

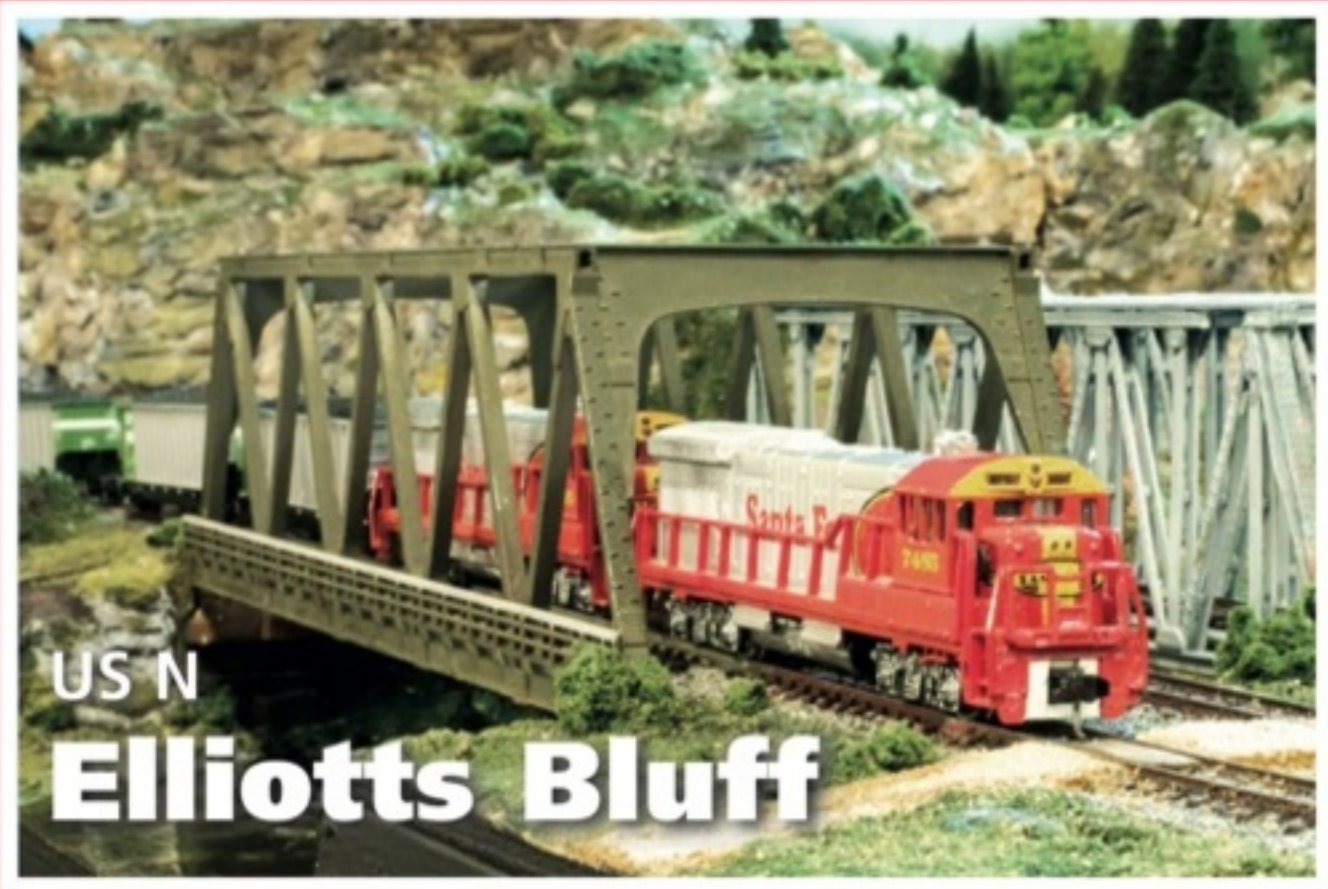
CONTINENTAL MODELLER

JUNE 2018 | £4.95 (UK)

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vif
France N

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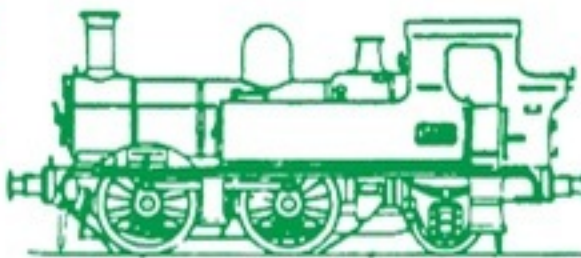


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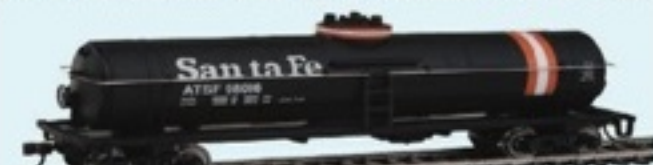


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MT349001 AT & SF Pacific	£150.00
B51314 2-8-0 Southern DC/DCC	£155.00



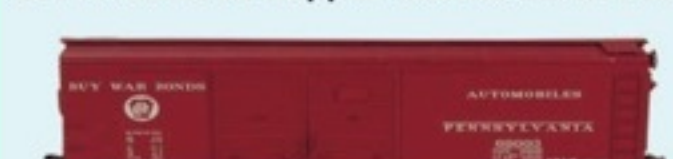
MP96636 Southern 0-6-0 + tender	£36.15
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B52404 NKP Berkshire 2-8-4	£230.00
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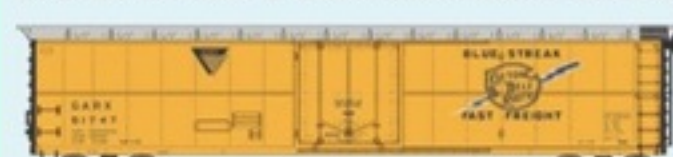


BW41196 H21a Hopper 'Bertha'	£19.95
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A3083 C & O Auto Parts Box Car	£19.95
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MT3001 41' Reefer S.F. 'map'	£12.75
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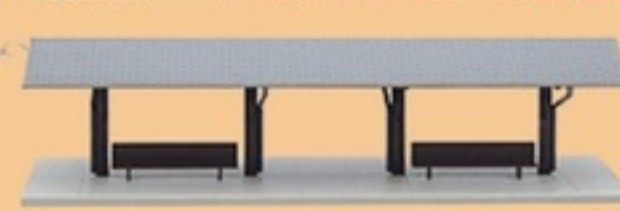
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W50308 GP38-2 CSX	£83.15
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CC14156 GN caboose	£18.75
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B61652 NW2 Great Northern DCC	£83.00
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MT580 40' Bangor & Aroostook	£23.95
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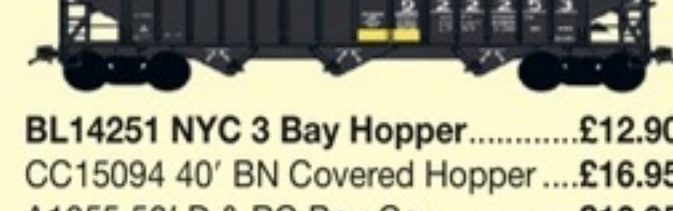
B51572 Southern 2-6-2	£79.50
AN2220 GE U25C Conrail	£101.95
A702 S2 Great Northern	£90.00
K1372022 Amtrak GG1	£100.00



CC14123 CR Caboose	£16.95
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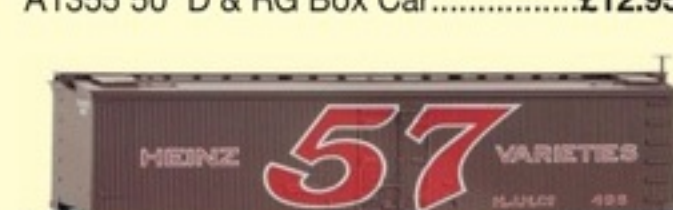
MP87571 Pennsylvania 2-8-2	£155.00
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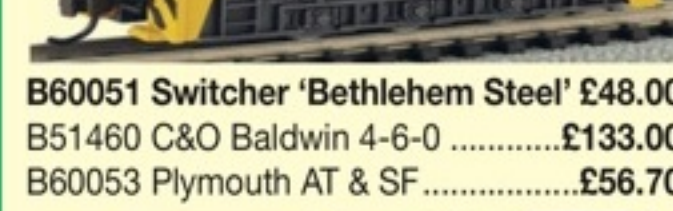
BL14251 NYC 3 Bay Hopper	£12.90
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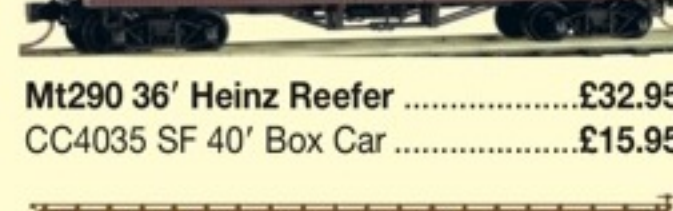
B60051 Switcher 'Bethlehem Steel'	£48.00
B51460 C&O Baldwin 4-6-0	£133.00
B60053 Plymouth AT & SF	£56.70



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A2676 40' Wood Reefer GTW	£25.00
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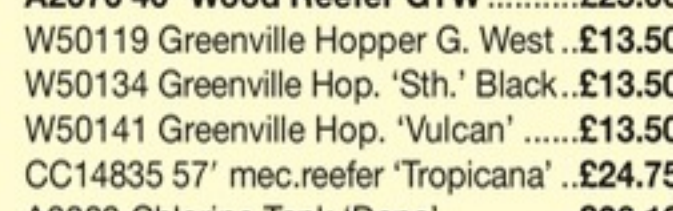
K6027 GE P42 Amtrak	£95.60
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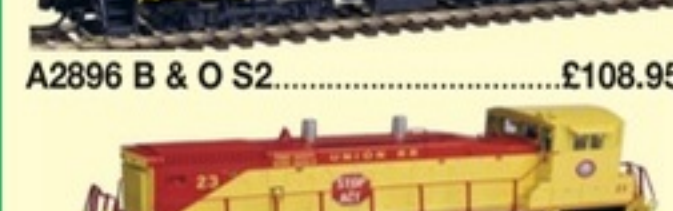
W50119 Greenville Hopper G. West	£13.50
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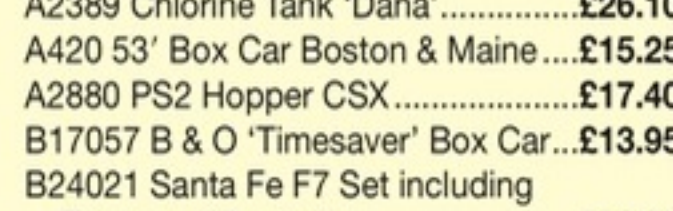
A2896 B & O S2	£108.95
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W50134 Greenville Hop. 'Sth.' Black	£13.50
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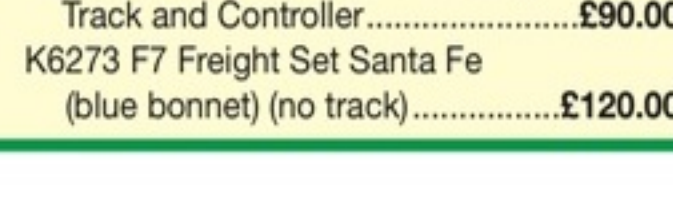
A2880 PS2 Hopper CSX	£17.40
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B17057 B & O 'Timesaver' Box Car	£13.95
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A2533 MP15 Union Railroad	£115.00
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B24021 Santa Fe F7 Set including Track and Controller	£90.00
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K6273 F7 Freight Set Santa Fe (blue bonnet) (no track)	£120.00
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CONTINENTAL MODELLER

June 2018
Volume 40
Number 6

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RAILWAY MODELLER

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



Cover
A 141P 2-8-2 arriving at Vif
with an express freight
some time in the early 1960s.
The N gauge layout can host
stock of several different eras.
Photo: editor.

Constant variety

One of the many pleasures in producing the magazine is the constant variety of subject matter: the choice of prototype, scale, and gauge, and the size of the resulting layout. Some may be a quick project, others a long term work. In this issue, *Vif* is an excellent example of an initial 'grand vision' converted to a practical project which has occupied the builder for some years (and by coincidence had appealed to another CM contributor, see December 2003), while *Perstejn* and *Twiggy Street Yard* both illustrate what can be achieved in limited space, and in a reasonable time scale.

Vareenna, like Vif, is the sort of location which might evoke happy holiday memories, though *The Retreat*, an exercise in military modelling, recalls a more sombre past.

European exhibitions

During the production period of this issue, we were able to visit a couple of exhibitions in Europe – always a pleasant excursion, if time permits, and useful for finding new material for the magazine. One was the major Intermodellbau event in Dortmund, which we have visited many times previously, the other was a new venue for us, the more modest but (as it turned out) no less interesting or fruitful MOB Expo at St.Niklaas in Belgium, where organisers MSC Het Spoor were celebrating not only their thirty-fifth anniversary but also the acquisition of their own permanent club premises – no mean achievement, and as unusual there as in the UK.

Individual members of the club may be familiar not only from articles published in CM but also from their appearances with the featured layouts at selected shows in the UK. They are, we are pleased to note, not alone in this, and this has been a two-way traffic – events such as Intermodellbau and Modellbahn (Köln) in Germany, OntraXS!, Rail, and Eurospoor in The Netherlands, Modelspoor in Belgium, and Sedan and Trainsmania in France have also regularly hosted layouts from the UK alongside guests from elsewhere on the 'mainland', some of which have travelled even greater distances but without the complication of a ferry crossing – we have encountered layouts from as far afield as Poland and Italy.

Similarly, it is not just the main national events here (Warley and Glasgow) which have established useful connections with clubs on the continent: to give just one recent example, we were pleased to see members of the Valkenswaard club at Trainwest with the ingenious perspective scene *B.A.Bodil* (CM September 2011).

However, one of the (many) unintended consequences of 'Brexit' may be that it becomes somewhat more difficult – or at least time-consuming in terms of the necessary paperwork and perhaps also the procedures at the points of entry/exit – to take layouts to and from exhibitions. While commercial importers/exporters will (one hopes) organise 'streamlined' procedures, it would not be surprising if 'unusual' or occasional traffic were not so straightforward.

We hear from well-travelled Swiss modellers such as Thomas Schmid and Marcel Ackle that there is considerable paperwork involved in taking a layout into or out of Switzerland (which is of course outside the EU), and we know of one exhibitor from The Netherlands who has declined invitations to shows there as a result.

It was with this in mind that we were amazed when we heard that Bob Harper had taken his American On2 layout *Franklin* over the Atlantic to an exhibition in the area portrayed by the model – a bold move, and quite an undertaking, but successfully accomplished.

While it is not of great significance in the overall scheme of things, it would be, in our opinion, a great shame if layouts could not be easily brought to and fro; and we hope too that travelling to visit exhibitions on the continent will continue to be relatively easy.

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Number 6

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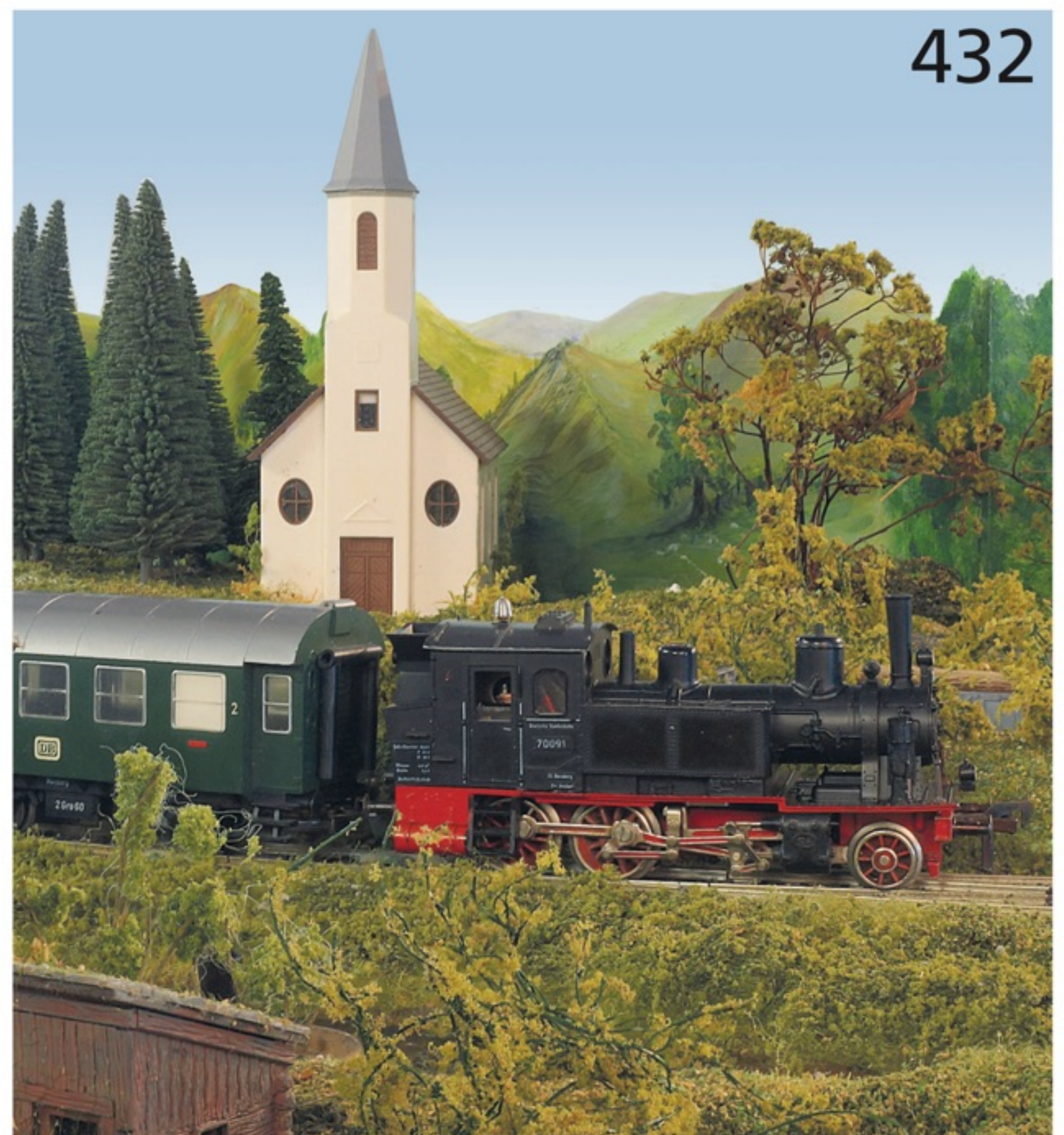
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FLEISCHMANN

Tradition and Passion

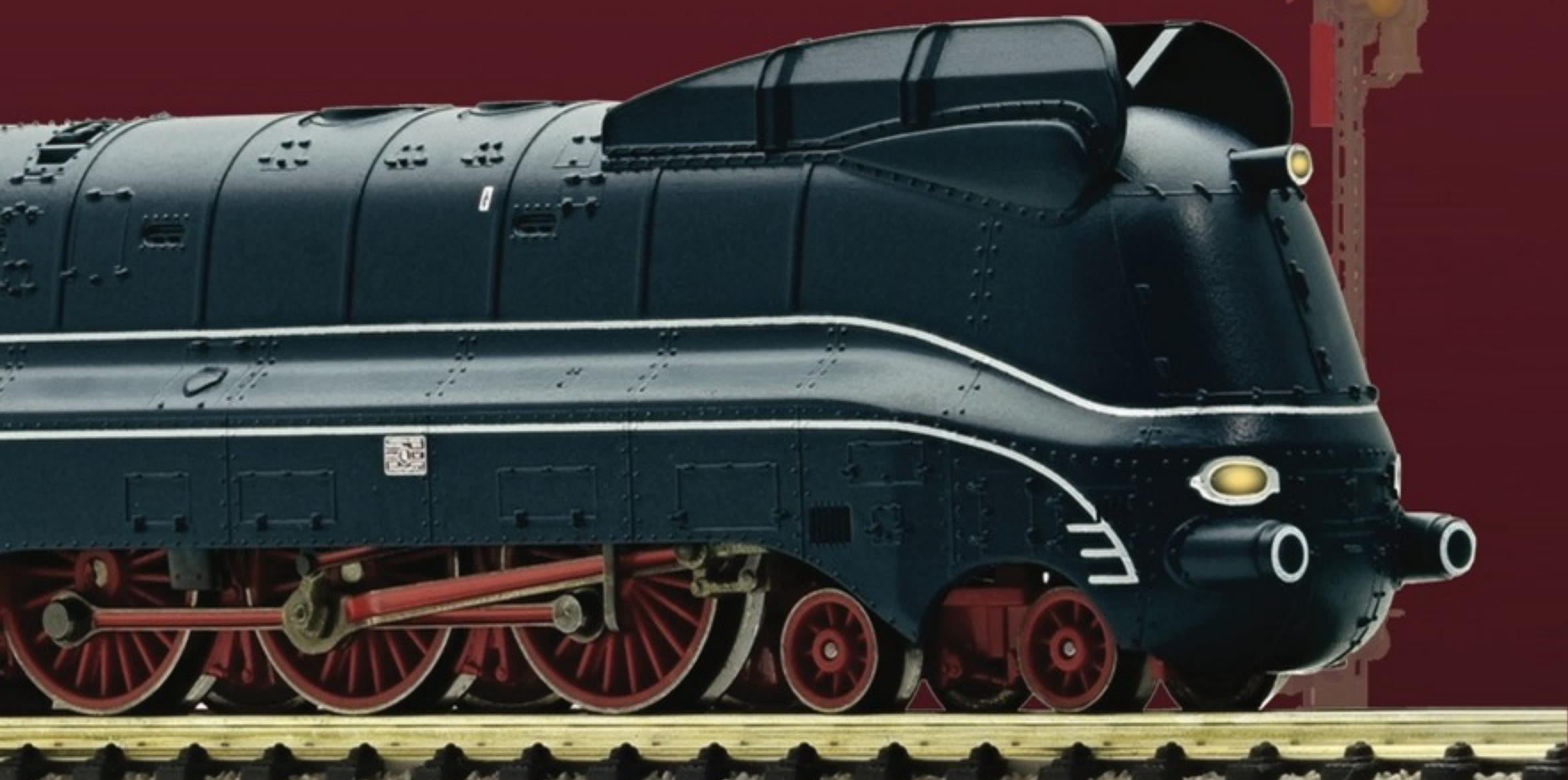
H0



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Marklin Central Station 3

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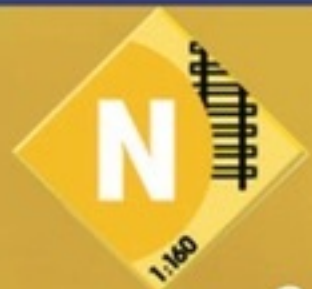
A Comprehensive Model Railway System

PIKO

Offering great value for money, PIKO is definitely the range to look at for beginners to German railways and existing collectors alike, with a variety of starter sets on offer.



The PIKO HO Scale (1:87) range is split into three parts; Hobby, Classic, and Expert. The Hobby range is an inexpensive entrance into the world of model railways with high quality, robust models. The Expert range has detailed, robust DCC Ready locomotives. The Classic range mixes a high level of detail with sophisticated technology. The HO Scale A-Track has clear, simple geometry and a realistic appearance.



The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe, not just in Germany. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



The PIKO G Scale (1:22.5) range covers locomotives, rolling stock, a track system, and a large range of building kits. It can be used both indoors and outdoors, and is great value for money. The locomotives feature directional lighting, and some even have sound and smoke. Stock from both Europe and the USA are featured in the range and the track is high quality and robust, and easy to lay.



TT Scale (1:120) is gaining in popularity, and PIKO produce a growing range of locomotives and rolling stock, including the famous ICE High Speed Train. A good 'compromise' scale, TT offers the detail of HO Scale but the space-saving convenience of N Scale. New modellers should definitely consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



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Roco

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Roco produce a large range of HO Scale German Railway locomotives and rolling stock, harnessing technologies such as DCC Sound and even locomotives with cameras!

A HO track system is also available, including the Rocoline pre-ballasted track.



H0e Scale

The H0e Scale range is growing in both size and popularity, with Narrow Gauge layouts being built on their own as well as part of existing HO layouts, which are the same scale.

A starter set is the ideal place to begin, with extra track also available to extend your Narrow Gauge line!



TT Scale

TT Scale is 1:120 Scale and is a good compromise if you want the detail of HO but only have the space for a smaller layout and don't want to go down to N Scale.

Roco produce a small but growing range of items in this size, so they are well worth exploring in more detail.



Z21 Digital System

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

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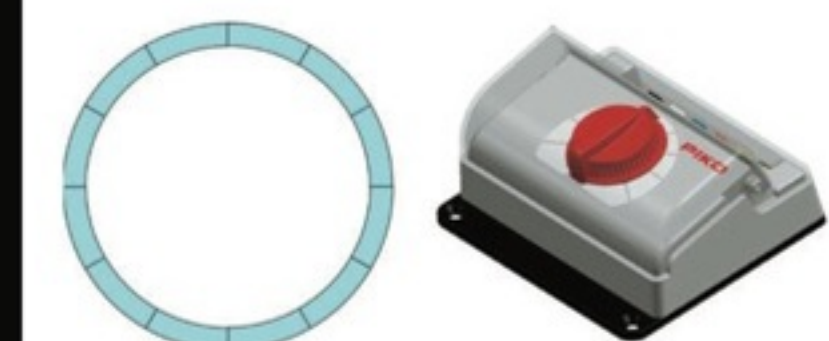
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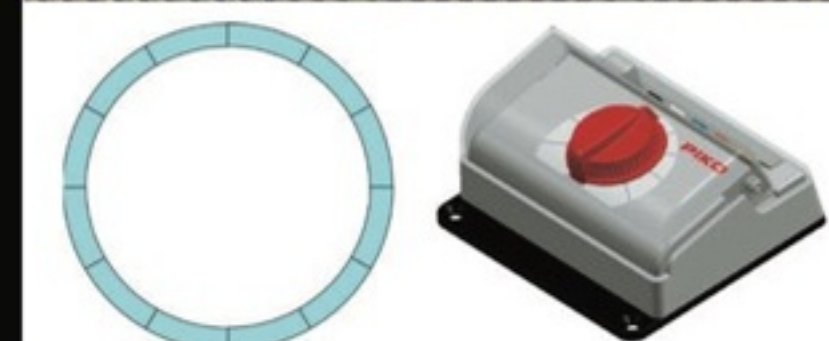
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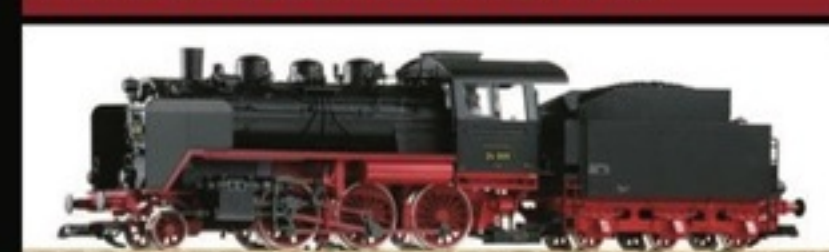


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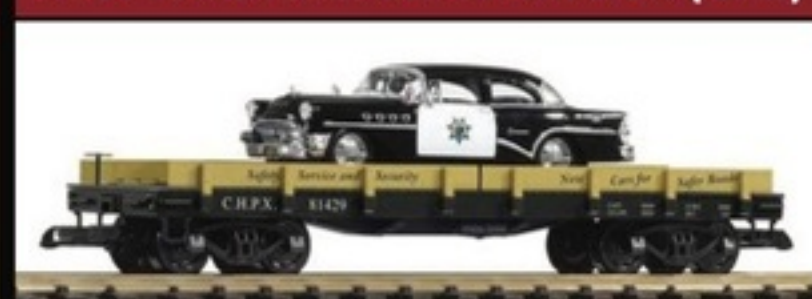


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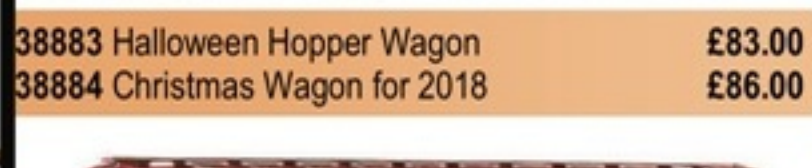
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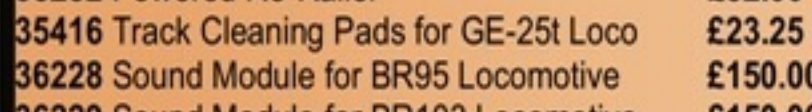
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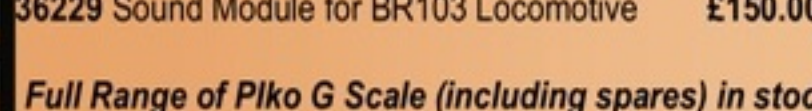
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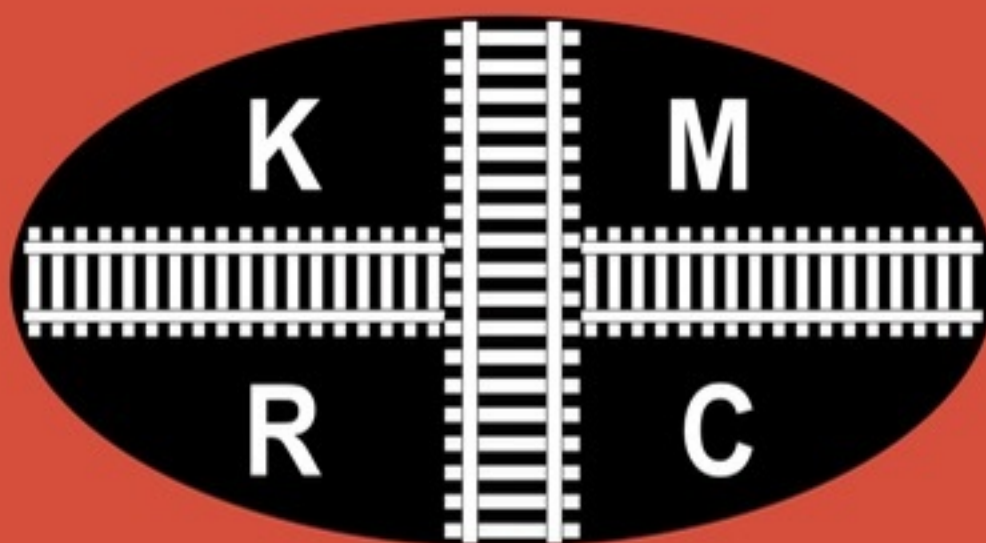
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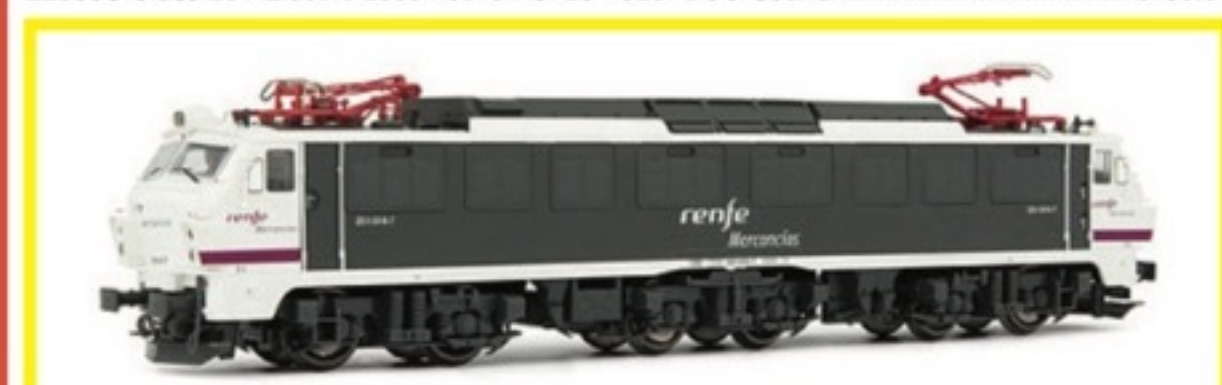
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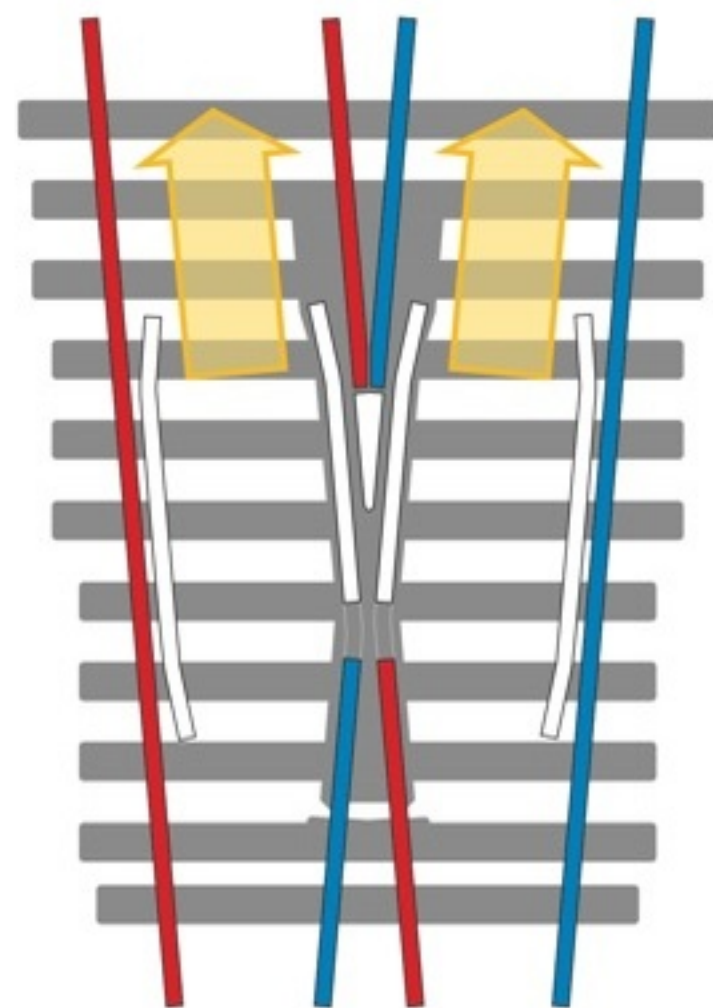
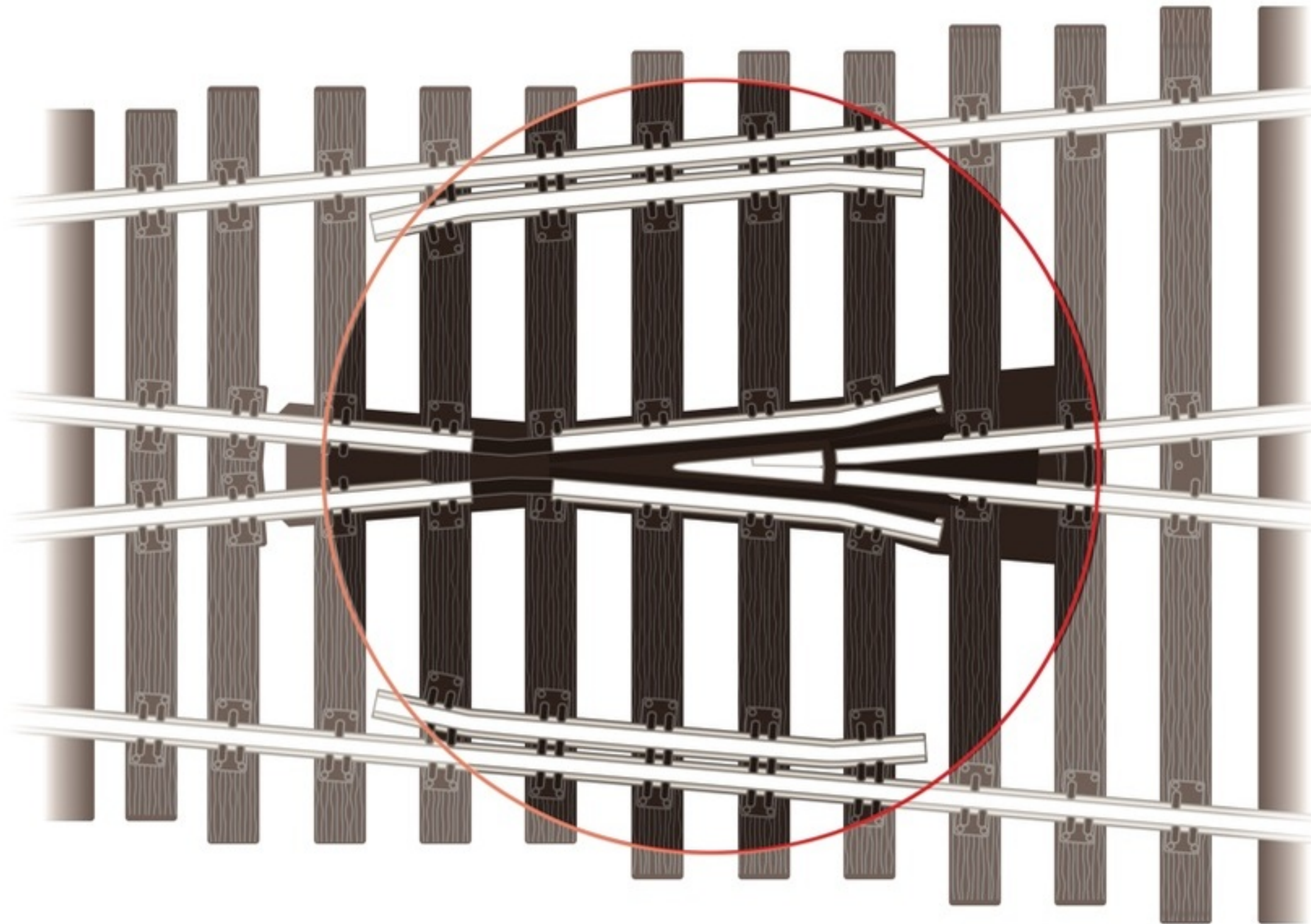
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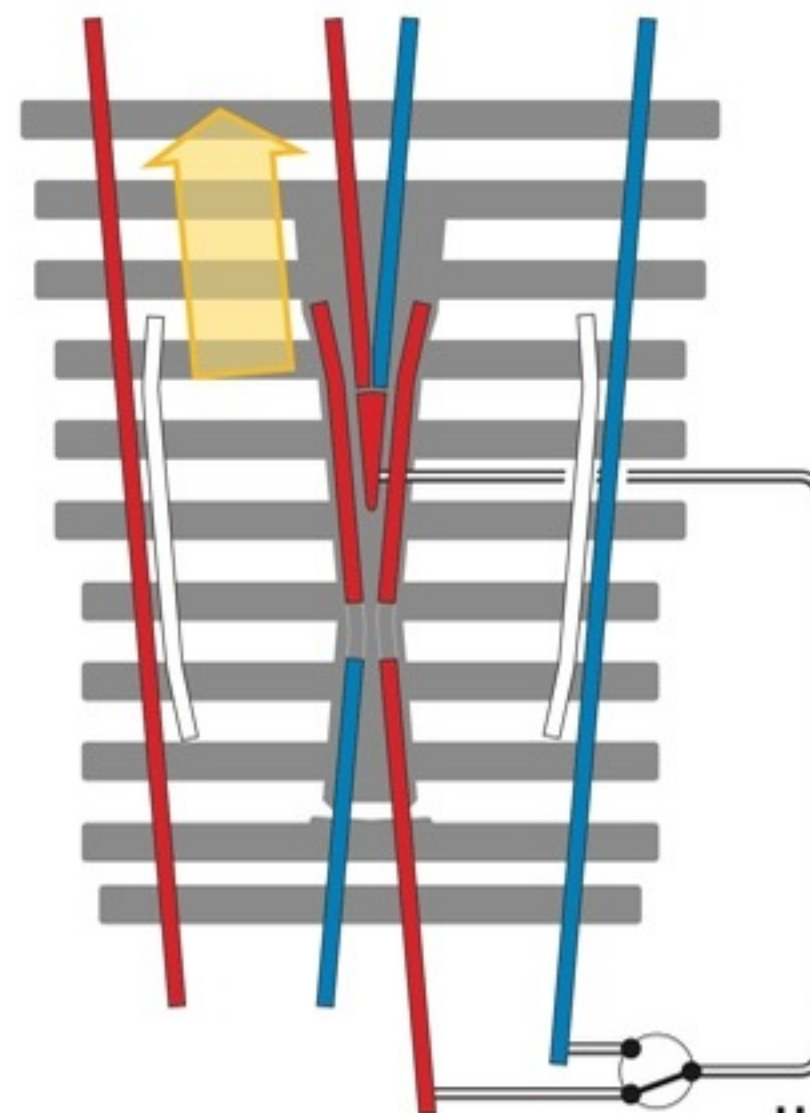
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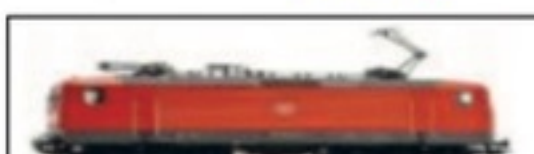
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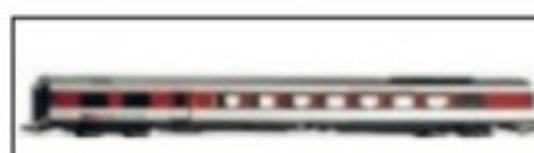
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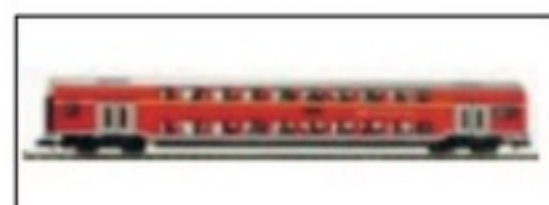
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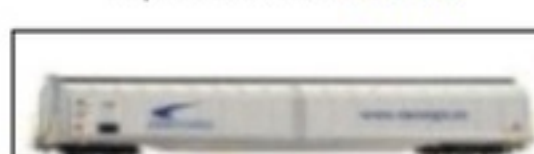
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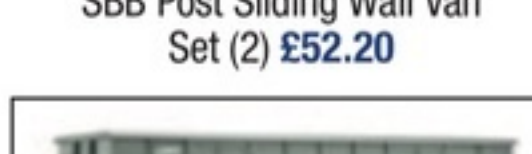
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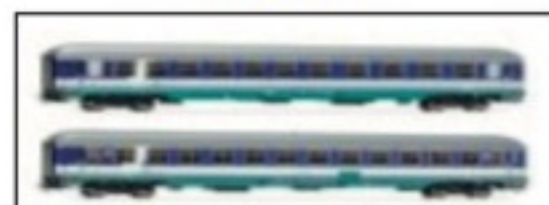
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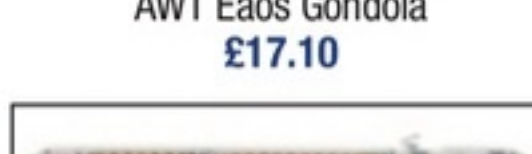
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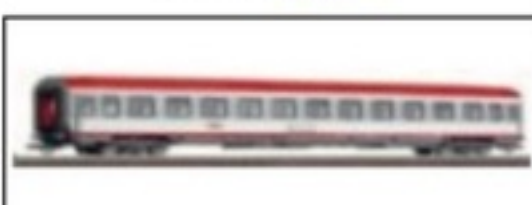
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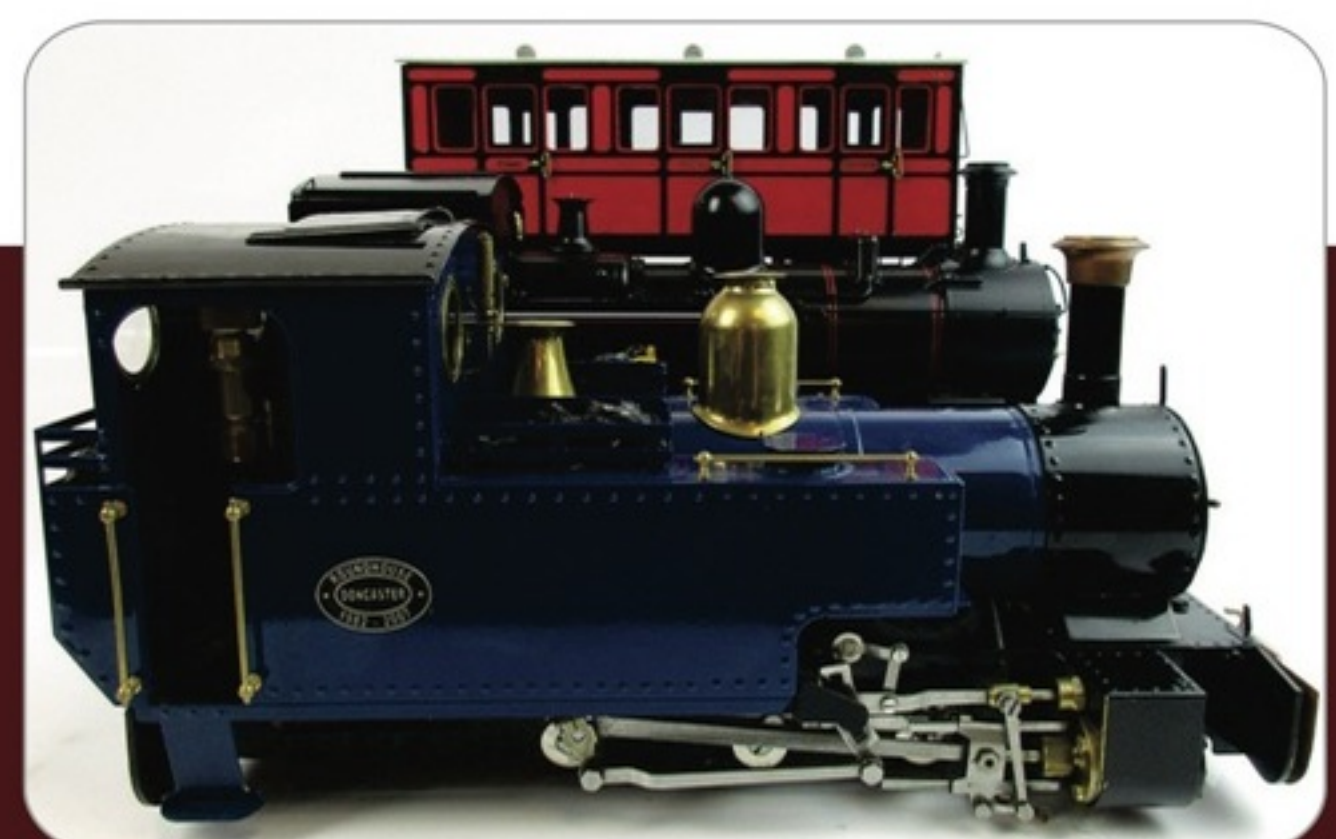
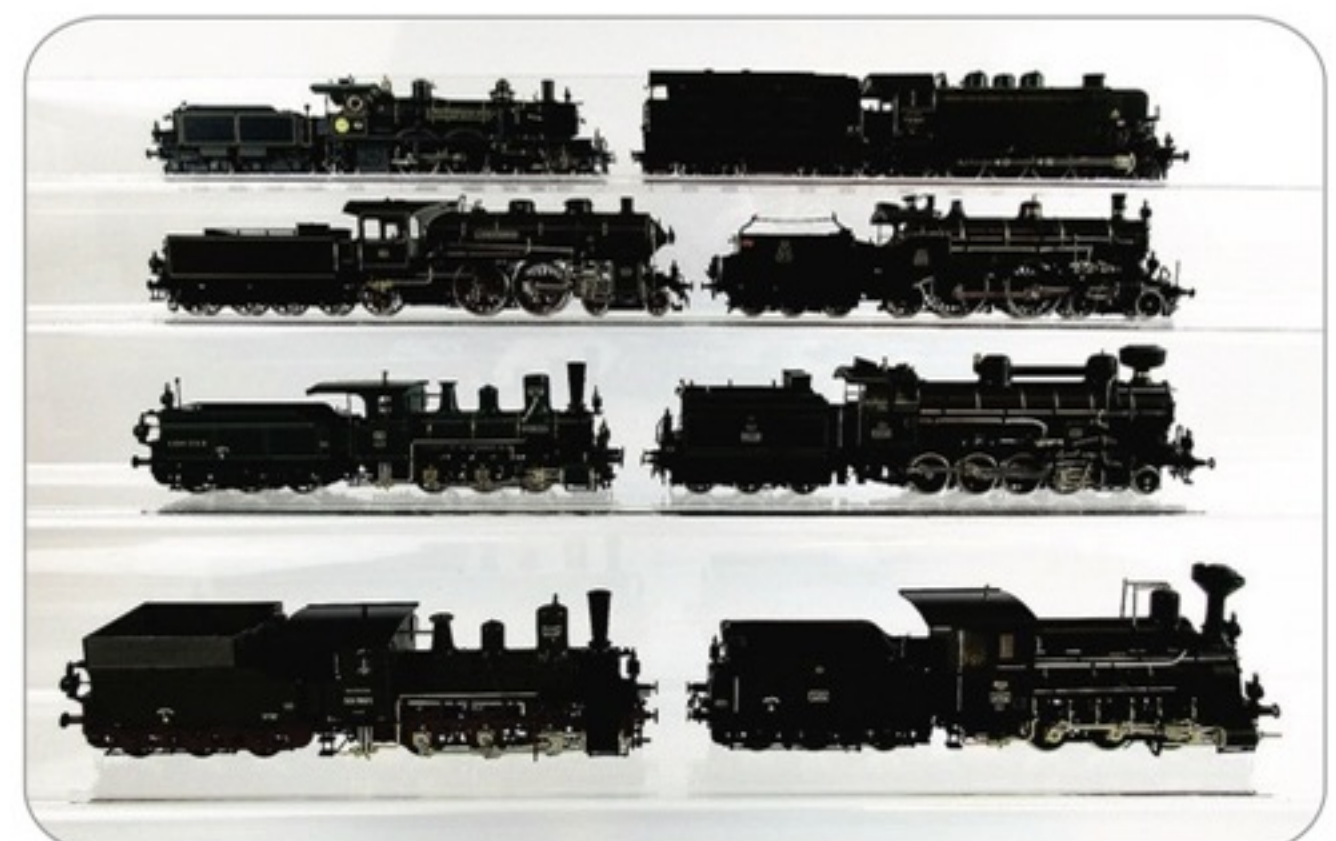
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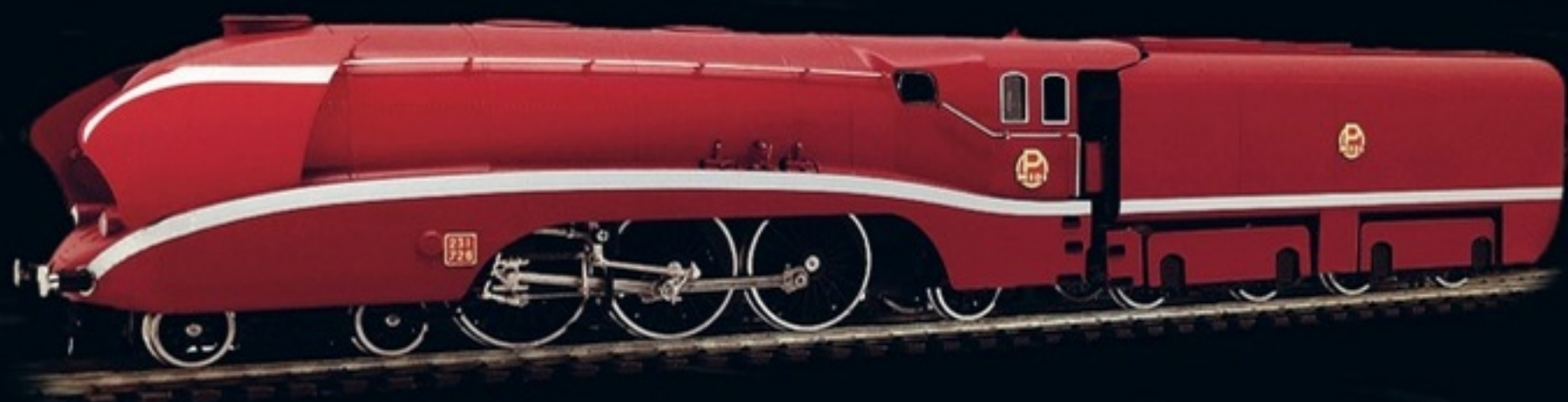


