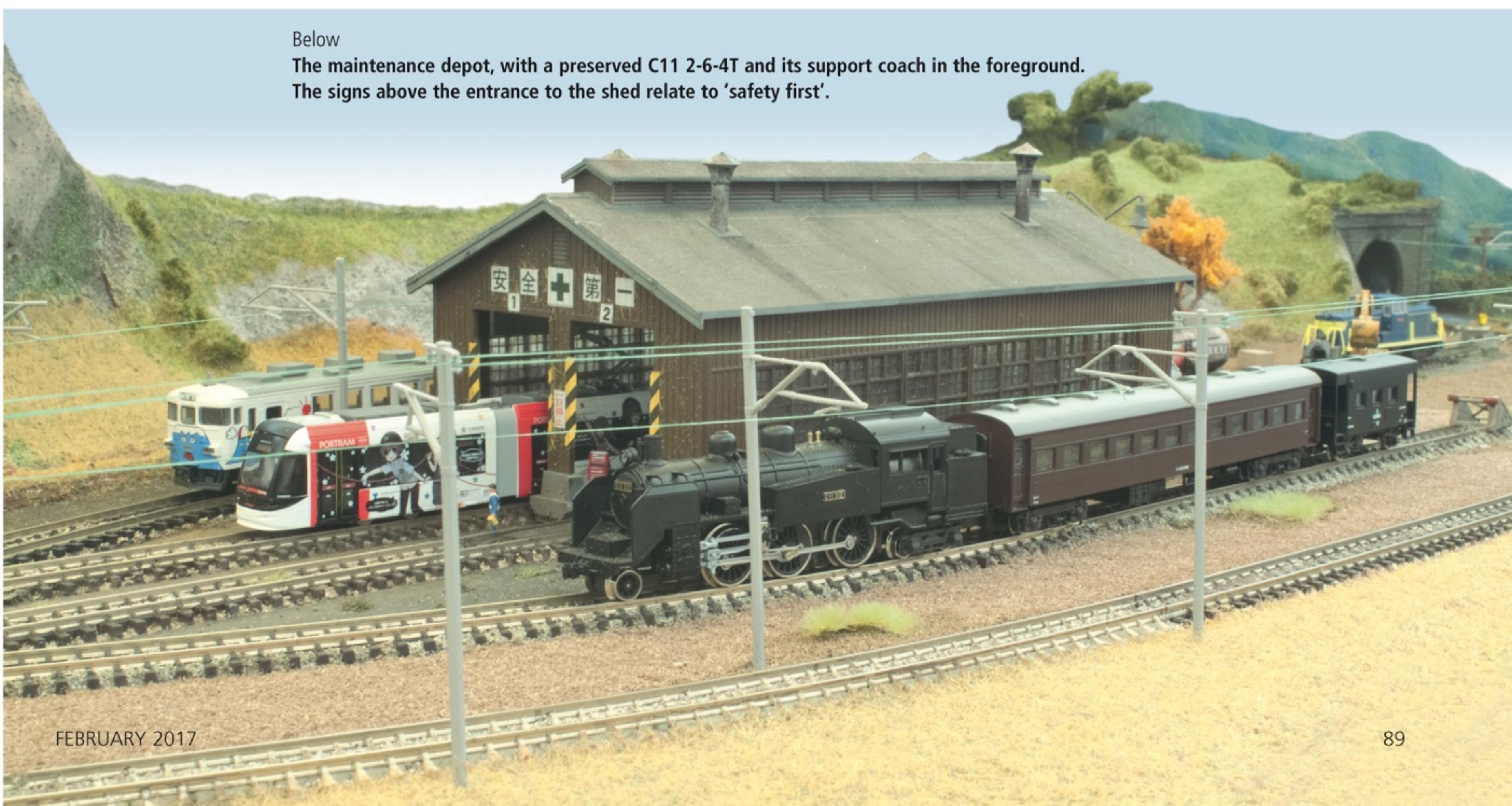
Above and below

The back of the maintenance depot, with office, store, and fuel tank.



Below

The maintenance depot, with a preserved C11 2-6-4T and its support coach in the foreground. The signs above the entrance to the shed relate to 'safety first'.





Jaap Veldhuis completes the account of his meticulously researched historical layout, an accurate model of a lost local station and elements of the surrounding countryside.

't Venhuizer spoortje

The light railway through Venhuizen

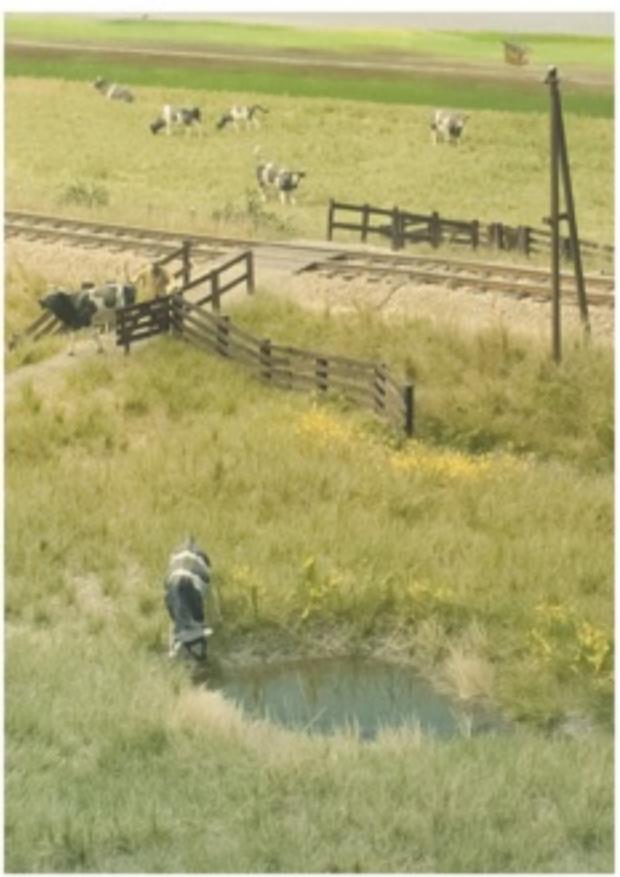
Continued from January 2017

This kind of line was generally a little outside the village (usually a ribbon development) and linked to it by 'Stationsweg', Station Road. So it was in Venhuizen. South of the station is a characteristic little district around the church, called the Kerkeveld, with (among other structures) the old 18th century wooden rectory with the alms houses nearby, an old wooden farmhouse, and a brick house from the early 20th century: overall a very typical small neighbourhood that had to be modelled.

A tall bridge carries the Weederpad, a footpath to the hamlet of Weed situated under the dike, over a ditch. There were both high and low level bridges; the high bridges were on ditches where barges laden with hay operated.

On the other side of the station, opposite the goods yard with its loading and unloading facilities, was a co-operative barn connected over a bridge by a short narrow gauge hand-worked line. By that time not only despatch after the auction sales but also the receipt of incoming goods was already on a shared basis.





Beyond the station was the expansive polder landscape, stretching along the IJsselmeer to the Zuiderdijk, the Zuiderzee before the construction of the embankment and the massive land reclamation scheme.

The land beyond the station was only accessible by water. All transport was by boat, and several can be seen on the model. Even cows were put on a 'pram', a large punt.

In the middle of the pasture with the cows there is a water hole, a kind of pond supplied by the ditches for watering cattle. In the summer water drained into it from the Zuiderzee and it became too salty for cows to drink. This is not a problem with sheep as they can stand salt water.



Upper
The watering hole in the cow pasture.

Above
The courtyard between the alms houses behind the rectory.
Lack of space unfortunately prevented modelling the church itself.

Above
The goods yard and the farmers' co-operative warehouse.
It must be market day as livestock wagons have been loaded.
Below
The high bridge on the footpath to the hamlet of Weed.
Note the 'pram' carrying cows.





Also notable are the 'konkelboetjes' in the fields, small simple sheds that served as shelters for consuming a sandwich at lunchtime and for tool storage, etc.

Further north, the track ran along behind the houses on Kerkweg. According to tradition, first there was small pasture with only four cows, then an orchard.

The use of the space beyond is not known, so for variety I put in a few small farm buildings from Artitec, otherwise it would have been a very empty landscape.

In short, the polder may seem empty, but there is a lot of detail typical of the area at that time.

The techniques used

The visible part of the layout is six metres long and consists of three parts. The long middle part consists of the station yard, while two outer modules accommodate open line.

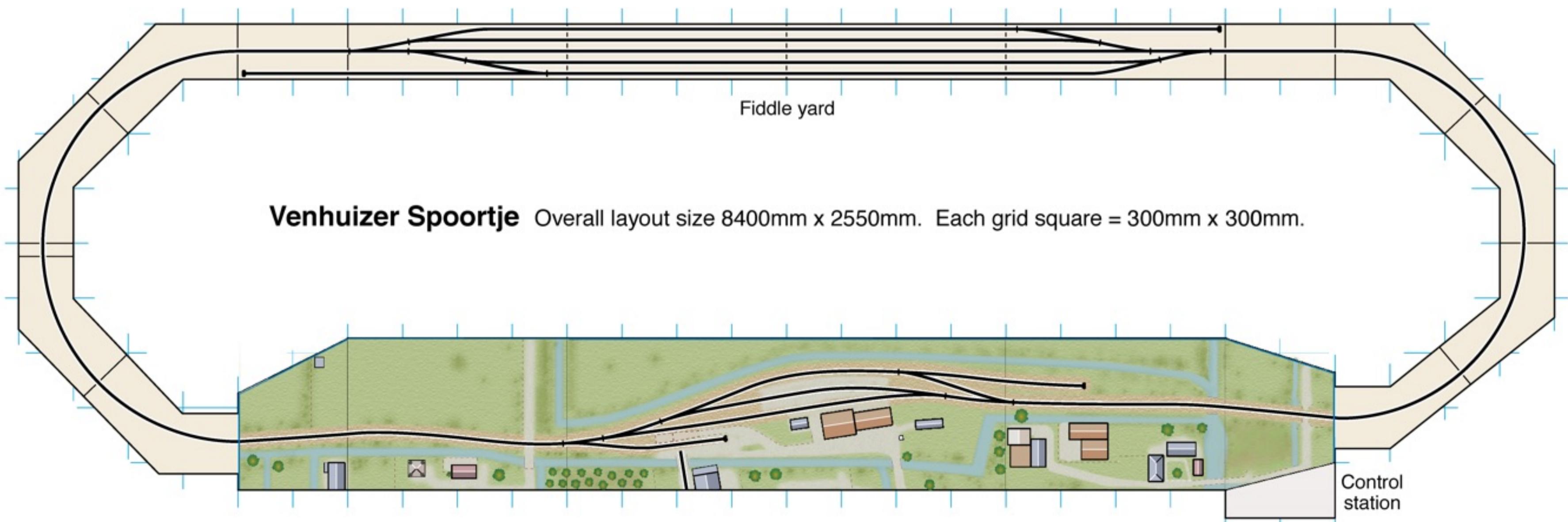
The entire superstructure consists of multiple layers of birch plywood, with the landscape formed using a jigsaw, a

router, and a sander (right). Nowadays I use poplar plywood for the top layer as it is lighter and easier to work. Irregularities are filled with Knauf Renoband. In short, I do not use plaster or foam.

The first part of the scenery is grey primer, lightly sanded. Then white glue is spread on and a layer consisting of a mixture of fine garden soil and light soapstone sharps is applied, varying the composition for colour variation. (Note that garden soil turns dark when glued.) The roads and the platform have their own mixture of grit. Further finishing depends on the use of the ground – wild roadside, grassland, arable land, etc. For the green areas, a layer of Heki winter grass is applied first followed by electrostatic fibres from MiniNatur in various lengths and colours. Since the time is late summer, coloured flowers are only sparingly used. Finally, the shrubs and other vegetation are made with all kinds of stuff from various suppliers.



Above
This farm store adjacent to the home signal at the Bovenkarspel end of the station has hard standing for wheeled vehicles on one side and access to the ditch on the other. A shallow draft boat is being repaired. On the far side of line, note the 'konkelboetje', a small shed out in the fields where the ploughman will no doubt have his lunch.





Above

Closer to the station is a small orchard. Fruit has been gathered from the first tree but there is still a lot to do.

Below

The haystack and small barn, along with the track across ditch and railway, suggest this is part of a farm yard.

The waterways were painted by my wife, dark brown or black in the middle to suggest depth with shades of green and brown towards the edges, then finished with gloss varnish. When the layout was finished, the ditches appeared to have deteriorated considerably since the creation of the landscape. At the last moment a coat of gloss varnish was applied with a small brush. To my surprise, this led to a less even but suitably natural surface than with the large brush used the first time.

Some ready-made carts and delivery bicycles from Artitec were placed on the layout – model building takes enough time anyway.

Finding models of antique cars built early last century is not easy – just as well they were rare! First I tried a 1920s BMW Dixi; it was even smaller than a delivery tricycle and it looked completely wrong, especially in combination with its corpulent driver. Eventually a 1930s Ford Fordor was imported from America – the shipping far exceeded the cost of the





Above

A punt is manoeuvred along the ditch behind the farm as 0-4-0 tram loco 6603 shunts the as-required goods train.

Below

0-4-OT 6911 with a market day mixed train.



model (inset, below left). To eliminate the plastic look, it has been considerably modified.

The telegraph poles are made from 2m thick brass rod, soldered together by means of a simple jig. The wires are elastic thread from Weinert, coloured brown with a felt pen.

All fences and gates were cut from very fine wood veneer and the boards were attached with superglue to the post 'buried' in the ground. Constructing them on site like this, in accordance with reality, looks much more natural than putting down prefabricated fencing.

Some of the trees were scratchbuilt, others purchased (from MBR).

The track is Tillig Elite but significantly modified. The rails were removed from the moulded base, then all the sleepers were separated and treated with a Stanley knife so that they were irregular in shape. Then they were threaded back onto the rails and placed at the right spacing for a tram line, complete with double sleepers at the rail joins. With the track in place, the rails were treated several times with Floquil Rust. Tip: it is much easier to paint the side of the rail if the module is turned on its side.

The sleepers were first painted with Floquil 'Railroad Tie Brown' to remove the plastic sheen and then weathered with a mixture of Revell 84 and 87. After that the wood grain was brought out by dry brushing with Humbrol 28.

The ballast is a mixture of Woodland Scenics 'Fine Gray', 'Fine Light Gray', and 'Fine Buff' in the proportion 1: 1: 2.

Finally, just airbrush a very light haze of Revell 87 over everything and your tramway is ready.

The Tillig points were also significantly modified, with the frog angle adjusted to match the real track plan and give smoother running.

The point motors are Tortoises, operated via switches on the control panel with conventional AC in combination with two diodes so that only a single pole switch is required for each point. LEDs indicate which direction is set. The signals work and are controlled with switches but not interlocked.

The control is DCC, with LocoNet sockets built into each module base for plugging in the handheld controllers.



Rolling stock

Given that the public likes to see a lot of trains running, we operate a more intensive service than there would have been on this rustic line. However, all the stock on the layout is historically accurate, mainly built from brass kits by Dutch small series manufacturers.

From 1913 to 1933, the NS class 6700, known as 'the donkey', was master of the line (inset, above). A model by Blatter with a Werps drive ran faultlessly for three days during OntraXS hauling two or three local railway coaches.

According to tradition, occasionally after 1931 a former Netherlands Central Railway (NCS) tram loco from the Zuiderzee tramway between Nunspeet and Kampen was used on this line. As no model was available, a class 6600 from 't Hollandsch Locaalspoor was employed. This tram loco does in fact have its roots in the region: they were built for the West Friesland Tramway Company (SMWF) and ran between Wognum and Schagen. During OntraXS it was used for the as-required goods train.

From the summer of 1933 Omc railcars were used. The model is from Model Loco, but stopped on the second day of the show with a failed drive – so that was just like the real thing, since within a year these railcars were withdrawn for the installation of new engines and were temporarily replaced by steam traction!

By this time the NS class 7700 (*Bello*) 0-6-0T was used, with some coaches from the Haarlemmermeer lines, as the 6700s had already been withdrawn and scrapped. This only lasted half a year. The model is by Philotrain.

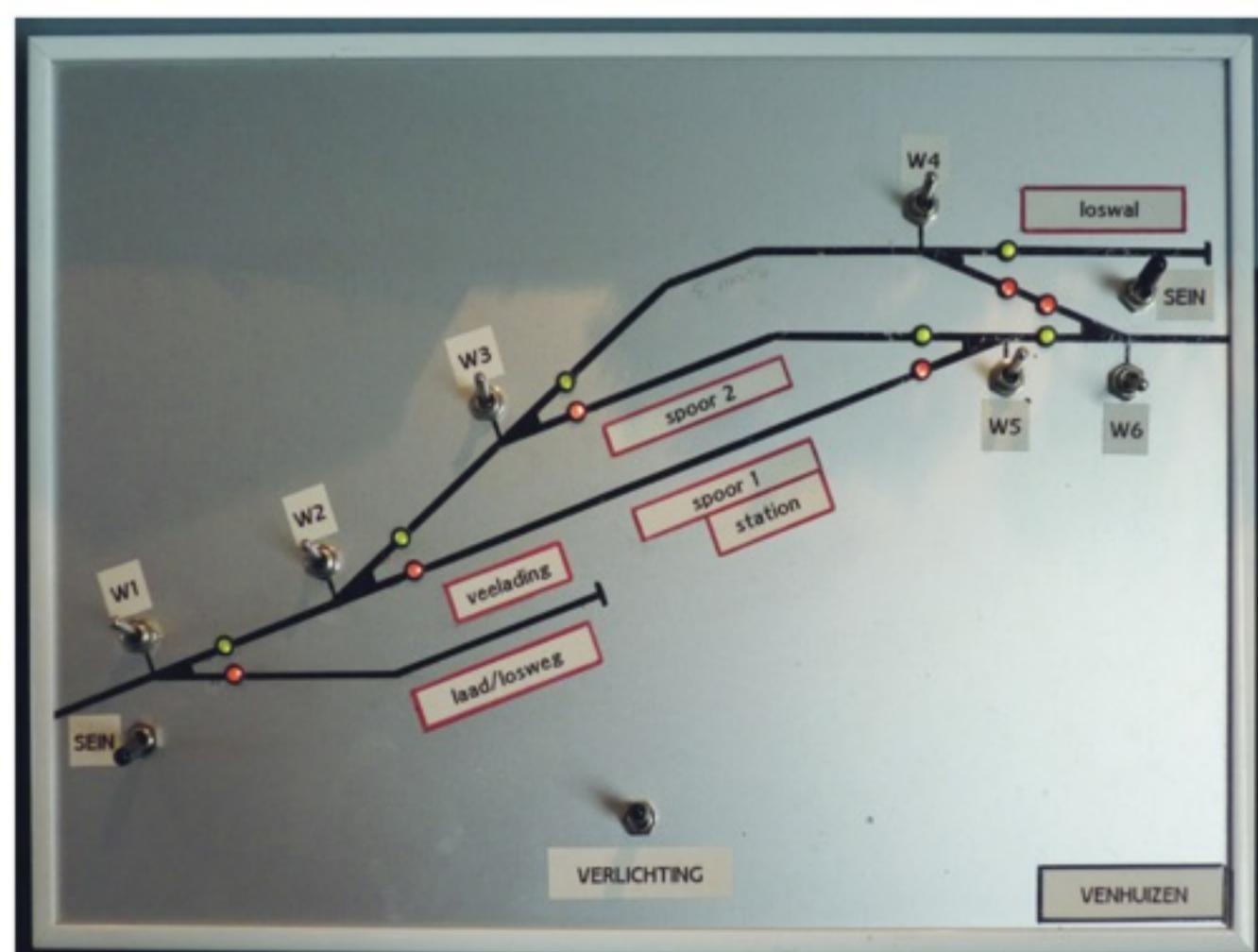
Finally, there is a market train heading for Hoorn, consisting of a couple of coaches for the passengers plus one closed and three open wagons for cattle. The loco is NS 6911, which generated a lot of questions from rolling stock connoisseurs. It is a 'dutchified' German machine by pmt which was intended to provide back-up for the delicate brass models. On the Sunday, the last day of the OntraXS show, it was the most used train, although the market train really only ran on Tuesdays and Saturdays!

Above
A class 7700 0-6-0T and coaches from the Haarlemmermeer lines. Haymaking, ploughing, and fruit picking set the season as late summer/early autumn.

Below left
The control panel – simple but clear and effective.
Photo: author.

Below
It appears that the farmer has made it across the line with his charge just in time as the Omc railcar heads off towards Hoorn.

Photographs by the editor.



Norman Raven describes his family's latest exhibition layout, constructed to replace a previous attempt which proved too cumbersome. *Photographs by Steve Flint.*

Grizzly Woods RR

With the benefit of experience

I confess to being a serial layout builder, as my family (and garage!) will confirm. My mind is often a whirl of creative invention – which is sometimes related to model railways!

When I refer to 'we' in the following ramble, I mean the assembled might of 'Raven Miniatures', which is made up of myself, my wife Meg, my daughter Melissa, and my son Simon, not forgetting Sally, the Yorkshire terrier and Jos and Arion, the horses (of whom more anon).

Why did this layout happen?

Inevitably, when operating one of our layouts, I often come to the view that certain aspects, be they baseboards, track, or scenery could have looked better or been constructed in such a way as to make setting up or operation easier. So it was with *Grizzly Woods* which succeeded our previous On30 effort, *Great Western RR* (CM April and May 2013). That layout was getting a little cumbersome to set up and break

Right

'Galloping Goose' #3 has just arrived from the branch and passengers transfer to the main line train, though with Climax #23 in charge it will not be a fast trip!

Below

Heisler #5 snakes into town with a freight and will soon be switching those box cars to the local industries.





Below and below right
A few intending passengers and the station agent waiting at the depot; the covered platform provides shade in summer and shelter from the snows.

down at exhibitions. On one particularly tiring Sunday evening after a show the decision was made to replace it with a similar layout in an attempt to correct its perceived shortcomings. This was probably not the best circumstance in which to make important decisions. As usual, although some problems have been solved, I have succeeded simply in creating a different set of issues. Never mind – the next incarnation will get everything right!

