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48903 SD7 Bessimer & Lake Erie	£135.00
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1482 Denver, Rio Grand	£26.00
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Caboose



1502 Union Pacific	£24.00
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Gondola

6074 Union Pacific 53'	£19.50
5663 Santa Fe 40'	£18.95
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5673 Union Pacific 40'	£18.95
40289 Southern Pacific 53'	£16.95

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5148 53' TTX	£24.80
5131 53' Conrail	£19.95
5127 53' Burlington Northern	£19.95
104511 ACL 50' Pulpwood	£21.50
5113 53' Flat C & NW	£19.95
104505 MP 50' Pulpwood Flat	£21.50

Tanks



1441 Br. Columbia Railway	£17.50
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1016 Union '76' 36' tank	£18.95
1124 Union 76' 3 dome	£22.50



1019 Hercules Powders	£19.50
1442 Cooks Paints	£17.00

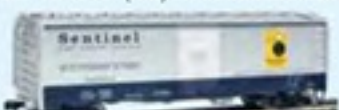
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58051 24' Burlington Northern 4 pk.	£68.00
105903 Southern 34' Hopper	£16.95
6915 34' 100T Hopper UP/WP	£17.50
1658 Quad Hopper Peabody	£14.50
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6913 34' 2 Bay 'Vulcan'	£18.50
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101656 50' Union Pacific (brown)	£23.50
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101605 50' N.Y.C. (jade green)	£18.90
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2015 50' CP (Packman Logo)	£21.00
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2711 40' Union Pacific	£20.50
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Reefers



3656 Wood Santa Fe Reefer 40'	£24.50
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804 United Trucking BU	£22.50
3519 Conveyor & Office	£29.50
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3029 Merchants Row 2	£32.50



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3092 Greatland Sugar Factory	£65.00
3021 Northern Light & Power	£34.00
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MP98665 40' Ammo Box Car	£13.45
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E4023 Land Rover WW2	£7.40

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B52401 NKP 2-8-4 Berkshire with sound and DCC	£250.00
R2409 2 TR Heislser 'West Side'	£225.00
B63109 S4 Northern Pacific	£102.00
B50402 0-6-0 'Smokey Mountain'	£125.00
K3021 GP35 AT & SF	£105.35



A11037 MP15 Union Railroad	£145.00
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MTH GP39-2 P & LE (DCC ready)	£135.00
MP965031 0-4-0 no '50' DCC	£86.00



61250 GP50 Southern	£88.50
MP96636 Southern 0-6-0 + tender	£36.15



B50706 Union Pacific 0-6-0	£96.50
B54405 'Frisco' Mikado	£199.95
B60716 GP35 Frisco DC/DCC	£95.00



B16402 Blacksmiths Car W & A	£43.85
BW41606 Pennsylvania N8 Caboose	£27.60
B18402 Pennsy Bobber Caboose	£19.35
BW41196 H21a Hopper 'Bertha'	£19.95
B17702 AT & SF Bay w.caboose	£28.80



B19803 40' ART Reefer	£27.00
B19806 40' Grand Union Reefer	£29.95
A3984 Libby's	£39.95
B19808 Sonoma Wines Box Car	£29.95
B19805 Reefer 'Pure Carbonic'	£24.00
B18332 Log Car	£35.95
CC19304 3 Bay Hopper Southern	£16.95
CC523 3 Bay Hopper BNSF	£16.50
B72304 o/t 34' Box Car Pennsylvania	£19.50



A3529 50' Box 'Cotton Belt'	£25.95
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MP2620 Meat Distributors b/u	£29.99
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W3214 Northern Light	£29.95
W3252 Low Relief Variety Printing	£19.95
W1576 Sunrise Feed Mill	£29.50
W3834 Brick Industrial Office	£16.00
MP1547 Customs Warehouse	£19.15
W3200 Interstate Oil	£23.80
MP1550 Twin Diesel Shed	£30.95
LL7463 Country Store	£10.95

'O' Gauge buildings p&p £4.99 (BU - Built up)



Victorian Station Kit (pre-coloured) 380mm x 120mm	£39.45 whilst stocks last!
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L681629 Lumber Shed Kit	£39.95
A6902 Island Platform	£26.95
MTH9097 Gate Tower BU	£29.70
MTH Tunnel portal x 2	£17.50
L612888 Railroad Crossing Kit	£49.95
Corrugated Tool Shed Kit	£14.95



Lattice Footbridge	£25.95
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WS2747 Rail Workers x 5	£23.50
B45979 Coaling Tower	£24.80



AMB490 Country Halt (laser cut wood kit)	£34.60
B45608 Cape Cod House x 2	£22.50
BV202 1934 Stake Truck Kit	£28.00