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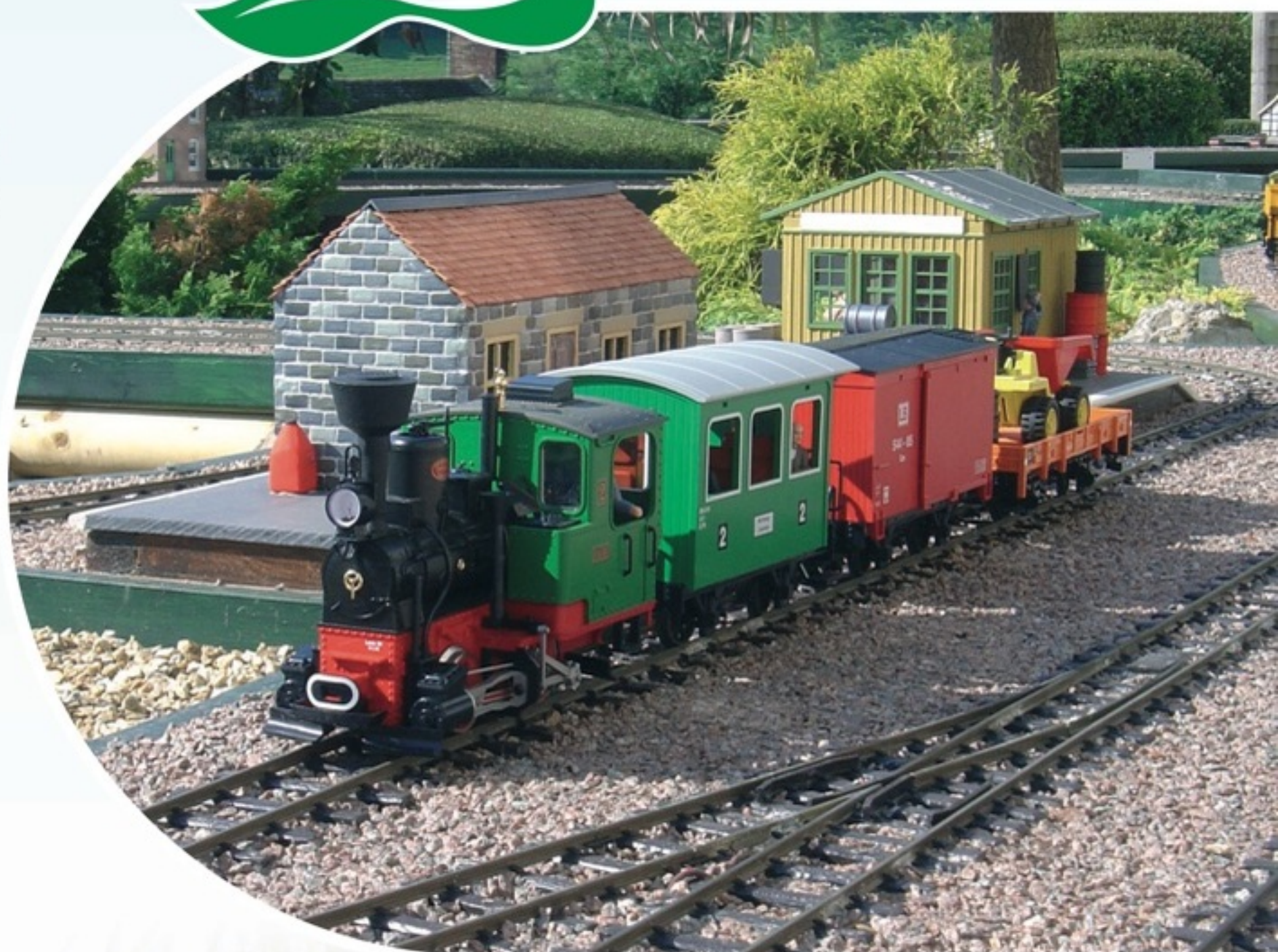
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Mark Booker has created an attractive layout based on a real location, which with a change of stock and road vehicles can represent several periods.

Vif

A French rural setting

Origins

In 1960, as a seven year old, I first made the thrilling railway journey from Grenoble to Clelles-Mens on the *Ligne des Alpes* on board a red and cream SNCF *autorail* and I have been riding the line ever since, including taking the penultimate steam special under SNCF auspices behind a 141R 2-8-2 in October 1973, an experience not to be forgotten over the many miles of continuous 1 in 40 gradients!

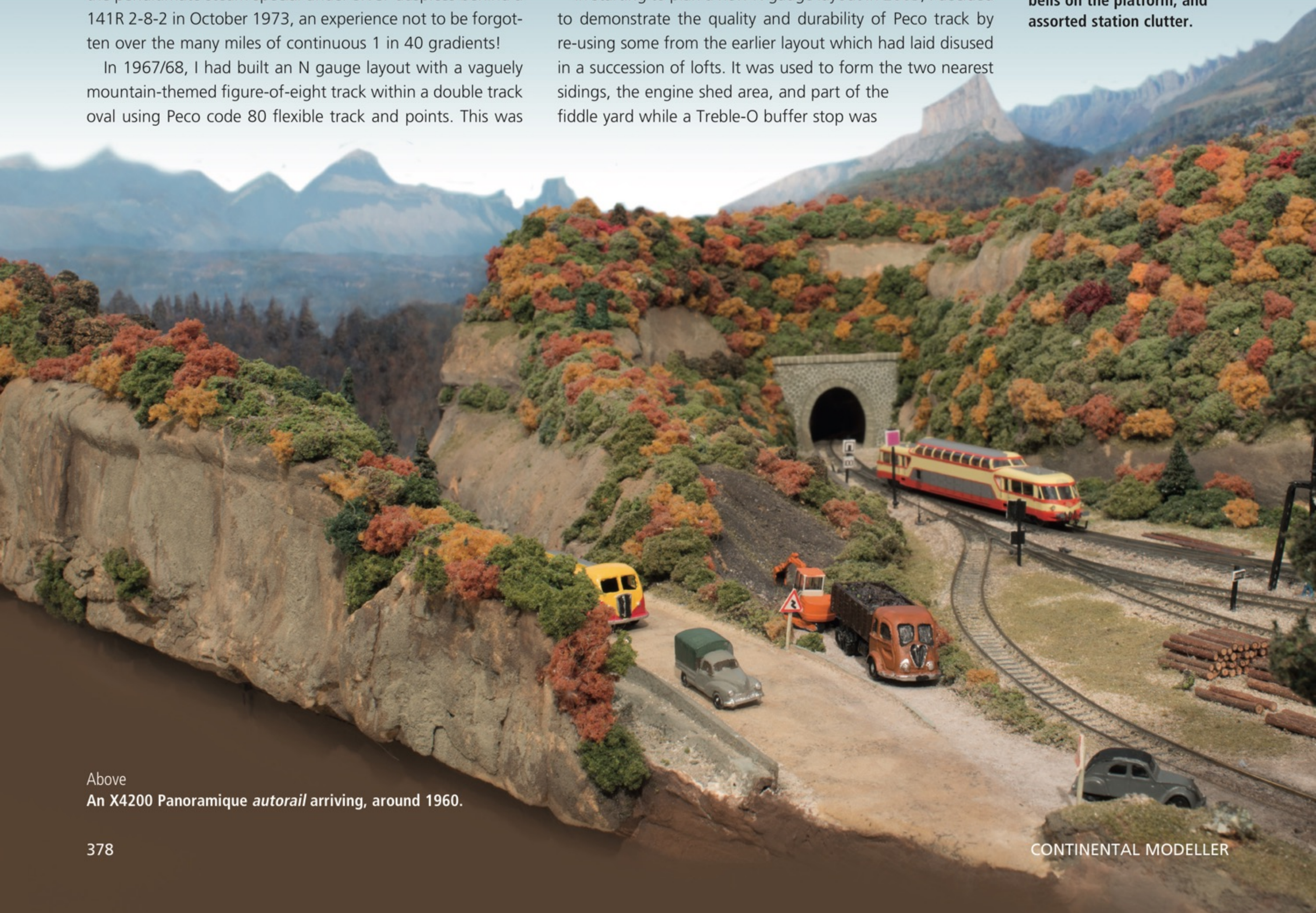
In 1967/68, I had built an N gauge layout with a vaguely mountain-themed figure-of-eight track within a double track oval using Peco code 80 flexible track and points. This was

initially worked by a Treble-O-Electric rubber-band driven Brush or Crompton diesel which I later swapped at school for a Lima SNCF BB67000 diesel – the prototype had been tested on the *Ligne des Alpes* only a few years earlier.

In starting to plan a new N gauge layout in 2003, I decided to demonstrate the quality and durability of Peco track by re-using some from the earlier layout which had laid disused in a succession of lofts. It was used to form the two nearest sidings, the engine shed area, and part of the fiddle yard while a Treble-O buffer stop was

Above

An X2400 *autorail* at the platform. Note the station clock under the canopy, two *cloches Siemens* signalling bells on the platform, and assorted station clutter.



Above

An X4200 Panoramique *autorail* arriving, around 1960.



Above

On the forecourt in 1962 are (l-to-r) a fire service Citroën H van and R4, a pre-war Peugeot pick-up, a first generation VW Combi, a La Poste van, an ID19 Safari, and a 1940s coach.

also re-used on the nearest siding, as was a Lone Star Citroën DS. The Lima BB67000, now fitted with the mechanism from a Fleischmann BB15000 (as described by Gordon Wiseman in CM March 2003), also continues to give sterling service as do several early Lima wagons acquired with it: "Time regained" as Proust would put it, a nearly forty year hiatus in modelling having vanished disconcertingly quickly as I recommenced!

At that time I devised a plan for modelling a few key sections of the *Ligne des Alpes* including the seventeen-arch viaduct at Vif, three other major viaducts, a double horse-shoe spiral partly in tunnel, and three stations culminating at the 1,167m (3,847') summit station at the Col de La Croix Haute, with a return in tunnel allowing an operating oval. When I plotted out the minimum space requirement for large radius curves in N scale, it came out at 21' by 6'! Undiscouraged, I decided to make a start by modelling Vif which would have been the first baseboard of the oval, sideways on. It was the most interesting station. For a couple of years between 1876 and 1878, while the nearby double horseshoe was still under construction, the line up from Grenoble terminated at Vif, which was therefore built with installations beyond its later needs, such as the two large goods sheds.

Having tunnels at each end of the station, Vif also lent itself ideally to modelling as a continuous layout.

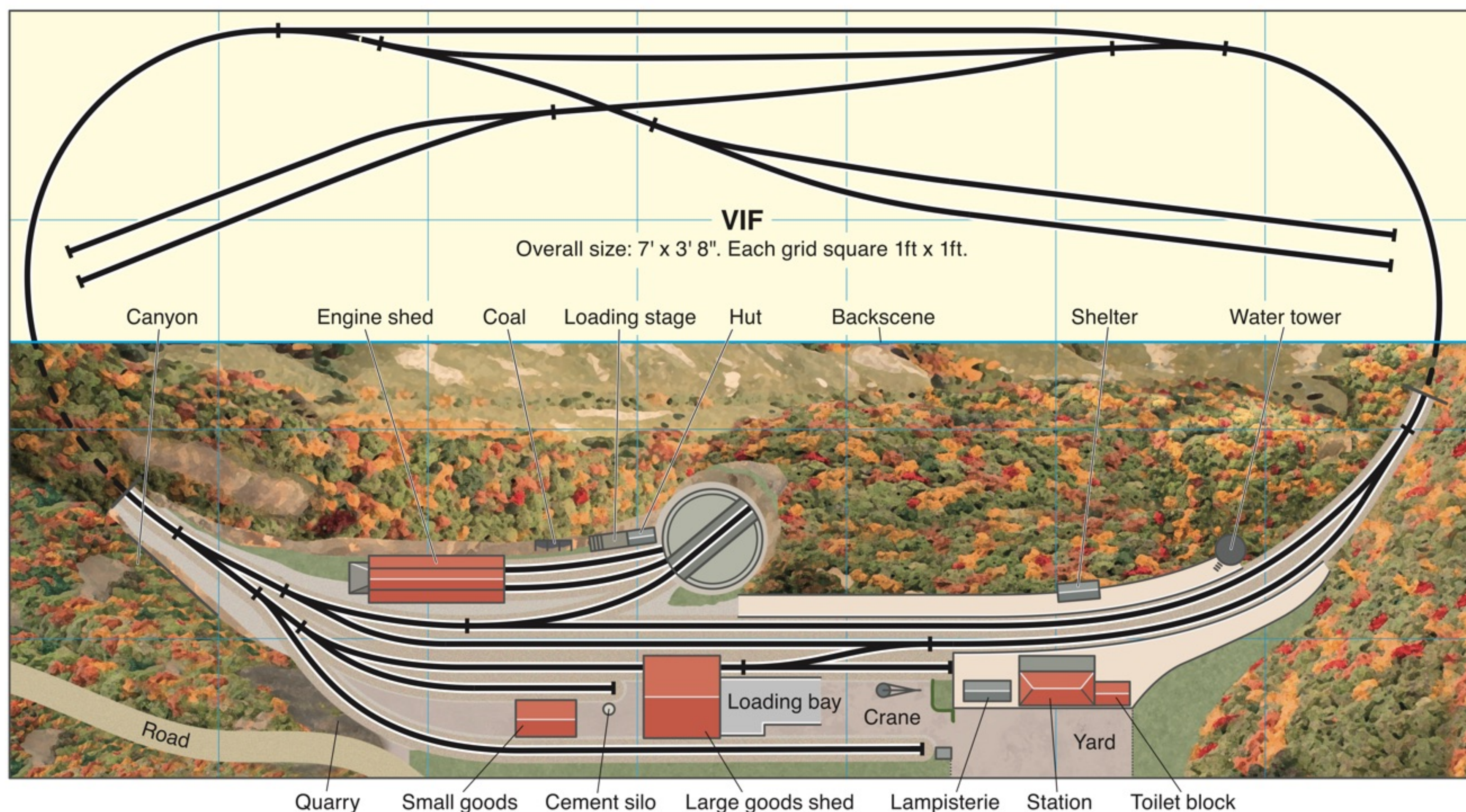
It did not take too long to abandon all thought of proceeding beyond Vif, but not before I had purchased quite a lot of material, such as enough water cranes to equip several stations! I still think an enterprising modeller could produce a stunning layout based on my original plans – but in T scale!

Creating illusion

A successful layout design is all about creating an illusion of reality, and I slowly discovered that sticking stubbornly to scale was not the best way to achieve this. By using N and modelling a rural station on a 7' long baseboard, I was initially confident of being able to reproduce all the installations to scale. This did prove almost possible in relation to the passenger end of the station but the goods area and the approach to the tunnel beyond it, although generous in modelling terms, had to be reduced by well over 50%. So it proved impossible to incorporate an under-bridge and forest road up into the mountains as in the prototype at this end of the station, though I was able to fit in the retaining wall preceding the tunnel, but without the bridge. This projected road was truncated into a track serving a small shale-rock quarry of the type found everywhere in the area.

The mountain scenery, although generous in modelling terms with a maximum height of 24cm (or 120 scale feet) is only about 10% of the height of the prototype from valley level at this point.

I thought that N would allow me to use scale size trees and so I made up or bought a number of these intended for HO rather than N. However, the general reduction in the prototype installations and adjoining landscape made even N scale trees appear overpowering beyond the immediate foreground and only emphasised the scaling down which resulted from not having a barn in which to build the layout. In fact, progressively reducing the size of vegetation towards the rear fostered the illusion of distance and this worked particularly well using greatly under-scale conifers. In the end I even rejected using road signs in some locations that would have added authenticity because their known dimensions would have reduced the illusion of distance by clashing with other reduced aspects of the landscape.



One of the tunnel mouths is in the foreground near the passenger station; the one at the other end, where the distances are much smaller than prototype, was made to slightly smaller dimensions to increase its apparent distance from the viewer. The vegetation is also smaller.

The main goods shed is less than 50% of its prototype length, in line with the general reduction in that part of the layout.

Some interest needed to be added to the foreground and I had wanted to incorporate a small lake in a depression near the station and I made up the mountain edge beyond to

accommodate this. It is always hard to jettison something which has taken quite some time to produce, but it was obvious this ensemble did not work and the scenery here was re-worked into a cutting and cliff edge, much closer in fact to prototype but lacking that nice mountain lake I had in my mind's eye.

At the other end I had wanted to incorporate a small water mill on the stream which supplies the water cranes at the station (based on the original canalised stream serving Clelles-Mens station), but this looked hopelessly out of scale in the landscape and the lower part of the stream was modi-

Above right
241P + fourgon + postal van + OCEM stock on a diverted Marseille train, 1958.



Left
A busy time at Vif in the early 1960s with a BB63000 diesel on the turntable. Note the PLM water trough by the water crane, and the coal loading facilities on the engine roads.

Right
An X4200 Panoramique autorail approaching the platforms. Note the engine shed installations, including PLM purple carré signals, coal briquette pile, coal bins and loading platform, and water crane. In 1960 these are all still active.



fied into a much deeper canyon leading eventually down to the River Drac, of a type which can be found nearby. Cliff edges were created at both front ends of the layout where the real mountains would merely continue to rise, as I wanted to avoid a 'sawn off' look to the front of the layout.

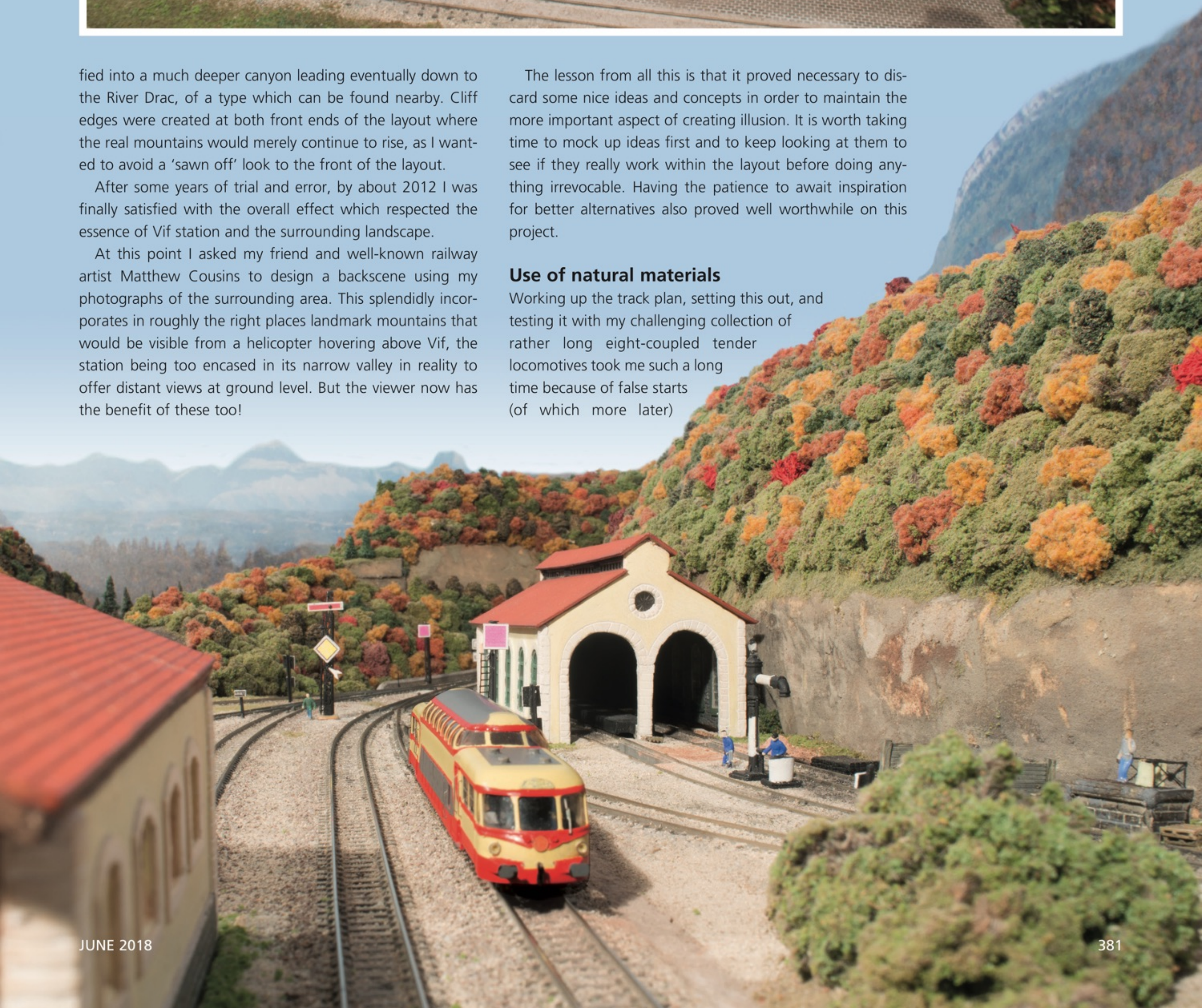
After some years of trial and error, by about 2012 I was finally satisfied with the overall effect which respected the essence of Vif station and the surrounding landscape.

At this point I asked my friend and well-known railway artist Matthew Cousins to design a backscene using my photographs of the surrounding area. This splendidly incorporates in roughly the right places landmark mountains that would be visible from a helicopter hovering above Vif, the station being too encased in its narrow valley in reality to offer distant views at ground level. But the viewer now has the benefit of these too!

The lesson from all this is that it proved necessary to discard some nice ideas and concepts in order to maintain the more important aspect of creating illusion. It is worth taking time to mock up ideas first and to keep looking at them to see if they really work within the layout before doing anything irrevocable. Having the patience to await inspiration for better alternatives also proved well worthwhile on this project.

Use of natural materials

Working up the track plan, setting this out, and testing it with my challenging collection of rather long eight-coupled tender locomotives took me such a long time because of false starts (of which more later)



that I ended up spending several years investigating and accumulating all the materials which would later be necessary for the landscaping. Many of the proprietary materials available did not look 'real' enough. Even those which were not dubious in colour terms seemed too uniform in appearance. So I took to collecting natural materials when out and about in the countryside as these have the natural variation in colour and texture of real life.

I used a local extra fine sand for the platforms and public road surfaces, and various colours of coal ash in different parts of the station area, such as the forecourt and yard and on the eroded shale-rock quarry. Sieved coal and coal dust were used wherever coal appears on the layout, and 'chinchilla sand' from a local pet shop was sieved to different grades on the approaches to the tracks.

The track ballast was made up principally from medium sieved chinchilla sand mixed with fine Woodland Scenics and Skale Scenics grey ballasts. Shoulders included a slightly coarser mix to represent more recent ballast.

Bits of real sandstone and different grades of granite representing, respectively, recently fallen and more anciently

eroded limestone were used to create mountain scree, odd boulders, and the debris in the canyon. The granite had a tendency to go a little greenish when glued with PVA and was mainly over-painted to produce the dull grey of real eroded limestone.

The same natural approach was adopted for the majority of trees on the layout. I found that some alder trees had tiny cones suitable for N scale as conifers (other alders produce larger cones that might do for HO or even O). Parts of a still unidentified plant found on downland were dried to produce very convincing foliage and used for most of the green deciduous foliage on the layout after over-flocking. Dried beech twigs of different circumferences were cut up to represent roughly sawn logs in the yard, and also used to load timber wagons. Ground dried beech leaves produced a nice light brown autumn leaf material.

It was not possible to find a home for all the different materials I collected and not all turned out suitably durable or suitable for my specific layout. My greatest regret was not using a light pink sand found at Alum Bay on the Isle of Wight which exactly matched the kind of material used on many SNCF platforms, though not at Vif itself. Although it was exactly the right colour, it looked too dominant in the scaled down landscape, even when I tried to tone it down.

Below

An unmodified X2800 in original red and cream livery emerges from the tunnel with a stopping service. Authentic 'Limousine' cows in the foreground. Note the tunnel and the 80km/h speed warning sign, the PLM water crane and trough, and the modified PLM semaphore.





Above
PLM days, 1937: the crossing
of two Renault ABJ1 autorails
on Gap – Grenoble services.



Use of man-made materials

Before it was widely publicised in the modelling press, I had realised that the sheets of creamy-yellow insulation material now used in construction were an ideal material for modelling the landscape. Unlike polystyrene they were not flammable, did not make a terrible mess, and could be easily cut to shape. I also noticed in skips that they often tore into interesting shapes, so I began to collect bits of this material that had interesting shapes for use in mountain and cliff scenery and other bits to be cut up to make the main mass of my mountains. With a small amount of over-painting, the exposed cliffs nicely represent the variation in limestone shapes and colours to be found on the prototype and all I had to do was select the appropriate piece for the chosen location!

With regard to flocks, I ended up with rather a lot of these as some which looked fine on a trade stand did not seem quite right for the layout when at home. It was very difficult to find greens that were dull enough but I found that Skale Scenics fine burnt grass R8808 was fine enough and dull enough to be just right used on its own or mixed sometimes with a small amount of Woodland Scenics and Realistic Modelling flocks. These green flocks were used as grass and as deciduous foliage. For conifers I used a mix of flocks. I wished to depict an early autumn scene with some of the deciduous trees on the turn and found that Scale Scenics R8843 and R8846 were the best for texture and colour, though I would have preferred to create some natural based flock and am experimenting with things possibly to go over some of these two foliage types on the layout. Ground up dried beech leaves seem the most promising for the darker autumn shades.

I made the wise choice of buying a 2.5 litre can of PVA glue at the beginning of my odyssey and this just saw me through to the end over ten years later for a variety of tasks. It was

diluted in the usual way for ballasting and application of other sands and ashes, also for fixing flock as grass or tree foliage. It was used neat in assembling landscape sections and most of the scratchbuilding with card.

Similarly I bought a 1.5 litre pot of Artex early on and this was used for the plaster facings of buildings and to fill various small gaps in the landscape construction. It has the advantage of being highly adhesive, flexible, and easy to sand down, but on some of the structures needing a lot of scribing, like the two tunnel mouths, I added a little PVA to the mix which dried to a less brittle finish.

I also used UHU all-purpose adhesive where quick drying was required, and occasionally some Loctite superglue and polystyrene cement.

Studying the prototype

Only two of the main structures modelled on Vif survive; the main passenger station building and the adjoining *lampisterie*. I constantly returned to photographs I had taken of similar surviving PLM structures at Pont de Claix, Jarrie-Vizille, Monestier de Clermont, and Clelles-Mens for details of some of the lost structures at Vif, and also made regular use of the encyclopaedic and beautifully illustrated book *L'Étoile de Veynes* (Presses et Éditions Ferroviaires, 1999) which had some historic photographs of Vif and many other stations and relevant installations. I am also indebted to the article by Peter North in CM December 2003 which came out only a year after I had started planning my layout. The photographs were useful in so many respects, as were those in the article by Aurélien Prévot in *Loco Revue* No.740 March 2009. A combination of all this material allowed me to imagine how Vif would have appeared in the period 1958 – 1978, when most of the installations were still in place.



Baseboard, track, electrics, and operation

Baseboard construction is of 5mm ply on glued and screwed 2" x 1" battens which is very light and yet robust. The canyon bed and also a large depression near the left-hand tunnel were carried down below the level of the baseboard top.

The conventional analogue electrics have been kept as simple as the use of mainly electrofrog Peco points will allow, controlled via an old Gaugemaster 100 controller. I would have preferred the simplicity of insulfrogs but found electrofrog to be necessary for smooth running of both short and very long wheelbase steam locomotives with tender pick-up.

I decided to use Peco code 80 as it offers slightly more surface for the transmission of electric current, and I preferred the appearance of the rail surface itself to the slightly 'brassy' appearance of the fine scale code 55, and it looked fine to me once ballasted. It also allowed me to prove the durability of my re-used code 80 track from the 1960s. It is too late to have second thoughts!

Track layout and track laying turned into a major saga. I have to blame my most delicate locomotive, a massive 4-8-2 241P Mountain, for forcing me to do the right thing in the end. It would only operate comfortably on 400mm radius curves which take up a lot of room and this obliged me to extend the original baseboard length by a foot and the width by over three inches. However, the end result was much more satisfyingly realistic.

Initially I sat all the Peco track in Peco foam ballast underlay. I can thoroughly recommend this as an excellent way of forming regular curves from flexible track without deforming the track itself along the way. I found that by painting the inlay and then adding a tiny amount of real ballast a very

pleasing result could be obtained. The two short radius siding points are still set in such an arrangement. Alas, the 241P derailed on all the points however carefully I tried to adjust the levels. There was only one thing for it and that was to fix all the running track to cork underlay and ballast it properly. This I did, but having previously assembled it all to good tolerances on the foam underlay, I was able gingerly to substitute and glue down cork underlay bit by bit without dismantling the track work. The improvement was dramatic and, with ballast applied in the tried and tested manner using diluted PVA, very smooth running was finally obtained with the 241P on the two principal running roads.

At the moment all the points remain hand operated. In practice I rarely operate the two nearest sidings, and there are restrictions on which locos can negotiate their small radius insulfrog points. Similarly the Peco turntable is not presently activated, so the two engine shed roads only constitute a diorama. I will need to install electric point motors to facilitate the use of the fiddle yard behind the mountains. It would also be nice to activate the turntable one day.

The actual track plan is very close to prototype except that the short second siding in the foreground would have passed through the main goods shed and then via a crossover to the third siding and the dead-end shunt on the second and not third siding. There was insufficient room for a crossover arrangement if I wanted to keep the main goods shed, so the second siding had to be truncated. Photographs do not make it clear which way the siding to the turntable ran, but logically it should have run from the Grenoble direction, as on the layout, as it would have turned engines coming from Grenoble while Vif acted as a temporary terminus.

Above

A massive 241P Mountain 4-8-2 hauling a diverted Marseille express through Vif station in c.1958.

Above right

Moving on to the 1980s, refurbished blue X2800 *autorails* have taken over from older Decauville and X2400 on stopping services and Corail stock is slowly replacing older coaches on long distance trains.

Right

The vehicles on the station forecourt are also changed according to period with (from left to right) fire service Citroën H van and third generation Renault 4, Volkswagen Combi, Citroën DS 21, second generation Citroën 2CV, and a 1970s Mercedes coach.





Landscape

The basic structure of the landscape consists of four modules made from insulation material. Because I lacked the confidence to make up several baseboard sections with the attendant joins and electrical connections, I kept to a single baseboard 7' by 3'8" (though in fact there is one of 2'1" containing the landscape and another with the fiddle yard, for the moment bolted together with no track joins).

So that the baseboard would remain portable by one person, I hit on the idea of having detachable modules for the

scenery. Only the canyon and nearby tunnel are fixed, so the baseboard can be stored upright and moved without much risk of damage to that area.

The rear of the layout is made up of two modules, the joins being concealed by vegetation when they are set up. The foreground mountain section next to the station building makes up the fourth module. I was very pleased with this solution as it made it easy to work on the individual modules away from the main layout and, with judicious use of vegetation, the joins cannot really be seen.

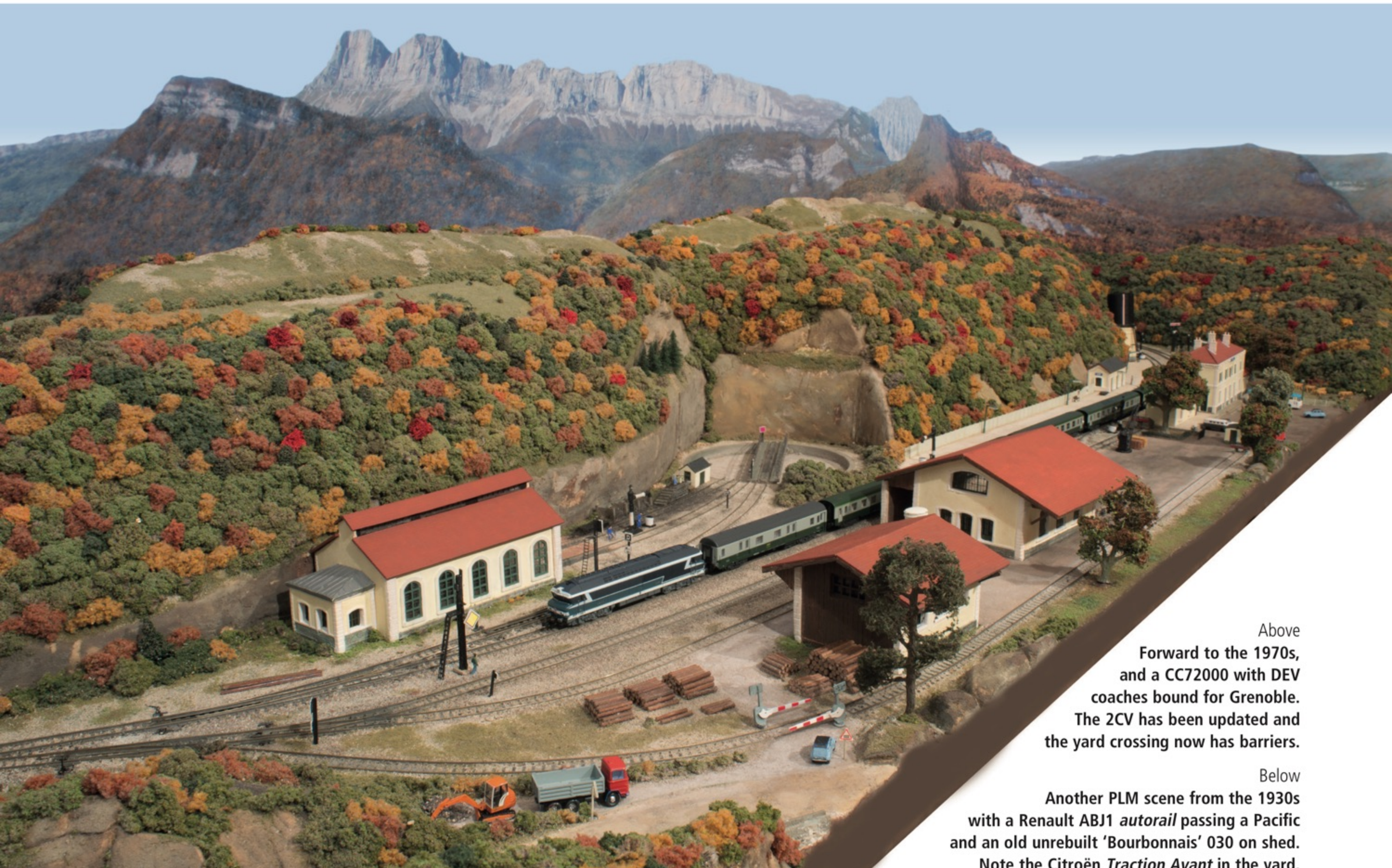
Above

A 141R passes through with a train of oil tanks, c.1960.