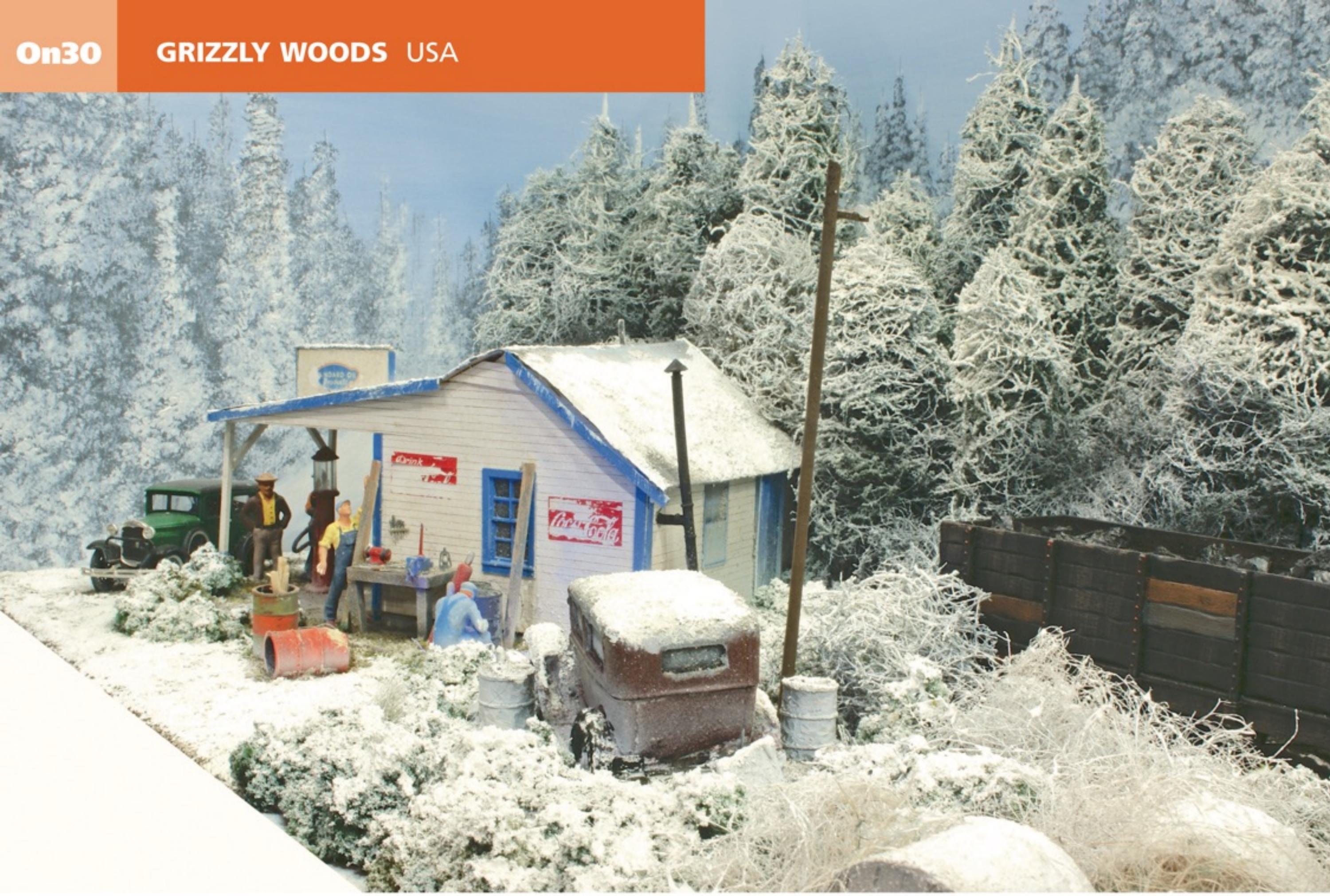
Because *Great Western* had existing exhibition commitments, the new effort had to be at least similar in appear-

ance. (I seem to have been in that position a number of times!) Thus, the new layout had to incorporate the storage yard to terminus snow scene first set out in *Great Western*.

Treading the boards

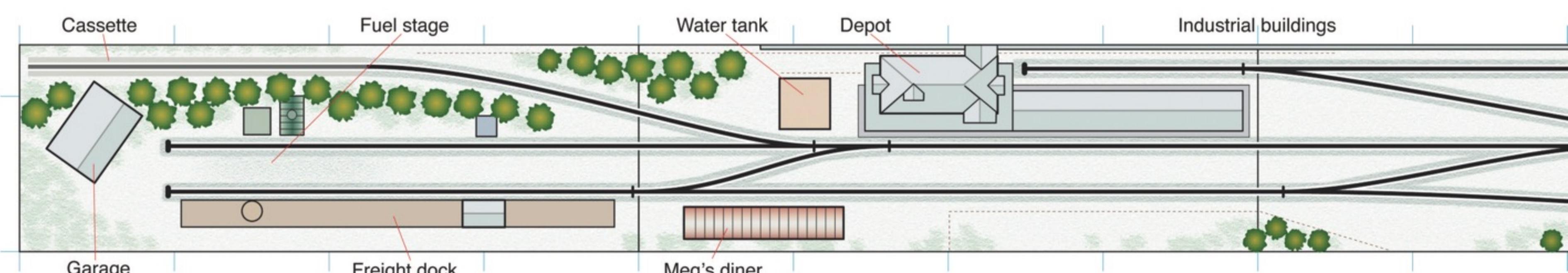
Normally I build my own baseboards. These usually turn out not too badly, although it is fair to describe the construction process as something of a love/hate relationship depending on how close all the angles get to the desired 90°. Occasionally I dabble in the world of ready-made boards and





Above left
Right at the end of the line
a garage caters for the
competing automobiles, but
in this weather the railroad
may well be a better bet!

Left
Shay #67 propels a tank car
past the freight loading dock
where Hamish the horse
waits to be harnessed to the
cart – as soon as the tackle
can be found! No such delay
for the pickup truck.



Grizzly Woods Railroad Overall layout size 20' x 1' 4". Each grid square = 1ft x 1ft.



Above
Heisler #5 prepares to depart as freight cars are added to the consist – in the background a diesel brings a tank car while to the right Shay #67 collects a car from the industry spur.
Digital Command Control allows such manoeuvres with several locomotives without the necessity for numerous section switches.

this time I opted for the Grainge & Hodder laser-cut kits. These are 6mm ply boards in various sizes cut to fit together using pins and glue. A leg system also using 6mm ply shaped pieces is also available. The boards are fixed together with bolts and are aligned with supplied 25mm ply discs which fit into corresponding sockets in each board and do the alignment job very effectively. I was very happy with this system and will probably use it again.

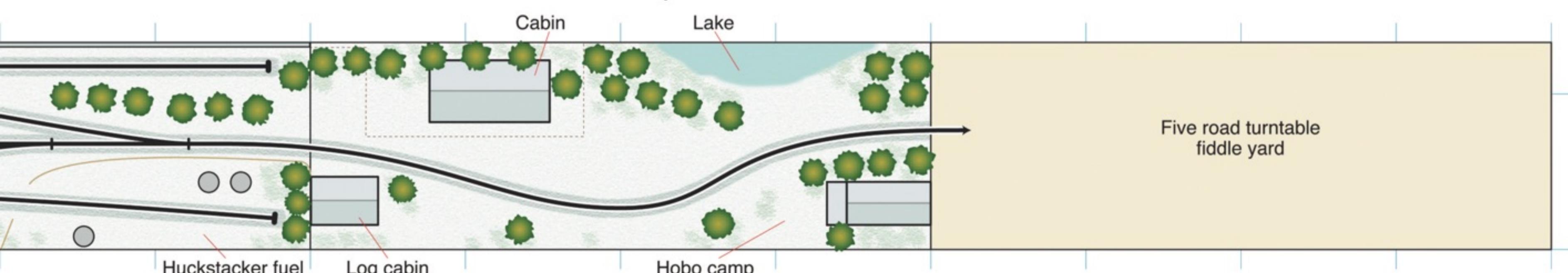
There are four scenic boards and the turntable/storage board each measuring 4' by 1'4" giving an overall length of 20'. (I still work in imperial!) The storage board is also by Grainge & Hodder and is in the form of a turntable on which I have placed five storage roads, adequate for the types of trains encountered on *Grizzly Woods*.

Track and elastic trickery

Trackwork is Peco code 100 OO/HO using medium radius turnouts as these suit the more compact layout configuration. As before, we can live with the incorrect tie spacing as this is largely hidden anyway by the untidy ballast, paint, and eventually, the snow.

Operation, as with all our recent layouts, is by DCC and power feeds are located on each yard or so of track. The bus wires running the length of the layout are from stripped out mains wire linked by chocolate block connectors of the appropriate power rating.

Connection at each board join and to the main controller is by a flying lead of the same wire, again with chocolate block connectors at each end.





The main controller is an ESU ECoS unit. We have used this system for a number of years and it powers all but one of our DCC layouts. (The remaining layout uses a NCE Power Cab which was our first DCC system and is still going strong.) The ECoS unit sits on a shelf clamped to one end of the layout. Using a small Edimax router, the ECoS is linked to our i-phones, i-pads, and my ancient i-pod. This is now held together by a length of insulation tape after I dropped a loco weight on it – a pleasing mix of new and old technology. This control system allows the operating team to patrol the front of the layout, making it much easier to speak to the public who seem to respond to the lack of a 'barrier' between them and the operators.

Layout tour

The best way to absorb the new layout is to take a tour along it. This should not take long – it is a reasonably small concern.

The loco couples up to two of the passenger cars which are still resplendent in their green and orange Great Northern livery. Pulling away from the storage road, the train chuffs into the scenic section encountering a long reverse curve as it does so (Peco fourth radius). We rumble past a splendid wood cabin (Evergreen Hills laser-cut kit) on an elevated bank, behind which is a picturesque view of the lake on the backscene.

On the left of the train, a run-down old barber shop (Paper Creek Models kit) is home to a small group of hobos (Woodland Scenics) congregated round a camp fire (Express Models). The hobos share their food with the horses who are having an outing from the livery stable. (Two of the horses represent daughter Melissa's Norwegian Fjords, Jos and Arion.) Also here is the log cabin (Bachmann Plasticville)

belonging to old McGregor who was a gold prospector on Great Western – he now has a much more relaxed lifestyle feeding his small animals.

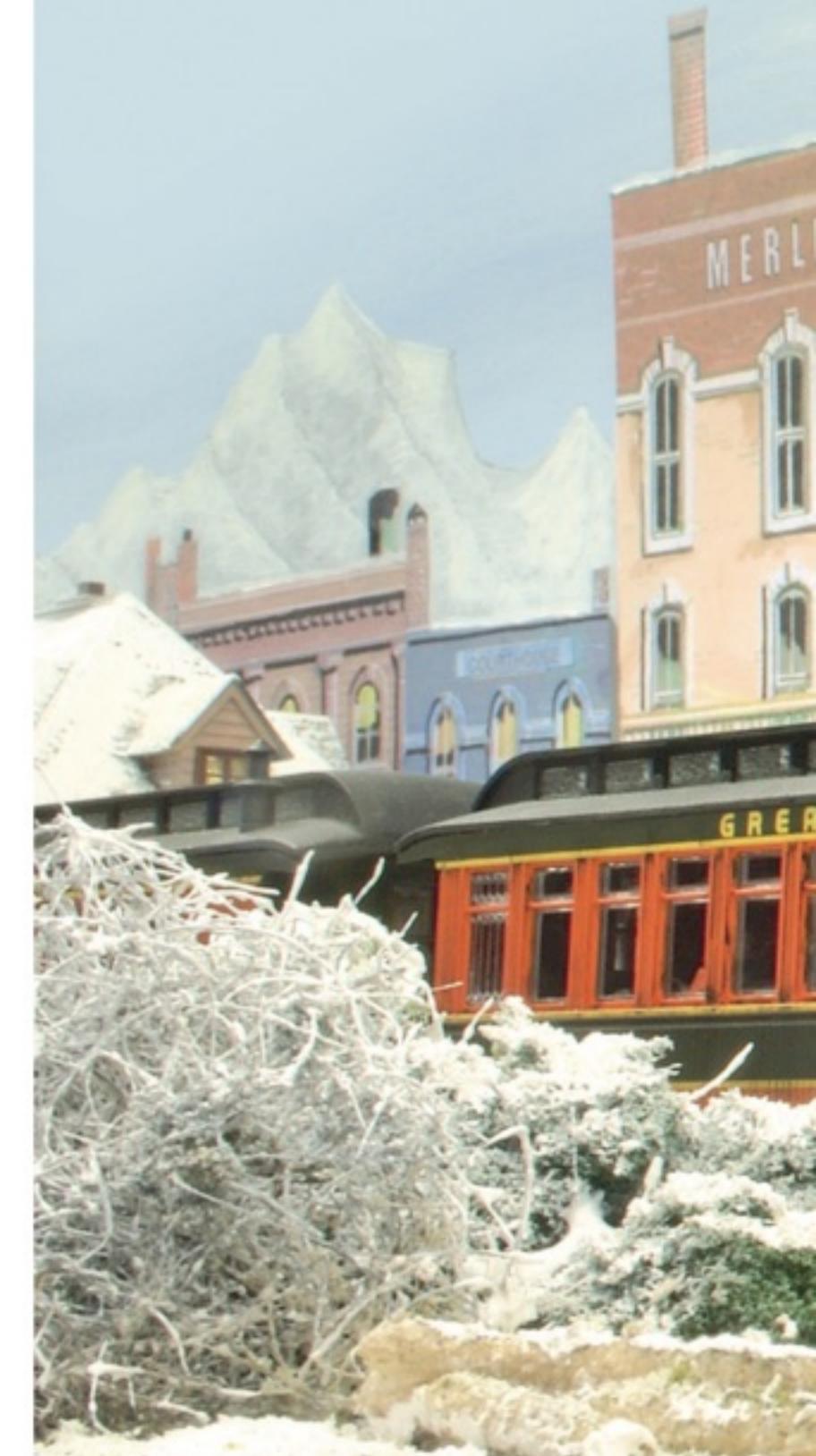
Although there is snow on the ground, it is a bright, sunny day, courtesy of a set of kitchen striplights supported along the length of the layout. The snow is a mix of talcum powder and fine glitter dust which catches the light to give a frosty, sparkly effect. This is held down on the already sceniced base by white acrylic paint and multiple applications of cheap, sticky hairspray.

The train now rumbles over a turnout which leads off to a headshunt and spur serving some local industries including Mel's Livery Stables and Simon's Trucking so as to include my daughter and son in the layout names. The industry buildings themselves are from a set of Walthers flats cut to fit the locations on the backscene. These were for HO scale and came very cheap because they were old and had some water damage. Copied up to O scale, they look the part.

As the train heads towards the depot, it passes on the left the Huckstacker fuel yard which purveys coal and oil to the good citizens of Pikeville. The yard is fenced and gated and boasts a couple of oil tanks (cardboard tubes and electrical tape) and a coal silo (small tin and coffee stirrers).

Slowing gently, the train eases onto the depot road and comes to a halt. The depot is an Atlas kit, fully detailed inside and lit. Behind the depot is the small town of Pikeville, so called because I had a set of plastic signs with that name on it – I lead a simple life! Pikeville town is also made from the set of building flats, some copied up to O scale and some used in the original HO scale to give perspective. Some of the buildings are used several times but cut about and painted to look a little different. There seemed to be a preponderance of seedy hotels and dubious saloons!

Above
Box cab diesel #39
weaves between
the log cabins as it
sets off down the line
with a few ballast wagons
to attend to some urgent
track maintenance.





Above
**The town's premier eatery –
 Meg's Diner.**

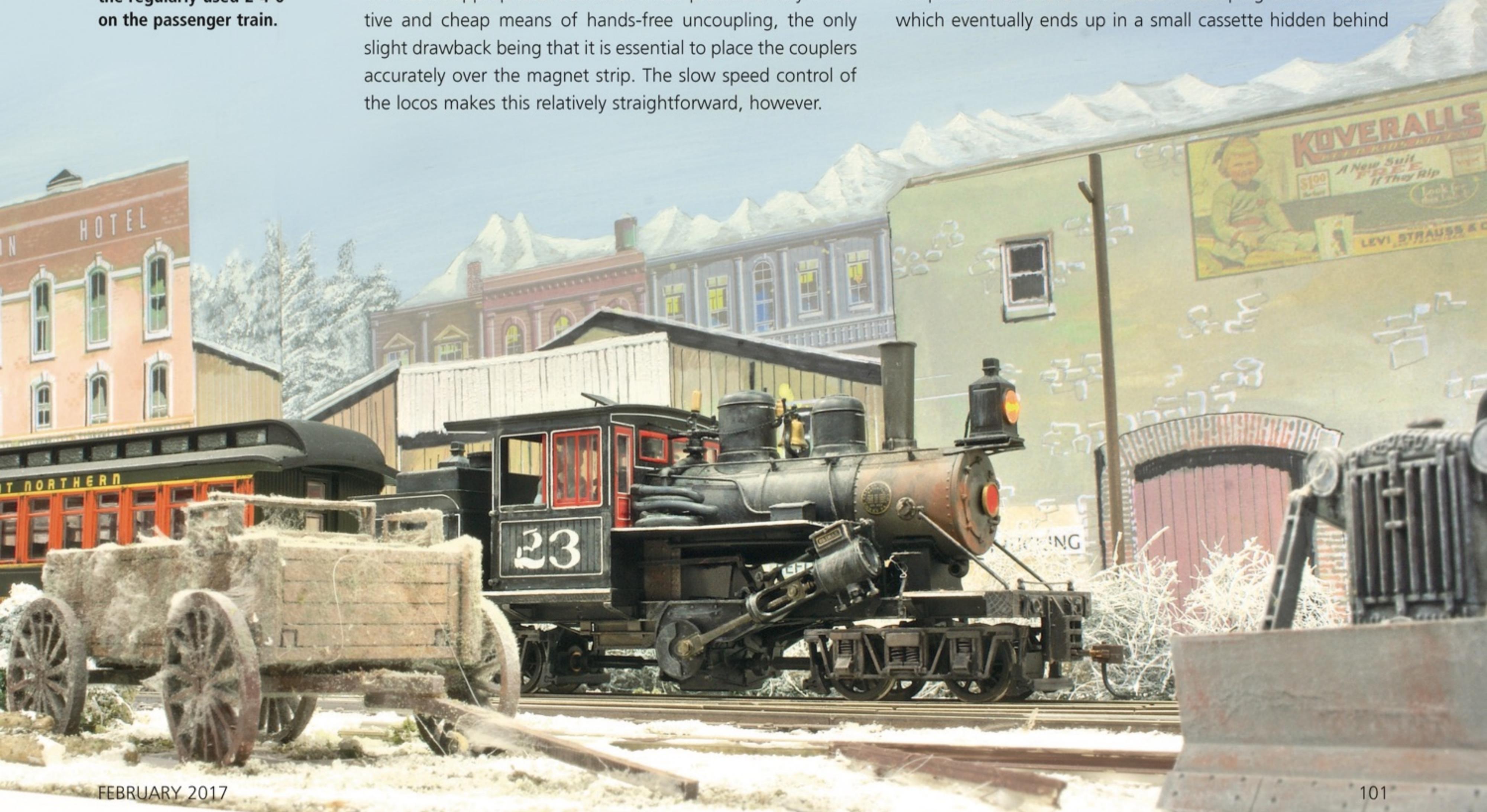
The sky, mountains, and trees on the backscene along the length of the layout were painted by myself using acrylic paints, some good quality, and some found in the darker recesses of the garage.

The passengers having disembarked, the loco is now uncoupled. This is done by backing the Kadee couplers over a strip of 3mm cube neodymium magnets nestled between the ties at appropriate locations. These provide a very effective and cheap means of hands-free uncoupling, the only slight drawback being that it is essential to place the couplers accurately over the magnet strip. The slow speed control of the locos makes this relatively straightforward, however.

The loco then eases down the loop road, passing on the way Meg's Diner. This is a Bachmann combine converted by my wife, Meg, into the premier dining establishment on the railroad. The interior is fully lit and is fitted out with tables, chairs, kitchen, food, figures, etc.

Being on the platform allows us a view of the continuation of the branch line extending off into the trees. This is mainly the preserve of one of the famous 'Galloping Goose' railcars which eventually ends up in a small cassette hidden behind

Below
Climax #23 is deputising for the regularly-used 2-4-0 on the passenger train.





the trees and accessed through an opening in the backscene which allows it to be turned for its journey back to the storage yard. To align and power the cassette, I use the very simple method of sliding its rails into ordinary rail joiners on the branch line rails. (I did say I only do simple!)

A turnout leads off the branch line to a small loco fuelling area which boasts a small coaling stage and fuel tank both scratchbuilt by Simon. Locos of the steam persuasion take on water at the impressive wooden water tank beside the depot. This is an Evergreen Hills kit, also made by Simon.

Having run onto the loop road, the loco shuffles forward to the freight spur to pick up a box car to be attached to the passenger train and returned down the line. The freight dock is scratchbuilt from balsa wood with a Banta Modelworks small depot building to represent a freight office. Beside the freight dock a horse is being backed up to a cart. This is based on Melissa's previous horse, a Gypsy Cob called Hamish. (All these horses have to be represented somehow on all our layouts!)

With the train now recoupled and clattering off into the distance, that concludes our brief visit to the Pikeville Division of Grizzly Woods Railroad.

Stock and exchange

The stock on the layout is mainly Bachmann, with Shays, Climaxes, and a Heisler featuring prominently. These are popular with spectators as a result of their unusual configuration which is a mystery to some observers. Much of the stock for *Great Western* was purchased unlettered then lettered appropriately using mainly dry transfers. When thinking of a name for the new layout, Meg suggested *Grizzly Woods* so that I would not have to re-letter the stock!

One advantage of replacing an existing layout is that much of it can be plundered and salvaged for the new project. On *Grizzly Woods* this is true for the stock, buildings, and figures, and even some of the scenery, such as selected trees and bushes.



Finally ...

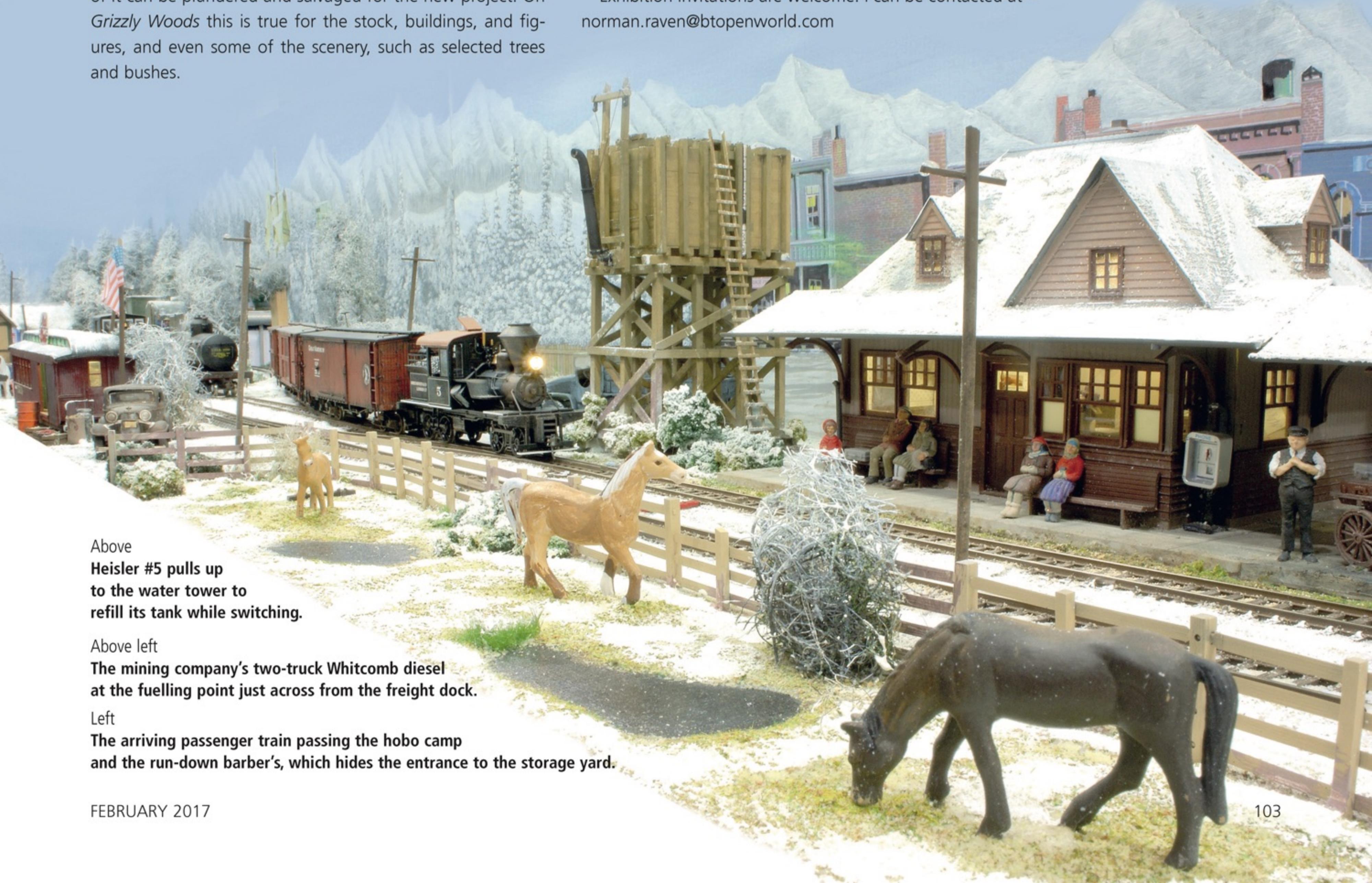
The layout made its debut at the Barnsley show in 2015 and then immediately went off to Germany to appear at Modellbau West at Castrop-Rauxel near Dortmund, a most enjoyable few days. It was well received as being something a little different. On subsequent appearances it has won a couple of awards, for best scenic and best overseas layout.