American N Gauge post & packing £3.99



B58154 Great Northern 4-8-4	£180.00
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A2120 D & LN 4-4-0	£99.00
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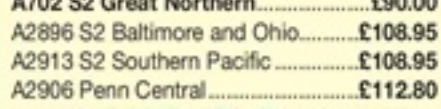
A41636 East Side Logging Shay	£195.00
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A2955 GP9 Baltimore and Ohio	£108.95
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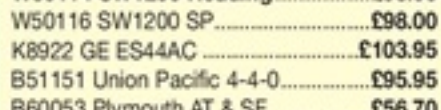
A702 S2 Great Northern	£90.00
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A2896 S2 Baltimore and Ohio	£108.95
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A2913 S2 Southern Pacific	£108.95
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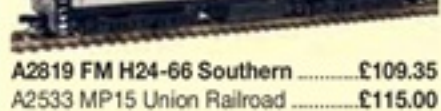
A2906 Penn Central	£112.80
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W50114 SW1200 Reading	£98.00
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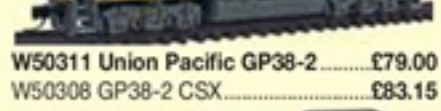
W50116 SW1200 SP	£98.00
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K8922 GE ES44AC	£103.95
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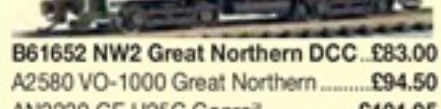
B51151 Union Pacific 4-4-0	£95.95
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B60053 Plymouth AT & SF	£56.70
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B60051 Switcher 'Bethlehem Steel'	£56.70
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A3075 GP15 C & NW	£93.50
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A2819 FM H24-66 Southern	£109.35
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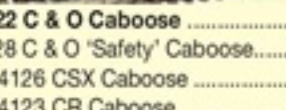
A2533 MP15 Union Railroad	£115.00
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CC14152 Pennsylvania Caboose	£17.50
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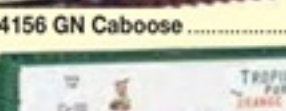
A3322 C & O Caboose	£18.50
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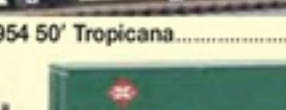
A3328 C & O 'Safety' Caboose	£18.50
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CC14126 CSX Caboose	£17.50
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CC14123 CR Caboose	£16.95
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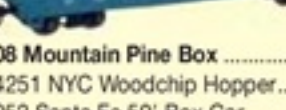
CC14156 GN Caboose	£18.75
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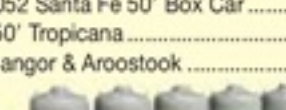
B17954 50' Tropicana	£21.50
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B16752 B & O Flat and Trailer	£29.95
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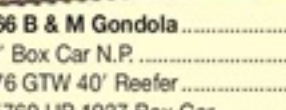
A1808 Mountain Pine Box	£14.50
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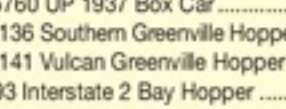
BF14251 NYC Woodchip Hopper	£12.90
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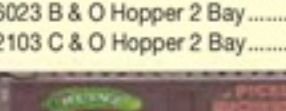
B71052 Santa Fe 50' Box Car	£19.95
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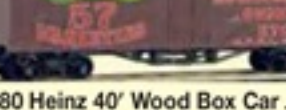
CC 50' Tropicana	£22.50
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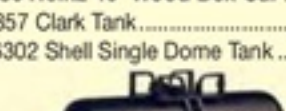
Mt Bangor & Aroostook	£23.95
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A2666 B & M Gondola	£16.95
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A 40' Box Car N.P.	£21.30
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A2676 GTW 40' Reefer	£23.90
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IM65760 UP 1937 Box Car	£26.75
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marklin

Marklin are one of the oldest model railway companies in the world.

They have over a century of expertise, and currently produce models in Z, HO, and Gauge 1 Scales.



Z 1:220 Scale -

One of the smallest commercially available model railway scales and ideal if you only have a small space, but don't want to compromise on detail.



HO 3-Rail 1:87 Scale -

Marklin produce a unique 3-Rail system in HO Scale, with locomotives and stock spanning the eras from the dawn of railways to the present day.



Gauge 1 1:32 Scale -

The Gauge 1 stock produced by Marklin is breathtakingly detailed. Extra realism is provided by MFX-Sound decoders and smoke generators in the steam engines.

Marklin Central Station 3

The CS3 is an innovative digital controller for both DC and AC layouts. It has a high resolution touchscreen display, and many possibilities for networking. It has two locomotive controllers and a central track diagram allows simple, easy control of locomotives and the layout.