Below

In the PLM period: note the semaphore in open position, open yellow distant, and the twin arrow route indicator on the same post, plus the closed purple *carré* signal controlling the shed exit.





Above
Forward to the 1970s,
and a CC72000 with DEV
coaches bound for Grenoble.
The 2CV has been updated and
the yard crossing now has barriers.

Below
Another PLM scene from the 1930s
with a Renault ABJ1 *autorail* passing a Pacific
and an old unrebuilt 'Bourbonnais' 030 on shed.
Note the Citroën *Traction Avant* in the yard.





Above

Double-headed BB67400s on a diverted Marseille express formed of eight Corail coaches in 1978.

Below

A BB67000 (an original Lima model from 1967, albeit with a new mechanism) with a steam heating van and Romilly stock on a stopping service in 1964.

Trees

The bulk of the foliage came from natural materials covered with scatter, supplemented by turf material from Skale Scenics and Woodland Scenics.

The specimen conifers of various sizes were from Busch. In the case of the larger specimens lining the winding road climbing out to the edge of the layout, I wound, glued and painted thread around the wire bases to make more convincing trunks and added mixed scatter to the foliage.

The fine specimen deciduous trees in the foreground are by Realistic Modelling, who have ceased production due to retirement, but the range is perpetuated by DOW Scenics.

I did manage to make some fine shaped large trees from the natural material used for the surrounding woodland, with perhaps more convincing foliage than the bought ones. However, I did not find a way of preventing scatter from also covering the branches and trunks. Also the trunks and larger branches were not of sufficient girth to be convincing and I could not work out a way to bulk them out without damaging the foliage which was naturally attached to them and rather fragile.

... to be continued.



Below
An overall view of Vif looking back towards Grenoble.
Photographs by the editor.



Peter Marriott sees the potential in a simple Italian station.

Photographs by the author.

Varenna Esino Perledo

A scenic location near the shore of Lake Como

When we consider a station to model, we often look at the surrounding landscape and features such as tunnel portals to see if we can model the 'edges' of the location easily or will need to use a lot of modeller's licence.

I was pleasantly surprised when on holiday in the Lake Como area of Italy I came across a station that offered the modeller a layout on a plate, in scenic terms! A tunnel portal at each end of the station, a nicely curving short viaduct at one end, and backdrop of houses perched on a steep mountainside made it very modellable. With frequent passenger services (now operated by Trenord) it attracted my attention, and have I been there again a couple of times.

Right

A Trenord ALe582-Le562 unit forms the next service north to Sondrio.







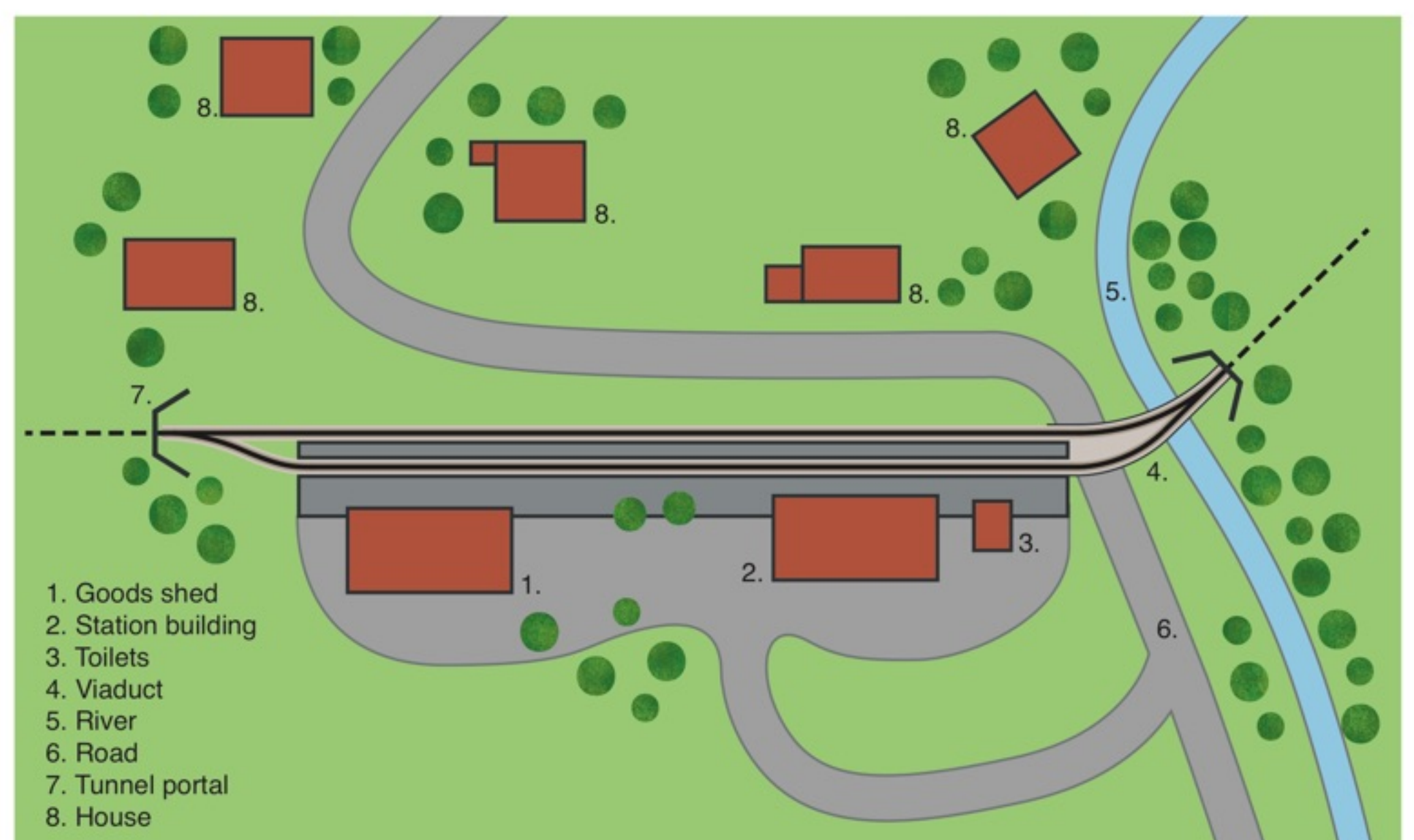
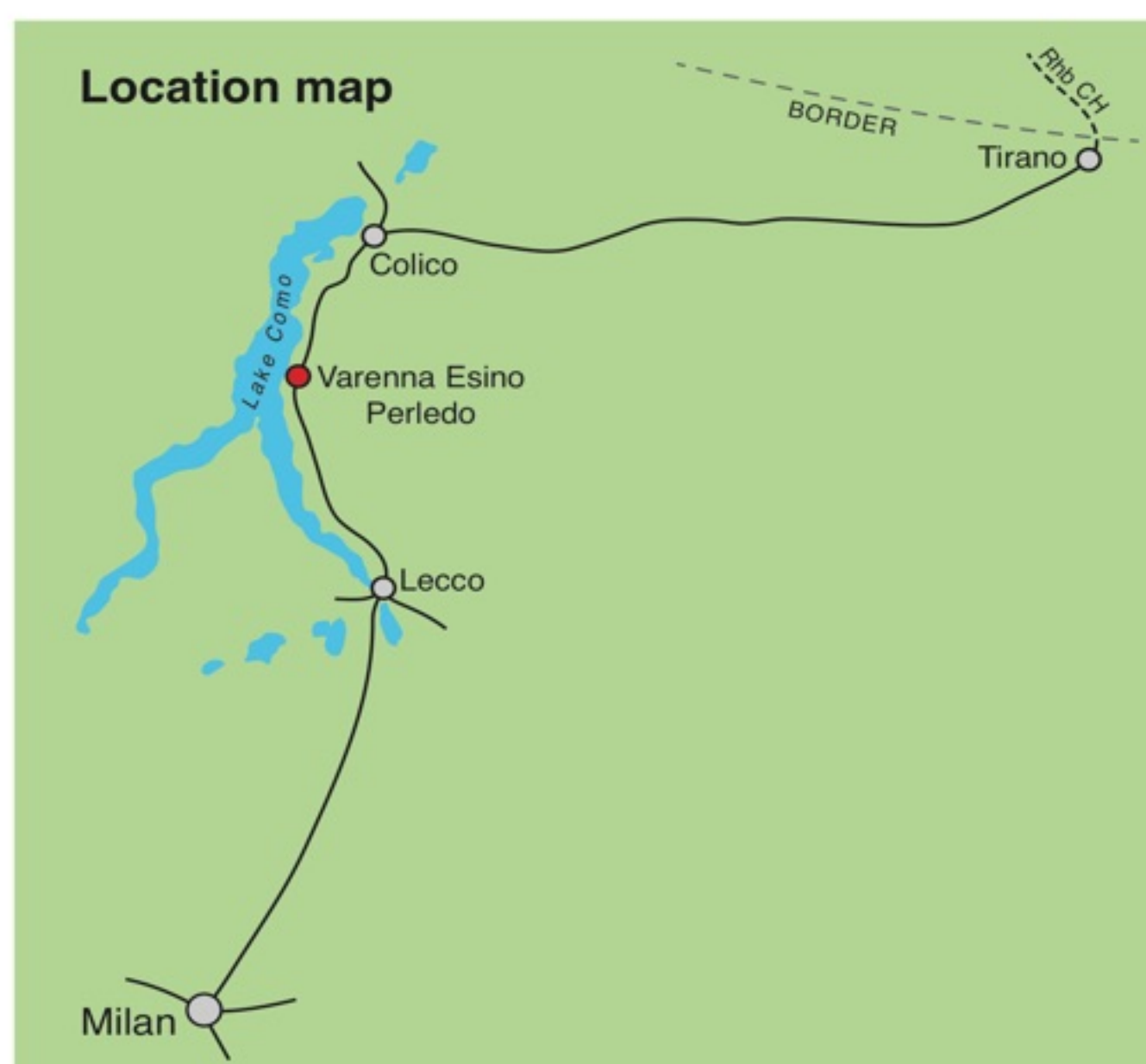
Left
Taken from the viaduct at the Milan end of the station showing the steps down from the station to the road.

Below
The main station building viewed from the car park with outside eating area to the left.

The prototype

The station of Varenna-Esino-Perledo is located on the standard gauge Milan / Lecco to Tirano line in Lombardy, northern Italy which was opened fully in 1894. As the name suggests, the station also serves Esino Lario which is around 12km away as well as the beautiful lakeside village of Varenna. The station was originally called Varenna but the name was changed to Varenna-Esino in 1935. Perledo is a village in a commune that extends from the shores of Lake Como up to the Grigna mountains in the province of Lecco. The historical centre of Perledo is 395m above Varenna, on a terrace overlooking Lake Como. Buses run from Varenna station to local towns and villages.

The line, which is electrified at 3kV DC, is served by regional trains on the Lecco to Sondrio route and RegioExpress trains on the Milan-Lecco-Sondrio-Tirano route; this links with the Swiss Rhätische Bahn metre gauge Bernina line at Tirano. The journey from Milan Centrale on a regional express train takes just over one hour and costs €6.70 second class one way.



Right
An ALe582 three car unit in mixed FS and Trenord colours. The goods shed track has been removed.

Below
Platform 1 looking towards Tirano, complete with various ornamental plant pots. As so often, the toilet block is a separate structure.

Foot of page
The former goods yard is now a car park, with the shed now used by a supplier of olive oil.



On the occasions of my visits to the line, the regional trains were generally operated by multiple units and the RE trains were locomotive-hauled (usually class E.464 Bo-Bo) with up to twelve coaches, including a driving trailer. Sadly some of the multiple units and coaches carry rather a lot of graffiti.

The services seemed to be well used and many holiday guide books suggest using rail services to Varenna as a “gateway to the Lake Como area”.

The passenger timetable for the Milan to Tirano services are to be found at table 595 in the European Rail Timetable (www.europeanrailtimetable.eu) with roughly hourly regional express trains up and down the line between 06.30 and 21.30 supplemented by local services.

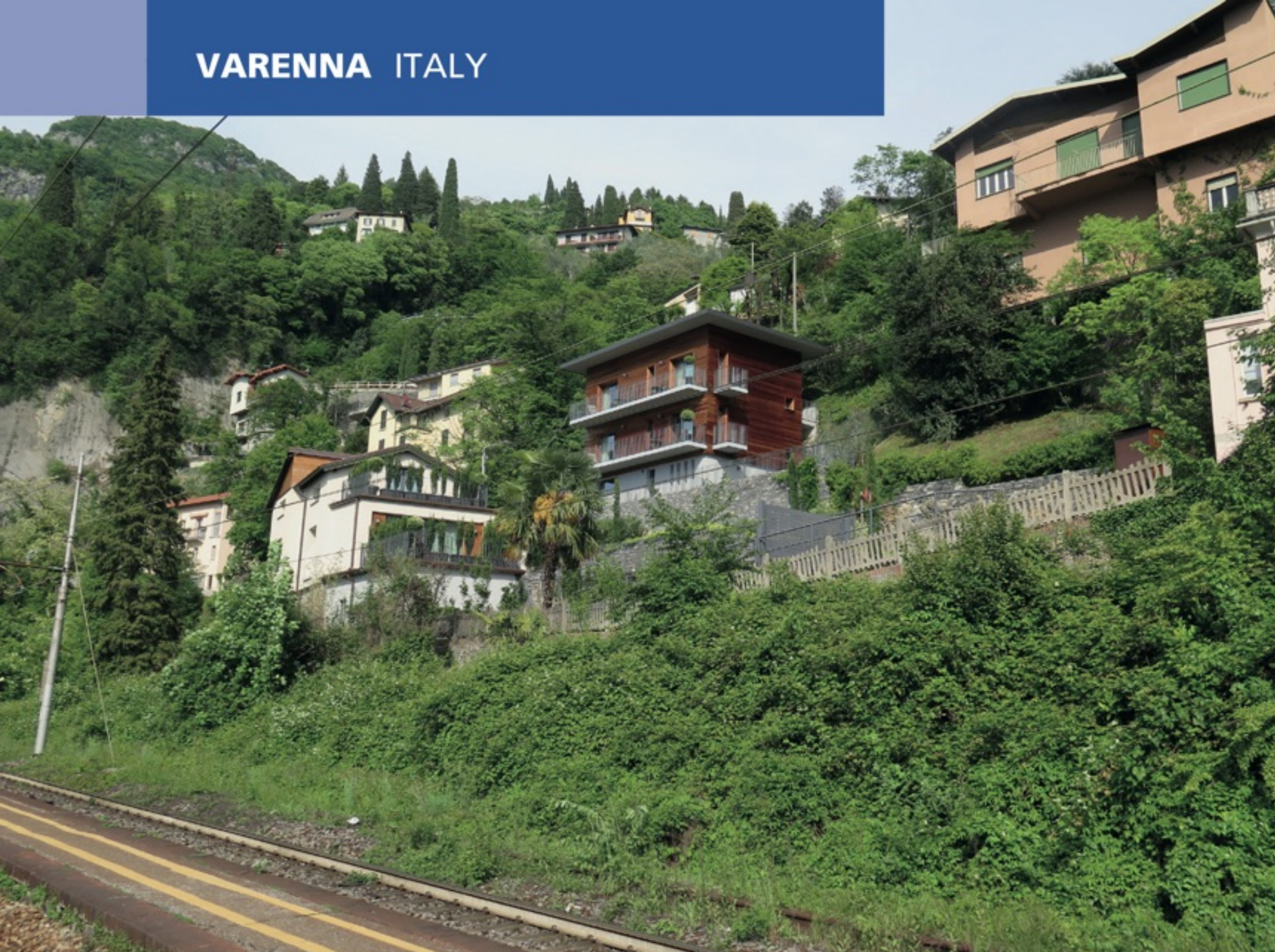
I noted a lot of freight wagons at Tirano and Sondrio, which shows that regular freight workings must pass through Varenna although I have not seen one on my visits.

The main passenger building has two storeys in a classic style, embellished by terracotta decorations which are typical of the line. In 2017 I found that the station was in better external condition than I recall it on previous visits. There is now a travel agency office in the building that sells train tickets and a café in the old ticket office.

There is a separate toilet block, plus a goods shed that is no longer rail served but is now an olive oil shop.

The station has two tracks for the roughly hourly passenger service. In the past, there was a small freight yard and a bay platform. The bay platform has been filled in and the goods yard track removed.

The village of Varenna overlooks the lake at the point where the three branches of the lake meet and thus it has frequent passenger and car ferry services to Bellagio and Menaggio and other places lake both north and south of the village. It is a charming village with narrow alleys and a lakeside promenade leading to Fiumelatte, with terraces and Mediterranean gardens. It used to be important for fishing and the extraction of black marble but is now a significant tourist resort. Villa Monastero, located on the lakefront, was originally a Cistercian abbey.



Above
Detached villas of various styles and age on the hillside behind the station.

Above right
Platform 2 is very narrow and hardly wide enough to have yellow warning lines painted on it.

Left
The goods shed from the Tirano end of the station.

Modelling the station

The location lends itself to the trackbed being perhaps about 10cm above the base level to enable the curved viaduct at the right of the layout to be incorporated. Raising the running lines above the baseboard can either be achieved by using hard foam (for example, Woodland Scenics make risers for this purpose) or by using plywood on wooden blocks.

Below left
The cycle store shelter.

Below right
The separate toilet block.



Because of the steep rock face towards the rear of the site, it would be good if the backscene and rear part of the layout were at least 18" higher than the track. It may be that a backscene as such is not required if the mountain-side is made tall enough. Busch, Kibri, and Noch produce backscenes that could resemble the mountains behind the station. The use of backscenes should not be underestimated – they add depth to a narrow layout and are another useful way of identifying the region that you wish to reproduce in miniature.

The steep rock face to the left of the station would be an interesting challenge but could be quickly and quite easily accomplished by using Noch hard foam rock structure pieces laid on a chicken-wire framework. Tunnel portals are readily available from a number of companies.

This layout will require a lot of trees and undergrowth, and for the bushier trees in the distance Woodland Scenics 'Poly Fibre' rolled into balls and covered with scatter material would be good.

The station building, toilet block, and goods shed could be from the Hornby International range of cast resin buildings. The villas and houses could be modelled using plastic and laser-cut kits available from a number of manufacturers, or scratchbuilt.

Many companies now make model figures which would be suitable for the layout. Noch has specific railway officials for various other European countries, including Italy, relating to the period before high visibility jackets and privatised uniforms, useful for the end of steam and the first part of the modern period. Some come ready painted, others are not.

Figures can be fixed to the layout with a blob of PVA or Deluxe Materials 'Tacky Wax', while Woodland Scenics offer 'Scenic Accents', a non-drip glue that allows for re-positioning figures without re-applying the adhesive.

Posters and signs on the station platforms and buildings will help define the period that a model is intended to represent. Current posters and general station posters can be made-to-measure by taking digital pictures of the posters you want then reducing them to scale and printing them in colour. I picked up an excursions leaflet that contained a selection of miniature station posters that were ideal for cutting out (use a sharp craft knife, steel ruler, and cutting board) and sticking (glue stick) onto a piece of thin mounting card for posters at stations. If you are modelling an historical period this is method is not suitable but there are various accessory companies offering posters and signs for various eras and locations.

To make the viaduct there are a number of alternative suppliers – Kibri offer a huge variety of bridges, Noch also has a large range of viaducts and bridges, some hard foam,



Above
Not far from the station one of the villas has been converted into a restaurant.

Right
Looking along the platform to the tunnel portal at the Lecco end of the station.



Below
A three car e.m.u., again in mixed Trenord and FS liveries, heading south to Lecco.





More information

Current timetables for the Milan to Tirano line:
www.trenitalia.com
www.trenord.it

The Italian Railways Society caters for like-minded enthusiasts. Their quarterly magazine *Binari* contains information about the prototype and modelling developments, in English.
www.italianrailways.co.uk

Modelling inspiration for Italy can be gained at
www.blainestrains.org/Overview.html

There is a wealth of information about Italy's railways on the Railfaneurope website. It contains an overview of the lines plus a large number of links to other websites.
www.railfaneurope.net/list/italy.html

An Italian Railways motive power handbook, with English text, railway map, and colour photographs, is produced by Platform 5 Publishing Ltd.

There are three major railway magazines published in Italy: *iTreni*, *Mondo Ferroviario*, and *Tutto Treno*. All have some modelling content, and the latter has occasional modelling specials.

A useful video series by Lineside Video Productions covers various European countries, including Italy, in its bi-monthly DVDs. Another good source of DVDs is the FHP Ticket to Ride series which has some about Italian railways (with English narration), and FHP is now an outlet for TG-Trains productions from Italy (only with Italian commentary).

some laser-cut, while another manufacturer that specialises in model viaducts and bridges is Modellbau Laggies.

Colour light signals are available from a number of companies, including Viessmann and Schneider.

Cars and road vehicles are made by Busch, Kibri, Rietze, Wiking, and others.

Italian rolling stock is available in HO from a number of companies including A.C.M.E., Hornby International (Rivarossi and Lima), Roco, LS Models, ViTrains, Os.Kar, and Pi.R.A.T.A., who also have quite a range in N.

Conclusion

My sources for this article are information from tourist offices, guide books, Wikipedia, and my own observations.

These notes and photos are based on three visits to the station. I did not give the location much attention at first but on closer acquaintance its potential appealed to me. I have modelled Austrian and Swiss railways for some years but I confess that Varenna has got me thinking about something else for the first time. Scenically it could be very attractive.

Above

A train arriving from Lecco, with driving trailer Le562-046 in the lead.

Below left

The points and signal gantry are located on the viaduct.

Below

The viaduct seen from the road to the lake. It is only five minutes walk from the boat jetty to the station.



Emmanuel Nouaillier continues his series devoted to replicating specific architectural elements.
Photographs by the author.

Old downpipes

Under the magnifier – 10

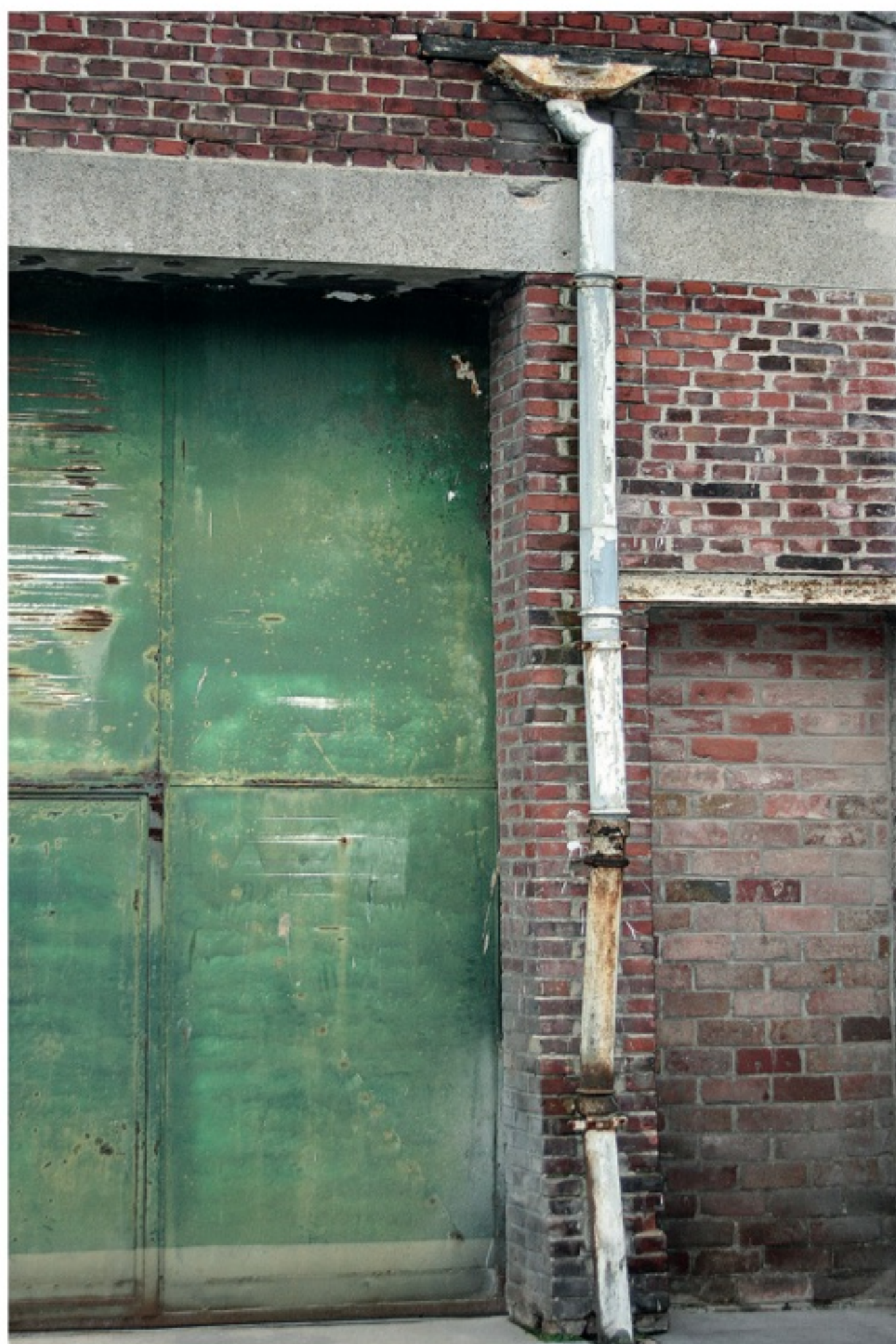
Continuing the series dedicated to structural equipment on which advanced weathering techniques are employed: some might question the value of this 'compartmentalised' approach, which has been my focus for some time, for details that seemed completely insignificant only a few years ago. However, the growing interest in greater authenticity has led some modellers to adapt their methods of work, and gives a different perspective on elements beyond the specific railway context.

Such details are often reproduced too randomly and I must admit that I do not know of any commercial products available at the moment representing gutters and downpipes with adequate realism, at least in the smaller scales. So going back to scratchbuilding is the only solution if we want to get closer to reality, as each country has its own style of installation. I am inspired by French examples, of course, but the approach to detail and the methods can be applied generally.

Prototype examples

We can observe countless examples which may be used as inspiration for our models, not necessarily trying to copy them precisely but leaving room for some interpretation. Sometimes this is essential to adapt the elements to our structures.

During my wanderings, I tend to record and remember examples which attract the attention by their dilapidated condition and advanced weathering.



Step 1

Whether in large or small scales, the tools and materials for scratchbuilding are quite basic: brass wire or brass tube, Evergreen styrene thin flat strips, Evergreen plastic tube or rod, very fine Tichy Train or Grandt Line bolts, and plastic solvent, cyanoacrylate adhesive (superglue) – not to mention a certain amount of patience, dexterity, and dedication. I always try to have in sight the result that can be obtained and the satisfaction that will be obtained rather than the time required.



Step 2

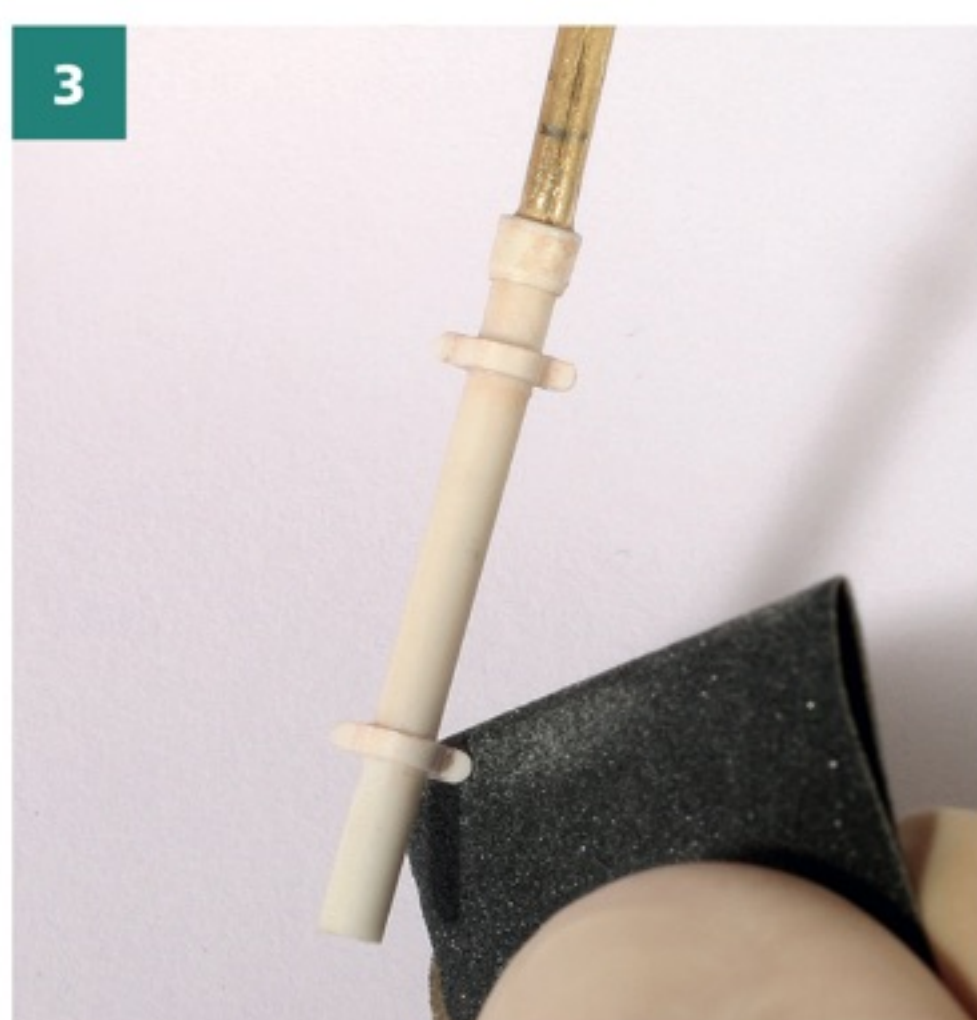
The basic assembly is very simple – a section of brass wire to which I added a piece of Evergreen tube with a slightly larger diameter. The large section was detailed with a collar made from Evergreen ref.102 strip, shaped around the part before fixing with superglue. I use strips of styrene to represent the two-part mounting clamps, which I cut to size after welding in place. In 1:87, I use strips cut from 0.12mm plasticard.



Step 3

To make the models look like the real thing, I then work them with 400-grit sandpaper, until I judge a satisfactory result has been achieved. In smaller scales I use an even finer abrasive (600).

Take care that these parts are securely attached to the tube.



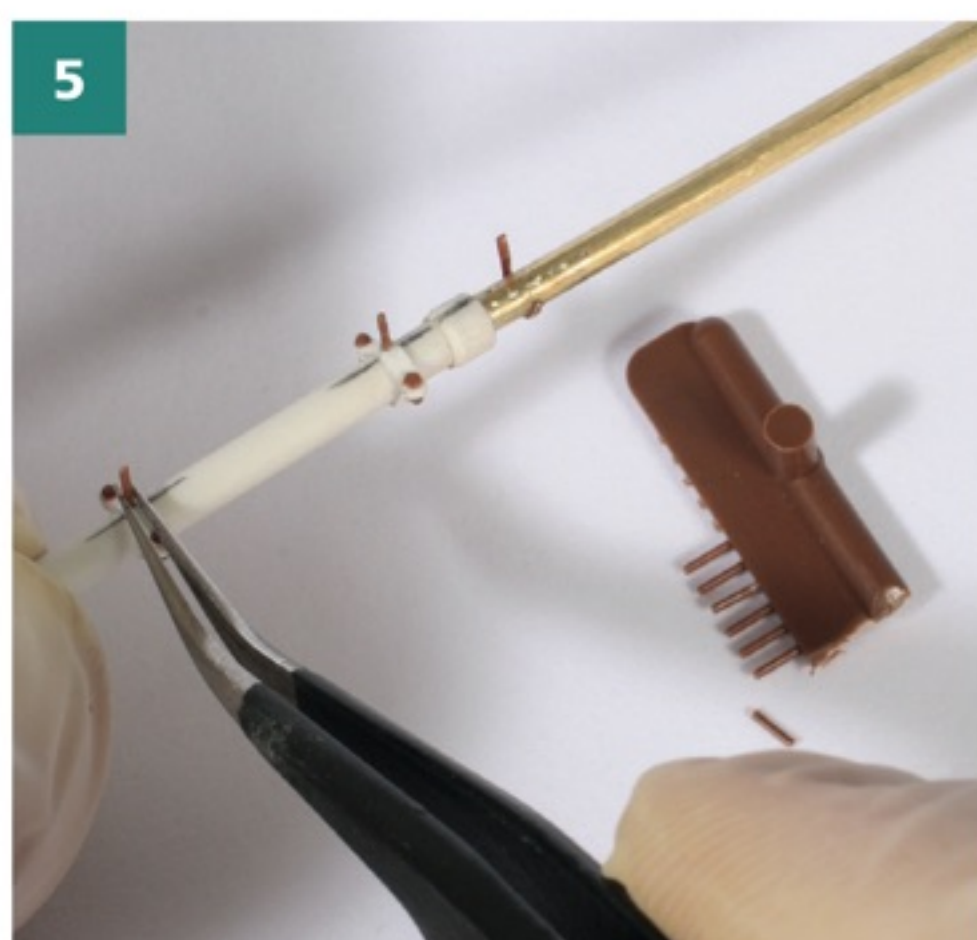
Step 4

The mounts are equipped with bolts, which is relatively easy in larger scales but still possible in 1:87 ... I use the point of a needle to imitate a rivet by pressing from the back of the plasticard strip. This example uses very fine Tichy Train bolts, similar to Grandt Line. Even though they may not be very apparent in the end, I do add the nuts on the other side.



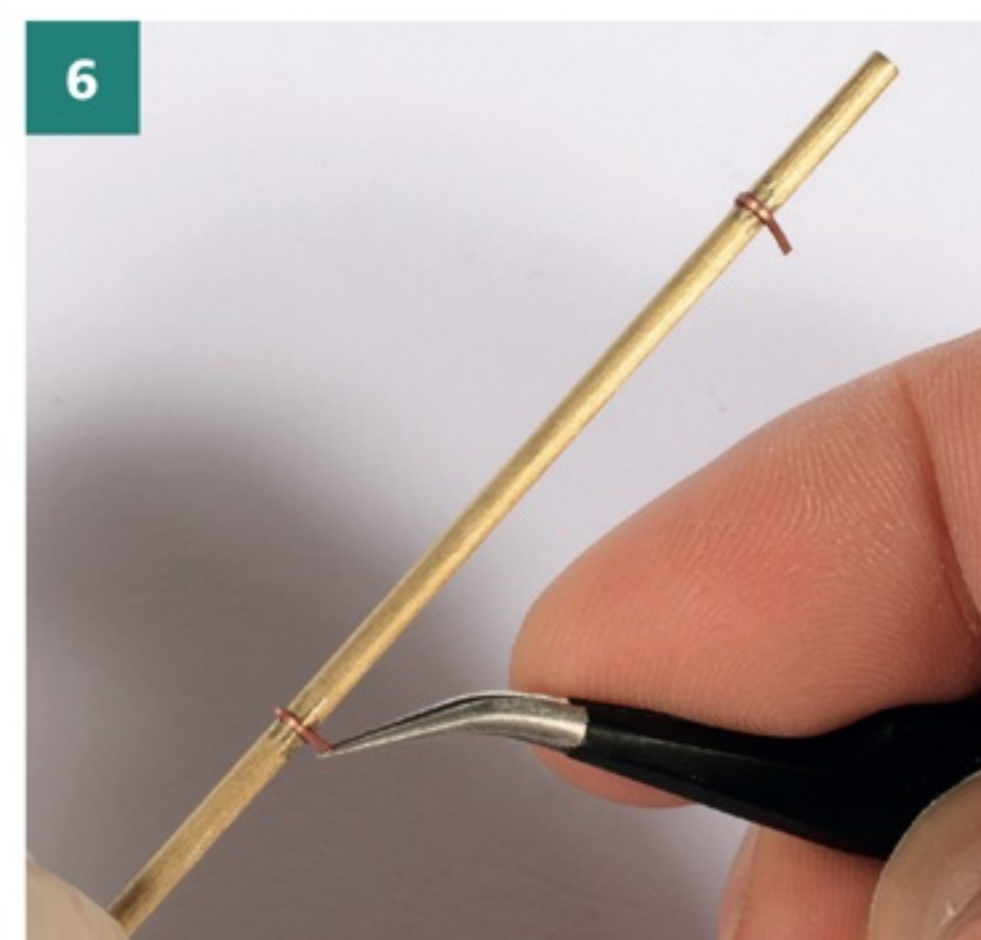
Step 5

I also simulate the anchor points in the wall; these can be essential if you want to have loose downpipes in a pitiful state. I simply use spare injection sprues from the bolt mouldings to make these, superglued firmly into small holes drilled beforehand.



Step 6

I continue with the part of the downpipe supposed to be zinc by equipping it with the basic fixings, made using salvaged copper wire, flattened in pliers. To create a firm metal-to-metal join, I 'primed' the tube with abrasive paper (a bit like sandblasting). The collar was formed separately on another piece of tube before being put in place.



Step 7

The completed but completely inert downpipe. We will give this modest component some life by various now familiar and well proven operations. To assist with holding the part during this work, I inserted a brass rod into the base. This will be removed once the work is fully complete.



Step 8

As usual, I immediately start the colouring by applying my old recipes based on enamel paints, simply to give basic tones that I will then work with acrylics and other filters ... here I have used different mixtures to obtain the basic 'rust' and 'zinc' effects.



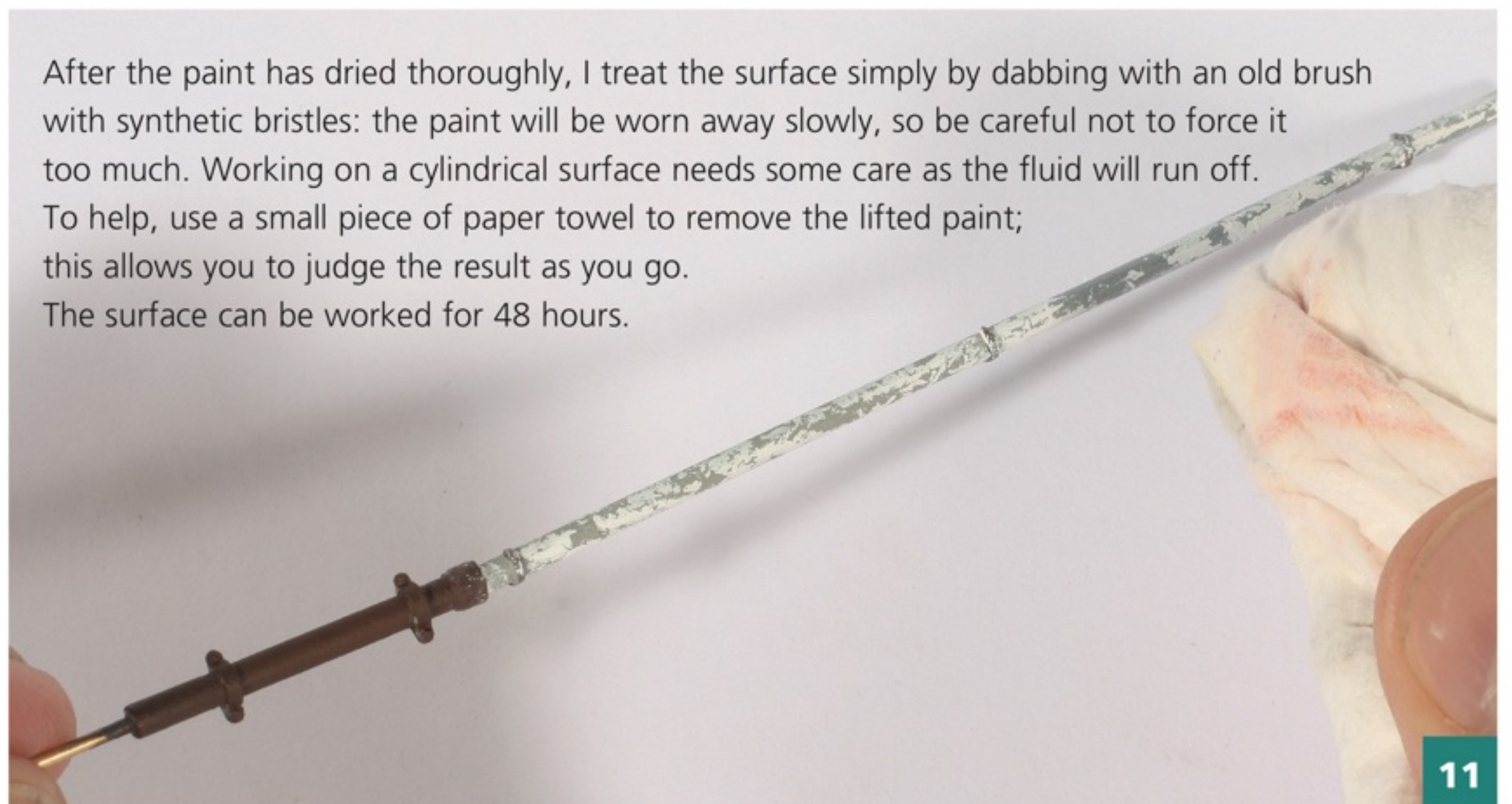
Step 9



9

Following the real example, I proceed by applying chipping fluid to the piece, then after about ten minutes I apply a rough coat of matt white acrylic with a brush, being careful not to clog around the brackets.