That then is a quick skim through the origins and efforts behind *Grizzly Woods Railroad*, through all of which I have to thank my family for their help and encouragement in both the construction and operation of the layout.

The layout is appearing next at the Lincoln show at Newark Exhibition Centre on Saturday 25th and Sunday 26th February. Do come and chat if you are there.

Exhibition invitations are welcome: I can be contacted at – norman.raven@btopenworld.com

Above
Climax #23 is ready to depart from Pikeville Junction with the regular passenger train.



Above
Heisler #5 pulls up to the water tower to refill its tank while switching.

Above left
The mining company's two-truck Whitcomb diesel at the fuelling point just across from the freight dock.
Left
The arriving passenger train passing the hobo camp and the run-down barber's, which hides the entrance to the storage yard.

Chris Ford and **Nigel Hill** have collaborated on a new layout.

Photographs by Jolyon Sargent.



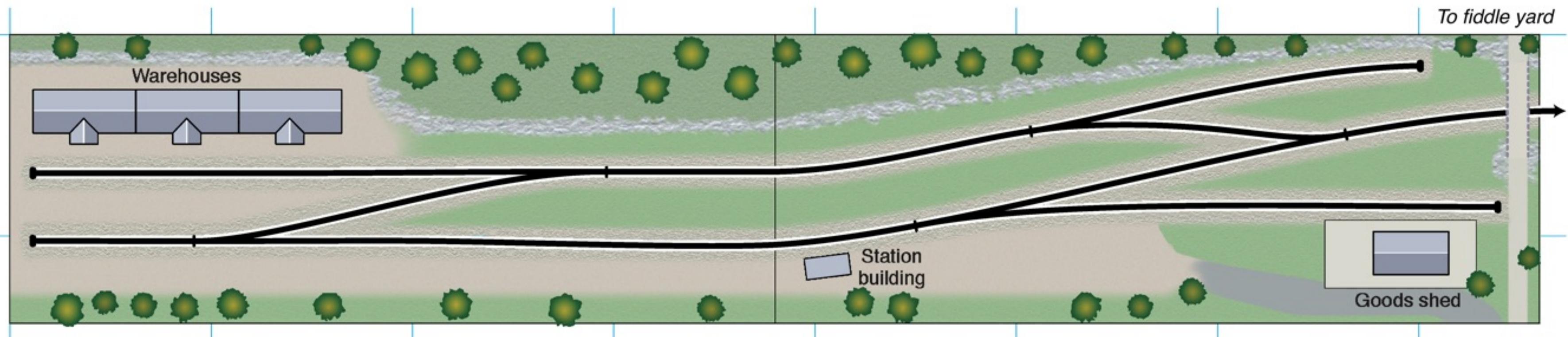
Svanda

Terminus of a non-electrified branch line in Norway

Nigel has a lot of stuff. This is not to be funny, but pure fact. A fair amount of this 'stuff' has been picked up during his many trips to Norway; and often at quite reasonable prices – in other words, he cannot resist a bargain. For years I have been asking him why he has not built a layout to run it on, which usually got the response: "You need a lot of space to model Norway." Eventually, though, I wore him down.

The premise for the place and period was a line set in the 1980s that had not been electrified, but had been de-signalled and converted to radio control, and was now slightly truncated, leaving a freight service and a limited amount of passenger traffic. The period was chosen firstly because he had a lot of source material and secondly as this would allow the greater proportion of the aforementioned 'stuff' to be used.

Above
Looking towards the end of the truncated line. A Di3 runs round a passenger train consisting of two former DR coaches as a Di5 shunter waits with two wagons in front of the warehouse.



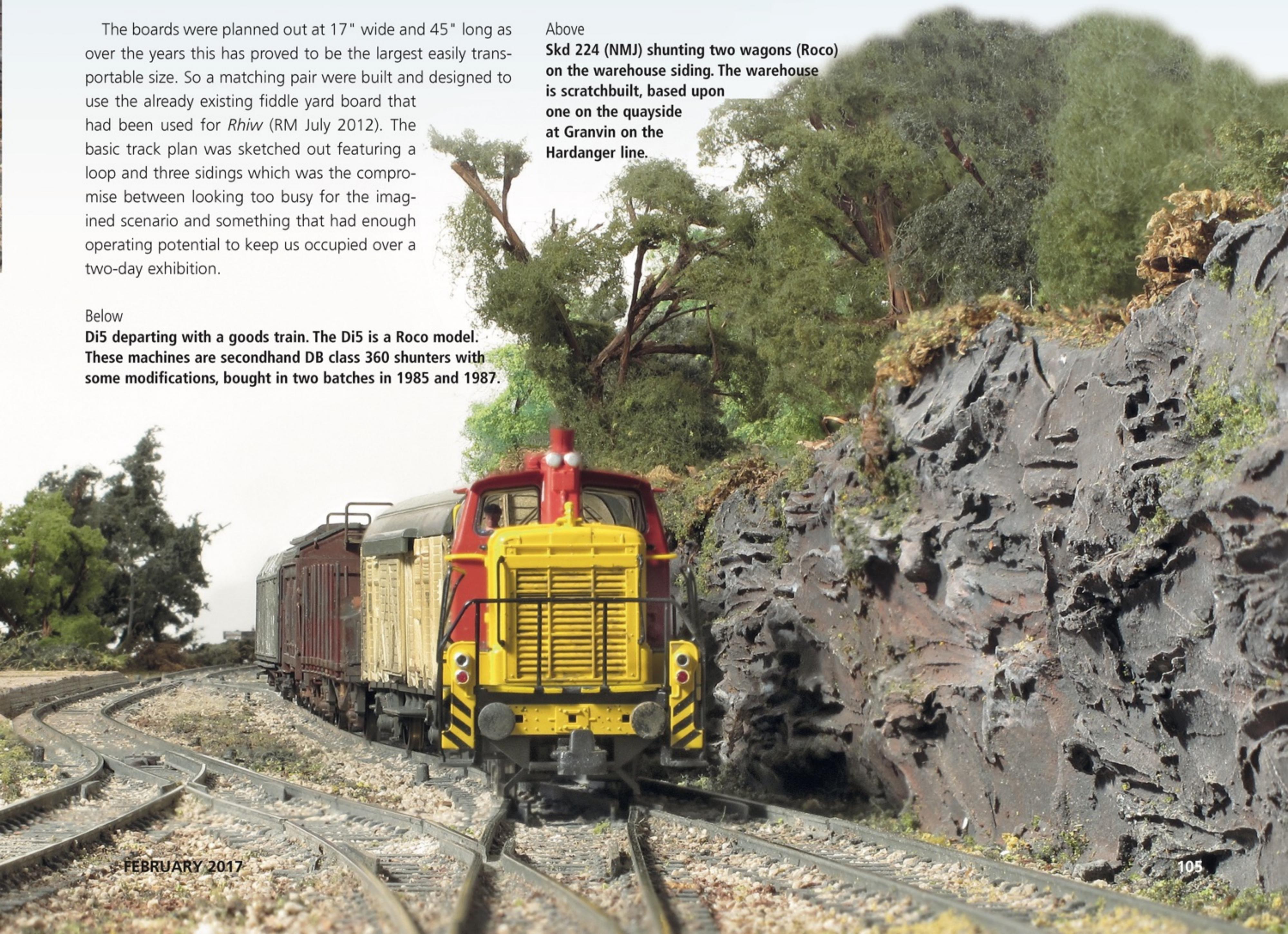


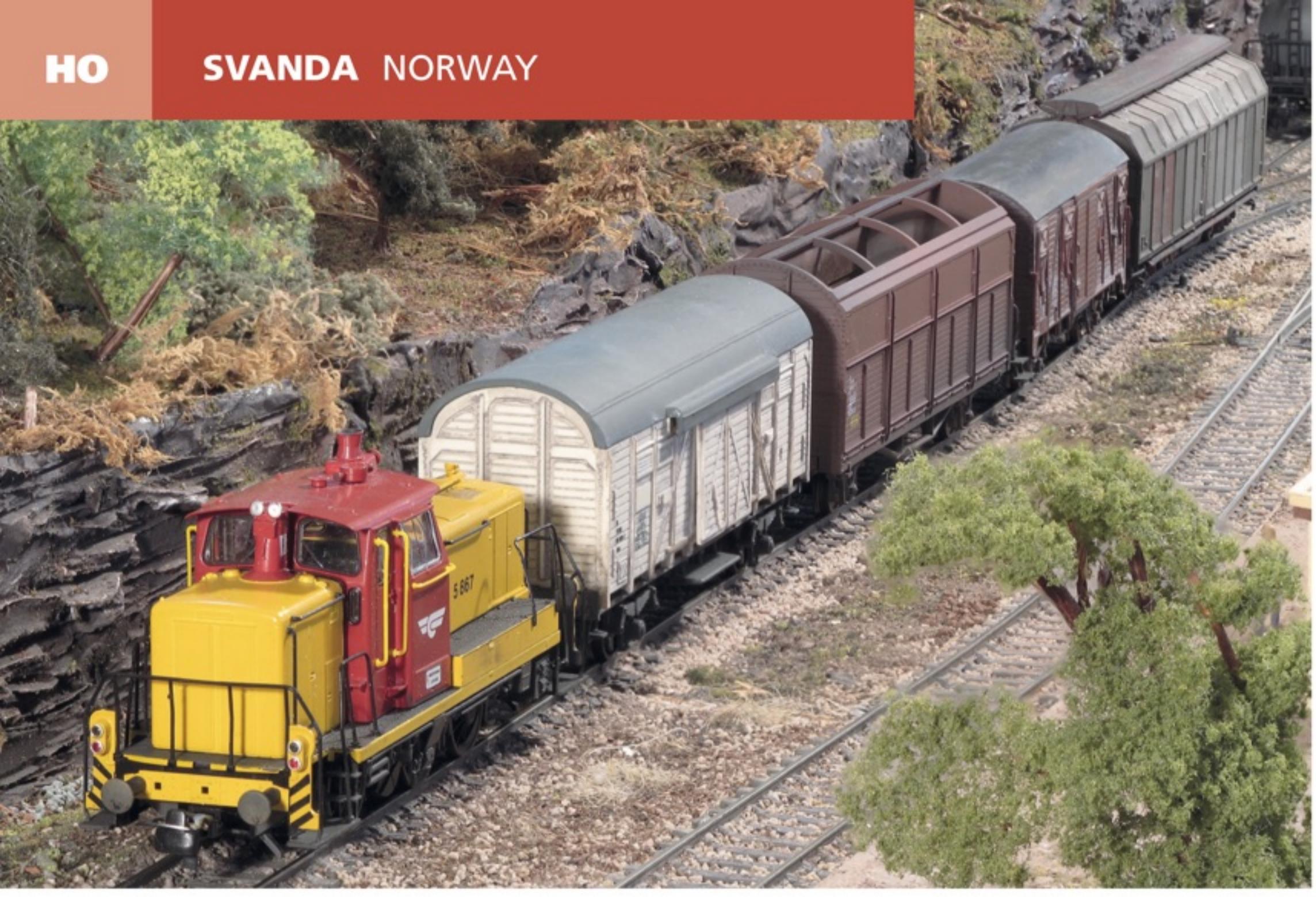
The boards were planned out at 17" wide and 45" long as over the years this has proved to be the largest easily transportable size. So a matching pair were built and designed to use the already existing fiddle yard board that had been used for *Rhiw* (RM July 2012). The basic track plan was sketched out featuring a loop and three sidings which was the compromise between looking too busy for the imagined scenario and something that had enough operating potential to keep us occupied over a two-day exhibition.

Below

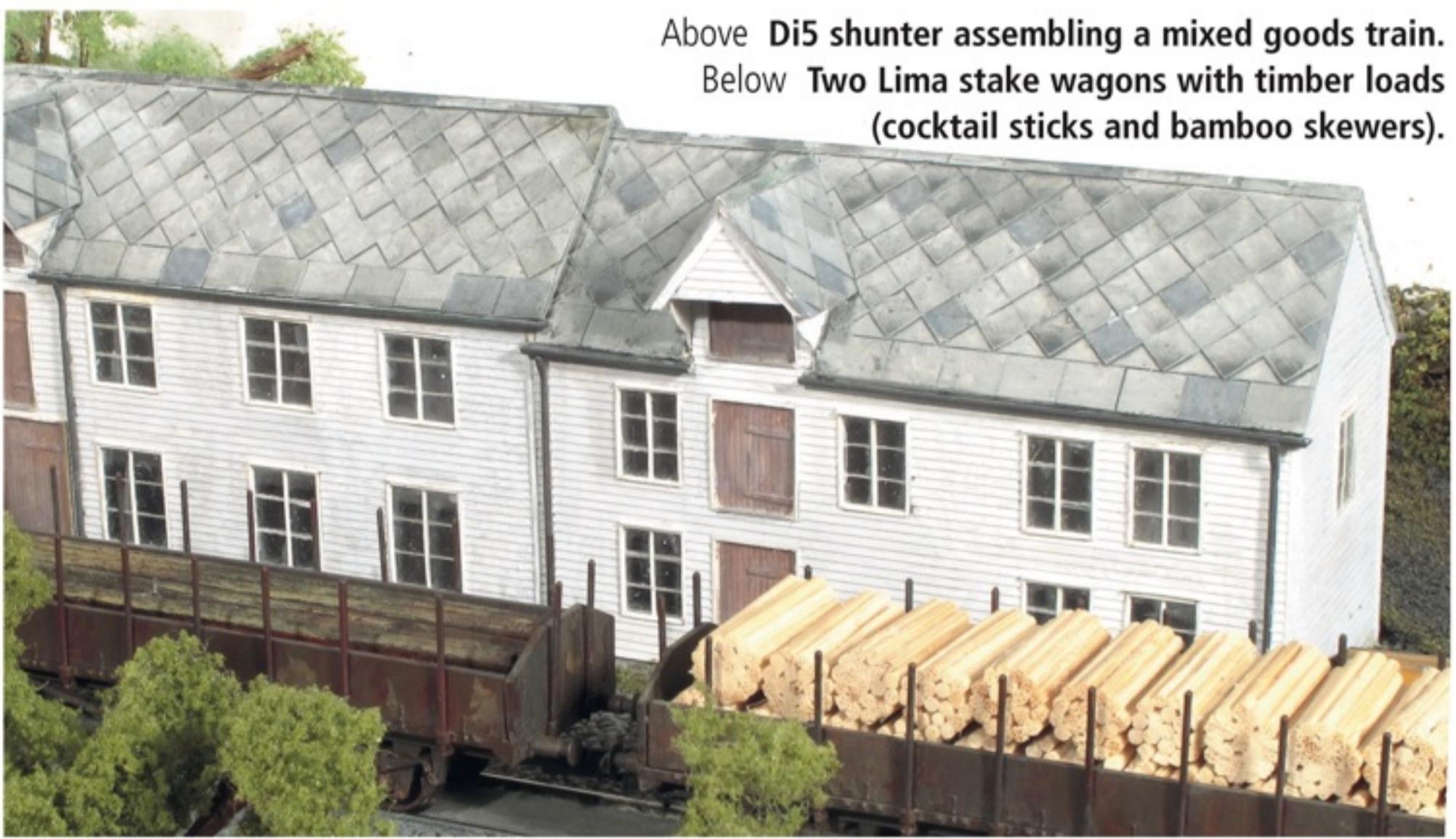
Di5 departing with a goods train. The Di5 is a Roco model. These machines are secondhand DB class 360 shunters with some modifications, bought in two batches in 1985 and 1987.

Above
Skd 224 (NMJ) shunting two wagons (Roco) on the warehouse siding. The warehouse is scratchbuilt, based upon one on the quayside at Granvin on the Hardanger line.





Above **Di5 shunter assembling a mixed goods train.**
Below **Two Lima stake wagons with timber loads (cocktail sticks and bamboo skewers).**



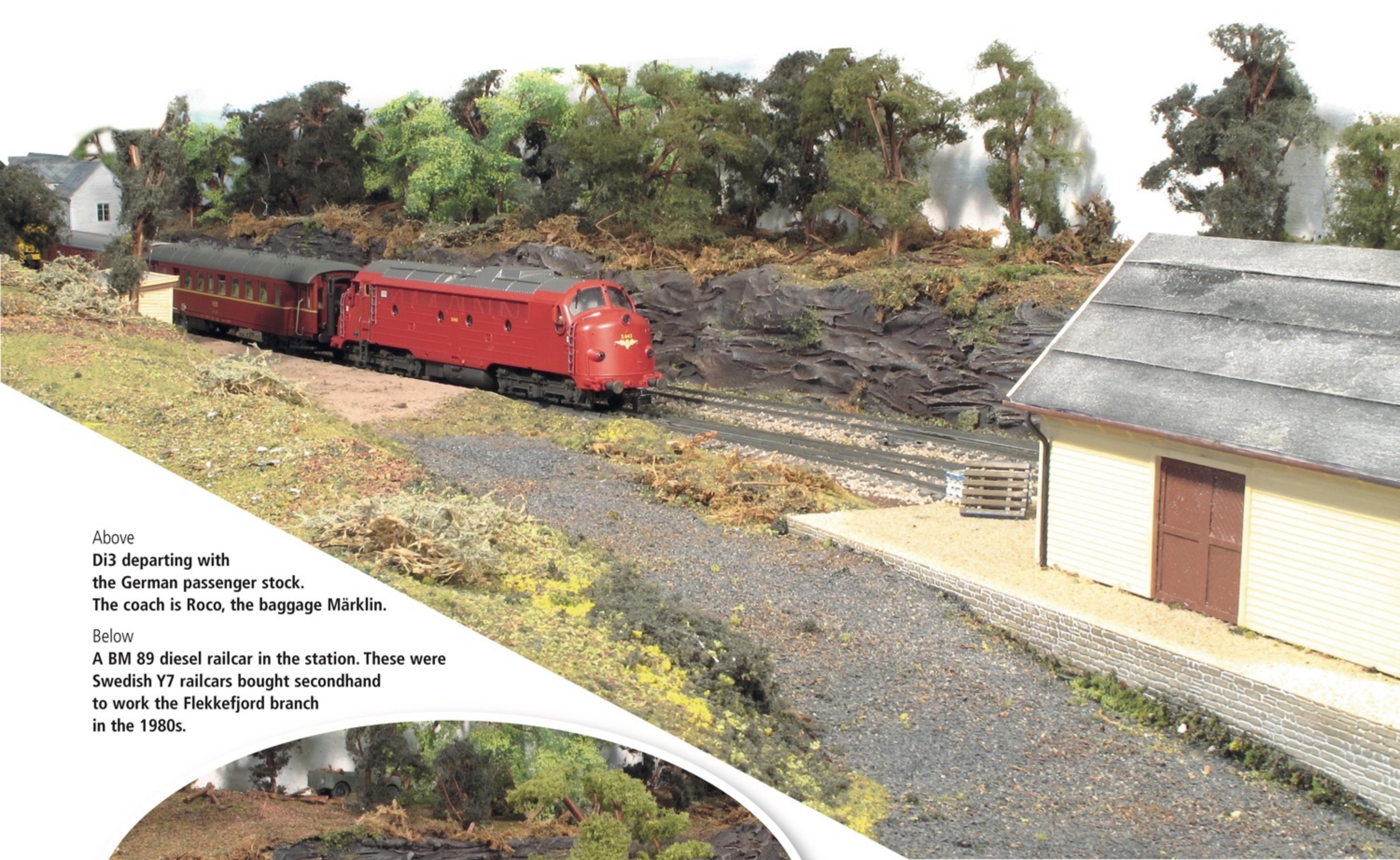
The difference between this project and *Rhiw* was the return to rear operation. We (mainly I) found standing in front of the layout at a busy exhibition quite irritating, especially if barriers are not provided. Sitting out front may suit some but I am quite happy round the back operating the Punch and Judy show.

Basic construction used fairly standard techniques: the boards themselves are inverted trays made from 6mm MDF with the internal corners reinforced with timber blocks all glued and screwed – this means they are pretty bomb-proof, but not lightweight. The front edges were cut away where necessary to allow the scenery to drop down below the track level, which always looks better to my mind. So nothing particularly ground-breaking with the underpinnings.

The track is the very reliable Peco code 100 Streamline with a mix of medium and long radius points. The points use a simple wire-in-tube control which is linked to a DPDT slide switch which backs up the point polarity change. A youtube video showing me putting one of these lash-ups together for this layout is available under 'cheap point control'.

Scenics

The scenery was also traditionally constructed. Card formers were added to give the basic shape and a card strip weave was used on the forward open sections. This was all covered with a mix of paper towels and dilute white glue built up to about three layers. Any more is a waste as it only has to support itself and the final covering. This covering is a real smorgasbord of materials from sea moss to saw dust and tea leaves, through commercially produced ground foam from Woodland Scenics.



Above
Di3 departing with the German passenger stock.
 The coach is Roco, the baggage Märklin.

Below
A BM 89 diesel railcar in the station. These were Swedish Y7 railcars bought secondhand to work the Flekkefjord branch in the 1980s.



Left
The BM 89 is a Jeco body moulding with homemade glazing and snowploughs, motorised with parts from a Bachmann 70-tonner.

Below
Di5 by the goods shed.
 The shed is scratchbuilt, freelance but with elements from the example at Mæl on the Rjukan line.

Below
Skd 224 with the local branch passenger train.
 Because the Skd is not fitted for passenger work, the van houses a diesel generator.

The rock faces are built up from ordinary DIY filler over a card base and shaped with a wet kitchen knife, finally being painted with artist's acrylics.

The trees are mainly Hebe twigs decorated with Woodland Scenics foliage.