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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

Big in Detail and Technology

HO Scale

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.

It can be programmed to change locomotive speed and points at the touch of a button, and as it is a free app, anyone can join in as long as they have a supported device!



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TRIX



N and HO Scale Continental Specialists

MINITRIX N 1:160 Scale

Minitrix produce an extensive range of German locomotives and rolling stock, from the steam age to the modern era.

N Scale gives you the flexibility to build a complex layout in a relatively small area.



TRIX HO 1:87 Scale

The Trix range covers the majority of Europe in HO Scale, but especially Germany, spanning multiple eras and embracing DCC sound technology. A full range of locomotives and rolling stock is available.



HO 1:87 Scale C-Track

The Trix C-Track range is a robust, pre-ballasted track system that simply clips together giving a firm, reliable electrical contact between track sections - simply clip together and get your locomotives running.



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Only £30.00



N61230 1 Large Rock Former
N61231 1 Large Rock Former
N61232 3 Medium Rocks Former
N61233 1 Large 2 Small Rock Former
N61234 1 Medium 2 Small Rock Former
All £13.50 each

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Just pour the Casting Compound into the former, allow to set, then the rocks can be fixed to your layout and painted.



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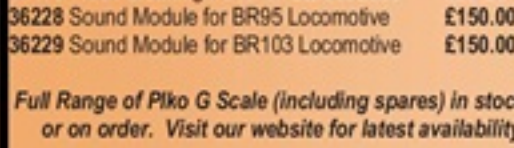
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2018 New Items Available from your local dealer

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 99708D G Scale Catalogue 2018 £3.95 99718D New Items Leaflet 2018 FOC	 38206 UP 2-6-0 Saddle Tank (Sound & Smoke) £430.00	 37813 Hermann Teddy Bear Christmas Wagon £295.00	 38760 CHPX Car Carrying Flat Wagon Auto Load £120.00
NEW G SCALE STARTER SETS			
 37122 Christmas Starter Set (Sound & Smoke) £529.95 <i>The Ultimate Christmas Gift - Just imagine Smoke and Steam around your Christmas tree?</i>	 38225 D&RGW Mogul 347 Steam (Sound) £495.00	 37821 DR Snow Plough IV £170.00	 38761 Christmas Flat Wagon Corvette Load £120.00
 37150 Mighty Hauler GE-25t Starter Set £229.95 <i>A Great Value Entry Level Starter Set, or maybe a cheap way of buying a brand new freight train?</i>	 38500 D&RGW GE-25t Industrial Diesel Loco £200.00	 37831 DB Gas Canister Carrying Flat Wagon III £105.00	 38762 Christmas Tree Express Flat Wagon £135.00
NEW G SCALE LOCOMOTIVES			
 37221 DR BR24 Steam Loco (Smoke Fitted) IV £720.00	 38501 GE-25t Track Cleaning Locomotive £215.00	 37955 DR Livestock Van with Opening Doors III £97.00	 38883 Halloween Hopper Wagon £83.00
 37230 DR BR95 Steam Locomotive IV £895.00	 38502 Blue Goose GE-25t Industrial Diesel £200.00	 38744 D&RGW Bogie Stake Wagon Set (2) £105.00	 38884 Christmas Wagon for 2018 £86.00
 37440 DB BR103 Diesel Locomotive IV £595.00	NEW G SCALE ROLLING STOCK	 38757 UP Bogie Stake Wagon w/Lumber Load £125.00	 38885 C&BQ Friendship Train Box Wagon £73.00
 37509 DB BR218 Diesel Locomotive IV £380.00	 37630 DB Abnb 1st/2nd Class Silver Coin IV £225.00	 38758 Phillips 66 Bogie Tank Wagon £100.00	 38886 SF Travel the Chief Way Reefer Wagon £76.00
 37582 DR BR131 Diesel Locomotive IV £485.00	 37793 KVG Cement Silo Wagon V £140.00	 38759 Christmas Egg Nog Bogie Tank Wagon £105.00	NEW G SCALE ACCESSORIES
			 35282 Powered Re-Railer £82.00 35416 Track Cleaning Pads for GE-25t Loco £23.25 36228 Sound Module for BR95 Locomotive £150.00 36229 Sound Module for BR103 Locomotive £150.00 Full Range of Piko G Scale (including spares) in stock or on order. Visit our website for latest availability.