Steps 10 and 11

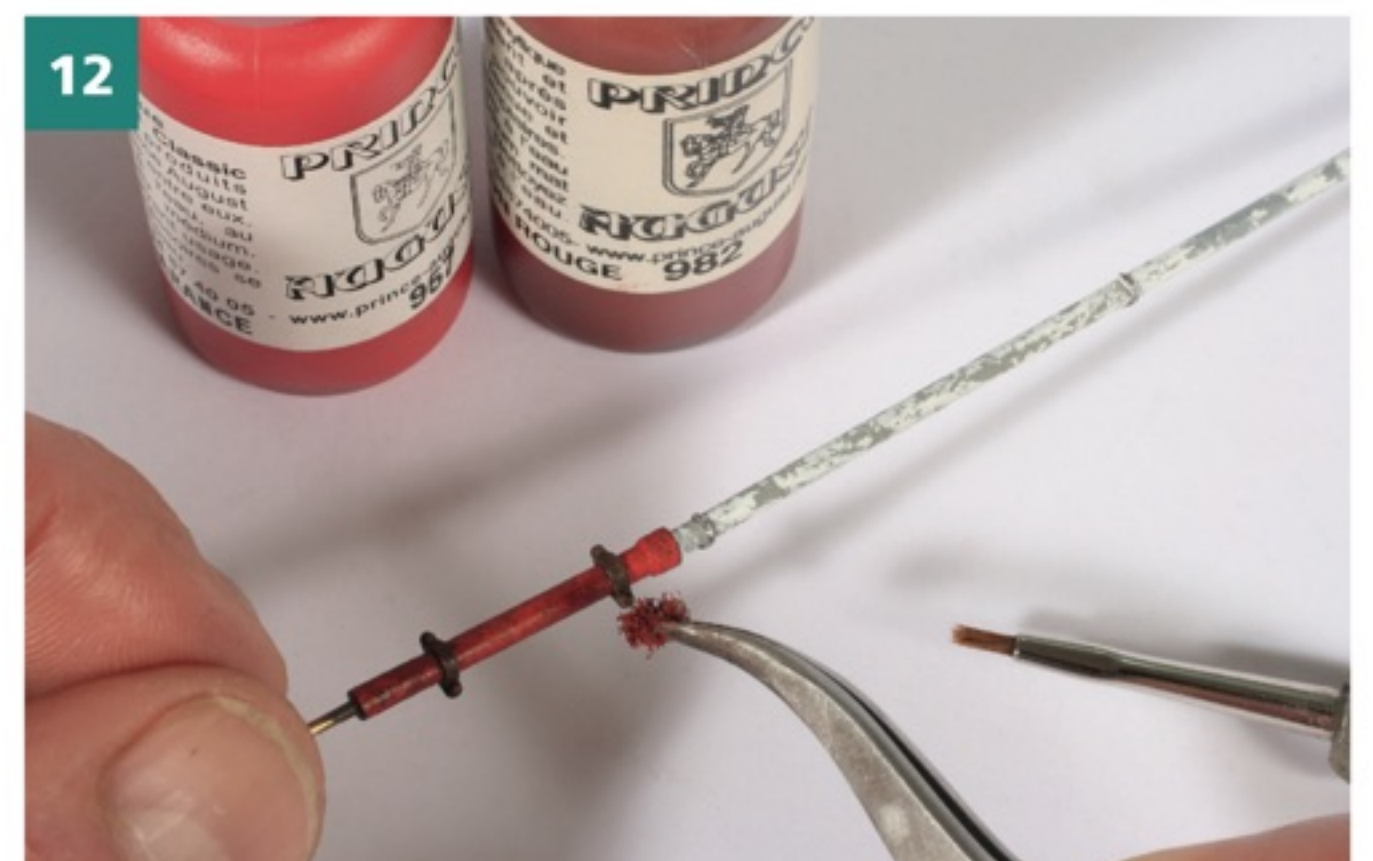


After the paint has dried thoroughly, I treat the surface simply by dabbing with an old brush with synthetic bristles: the paint will be worn away slowly, so be careful not to force it too much. Working on a cylindrical surface needs some care as the fluid will run off. To help, use a small piece of paper towel to remove the lifted paint; this allows you to judge the result as you go. The surface can be worked for 48 hours.

Step 12



Attention then turns to the lower section or spout. Here I use the peeling technique to treat a cast iron part where the rust will appear strongly. After applying a layer of AK Heavy Chipping fluid, I repaint the section with a mixture of acrylic red applied by stamping with a small piece of synthetic sponge.



Step 13

After moistening the area, I scrape it with a sharpened wooden stick to work the scales very accurately. I also take the opportunity to paint the brackets using light grey acrylic and proceed to a coat of the same 'rust' to reveal the corrosion in a very subtle way.



Steps 14 and 15

The piece then receives a wash of AK 'rust streaks' enamel which I dilute during drying with a brush soaked with Tamiya mineral spirits or AK odourless thinner to obtain more contrast.

I then use the same product to create streaks from the brackets with the tip of an old brush.



Step 16

At this stage, there is nothing left to do except to emphasise the metallic aspect, especially at the level of the base section. Rather than using graphite powder and a felt pad, I use a blunt HB pencil tip to work the edges very precisely by turning the piece.



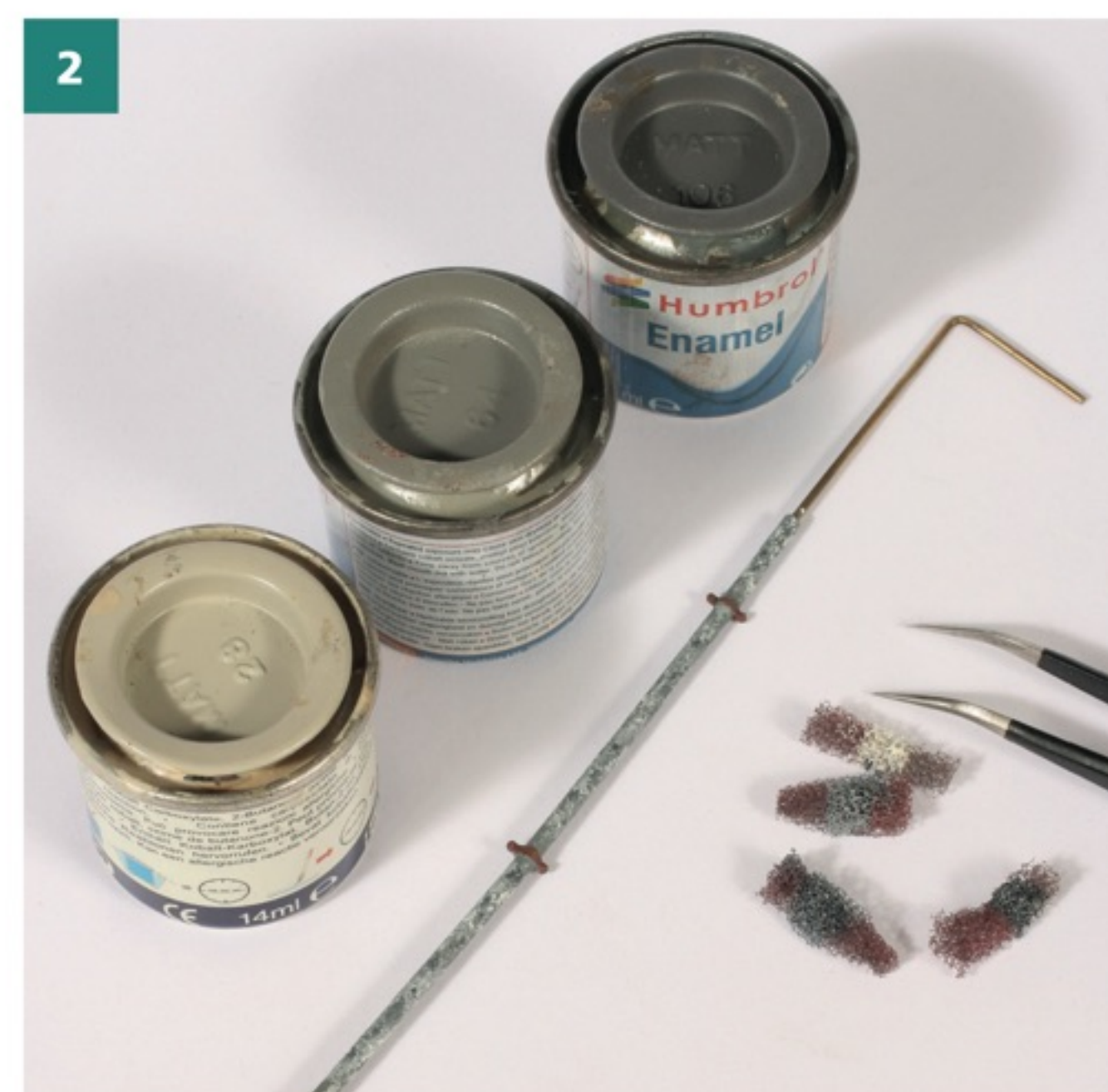
Another example: Step 1

Another similar downpipe, this time made of Evergreen styrene tube and equipped with standard mounts, made as seen previously.



Step 2

In this case I tried something a bit different with the weathering by making different shades of faded zinc with grey enamel paints applied with small sections of synthetic sponge. The aim is to get the maximum colour contrasts ...



Step 3

... before applying a layer of chipping fluid, then ivory or white acrylic paint, and brush it once moistened. This gives something quite contrasting, modifying a very aggressive weathering.



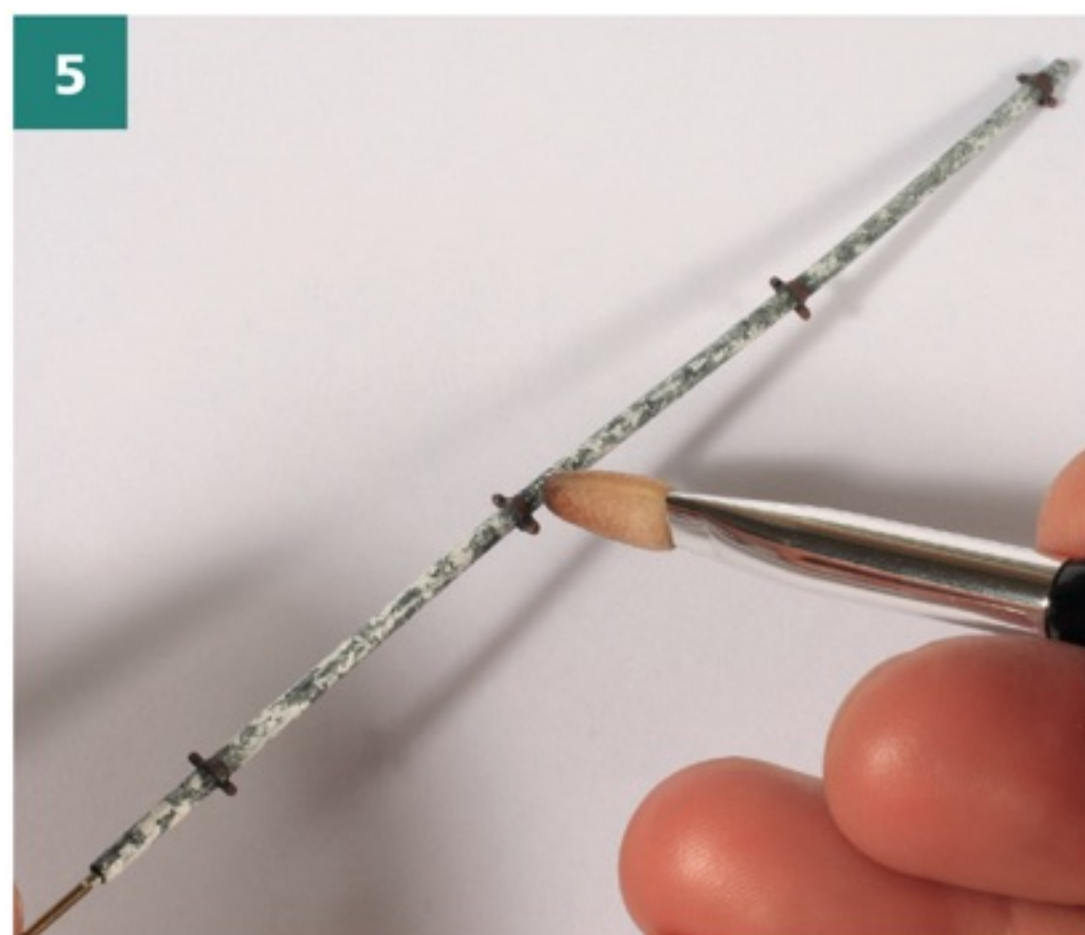
Steps 4 and 5

4



I then accentuate the contrasts in the mounting brackets by highlighting them with a wash of AK 'neutral grey' enamel wash, which is perfectly suited to this style of work. As for the previous example, I use Tamiya acrylics to soften the effect and focus on both sides of the brackets.

5



Step 6

Drips of rust are not forgotten! Here I used another product, an enamel wash from the Wilder 'Nitroline' range. As for the similar AK products, I refine the colour with a fine brush soaked in mineral spirits to give a gradually fading realistic look.

6



Step 7

On larger brackets, at least in large scales, the corroded appearance can be emphasised if necessary by giving a little more texture by dabbing pigments on the part impregnated with mineral spirits. This is what I did here using multiple shades of powders applied with an old fine brush which retains only a few bristles.



Step 8

8



The final result, after not too much time spent on it. This assembly was used on the structure seen on the right.



Chris Hopper has built a new compact American switching layout, set in the Boston area in the 1950s and 1960s.

Photographs by Ian Manderson.

Twigg Street Yard

Switching in a small space

A few years ago I sold my American HO switching layout *Gilbert Junction* (CM October 2007). It had been shown at a number of exhibitions and was interesting to operate, but I was busy with projects in other scales and needed the space, so it went to a good home.

However, I still had a large fleet of rolling stock, including a lot of Boston and Maine RR locomotives and freight cars some of which I had built, repainted, detailed, or otherwise modified. I had started a large Boston-based urban layout in my garage but that stalled as I found I preferred to build

small projects that could be finished within a reasonable time and exhibited relatively easily – i.e. they would fit in my estate car and need an operating team of just two if necessary. Also, I had growing range of other interests, including British 4mm, leading to the building of *Pixash Lane* (RM August 2015, now also sold); 7mm, where I re-discovered the pleasure of actually making things, and learnt the dark arts of soldering brass kits; and even some indoor 16mm modelling based on the War Department narrow gauge railways of the First World War.

Below

A factory-painted Boston and Maine GP7 from the Bachmann DCC Sound Value range switching the yard. This was one of my first weathering projects.





Above
The work-stained B&M GP7 with a few freight cars under the overpass (Rix) which marks the yard limit.

Right
An Atlas SV caboose rests in the yard. This shows the Downtown Deco brickwork very well.



A layout is re-born

I wanted somewhere to run my HO equipment and remembered I had a small US layout which I had built very quickly as a small demonstration for a group open day some years before. It was 4' long with a short switching lead extension and had simple rural scenery, a plastic kit-built signal tower, and a few trees. It was fine to show off a few sound-equipped locos and demonstrate how Kadee couplers worked. The Peco Code 83 track was already laid, ballasted, and wired up, with surface-mounted Peco point motors (connected by wire-in-tube). Everything else was stripped off as I wanted an urban layout that would provide a switching puzzle 'twig' and also act as photo backdrop for my increasing collection of US HO equipment. So *Twigg Street Yard* came into being.

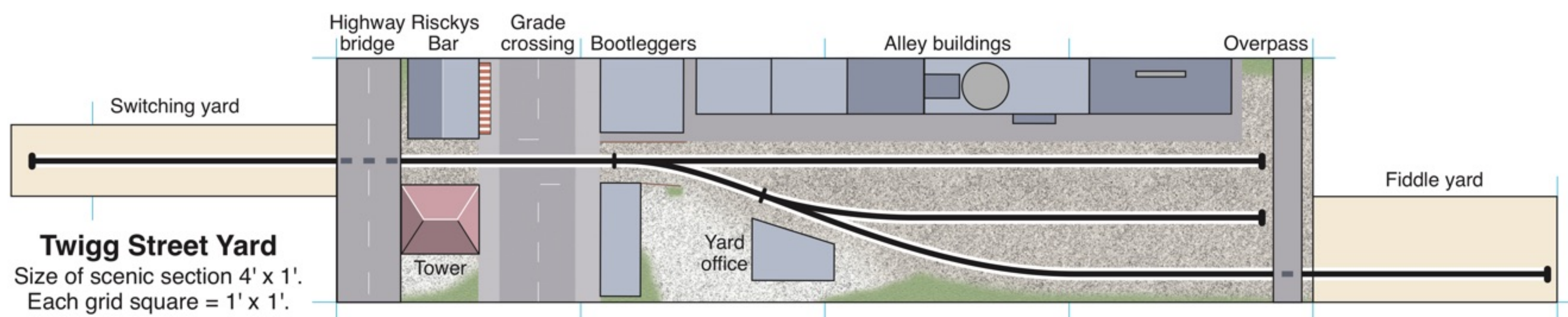
The small size was a definite constraint (and I would definitely do it differently next time), but it did mean I had something running quickly and could concentrate on the more creative elements of the project.

I added a backscene and fascia with integral lighting – kitchen lighting fluorescent tubes from Screwfix – minimising the number of individual bits that need to be taken to shows. This can make lighting the layout for serious photography difficult, so I am grateful to Ian Manderson for his efforts in producing photographs for this article.



The structures

I had previously built a large Downtown Deco background kit with five different buildings for the large layout that was never finished and this assembly luckily fitted along the rear of the re-cycled layout board and so provided the main backscene buildings, with room for a small alley alongside the track. Downtown Deco kits are made from hydrocal, a lightweight casting plaster, and provide a superb representation of brick and masonry structures – I now have a few more similar kits awaiting attention – and somewhere to put them! I had a long time to build and paint these as it coincided with recovery from a leg operation. The buildings have been detailed with posters, billboards, fire escapes, wooden water tanks, and ventilation equipment. They get many favourable comments at exhibitions.



I also already had quite a few American 'craftsman' type structure kits either built or on the shelf. These kits seem to be a big part of the hobby in the USA, with their own conventions, forums, and websites. I was lucky enough to get over to the major Springfield show in Massachusetts a few years ago and went on a layout tour which included visits to Dick Elwell's *Hoosac Valley*, George Sellios' Fine Scale Miniatures and his *Franklin and South Manchester* layout, and Bob Van Gelder's South River Model Works.

Much inspiration was gained and part of one of George's kits, 'Bootleggers', is on *Twigg Street* along with a few other examples of the genre.

Learning the techniques required to build wooden kits also led me into scratchbuilding and the two storey grey building at the front of the layout is home-made, based on a photo of a yard office on the Boston Union Freight Rail Road seen in a *Morning Sun* publication. It used clapboard sheets and strip wood from North Eastern Scale Lumber, windows and doors from Grandt Line and Tichy, and a few other details from the spares box.



Left

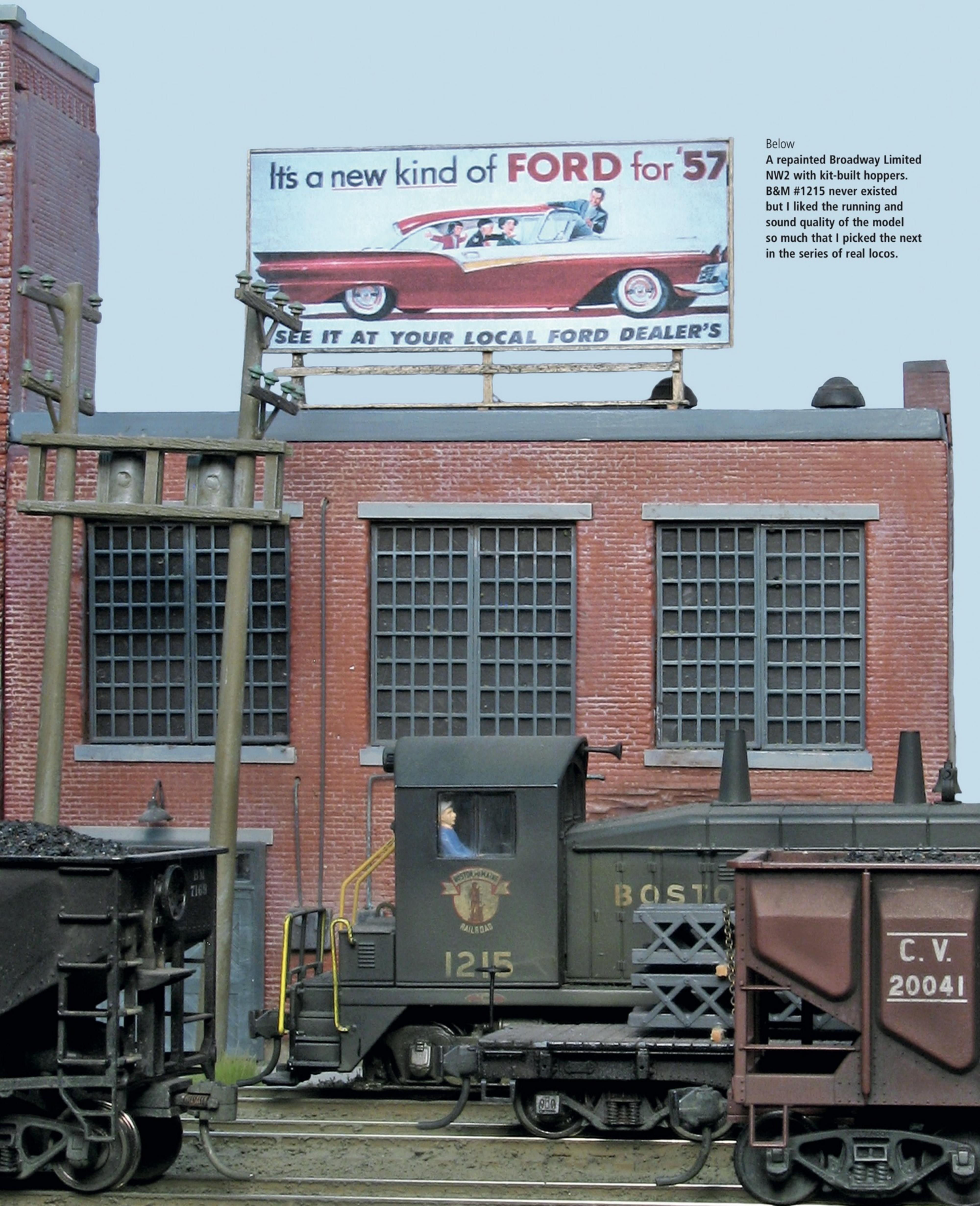
#1274 carried unique colour scheme, as reproduced by Atlas.

The building on the left is a scratchbuilt yard office based on one spotted in a *Morning Sun* photo album about the Union Freight Railroad in Boston.

Below

A B&M NW2 propels a milk car into the yard. The car is a conversion and repaint of an Accurail reefer using a set of Highball decals – and is entirely wrong for the period of the layout!





Below

A repainted Broadway Limited NW2 with kit-built hoppers. B&M #1215 never existed but I liked the running and sound quality of the model so much that I picked the next in the series of real locos.

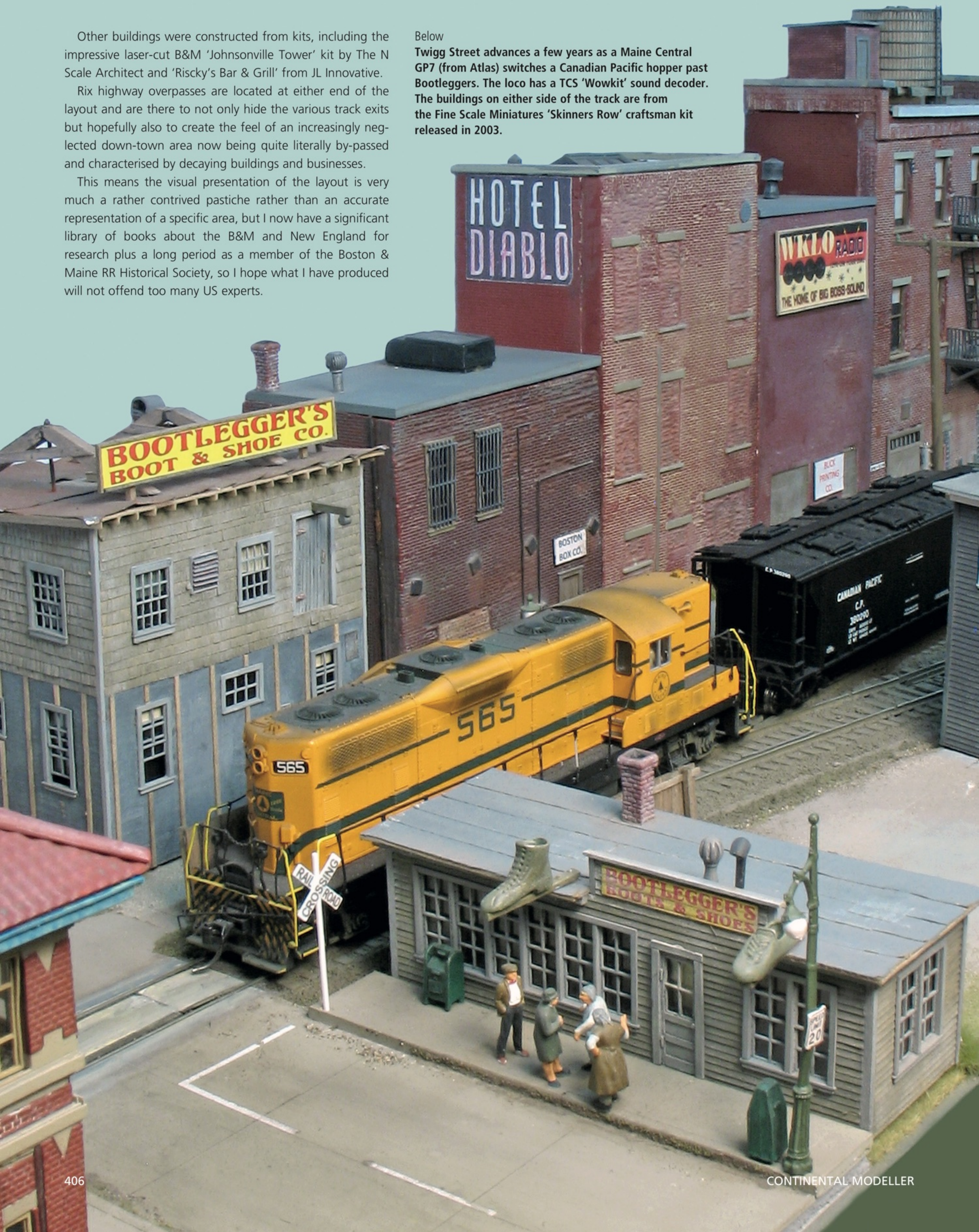
Other buildings were constructed from kits, including the impressive laser-cut B&M 'Johnsonville Tower' kit by The N Scale Architect and 'Risky's Bar & Grill' from JL Innovative.

Rix highway overpasses are located at either end of the layout and are there to not only hide the various track exits but hopefully also to create the feel of an increasingly neglected down-town area now being quite literally by-passed and characterised by decaying buildings and businesses.

This means the visual presentation of the layout is very much a rather contrived pastiche rather than an accurate representation of a specific area, but I now have a significant library of books about the B&M and New England for research plus a long period as a member of the Boston & Maine RR Historical Society, so I hope what I have produced will not offend too many US experts.

Below

Twigg Street advances a few years as a Maine Central GP7 (from Atlas) switches a Canadian Pacific hopper past Bootleggers. The loco has a TCS 'Wowkit' sound decoder. The buildings on either side of the track are from the Fine Scale Miniatures 'Skinners Row' craftsman kit released in 2003.





Above
A repaint of a Proto 1000 RS2 –
#1500 was the only black RS2 owned by the B&M.



Above
The signature yard tower.
The prototype for the kit
is located in Johnsonville,
New York, at the former
junction of the B&M's
east-west main line
and its Troy branch.

Right
A very old Proto 2000 BL2
brings a caboose into the
yard. The loco has had
its axles replaced
and sound installed,
and is a very good runner.
The caboose is a major
rebuild of a Bowser plastic
Pennsylvania RR N-5.





Operation

In terms of operation, the yard tracks are limited to two or three 40' box cars, tanks, or gondolas, giving a 2 + 2 + 3 'Inglennook' but it is still possible to contrive a five car switching puzzle using individual cards to establish the random arrangement of cars required at the conclusion of each turn.

The design includes a slightly longer front siding with an off-scene staging track which gives a little more flexibility, and we sometimes add a caboose to further complicate matters.

The stock is equipped with Kadee couplers which are reliable most of the time with uncoupling taking place over a magnet set into the grade crossing near the signal tower.

We operate the layout from the front at shows and are happy for visitors to have a go themselves.

I use an NCE Powercab DCC system which seems to be easily learned by novice operators.

As the layout simply rests on a suitably covered large table we use chairs for the operator and any guests – something I can definitely recommend, especially for two day shows.

The mains supplies for the DCC and the points just plug directly into a small panel, with a DCC face plate and toggle switches for the AC-powered point motors mounted on the front panel at the switching lead end of the layout.

The surface mounted point motors are relatively easy to get to for cleaning, etc., via removable buildings or holes in the backscene.

Rolling stock

The stock used is mainly Boston and Maine Railroad equipment appropriate for the 1950s and 1960s but I also have a

collection of Great Northern and Northern Pacific locos and freight cars that also gets used.

Nearly all the locomotives have DCC sound installed and are from the usual American brands, with Atlas being the firm favourite in terms of reliability, with Broadway close behind, and Athearn Genesis providing the most detailed models.

Freight cars are from a wide variety of sources, including quite a collection built from resin kits and conversions of milk cars. I also now have built a number of brass, laser-cut, and converted caboose kits that add to the variety.

The rolling stock is all weathered. My earlier models were custom weathered by Adrian Butler (a.k.a. 'Dirty Boy' at Lord and Butler in Cardiff) but more recent weathering is my own – a new set of skills, including careful observation, learned under the inspiring tutelage of Tim Shackleton and more recently Mick Bonwick at the Missenden Abbey railway modelling weekends.

And finally

It is a small layout but does provide interest and entertainment, with the added benefit of taking only about ten minutes to set up at a show – as long as they have remembered to allocate me a table!

I can recommend the use of a card-based switching puzzle approach – I have since used it on my 7mm layout *Bakewell Street* and the new 4mm *Dock Street Sidings*. It certainly keeps the operators interested and is the cause of much conversation with the viewers.

My thanks as always to my team of intrepid operators, and also to Ian Manderson for his flattering pictures.

Above

A repainted Atlas Alco S2 crossing the main street. #1265 was one of only a handful of switchers that got the attractive maroon and yellow paint job.

Right

A B&M blue Alco RS3 (another Atlas model) switches an Accurail outside-braced boxcar lettered for the Portland Terminal, a B&M subsidiary jointly owned with the Maine Central.



Henk Wust chose a rather unusual theme for his latest diorama.

The retreat

On the eastern front in the winter of 1944/1945

The inspiration

The origin of this diorama lies in an article in a Belgian modelling magazine in which a diorama made by Herbert Tomesen of Artitec was discussed. This diorama depicted the German retreat from East Prussia in November 1944 in a reasonably orderly manner.

Shortly afterwards the image changed dramatically. In particular, urban areas, industrial complexes, and old defences were declared strongholds, and cries like 'stand to the last man' were the order of the day. All this implied that flight by the local population (of Germans brought in under the Third Reich) was no longer an option.

Using factory complexes as defensive positions had inevitable consequences.

Due to the fact that, as a result of various delaying tactics, the winter had really set in, the atmosphere is completely different compared to the Artitec diorama.

Starting point and aim

The drama of the refugees is central feature of this diorama. It shows how refugees – with their few possessions – are struggling through the snow to face an uncertain future. The reports of a marauding Red Army on the rampage showing no mercy have clearly reached them.

On the left in the foreground you can see how the political leadership is making off with an armed escort, leaving the ordinary people to their fate. Still ignorant of what awaits them all, flight is the only option; actually much too late, because immediately afterwards the last German troops also withdrew and the



Russian army advanced, so these citizens were literally and figuratively ground between both 'war machines'. On the periphery, this scene shows convincingly the madness of war.

The distinction between elite and ordinary citizens can also be seen at the back of the scene. For the political leaders, the last train on the narrow gauge railway is ready to depart. The loco is one of the well-known HF110C 0-6-0T+T military types, a Roco model, while the wagons are converted N gauge, with the exception of the postal van.

I had other reasons for building this diorama: I wanted to practice techniques for a snowy landscape, and making buildings damaged and destroyed by violence. An additional aspect was that I had quite a few spare parts from well-known Kibri kits which I had used for the background of my *Smeerdijk* layout (see CM September 2015).





Design and development

The basic landscape was built on the old corner module which had connected two of my previous layouts, a forestry scene (see CM February 2004) and *Mariahöhe* (see CM June 2009), which had been built with assistance and technical support from Derk Huisman, so that saved a lot of work. The industrial complex was therefore built alongside the existing narrow gauge track which runs in a gentle curve from the back left and crosses the road at the front right of the scene, although it is now blocked by the rubble from a shattered building. On the left the narrow gauge passes behind a heavily damaged power station, complete with a steam engine and associated equipment. Jan van Mourik was kind enough to take care of the complete interior (working, of course) so that I could indulge my destructive tendencies! While I was occupied with this, I also dealt with a few old wagons.

The loading dock for the standard gauge siding and the road in the foreground were built on a thin layer of styrene covered with wood glue and a very thin layer of cement (from the hardware store) and some stone sheet from Anita Décor; along the edges there is some potting soil to suggest raised edges. This surface gave me the opportunity to represent the impact of bombs and shells, and impress the vehicle tracks.

While the newly-created scene was still wet, some plaster and talcum powder was sprinkled over it to simulate snow, as well as a thin layer of artificial snow from Noch.







Vehicles, figures, and details

The vehicles are for the most part from Wiking and Roco, though the *Jagdpanzer* is from the Artitec range, and both half-tracks are from Trident – I think: I bought them secondhand, already dismantled, some time ago, for possible use as loads for my Epoch II German layout.

Because I knew nothing about military equipment, that aspect was a challenge in itself. I have tried to equip the vehicles with all sorts of extra parts, such as chains, ammunition boxes, shovels, petrol cans, etc. I have not dared to mention the military identification marks and numbering; you must, after all, observe your limitations.

Most of the figures are from the Artitec range.

As should be clear from the detailing all over the diorama, I was able to empty the junk box – quite handy when downsizing from quite a large house to a rather smaller one!



Photographs by the editor.

Bob Harper relates how he took his American On2 layout *Franklin* to an exhibition – in America! Confident after the success, a second longer visit was planned to attend three more shows. *Photographs by the author.*

Franklin over there

A tale of two transatlantic expeditions

In August 2016, I took my American On2 layout *Franklin* to the Narrow Gauge Convention in Augusta, Maine. The layout was boxed up and air-freighted in the same plane that I travelled in. I flew to Toronto, Canada, where my brother lives, and from there we drove across to Maine in his pickup truck. The whole process of getting the layout there and back had seemed fraught with difficulties, but in reality turned out to be amazingly simple and relatively cheap. With confidence high after this first run, I got over-ambitious and planned to do it again, but on a larger scale.

There is an enormous general railway show at West Springfield, Massachusetts, every January, put on by the Amherst Railway Society; it is probably the biggest show in America, with eight acres of hall space and around 20-25,000 visitors. I got cheeky and asked if I could exhibit, and was welcomed with open arms!

So I arranged for the layout to come with me to Toronto in late January 2018, and we headed off again over the border (a very tedious experience this time) in my brother's truck. There was a mighty difference this time compared to the Augusta trip in August 2016: the temperature was -10°C and the Mohawk and Hudson Rivers were piles of ice, with great blocks built up along both banks, and the whole way across in places. That said, we were very lucky with the weather generally, given how bad it could have been.



Everything generally went smoothly at the show, the layout in particular running perfectly, though we had some difficulty with general arrangements and information. Nearly all the layouts and trade stands come every year, and they all knew exactly what to do, so information for new exhibitors was very sparse. As a result, we never found the Saturday evening show dinner, though we did not go hungry! Packing up on Sunday evening went smoothly, and then another long drive back to Toronto.

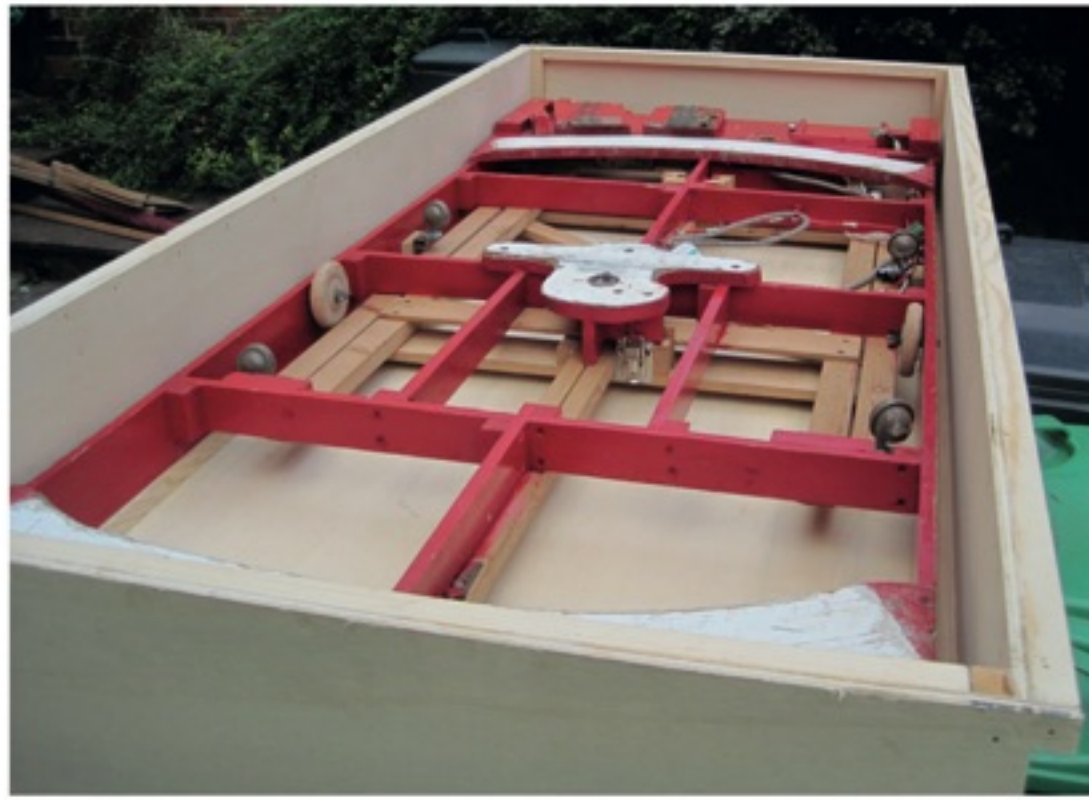
This time, rather than bringing the layout straight back to the UK with me, I decided I would leave it, and the rolling stock, in my brother's workshop in Toronto. This means that I can also take it to the Canadian narrow gauge exhibition at Schomberg, just 30 miles or so north of Toronto, on Saturday 21st April, and the American national Narrow Gauge Convention in Minneapolis in early September. Obviously this saves two round trips for the layout, and an awful lot of hassle, though I did have a bit more formality with Canadian Customs this time given that it was staying in the country for nine months rather than ten days.

In the UK I only have exhibition appearances for my Great Western standard and broad gauge layouts until the autumn.

Was it worth doing? Financially, obviously not, but as an experience of a type of show completely different from a British one, then definitely yes.

Above
The layout unpacked
and set up.

Left
One of the scenic boards
being boxed up.



Although there were thousands of people there, the interest seems to be in the trade stands rather than the layouts. There were rarely more than one or two people watching any of the layouts, but those who did watch *Franklin* were usually engrossed for a long time. In particular, everybody was fascinated by my full turntable fiddle yard, where complete trains are turned ready for their next trip. Some people use a simple traverser, but a full rotating yard is a completely new experience.

There were a good number of people manning the Maine preservation societies stands, and they made up a large part of my audience. It seemed wonderful to them that their favourite lines could actually be modelled in a meaningful way, with smooth and reliable operation and many of the features of the Maine two-footers modelled in such a small space. So it was greatly rewarding to present such a novel way of modelling in the land of the actual prototype.



Above
A local New Englander tries operating my New England layout!

Right
All the rolling stock and ancillaries came in these crates. The crucial piece of equipment is the power converter, which I bought in Canada. This converts European 230 volts to North American 115 volts, or vice versa in my case, so everything on the layout (lighting, for example) still operated on 230 volts. This seemed easier than trying to rig up temporary 115 volt lighting and controller, etc. It worked very well, though got pretty warm after a full day's operation. None of my British light bulbs got broken on the flight either, though I had taken several spares just in case.



Below
Safely in the exhibition hall after the 'open air' trip from Toronto. The layout normally travels in the back of my car, needing no extra weather protection. I am glad we did not try that the second time, as we ran into a blizzard just after we crossed back into Canada!



Above, left to right
Boxing up the fiddle yard, lighting fascia, and curtains into the third crate.

Left
The layout in the pickup after collection from Canadian Customs.



Above and below
Shots showing the staggering size of the show – and this is only one of four halls, though two of them were smaller. Most of the layouts were collections of modules.



After several projects which remained incomplete for various reasons, **Maurice Kleverwal** finally finished a compact layout.

Perštejn

Seduced by 'Bardotka'

After a number of unfinished projects, it was time to start a new one. I wanted to fulfill a long held wish to show a layout at an exhibition. The design was started during a relaxing holiday in 2012 in Austria. This design phase lasted until the beginning of 2016. During many research sessions on the internet, I found a new love, the beautiful rusty 'Bardotka' diesels (class T478.1) running over the overgrown rails of the Czech railways sounding like an old tractor.



Below

A few passengers have arrived and the station staff are out on the platform – there must be a train due soon!





From inspiration to plan

It is around 1990; in two years Czechoslovakia will be a thing of the past and the two countries will once again be independent states. But at the moment everything is still unchanged and the communist stars are still to be seen proudly on the front of CSD locomotives

The village of Perštejn is located in the woods near the German border. The gentle birdsong is now and then disturbed by a passing train. Maintenance of equipment or buildings has no priority; if it works, then it works. A long search for rust and dirt is not needed, and the same goes for geraniums. The national motto seems to be: "Put a geranium on it and everything looks fine".