Structures

The three main buildings use Evergreen clapboard plasticard reinforced with plain plastic card of a thickness appropriate to the size of the structure for the walls. Fixtures and fittings are a mixture of scratchbuilt and commercial items 'borrowed' from kits. Glazing was made from clear plastic packaging from a variety of sources. The roof tiles of the warehouse are individual squares of plastic. The warehouse itself is based on one at Granvin, the station based on one at



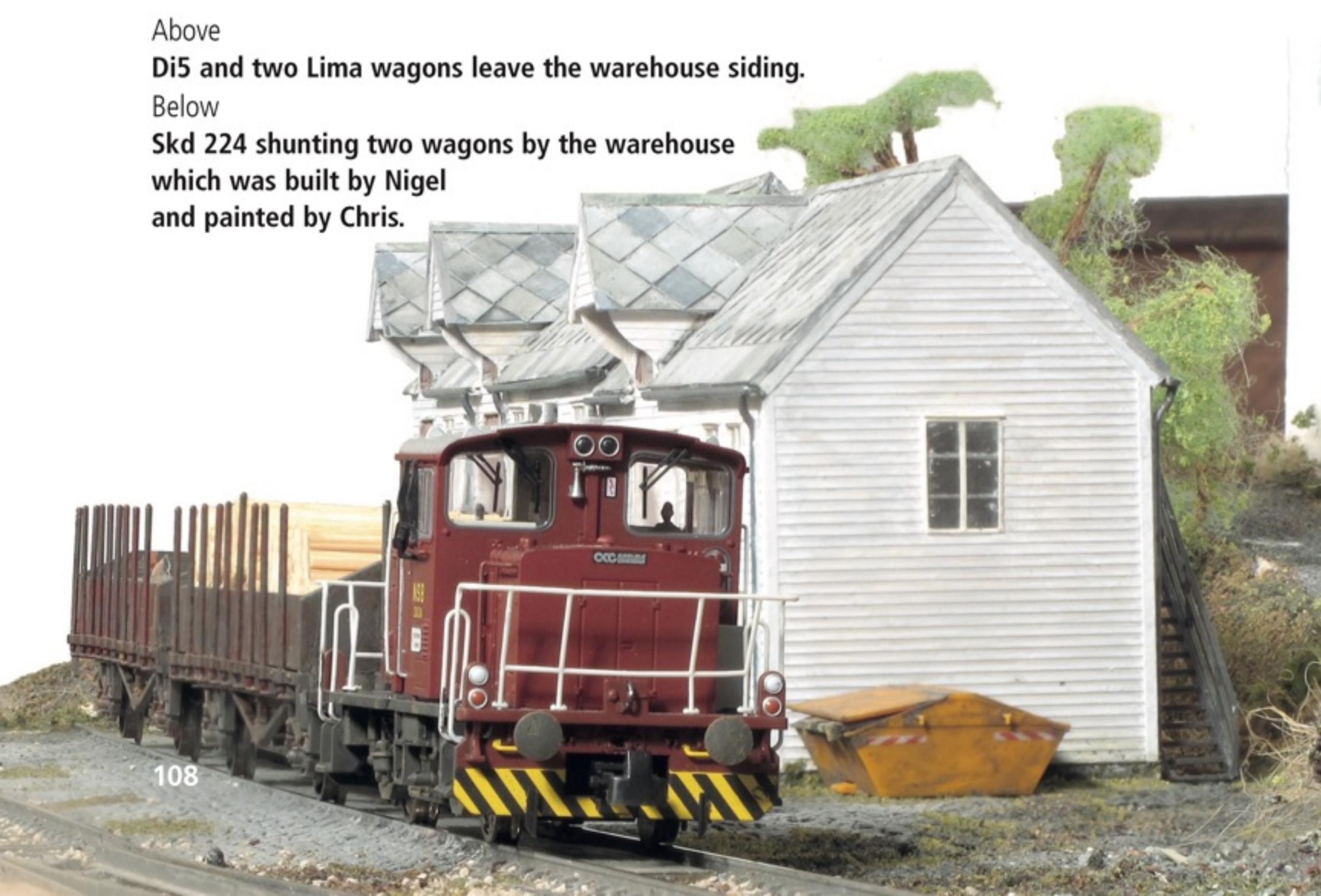


Above
Skd 224 ready for
the return journey with
the local passenger train.



Above
Di5 and two Lima wagons leave the warehouse siding.

Below
Skd 224 shunting two wagons by the warehouse
which was built by Nigel
and painted by Chris.



Blomheller on the Flåm line, although the ones on the Hardanger line to Granvin were similar. The goods shed takes elements from several sources, mainly Mæl on the Rjukan line. All of the structures were sized by eye from photographs and the discerning will be able to see the compromises and errors. The scenic break footbridge used moulded handrails from the scrap box and various bits of Wills sheet.

Locomotives and stock

The locomotives are all ready-to-run, and most bought abroad as mentioned before. Although there is stock from several different periods in various liveries, the main ones used are a pair of Class Di5s, which are ex-DB BR360s bought by the NSB and in service from 1985. The models are by Roco. There are several Class Di3 Nohabs, the well-known Norwegian diesel which shows its links to the classic American F-unit. There are a couple of Märklin models but the usual contenders are Heljan. Small freight power comes in the form of an Skd 224 which were operational from 1979. The model was a special purchase from NMJ in Norway: not cheap, but very nice!

The diesel railcar is a BM 89 (Y7 from Sweden) which was prototypically in service from 1981. The model uses a Jeco one-piece body moulding glazed by Nigel and motorised with a modified Bachmann 70-tonner chassis, the original two power bogie type.

We usually run a rake of Norwegian B3 coaches which are twenty-year-old Lima products plus a rake of German coaches that the Norwegians used after the Second World War (the Germans seem to have forgotten to take them home



afterwards for some reason). These are a mixture of Roco and Märklin.

Goods stock is a mixture of Roco and Lima. The only oddity is a FVde 55kW generator van which was converted in 1964 from a former German vehicle. The model follows the same line, using an anonymous German van that I got out of a rummage box at Eurotrack with new body sections bashed from plastic, though only the ends and one side – no point doing the side you do not see!

Conclusion

Svanda has been a bit of a learning curve for me, not being as familiar with the place and prototype railway as Nigel. It is likely to last a while longer than some of the previous layouts not least because of the investment in stock, but also because it is quite pleasurable to operate. For once we got the balance just about right.

For further information on Norwegian railways, we recommend the Scandinavian Railways Society.

www.scanrailsoc.org.uk

Above

Di5 arrives with a goods.
The first two wagons are
Lima, the rest Roco. Second
vehicle is a *fliswagon*,
for woodchips, converted
from old wooden vans. The
tank is a Norwegian special.

Below

Nohab Di3 (Heljan) bringing
in two B3 series coaches
(Lima). The station building
is scratchbuilt, based on
those used on the Hardanger
and Flåm lines.



Reviews

Evaluated by our own specialist staff



Hom

Harz metre gauge 2-10-2T *Neubaulok* new from Tillig



Between 1954 and 1956, the Deutsche Reichsbahn acquired from Lokomotivbau Karl Marx in Babelsberg seventeen powerful new 2-10-2T locomotives to replace the old and disparate stock of the Harzquer- and Brockenbahn as well as the Eisfeld – Schönbrunn line. The design was based on the pre-war BR99.22, but the new locos had welded plate frames instead of bar frames, more elaborate running gear, and all-welded boilers with mixing pre-heaters.

The first seven (99 231 to 99 237) were originally equipped with Krauss-Helmholtz trucks at each end (linking the pony truck to the outer coupled axle), but this did not work so well and a lot of work was soon required to devise and test an alternative arrangement. Once this was successful, the first batch was rebuilt between the beginning of the 1960s and 1973-4. Only the third (i.e. the driving axle) and the fourth wheelsets are fixed in the frame, the others having some sideplay.

As well as the problems with trackholding, the plate frames proved to be not so robust, and cracks arose from the outset and were constantly in need of attention. Since 2004, seven locos have been rebuilt with modified plate frames and new welded cylinders; others will be similarly treated in due course.

After the closure of the Eisfeld – Schönbrunn line, the locos used there were transferred to the Harz system, and were even used on the Selketalbahn, which had become a refuge of the old Mallet locos previously displaced from the Harzquer- and Brockenbahn.



All the 2-10-2Ts are still on the Harz system, though not all are in operating condition at any one time. At the moment, eleven are operable and mainly used on the Harzquerbahn between Wernigerode and Nordhausen, and up the Brocken.

Tillig have recently released the first version of the new model as 99 247, in Deutsche Reichsbahn Epoch III condition, and it catches the powerful look of the prototype very well. It is accurate in all major dimensions, according to published sources, measuring 143mm long over buffers.

The markings are clearly printed, the plates simulated with a gloss finish. Neat touches include the yellow covers on the electrical junction boxes.

The level of detail would do credit to a small series metal model. There are many separately applied parts – all handrails and grabs (on the front deck, the smokebox door, on top of the feed-water mixing pre-heater, tank tops, cab front, cab doors, bunker sides and rear), and all are extremely fine. Boiler fittings include the bell, whistle, generator, pipework and conduits, and lamps. There is an etched blackened metal grille over the cab roof ventilator. Just one small regret – the cab side window wind deflectors are moulded as part of the body, in black plastic, rather than as clear added parts.

Parts for the modeller to install include piston tail rod covers, brake hoses, couplings, coupling hooks, coupling balancing arms, square buffers, and full snowploughs (if model couplings are not required). Note that fitting some of these may restrict the minimum radius or only be suitable for display.

The chassis carries brake shoes in line with the wheel treads, and brake reservoirs under the boiler. The valve gear



and motion is well detailed and very fine, made in resilient plastic.

The model is driven by a can-type motor with flywheel in the boiler via a gear train to the rear three axles, which run in a separate sub-frame. The front pair are coupled by the rods. The whole chassis is articulated, and the mechanism can move within body shell, which allows a minimum radius of 310mm – not bad for such a large loco. The wheels are of a commendably fine profile, and two traction tyres are fitted. With a weight of 155gr, the model is quite light for its size, so haulage capacity might be an issue on steeply-graded and sharply-curved layouts.

Straight from the box the model runs well, with a realistic top speed. The makers recommend 15 minutes running-in in each direction, and lubrication after about 100 hours running.



There are three directionally-controlled headlights at each end, and the model has a NEM 662 Next18 socket for a digital decoder. Tillig offer a suitable device, made by Uhlenbrock (ref.66025). A loudspeaker can be fitted if sound is required.

The model is delivered with the usual narrow gauge hook & loop buffer/couplers, in pockets – at the front flexibly mounted under the fixed front deck, at the rear on the movable chassis. The front and rear pony trucks move independently.

Great stuff from Tillig.

Manufactured by

Tillig Modellbahnen GmbH,
Promenade 1,
D-01855 Sebnitz, Germany.
www.tillig.com

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After the Second World War many railroads were looking for alternative means of providing fast, more economical passenger service with the aim of gaining back some of the clientele that had transferred to road transport.

The Budd Company of Philadelphia designed the Rail Diesel Car (RDC) as an economical alternative to traditional loco-hauled passenger trains in suburban, commuter, branch line, interurban, and supplementary main line service at a time when the railroads were struggling to make such services profitable. RDCs proved much less costly to operate and were well received by railroads throughout North America as well as some overseas lines. A total of 398 units of various configurations were built between 1949 and 1962.

The RDC was easy to maintain, lightweight, and flexible. Controls were positioned at each end of the car to eliminate time-consuming trips to turn the car at termini. The units could be used singly or in multiple. The two General Motors engines rated at 550hp and torque-converter transmissions gave the RDC good acceleration and a top speed of 83mph on level track.

Variations in internal seating and baggage sections were incorporated to suit operating requirements. Budd offered the RDC in five versions.

The RDC-1, the most numerous version, had only seating, for 90 passengers.

The RDC-2 had a 17' baggage section plus seating for 70 passengers.

The RDC-3 had a 17' Railway Post Office (RPO) section followed by a 17'9" baggage section plus seating for 48.

The RDC-4, introduced after the other three models had been in service for a couple of years, featured a 30' RPO and a 31' baggage-express section but no passenger seating. Unlike the other versions, the RDC-4 was not air-conditioned. With proportionally higher loading, it was only 73'10" long, not 85', to match the performance of the others.

The RDC-9 was introduced in 1956 for the Boston & Maine as a 'powered trailer', designed for use between two regular RDCs in a three car consist. It had a single engine, no driving positions, and seating for 94 passengers.

The first RDC (an RDC-1) was built in 1949 and served as a demonstrator, touring many railroads.

The design of the RDC was updated during its thirteen years in production. Units built between 1949 and 1955 have been termed Phase 1. Budd made several changes to the body design, starting in 1956, and all units built after that are referred to as Phase 2. Changes were also made to the trucks, roof blister, and several other details.

Phase 1 units featured large end windows, roof fluting that extended to align with the side doors, headlights inset in the ends, fabricated truck side frames, and side number boards. End pilots could be inset or not fitted. The first unit had many subtle detail differences from



later production. Variations included the design of the front valance, five (as opposed to four) tread steps, windshield wiper mounting position, and trucks.

The first ten production RDCs are often referred to as Phase 1A. These units had the five-tread steps of the demonstrator and a slightly different roof blister than all later units.

The most numerous style of Phase 1 units, the Phase 1b, featured a roof blister with two sloped rectangular grilles over the radiator/fan sections on each side separated by a solid panel, and two circular grilles on top. Along the lower sides of the blister were eight rows of louvres separated by a small ribbed panel. Most Phase 1b units used a fabricated truck design, the exception being the Pennsylvania Reading Seashore Lines units which were equipped with cast frame trucks. The pilots on Phase 1 units were separate pieces that were omitted on some roads.

Phase 1c units had an updated roof blister which had a single grille over the entire radiator/fan section, and eight rows of louvres along the lower sides.

In 1956 the RDC underwent a major change with larger engines. The design of the car body ends changed, with smaller cab end windows allowing space for car or train number boards above. The roof fluting ended short of aligning with the side doors. The headlights were moved to the top of the roof and horizontal square ridges were added which started above the side doors and wrapped around the ends. The end pilots became larger as an integral part of the body end. A single grille covered the entire rooftop radiator/fan section. All Phase 2 RDCs had cast truck side frames.

Twenty-four American railroads purchased RDCs new from Budd. Many of these went on to other owners either through merger or sale. RDCs were also exported.

Rapido Trains are initially producing the RDC-1, RDC-2, and RDC-3, each in both Phase 1 and 2 forms.

This is the first RDC-1 model with a full interior, including open armrests. The motor is not visible through the windows nor are tinted windows needed to hide the mechanism. The interior is fully decorated with correct seat and wall colours.

The new model also features accurate Phase 1 and Phase 2 details and fluting; correct Phase 1b, Phase 1c, and Phase 2 roof blisters; etched-metal roof grilles and fan covers; wrap-around nose fluting (if appropriate); separate diaphragms (if appropriate); separate grab irons and end door chains; many roadname-specific details; directional headlights; constant interior lighting; optional working front door Mars light (if appropriate); illuminated number boards and class lights; option ditch lights; fabricated or cast truck sideframes (as appropriate); exceptional underbody detail, with separate underframe piping and conduits.

Some small details are provided for the modeller to install – these vary according to the version, but include pilot, pilot covers, diaphragms, gyralite, Sinclair antenna, alternative horns, roof bell, alternative air conditioner, alternative exhausts, wind deflectors, front window grilles, spare windscreens, spare doors handles, and etched nose logos (B&O only).

The model is powered by two small five-pole, skew-wound motors with flywheels hidden in the actual engine bays.

All wheels (RP25 profile) are powered and collect current; there are no traction tyres. On plain DC the performance was impeccable – smooth, quiet, controllable from walking pace to a realistic maximum. Minimum radius is quoted as 18".

The model is offered in DC or DCC sound forms.

The simulated stainless steel finish, something of a Rapido speciality, is very convincing. All markings are very neatly printed. Numerous American and Canadian versions are planned. There will be several authentic running numbers for each road name, plus an unnumbered unit. Painted but unlettered versions will also be offered.

Although the order deadline has passed for these models, dealers may still have stock available.

The model comes with a comprehensive instruction booklet in both English and French. It is an entertaining read in itself.



Manufactured by

Rapido Trains Inc.
500, Alden Road, Unit 16,
Markham, Ontario L3R 5H5,
Canada.
www.rapidotrains.com

PRICE
DC \$225.00.
DCC sound \$325.00.



009

Bagnall inverted saddle tank new from Minitrains

Minitrains have recently delivered a brand new model, a small Bagnall four-coupled inverted saddle tank.

This is the first British-outline model in their range, and may indeed lay claim to being the first 'mass produced' ready-to-run British prototype locomotive in 009. It had been announced earlier in the year, but there had been no news since, so its unexpected arrival was quite a surprise – and a very pleasant one.

The new model represents a typical product of the Bagnall works in Stafford, a small lightweight contractor's machine, built in various sizes from the late 1880s to the turn of the century. The inverted saddle tank, flap smokebox door, and small spectacles are characteristic features of these early machines. Some were built for export.

The model measures just 47.5mm long (over buffer beams), 21mm wide, and 39mm high (rail to chimney top). The wheelbase is 17mm.

It was developed from a challenge to use an existing Minitrains four-coupled mechanism, a competition staged as part of the OO9 Society 40th anniversary convention in 2013. The Bagnall, built by CM contributor Charles Insley, was favoured by Minitrains.

The loco is initially offered in two liveries – black (ref.2011) or 'maroon' (ref.2012), both very neatly lined out, with nicely printed works plates on the cab sides. The black version also has a



red edge to the running plate and a brass-painted dome.

The model has a moulded plastic cab and a cast metal boiler and tanks, with the smokebox, tank front, and chimney as separate parts. The slide bars and the coupling and connecting rods are metal, the crosshead plastic. The wheels have blackened tyres. The mechanism follows the proven formula: the can-type motor

is mounted vertically in the cab, topped with a balanced flywheel, driving both axles through a worm and spur gears. Current collection is by wipers on the back of all wheels. The model runs smoothly and quietly, and is responsive to the controller, with a sensible top speed. It is quite heavy for its small size (45gr), which assists with electrical contact and pulling power.

There is no provision for connecting a digital decoder, and little space for one.

There are no instructions for dismantling the model.

The motor is not too apparent, and it could be disguised with figures of the driver and fireman – though in many cases such a small loco might be operated by one man.

The model is fitted with the common narrow gauge buffer-couplings, without loops.

A simple but delightful little loco which will no doubt be welcomed by OO9/H0e/HOn30 narrow gauge modellers as it could be justified in many situations.

Manufactured for

Standard Instruments GmbH,
Werftstraße 12,
D-76189 Karlsruhe, Germany.
www.minitrains.eu

REPRESENTED IN THE UK BY
John Hills
johnhills1945@gmail.com

PRICE €129.90/c.£120.00.

009

'Matary'/'Barretto' class 0-6-2T new from Fourdees



The new ready-to-run 009 model from Fourdees represents the 'Matary'/'Barretto' class six-coupled tanks built by Kerr, Stuart of Stoke-on-Trent, the first in 1912, with outside frames and inside Stephenson link valve gear. After Kerr, Stuart closed in 1929, very similar machines were constructed by W.G. Bagnall of Stafford, who had taken on a number of KS employees.

Several of these locos were supplied from 1920 to the 2'6" gauge line serving Bowaters paper mill at Sittingbourne: *Triumph*, works number 2511 of 1934, was the second of three improved Matary class machines there.

This design would be at home on any British narrow gauge layout or as an 'export' item. It is nicely proportioned and might be described as medium sized – length over buffer beams is 74mm, width 28mm, and height 38mm.

The models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines; the highly detailed body includes etched metal panels and many separately fitted details. The 'stepping' inherent in 3D-printed parts is only visible on very close inspection.

The attention to detail is commendable – the cab interior is fully detailed and painted, and there is flush glazing in all spectacles. The cab roof can be removed, to fit crew – and appreciate the detail; it is a simple push fit. The cab doors can also be removed. The model does not have the large wooden framed sliding cab side external windows fitted to the Bowaters locos in service.

The model is in Bowaters green livery. The base colour is sprayed with good coverage and a satin finish, with the black areas and details (buffer beams,

brasswork, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching. The etched brass name and works plates are by Narrow Planet.

The loco comes fitted with a spark arrestor chimney; a straight capped stack is supplied as an alternative – it is a simple push fit.

The model is built on a Graham Farish N gauge class 08 diesel outside framed chassis, with custom-etched metal motion parts added. It runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use. Minimum recommended radius is 225mm (9").

Weights in the side tanks ensure reasonable tractive effort but more weight could be useful both for adhesion and electrical contact.

The couplings are Peco GR-102s, mounted in NEM pockets. The height matches Peco stock perfectly. The front coupling is flexibly mounted on the chassis, the rear on the trailing truck.

The model comes neatly packaged in a stout card box with a protective sponge insert. Included is an interesting glossy booklet with information on the history of Kerr, Stuart and Bagnall and the background to the design, illustrated with archive pictures. A separate leaflet provides operating instructions.

Manufactured by

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

PRICE ref.41-226 £262.50.
Insured & tracked postage
UK £7.25, EU £10.00.



The latest version of the heavyweight Railway Post Office (RPO) represents New Haven road number 3270, on six-wheel passenger trucks (ref.140 00 100, US\$29.95). Built in 1914 by the Laconia Car Company, it was equipped to sort and catalogue mail en route, with mail bag storage racks and sorting tables. While this car did not have the wide baggage doors characteristic of some RPOs, it did have mail boxes for the public to drop off mail and parcels directly into the car. They were in use in the northeast until c.1968. The model has the couplers on the frame.

Canadian National road number 8900 is the new identity for the 70' heavyweight horse car, running on six-wheel passenger trucks (ref.149 00 150, US\$29.95). Built in 1921 by Osgoode Bradley in Worcester, Massachusetts, this batch of cars were transferred from Grand Trunk Western to CN in 1924. They contained twenty-four stalls and had three doors per side to allow efficient loading and unloading. The CN roster included ten such cars in 1943; by 1967 they were down to three, and all were retired by 1970. The model has the couplers on the frame.

The 40' standard box car with plug door running on roller bearing trucks are offered as Cotton Belt road numbers SSW 30032 and 30038 (refs.021 00 591 and 592 respectively, each US\$30.90). Built in 1959 as series 30025 - 30049, these twenty-five unique Compartmentizer-equipped cars wore an experimental paint scheme similar to that of Southern Pacific diesels. Although this was ultimately vetoed by management for use on freight cars, these cars continued in this livery for years.

The brake wheel and roof walk are separate added part.

The 50' airslide hopper on 100-ton Barber roller bearing trucks appears as CSX road numbers 203420 and 203437 (ref.098 00 031 and 032 respectively, each US\$27.95). Built by the General American Transportation Co. (GATC) for several of the CSX constituent roads (Seaboard System, Chessie, and C&O), they were renumbered to CSX 203402 - 203448. These cars were specifically designed for use with fine-grained commodities, like powdered sugar, that could settle en-route making unloading difficult. The fine open mesh roof walkway is separate added plastic part, and the model also has etched metal steps

over the coupler box at each end. Unusually for a short Micro-Trains model, the couplers are on the frame.



Third in the NASA series is a helium car, numbered MHAX 1174 (ref.985 00 910, US\$28.95). This was one of the heaviest railroad freight cars ever made. Built in 1961, these cars were initially used by the BLM to transport helium from mines in Texas. Later, they found their niche servicing NASA Titan rockets and the Space Shuttle right up until the last shuttle flight in 2011.