Although the environment is generally tranquil, the grain company COVA has established itself next to the station and provides some activity in this rural wooded area.

Do not look on a map for a station here, or indeed a railway through this place at all: everything is fictional but based on real examples that can be found throughout the Czech Republic. You can find a lot of things on the internet to help

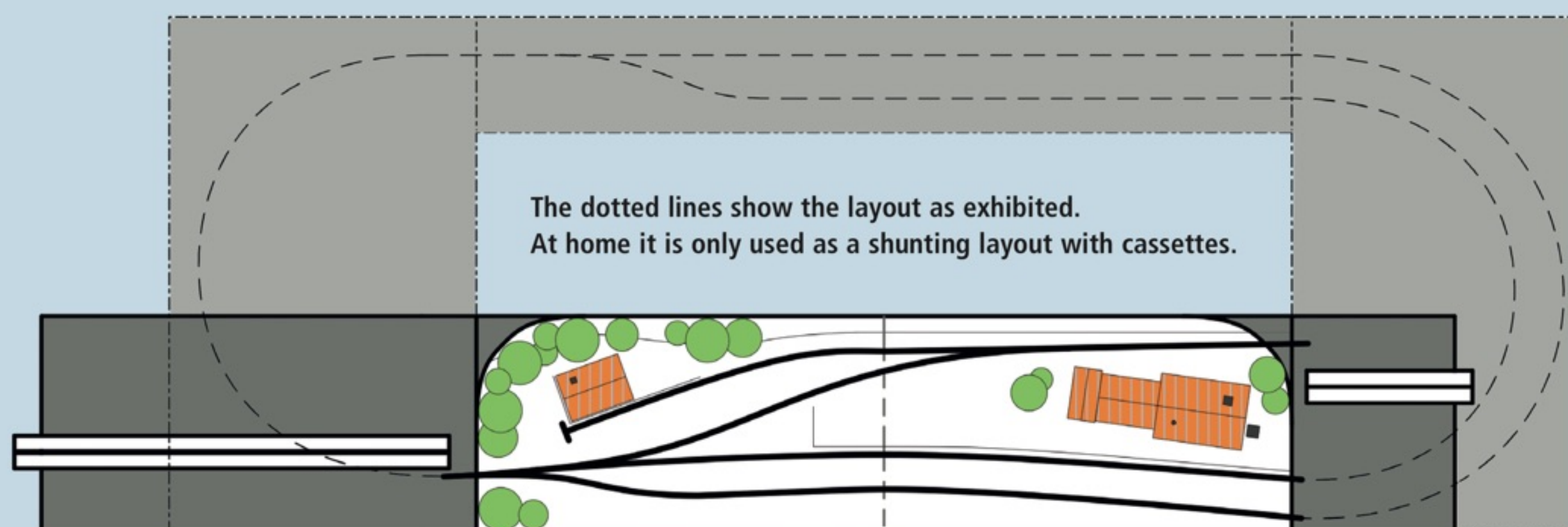
create a convincing layout, and fictional themes allow a lot of freedom.

Starting

In order to start a project that would eventually come to a conclusion, I decided to limit the length to 1.5 metres. The second restriction was imposed by a bookcase on which the modules were placed during the build. For these reasons, the visible part consists of two modules each 75cm by 40cm. To be able to give an explanation during an exhibition (or just to have a chat), I decided to connect the ends together with storage sidings behind the layout. My personal opinion is that there always should be movement for viewers to see on the layout, and with an oval there can always be a train running.

Above
A T669 'Bumblebee' Co-Co rumbles slowly by with a train of wagons carrying sugar beet and cut logs.

Photographs by the editor.



Above
A panoramic view of the scenic section of the layout

Right
The COVA grain silo is sited at one end of the yard.

Below right
The station master's garden beyond the platform.

Below
A class T478.3 'Goggles' Bo-Bo turns off the through line to shunt the yard.

Because the height of the viewing opening is limited to 25cm, I opted for a separate hood above the track to allow space for working during construction. In the hood two simple LED fittings were placed to light the landscape.

The two scenic modules are placed on a fold-out frame, while the other modules are supported by simple legs. The height of the track is 130cm from the floor. All legs are equipped with levelling adjusters so that an old uneven floor will not cause any problems when we set up the layout.





The landscape

The basis for the backscene is sheets of cardboard which were curved round the corners at the back of the layout to create the illusion of a continuous background.

My first attempt to glue a paper photo background from a well-known German scenery manufacturer onto the card resulted in a big fiasco, with lots of air bubbles. After some grumbling and removing the mess, I made the courageous decision to pick up the brushes and paint the background myself. The whole of the background was painted with tubes of acrylic paint from an art shop.

To avoid a second drama on the layout, a few tests were made first on sheets of A3 paper. After I was satisfied, I first treated the cardboard base with gesso. This is a primer based on gypsum which is used to ground a canvas and forms a perfect base for acrylic paint. Gesso is available in better art shops.

On the now beautiful white surface, a blue base was first sprayed with the airbrush. The top is a little darker compared to the bottom to create more depth. In the plain blue sky, clouds were created by starting at the top of the cloud with a fairly large round brush and spreading it down to the bottom. I found some instructional videos by Bob Ross on the internet which certainly helped with this.

After the clouds, the background hills followed. These were created in different layers. The first layers contain more blue and purple, with a hint of white; the later layers feature more green, with less white. Trees can easily be formed towards the back with a vertical flat brush. In this way you create a nice hilly landscape with considerable depth.

The trees in the foreground start as ovals with a mixture of cobalt blue and dark green. The branches are added using

light green and yellow with a fan brush. Dip the brush on a palette in different dots of paint so that you create varied branches with this mixture. By using the wet-in-wet technique you can paint fast, and the second advantage of this technique is that colours blend more into each other.

Track laying at last

After years of planning, research, weak reasons for postponement, and the eventual completion of the baseboard construction, it was finally time to start laying the track. For the visible part I chose Peco code 75. The track plan has only three turnouts and was kept relatively narrow to create enough space for scenery. The turnouts are operated by digital Cobalt switch motors with frog polarisation.





Above

Two four-wheel silo wagons are positioned at the COVA plant to be loaded.

Left

There are also facilities for general agricultural wares.

Right

Authentic signals and street lights – features essential to catch the character of a location – posed a challenge.



Above
Waiting for the start signal is the loco that started the whole project, a class T478.1 Bo-Bo, nicknamed 'Bardotka' (after Brigitte Bardot, from the shape of the prominent cab front, similar to the way the first batch of Deutsche Bundesbahn V160 diesels were nicknamed 'Lollos' after Gina Lollobrigida).

The hidden sections are equipped with economical Piko track.

After sufficient testing, the boring work has to be done – ballasting the trackbed. Personally, I often find gravel too coarse and certainly the often sandy trackbed in the Czech Republic requires a fine grain. To achieve this effect, a combination of fine brown gravel from Woodland Scenics and light brown decorative sand has been used. On the silo siding, the sand and gravel mix was even finer.

After ballasting, the rails were painted and the sleepers were treated with dry brushing.

Scenery

After completing the track, the landscape was formed with floor insulation sheet and clay.

The vegetation was made with different lengths and colours of grass fibres and later supplemented with bushes, flowers, and animals for variation.

All the trees are scratchbuilt. The ones in front are based on the wire strand method and those at the back are wooden poles with wire branches in drilled holes. After painting the trunks with a mixture of paint and fine gravel, they are dry-brushed. The leaves or needles are then applied with spray glue in the kitchen. This last process taught me another useful lesson: cover everything well first. After an hour cleaning up, no-one noticed anything!

Structures

All buildings were made from existing kits, but to make the sources less apparent, I accepted the challenge of seeing what can be made from a commercial item.

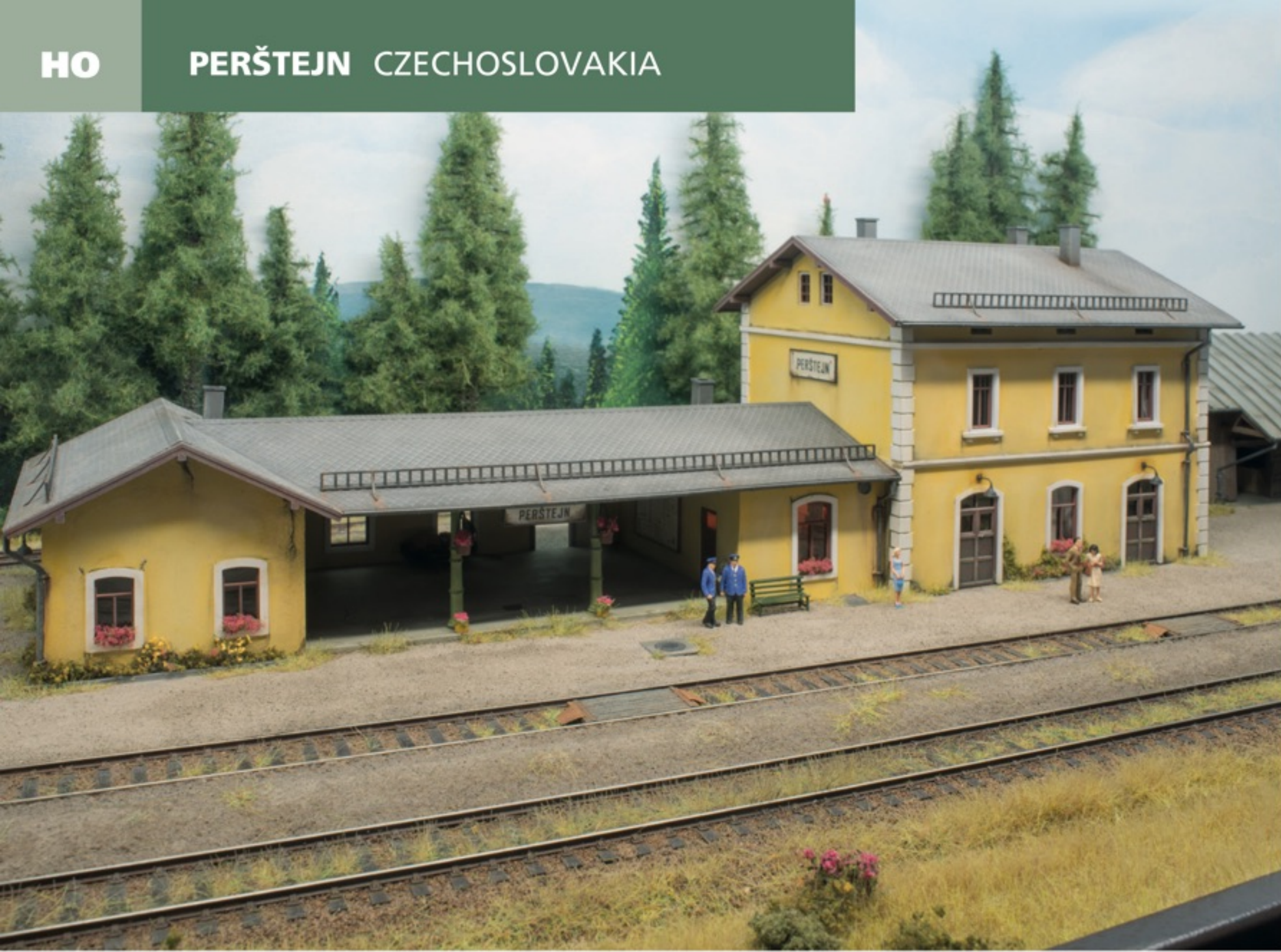
All the plastic parts were of course repainted, and modified so that the effects of time were visible, adding brackets, supports, replaced boards, and cracks. Finally they were weathered.

The challenges

The disadvantage of choosing a Czech theme is that things like signals and street lights are not so easy to buy in the usual shops and so you depend on scratchbuilding or small specialist suppliers from the Czech Republic itself.

The biggest challenge for me was the signal posts with perforated arms. Fortunately, after searching I found a source of these arms. The rest of the signal was scratchbuilt. After a number of attempts to create a post with steps, first in brass, then in plastic, it eventually became a combination of the two.





Left

The peace of the rural wayside station is about to be disturbed by one of the none-too-frequent passenger trains.

Below

The wait is over – the regional passenger train of just two coaches arrives, hauled by a reliable if well-weathered T478.1.

The lampposts with the characteristic yellow spirals at the bottom were found and ordered from the Czech Republic. Other things such as cable ducts, switch boards, and crossings are also scratchbuilt.

After completing the scenery, it was time for the final details. The population (mostly Preiser) was treated with a brown wash over the face and clothing to tone down the finish, with a light grey dry brushing to bring out the details. This effect is subtle and not immediately obvious, until you put an untreated figure next to a treated one.

The station was further decorated with platform furniture and loads. While placing all this I was constantly looking at it from a distance to make sure the overall effect was not too busy. The motto 'less is more' is very important; for example, a small kiosk was removed because its absence created better balance.

Mistreatment

As previously mentioned, it was the old rusty 'Bardotka' diesels that first attracted me, so one of these was the first locomotive purchased for the layout. Of course it had to have sound. This was followed by the typical 'Goggles' (class T478) and a 'Bumblebee' (class T669). A class T679 'Sergej', the ubiquitous Russian-built Co-Co, has also been known to appear.

Since the buildings had been realistically weathered, the motive power and rolling stock could not be left pristine. I have gone pretty wild on weathering the stock. I get inspiration for weathering from plastic and military modellers. On the internet you can find hours of explanations of how to apply washes, dry brushing, panel lining, and powders. For the traces of rain, I use the oil brushes by MIG that were introduced last year. Apply a tip of paint with a small brush at the starting point of the dribble and then pull it down with a clean flat brush. The advantage of the oil paint is that it stays wet for a long time and therefore can be manipulated during this time to fade it out.

To complete the whole picture, the layout itself is provided with sound as well as the locomotives: a sound module has been placed under the board and produces continuous forest sounds.



Right

Beyond the station building is the old wooden goods shed, reached by a siding which runs along the back of the yard which also serves as the headshunt for the COVA siding.



Conclusion

So I have finally succeeded in finishing a project. The layout was completed in just over a year, and made its debut at the Model Trein Expo (OnTraxs!) in the Dutch national railway museum in Utrecht in March 2018; it functioned for three days without any major problems. My wife and I enjoyed the reactions and compliments, and the time flew by. We were surprised that women and children in particular seemed to notice the animals and the sound. This resulted in some amusing overheard conversations: "That would be nice on your layout." "Um, maybe." The size of *Perštejn* was also appreciated by partners: "You see, a layout does not have to be that big" and the argument that the whole attic had to be devoted to the new layout was undermined. So, fellow enthusiasts, beware of small layouts!

Members of **Chatham MRC** preview the American layout completed as a tribute to a former President of the club. *Photographs by club members.*

Elliott's Bluff

Main line action under digital control

This layout was conceived in 2011 by our then club President, Alan Elliott, a American outline enthusiast. The club's existing US N gauge exhibition layout, *Weekes River Junction*, was being retired after many years service and Alan had firm ideas for a completely different type of layout to replace it. Whereas *Weekes River* was fairly compact and largely based around freight train movements





Above
A pair of AT&SF General Electric B36-7s hauling a coal train across the river on the low level line.

and shunting (or 'switching', as we came to learn), the new layout was to be a showcase for typically lengthy main line trains, both freight and passenger, to run through dramatic scenery. Whilst these were planned to run on a fairly frequent basis in order to maintain the attention of spectators, a small branch line and sidings were to be incorporated in order to provide additional operating interest.

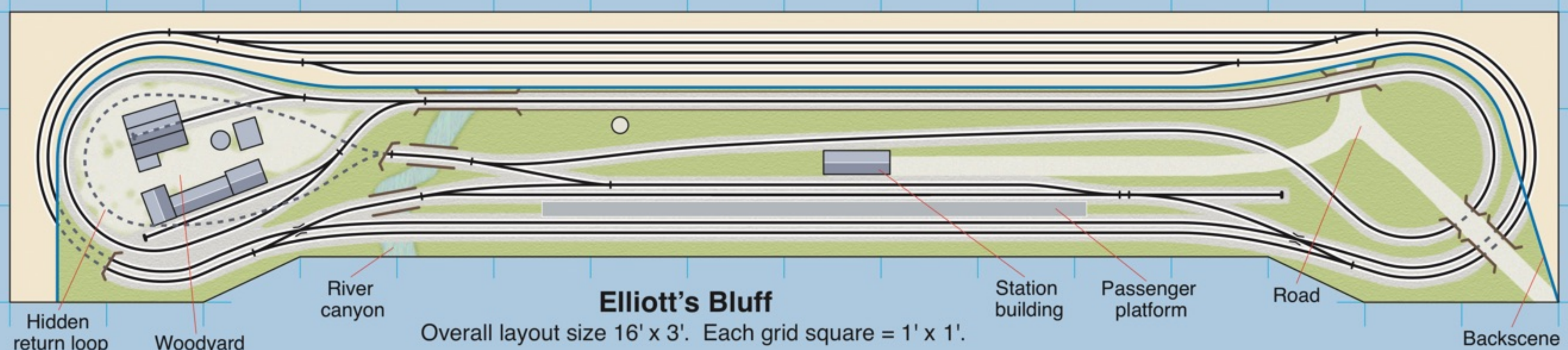
Sadly, Alan passed away in July 2013 having been actively involved in getting the layout to the stage where track and turnouts had been installed but, other than the bridges, no scenic work had yet been undertaken.

The resulting pause allowed the remaining members of the team to consider how to proceed with the layout. Whilst we were all fully behind Alan's concept, we were all very new to American railroads, being British outline modellers to a man, and there was little confidence we could continue without his guidance. Nor were we really yet aware of what the intended scenic theme of the layout was to be once the track was down. There was even suggestion of abandoning the plan and starting a new British layout which we all felt more comfortable about achieving.

It was eventually decided, however, that in view of Alan's many years hard work in supporting the club, we should do our best to continue and complete the new layout, and as close to as his original concept as we were able. So, armed with little more than his overall concept, four baseboards, and the track, we took up the challenge.

First, we needed to decide where in the US it was going to be set, or at least what type of scenery we would build. The rolling stock available did not pin us to any particular area, so we quickly decided instead to go for a completely fictitious area 'somewhere in the USA', thus avoiding the need to research and replicate a specific location. We quickly agreed on a non-urban setting but felt that the typical plains and desert areas, whilst perhaps simple to model, would not provide a sufficiently dramatic background to the trains. We therefore opted for wooded mountainous scenery, which we felt would represent somewhere in that vast country. A Google search found an actual place in the US called Elliott's Bluff, and whilst this layout in no way tries to replicate that location, the name seemed to fit perfectly, so *Elliott's Bluff* the layout was born.

Left
Missouri Pacific USRA 0-8-0 #9602 waiting at the depot with a rake of heavyweight passenger cars.



Consequently, it represents a fictional part of the USA, ostensibly on the fringes of the continental divide where the landscape tends towards mountains with heavily wooded areas. Freight and passenger trains of various railroad companies can be seen passing through. A small hilltop sawmill provides a little local industry, requiring a long climb up the steep branch line to haul the timber from the sawmill at its end.

Baseboards

The four baseboards, each 4' long, vary in width to give the layout a concave front edge to enhance the overall panoramic effect. The boards are made of birch plywood with 4½" deep vertical edges and intermediate bracing to ensure the overall stiffness of each unit. Each board is overlaid with ⅛" cork sheet.

The boards sit directly on a parallel pair of 4" x 4" L-shaped beams laminated from ½" plywood. These are 16' long and constructed in two sections for ease of transportation. They are braced apart to provide a rigid and level platform for the complete layout, with the whole sitting on three adjustable timber trestles, the centre one of which is carefully positioned under the longitudinal joint of the L-beams for added rigidity.

Scenery

The scenery was built directly on the flat baseboard surface.

The raised track beds and the sawmill site were formed in plywood on sawn timber supports or polystyrene depending on location. The infill forming the surrounding scenery, however, was formed using a mixture of polystyrene foam and Cellutex blocks cut to the rough shape required before finishing in lightweight plaster and shaped to form the required rock faces. Lightweight filler was chosen as much for its light weight, essential for an exhibition layout, as its ability to take the desired sculptured finish. A mixture of acrylic paints provided the overall ground colours beneath the usual scatter material.

Bridges were of great interest to Alan, so it came as no surprise to us that the layout featured such structures. Hence the river sports four bridges, the largest being the steel arch painstakingly made by Alan and recycled from a previous layout. The long bridge supporting the branch line was scratchbuilt, mainly from balsa, as was the road bridge. The remaining two rail bridges were built from kits.

Trees are a mixture of proprietary items, the very useful 'forest in a box' product, and some scratchbuilt examples.

Below

The sawmill complex was made up by adapting kits salvaged from a junk box.





Structures

Few buildings were required for the layout, the majority for the sawmill complex. All of these were found discarded in a junk box, but their generally tatty condition perfectly lent itself, with a little effort, to the run-down appearance that was required.

The station (or depot) and water tower are plastic kits, whilst the two cabins are from laser-cut wooden kits, one of which is adapted from that most un-American of structures, namely a cricket pavilion!

The inclusion of the river dam provided a simple solution for depicting the look of the river where it meets the backscene, thus avoiding the need for some clever artwork dealing with the perspective issues that would otherwise occur.

Much thought was given as to how to represent the river formed by the dam outflow and it was decided to stick to the traditional method of applying several coats of yacht varnish. Questions have been asked as to how many coats, but after twenty-four recorded it is regretted that interest was lost in continuing to count ...

Track

Peco code 55 was always the track of choice, but having been given a few lengths of code 80 it was initially decided to use this in the fiddle yard. However, a number of factors eventually persuaded us to change this for code 55, mainly because there had been problems with expansion resulting in some buckling. Whether this was because of the varied humidity in the basement that the club occupies, whether it was caused by excessive heat used to solder to wider than necessary copper-clad at the baseboard joints, or merely because, unlike the scenic areas, the fiddle yard had not been ballasted, we remain unsure. However, all baseboard joints are now made by soldering the track ends to copper-clad strip of a width originally intended for OO gauge sleepers. We did re-use some pointwork rescued from the previous layout, but this proved to be false economy, especially where complicated turnouts such as double slips had not been taken up with the requisite care and attention.

All fishplates were soldered to the track for good electrical continuity and this may have contributed to the expansion problems with the code 80.

Ballast was painstakingly spread by hand, brushing in between the sleepers and ensuring that little or no ballast remained on the top of the sleepers. Masking tape was applied at the edge to ensure a neat finish between ballast and scenic scatter. The usual 50% mix of PVA was used to secure the ballast but a fine spray of methylated spirits was used instead of water to pre-wet the ballast because this does not mark any printed paper downloaded from Scalescenes. An alternative could have been IPA (isopropyl alcohol) but this is not always so readily available and is more expensive.

Electrics and electronics

The club's previous N gauge layout had been digitally controlled and we saw no reason why this layout should be any different. Nevertheless, club members can, and have, run analogue stock on the main lines although points cannot be changed when in DC mode due to them being controlled by DCC decoders. The general opinion now is that we should

Above
Serious steam power in the shape of Southern Pacific AC12 Cab Forward 4-8-2 #4275 dating from 1943.

Below
Louisville & Nashville USRA 0-8-0 #2118 keeps a train of coal hoppers in check on a steep gradient.





have used a non-DCC point control system, or run them off a separate track power bus. Another issue is that a certain amount of dexterity is required to control a train *and* the points from one hand held controller, and as a result one person and controller was normally allocated for operating the points. So with three trains operating simultaneously, this means four handhelds – and operators – are ideally required.

We started with a Digitrax system inherited from the previous layout, but for a variety of reasons we have now changed to Lenz. This standardises the layout with the

club's main OO gauge static layout and enables a certain amount of interchange of handsets when required. This has the added benefit of allowing us to use a circuit from Paco's Official Web Site (http://usuaris.tinet.cat/fmco/home_en.htm) which means that physical switches on a schematic of the layout can be used to encode an xpressnet signal to operate the points.

SEEP point motors were the original choice for point operation, however, despite a no-quibble replacement of about six of these that were faulty when delivered, we have now replaced any that fail with Conrad 'Universal Point Control

Above
MoPac USRA 0-8-0 #9602 is dwarfed by the water tower.

Below
Union Pacific F2A #238 sweeps round the curve with an express which is not due to stop at the depot.



Mechanisms'. These are cheap and reliable; moreover, the method of fitting them under the baseboard enables very fine adjustments to be made which is advantageous when screwing into a ply baseboard having regard to the accuracy required with N gauge point work.

As each baseboard is 4' long, two sets of droppers were soldered to each section of track to ensure secure supply. These in turn were connected to the DCC bus via terminal strips. A second, 16 volt, bus supplies power to the point motors and other accessories as required.

The continuous run branch line involves two return loops with the points changed and polarity reversed automatically. We initially used Digitrax AR1 relays for this. However, one failed to operate fast enough to prevent a short and has been replaced with a Tam Valley dual frog juicer, providing reliable operation. Detection of trains approaching the turn-outs is provided by infra-red sensors from Heathcote Electronics. One issue that arose with this was the fact the bottom of the upper baseboard caused the detection to trigger constantly but that was fixed with some black foam to prevent reflection. These branch line electronics enable hands-free operation of one short train ensuring there is always something moving to maintain interest at an exhibition, but as a result means that DC locomotives cannot be used on this section which can be electrically isolated from the main running lines.

The layout can be controlled from the front or the rear. There are three double sockets where handhelds can be plugged in at the front of the layout and one to the rear which is intended mainly for the benefit of the fiddle yard dispatch operator. Each control point has been provided with its own red emergency stop button as an additional safeguard, which is another handy feature of the Lenz system.

Chatham Show 2018

Our hitherto relaxed efforts in having *Elliott's Bluff* ready for a show "in a couple of years or so" were recently given a jolt by a request from our club Chairman to present the layout at the annual Chatham Show in June this year. So, more focused than before, we are cracking on to meet the approaching deadline. With the scenics just about complete by the end of 2017, we hope to devote the time until the show honing the reliability of track and trains so we are ready with a layout of which Alan Elliott would have been proud.

The show will be held at The Victory Academy, Magpie Hall Road, Chatham, over the weekend of Saturday 2nd and Sunday 3rd June.

More details in *Exhibition Diary*.

Below

A coal train rumbles by on the high level as the Union Pacific express approaches the depot area.



George Mitcheson describes a dual gauge (HO and HOm) German layout.

Photographs by Rebecca Flynn.

Tarmstedt Ost

Where standard and metre gauge meet

The seeds of Tarmstedt Ost were sown during a conversation in a van somewhere on the A1M between Newcastle and Doncaster. Vince Main and I were on our way to an N.E.R.A. one day exhibition with my British O gauge layout *Whittingham*. Vince had a large collection of German HO stock and I was just becoming interested in German metre gauge in HOm but what neither of us had was somewhere to run and exhibit all the acquired stock.

We lived some fifty miles apart, me on the Northumberland coast and Vince up the far end of Weardale, so a middle distance venue was found at the excellent clubrooms of the Blyth and Tyne model railway club in North Shields.

The inspiration for the layout came from a book that Vince had had for years, describing the history of a metre gauge line from Bremen

Below

2-4-0T 70 091 (early Fleischmann) arrives with a local train. 0-6-0 No.89 is a GEM whitemetal kit in fact for a Spanish loco. The chassis was also whitemetal but this was discarded and a new brass one scratchbuilt with Markits wheels, Romford gears, and a Mashima 1015 motor with flywheel.



Below

After emerging from the castellated mouth of the tunnel, 2-6-0 24 074 (early Fleischmann) crosses the plate girder bridge and approaches Tarmstedt Ost station with a goods train.



to Tarmstedt – a not-too-long or too busy branch but one which had its own infrastructure, an interesting variety of locomotives and stock, and more than sufficient inspiration for modelling, both real and imaginary. The book also contained drawings and diagrams of the majority of the company's stock of locomotives, coaches, and wagons. Details of the railbuses the company had used over the years were also included, as well as drawings.

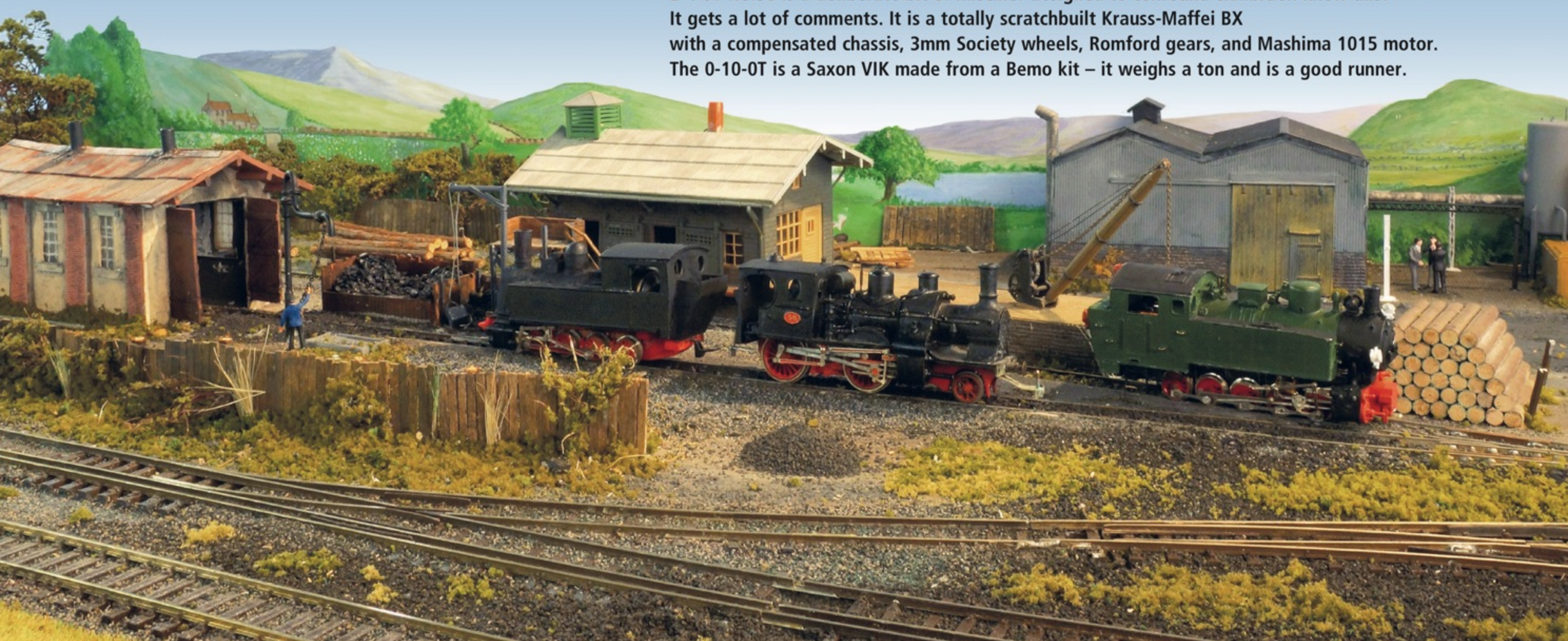
Somewhere was also needed a to display Vince's extensive collection of German HO stock and this could be catered for on the layout because the metre gauge rails were extended in Tarmstedt 300 metres to the east in 1934 to join the standard gauge rails of the Wilstedt – Zeven – Tostedt (WZTE) hence the layout name – *Tarmstedt Ost*.

From the outset it was designed as a layout suitable for transport to and from exhibitions, so the track plan was kept fairly straightforward and designed to fit onto boards no larger than 610mm wide x 1,220mm long (2' x 4'). The standard gauge would be a simple oval with a fiddle yard that could accommodate six trains but more usually four and one longer one. The station at centre front would have a passing loop with one side of the loop dual gauge HO and HOm. The HOm section itself would be a little more complex with three lines in the station area and a spur at one end with coaling and watering facilities for the steam locos and a spur at the other where the diesel railcars could be housed and serviced. The fiddle yard for the HOm would be able to house as many as six trains. At exhibitions, when there was chatting going on or questions being asked, a run through service of either HO or HOm trains could be quite easily organised.

Work began with the baseboards. For the fiddle yard and the station area these were built using the common method of 2" x 1" for the sides and ends and a 10mm ply surface. The layout has a river and bridge at one end and a canal

Below

Metre gauge locos on shed. The 0-8-0T has a scratchbuilt plasticard body on a Tillig chassis. 2-4-0T No.56 is a deliberate bit of mischief designed to confound exhibition know-alls! It gets a lot of comments. It is a totally scratchbuilt Krauss-Maffei BX with a compensated chassis, 3mm Society wheels, Romford gears, and Mashima 1015 motor. The 0-10-0T is a Saxon VIK made from a Bemo kit – it weighs a ton and is a good runner.



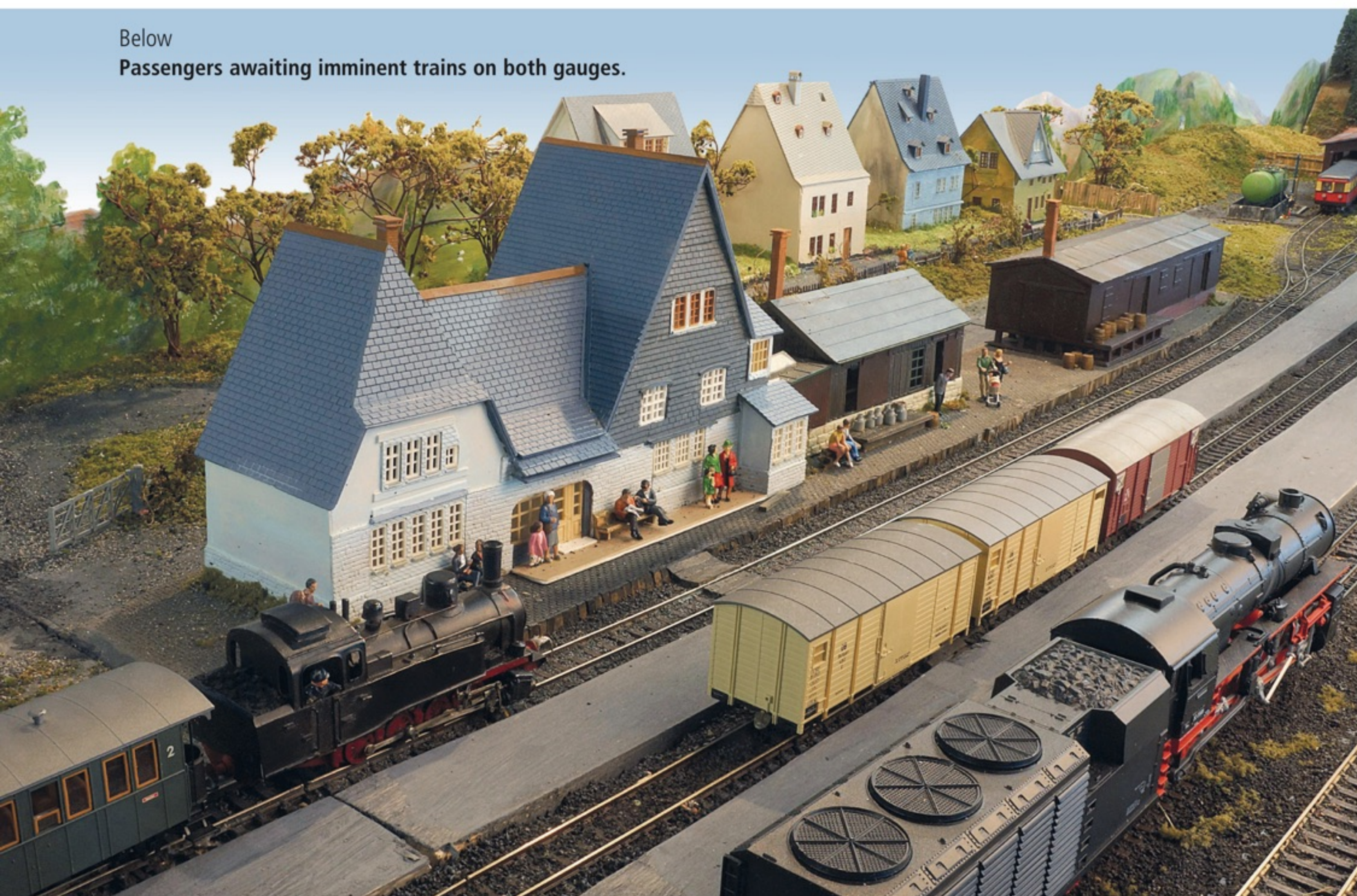
at the other, so for these boards the sides and ends were 12mm ply carved where necessary to suit the contours of the river and canal banks. Land surfaces were built up using polystyrene foam which was then covered in filler which was coloured to suit the finished surface, for no matter how careful the handling at exhibitions things get chipped and if the base is anything other than white the scar is not so noticeable.

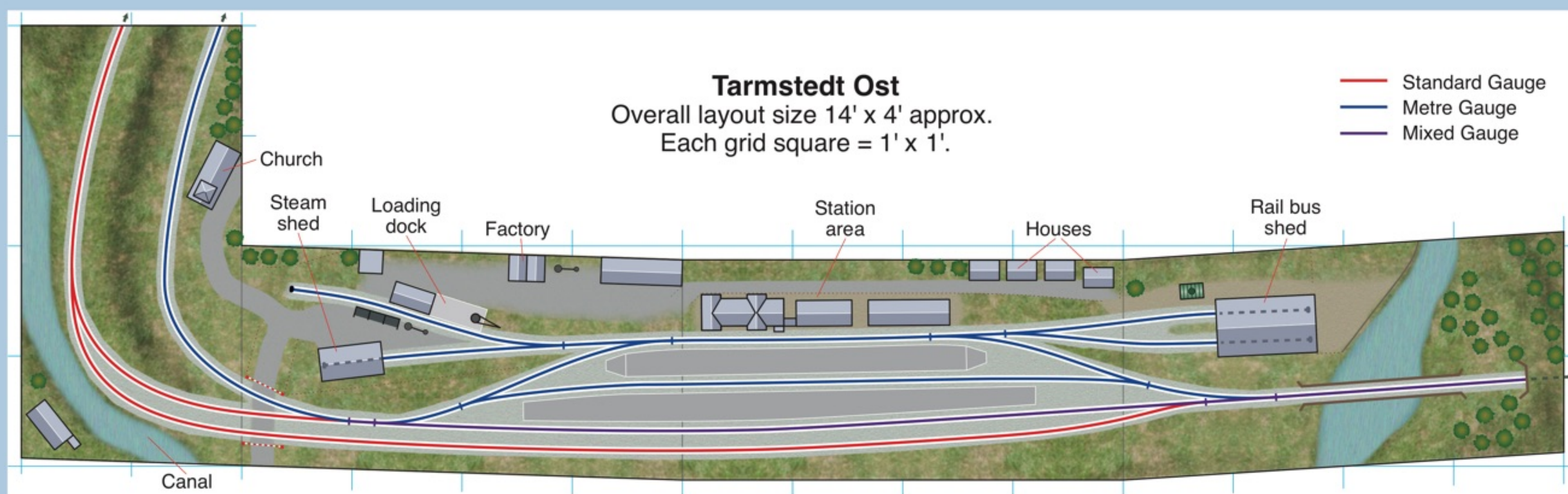
The track was laid on double thickness thin corrugated cardboard, the stuff used for wine boxes. This was glued down first and to ensure that it remained flat it was weight-

ed down using ply off-cuts and bricks until the glue had set. The shoulder formation for the ballast was then cut and the track could be laid onto the card foundation. The track laying was going well when one evening at the club Vince dropped a bombshell: he had been diagnosed as having a terminal cancer. However, instead of slowing progress it gave us the incentive to get as much done before the inevitable. His final contribution was the painting of the metre gauge steam shed and the double track railcar shed. Both buildings had been made by me from plasticard then handed over to him for painting, and an excellent job he made of them too.

Below

Passengers awaiting imminent trains on both gauges.





Work progressed, albeit a lot slower than before, and one major alteration was the removal of the Tarmstedt station building to be replaced by the main station building of Neuhaus. The first time I saw a photograph of this building, I knew I had to model it. It just oozes character, a profusion of different angles of roof slopes, and differing window styles and lintels. It just cried out to be modelled, and modelled it was. The same photograph inspired the whole of the model around the station area. The air of pure neglect and the encroachment of muck and weeds was a pleasure to recreate.

Perhaps the easiest way to explore the layout is to squeeze into a locomotive and take a ride around, beginning at the right-hand end. We leave the fiddle yard via a handbuilt dual gauge point and onto a single track but dual gauge line and into a short tunnel. We emerge from the imitation castle mouth of the tunnel onto a double span plate girder bridge that crosses a fast flowing river.

After coming off the bridge, if we are on the metre gauge, we have the choice of running straight through the station or taking one of the three roads

Below
A local passenger train headed by 2-4-0T 70 091 and a metre gauge goods approaching the station – where some smart shunting will be needed!





into the yard area. If we are on the standard gauge, we can turn into the passing loop or run through the station.

Let us stop at the station and have a look around. Next to us is the station building, and to the right of it two goods sheds, one looking a little the worse for wear; in fact, the whole station area has an air of neglect. To the far right is the rail bus shed and diesel tank. To the far left is the metre gauge steam shed with water and coaling facilities. Looking through the gaps between buildings there are industrial buildings of some sort. The industry could be anything; it is an agricultural area with peat extraction and timber being the main local activities. It looks busy but everything could do with a lick of paint.

The track leaves the station, and after a crossing a minor road the two gauges part company. The metre gauge disappears into a wooded cutting past a pleasant painted church and the standard gauge turns and follows the canal.

Back in the fiddle yard, the metre gauge has a choice of three roads or the dual gauge run through line while the standard gauge also can either take the run through line or the choice of four sidings.

Right

Behind the steam shed is the loading dock for the factory. Old sleepers have been put to good use for the fence. The BR52Kon 2-10-0 is Piko.

Left

At the other end of the metre gauge yard is the two track railcar shed and diesel fuel facility. The Bremen and Tarmstedt rail bus has a scratchbuilt body on a Piko TT chassis.

Below

The station building was modelled on Neuhaus. The multitude of different roof slopes and building styles were a challenge.





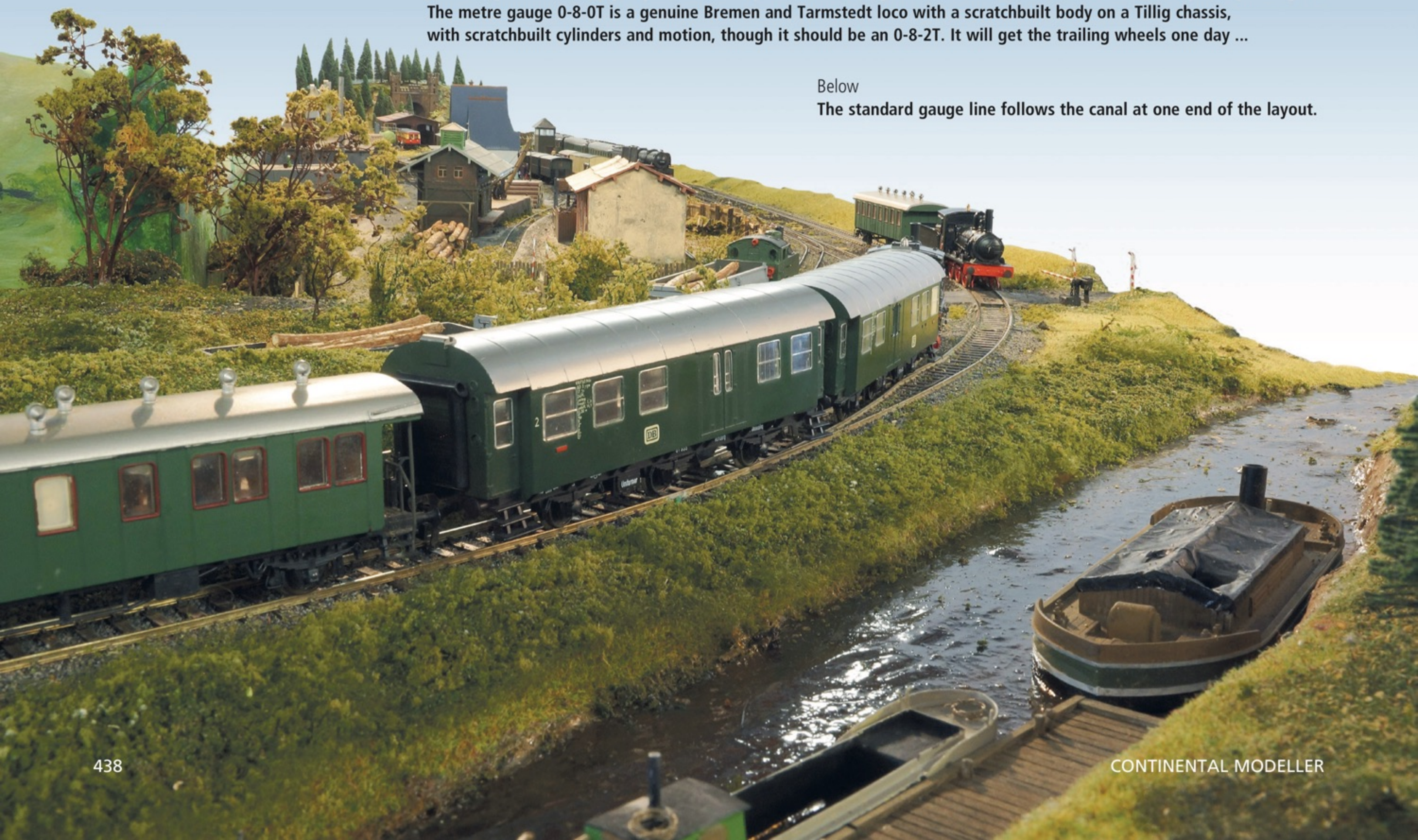


Above

With the platform so busy, a pile of old sleepers outside the goods shed makes an extra seat for a couple of passengers. The metre gauge 0-8-0T is a genuine Bremen and Tarmstedt loco with a scratchbuilt body on a Tillig chassis, with scratchbuilt cylinders and motion, though it should be an 0-8-2T. It will get the trailing wheels one day ...

Below

The standard gauge line follows the canal at one end of the layout.





Both of us have had quite a lot of experience in building and operating exhibition layouts in just about all scales from N to O, and in the light of that experience the operation of *Tarmstedt Ost* would be kept as simple as possible. Points are operated by the wire-in-tube method with a slider switch for polarity changing. Nothing could be simpler.

Then there came the question of control. Both of us had tried DCC operation on our layouts in the past and both of us had come to the same conclusion: while we were quite happy to use DCC on our home layouts, we were reluctant to use it on this one at exhibitions. Apart from sound, which interested neither of us, and coach lighting, there was nothing to be gained from moving away from our trusty Gaugemaster HH controllers. In addition, my loco stock alone was well into double figures so the cost of equipping these with decoders would add up. As we had discovered from previous layouts, the wiring was not much different.

But perhaps what pushed us more toward DC than anything was operation at exhibitions. As there were usually just two of us, we would probably need to take on temporary operators and straightforward DC operation could be picked up in a few minutes by a newcomer; not so DCC. We had seen from attending and operating at exhibitions, and watching antics in our own clubrooms, that there tended to be too many little groups on DCC layouts trying to solve problems because the chief 'magician' has gone a.w.o.l. and no-one else has a clue. Result – nothing is moving out front!

In my experience, layouts can never be considered to complete; there is always something to add or model better, and so it is with *Tarmstedt Ost*. Vince never saw it in its present state, but I like to think he would have approved.

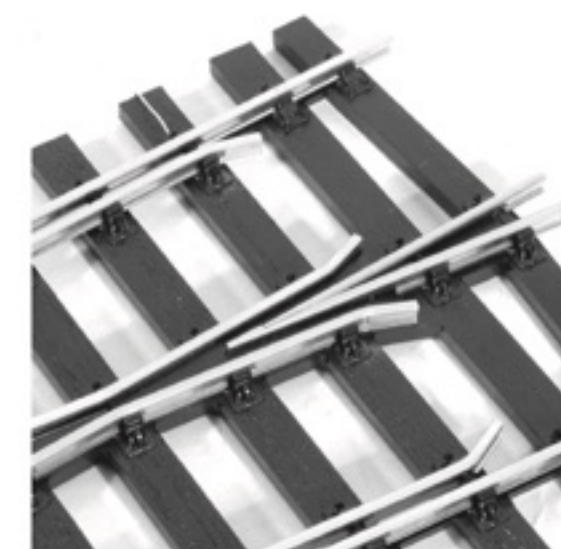
Above

Although railcars are in use, busier services on the metre gauge still require loco-hauled stock.

Below

24 091 leans into the curve on the mixed gauge across the bridge.





N

Deutsche Reichsbahn BR106 diesel new variant from Arnold



New from Arnold is further variant of their recent model of the DR BR106 (originally V60) 0-8-0 diesel hydraulic heavy shunter, specifically one fitted with a *Lehrstromabnehmer*, a pantograph mounted on the cab roof for checking the height and alignment of the catenary during maintenance.

The V60 was introduced in 1959 with the delivery of V60 1001 and V60 1002 from the builders Lokomotivbau 'Karl Marx', Babelsberg (LKM), to Bw.Seddin. This was followed by V60 1003 to 1170 from LKM between December 1961 and May 1964 and V60 1201 to 1618 from LEW between October 1964 and January 1970; these had a different style of cab and bonnet.

With the introduction of the computer numbering scheme in June 1970, they were reclassified 106. Deliveries from 1970 until October 1975 were numbered 106 619 to 999.

Under DBAG the 106 became 346.

Numbers 1171 to 1180 and 1185 to 1200 were not used.

From 1975 to 1982, VEB Lokomotivbau-Elektronische Werke 'Hans Beimler', Hennigsdorf (LEW) delivered the locos as class 105. Under DBAG they became class 345. The main difference between them and the 106 was that the 105s had an improved hydraulic transmission.

During their service with DR a number of V60s were modified. For example, 106 578 and 106 625 based at Bw.Wustermark received special couplings to work with Berlin U-Bahn stock.

From 1982 to 1984 LEW delivered V60s to industrial users in the DDR and for export, and not only to Eastern bloc states: they also went to Austria, Italy, Turkey, Greece, Turkey, and Algeria. Some of those previously supplied to industrial users in the DDR later passed to the DR.

The total number built (105 and 106) was 1,133. The last were withdrawn (as classes 345 and 346) by DBAG on 1st February 2004.

The cast metal body is accurate and well-detailed, and features such as the panels, doors, and grilles are not over-emphasised. The bonnet handrails

are formed in place, and the shell is augmented by some separately-applied components – blackened wire cab door handrails, end railings, and aerial, plastic shunters' grabs and horn, and flush-fitting cab window glazing, with wipers moulded in place.

The pantograph is suitably delicate but should be robust enough, and sprung to follow the contact wire.

The model has a good matt finish, with plates and markings well reproduced, correct for Epoch IV. It is also available in the wine red livery.

Mechanically, a metal chassis holds a flywheel-fitted five-pole can-type motor which drives by worm and gears onto the third axle, the other wheels being coupled by the fine metal fluted side rods. There are traction tyres on both wheels of the third axle, ensuring ample pulling power.

The wheelsets are allowed a certain amount of side play; no minimum curve is recommended but first radius is not a problem.

Current collection is by wipers on the top of all driven wheels, and the model runs very well – it is smooth and quiet, controllable across the range from walking pace to a realistic maximum.

The model has working directionally-controlled headlights.

It is equipped with a Next18 NEM662 socket for a digital decoder.

To open the body to install a decoder it is only necessary to undo the retaining screw under the keeper plate at the front (long hood) end of the model. Take care not to detach the wires to the headlights between the cab windscreens.

The model is also available factory-fitted with an ESU LokPilot Micro V4 decoder. The decoder-fitted model will operate on DC by default, above a minimum voltage, with the programmed acceleration effective, and the lights on at both ends.

Standard couplers are fitted in NEM pockets on close-coupling mounts.

Instructions for use and maintenance, and an exploded diagram with summary parts list, are included.



Manufactured for

Arnold,
Hornby Deutschland GmbH,
Oeslauer Straße 36,
D-96472 Rödingen, Germany.

Hornby Hobbies Ltd.,
3rd Floor, The Gateway,
Innovation Way, Discovery Park,
Sandwich, Kent, CT13 9FF.
www.hornbyinternational.com

PRICE DC ref.HN2356 £132.99,
DCC ref.HN2357 £164.99.

Moyse type DE32 diesel shunter new from REE



New from REE is a model of the Moyse type 32 TDE four-wheel diesel shunter.

Over a hundred were built between 1944 and 1951, mostly for industrial users, but eight for the SNCF, which were used on the Nord region. These had a 110kw Renault engine, electric transmission, and top speed of 22km/h. Other engines were also used.

In the 1960s many were rebuilt with an enclosed cab.

REE initially offer five versions:

- SNCF original dark green, red buffer beams and footplate edge, old lamps, number MO 15004, Epoch III.
- SNCF dark green, red buffer beams and footplate edge, no lamps, number MO 25001, Epoch III.
- SNCF later lighter green, yellow buffer beams and footplate edge, Marchal lamps, number YMO 25005, Epoch IV.
- Industrial light grey, yellow buffer beams, Marchal lamps, Epoch IV-V.
- Industrial orange, wasp stripe buffer beams, Marchal lamps, Epoch IV-V.

On our sample the finish is excellent, with clear definition of the main colours and neatly printed markings. Etched brass maker's plates are provided for the modeller to fit.

The model is exactly to scale, according to published dimensions, drawings, and photos. The plastic body is moulded in three pieces (cab and two hoods) and augmented with some added parts (e.g. handrails, grabs, and exhaust) plus flush glazing.



There are many detail differences according to the version – buffers; horns; lamps; vertical exhaust pipe on the cab front or silencer on cab roof; presence (or not) of the Japy manual fuel priming pump alongside the rear hood; three types of panels on the engine hood; three types of air reservoir; two or three access steps on the engine cover; cab doors open or closed; and four axlebox options (SNCF or industrial, old or new).

The very open steam-era cab has a detailed interior with control desk, and part of the generator visible. A driver is definitely *de rigueur*!

The spare parts list reveals that the modernised cab is also planned.

The chassis is equally well detailed – note the axleboxes, springs, and steps.

Drive from a small five-pole motor with flywheel is by worm and reduction gears to both axles. With a weight of just c.80gr, pulling power is limited but it will handle around a dozen wagons on the level.

Current collection is by wipers on the backs of all wheels. The model runs smoothly and quietly, from an almost imperceptible crawl on c.2.5 volts to a scale 110km/h on a full 12 volts – significantly more than the prototype; this could be limited under digital control. One axle floats to ensure contact on uneven track. A 'stay alive' capacitor pack fitted (in the short hood) as standard ensures reliable performance over points.

Minimum radius is quoted at 360mm.

Directional lighting is by white LEDs. There is a 16-pin socket for decoder.

The model is also available with a Zimo MX648 digital sound decoder installed.

The model comes with standard hook & loop couplers on a small NEM363 clip fit mounts; as alternatives simple hook s are supplied. Both type are flexibly mounted on the frame. Dummy scale couplings and brake hoses are supplied for the modeller to install as required.

Within the box is a twelve-page instruction booklet for use and maintenance, including decoder installation.

Full marks to REE on another excellent product.



Manufactured for

REE Modèles,
2 rue Ambroise Croizat,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLE SUPPLIED BY
The Hobby Shop,
85, Preston Street,
Faversham, Kent, ME13 8NU.
(Note new address.)
<http://hobb-e-mail.com>

PRICE DC £145.00,
DCC sound £245.00 + p&p.



Auhagen have produced a kit for an old warehouse or mill building converted to modern apartments, under the name of August-Hagen-Straße 1.

The plastic parts are moulded in five different colours – light grey, black, brown, blue, and brick red; the example illustrated has been painted and weathered to highlight the mortar courses.

Clear foil is provided for glazing the windows, and a printed sheet of various coloured curtains is supplied.

The components are very finely moulded, with a good level of detail, and the feeds are not very thick, so can be easily cleaned up. There is virtually no flash, and the parts go together very well.

Some of the apartments have been augmented with balconies, and there is an awning over the main entrance.

Gutters and downpipes are included, along with accessories such as exterior

wall lights, ventilators, wooden fences, screens, and eight 'wheelie' rubbish bins. At one end of the building is the chimney for the communal heating system, with a delicate access platform on the roof.

The balcony railings are laser-cut in thin card. Superglue was used to fix them as card glue softened them too much. The glue was applied with a pin once the railings were in place – this was the most fiddly part of the build.

Note the base shown is not included.

The major parts are derived from the ingenious modular 'Bau-Kasten' system from Auhagen, so the building lends itself to adaptation or extension using these components. As the kit is composed of standard sprues, there are some spare parts – which the creative modeller will no doubt be able to put to good use!



Built as intended, the finished structure is substantial, occupying an area of 316mm x 150mm; its height is 163mm.

The instructions are in the form of a sequence of clear 'exploded' diagrams on both sides of two folded A3 sheets, with the parts numbered, so there should be no language difficulties. The sprues are shown separately, with parts numbered to aid identification. Construction is presented in nine steps. Liquid solvent is recommended as the adhesive for most parts.

Manufactured by

Auhagen GmbH,
OT Hüttengrund,
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Germany.
www.auhagen.de

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Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.11450 £50.82.



type Sggrss80 intermodal wagons new from MikadoTrain

New from MikadoTrain, the N gauge range from REE Modèles, is a model of the modern type Sggrss80 articulated intermodal wagon, designed to carry containers and swap bodies.

The model is available in nine versions, with branding and markings from Epoch V to VI: DBAG traffic red, Wascosa orange, Touax red, and AAE grey, each with two 40' containers – 'Hanjin', 'Hapag-Lloyd', 'K-Line', 'MSC', 'Maersk', 'Hamburg Süd', and 'Evergreen'.

All markings are very clearly printed. Brake handles are neatly picked out.

The model has a metal main frame with added details including the lashing hooks, metal shunters' grabs and steps, the central cover plate and side steps, plus pipework and brake gear underneath.

The bogie side frames are moulded in deep relief, with brake shoes in line with the wheel treads. The model runs freely on blackened disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are fitted in NEM pockets on close-coupling mounts.

The ribbed side 40' containers are a firm press fit onto locating pins projecting from the centre of the deck.

A very nice model, very typical of modern freight operations across Europe.



Manufactured for

MikadoTrain,
2 rue Ambroise Croizat,
F-77370 Nangis, France.
www.ree-modeles.com
www.mikadotrain.fr

SAMPLES SUPPLIED BY
The Hobby Shop,
85, Preston Street,
Faversham, Kent, ME13 8NU.
(Note new address.)
<http://hobb-e-mail.com>

PRICE each £50.00.

recent American rolling stock from Micro-Trains®

Micro-Trains® have released a number of new models in recent months.

The 70' heavyweight mail baggage car appears as Norfolk & Western class BMf number 1202, with extended door reinforcement plates, running on six-wheel passenger trucks (ref.148 00 180, US\$32.90).

Chicago, Burlington & Quincy number 1540 is the new identity for the 70' heavyweight baggage car, classified BA-12 and running on six-wheel passenger trucks (ref.147 00 200, US\$29.95). Built in 1922, it was refurbished in the 1940s and served into the 1960s.



There are two new CSX road numbers for the 70' Husky Stack® well cars with ASF Ride Control trucks, CSXT 620316A and 620316B (refs.135 00 081 and 082 respectively, each US\$29.90).

Built in the 1990s, this series of cars could accept containers up to 48' long in the bottom well position.

Although Southern Pacific number 211305 is a standard class B-50-35 50' box car with plug and sliding doors, built in the 1950s with Bettendorf trucks, it had an experimental plug door, which was new technology for the time, and a regular sliding door. It was the only car in the series to receive this combination. (ref.033 00 190, US\$24.25.)

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

These cars have finely-moulded brake wheels and stirrup steps. Brake gear is formed as part of the underframe.



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.

GM 'Bulldog' nose diesels new from Gopher Models



The story of the so-called 'Bulldog' nose General Motors diesels in Australia began in 1951 with the GM class for Commonwealth Railways, later Australian National Railways. Diesels were urgently required to replace steam on long runs in waterless territory.

Essentially a standard American F7 unit reduced to fit the local loading gauge and mounted on three-axle bogies to meet axle load requirements, they were built under licence in Sydney by Clyde Engineering. By 1967, 47 had been supplied. The first eleven were 1,500hp A1A-A1A, the remainder 1,800hp Co-Co; the last eleven were fitted with dynamic brakes.

They operated on all Commonwealth Railways standard gauge lines, including to Broken Hill, Alice Springs, and Adelaide (after conversion to standard gauge in 1970, 1980, and 1982 respectively).

In January 1972, three were loaned to the Victorian Railways for use on the North East line. Two were returned in May 1976, the third in November 1976.

In July 1975 all were included in the transfer of Commonwealth Railways to Australian National Railways.

In 1979 a few operated to Lithgow, New South Wales, on trial, while in October 1983 three more were hired to V/Line, returning in October 1985.

Some were converted to operate on the 5'3" (1,600 mm) broad gauge for some of their lives.

Withdrawals began in 1988.

Victorian Railways ordered a double ended variant as the B class, reminiscent of the Nohabs in Europe, to save turning. Twenty-six (B60 to B85) were delivered in 1952/3.

New South Wales purchased six single ended units, delivered between November 1955 and August 1956, as the 42 class. The last was not withdrawn until 1983; two have been preserved and are currently in working order.

Victorian Railways then also ordered single-ended machines as the S class (eighteen built between 1957 and 1961), which differed from the NSW 42 class in having the staff exchanger on the other side. They were for use on either broad or standard gauge (by exchanging the bogies).

The B and S classes lasted in service with VR until 1988; many found subsequent use with private operators and some are still in traffic, among them nominally preserved locos leased to commercial users.

The CR locos were delivered in red & silver livery; some were eventually repainted in AN green & yellow.

The Victorian machines were delivered in the classic royal blue and 'gold'; some carried the short-lived VicRail tangerine with 'tea cup' logo, and most were eventually repainted in V/Line grey & orange.

The NSW 42 class only carried three liveries: Indian red with red lining, Indian red with no lining (the so-called 'austerity' version), and 4201 was painted in



green & 'gold' to mark the 125th anniversary of NSW railways in 1980.

Private operators have applied several elaborate and colourful schemes.

Gopher currently offer the CR/ANR GM in red & silver, the NSW 42 in the standard Indian red lined livery, and the VR locos in blue & gold.

There is also a special limited edition of B61, named 'Bernie Baker', in the silver livery applied to mark the gathering of GM 'streamlined' locos at Goulburn

roundhouse in early October 2016.

As before, the models have been designed by the talented and highly respected N gauge modeller Phil Badger. The origin is not stated on the packaging or instructions but we understand the models are made in China.

The standard models come painted but without numbers, for which transfers are supplied: a full set of numbers for the sides and ends, and for the number boards.



MBVdK is a new range from narrow gauge specialist Narrow Planet devoted to 60cm gauge industrial equipment in 1:87 scale on 6.5mm gauge track (Hof), compatible with the Busch range (and static models by Auhagen and Artitec).

The first offering is a kit for an Orenstein & Koppel RL2 diesel. The RL series, introduced in the 1920s, was O&K's first diesel. The RL2 had a two-cylinder engine of around 20hp and a four-speed gearbox.

The body kit is designed to fit on the mechanism available as an accessory from Busch (ref.12199).

The majority of the parts are etched in nickel-silver, with detail and fold lines on both sides. Overlays are half etched to get relief detail, but there are no rivets or bolt heads.

The parts are held in the fret by very fine tabs which are easy to cut and clean up.

Also supplied are three strips of brass angle of different sizes.

To fit the body to the mechanism there is a one piece 3D-printed chassis cradle, with axlebox detail. Also 3D-printed are optional coupler blocks, plus miniature round magnets (to match the Busch rolling stock). The instructions note the importance of fitting these at the right height; it would have been useful to have etched on the inside of the buffer beams a mark for drilling out a mounting hole if required.

The parts are all very neatly etched and fit together well.

The main body folds up, but there is no means of locating and aligning the join at the front, or indeed most of the parts. There are half-etched tabs and



recesses to locate the upper parts of the cab, front and rear – these are thin and hence susceptible to being marked.

The upper part of the cab back could have been formed with the main body, although making it separate does enable a cabless variant to be easily modelled if required.

It is worth tinning parts before assembly, in the case of smaller components perhaps even while still in the fret, to assist handling.

Much of the soldering needed for assembly can be done from inside the shell, helping a neater result.

Those not confident with a soldering iron could use glue.

Various reinforcing angles have to be cut to length from the brass profiles provided. The cab roof must be curved to shape.

The instructions, on three sides of A4, consist of a sequence of clear diagrams with relevant text adjacent. (One step is repeated, but this is obvious so not a problem.)

The side elevation in the heading is larger than actual size; it would have been nice to have all elevations (the source of the etch artwork) reproduced to scale as an additional guide.

The part numbers are clearly identified on the fret, but assembly is not in that numerical sequence – this is not a problem as the parts are noted in each step. The instructions stress the orientation of the bonnet doors but this is not shown on the diagram; the doors could have been made in pairs to avoid any risk of error.

The only other point requiring clarification is the fitting of the cab steps, under the frame between the reinforcing fillet and the rear axlebox; hence our sample still lacks them.

The modeller can add handrails and other small details as required to match a specific example. It would also be worth adding a cab floor.

The mechanism is a push fit into the cradle; a thin packing piece may be required to ensure the body sits level.

The instructions suggest adding extra weight where possible inside body, but the Busch mechanism is fitted with remarkably strong magnets to aid adhesion and contact on their own track (which has a metal strip under the sleepers).

Although some parts are quite small, this is not a difficult kit to construct as long as care is taken to align the parts.

Produced by

Narrow Planet,
P.O.Box 297,
Bexhill-on-Sea, TN40 9HF.
www.narrowplanet.co.uk

PRICE

ref.MBVdK1 £26.00 body only,
£81.00 incl.mechanism.
UK postage included,
overseas at cost.

On all the examples we have seen, the finish is excellent with clear separation of the main colours and very sharp lining. Where appropriate, features such as the grilles and steps are neatly picked out in silver, and both state emblem and makers' plates are reproduced.

In each case, construction follows the successful formula. The model has a plastic body which is accurate in major dimensions and features good moulded detail, including the roof grilles; the panel beading and bolt heads are not too prominent.

Glazing fits flush.

The buffer beams and skirts are formed as part of the body shell.

The horns, handrails, grab irons, wind-screen wipers, buffers (where appropriate), and brake hoses are added parts.

Accessories supplied for the modeller to fit include an air vent and a knife-blade radio aerial (with the NSW 42), though there are no mounting holes and no instructions for positioning.

The bogie side frames are well detailed, moulded in deep relief; the brake shoes are not in line with the wheel treads but this is hardly apparent.

The drive is completely compatible with previous models from Gopher, the New South Wales Alco 44 class Co-Co (see CM October 2017) and Alco 48 class branch line Co-Co (see CM February 2012). A die-cast metal frame carries a central can-type motor with twin flywheels, which powers all axles via reduction gearing in the bogies. The wheels are blackened, and all collect current through the axle end bearings; there are no traction tyres.

The unit runs well – it is quiet and smooth, controllable from a useful minimum to a maximum that is perhaps a little fast. No doubt it will benefit from running in.

The minimum radius is not quoted.

The working headlights are directionally controlled.

The model is DCC-ready – seven con-



nections are accessible by removing the fuel tank; soldering will be required as there is not a socket. The TCS Z2 decoder is recommended.

Genuine Micro-Trains® working magnetic knuckle couplers are screw fitted to the main frame.

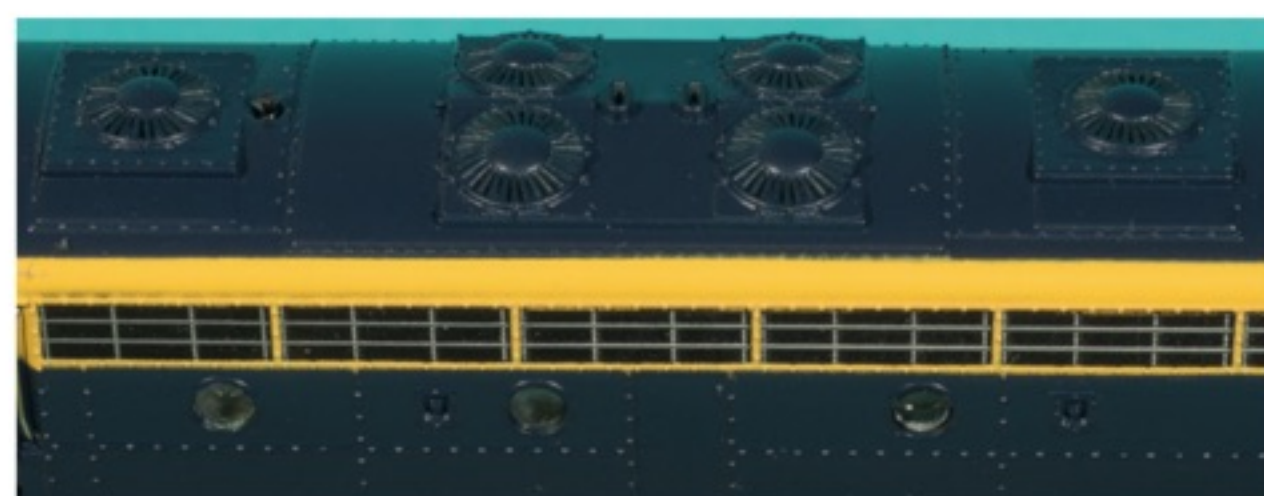


In such a specialised market, to produce any one of these would be commendable; to do them all is remarkable.

Manufactured for

Gopher Models,
P.O.Box 303, Quakers Hill,
New South Wales 2763,
Australia.
www.badgerbits.com.au

PRICE A\$240.00 plus p&p.
Special livery B61 – A\$270.00.



MIBA-Kompakt Brücken und Viadukte

VGB Verlagsgruppe Bahn GmbH,
D-82256 Fürstenfeldbruck, Germany.
www.miba.de
295mm x 210mm 240pp
Softback €19.95
ISBN 978-3-8375-1926-6
German text ref.1601801

Among the most striking structures that accompany and shape a railway line are bridges and viaducts, and these should not be overlooked on a layout. In this anthology MIBA authors give step-by-step guides on how to recreate these features in model form, from small culverts to river bridges and long viaducts of all different shapes and sizes.

The first chapter, 'Brückenbauten von einst bis jetzt', shows the various different types of bridges seen on the prototype.

This is followed by 'Stege, Durchlässe, Bachbrücken' which takes a look at culverts, small pedestrian foot-bridges and road underpasses, accompanied by scale drawings and a wealth of step-by-step photos showing construction methods.

Chapter 3, 'Über den Fluss', looks at bridges which cross rivers and there are sub-sections covering many different types from box-girder and stone to the float- ing wooden Schiffsbrücke in Speyer.

Chapter 4, 'Straße kreuzt Schiene', takes a look at the different types of bridges which carry road and rail traffic. Examples are shown constructed from stone, steel, and concrete.

Chapter 5, 'Viadukte aus Stein und Stahl', examines stone and steel viaducts, both straight and curved, with drawings, illustrations, and photos.

Chapter 6 is entitled 'Klappen, heben, drehen' and here we examine bascule bridges, lifting bridges, and swing bridges and how to recreate these features on your layout.

In Chapter 7, 'Gemeinsam drüber: Kombibrücken' deals with bridges which combine both road and rail traffic. Methods of constructing these in model form are thoroughly explained and illustrated.

The final chapter, 'Bauprojekte mit Bahn und Brücke' covers stone-built structures such as underpasses and retaining walls, together with the different types of vegetation which can be found growing alongside railway embankments.

The work concludes with a list of the MIBA editions in which each of these individual articles appeared.

This is a very handy and thoroughly recommended reference work for anyone interested in building realistic bridges and viaducts on their layout. Although a good knowledge of German will be required to get the best from it, with over 650 top quality plans and photographs it more than adequately shows the modeller what can be achieved.



Eisenbahn Journal Josef Brandls Traumanlagen 1/2018

Im bayerischen Jura
VGB Verlagsgruppe Bahn GmbH,
D-82256 Fürstenfeldbruck, Germany.
www.eisenbahn-journal.de
297mm x 210mm 100pp
Softback €15.00
ISBN 978-3-89610-698-8
German text ref.661801

This publication takes a detailed look at the newest layout from Josef Brandl, set in the Franconian-Bavarian Jura around the Altmühl Valley. The river is surrounded by foliage-covered cliffs and almost hidden by these is the station, which Brandl has based on that at Eichstätt on the line between Treuchtlingen and Ingolstadt. Here trains from the 1960s through to the Inter-City express- es of the 1980s have been recreated in model form.

Following the introduction there is a series of full page photographs of the layout showing a range of

different types of trains and motive power, followed by a track plan.

The following pages provide a full and detailed description of the layout. There are individual chapters on the various sections, such as the branch line to Mossbach, the countryside and farm buildings, Altmühl and the Rhein-Main-Donau-Kanal, the caves at Mühlbach, the main line in the Altmühl Valley, the recreation of a stone quarry, the station at Eichstätt, and the layout at night.

The 120 or so photographs are of the highest quality and really show off the excellent modelling. The photos showing night operations are particularly notable.

Five pages, together with the inside front and rear covers, have advertisements for other publications from VGB. There is also a list of selected model railway shops in Germany and Switzerland and a few German-based specialist suppliers.

This is another beautifully produced publication with stunning photographs, and comes highly recommended to all those interested in recreating German railways in miniature.



MIBA-Spezial 115 Modellbahn und Computer: Neues für Nerds

VGB Verlagsgruppe Bahn GmbH,
D-82256 Fürstenfeldbruck, Germany.
www.miba.de
295mm x 210mm 108pp
Softback €12.00
ISSN 0938-1775
German text ref.1201 1118

You use a computer in your daily life so why not also for your model railway layout? This is the question asked in this special issue from the MIBA team.

It takes a detailed look at the ways a computer can be used to simplify and enhance the operation of a layout. It looks at programmes for layout planning, building a network, and there are product reviews of small computers such as Arduino, Raspberry Pi, and Banana Pi. There is also an article on the recreation of a virtual reality railway for those with not enough space for their dream layout, together with a look at how 3D printers and milling machines can be used to

make lattice windows for a model factory and how tools and components can be constructed to aid the building of a layout.

The Special is thoroughly illustrated with pictures from the pages of websites of the various model railway manufacturers offering digital programming information. All the different controllers and software tools available from the likes of Doehler & Haass, ESU, Lenz, Märklin, Massoth, Piko, Roco, Tams, Viessmann, Uhlenbrock, and Zimo are considered. Software for the recreation of a prototypical signalbox panel is also examined with a look at the Version 7 program from ESTWGJ, which makes use of components from both Zimo and Roco.

This is thoroughly recommended as a handy reference for anyone interested in building and operating a model railway using the latest technology. It is, however, very technical and therefore a good knowledge of the German language will be required to get the best from it.

Advertisements for other model railway publications from VGB are featured, together with a list of a selected model railway shops and suppliers in Germany and Austria.



Modellbahn-Kurier Special 25 Faszination Spur 1 – Teil 7

EK-Verlag GmbH

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 90pp

Softback €16.80

ISBN 978-3-8446-1780-1

German text ref. 1780

In this seventh edition of the series devoted to model railways in Gauge 1, we take a look at the new items in this scale on show at the Nürnberg Toy Fair this year from manufacturers such as Asoa, Fulgurex, ESU/Pullman, Kiss, KM1, Dingler, Modelbex, MBW, and Märklin. All the latest models are presented extensively, including Dingler's BR56 steam locomotive, tank wagons from Kiss, and the E50 electric from KM1.

There is a detailed description of the new edition of the BR70 2-4-0T from KM1 with many photos and a table giving technical details.

'Das gelbe Wunder' shows how a track gang Klv53 vehicle and trailer from Wunder was rebuilt, detailed, and weathered. The work carried out is described and fully illustrated.

This is followed by a look at the track from Hegob, with close-up photographs of the pointwork and a full list of all the straight and curved sections and crossings available, complete with lengths and radii.

'Bahnhofswagen mit Ladung' explains how Hans Wunder weathered a Märklin type G10 van, adding new lettering and a load.

'Erntehelfer auf Reisen' features a model of a potato harvesting machine from Universal Hobbies detailed and weathered as a load on a Märklin type X wagon.

'Achtung, Feldbahn kreuzt!' illustrates the work of Marcel Ackle recreating realistic finishes to models of derelict brick and stone-built buildings on a Feldbahn diorama.

In 'Ost-Rennpappe im Westen' Hans Wunder explains and illustrates how he detailed a model of a Trabant using 1:32 scale number plates from Asoa.

This is followed by 'Aus zwei mach drei: Ucs⁹¹⁰ Staubgutwagen mit drei Silos', explaining and illustrating the adaptation of a Märklin twin-silo wagon to a three-silo type.

'Holzladungen' shows various types of timber loads and how they can be recreated in model form.

'Wasserkran für 1e' is an account of assembling a brass kit for a narrow gauge water crane from Dingler.

The third article on the 'Im Osthafen' project layout shows how scrap materials were recreated.

'Bahnhofstraße 1, Lehmannsburg' explains and illustrates the building of a resin kit from GF-modell Design, while 'Güterschuppen individuell' is the scratchbuilding of a goods shed using laser-cut MDF, with drawings.

The final chapter is the third in the series about the 'Egglhamer Tonwerke' Feldbahn 1f layout, with drawings and a description of building of an inclined aggregates tip loader and a corrugated steel hut.

This is another interesting collection packed with advice and inspiration for Gauge 1 modellers. While each topic is very well illustrated with quality photos, a good knowledge of the German language will be required to get the best from it.



Numerous advertisements from model manufacturers are included, from the likes of Asoa, Hegob, Kiss, KM1, Märklin, MBW, Stangel, and www.spur1.at.

There are also advertisements for other publications from Eisenbahn Kurier Verlag, namely books, magazines, and calendars.

Loco-Revue Hors Serie 59 Atmosphère Ferroviaire en Banlieue Industrielle

by Daniel Aurilio

Éditions Loco Revue,

BP 30 104, F-56401 Auray Cedex, France.

www.locorevue.com

297mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

This new special from the leading French model railway magazine Loco-Revue, dated 2/2018, describes in some detail the construction of a 3.3m x 1.7m HO layout, based on an artist's impression published in LR No.677 December 2003. Arranged both sides of a central dividing backscene, and with the potential for future expansion, it depicts an industrial suburb 'somewhere in France' in the 1950s. A few clues suggest the north, but it could be modified as preferred.

Naturally, many of the features are specifically French, but many of the techniques could be applied to other scenes.

It is an ongoing project – the work ends with a page of references to other articles in LR describing particular buildings already created for the layout.

Topics covered here are: the idea of the layout, planning, and baseboard construction; laying the track, including wiring, point control, and weathering; off-stage cassettes for the trains; materials for building

construction (foamboard, card, and plasticard); modelling tools, including a computer-controlled cutter; the use of rough card mock-ups to gauge the effect of structures; the first building; a very simple tunnel; the next building – the modern cobblers; making the road surfaces, including inset track with check rails; ground cover and vegetation; a third structure, the 'Maison Dejacques'; a wagon weighbridge, and the rail-served Daul Brothers warehouse.

The standard of modelling is very good – enough to inspire but not so elevated it intimidates. There is some adaptation of commercial items but much building from scratch, assisted by templates and drawings of buildings.

The processes are illustrated by several step-by-step photo sequences.

The presentation is clear and attractive. Most sections open with a large image. The photos (by the author) are sharp and properly exposed, all in colour, and well reproduced on good quality glossy paper, most at a sensible size.

There is slightly quirky use of different fonts in the chapter headings, with section headings in colour, and occasional tips on coloured circles and separate information in tinted side panels.

Reasonable French will be required to get the full benefit but the style – mostly extended captions – makes it easy to follow.

The book is rounded off with just two pages of advertisements for relevant products and other LR Presse publications.



Digitale Modellbahn 1/2018 Elektrik, Elektronik, Digitales und Computer Kabel: Anlagenverkabelung emv-gerecht und sicher

VGB Verlagsgruppe Bahn GmbH,

D-82256 Fürstenfeldbruck, Germany.

www.miba.de

295mm x 210mm 84pp

Softback €8.00

ISSN 2190-9083

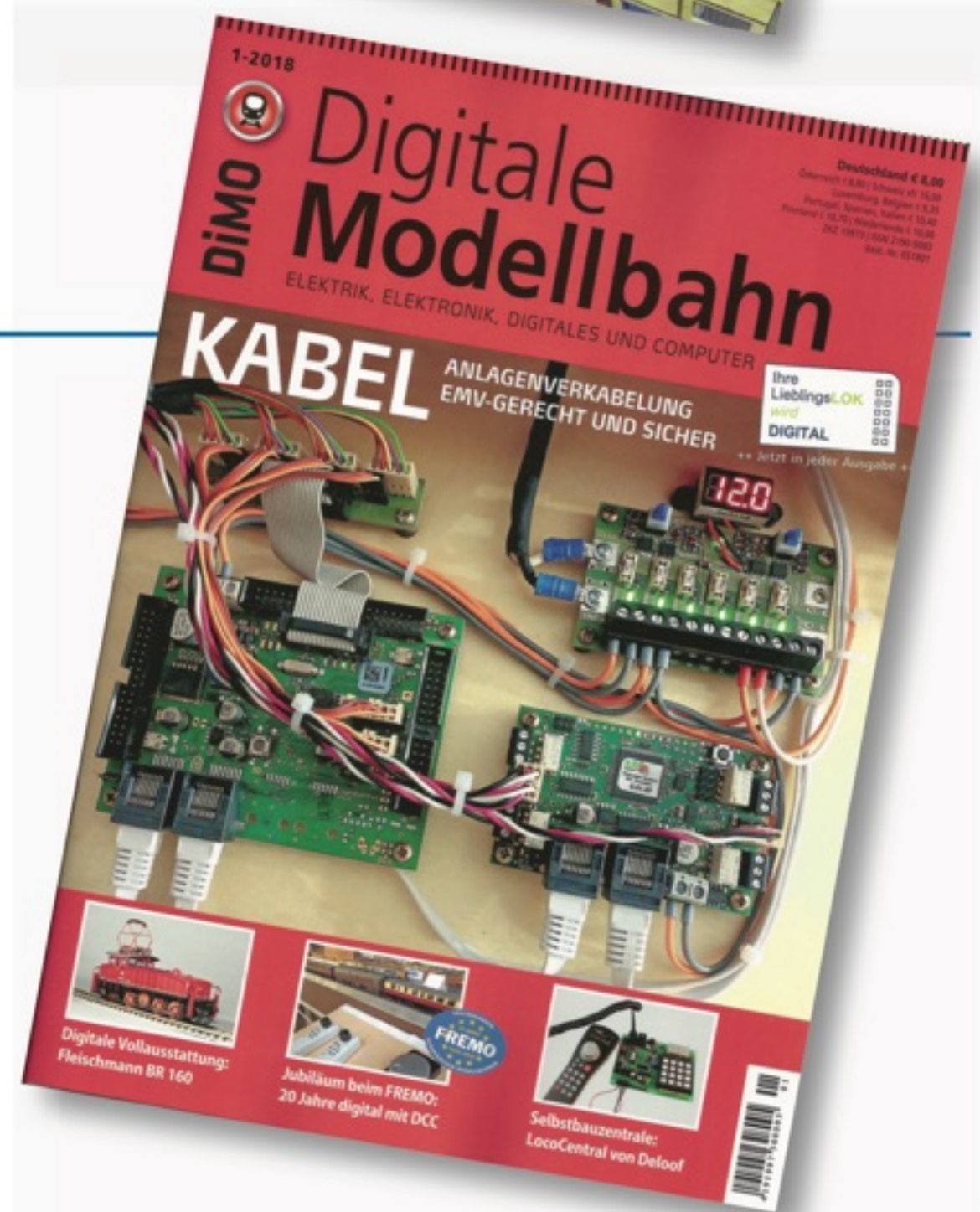
German text ref.651801

Does digital current flow differently than analogue? Do you need different cable if you use digital? Such questions as these arise when it comes to wiring a layout.

This publication presents practical ways in which to wire a digitally controlled layout. There are sections devoted to the latest accessories, readers' letters, decoders, the new Fleischmann model of the class E60 electric loco, the USB server from JSS-Elektronik, Piko's Messwagen (testing vehicle), modules for reverse loops, sound decoder installation, automatic train recognition equipment, boosters, and the building of a DCC controller from a kit. The work is supported with over 150 illustrations, drawings, and tables.

This is thoroughly recommended as a handy reference for anyone considering operating their model railway using DCC. It is inevitably fairly technical in nature and so good knowledge of German will be needed.

There are advertisements for suppliers including SD-Modelle, Viessmann, Tillig, Uhlenbrock, Wintrack, Tams Elektronik, and Lenz, and for other publications from VGB, plus a list of selected model railway shops.



RMF Hors-serie No.12 Améliorez, transformez votre décor ferroviaire

Edited by Jean-Pierre Laurent

Rigel Editions,

15, rue Cronstadt, F-75015 Paris, France.

www.rmfmagazine.com

297mm x 210mm 84pp

Softback €15.00

ISSN 0033-8737 French text

The latest in the occasional series of practical modelling extras from the respected French railway modelling magazine *RMF* (*Rail Miniature Flash*) exhorts the reader to improve and transform the scenery on their layout.

Several features deal with aspects of modelling the station of Poinson-Beneuvre and the structures around the site, such as the station building (for which excellent drawings are provided) and the water tower.