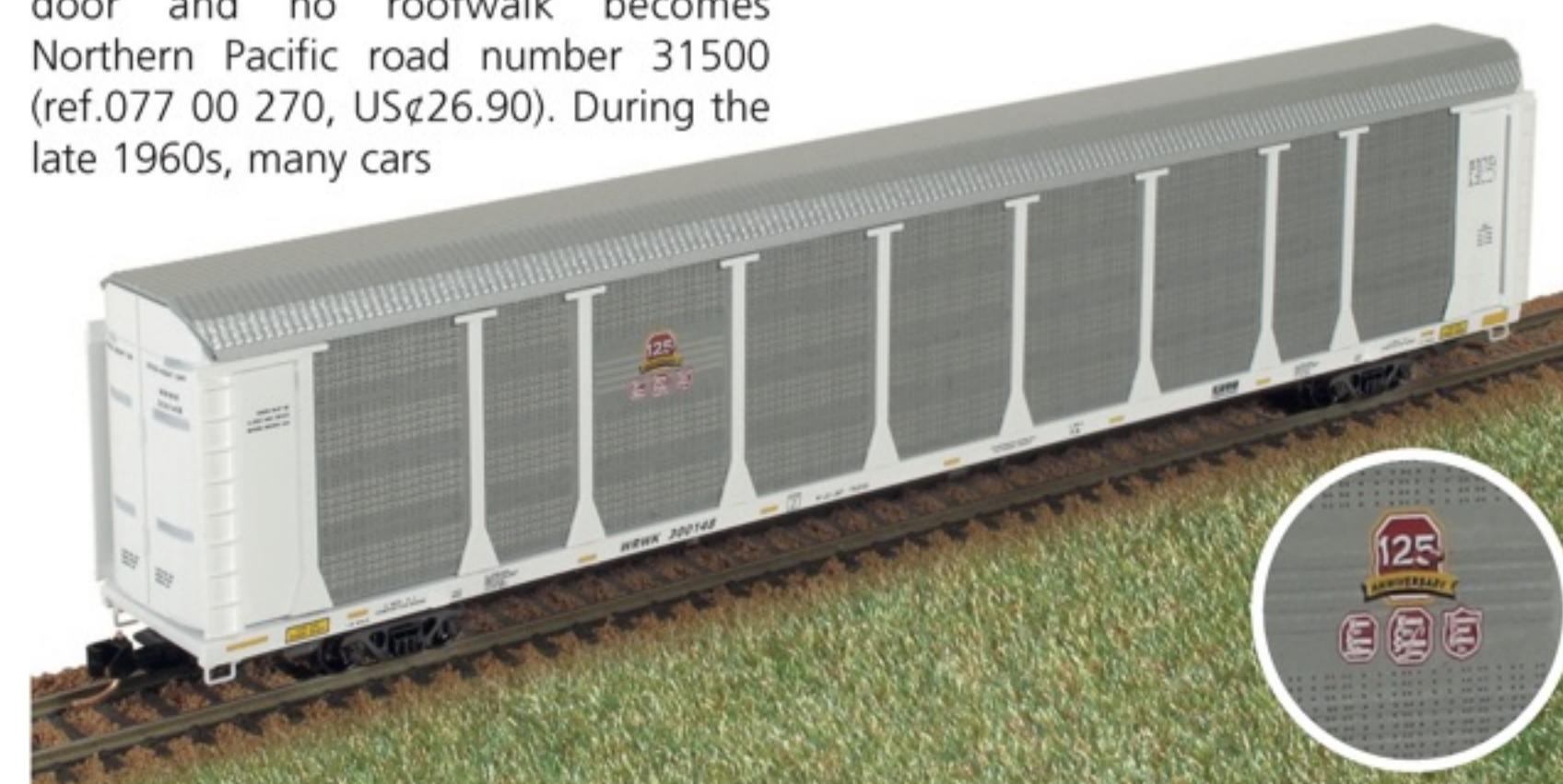
The illustration (above) shows a pre-production sample; the model is being produced by Roco and decorated by Micro-Trains.



The 'Per Diem' series reaches its tenth release with a McCloud River 50' rib side box car with double doors and no roofwalk, road number 2196, on Barber roller bearing trucks (ref.030 00 280, US\$27.95). The McCloud River Railroad interchanged in California with the Southern Pacific and Union Pacific, operating from 1897 until 2009, with a regular passenger service until 1952. Primarily a lumber and timber line, it once had over a thousand freight cars.



The 50' standard box car with single door and no roofwalk becomes Northern Pacific road number 31500 (ref.077 00 270, US\$26.90). During the late 1960s, many cars



on the Northern Pacific roster were replaced or rebuilt to increase load capacities. By 1969, these 50-ton cars had been upgraded to 55-ton rating and downgraded from merchandise service.

This new version of the 89' tri-level closed autorack, road number WRWK 300148, has the Kansas City Southern 125th anniversary shield logo adorning the sides (ref.111 00 200, US\$44.95). It runs on Barber roller bearing trucks. Built in 2012 for the Providence and

Worcester with WRWK reporting marks, the cars were leased to KCS who added the autorack bodies. They are frequently seen in long unit trains.



The 48' rib side container is to be produced in APC aluminium finish with red vertical band and logo (ref.468 00 010, US\$14.95). APC operates container ships and intermodal rail and truck services around the world.

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.

Die Baureihe VT10.5 Die Gliedertriebzüge 'Senator' und 'Komet' der Deutschen Bundesbahn

by Heinz Kurz

EK-Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 176pp
Hardback €45.00 ref.6025
ISBN 978-3-8446-6025-8 German text

After the development and construction restrictions were lifted by the Allied forces after the Second World War, the first contacts were made in March 1948 between Franz Kruckenberg, the pioneer of high-speed rail transport in Germany, and what was to become the Deutsche Bundesbahn, to develop further the successful high-speed diesel units of the pre-war period and the concept of lightweight articulated trains. In the end Linke-Hoffmann-Busch built a day train (classified VT10 501) and Wegmann a night train (VT10 551), ordered by the Deutsche Schlaf- und Speisewagen-gesellschaft (DSG).

This volume takes a detailed look at these – for their time – innovative high-speed trains, offering the rail passenger greater comfort at their seats, air conditioning, and chemical retention toilets. The author thoroughly describes the development and building of both of these trains. Many railway enthusiasts have opened their photographic archives enabling the book to be copiously illustrated. The result is an extensive and authoritative history.

The first three chapters, 'Neuanfang nach der Stunde Null', 'Frank Kruckenberg', and 'Startschluss

1952' look at the early experiments after the war with articulated vehicles.

The two trains are then thoroughly described, accompanied by over 150 black & white photographs and drawings showing their construction and the equipment installed, including the diesel engines and bogies. The passenger accommodation is also well illustrated.

'Vorabnahme und Abnahme der Gliedertriebzüge' and 'Die Gliedertriebzüge und die Verkehrsausstellung in München' provide a detailed look at the first test runs prior to entering revenue-earning service and the appearance at the transport exhibition in Munich in 1953.

In 'Die drei Balkanfahrten' the three journeys to Greece and Yugoslavia with the night train VT10 551 in 1953, 1954, and 1956 are described and illustrated with three maps supporting the photos.

'Zur Wirtschaftlichkeit von Gliederzügen', 'Die Aufnahme des Fahrplanbetriebes 1954', 'Ende des Betriebseinsatzes', 'Bemühungen um Verkauf und Ausmusterung' give an account of the use of the two units from their start of scheduled passenger service in 1954 through to their final days in operation and withdrawal from service in 1959. Reproductions of publicity material augment the photos.

'Schwachstellen und Abhilfe' covers the technical problems encountered with these two trains. This is followed by 'Das LHB-Projekt von 1956' looking at the two-car diesel unit for Mexico using two Maybach MD320 power units and how experience gained with the two trains influenced the later express passenger diesel trains such as the TEE VT11.5.

A chronological list of dates from order, development, dates into and out of service, etc., summarises the story of both trains, and there are reproductions of advertisements from the companies involved in supplying equipment.



To conclude, technical details are tabulated and the work is rounded off with a section of colour photographs, including the interiors.

As one would expect from this well-known railway publisher, this is very well researched and extremely detailed, and is thoroughly recommended to all those with an interest in high speed diesel units and their development in Germany. Good German will be required to get the best from this publication but the pictures more than adequately illustrate their short careers and are very useful for the modeller.

Benelux Rail 1970-1980

Compiled by Marcel Vleugels

Uitgeverij 't Nijvere Lezerke
Hoebigerweg 10, 6287 AT Eys, The Netherlands.
www.nijverepublishers.nl
246mm x 175mm 304pp
Hardback €34.00
ISBN 978 90 73280 00 7 English + Dutch text

This substantial new book is the tenth in the *Benelux Rail* series from this publisher, the ninth, dealing with the years 1994-2007, having appeared back in 2009.

The 1970s was a period of transition for the railways of Europe generally, with new technology replacing older stock and equipment, at different paces, and with more or less success. This book aims to document those changes in the Benelux countries.

The contents are divided into the three countries – Belgium, The Netherlands, Luxembourg – and for each there are similar sub-sections – rolling stock management and innovation; infrastructure, safety, and environment; passenger travel; goods transport; Europe and beyond; urban transport and predecessors of light rail (not Luxembourg); history of the railways and tourism. As well as the state systems, it can be seen that it covers light rail, tramways, industrial installations, and preservation.

The coverage is thorough and the scope wide, even taking in stock made in these countries for export and the effects of technical trends elsewhere in the world of railways – thus we find the British HST (and Australian XPT!), plus the Henschel experimental DE2500 (this with a direct Dutch connection). There is mention of TEE trains, and an extended section on the German V36 diesel shunter not restricted to its presence in Benelux countries. The work is rounded off with a list of useful (website) addresses plus an extensive bibliography and list of sources.

An unusual but welcome feature of the book is that it has parallel English and Dutch text, in two columns. (BR9 was also English and Dutch, while the first eight volumes were French and Dutch.) The separate pages of text and photos give the book a slightly dated

appearance but it is probably the most practical way to present two languages. Different typefaces have been used for each language; both are clear and modern but not outlandish, with a sensible relationship between the main text and the captions.

There are hints of modern design in the coloured section headings and 'tabs' at the page edge to distinguish each country.

The book is copiously illustrated with photos from a wide range of sources, official, archive, and enthusiasts, in the countries concerned and elsewhere.

The captions are long and detailed, and convey much incidental information.

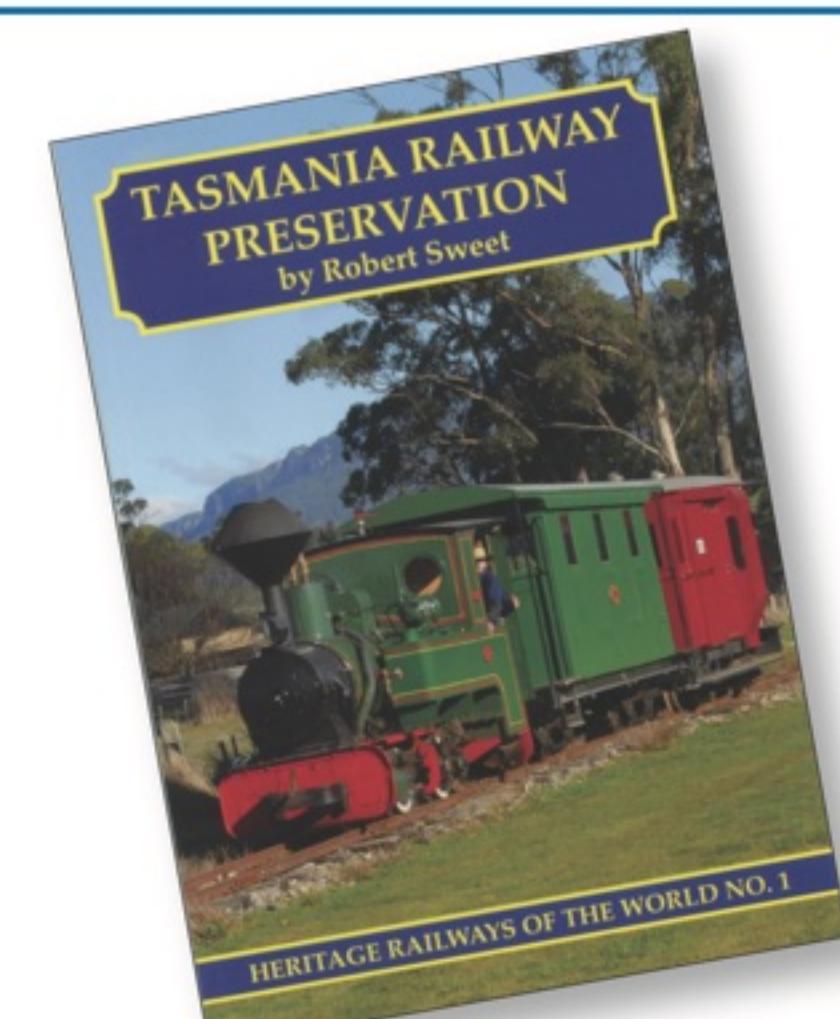
The photos are mostly two to a page, sometimes three, and occasionally one full page vertical. The majority are colour, but quite a number are black & white. All have been reasonably reproduced on matt paper. Many are quite grainy, and perhaps overall a little dark or contrasty – almost a stylistic statement of what images from that period should look like, as modern scanning could probably have brought them up, albeit not to quite the same level as we expect now from digital images. A few seem to have been scanned from printed versions, with evidence of a screen.

The editorial stance is unashamedly pro-rail, quite prepared to criticise politicians or officials for perceived failures.

The English is good, always comprehensible (if sometimes requiring a second read ...), with occasionally an odd choice of equivalent word, and not only where technical terms are concerned. A few typographic errors have slipped through. It is not exactly fluent, both literally and in that punctuation follows the original and in some cases results in an oddly broken flow. It might have been improved if proof-read by a native speaker, but this is a relatively minor comment on what is a well researched and very interesting book, which should appeal to all with any interest in Benelux railways in this period. It is the first in the series to include specific information for modellers, in the sense there is some mention of available models; but the whole book should interest serious modellers of these railway systems.



The book should be available from specialist international booksellers, or direct from the publisher.



Swiss Mountain Climbing

The Easy Way

Compiled by Martin Fisher

Swiss Railways Society, Sales, Glyn Jones, Alpiglen, 13, Welland Close, Dalebrook, Burton-upon-Trent, Staffordshire, DE15 0AG.
www.swissralsoc.org.uk
297mm x 210mm 124pp
Softback £16.00
ISBN 978-0-9926812-6-5

This new publication from the Swiss Railways Society follows on from their travel guides which cover the whole of the country. The emphasis here is on the various forms of public transport used to get to higher and generally more remote locations.

It begins with sections describing the various mechanical forms of mountain climbing, some dating back to 1871 – mountain railways, funiculars, cable cars, chairlifts, *gondelbahns*, and lifts.

These are followed by regional surveys – Bern, central Switzerland, eastern Switzerland, Graubünden, northern Switzerland, Ticino, Valais, western Switzerland, and Zürich – listing all the routes.

There are tables of each type, summarising information such as length, base station with altitude, top station with altitude, height difference, and fares.

There is advice on route planning, given the seasonal nature of many of these operations.

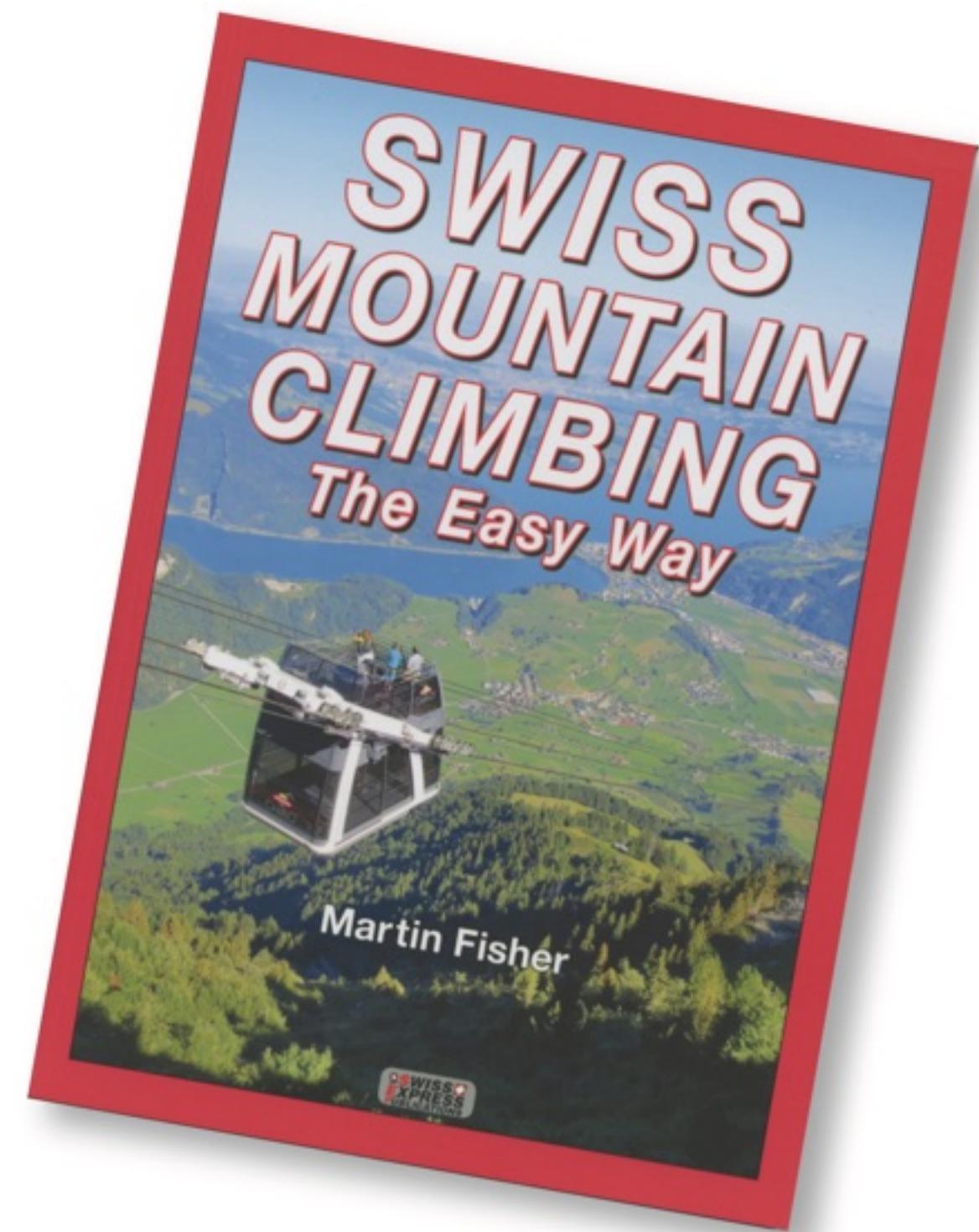
The work is rounded off with a brief bibliography, while appendices provide ready reckoners for converting prices and distances.

The main reason for climbing the mountains at all is to enjoy views of the scenery, so the survey is illustrated with an excellent collection of colour photographs, all very well reproduced on glossy paper. They have been provided by Martin Fisher and David Stevenson, supported by contributions from other SRS members, augmented with images from picture libraries – understandable given the difficulty of access and the variability of the weather. In depicting the mechanical means of access, views of the spectacular high mountain scenery are unavoidable, reinforcing the classic image of Switzerland – and making what might otherwise be a very dry gazetteer a visual treat.

These may not necessarily be subjects to model, except that many base stations are close to if not actually served by conventional railways, such is the integration of transport in Switzerland, so one of these easy forms of mountain climbing could be justified as a background feature on many Swiss layouts.

The price quoted above includes postage and packing within the UK; for overseas rates, and details of credit card payment, contact

sales@SwissRailSoc.org.uk



Modelling German Railways

Edited by Chris Ellis

Kristall Productions,
4, Surbiton Hall Close, Kingston, Surrey, KT1 2JX.
275mm x 210mm 44pp
Softback £7.50 post free.
ISBN 978-0-904811-28-X

This new guide from *Model Trains International* hopes to introduce German railways, with their long and complex history, as a rich source of modelling potential. As well as appealing to those new to the subject, it includes plenty to interest existing modellers.

The introductory sections (six pages) offer basic ideas and advice on how to get started, with information about the scales and gauges used, notes on available models, sources of supply, and other aspects including the Epoch/Era dating system, stock classification (though we are not sure that the explanation of the *Gattungsbezirk* wagon class nomenclature is correct), and advice on research and reference material (CM included!). The German market is probably the largest and best served in the world after America, with much commercial support and a wealth of related publications, from basic to highly technical – but mostly, of course, in German. A concise glossary provides key railway terms.

The collection consists of fifteen articles, which vary between one and four pages; most occupy a double page spread.

They are: Modelling the DR of the DDR; the Cadolzburg branch; Nürnberg Winkelhof (HO); Ars an der Mosel (HO); Kleinbahn and Lokalbahn; Nürnberg-Tragbar (HO); Köln-Mülheimer (HO); Rollwagen operation; Halle-Osendorf DR (HO); the eastern loop (an industrial branch in Braunschweig); Neuburg Heumarkt (TT); Bad Bach Kleinbahn (Z); Starker Verkehr (HO); a Bavarian branch line (plan for TT or HO); and simple warehouses.

Some are suggestions, usually based on a prototype example, others are layouts which have actually been built.

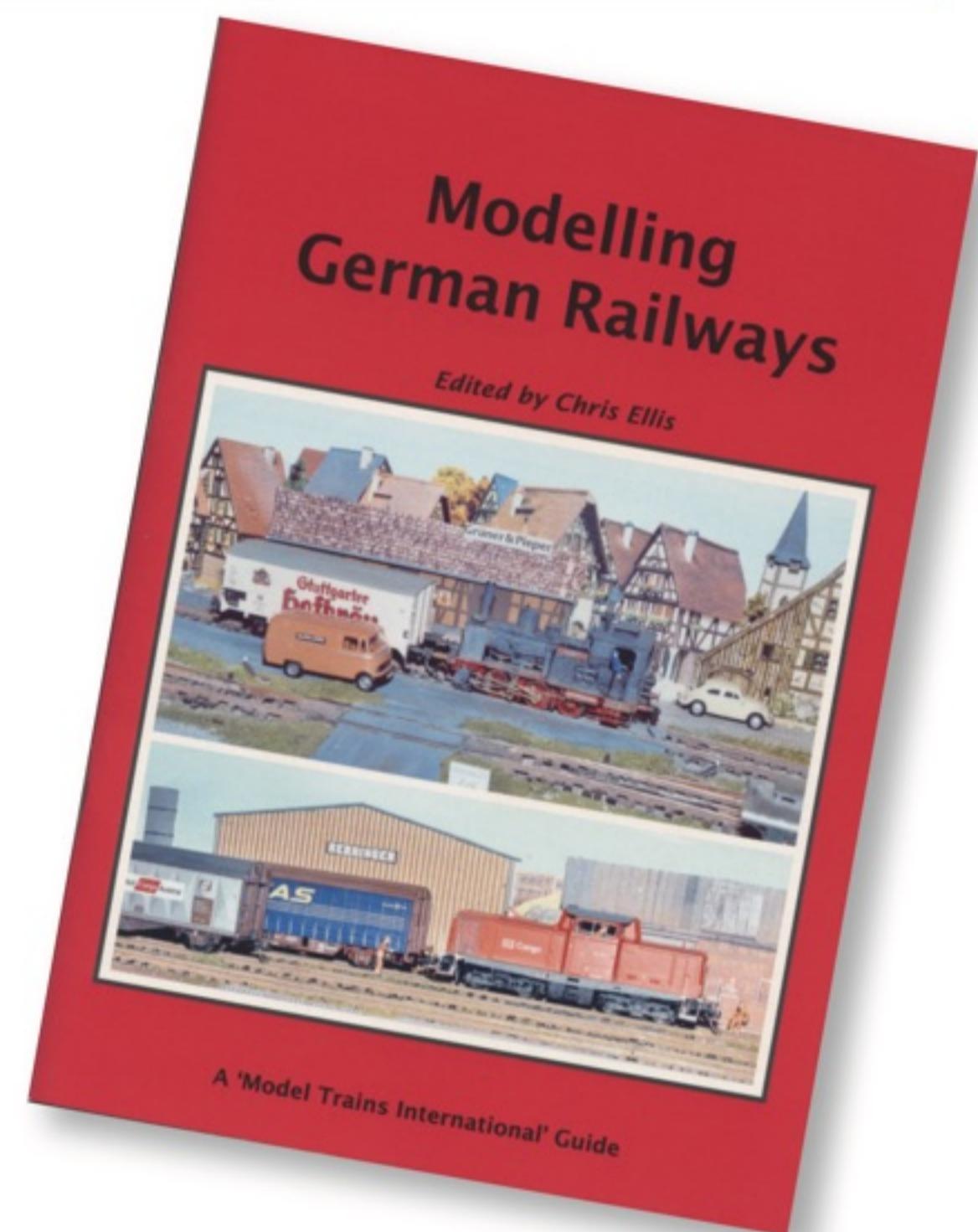
The layouts are generally small, intended to fit typical domestic situations – and practical budgets.

All feature a track plan, and are illustrated with between one and fifteen photographs, generally not reproduced large. Some of the layout plans are by Jack Trollope, in a consistent style, but most, plus the line diagrams, were supplied by the contributors and are rather more varied.

The presentation is basic, uniform with the former MTI magazine, and indeed a couple of the articles are reprints, though we noted an updated contact address appended in a different size and style.

Apart from colour on the covers, all the photos are black & white, and the reproduction is generally satisfactory.

As well as the editor, contributors are Tony Adams, Giles Barnabe, Steve Grantham, Dave Howell, Andrew Knights, Joern Pachi, Jack Trollope, and Graham Weller, some of whom have also had articles published in CM.



As we have noted before with MTI, the simple presentation does not always bring out the best in some interesting material, which should appeal to those with little space and limited resources.

The book is available from the publisher at the address above. Overseas postage £2.50.

Tasmania Railway Preservation

by Robert Sweet

Mainline & Maritime, 3, Broadleaze, Upper Seagry, near Chippenham, SN15 5EY.
www.mainlineandmaritime.co.uk
210mm x 148mm 40pp
Softback £6.95
ISBN 978-1-900340-28-1

Tasmania's railway preservation scene is fascinating in its diversity, from the wilderness of the West Coast to the museums of Hobart. A visit to this Australian island state has much to offer the railway enthusiast, as shown in this selective review of railway and tramway groups and locations which is based on various visits by the author in the past few years (1997 to 2015, if the photo captions are any guide). It covers eleven sites, to different levels of detail. They are presented in

alphabetical order rather than arranged geographically, which might have been more practical for those touring the island. A simple outline map with key can be found inside the front cover.

The 'chapters' are: Burnie Rail; Derwent Valley Railway; Don River Railway; Launceston Tramway Museum; Ida Bay Railway; Redwater Creek Railway; Queen Victoria Museum & Art Gallery; Tasmanian Transport Museum; Wee Georgie Wood Steam Railway; West Coast Wilderness Railway; and West Coast Heritage Centre.

In addition there is a 'miscellaneous' section, which offers brief notes on a number of other railway-related displays, and 'offshore' which looks at former Tasmanian stock overseas (mostly mainland Australia, but also including the Garratt K1, now on the Welsh Highland Railway).

The length of the entries varies considerably, from one page to eight. For each there is a brief description of the site or institution and a summary of the main

exhibits but no advice on the location or how to find it, and no contact details other than websites for some of the places mentioned.

The half-page bibliography refers to a sensible selection of locally published sources, e.g. the guide to railway preservation in Australia from the Australian Railway Historical Society, New South Wales division, and frankly anyone wanting a full guide would be better advised to consult one or more of the works cited.

The accounts are illustrated with a nice collection of colour photographs, well reproduced on glossy paper; as none are separately credited, we assume they are all by the author, thus inevitably selective, determined by what he happened to see.

Hardly a guide that could be useful to anyone planning a visit, as claimed on the back cover, but perhaps a source of suggestions and a pleasant enough record of the author's own experience.



Video-Kurier 128

EK-Videothek DVD c.58mins ref.8528 €19.80

The main feature of this programme is a look at the Bruchhausen-Vilsen Museumsbahn on the occasion of its fiftieth anniversary. This metre gauge line was the first preserved railway in Germany, in operation since 1966. We begin with scenes around the depot at Bruchhausen-Vilsen with resident locomotives *Franzburg* and *Plettenberg* and visiting *Bieberlies* on shed. This is followed by scenes of these locos working passenger services along the line. At Vilsen-Ort station the arrival and departure of a double-headed steam-hauled passenger

service is seen and there is an interview with the station-master. Further steam-hauled passenger services are shown from the lineside, together with archive film from earlier times. The locomotive *Spreewald* is seen in action at the head of a passenger train, followed by scenes of a red and cream-liveried diesel railcar at Asendorf. An earlier vintage Wismar railbus is also seen, with scenes inside the vehicle. Along the line to Asendorf and at Bruchhausen-Vilsen we see a number of steam-hauled passenger services from the lineside. At Heiligenberg *Bieberlies* is shown arriving and departing the station and further scenes of this train are filmed from the lineside. The tram loco *Plettenberg* is seen on a passenger service, with scenes filmed from the cab and from the lineside. Deutz diesel V4 is seen on a short passenger working, together with diesel V29, which has been preserved here since 1979. Final sequences show standard gauge diesel-hydraulic V36 005 on a freight.

We next pay a visit to the Bayerische Eisenbahn Museum (BEM) in Nördlingen. At Nördlingen station preserved 2-10-0 44 546 is seen arriving and departing with a freight, assisted at the rear by 52 8168. Further sequences show the 44 from on the footplate and from the lineside as it tackles a gradient with the heavy train. At Wassertrüdingen station 52 8168 is seen departing on another freight for the benefit of photographers. Further scenes show this train from the lineside and the footplate. This is followed by scenes of ex-DR Pacific 01 2066 with a special and other chartered freights with preserved steam locomotives.

The Sauschwänzlebahn is visited next and here we see the large Henschel-built tank locomotive No.262 arriving and departing Weizen with a train of preserved green-liv-

ered Deutsche Bundesbahn coaches. Further scenes show this train from the lineside, including shots of it crossing the impressive Epfenhofen Viaduct.

We then take a look at the Hamburg *Verbindungsbahn* (connecting line). An ICE service is seen arriving at the terminus of Hamburg-Altona and then archive black & white film is shown of this station in earlier times, including scenes at the locomotive depot. At Holstenstraße station S-Bahn services are shown and an IC service is seen passing by, propelled by a DB Fernverkehr class 101 electric. At Sternschanze we see the station building and further S-Bahn services, plus a freight working and a class 103-hauled Inter Regio service. At Dammtor station another DB Fernverkehr 101 is seen at the head of an IC service and a freight working is observed behind a class 155. At Hamburg Hbf., DB Fernverkehr 120 152 is seen leaving on an IC service to Frankfurt-am-Main.

Next we take a look at the so-called 'Gurkenzug' from Nauen to Lübbenau behind 2-10-0 52 8006. We begin at Nauen station at 06.30hrs with the locomotive leaving at the head of a passenger service formed of both Deutsche Reichsbahn and Deutsche Bundesbahn stock. Further scenes show this train from the footplate and the lineside. A number of scenes were filmed in Berlin, including at Berlin-Friedrichstraße station where another passenger service is seen departing behind sister locomotive 52 8117. At Cottbus depot we see steam locomotives on shed, taking on water, and being turned on the turntable.

In the *Bahn News* section we see the new class 412 ICE units, diverted freight workings at Marktredwitz behind DB Cargo class 233 diesel-electrics, and pay a quick visit to the Sächsische Eisenbahnmuseum in Chemnitz with numerous preserved steam locomotives on shed for a gala.

Under the title *Rückblick*, we get film of the M-Bahn in Berlin with scenes along the route and on board the vehicles themselves.

Some background music is used but it is not too intrusive. The commentary (only in German) is clear and informative.

There are trailers for other programmes from Eisenbahn Kurier, lasting approximately five minutes.

As a Bonus, the DVD includes Video-Kurier 56 which features: Trams in Nantes; Steam Days at Nördlingen; ICE 3s on the NBS Rhein-Main; Farewell to 41 1185; and the class 01.

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



Eisenbahn-Brückenbau

EK-Videothek: Bahngeschichte DVD c.58mins ref.8383 €19.80

This interesting programme describes and illustrates the multi-faceted history of railway bridges in Germany. Railway bridges have been in existence almost as long as the railways themselves. Bridge building was revolutionised in the 19th century and following conventional beginnings, as for example the Seseke stone viaduct in Kamen of 1846, arched bridges and viaducts in stone and brick were built to huge dimensions. Impressive iron and steel structures also emerged over large rivers or entire valleys. Today we see modern concrete

bridges, especially on the new build lines (*Neubaustrecken*).

The film begins with archive colour film of a range of different types of railway bridges and viaduct. More recent film is then shown of the oldest stone railway bridge in Germany, on the Leipzig – Dresden main line.

We then see more modern structures on the *Neubaustrecken* and at Köln we see the Südbrücke across the Rhine, used as a freight avoiding line around the Hauptbahnhof. Two further steel constructions are seen near Duisburg and on the line between Duisburg and Mönchengladbach. So-called 'fish belly' girder bridges are then shown, followed by the steel Innbrücke in Passau and another such bridge across the Weser near Bremen.

Archive black & white film from the 1940s is then shown of the Rensburger-Hochbrücke across the Nord-Ostsee-Kanal and further railway bridges are shown around Hamburg before observing the large stone viaduct at Altenbeken.

Moving to the south of Germany we see the Bietigheimer Viaduct near Stuttgart, followed by a detailed look at the impressive Göltzschtalviadukt, the largest brick-built viaduct in the world, including archive black & white film footage. The smaller brick-built Elstertalbrücke is then shown, and here too we see archive black & white film of restoration work being undertaken after the Second World War.

We next move to Köln to see the Hohenzollernbrücke across the Rhine in more modern times, followed by archive black & white footage of the rebuilding of the bridge following war damage. Further black & white archive film is shown of the

Kaiserbrücke over the Rhine and we observe the rebuilding of other railway bridges on the German rail network. We see bridge parts being fabricated inside factories and then being transported on railway wagons. This is followed by colour film of the famous two-tier bridge at Bullay on the Moselstrecke, where the railway and road cross the river using the same structure.

Archive DB colour film is then shown of the maintenance work being carried out on its railway bridges, including the Rensburger Hochbrücke.

Returning to the present day, we see the Rollklapbrücke in Oldenburg on the electrified line from there to Bremen. We watch the bridge being lifted to allow a ship to pass underneath. We then see the 107 metre-high Müngstener Brücke near Solingen in archive film together with scenes from more recent times. Steel bridges in the former East Germany include the Markersbach viaduct.

We next see archive black & white film of the former bridge across the Rhine at Remagen – today only the bridge turrets remain. This is followed by a look at other 'fish belly' girder steel bridges and the impressive Epfenhofen viaduct on the Sauschwänzlebahn is shown from above. This is followed by a look at railway bridges which form a border with neighbouring countries, for example between Germany and Poland. Archive colour film is then shown of the numerous railway bridges on the approaches to Hamburg. Further archive footage shows maintenance work and inspections being carried out on railway bridges, including load tests.

Back to the present and we see a number of different bridges across rivers, roads, and valleys, including the so-called 'clothes hanger' style Fehmarnsundbrücke on the Vogelfluglinie to Puttgarden and more modern concrete structures on the *Neubaustrecke* between Hannover and Würzburg. The programme ends with scenes of the huge 2013-built Saale-Elster-Talbrücke on the Erfurt – Leipzig/Halle *Neubaustrecke*, now the longest railway bridge in Germany.

Some background music is used, mainly during the archive sequences, but it is not too intrusive. The German commentary is clear and informative.

An excellent example of the production team's skill in drawing varied material from the collection to create a well-illustrated survey on a specific theme.

There is around 50 minutes of trailers for other Eisenbahn Kurier DVDs.

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



Schmalspurromantik in Deutschland

EK-Videothek DVD c.90mins ref.8387 €19.80

The latest in the *Bahnen und Strecken* (railways and routes) series is subtitled 'Full steam ahead on the narrow gauge', and takes a tour of some twenty-two metre and narrow gauge railways throughout Germany, roughly working from north to south and east to west. This may seem a lot, but what remains is only a shadow of the once almost 6,000km of narrow gauge in the country. Most of the footage is contemporary, but some sections are augmented with archive film, of varying ages.

Most of the lines featured are now preserved or museum operations, but there are some surviving regular services – notably on the North Sea islands, on the Baltic coast, and in Saxony, all more or less seasonal and related to tourism, now as in the past.

Despite the subtitle, there is quite a bit of diesel traction amongst the steam power! The first screen provides film start or a 'chapter menu' for direct access to seven sections:

Bruchhausen-Vilsen and the Harzerschmalspurbahnen (HSB)

Baltic lines and the 'Pollo'

North Sea island lines

Sachsen-Anhalt and Saxony

Selfkantbahn and Brohltalbahn

Chiemseebahn and 'Öchsle'

Albbähnle and Härtsfeldbahn

We begin with the 50th anniversary of the DEV metre gauge museum line based at Bruchhausen-Vilsen, the first preservation scheme in Germany (6'). Some of the footage is the same as appears in the *Video-Kurier 128* magazine programme, but not much. We move on to a brief (5') tour of the Harz system, effectively operating as three lines – up the Brocken, across to Nordhausen (where it is integrated with the city tram network), and the Selketalbahn, now extended to historic Quedlinburg.

Coverage of the 900mm gauge 'Molli' (3') includes the famous street running through Bad Doberan and the "high speed" (50km/h) section along the tree-lined avenue. Moving to Rügen, there is old black & white film of the Wittow train ferry, and a comparison of the track condition of the Putbus to Göhren line before and after re-unification (4'30"). HF110C 0-6-0T+T 99 4652, seen in the old film, is observed today visiting the 750mm gauge 'Pollo', with some smart roadside pacing shots (3'30").

A change of scene to the North Sea islands allows us to experience the diesel-worked tourist shuttles linking ferry terminals to the main resorts on Wangeroog (5'), Langeoog (4'), and Borkum (4'), where an old Wismar railbus is also seen.

We make a large leap inland to the Mansfelder Bergwerksbahn, remnant of an extensive 750mm gauge industrial network with 0-8-0 No.20 in action (3'45").

Saxony provides a wealth of narrow gauge steam in regular service as well as special events: the replica IK 0-6-0T working from Radebeul Ost to Moritzburg with historic stock as well as some standard 2-10-2Ts (2'15"); the Weißenitztalbahn from Freital Hainsberg to Dippoldiswalde, before and after the catastrophic floods of 2002 (still not fully restored, though work on the upper section is at last under way)(5'); a look at Cranzahl in the snow, and the famous steel viaduct before Oberwiesenthal station (3'35"); archive colour film of the mixed gauge at Wolkenstein, with transporter wagon freight traffic, and the well-known water tower at Steinbach then and now, preserved as part of the Preßnitztalbahn (3'45"); and to Zittau, with some of the standard 2-10-2Ts and the IK replica again, here with the 'Saxon train' of historic four-wheelers unveiled in August 2016 (4'10"). There is 'selfie-stick' footage from the train, and a drone used over Bertsdorf station.

Still in Saxony, we look at the Schönheide museum line and see old film of the IVK Meyers on the line's spindly steel viaducts (3'05"), now gone. IVKs are also in evidence at Mügeln in old colour film of kaolin traffic, plus an ex-Austrian diesel heading for Oschatz today (3'35"). We also see inside the works at Görlitz, once a centre for narrow gauge maintenance (3'50").

Moving from almost the furthest east to the furthest west, we then follow an ex-industrial loco on the Selfkantbahn (3'45") before joining the *Vulkan Express* on the Brohltalbahn, climbing up from the Rhine. Newly restored Mallet 11sm is in action, handing over to Henschel bogie diesel D5 for the final climb (4'55"). On the shores of the Chiemsee in Bavaria we watch the little tram loco and its diesel clone carry trippers from the main line to the lakeside pier (3'35").

A 2-10-2T from Saxony is seen on the preserved remnant of the Ochsenhausen line over in Baden-Württemberg (4'15"), and perhaps more authentically we ride with 0-6-0T 99 7203 from Amstetten (3'05"). The tour ends on the Härtsfeldbahn, with squat 0-4-0T No.12 and railcar T33 (4'25").

(All timings approximate.)

The clips are generally not dated, but most appear relatively recent. Some specific events can be identified.

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, which moves along at good pace (as the timings suggest) and usually leaves you wanting more.

The commentary (only in German) is clearly delivered, with plenty of historical background and technical information imparted incidentally. There is a little use of background music here and there.

A whistle stop tour, admittedly, but well done, and excellent value as a taster.

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



Milano Centrale – Domodossola

TG-Trains DVD c.91mins €25.00

This programme in the producer's cab ride series takes us aboard regional train 2146 from Milano Centrale to Domodossola, almost in the foothills of the Alps: quite a contrast in background scenery.

We travel in the cab of a type MD driving trailer, constructed in the 1980s, which was designed to be used in double consists. This type of coach is known as a 'Box Doccia' (shower cubicle) by the drivers, with reference to the small driving compartment resulting from the need to have a through gangway.

It was filmed on a beautiful day in July 2014, with full authorisation from Trenord. As we are travelling south to north in middle of day (the time on the console display is 13.13), so the light is behind us – ideal.

We begin with a few establishing shots of the cramped cab – the controls look quite dated, and certainly well-used, with a new unit added, apparently to control the modern E.464 Bo-Bo electric which powers the train, but is not seen.

Occasionally the view from a second camera is inset into the main image, showing the driver in a small compartment on the left-hand side; incidentally we see the main camera on a substantial tripod in the gangway.

The train serves the stations of Rho Fiera Milano, Busto Arsizio, Gallarate, Sesto Calende, Arona, Stresa, and Verbania, ending in Domodossola. There are numerous meetings with regional trains as we cross the hinterland of Milan (not as unremitting-

ly urban as you might expect), plus a number of freights.

The station yard at Milan Centrale is large, not surprisingly, with complicated point-work at the station approach. Soon after departure, we note a rake of Swiss coaches stabled on the left, and at several places along the line track machines and associated stock can be observed.

Once clear of the yard, the train accelerates smartly, and mostly runs at quite a high speed.

The drivers change at Gallarate – we watch the new man walk along the platform. Throughout the journey, as with all cab rides, there is much detail to be observed from this privileged position, though occasionally you wish the camera could have lingered on some lineside feature or an interesting item of motive power or rolling stock glimpsed in a siding.

An opening screen offers direct access to five chapters (Milano Centrale – Rho Fiera, Rho Fiera – Gallarate, Gallarate – Arona, Arona – Verbania, and Verbania – Domodossola) although these are not identified as the programme progresses, plus the credits.

As usual, camerawork is steady, and the picture quality is excellent (in 16:9 format). A little dirt on the windscreen does not detract from the interest.

Stations are identified with on-screen labels, as are the trains coming in the other direction.

There is no map on screen, but the inside of the sleeve has diagrams of the stations in Milan and the related network.

This programme was produced by and is available from TG-Trains, Casella Postale 15, I-21040 Castronno (VA), Italy. www.tg-trains.com TG-Trains productions are now also available through FHP Audio Visual.



Mariazellerbahn *Himmelstreppe* panoramic coaches new in HOe

The *Himmelstreppe* (stairway to heaven) is currently the premier passenger service on the electrified narrow gauge Mariazeller line in Austria. Each train includes two panoramic coaches, of a style familiar in Switzerland, with windows in the angled roof sections to enable travellers to appreciate the spectacular mountain scenery in comfort and style.

Under the recently-acquired brand of Leopold Halling, Ferro Train now offers HOe models of these luxury coaches.

The 9mm gauge models are suitable for a minimum radius of c.261mm. They come with pickups in place and have a



decoder socket for control of the optional interior and factory-fitted end lights. They are equipped with magnetic Scharfenberg couplings, and come with optional extra ballast weights.

Each coach is c.193mm long.



The prototypes are always run in pairs, so this is how the models are supplied, either P1 + P2 (€310.00) or P3 + P4 (€320.00).

www.halling.at



Bulgarian Rhodopenbahn stock in HOe

Bultrains HO and HOe models are designed and produced by Dimitar Stefanov, an architect from Varna, and Slav Stoyanov.

The HO models have custom made bodies on standard chassis from available proprietary items.

The HOe narrow gauge models have been completely designed from scratch. Everything is custom built, using laser-cut parts for the body and chassis, with the motor and mechanical parts imported from Japan.



These specialist items are assembled by hand to order, not kept in stock.

New to the range are vehicles representing the *Rhodopen Express*, running on the Septemviri – Dobrinishte 760mm gauge line, a class 77 B-B diesel hydraulic (€280.00) and standard bogie coaches (€55.00/€65.00 each).

The models can be ordered through the website: www.bultrains.alle.bg

The website is in English. Payment can be made by PayPal or bank transfer.

Bultrains advise that due to the large amount of orders and limited production capacity, delivery time is currently between six months and a year. On the evidence of the samples we have seen, they are worth waiting for.

Thanks to CM contributor Blair Hobson for making the samples available for inspection.



New Japanese Z coming from Rokuhan



Ztrack Distribution advise that advance orders are now open for several new Japanese Z gauge items from Rokuhan, among them:

- ref. T027-1 JNR C57 standard Pacific, first version, running number 19, based at Nitu; MSRP \$US218.75.
- ref. T009-5 JNR KIHA 52-100 diesel railcar (unpowered) in standard red & cream livery; MSRP US\$98.25.
- ref. T009-6 JNR KIHA 52-100 diesel railcar, early version (unpowered), in blue & cream; MSRP US\$98.25.

Ztrack Distribution

6142, Northcliff Boulevard,
Dublin, Ohio 43016, USA.

<http://ztrackdistribution.com>



New Haven stainless steel Parlor Car in HO from Rapido Trains

Rapido Trains has announced that it is to develop an all-new HO scale model of the New Haven stainless steel Parlor Car.

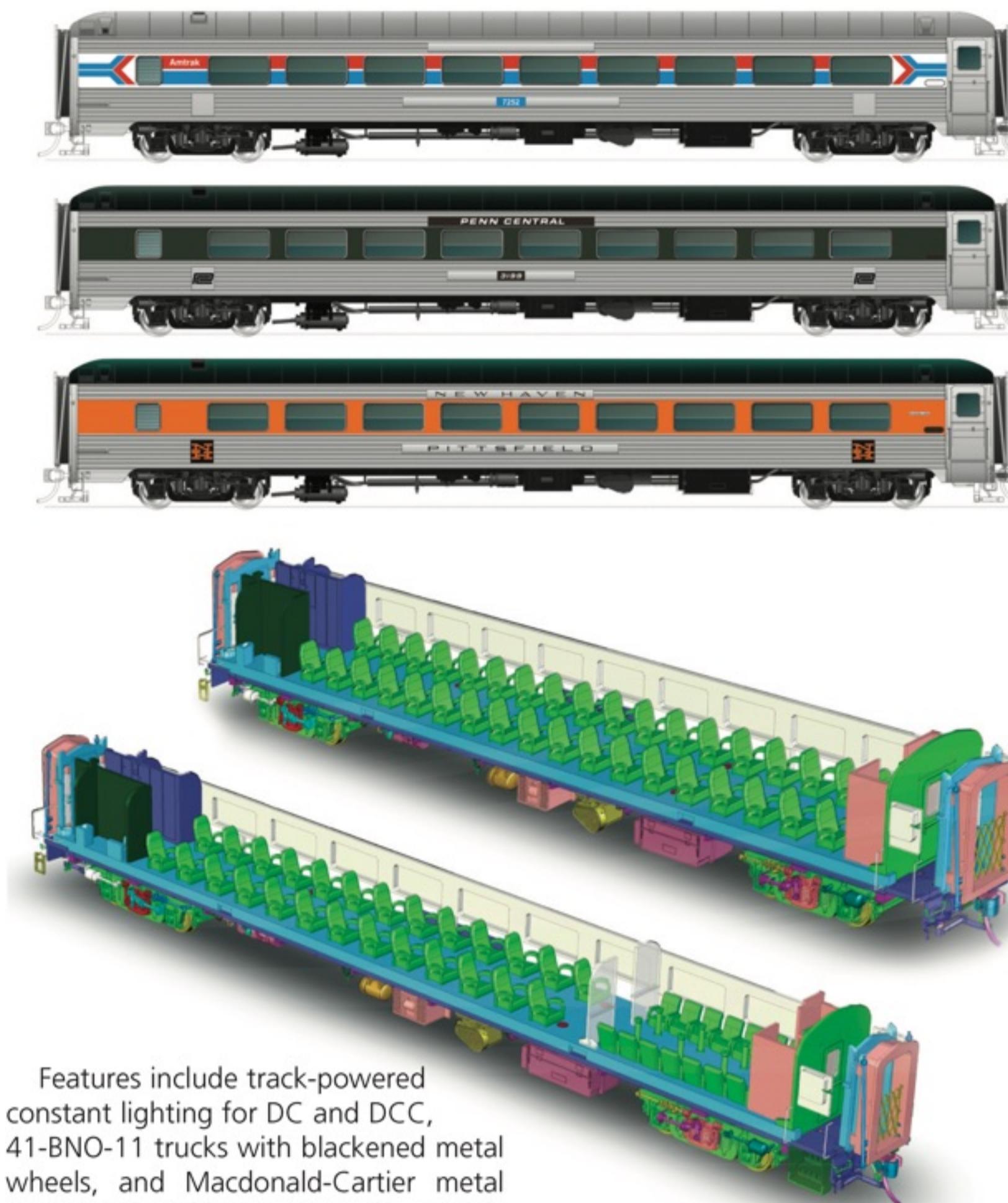
Following on from its Pullman-Bradley New Haven 8600 series coach, Rapido has again teamed up with the New Haven Railroad Historical and Technical Association (NHRHTA) to produce this second car from the New Haven's stainless steel series.