There is some use of commercial products, while others are scratchbuilding projects (e.g. lamp hut, coal store, and toilets).

Railway topics continue with three types of level crossing, differing in barriers and surfaces.

One chapter considers the architecture of a village in Burgundy, and there are sections on deciduous trees and conifers.

The collection is rounded off with a page of information about and contact details for the principal suppliers featured.

The presentation is clean and modern but quite concentrated (not too much fashionable white space) and without too many wayward fonts or gratuitous use of colour. The articles range from three to eight pages. Captions and relevant photos are clearly numbered; many form step-by-step sequences.

All the photos are in colour, and well reproduced on high quality glossy paper.

There are eleven pages of advertisements, some for retailers and specialist suppliers, and some for other RMF publications.

A reasonable command of French will help to get the most from the text, but the strong pictorial element makes the work of interest to anyone modelling a French scene. Most of the topics are typically French, and so useful to those wanting specific assistance, while others are more general, intended to encourage the average French modeller to develop their skills.



Chemins de Fer Privés Vaudois

Le renouveau: 2009 – 2017

by Gérald Hadorn, Sébastien Jarne,

Annette Rochaix, Jean-Louis Rochaix,

Michel Grandguillaume, Philip Kälin,

and Daniel Monti

La Raillière,

Travers-Bancs 14, CH-1092 Belmont, Switzerland.

la.railliere@bluewin.ch

220mm x 220mm 400pp

Hardback ChF 79.00

ISBN 978-2-88 125-013-2 French text

This substantial new book looks at the significant recent developments on the private railways in the canton of Vaud in the west of Switzerland in a relatively short period. In record time there has been major investment in the public transport network to meet changing demands and growing patronage. In turn, improved facilities and new stock encourage more use; in some cases, growth of 40% has been experienced. Rail is seen as efficient and environmentally-friendly.

The selection of autumn 2017 as the cut-off date is purely nominal, and various continuing projects are noted. Standard and metre gauge lines are included.

After a brief section describing the political and economic background to the railway developments, the work is presented line by line in fourteen sections: Nyon – St.Cergue – la Cure (NStCM), Travys (Transports Vallée de Joux – Yverdon-les-Bains – Sainte-Croix), Bière – Apples – Morges (MBC-BAM), Lausanne –

Échallens – Bercher (LEB), Transports Publics de la région Lausannoise (TL), Transports Publics Fribourgeois (TPF), Vevey – Chexbres (VCH), Transports Montreux – Vevey – Riviera (MVR, formerly CEV and MGN), the Blonay – Chamby museum line, Montreux Oberland Bernois (MOB), Transports Publics du Chablais (TPC – AL, ASD, AOMC, and BVB), funiculars, industrial and works lines, and (briefly) Madagascar – included as certain items of stock have found a new home there.

Each section has its own introduction, varying from a simple paragraph to five pages, alongside the pictures. Events, infrastructure, and rolling stock are all recorded.

As with previous volumes, the format is mostly as a photo album, with two postcard-size images per page, accompanied by brief but informative captions. Occasionally one page will carry just text and/or diagrams, and there some scale drawings of selected motive power and rolling stock – some only as side elevations, but many also with an end view and a plan, which modellers should appreciate. Most have been specially drawn for the book, to a very high standard.

Almost all the photos are all in colour, and well reproduced on heavyweight glossy paper.

In short, it has been researched and collated with the same attention to detail and produced with same care as the previous volumes.

Reasonable French will help to get the full benefit of the text, but the illustrations alone are worth the price.

With modern standard equipment (albeit in a range of liveries), the railway enthusiast may regret the loss of variety in motive power and rolling stock, but the book does compensate to a degree by showing some preserved equipment alongside the brand new stock.



This is the fifteenth volume in the comprehensive series begun by BVA forty years ago covering the railways and tramways in the French-speaking part of Switzerland, compiled by the same team of authors and draughtsmen. The collection now runs to some 4,600 pages! Some earlier titles are now out of print but others are still available.

It may be the last by the present team: as the authors note, they are getting to a certain age and it is time to hand on the task of documenting the region's railways to the next generation. The story is certainly ongoing. Whether the next volume appears in printed or electronic form is another question.

Eisenbahn-Bildarchiv – Band 72 Nagold – Altensteig

by Wolfgang Löckel

EK-Verlag GmbH

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

165mm x 235mm 96pp

Hardback €19.80

ISBN 978-3-8446-6605-2

German text ref.6605

The first narrow gauge branch line operated by the Royal Württemberg State Railways was opened on 29th December 1891, linking Nagold to Altensteig. Intended primarily for timber transport, it was economically built to metre gauge. Long sections ran alongside

the road, and in other places it threaded its way through the villages it served, running closely between buildings. In the 1930s it was significantly upgraded to cater for the increasing goods traffic as well as tourism in the area, with new rolling stock provided, including a metre gauge version of the powerful Sachsen VIK 0-10-0T and transporter bogies (*Rollböcke*) for carrying standard gauge wagons. But like so many country branches, in the post-war period it suffered from competition from road transport, with the result that – despite the introduction of diesel locos – passenger services were withdrawn at the end of September 1962, with complete closure following in May 1967.

Fortunately, before this happened Wolfgang Löckel was able to photograph the line in the early Bundesbahn period. These pictures form the core of this interesting collection, augmented by archive

material and ample contributions from a number of other photographers. They cover the route, the motive power and rolling stock (including visiting machines on test), and everyday operations.

The collection consists of 123 photos, quite a number in colour, all well reproduced, and is rounded off with a brief look at what has survived in preservation, plus selected sources.

The presentation is straightforward: after an eight-page introduction, most photos occupy a full page, though some details are two or three to the page. All are fully and informatively captioned. Reasonable German will help to get the full benefit of the text, but the fine collection of illustrations from the upper Nagold valley makes this interesting work of railway and local history potentially useful as inspiration for modellers. A wonderful period piece.

Le Train – spécial 92 4/2017 Les X72500

by Olivier Constant

Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.

www.lettrain.com

297mm x 210mm 100pp

Softback €16.50

ISSN 1267-5008 French text

This new special from *Le Train* is concerned with the X72500 diesel railcars, designed to replace the existing fleet of aging *autorails*. Tenders were invited in July 1992 and there were five bidders, with the contract won by GEC-Alsthom. The aerodynamic machines were built around four common MAN 300kW lorry engines, with hydraulic transmission; they were designed to be capable of 160km/h to enable use on express as well as regional services. A separate diesel generator set was included for the train power supply.

The first units were built in 1997, and eventually 234 were delivered, to be used in pairs back to back, with the option of an intermediate trailer – fifteen of these were built, the first delivered in 1998. Two of the end cars have already been withdrawn.

The book covers the background, and describes the technical equipment and construction in considerable detail. Their allocation and use in various regions is fully documented, with a table showing how they were originally distributed across all regions and where they have been concentrated since 2012, and there is a short section reporting the test with a tilting mechanism. The final section illustrates the various colour schemes applied to these units.

The publication is built around a fine collection of photos, all in colour and very well reproduced.

The work finishes with official scale drawings of both versions of the *autorails* and the intermediate trailer.

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases where images overlap, and graphics restricted to coloured chapter and section headings, along with frames and tinted backgrounds for the information panels.

There are nine pages of advertisements for other *Le Train* publications.

The publication is perfect bound, using high quality glossy paper between heavier varnished covers.

Some knowledge of French will be required to get the full benefit of the text, but the captions and tabular information should be clear enough and the publication can be appreciated for the illustrations.



Eisenbahn-Bildarchiv – Band 73 Baureihe 601

Einsätze im Turnusverkehr 1979-1988

EK-Verlag GmbH

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

165mm x 235mm 96pp

Hardback €19.80

ISBN 978-3-8446-6606-9

German text ref.6606

With the introduction of the dual class InterCity system in 1979, the once star trains of class 601 (until 1968 VT11.5) became redundant in respect of IC duties. For these popular and comfortable trains to continue in service with Deutsche Bundesbahn, they had to be found a new rôle. After modifications they were put to work on tourist trains, bringing passengers from the north and western parts of West Germany to the holiday regions in the south, such as the Allgäu, the Black Forest (Schwarzwald) and the Berchtesgaden and Werdensfeld areas.

Following a single page foreword, this book provides a history of DB tourist train services, with a map of routes operated by Touropa in 1965.

The chapter 'VT11.5: vom TEE zum Turnuszug' covers the period from the introduction of these units on Trans-Europ-Express (TEE) and Inter-City services up until their conversion for use on tourist trains.

The main part of the collection, 'Der 601 als Alpen-See-Express 1979-1988', gives a thorough illustrated history of these trains in tourist service, with pictures from some well-known railway photographers, among them Dieter Kempf, Dr. Frank Halter, and Bernd Eisenschink; most were taken from the lineside in superb surroundings and in good weather.

There is also a map showing the tourist routes worked by the class 601 units in this period, and a poster from 1982 advertising these services.

In all there are over a hundred illustrations, the majority of the photos in colour, all very well reproduced on high quality glossy paper, and simply but informatively captioned.

This is a very neat little book on an interesting and well-known class of diesel unit; it should prove popular with all those interested in passenger rail services and tourist trains in Germany.

Narrow Gauge Railways of Taiwan

Sugar, Shays and Toil

by Michael Reilly

Mainline & Maritime,

3, Broadleaze, Upper Seagry, near Chippenham,

SN15 5EY.

www.mainlineandmaritime.co.uk

234mm x 156mm 164pp

Softback £17.99

ISBN 978-1-900340-46-5

For many years the railways of Taiwan were little known to western enthusiasts, but those few who did visit were rewarded by some fascinating operations. Perhaps the best known was the Alishan forestry railway, famous for its spiral and the use of Shay geared locomotives, but there were many other forest lines and considerable use of narrow gauge in coal mining and on sugar plantations.

Away from the fertile plains on the west coast, much of the island is mountainous, ideal territory for narrow gauge. Technically, until the standard gauge Taipei mass transit system in the 1990s and a high speed line opened in 2006, all of the island's railways were narrow gauge, as the 800km or so of main routes are 3'6", but this book is concerned with narrower gauges, mostly 762mm/2'6" but some smaller, especially for the hand worked push-cart lines once extensively employed.

After the foreword, acknowledgements, an introduction, and a note on Chinese names, the material is presented in six chapters – the push-cart lines, the sugar mill railways (some with public passenger services), the Alishan line, Taipingshan and Pahsienshan, the isolated East Coast (Huatung) 2'6" line (eventually connected to the network and regauged but not until the early 1980s), and the last lines around Taipei, related to copper and coal mining.

Many of these lines are described here for the first time in English, and while the author claims this is but a brief overview it is surely an excellent survey and far more than a basic introduction. The work is rounded off with notes on sources, recommendations

for further reading, and a full bibliography (many of the works cited being in Chinese or Japanese), plus selected internet sites.

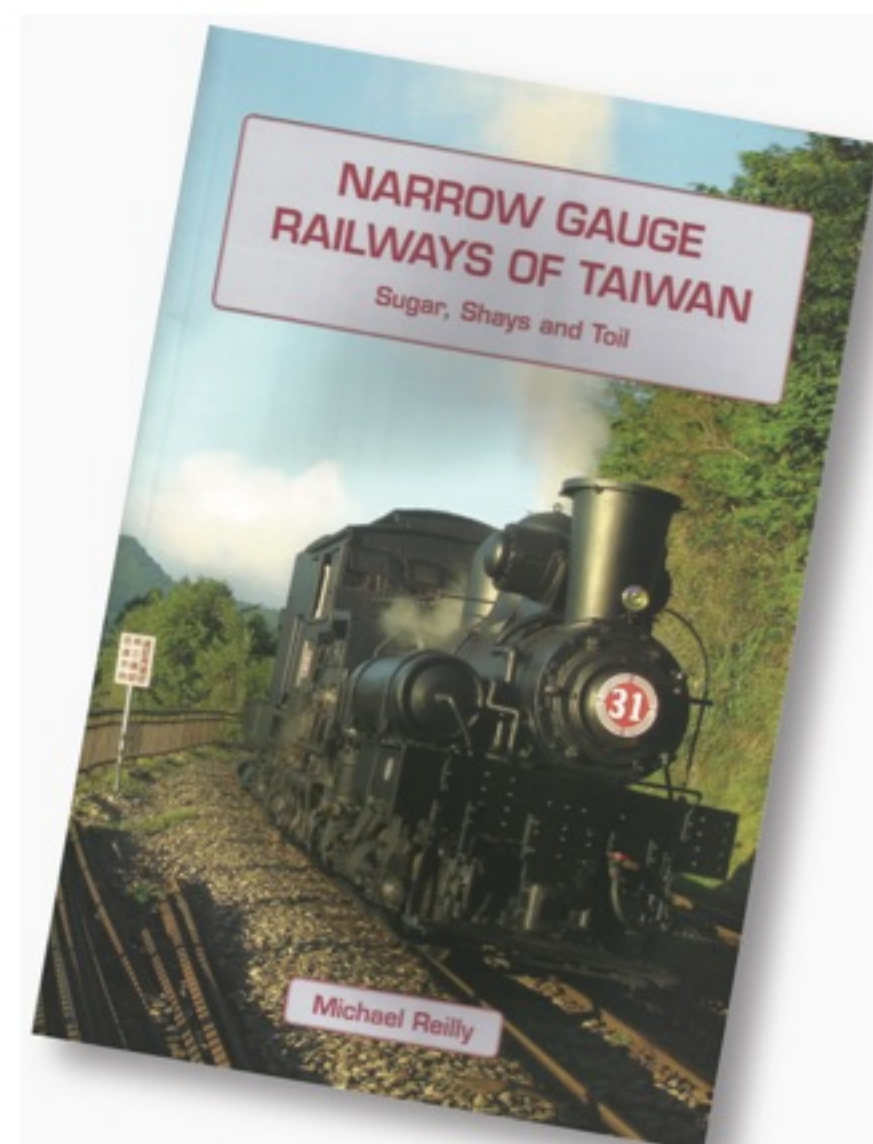
A fine collection of photographs illustrates the text, drawn from a range of sources, historical and contemporary, official and enthusiast. Many are presented full page, and the standard of reproduction is generally very good, dependent on the original.

The page design is simple and clear, with occasional footnotes in a lighter type. The captions are not only in a distinct but related font but also in another colour (maroon, like the chapter headings and sub-headings). The short line above (part of) each caption is the only graphic element which seems superfluous.

The text is also supported by eight maps and diagrams, one from the archives, the others produced specially for the book. They are models of clarity, though those on pages 79 and 95 are reproduced rather small, even though they are as large as the page will allow.

Unusual equipment, scenic settings, and interesting operations – all prime modelling fodder!

Congratulations to author and publisher on providing a window onto a largely unknown scene. Highly recommended.





Helfer auf Schienen – Sonderfahrzeuge

EK-Videothek DVD c.58mins ref.8396 €19.80

The daily operation of the railway cannot function without service vehicles (*Bahndienstfahrzeuge*); they are indispensable but often forgotten and in the shadow of more prestigious motive power. Even the daily rail passenger does not often see these vehicles. With these 'yellow machines' lines are kept operable, maintained, and repaired. Engineers' and test vehicles also come under this category, as well as the tunnel rescue trains on permanent stand-by in the event of an accident. This programme takes a look behind the scenes, travelling on board test vehicles and accompanying engineers' and tunnel rescue trains.

It begins with a yellow BR111 electric and then a BR218 diesel-hydraulic in the same colour scheme on test trains filmed from the lineside. Following this we see a variety of other *Bahndienst* vehicles passing by at speed, including a DB Netz (former Deutsche Reichsbahn) 708.3 and a 711.1 dating from 2002. We also see a DB Bahnbau Gruppe ex DR 293, and a pair of DB Netz Notfalltechnik 714 diesel-hydraulics are seen with a tunnel rescue train at Fulda.

We then pay a visit to the headquarters of DB Systemtechnik in Minden. The original ICE power car 410 001 and one intermediate car stand in the grounds of this facility and we also observe operational motive power, including 103 222 (now owned and operated by Rail Adventure) in TEE-style crimson red and ivory livery, a traffic red class 612 diesel railcar, and similarly liveried 110 169 with *Bahntechnik mit kompetenz* on the bodysides. Further scenes show this loco with a traffic red 120 in tow. An ultra-sonic test train is seen being propelled by 103 222 at Halle (Saale), with further sequences from the lineside.

On the Frankenwaldbahn we see 120 503 with the *Bahntechnik mit kompetenz* lettering, and a track testing train is seen arriving and departing from Hannover Hbf. pushed by a traffic red class 111. Further 120s are seen on test trains, including archive colour film of 120 005 in TEE crimson red and ivory. Further test vehicles are observed at Berlin Lichtenberg and archive black & white film shows a man walking the line inspecting the state of the permanent way, then archive colour sequences show test trains being worked by DR V180 and V100 diesel-hydraulics.

At Merseburg a class 708.3 is seen at the station and later from the lineside and then *Turmtriebwagen* 701 156 is seen in crimson red (RAL 3004) livery at Bw.Mannheim and later at work with personnel attending to the overhead catenary. A similar vehicle in yellow is seen on a traverser at a main works, followed by scenes of 711 113 and 705 102, built by Plasser & Theurer in 2015.

The track gangers' type Klv53 vehicles are next to be featured and we observe one in action lifting a colour light signal for installation. This is followed by further black & white archive material showing an overhead catenary installation train worked by a DR V60 0-8-0 on a main line, followed by scenes of a rail grinding machine at work. Colour film then shows modern vehicles performing this task, including machines from Thyssen-Krupp and Plasser & Theurer. Further black & white archive film shows track ballasting in the 1960s on the Deutsche Bundesbahn.

Returning to the present day, an ex-DR V100 diesel-hydraulic is seen on a track-laying train and we see ballast cleaning being carried out mechanically with a train hauled by two Bahnbau Gruppe ex-DR V100s; this operation is then shown in archive colour film being carried out in former times.

The next feature is the rerailing of derailed DB diesel-hydraulic 218 397 on a train of *Silberlinge* coaching stock. We follow the whole task and 218 490 is seen arriving to help with the recovery and to haul the coaching stock away. Lifting jacks and a Krupp rail crane are seen assisting with this operation.

Archive colour film then shows steam-powered rail cranes, including one being used to install a new railway bridge.

At DB Werk Fulda we see inside the vehicles used by DB Netz Notfalltechnik on the tunnel rescue trains, powered by new class 714.1 locos – these are ex-DB V100 diesel-hydraulics with new bodies on existing frames and bogies. Some scenes were filmed from the cab of one of these. The programme finishes with the arrival into Fulda of a *Tunnelhilfszug* worked by a pair of the older 714.0 (renumbered DB 212s) with the leading loco still sporting orient red livery.

A certain amount of background music is used on this programme, mainly at the start and towards the end, but it is not too intrusive.

Trailers for other DVDs available from Eisenbahn-Kurier Verlag last for about 45 minutes.

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



Ticket to ride

German railways from the air 2 – Remagen to Koblenz

FHP Audio Visual DVD c.62mins ref.TTR233 £22.50 incl.p&p

Filmed from the ground and from the air in about equal parts, this second in a new series from *Ticket to Ride* journeys south from Remagen to Koblenz.

It begins with a look at the map of Germany showing the rail routes south from Remagen followed by aerial views of the Rhine. We then look down on the town of Linz am Rhein, situated on the river's right bank, and observe the passing of a few DB Regio electric multiple units on local passenger services. A DB bus is

also seen on the road which runs parallel to the railway and another DB Regio local passenger train is seen, this time formed of double-deck stock pushed by a class 143 electric locomotive.

Freight services are then shown, mainly hauled by Bombardier TRAXX type electric locomotives from a variety of operators. We also see the ferry service across the Rhine from Linz am Rhein to Remagen.

At Remagen the station is shown and train services were filmed from its platforms. Here we observe local passenger services worked by Mittelrhein Bahn 'Desiro' type units. DB Regio class 620 electric units are also shown working local passenger services, and an Inter-City speeds through the station propelled by a DB Fernverkehr class 101 electric. Inter-City train IC 2005 is seen arriving and departing Remagen on its way from Emden to Koblenz worked by another DB Fernverkehr 101 while a train of bogie oil tank wagons passes through the station.

Moving on to Leubsdorf, also situated on the right bank, aerial views show the river with the road and railway line hugging the river bank. A train of bogie oil tank wagons followed by a coal train are seen passing, and loaded barges are also seen on the river.

This is followed by a visit to Rheinbrohl. The town, also on the right bank, is shown from the air with views looking down the river to the south. Freight services are shown passing through the station plus the rare sight of an Inter-City service, diverted from its normal left bank route.

At Leutesdorf on the right bank of the Rhine a mixed freight train is seen passing through the station and in the opposite direction a Siemens 'Vectron' electric loco-

motive gives a friendly toot of the horn as it passes the photographer running light.

At Andernach on the left bank, aerial views show the river and railway line and here we see a DB Regio electric unit on a local passenger service, plus an intermodal freight train heading north filmed from the river bank. Further DB Regio local passenger services are shown, filmed from the air, and the harbour area is also observed. Further freight train action includes an MRCE 'Taurus' electric on an intermodal service for the Austrian company LKW Walter and a Bombardier TRAXX electric on a train of bogie tank wagons.

Back over on the right bank, at Neuwied we see the bridges which cross the river here, plus the railway station, where a DB Regio local passenger train and a number of freight trains are seen passing by, including two worked by the new DB Cargo class 187 electrics. A DB Cargo class 294 diesel-hydraulic still sporting Railion lettering is seen at Neuwied yard.

We move on, south to Koblenz, or at least the approaches to it, with footage of a number of freight services filmed from the river bank. Aerial views show an intermodal service followed by a further selection of goods trains worked by DB Cargo electric motive power. The fortress overlooking the river is shown, so too aerial views of the Deutsches Eck (German Corner) where the Mosel and Rhine rivers meet. The cable car service across the Rhine here is also shown.

The programme closes with brief trailers for parts 3 and 4 in this series, covering the routes from Koblenz and Boppard to Bingen, and Bingen, Worms, and Mainz.

The commentary, which is in English, is both clearly delivered and very informative. There is a certain amount of noise which can be heard from the propellers of the drone used for aerial photography but this, along with the background music, which is used only at the very beginning and end of the programme, does not spoil the enjoyment of this production.

This programme is available from FHP Audio Visual, Hayfields, Upton Scudamore, Warminster, BA12 0AE.

www.tickettoride.co.uk

The price quoted includes postage and packing within the UK and Europe; please add £2.50 for the rest of the world.



Giganten auf Schienen – Elektrolokomotiven

EK-Videothek: Baureihen DVD c.58mins ref.8417 €19.80

The first electric locomotives were small and not very powerful. Over the last hundred years, however, electric locos have become ever more powerful. Among the giants of the 1920s were the classes E75, E77, and E91. Later the standards were set by the E94. After the war, classes 150 and 151 appeared on the Deutsche Bundesbahn while on the Deutsche Reichsbahn there were classes 250 and 251. This programme takes the viewer through the history of electric locos right up to the

modern three-phase type. Also not overlooked are the

Swedish IORE double locomotive, the six-axle class EG of the DSB in Denmark, the double locomotives in Poland, and the giants in use in Asia.

We begin with scenes of DB Cargo's traffic red 145 004 on a train of loaded flat wagons, followed by similarly liveried class 189s in action, including 189 010 on a container train, all filmed from the lineside. E186 333 is then seen at Würzburg Hbf. restarting a heavy train of logs. A class 187 is seen on a train of empty car carrying wagons and 120 122 is seen on an Inter-City passenger working. Further scenes from the lineside show DB Fernverkehr class 101s at the head of other Inter-City services, followed by some scenes of an ÖBB 'Taurus' filmed from the lineside on a container train, a DB Regio class 182 'Taurus' working a train of double-deck stock, and a black MRCE example on a freight service.

We then see double-headed Siemens 'Vectron' electrics filmed from the lineside on a mixed freight train, and a Polish PKP Cargo example is seen on a similar service. This is followed by scenes filmed at the Inno Trans event in Berlin showing DSB 3112. Later scenes show this loco renumbered EG 3101 and used by DB Schenker Rail Scandinavia A/S. In the snow and ice at Kiruna in Sweden we see the blue LKAB double loco IORE 101 and 102 built by Adtranz on heavy iron ore trains.

Moving to Poland we see further double locomotives in action on freight workings filmed from the lineside while in China further double locos are shown, built by Alstom and Bombardier.

In the Technical Museum in Berlin we see the original Siemens electric loco dating from 1879. This is followed by black & white stills of early electrics before colour film shows DB 169 002 on a passenger train on the Murnau to Oberammergau branch. Further black & white photographs are then shown of more early electric types, then the preserved E95 02 dating from 1927 offers views inside the cab and the motor compartment. At the 150 years of German railways cavalcade at Nürnberg in 1985 we see grey E75 09 followed by scenes at Gostenhof depot in Nürnberg after the devastating fire there in October 2005 in which 175 059 was severely damaged. The locomotive is then seen in immaculate green livery following restoration at Meiningen.

At Murnau station in Bavaria, E91 99 is shown on display and E77 10 is seen

running light and coupling up to a train of hopper wagons that will form a freight for photographers. Further scenes of this train were shot from the lineside and later we see the loco at the head of a passenger working. This is followed by E50 091 in green running light at the DB Museum in Koblenz-Lützel. Further scenes show locos of this class bearing the post-1968 classification 150 at work on freight trains for DB Cargo. The later class 151 is then shown at the head of gas tanks and bogie hoppers. A DB Cargo class 185 is then shown on a mixed freight, with a 151 providing banking assistance at the rear. This is followed by scenes inside the cab of a 151, and other members of this class are shown on banking duties on the Frankenwaldbahn.

The next class featured is the legendary DB 103 for express passenger services. We see 103 245 in TEE red & beige livery on an Inter-City service filmed from the lineside and at Rosenheim. This is followed by DR 155 104 in original Bordeaux red, followed by other examples in the later orient red and DB Cargo traffic red on goods trains. There are also scenes filmed inside the cabs of these locos.

This is followed by scenes of DR 251 012 in Bordeaux red livery and then 171 013 at Blankenburg (Harz) in DB Cargo traffic red on a heavy train of gas tank wagons. Other members of this class are shown on freight services. At Rübeland (Harz) station we see inside the cab of green E251 002 on a heavy train of hopper wagons. A Bordeaux red class 171 is seen on a passenger train at Köthen station, followed by an ex DR 252 now in use with MEG and numbered 803 and 252 001 in original Bordeaux red livery at Berlin Wansee. The inside of the cab is shown. Later scenes of these locos, as class 156, show them in orient red at the head of passenger services and MEG 803 is seen again on a long train of bogie stake wagons.

That is followed by DB class E94, including E94 088 on the turntable at the Lokwelt Freilassing museum. The Austrian equivalent of this class, ÖBB Rh1020, is also shown in the orange colour scheme on a number of different freight services filmed from the lineside and in the cab. Working for Rail4U, the BEM Nördlingen's preserved E94 192 is shown on a freight service with a DB V100 diesel-hydraulic locomotive assisting at the rear. In Switzerland, 'Crocodile' No.14253 is seen in brown livery running light. Further venerable Swiss electric locomotives are shown, including Ae4/7 No.10987 in green on a freight working filmed from the lineside, and Re6/6 locomotives are seen from the lineside on both passenger and freight duties.

This programme closes with a return to Germany where we see Bombardier-built electrics in use with private operators, including multi-voltage types for cross-border workings. The Siemens 'Taurus' and the newer 'Vectron' type locomotives are also seen on a variety of freight services, filmed from the lineside.

A fair amount of background music is used but it is not too obtrusive.

The commentary is clear and informative, in German only.

Around 50 minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

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



Ticket to ride

German railways from the air 3 – Koblenz and Boppard to Bingen

FHP Audio Visual DVD c.62mins ref.TTR234 £22.50 incl.p&p

The third in the series continues the journey south along 'The Romantic Rhine' from Koblenz and Boppard to Bingen. It begins with a look at the map showing the rail routes from Koblenz to Mainz, followed by aerial views of the Rhine Valley. A northbound Inter-City service is seen on the line which hugs the riverbank, followed firstly by a container train and then a chemical tank train, both heading south. Loaded freight barges are seen on the river.

At Boppard on the left bank, aerial views show the town and river, together with a few archive

stills of how things looked here in former times. We continue with freight traffic on the Rhine and a number of river cruise vessels, and a vehicle ferry is seen being loaded at the river bank.

Moving south to Kamp Bornhofen on the right bank of the Rhine, we see mooring points on the river and more cruise vessels and freight barges are seen moving slowly up river. On the railway, a series of different freights is then observed from the riverbank, including trains of bogie ore hoppers, of chemical tanks, and one loaded with Volkswagen cars, probably en route to their plant in Emden. An ICE 3 set is also seen.

Continuing along the right bank of the river, at St.Goarshausen aerial views show the town and railway line as a train of bogie hoppers passes. We see the station here and a train of VTG tanks passes through. The many ancient fortifications on the banks of the Rhine are also seen, while on the river we see the famous river cruise vessel *Goethe*, once a true paddle steamer but now powered by diesels.

South of this location we see further freights, including another trainload of cars. Also seen is a Berlin – Klagenfurt Inter-City express, a DB Fernverkehr class 101 worked Inter-City service entering the Loreley Tunnel, and both two- and three-car FLIRT electric multiple units on local services.

At Oberwesel on the opposite side of the river a large sand bar in the river is noted as we look northwards and train EC9 from Hamburg to Zürich is seen passing

this town's famous landmark, the Ochsenturm (Ox Tower), with more views of the *Goethe*. Further Inter-City and freight trains are shown and from the riverbank we see another much larger and more modern river cruiser, the *Thurgau Silence*, dating from 2006. Further aerial views look towards the Loreley and on the opposite side of the river a Bombardier TRAXX electric is seen heading south with a heavy train of containers.

Continuing south there are aerial views of Kaub on the right bank, overlooked by a former castle, now an hotel. The famous former toll house on a small island in the river here is seen from the river bank as an Inter-City service passes, worked by a DB Fernverkehr class 101, heading for Mainz, followed by local passenger services and freight trains, including a grain train behind a Siemens 'Vectron' and coal hoppers worked by double-headed class 151 electrics.

There are views of Bacharach from the river bank, while on the opposite side of the river a series of different freights passes by and a local passenger service bound for Frankfurt-am-Main is also seen being worked by a FLIRT. At Lorch on the right bank aerial views show the town, the railway, and the road hugging the riverbank as a freight passes.

At Abmanshausen a goods hauled by an SBB Cargo TRAXX loco is seen from the street near the railway station, followed by a Desiro unit on a local passenger service and an Inter-City express worked by a DB Fernverkehr 101. More cruise vessels are also observed.

The programme was filmed from the ground and the air in about equal parts. It closes with a brief trailer for part four, covering the routes from Bingen to Mainz.

The commentary, in English, is clearly delivered and very informative. There is a certain amount of noise which can be heard from the propellers of the drone used for aerial photography but this, along with the background music, used only at the very beginning and end of the programme, does not spoil the enjoyment.

This programme is available from FHP Audio Visual, Hayfields, Upton Scudamore, Warminster, BA12 0AE. www.tickettoride.co.uk

The price quoted includes postage and packing within the UK and Europe; please add £2.50 for the rest of the world.



Rapido announces second run of Alco/MLW FA-2/FPA-2s and FB-2/FPB-2s in HO and reveals decorated Royal Hudson sample



The Canadian manufacturer has announced a second run of its HO scale FA-2 and FPA-2 models (first released in 2017), this time with Alco/MLW cabs.

To cater for these variants, Rapido has tooled additional body styles, including non-dynamic brake bodies to represent the large Louisville & Nashville and Missouri Pacific FA-2 and FPA-2 fleets. Numerous road specific details are also being covered, including a variety of grab arrangements, the L&N's additional underbody battery boxes and nose side ladders, spark arrestors, sunshades, and other parts to represent these units at specific periods in their two decades of service.

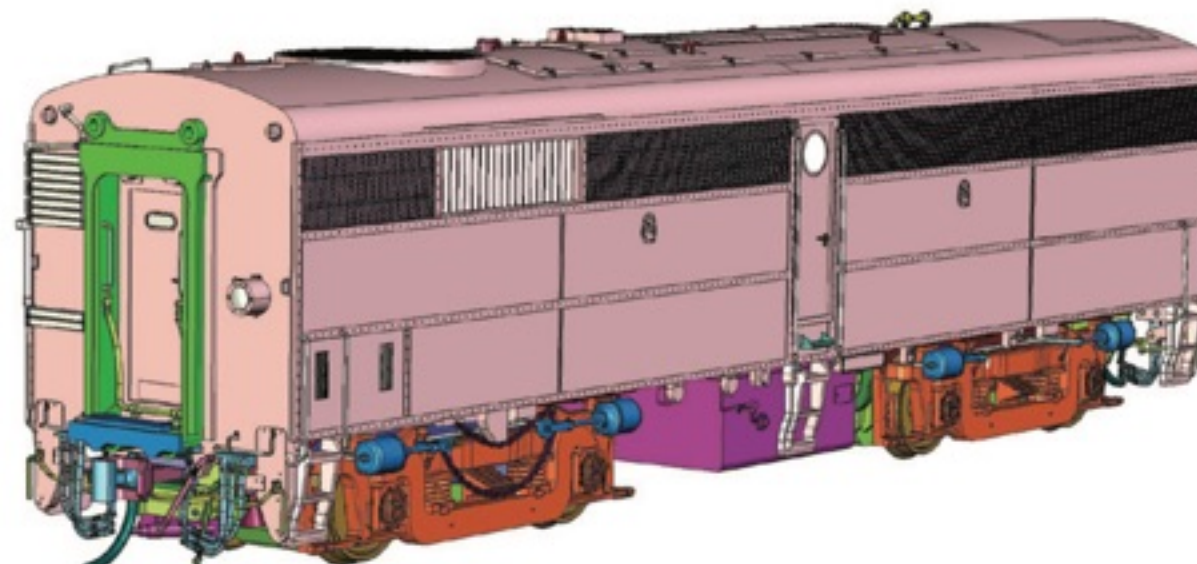
Fourteen new paint schemes, plus four undecorated versions, will be offered for the FA-2/FPA-2 including Louisville & Nashville (grey/yellow) and Missouri Pacific (as delivered) schemes.

The MSRP is US\$225 (DC/silent) and US\$325 (DC/DCC/sound) for American and international customers, or in Canada \$249.95 (DC/silent) and \$359.95 (DC/DCC/sound).

In addition to these models, Rapido will be producing versions of the FB-2 and FPB-2 cabless units in matching paint schemes.

Alco/MLW built around 230 B-units which were mostly ordered with A-units in matched sets, usually in fours (A+B+B+A) or in threes (A+B+A).

However there were a few notable examples of FB-2s constructed to supplement existing fleets of FA-1 cab units. The New Haven was the most famous railroad to buy only FB-2s; its fleet of five (in two paint schemes) will form part of the Rapido programme.



The MSRP is US\$199.95 (DC/silent) and US\$299.95 (DC/DCC/Sound) in the USA and internationally and \$225 (DC/silent) and \$335 (DC/DCC/sound) in Canada.

The order deadline for these models is 17th September 2018, with delivery planned for spring 2019.

The manufacturer has also revealed a decorated sample of its forthcoming Royal Hudson model, which is planned to be the first in a series of steam locomotives under the 'Icons of Steam' banner. Priced at MSRP \$599.99 DC (DCC ready) or \$699.99 (DC/DCC sound), the order deadline is 1st July 2018, with delivery scheduled for late 2018.

For more details: www.rapidotrains.com



York show award winner



Show manager Malcolm Scrimshaw (left) presents the Bernard Richmond Trophy to Chris Wright from Chesterfield for his Z gauge layout *Bullet Trains of Japan*. Photo: Steve Flint.

The annual York model railway show took place as usual over the Easter weekend (31st March – 2nd April).

Two trophies were awarded during the course of the weekend, one being the *Bernard Richmond Trophy*, given to what is judged to be the most entertaining layout of an overseas prototype. Judging was carried out by a small group of individuals drawn from the organising committee and this year the award went to Chris Wright for his Z gauge layout, *Bullet Trains of Japan*.

Plans for next year's York show are already well under way, so make a date in your diary for next Easter – the 20th, 21st, and 22nd April 2019.

www.yorkshow.org.uk

Chatham show

After being obliged to change the format of its annual show last year to a new, smaller event, on different dates and at a different venue, the Chatham & District MRC will be staging its 2018 exhibition over the weekend of Saturday 2nd and Sunday 3rd June.

It will take place at the Victory Academy, Magpie Hall Road, Chatham, Kent, ME4 5JB. Around fourteen layouts are booked to attend, including the club's new American N layout *Elliott's Bluff* (in this issue), *Fulton Terminal* (US HO, below, see CM February 2010), and *Ville à la Campagne* (French HOm).

Complementing the layouts will be modelling demonstrations, society stands, and specialist traders.

Admission is £6.00 for adults, with accompanied children (under 16) free.

For further details, see *Exhibition Diary* or www.chatham-mrc.com



North British First World War catalogue reprint

The Moseley Railway Trust has recently published a reprint of a North British Locomotive Company catalogue, which was originally issued after the end of the First World War to commemorate the company's contribution to the war effort.

Based in Glasgow and formed from the amalgamation of various smaller loco manufacturers in 1903, North British became the largest maker of railway locomotives in the British Empire.

The 132-page catalogue documents their products in great detail – steam locomotives of all shapes and sizes predominate, including curiosities such as the electric steam-turbine locomotive, but other products featured include shells, mines, guns, aeroplanes, and experimental military bridges.

The original text and photographs have been retained, with a modern foreword.



The hardback reprint is limited to five hundred copies.

The price is £22.95 and copies are available through the MRT shop at Apedale. Profits from the project will support the work of the Trust.

For more details: www.mrt.org.uk

Museum revamp at Statfold Barn



Graham Lee (holding the plaque) is flanked by other trustees in the Hunslet Gallery on the new mezzanine level. All photos: Graham Lightfoot.

The Statfold Barn Railway – an extensive narrow gauge private line near Tamworth in Staffordshire, and home to an extensive collection of locomotives from around the world – recently completed the refurbishment of its Roundhouse Museum.

The programme of work has seen an extension to the viewing gallery, construction of a new café area, and a mezzanine level to house a display of Hunslet locomotives and associated exhibits.

Other recent developments have included the founding of the Statfold Narrow Gauge Trust, initiated by owner Graham Lee to safeguard the collection for future generations.

The railway is only open to the public on a number of “Enthusiasts’ days”. Individuals can apply for an invitation to one of these events in return for a charitable donation to the trust. The next such events are planned for Saturday 9th June and Saturday 8th September.

www.statfoldbarnrailway.co.uk



Overseas layouts at Perth

Billed as “Scotland’s summer show”, Perth & District Model Railway Club will be staging its annual exhibition on the weekend of Saturday 23rd and Sunday 24th June at Dewars Centre, Glover Street, Perth, PH2 0TH.

Over forty layouts are promised, including no less than eight representing overseas prototypes, in gauges from N to O. Amongst these will be *St. Adrian* (Swiss Z), *Ronshafen* (German N), *St. Combs* (Canadian N, see CM April 2018), *Handegg* (Swiss HOm), *Untermütten* (Swiss Rhätische Bahn HOm, featured in CM April 2010, below), *Rippon Cement* (HO), *Zauberwaldbahn* (German Oe), and *Arcadia Pennsylvania Terminal* (US O).

There will be a large selection of traders, together with a number of society stands, modelling demonstrations, and seminars.

For further information, including opening times and admission prices, see *Exhibition Diary* or: www.perthmrc.com



In brief

New OO9 Society membership contact

The OO9 Society, which serves the interests of modellers depicting narrow gauge prototypes in 4mm scale, recently elected a new membership secretary to replace Alan Rolfe, who has retired after many years in the post.

The new contact is:

Brian Ellsmore, Membership Secretary, OO9 Society,
60, Lingwood Avenue, Christchurch, BH23 3JU.
www.009society.com

Hunslet 125

The Ffestiniog & Welsh Highland Railway is to stage a ‘Hunslet 125’ gala from Friday 22nd to Sunday 24th June to celebrate the 125th birthday of the FR’s former Penrhyn Hunslet 0-4-OST+Ts *Linda* and *Blanche*. The event will bring together other visiting Hunslet locomotives, together with gravity trains, freight workings, miniature railways, model railways, and displays.

Amongst the visiting locomotives will be *Trangkil No.4*, which worked on a sugar mill system in northern central Java, and *Chaka’s Kraal No.6*, which was built by Hunslet to an Avonside design in 1940 and supplied to a sugar estate in Natal, South Africa.

For more details, including details of how to purchase advance rover tickets: www.festrail.co.uk

Malcolm Savage

We were sad to hear that Malcolm Savage, the pioneer of the revival in 5.5mm scale modelling, passed away on 19th March 2018.

Malcolm’s modelling will be known through the articles on his two layouts, *Gwynant Valley* (RM October 1984) and *Llugwy Valley* (RM May 1995), which between them re-established 5.5mm scale as a credible approach to narrow gauge modelling.

Like the Welsh lines modelled, the layouts hosted wonderful models of foreign locos, including some impressive Garratts.

As a result of the interest in the articles, he founded the 5.5mm Association in the late 1980s. Working with Roy Dock at GEM, in 1990 they produced a limited re-run of the original kit for the Hunslet 0-4-OST *Linda*. In 1996 Malcolm purchased the masters, which were updated and relaunched. He subsequently developed a range of new kits for 5.5mm scale.

In addition to working in 5.5mm, he also developed chassis components (in conjunction with Mike Chinery) and kits for OO9, OO_N3, and 7mm narrow gauge. His reputation for the quality of the products is held in high esteem, and his models and layouts proved influential and inspiring across the narrow gauge modelling community. He was regarded not only as an excellent modeller but also one of the nicest people in the hobby, a quiet and unassuming authority on all aspects of railways and railway modelling.

The hobby has lost a key figure. Without the Association that he founded, and his practical support, 5.5mm scale modelling would probably no longer exist.

We are grateful to David Etheridge for providing information for this obituary.

John Flann



It is with great sadness that we report the passing of John Flann on 25th March 2018. Although John was predominantly a British 4mm modeller, he did for a time model American HO. This followed his retirement in 1990, whereupon he and his wife emigrated to Montana in North America, later moving to Utah, to join their two sons who were already resident there with their families.

Despite having taken a baseboard from one of his British-outline layouts with him ‘across the pond’, John instead constructed an American HO short line called *Clark Fork*.

Following the move to Utah, this was re-erected and then expanded to form *Providence River* (above – see CM June 2011).

John remained an active modeller right up until his death; he was in the process of constructing a further adjunct to his extensive British-outline Hintock empire, to be called *Hintock St.Loe*.

We express our condolences to John’s family and friends. The above information was garnered from John’s article From Portland to Utah – and back, which was published in the RAILWAY MODELLER 2016 Annual.