The New Haven Railroad was one of the largest operators of first class parlor cars in the North America. In 1948 they took delivery of modern new stainless steel passenger cars from Pullman-Bradley, including 25 full Parlors and five Parlor-Lounge cars. The cars were named after towns and rivers along the New Haven lines. These cars were used on the New Haven's premier trains at first but eventually found their way onto many secondary lines. They lasted in regular service into the Amtrak era.

Externally the Parlor and Parlor-Lounges differed from the coaches in that they had single vestibules and a blind end, as well as a different side window arrangement and longer name boards.

The two groups of parlor cars were identical externally, but internally the full Parlor cars had a full complement of plush rotating seats while the Parlor-Lounges added a smoking section to one end of the car.

Like the 8600 coaches, the Parlor and Parlor-Lounges will be available fitted with original side skirts or in later de-skirted condition. The interior will correctly replicate the differences between the two car types.



Features include track-powered constant lighting for DC and DCC, 41-BNO-11 trucks with blackened metal wheels, and Macdonald-Cartier metal magnetic knuckle couplers. The models are designed to operate around 22" minimum radius (18" with modification).

Orders are open until 5th May 2017 (MSRP US\$99.95, Can\$119.95). Delivery is planned for autumn 2017.

Rapido Trains Inc.
500, Alden Road Unit 16,
Markham, Ontario L3R 5H5, Canada.
www.rapidotrains.com

Recent releases from A.C.M.E.



A.C.M.E., the prolific Italian supplier of high quality HO models, has announced several recent releases:

– ref.91002 E.656.001 tri-bo electric as a limited edition representing the class leader as now preserved by the Fondazione FS Italiane in blue & grey.

– ref.60493 E.652 tri-bo electric as number 123 in Epoch V XMPR2 livery, allocated to Cervignano depot.

– ref.40291 type Sggmrss⁹⁰ articulated container flat, operated by Touax, carrying one 'UBC' 20' container and one 'IBC' bulk container.

– ref.40292 type Sggmrss⁹⁰ articulated container flat, operated by ERS, carrying two 20' containers, 'IBC' and 'Interbulk'.



– ref.45035 set of two FS type Ghms four-wheel steel bodied vans, one with brake house.

These fine products are among those distributed in the UK by

Golden Valley Hobbies,
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
01981 241237
www.GoldenValleyHobbies.com



In brief

Warley club open day

Warley MRC have an open day in their clubrooms on Sunday 19th February, from 11.00am to 4.00pm, at Unit 1F, Pearsall Drive, Oldbury, West Midlands, B69 2RA. This is an ideal opportunity to view the facilities. See the club website for directions and further information.

www.warley-mrc.org.uk

1 to 45 Forum

Those with an interest in continental O gauge may like to know about the 1 to 45 Forum, which provides a means of sharing news, information, and experience in an area which seems to be increasingly popular. Regular participants include several modellers who have had articles published in CM.

www.1to45.co.uk

CM binding arrangements reminder

Readers who wish to have their 2016 issues of CONTINENTAL MODELLER stitched and casebound, complete with index, should place their orders before Monday 13th February 2017.

Binding, without covers and advertisements, is priced £41.25 + £8.25 VAT; with covers and advertisements £46.25 + £9.25 VAT. Note that the prices are unchanged for this year. Please remove all unwanted pages before sending the volume to:
Peco Publications & Publicity Ltd.,
Underleys, Beer, Devon, EX12 3NA.
01297 21542
www.pecopublications.co.uk

New by Brikho



Brikho/Hobby One 2z modelshop have just released their first laser-cut structure kit in HO, representing a small snack bar which is very typical of The Netherlands, Belgium, and Germany (€19.95).

We hope to assemble a sample for review in due course.

The wooden picnic tables are sold separately (each €9.95).

www.one2zmodelshop.com

Exhibition Diary

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

Saturday 4 & Sunday 5 February

ALTON, Hampshire

Organiser: Alton MRG.

Venue: Eggars School, London Road, Alton, GU34 4EQ. Free bus from the station.

Open: 1030 - 1700 Saturday
1030 - 1600 Sunday

Admission: adults £4.50, accompanied under 16s free.

Amenities: free parking; easy access, help provided if required; refreshments.

Features: 12 layouts including *Malix* (Swiss HOm, CM August 2000), *Ferrocarril San Maria Gandia* (Spanish HO/HOe), *Horsethief Bridge* (US N), and *Prospect Point* (US HO & HOOn3).

Contact: James Taylor 07803 151095
www.altonmrg.co.uk

Saturday 4 & Sunday 5 February

STAFFORD

Organiser: Stafford Railway Circle.

Venue: Stafford County Showground, Weston Road, Stafford, ST18 0BD. Free preserved bus from Stafford station.

Open: 1000 - 1700 Saturday
1000 - 1630 Sunday

Admission: adults £9.00, accompanied children £1.00.

Features: 40+ layouts including *Bertsdorf* (German HOe), *Salz ÖBB* (Austrian HO, CM September 2014), *59th and Rust* (US HO, CM April 2015), and *Habbaniya, Iraq, 1941* (forced perspective). Demonstrations, trade.

Contact: Colin Hill 01785 211992
Terry Robinson 07825 917857
www.staffordrailwaycircle.org.uk

Friday 10 & Saturday 11 February

SOUTH SHIELDS, Tyne & Wear

Organiser: The Salvation Army.

Venue: The Salvation Army Hall, Warr Street, South Shields, NE33 4EB. Five minutes from Chichester metro station.

Open: 1300 - 2000 Friday
1000 - 1700 Saturday

Admission: adults £3.00, children £1.50, family £7.00.

Amenities: free car park adjacent; full disabled facilities, exhibits all on one level; child friendly; refreshments.

Features: layouts include *East Thickley* (US HO). Preservation societies, bookstall, trade.

Contact:
Stephen Slade 0191 4553710

Saturday 11 February

CLEVELEYS, Lancashire

Organiser:

Blackpool & North Fylde MRC.

Venue: Cleveleys Community Centre & Church, Kensington Road (off Beach Road), Cleveleys, Lancashire, FY5 1ER.

Open: 1000 - 1630

Admission: adults £2.50, seniors (60+) and juniors (5-15) £2.00, family (2+2) £7.50.

Amenities: ample local parking; easy access for disabled; light refreshments.

Features: open day. Club and members' layouts in various gauges. Club sales and magazine stands. Trade.

Contact:
www.blackpoolandnorthfyldemrc.co.uk

Saturday 11 February

MILTON KEYNES

Organiser: Milton Keynes MRS.

Venue: Stantonbury Leisure Centre, Stantonbury, Milton Keynes, MK14 6BN. Free vintage bus from Milton Keynes Central.

Open: 1000 - 1630

Admission: adults £6.00, children £1.00.

Amenities: parking; disabled access; café.

Features: 40+ layouts including *Sankei Kansen 2* (Japanese Z), *Dowdham International* (N), *William's Curve* (N), and *Snowy River* (On30). Trade.

Contact: www.mkmrs.org.uk

Saturday 11 February

NEWBURY, Berkshire

Organiser: Newbury MRC.

Venue: St. Bartholomew's School Andover Road, Newbury, RG14 6JP.

Open: 1000 - 1630

Admission: adults £5.00, concessions £4.50, children £2.50, family £10.00.

Amenities: parking; disabled access; refreshments.

Features: 14 layouts including *Dobris* (Czech HO) and *Tilley Yard South* (US HO, CM June 2016). Trade.

Contact: 07765 807617

www.newburymrc.co.uk

Saturday 11 & Sunday 12 February

BOURNEMOUTH

Organiser: Bournemouth Model Railway Exhibition.

Venue: The Hamworthy Club, Magna Road, BH21 3AP. (Satnav BH21 3AL.) Between Bear Cross and Canford Magna. (N.B. not Hamworthy, Poole.)

Open: 1000 - 1700 Saturday

1000 - 1600 Sunday

Admission: adults £5.00, accompanied children free. Donation to Wave 105's CashforKids.

Amenities: ample free parking; level access; refreshments.

Features: 14 layouts including *Eight Dollar Canyon* (US HO). Trade.

Contact: 07970 641493

info@bmre.org.uk www.bmre.org.uk

Saturday 18 February

BIGGLESWADE, Bedfordshire

Organiser: East Bedfordshire MRS.

Venue: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire, SG18 8JB.

Open: 1030 - 1700

Admission: adults £5.50, concessions £4.50, children £3.00, family (2+2) £14.00.

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

Friday 24 - Sunday 26 February

GLASGOW

Model Rail Scotland

Organiser: AMRSS.

Venue: SECC, Glasgow.

Open: 1030 - 1800 Friday
1000 - 1800 Saturday
1030 - 1700 Sunday

Admission: adults £12.00 (£11.00 in advance), children £6.00 (£5.00), families (2+2) £27.00 (£26.00).

Features: 50+ layouts, including *Altstetten* (German N), *Mallecombe* (French HO), *New Field Engine Terminal* (US HO), and *Molasses Junction* (US HO). Demonstrations, societies, trade.

Contact:
www.modelrail-scotland.co.uk

Saturday 25 February

MALDON, Essex

Organiser: Dakota Dibben.

Venue: Plume School (Maldon's Community Academy), Farnbridge Road, Maldon, Essex, CM9 6AB.

Open: 1000 - 1630

Admission: adults £5.00, children £2.00, families (2+2) £12.00.

Features: 20 layouts, including *Obertonberg* (N), *Hindenbach* (N), *Havnegade* (Danish HO, CM September 2007), *Yosemite Valley Railroad Co.* (US HO), and *Phoenix Junction* (US HO). Demonstrations, trade.

Contact: 07595 255150

Saturday 25 & Sunday 26 February

CHAPEL-EN-LE-FRITH, Derbyshire

Organiser: New Mills & District Railway Modellers.

Venue: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire, SK23 0TQ.

Open: 1000 - 1700 Saturday
1000 - 1630 Sunday

Admission: adults £5.00, concessions £4.00, family (2+2) £12.00.

Amenities: ample free parking; fully wheelchair friendly; refreshments.

Features: 20 layouts, including *Die Keinnamebahn* (HOe). Demonstrations, trade.

Contact: 01663 740828
exhibition@nmdrm.co.uk
www.nmdrm.co.uk

Saturday 25 & Sunday 26 February

CROMFORD, near Matlock

Organiser: Mount Tabor Models.

Venue: Cromford Community Centre, 9, Market Place, Cromford, Derbyshire, DE4 3RE. 800 yards from station.

Open: 1030 - 1630 Saturday
1000 - 1600 Sunday

Admission: free.

Amenities: free parking 200 yards.

Features: Nürnberg new items show – information from the major trade fair. 6+ European layouts. Societies.

Contact:
mount.tabor@btopenworld.com

Coming next month

out 16th February

CONTINENTAL MODELLER

MARCH 2017 | £4.45 (UK)

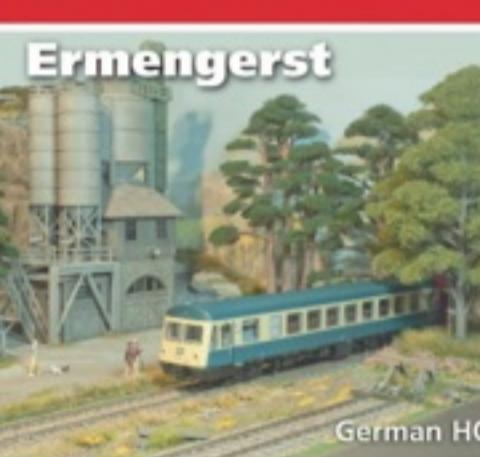
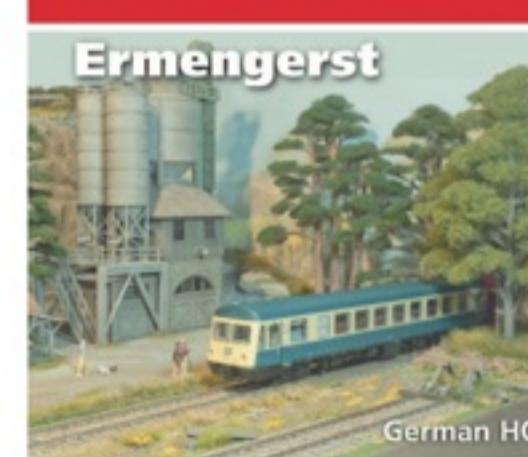
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

South Bohemia

Czech TTe



Inside this issue ...



Latest Reviews ... and much more

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• South Bohemia

To capture the sense of the train in the landscape that characterises the prototype, Blair Hobson adopted TTe (narrow gauge in 1:120) for his new Czech layout.

• Ermengerst

Alan Peacock describes his new German HO layout, a small halt on a secondary line between Bavaria and Baden-Württemberg, set in Epoch IV.

• Lesobeng

Paul Spray was inspired by the landscape of Lesotho and created an ingenious multi-level OO9 layout.

• Nice CFP

Brian Meredith suggests the new city centre terminus of the Chemin de Fer de Provence would make a novel subject for the modeller with limited space.

• M.A.S.H.

Simon Dawson could not resist some 1:35 scale kits based on the classic film and television series, setting them in a diorama with a narrow gauge mine railway.

... and much more!

Saturday 25 & Sunday 26 February NEWARK, Nottinghamshire

Organiser: Lincoln & District MRC.
Venue: Lady Eastwood Pavilion, Newark Showground, Newark, NG24 2NY. Free bus from Newark Northgate and Castle stations.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Disabled/wheelchair access from 0930.
Admission: adults £6.00, children £3.00, family (2+3) £15.00.
Amenities: ample free parking; disabled access, wheelchair friendly; café.
Features: 20+ layouts including Burgedorf (OO9, CM September 2007), Broadford (Australian HO, CM January and March 2010 and January 2013), Whispering Hollow (US HO), and Grizzly Woods Railroad (US On30, in this issue). Demonstrations, trade.
Contact: 01507 442002
www.ladmrc.co.uk

Saturday 25 & Sunday 26 February SOUTHAMPTON

Eurotrack
Organiser: Solent Model Railway Group.
Venue: Oasis Academy Lord's Hill, Romsey Road, Southampton, SO16 0XN. Free vintage bus from park & ride, SO16 9RG.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £6.00, up to 2 children free, additional children £3.00, under 5s free, unaccompanied children £3.00.
Amenities: parking; disabled access; café.
Features: 25+ layouts of British, European, and American prototypes, including *Meinrheinszene* (German N), *Kurit Line* (Japanese N, in this issue), *Klaus* (Austrian HO), *Viaduct d'Antheor* (French HO), *Travo* (Italian HO), *Sainte Ágeuda* (Portuguese HO), *Obbekær* (Danish P87, CM June 2016), *K Street Yard* (US HO), and *Eastwood, Vermont* (US), plus a Gauge 1 demonstration layout. European societies, demonstrations, bring & buy, trade.
Contact:
eurotrack.solentmrg@ntlworld.com
<http://solentmodelrailwaygroup.webs.com>

Saturday 25 & Sunday 26 February YORK

Organiser: The EBOR Group of Railway Modellers in York.
Venue: Heworth Memorial Church Hall, Melrosegate, YO31 0RP.
Open: Saturday 1000 - 1700
Sunday 1000 - 1630
Admission: adults £3.00, children £1.00. In aid of 'York against cancer'.
Features: 11 layouts, including *Woldale, Illinois* (US N). Demonstrations, group secondhand stall, trade.
Contact: Jim Whitehead 01904 630492
saltyseadog2984u@hotmail.com

Sunday 26 February TROWELL, Nottinghamshire

Organiser: Ilkeston (Woodside) MRC.
Venue: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire, NG9 3QA.
Open: 1000 - 1630
Admission: adults £3.00, accompanied children under 14 free.
Amenities: free parking; disabled access; café.
Features: 12 layouts in various scales including *Cronenberg* (HO trams). Demonstrations, club sales, trade.
Contact: Pete Abbott 01773 712648

Meetings

Friday 3 February – 19.00 SLS - Middlesbrough

New Zealand Railways
by Phil Kirkland.
Venue: Newport Community Hub, St.Paul's Road, Middlesbrough, TS1 5NQ.
Contact: 01642 780658

Friday 3 February – 19.30 RCTS - Carnforth

European Video Night – Denmark and North and East Germany
by Colin Kennington.
Venue: Station Hotel.

Monday 6 February – 19.30 Plymouth Railway Circle

Rhätische Bahn Reflections
by John Fissier.
Venue: St.Edward's Church Hall, Home Park Avenue, Peverell, PL3 4PG.
Admission: members £1.00, visitors £2.00.
Contact: barrielanyon@hotmail.com

Friday 10 February – 19.00 SLS - Newcastle upon Tyne

Building the Canadian Pacific Main Line in the west by Ken Aiston.
Venue: The Mining Institute Lecture Theatre, Neville Hall, Westgate Road, Newcastle upon Tyne.
Contact: www.slsnewcastle.org.uk

Monday 13 February – 19.30 RCTS - Croydon

Recent Travels in Five Continents
by James Waite.
Venue: Small Hall, East Croydon United Reformed Church, Addiscombe Grove.

Monday 13 February – 19.30 RCTS - Ipswich

A Glimpse of Swiss Railways
by Paul Russenberger.
Venue: The Bridge Ward Club, 68, Austin Street.

Monday 27 February – 19.30 RCTS - Brighton

India by John Beckett.
Venue: Brighton Railway Model Club, London Road Station, Shaftesbury Place.

Last Narrow Gauge South West



What is very likely to be the last ever *Narrow Gauge South West* organised by The Small & Delightful Railway Group will take place at its usual venue for the past twenty-five years, Whitstone School, Charlton Road, Shepton Mallet, Somerset, BA4 5PF, on Saturday 18th February. The show will be open from 10.00am to 4.30pm.

The small organising team have finally admitted to effects of advancing age and health issues and decided to stand down. We would like to take this opportunity to acknowledge what they have achieved.

The show should end in style in expanded form with no fewer than 75 layouts; foreign interest amongst them includes *Hirson Bellevue* (HO9), *Dingsabumster* (German HOe & HOf), *Braunlage* (German HOM), *Pempoul* (French 1:50, CM April 2008, illustrated above and below), *Crazy Anna Mine* (5.5mm), *Megantic* (US On2), *Bodger Creek & Northern* (US On30), and *Tennessee Extraction Company* (US On30). The layouts will be supported, as usual, by modelling demonstrations, special interest societies, and specialist narrow gauge traders.



Classic F7A still active

Martin McGoldrick writes:
As a follow-up to the article in the November 2016 issue about our *Woodsville, New Hampshire* layout, we went over to the United States on holiday in October and visited Boston, Portland, Maine, and New Hampshire.

In New Hampshire we stayed in North Conway, home of the working vintage Conway Scenic Railroad. Of course we took a train ride, behind the real Boston & Maine F7A #4266, as modelled on the layout. It was a great day out and I would recommend a visit to anyone.



Eurotrack venue improvements

Eurotrack will take place once again on Saturday 25th and Sunday 26th February at the Oasis Academy Lord's Hill, Romsey Road, Southampton.

2016 was the first year at this new venue and some aspects (notably parking and catering) did not work as well as hoped. The organisers have worked with the venue to make improvements.

The entrance to the show will be via the community entrance in the middle of the building so that the arriving public will have the choice of going to the sport hall or the theatre and classrooms. They will also have to pass this point on departure.

The café will not now be in the community entrance but there will be expanded catering facilities in the main academy area.

Disabled parking is available on site, but other parking is very limited at the venue. There is an overflow car park

just five minutes walk from the venue, at Fairisle School (satnav SO16 8BY).

Alternatively, there are frequent buses from Southampton Central station – the best one is Blue Star 4.

In addition, a free vintage bus service will run from the Park & Ride car park in Green Lane (SO16 9RG).

The show will feature more than twenty-five layouts of British, European, and American prototypes, including *Meinrheinszene* (German N), *Kuritu Line* (Japanese N, in this issue), *Klaus* (Austrian HO), *Viaduct d'Antheor* (French HO), *Travo* (Italian HO), *Sainte Ágeuda* (Portuguese HO), *Obbekær* (Danish P87, CM June 2016, below), *K Street Yard* (US HO), and *Eastwood, Vermont* (US), plus a Gauge 1 demonstration layout from members of the European Railways Association. Several of the specialist interest societies will also be represented.

More details in *Exhibition Diary*.



Val Rikard layout for sale

Readers may recall the impressive Belgian HO layout *Val Rikard* built by Rik Martens which appeared at various shows on the continent, including the Warley NEC event in November 2015; it was featured in CM in the same month.

To make way for a new project, *Val Rikard* is now for sale. Anyone seriously interested can contact Rik at tikkamovie@telenet.be

The new layout, *Carrière de Petit Granit*, also in HO, is no less innovative and features an ingenious working wagon lift. The layout was shown for the first time at the Modelspoor exhibition in Leuven in October 2016.

Rik has posted a video on line – <https://youtu.be/DKzfRJOg9wc>
We hope to feature an article in due course.



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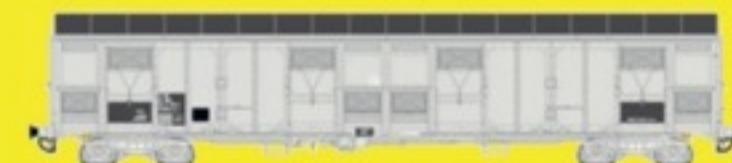
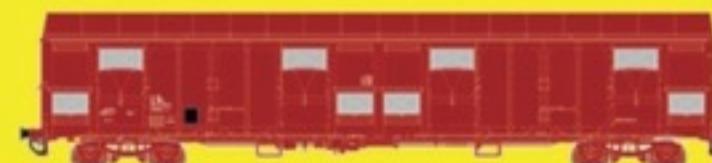
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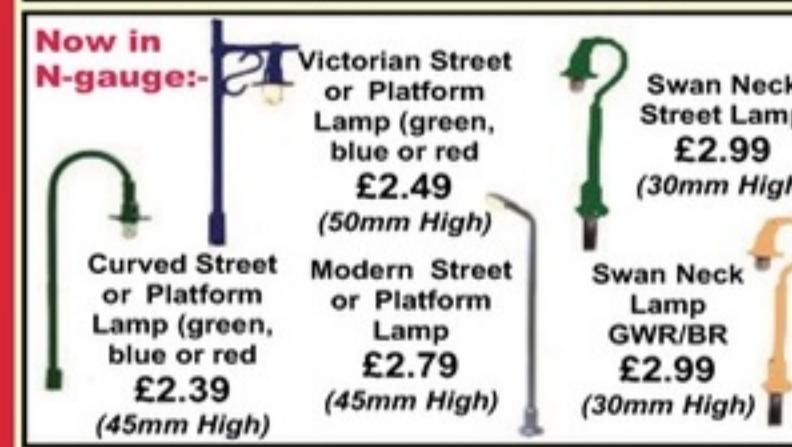
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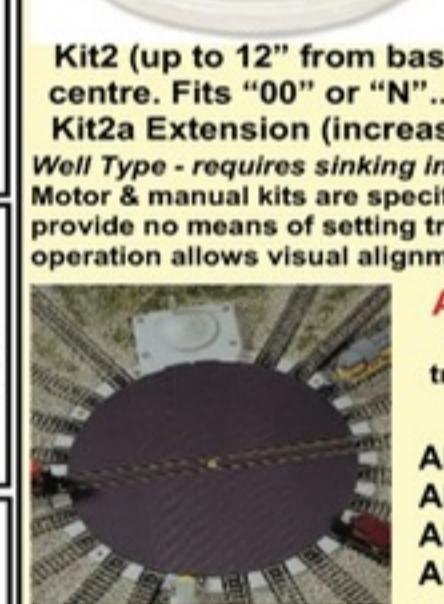
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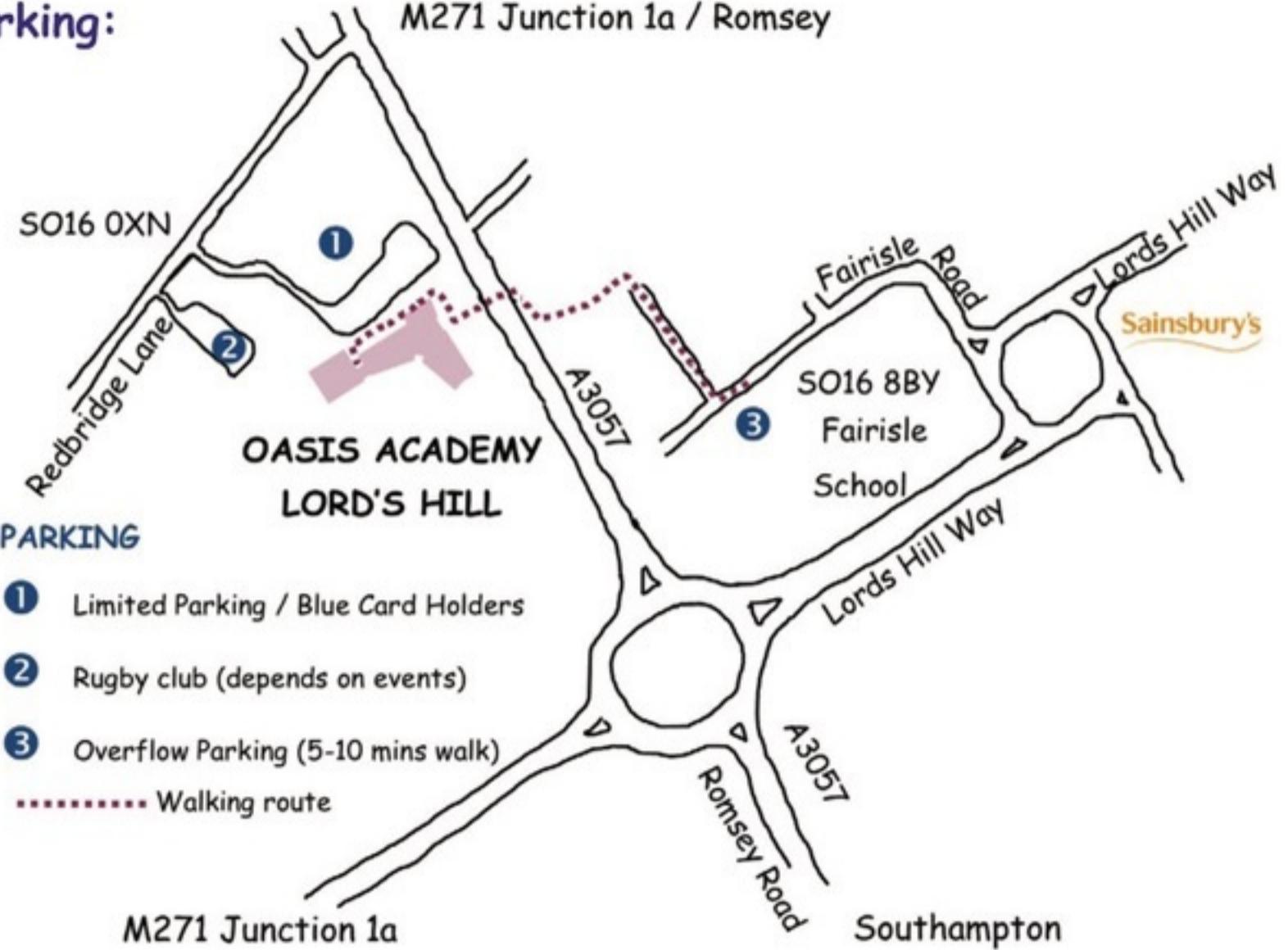
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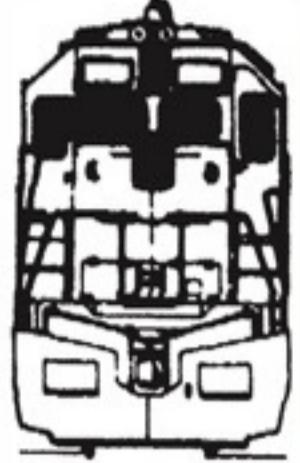
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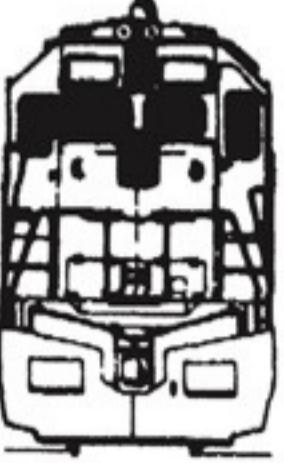
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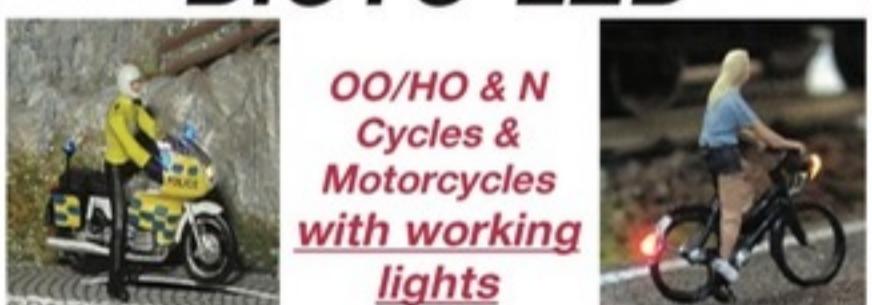
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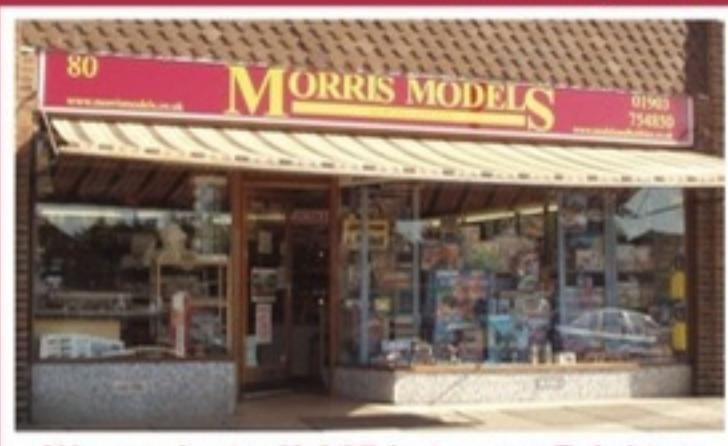
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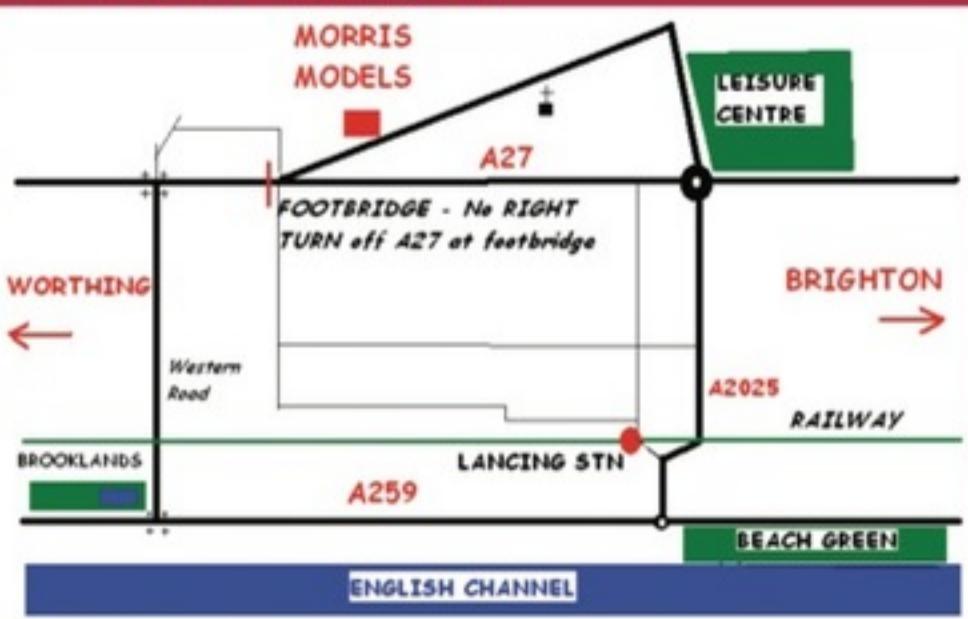


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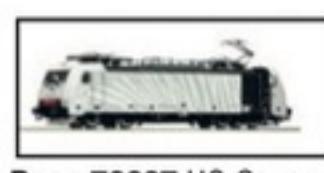
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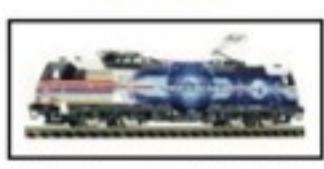
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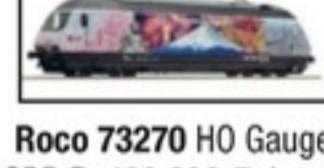
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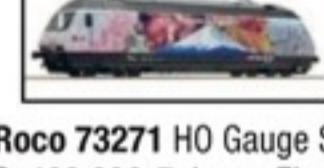
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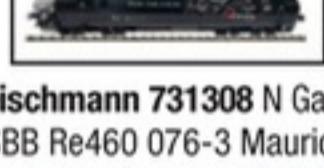
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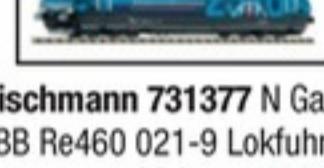
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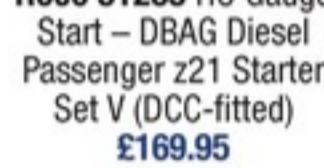
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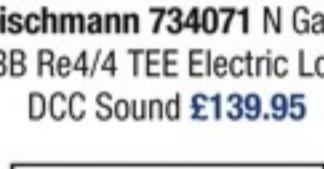
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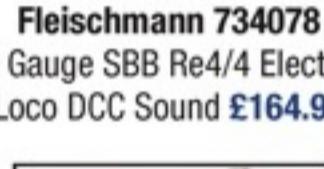
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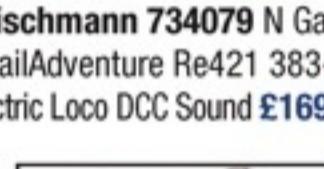
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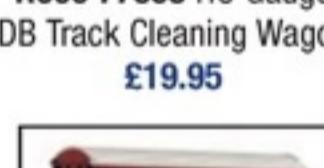
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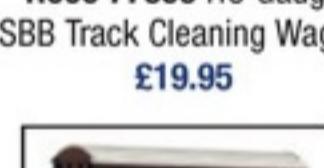
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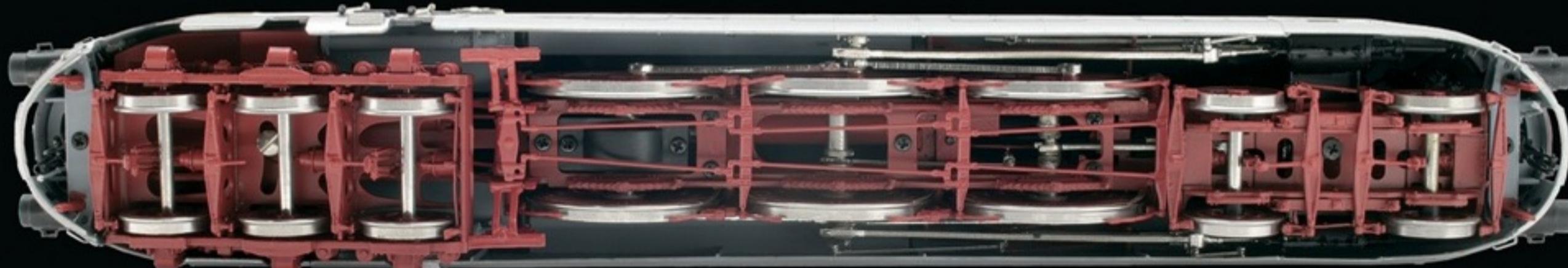
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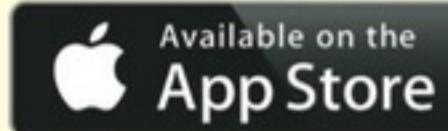
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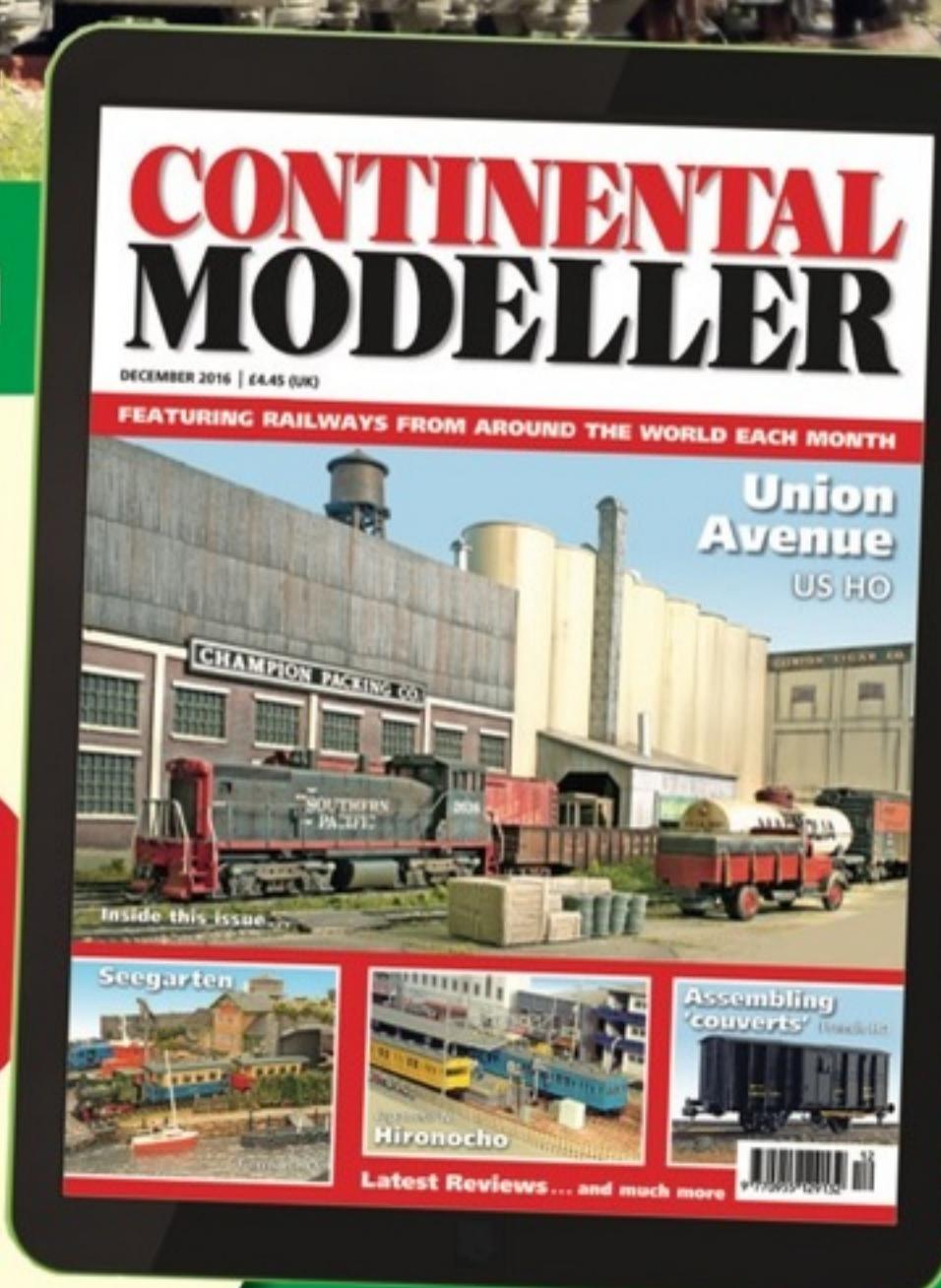


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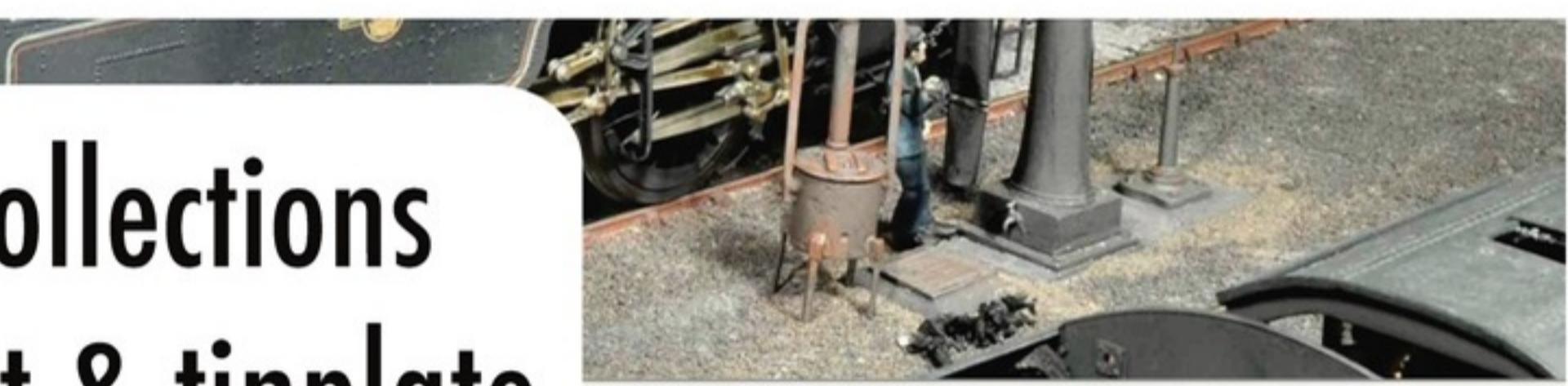




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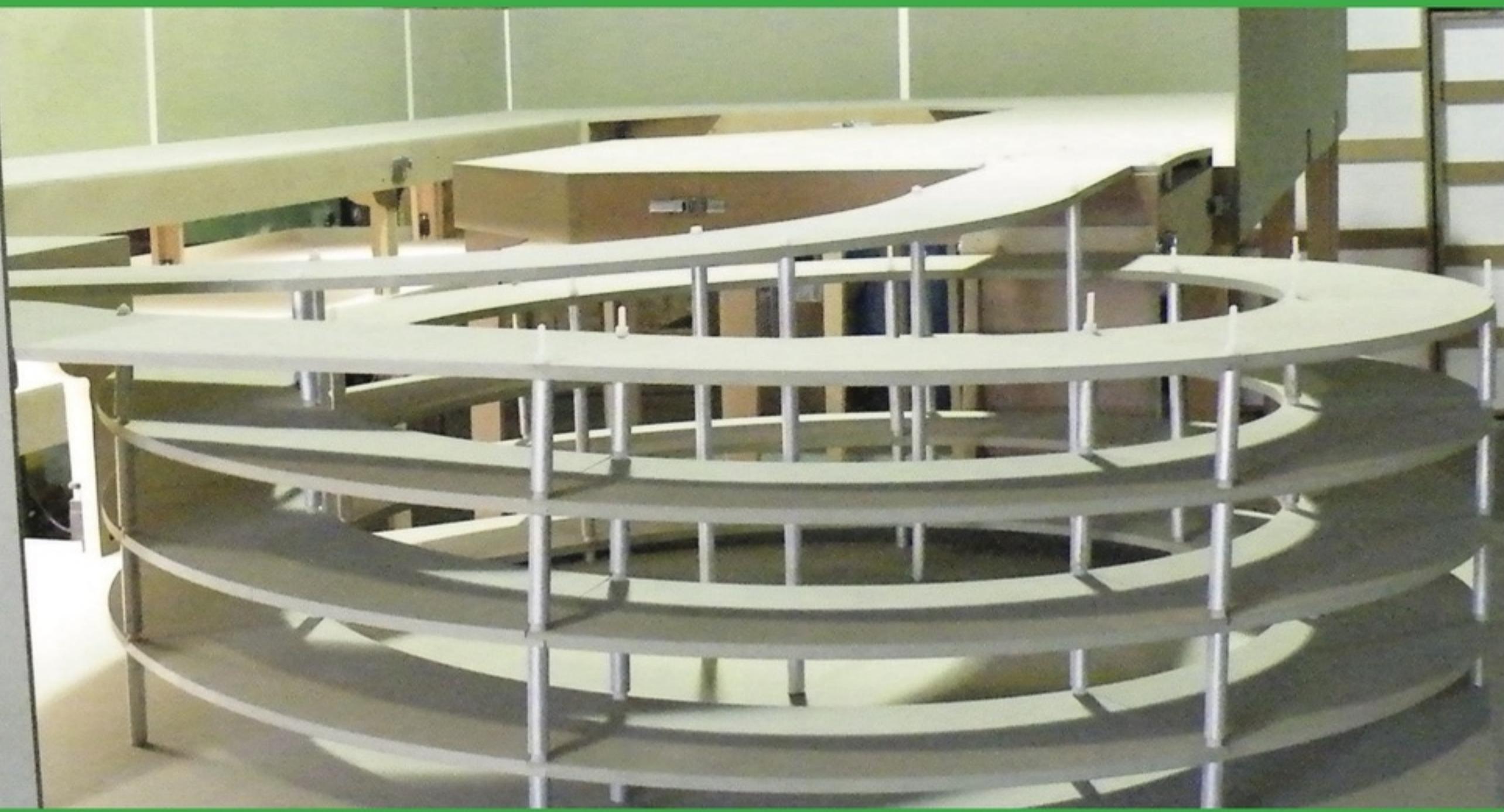


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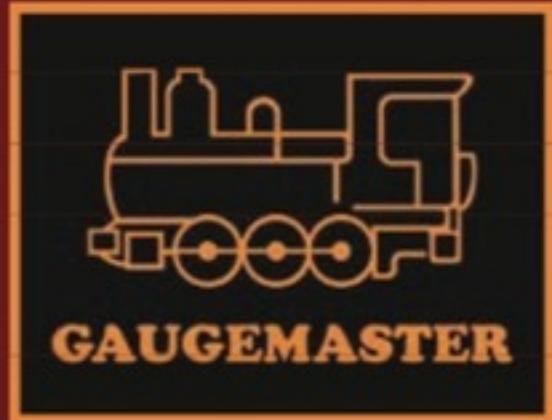
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