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

Peco Publications & Publicity Ltd., Beer, Devon, EX12 3NA.

Telephone: 01297 20580 Fax: 01297 20229

e-mail: rm-clubs@btconnect.com

Saturday 19 May ELY, Cambridgeshire

Organiser: Ely & District MRC.

Venue: City of Ely Community College, Downham Road, Ely, CB6 2SH. Just off A10, will be signposted.

Open: 1030 - 1630

Admission: adults £5.00, children (5 - 18) £3.00, under 5s free.

Amenities: ample free parking; disabled access to all areas except stage in main hall; refreshments.

Features: layouts include *Obbekaer* (Danish P87, CM June 2016) and *Coronado Short Line* (US O). Societies, trade.

Contact: David Abbott 01353 721280
www.elymrc.org.uk

Saturday 19 May SWING

LITTLEHAMPTON, West Sussex

Organiser: South Downs Group of the 7mm Narrow Gauge Association.

New venue: The Littlehampton Academy, Fitzalan Road, Littlehampton, BN17 6FE.

Open: 1000 - 1630

Admission: adults £6.00, accompanied children under 16 free. Society members (7mmNGA, OO9 Society, and Gauge O Guild) £5.00.

Amenities: free parking; disabled access; refreshments.

Features: 20+ narrow gauge and industrial layouts. Red Hook Bay (US HO). Societies, trade.

Contact: 07970 556651
www.swing.model-railway.org.uk

Saturday 19 May LUTTERWORTH, Leicestershire

Organiser: Lutterworth Railway Society.

Venue: The Wycliffe Rooms, George Street, Lutterworth, Leicestershire, LE17 4ED. M1 J20 one mile, M6 J1 two miles.

Open: 1000 - 1630

Admission: adults £4.00, children £2.00, family £8.00.

Amenities: parking close by; disabled access; refreshments.

Features: layouts include *Snowy River Railroad*. Societies, trade.

Contact: Harold Dunkley 01788 310354
www.lutterworthrailwaysociety.co.uk

Saturday 19 May MIRFIELD, West Yorkshire

Organiser: Mirfield Model Railway Exhibition.

Venue: Community Centre, Church Lane, Mirfield, West Yorkshire, WF14 9HU.

Open: 1000 - 1600

Admission: adults £4.00, children £2.00.

Amenities: adequate parking; disabled access; refreshments.

Features: 18+ layouts; usually a high proportion of overseas outline. Societies, trade.

Contact: mrs.dransfield@btinternet.com

Saturday 19 & Sunday 20 May IMMINGHAM, Lincolnshire

Organiser: Immingham Museum volunteers.

Venue: Immingham Museum and Civic Centre, Pelham Road, Immingham, Lincolnshire, DN40 1QF.

Open: 1000 - 1700 Saturday
1000 - 1600 Sunday

Admission: adults £3.00, children £1.00, family £7.00.

Amenities: free parking.

Features: in addition to the museum's two permanent displays, layouts invited include *Starker Verkehr* (German HO, CM May 2016). Trade.

Contact: www.imminghammuseum.org

Saturday 19 & Sunday 20 May WILTON, Salisbury, Wiltshire

Organiser: Salisbury & South Wilts Railway Society.

Venue: Michael Herbert Hall, South Street, Wilton, Salisbury, SP2 0JS.

Open: 1030 - 1630 both days.

Admission: adults £5.00, children £2.00, under 5s free.

Amenities: free local car parking; disabled access to main hall, short flight of stairs to stage, refreshment area; light refreshments.

Features: 12+ layouts including *San Maria Gandia* (Spanish HO/HOe, due to feature in CM). Trade.

Contact: www.sswrs.org.uk
David Graney 07768 448369

Saturday 26 May BRIDLINGTON, East Yorkshire

Organiser: Bridlington (Area) Railway Modellers And Train Enthusiasts Society (BARMATES).

Venue: Christ Church Hall, Quay Road, Bridlington, East Yorkshire, YO15 2AP.

Open: 1000 - 1600

Admission: adults £4.00, concessions £3.50, accompanied children free.

Amenities: car parking nearby; disabled access; light refreshments.

Features: layouts include *Menabrea* (Italian HO, CM December 2015), *Duncan's Mine* (US HO, CM January 2009), and *Goose Lake* (HO, CM November and December 2010). Trade.

Contact: David Harrison 07811 254080

Saturday 26 & Sunday 27 May BROCKENHURST, Hampshire

Organiser: New Forest MRS.

Venue: Brockenhurst Village Hall, Highwood Road, Brockenhurst, SO42 7RY. Approximately 10 minutes walk from Brockenhurst station.

Open: 1000 - 1700 Saturday
1000 - 1630 Sunday

Admission: adults £5.00, children (5 - 16) £3.00, family (2+2) £13.00.

Amenities: free parking; full disabled access; refreshments.

Features: layouts include *Pine Bluffs and Red Dot Mine* (US HO). Displays, trade.

Contact: www.nfmrs.org

Saturday 26 to Monday 28 May BALA, Ceredigion

Organiser: Bala Lake Railway.

Venue: Ysgol y Berwyn Secondary School (on the A4212), Bala, Ceredigion, LL23 7RU.

Free vintage bus to Bala BLR station. Frequent BLR services connecting with the Festival of Transport at Llanuwchllyn on 27 and 28 May.

Open: 1000 - 1700 Saturday
1000 - 1700 Sunday
1000 - 1530 Monday

Admission: adults £5.00, family £10.00. Proceeds aid the Bala Lake Railway's extension project.

Amenities: ample free parking; easy access to all three halls; refreshments.

Features: primarily narrow gauge layouts and displays, but including *Die alte Muhle* (German N, CM April 2008). Preservation societies, trade.

Contact: balamodexpo@yahoo.co.uk
www.bala-lake-railway.co.uk

Saturday 2 June LEICESTER

Organiser: Lionel Collectors Club UK.

Venue: Trinity Methodist Church, Narborough Road, Leicester, LE3 2RD.

Open: 1000 - 1600

Admission: adults £3.00, accompanied children free.

Amenities: limited car park, street parking; entrance up a few steps; refreshments.

Features: 8+ layouts, classic American O and S gauges. Secondhand sales.

Contact: Chris Pratt 01403 269439
Paul Draycott 0116 233 4843
ps.draycott@outlook.com

Saturday 2 & Sunday 3 June CHATHAM, Kent

Organiser: Chatham & District MRC.

Venue: The Victory Academy, Magpie Hall Road, Chatham, Kent, ME4 5JB. Minibus service from Chatham station.

Open: 1000 - 1700 Saturday
1000 - 1600 Sunday

Admission: adults £6.00, accompanied children free.

Amenities: extensive free car parking; disabled parking and access; refreshments.

Features: 18+ layouts, including the club's new American N layout *Elliott's Bluff* (in this issue), *Fulton Terminal* (US HO, CM February 2010), and *Ville à la Campagne* (French HOm). Societies, trade.

Contact: www.chatham-mrc.com
Dave Holman 07552 777718
(before 8.00pm, please)

Saturday 9 June BURTON UPON TRENT, Staffordshire

Organiser: 7mm Narrow Gauge Association.

Venue: Burton upon Trent Town Hall, King Edward Place, Burton upon Trent, Staffordshire, DE14 2EB.

A few hundred yards from Burton station.

Open: 1030 - 1630

Admission: adults £5.00, 7mmNGA members £3.00, partners and children free.

Amenities: Pay & Display car parking nearby - please respect residents' parking; refreshments including licensed bar.

Features: the premier 7mm scale narrow gauge exhibition, with layouts including *St. Laurs* (French Om, CM March 2013), *Gamle Carlsberg* (Danish Oe, CM September 2010), *Redwood Lumber* (US On30), *Questa* (US On30), and *Mers les Bains* (French metre gauge in 1:32, CM April 2015 and August 2017). Demonstrations, competitions, specialist trade.

Contact: www.7mmnga.org.uk

Saturday 9 & Sunday 10 June DOULTING, Somerset

Organiser: Shepton & District MRS.

Venue: Doultling Village Hall, near Shepton Mallet, BA4 4PL.

Open: 1030 - 1630 Saturday
1000 - 1600 Sunday

Admission: adults £4.00, accompanied children under 12 free, 12-16 £2.00.

Amenities: parking; wheelchair access; refreshments.

Features: layouts include *Amiens 1918* (OO9) and *Enigma Quay* (On30). Two preservation societies, two traders. Free entry to the clubroom at the East Somerset Railway (BA4 4QP) during the show.

Contact: John Perrett, 01761 232950
jp.perrett@btinternet.com

Friday 15 to Sunday 17 June GREAT CENTRAL RAILWAY

Organiser: GCR Plc

in conjunction with Soar Valley MRC.

Venue: all four stations along the Great Central Railway. Large car park next to Quorn station, LE12 8AG.

Open: 1000 - 1700 Friday
1000 - 1700 Saturday
1000 - 1600 Sunday

Admission: £20.00. Includes all-day travel and entrance to all exhibition venues.

Amenities: refreshments available at all stations.

Features: 70+ layouts, including *Gila Canyon* (US N/Nn3), *Fort Whiting* (colonial OO9), *Maloja* (Swiss HOm, CM November 1991 and November 2007), *Marmagne* (French HO, CM March 2005), *Zlata Vychod* (Czech HO, CM April 2017), *Broadford* (Australian HO, CM January and March 2010 and January 2013), *Whispering Hollow* (US HO), *The Colorado and Utah Scenic Railroad* (US O), and a Z gauge layout. The Austrian Railway Group will be represented. Demonstrations, trade. Use the intensive train service to travel on the real thing between stations.

Contact: www.gcrailway.co.uk

Saturday 16 June
HUCCLECOTE, Gloucester

Organiser: Hucclecote Methodist Church.
Venue: Hucclecote Methodist Church, Carisbrooke Road, Hucclecote, Gloucester, GL3 3QP.
Open: 1000 - 1700.
Admission: adults £4.00, children free.
Amenities: refreshments.
Features: layouts in a variety of scales, including *El Cremallera* (Spanish Nm, CM March 2012), *Jenbach* (Austrian HO/HOe), *Bitterfeld* (German HO), and *Federal Street Yard* (US HO).
Contact: 01452 617357
www.hmcmrs.org.uk

Saturday 23 June
KING'S LYNN, Norfolk

Organiser: King's Lynn MRC.
Venue: Lynnsport, Greenpark Avenue, King's Lynn, Norfolk, PE30 2NB.
Open: 1030 - 1630.
Admission: adults £5.00, under 15s £2.00, under 5s free.
Amenities: refreshments.
Features: layouts include *Obervaz* (Swiss HOm), *Jernies End* (US HO), and *Chica, Illinois* (US HO). Trade.
Contact: www.klmrclub.simplesite.com

Saturday 23 June
STEVENTON, Oxfordshire

Organiser: Oxfordshire Narrow Gauge Modellers.
Venue: Steventon Village Hall, The Green, Steventon, OX13 6RR.
Open: 1000 - 1600.
Admission: £4.00 for 009 Society members, £5.00 for non-members; accompanied children under 16 free.
Amenities: limited free parking; disabled access; refreshments.
Features: 14 narrow gauge layouts, including *Sam's Creek* (Australian On30). 009 Society sales stand, trade.
Contact: www.oxngm.org.uk
Paul Spray 01865 247801

Saturday 23 & Sunday 24 June
PERTH, Scotland

Organiser: Perth & District MRC.
Venue: Dewar's Ice Rink, Glover Street, Perth, PH2 0TH.
Open: 1030 - 1730 Saturday
1000 - 1700 Sunday
Admission: adults £7.00, children £3.50, family (2+2) £16.00.
Amenities: full disabled access; buffet/bar.
Features: 40+ layouts from N to O, including *St. Adrian* (Swiss Z), *Ronshafen* (N), *St. Combs* (Canadian N, CM April 2018), *Untermütten* (Swiss HOm, CM April 2010), *Handegg* (Swiss HOm), *Rippon Cement* (HO), *Zauberwaldbahn* (German Oe, CM January 2011), and *Arcadia Pennsylvania Terminal* (US O). Demonstrations, seminars, specialist societies, trade.
Contact: Stan Moug 07588 754959
www.perthmrc.com

Saturday 23 & Sunday 24 June
ROMSEY, Hampshire

Organiser: Romsey & District Railway Modellers Society.
Venue: Crosfield Hall, Romsey, Hampshire SO51 8GL.
Town centre location, close to car parks and bus station.
Open: 1030 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £4.00, children £2.00, family (2+2) £10.00.
Amenities: free parking on Sunday; full disabled access; refreshments.
Features: rescheduled from March (cancelled due to snow). 15+ layouts, including *Ermengerst* (German HO, CM March 2017). Demonstration, trade.
Contact: 01794 514861
www.rdrms.com

Saturday 30 June & Sunday 1 July
EXETER, Devon

Organiser: Exe MRS.
Venue: The Matford Centre, Matford Park Road, Marsh Barton, Exeter, EX2 8FD.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £7.00, accompanied children free.
Amenities: free parking; disabled friendly; restaurant.
Features: 35+ layouts in all popular scales and gauges, representing British, continental, and American outline, including *The Andeer Line* (Swiss HOm), *Bw. Dügelshausen* (German HO, CM March 2016), *Ostrava* (O), and *Jillsburgh Sub* (Canadian HO). Demonstrations, trade.
Contact: www.exemrs.co.uk

Saturday 30 June & Sunday 1 July
GATESHEAD, Tyne & Wear

Organiser: North East of England Group of the N Gauge Society.
Venue: Gateshead Masonic Hall, Alexandra Road, Gateshead, NE8 1RB.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £3.00, children £1.50, family £5.00.
Amenities: refreshments, full disabled facilities, free dedicated car park, five minutes' walk from Gateshead Inter-change station, everything on one level.
Features: club and individuals' layouts, Northumberland Group *Canadian* layout, bookstall, trade.
Contact: Ian Holmes
i.d.holmes@btinternet.com
Neil Walker
neil.walker64@btinternet.com

Meetings

Wednesday 13 June - 19.30
LCGB - Dorking Branch

LCGB Overseas Travels 2017 by Adrian Palmer.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking, RH4 2LE.
Contact: terryrichards@onetel.com

Coming next month

out 21st June

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• Zeltweg

Peter Herzl-Smith has created a convincing impression of the Austrian town which was home to his grandparents, on the flanks of the Erzberg range in Styria.

• Pottendorf

Tim Hale makes welcome return to the exhibition circuit with an attractive new HO layout which demonstrates the timeless appeal of the Bavarian branch terminus.

• 1918 - updated

Roy Hirst describes recent developments and new stock on his First World War narrow gauge layout.

• La Noë sur Erdre

Olivier Taniou built a small scenic diorama as a setting for his collection of 1950s/1960s French HO stock - join him at the lineside for some train watching.

• Columbia & Western

Mike Dobson continues the account of the extensive Canadian O gauge layout, introduced in the May issue, which fills the cellar and garage under his house.

... and much more!

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Trade Sales Books

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Wanted (Trade)

This section is reserved for the use of traders only.

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

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Fairs, Sales and Swapmeets

June 2018

24 June (Sun) 11am-3pm

CATTERICK FAIR - NEW EVENT Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children and Seniors £2. Early entry £5. Free parking. JIM CORR.

Tel: 0750 403 5955 email: jim_corr73@hotmail.co.uk for further information.

26 June (Tues) 6pm-9pm

GARSTANG TOYFAIR, Kirkland and Catterall Memorial, corner of A6 and A586, refreshments available. JANET PEARSON. Tel: 01282 439 009.

Private

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FOR SALE COLLECTION OF UNMADE WALTHERS KITS, also US coach sets plus locos etc, some European Roco items. Contact: 01492 549 027 or email: scenicsunlimited@hotmail.com

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Private Wanted

G SCALE AND OTHER GARDEN RAILWAY WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

Wanted Clubs and Societies

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

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

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

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

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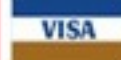
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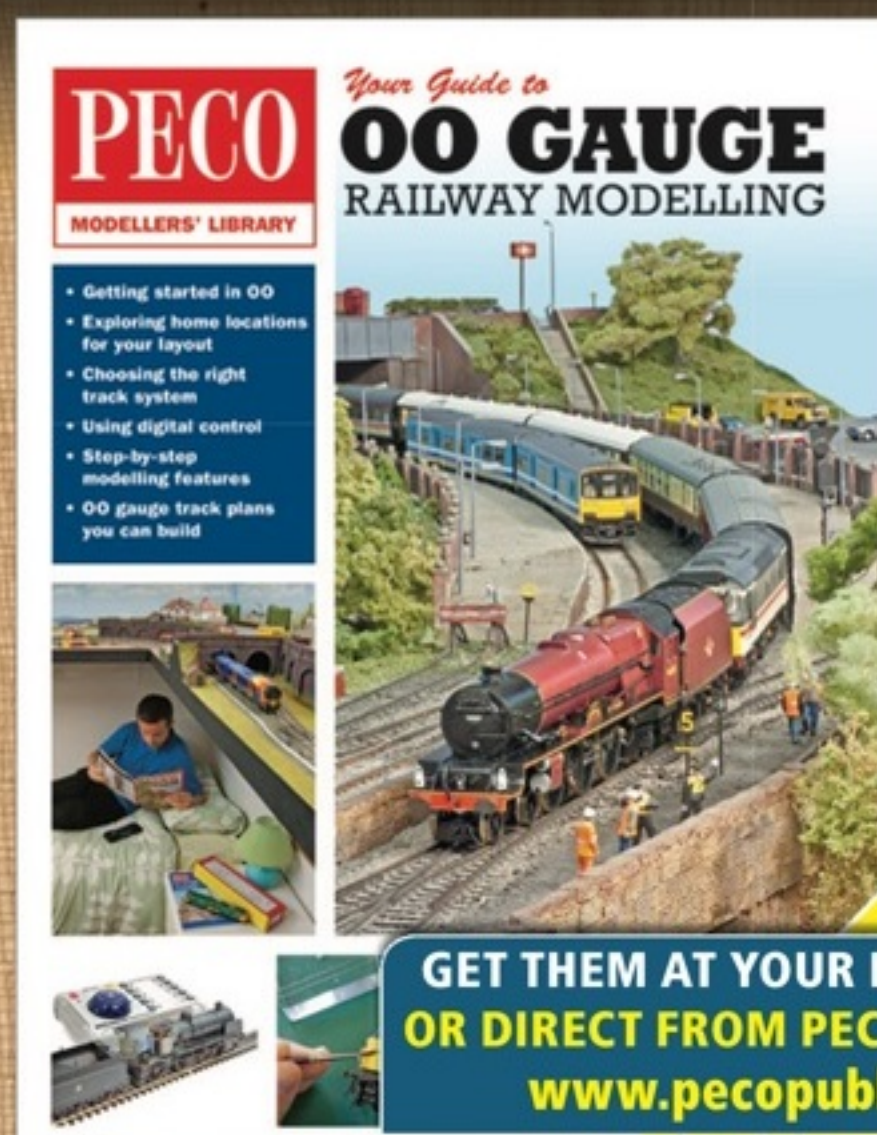
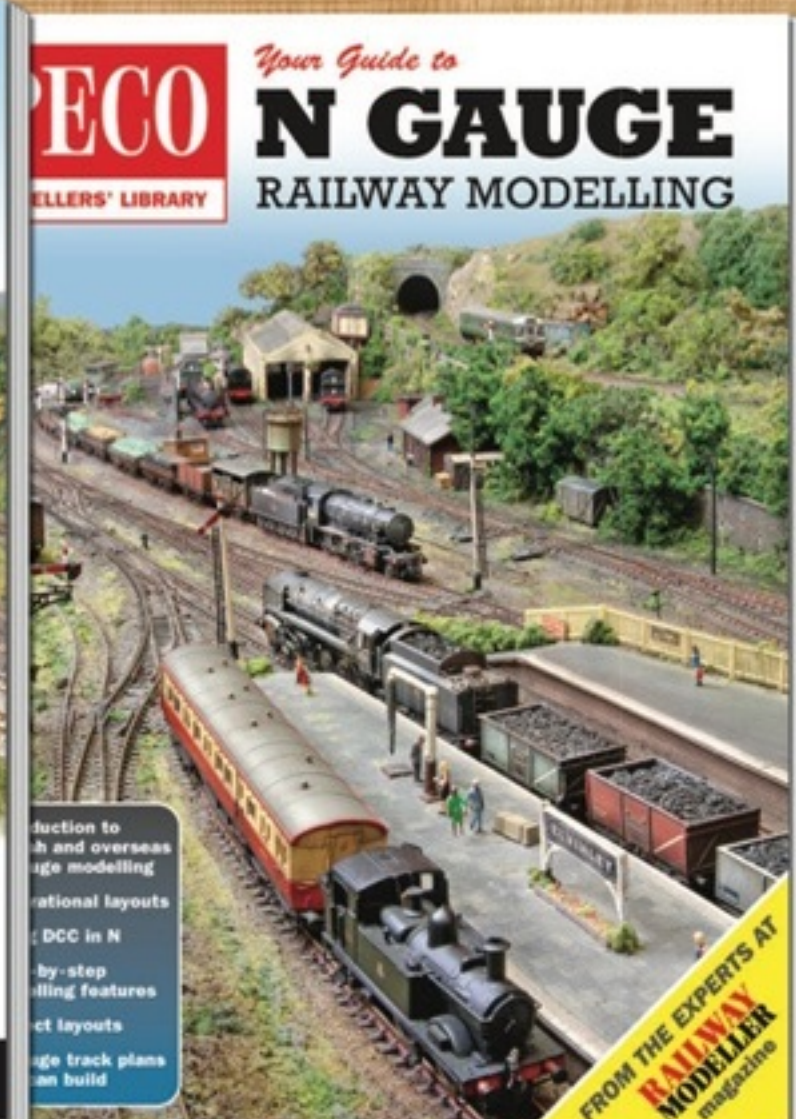
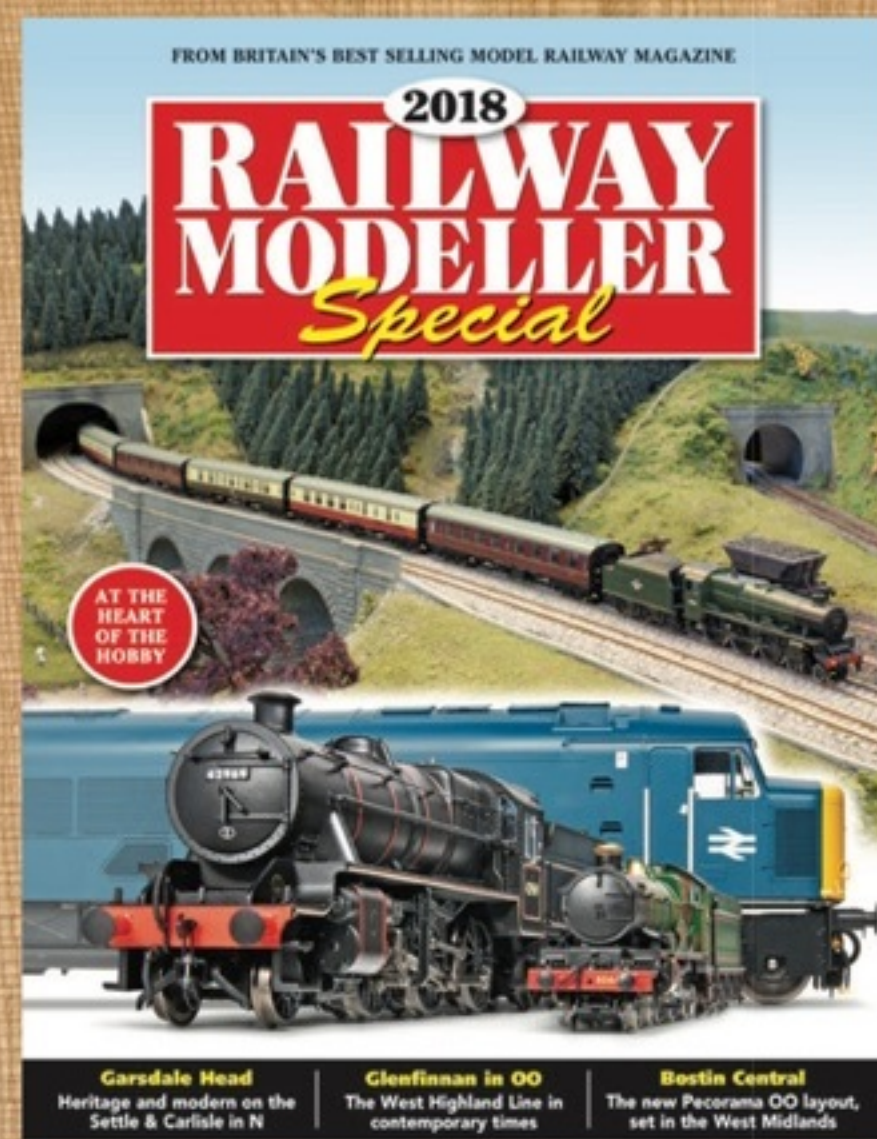
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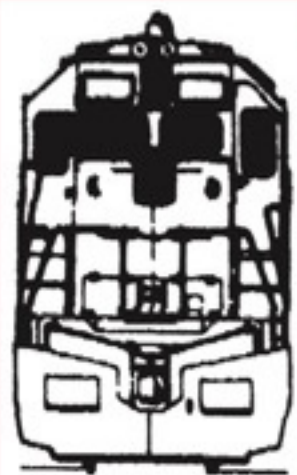


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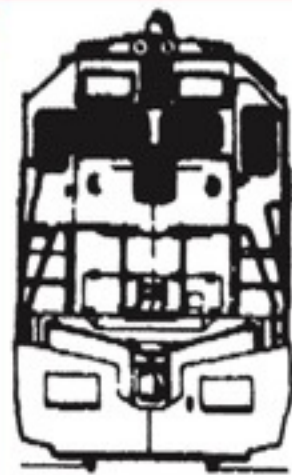
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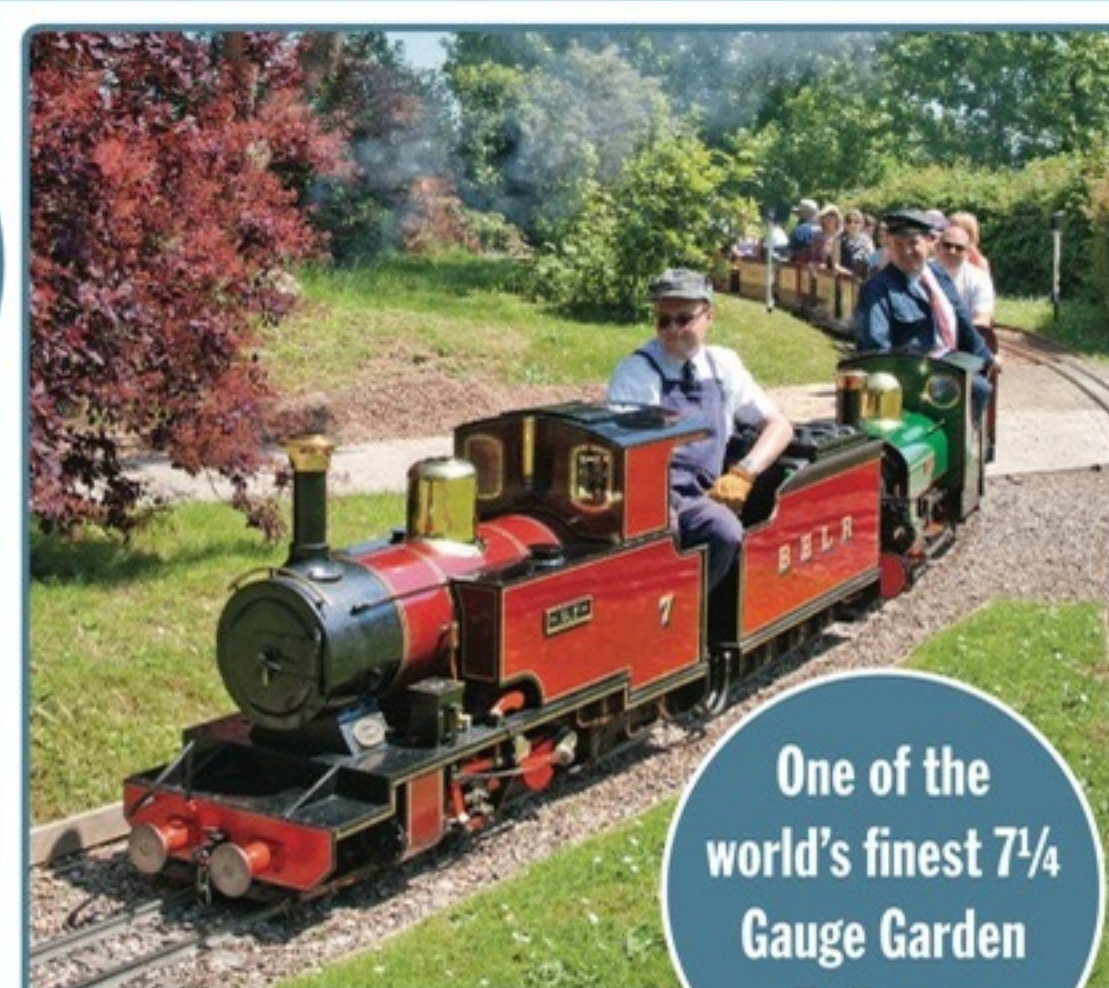
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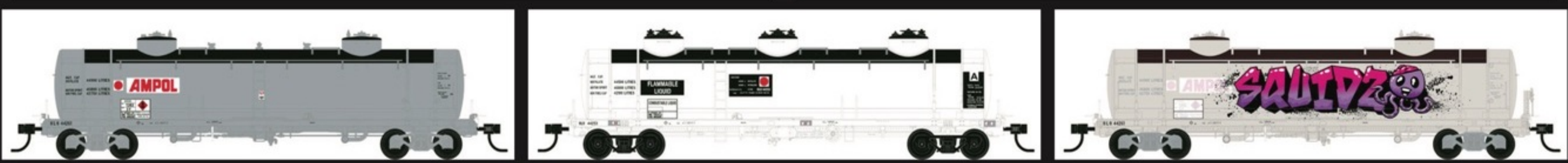
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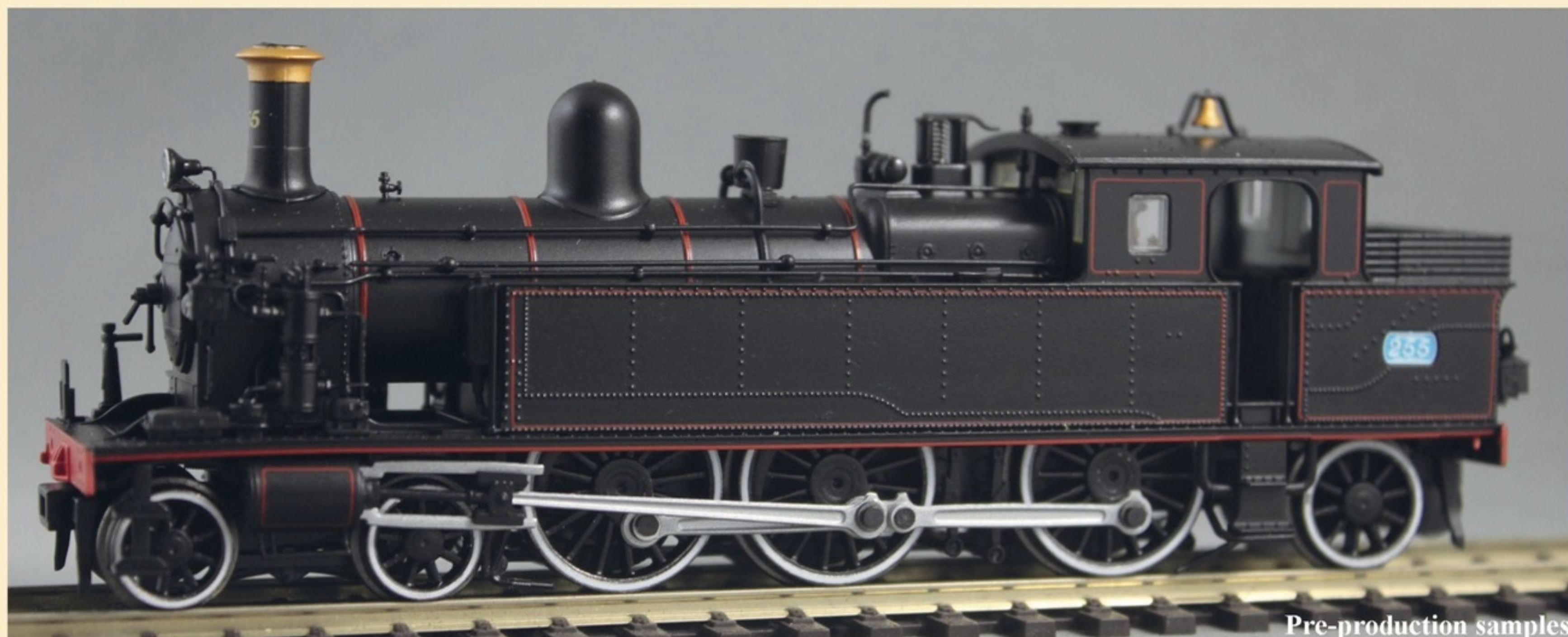


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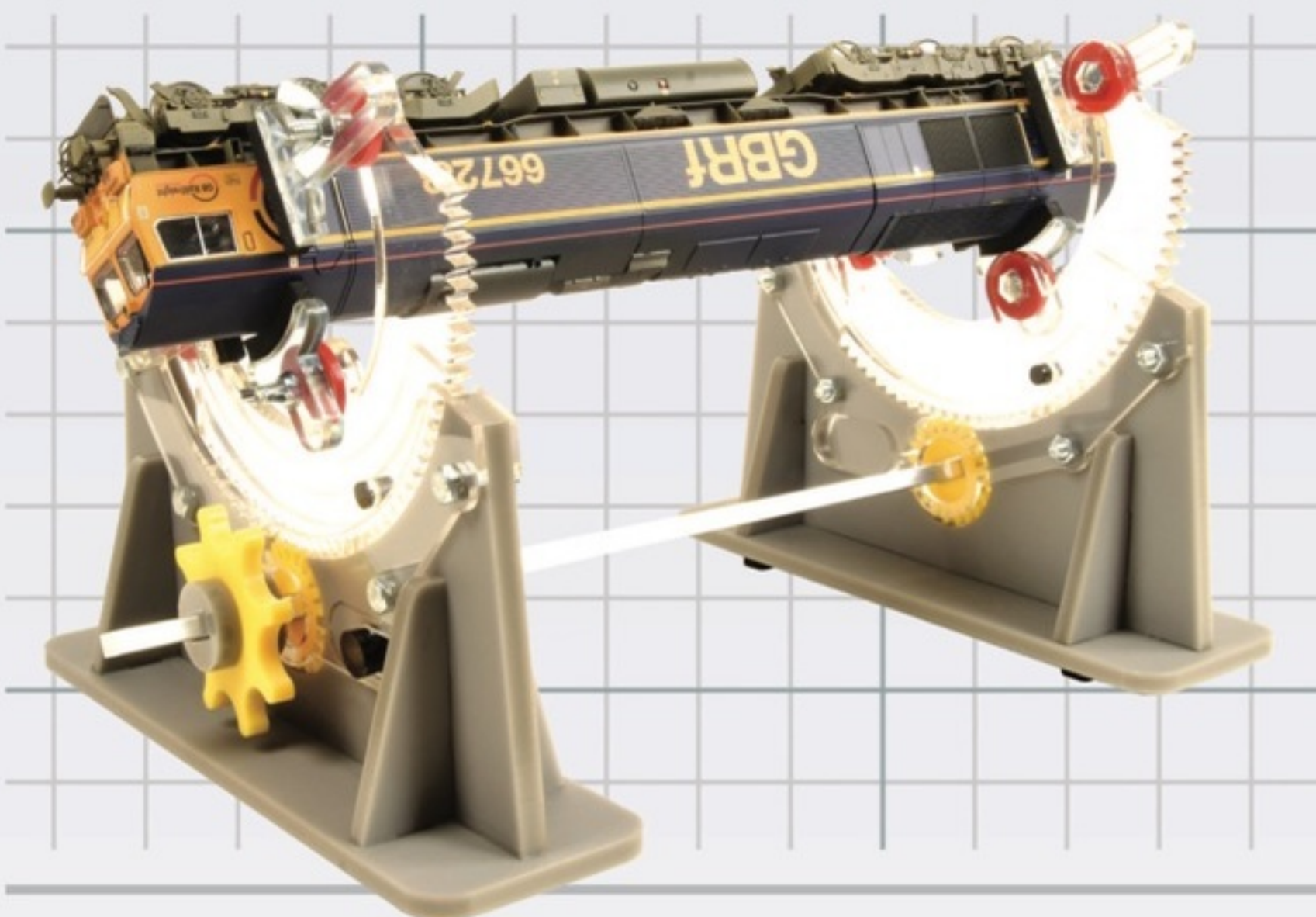
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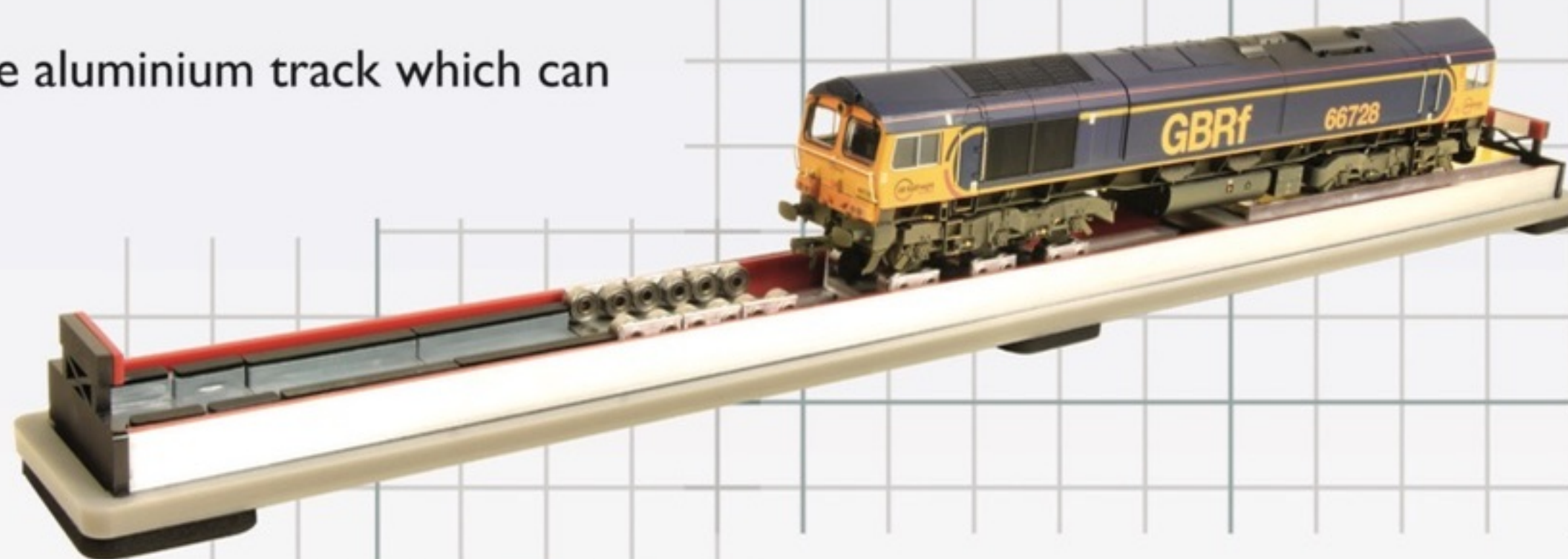
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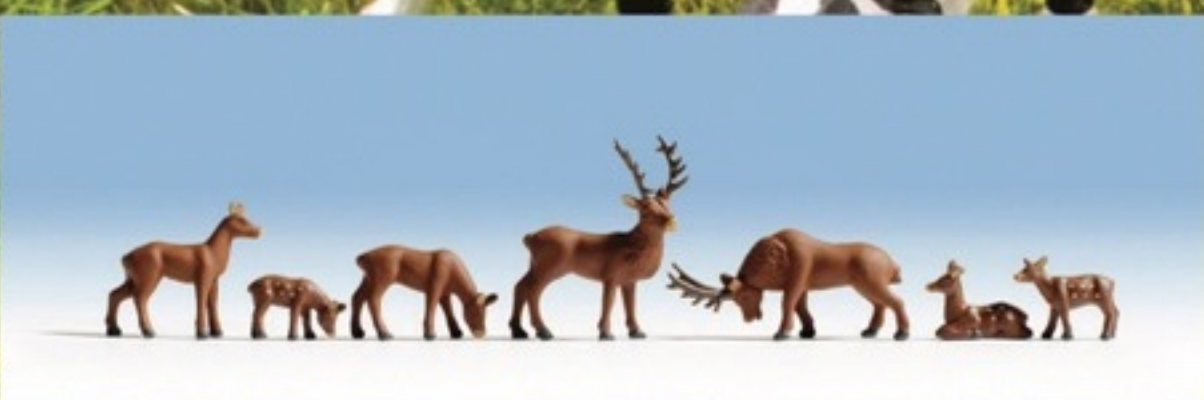
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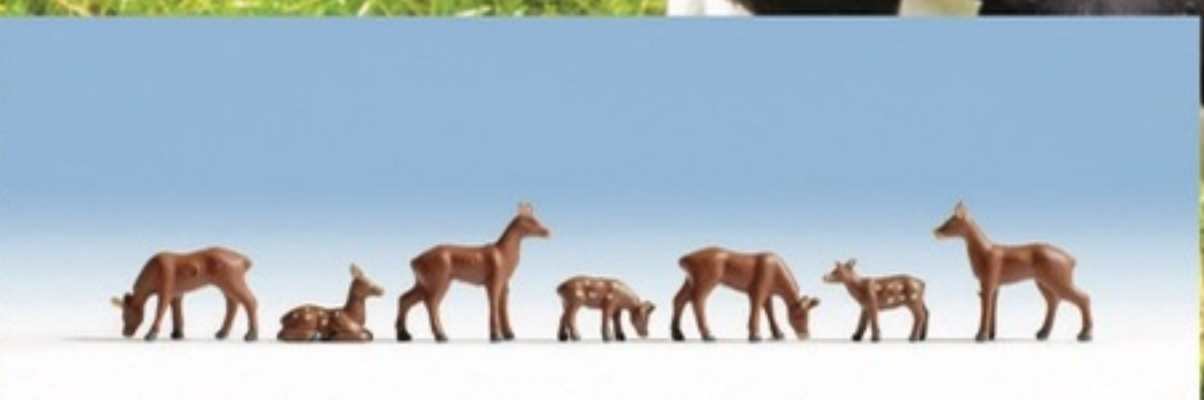
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