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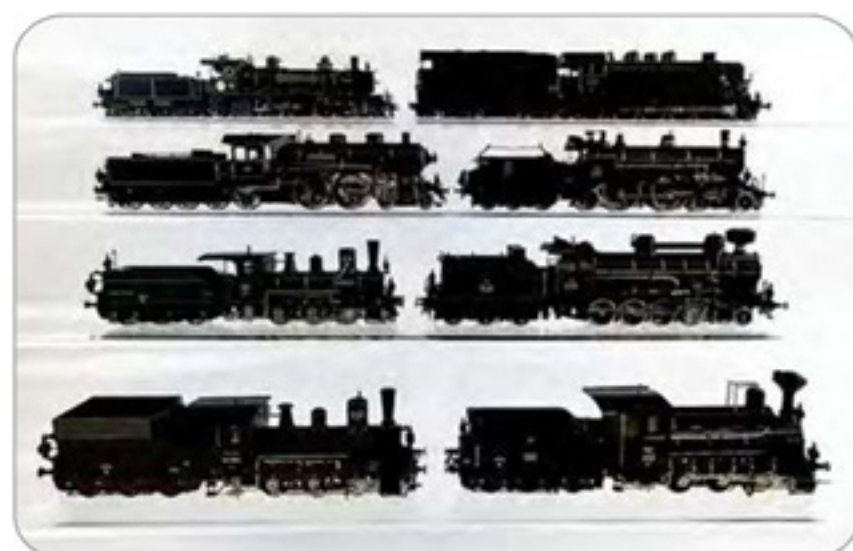
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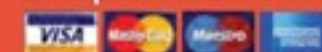
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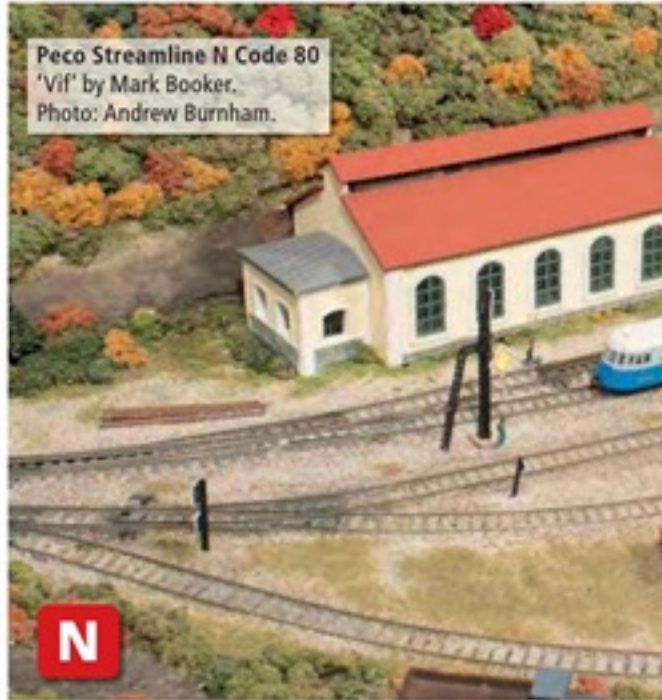
We have the track – whatever the scale

Peco Streamline On30
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MRC Team. Photo: Andrew Burnham.



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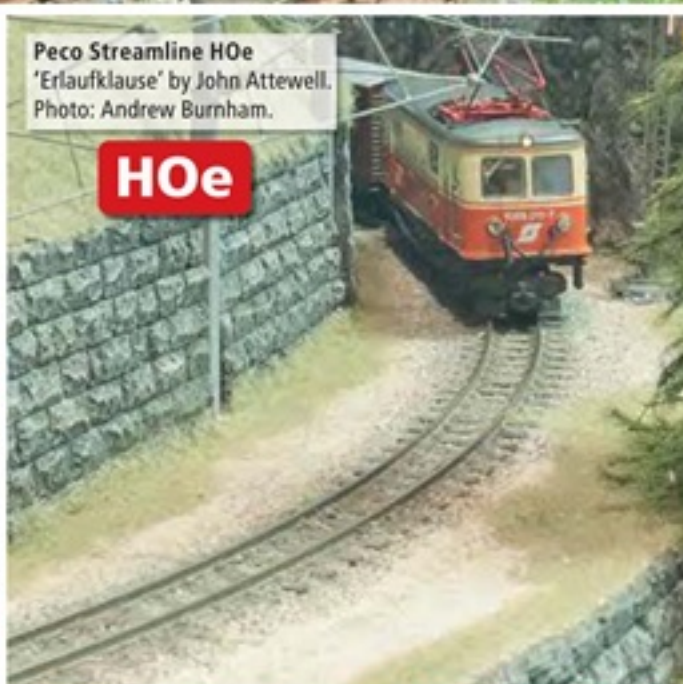
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Peco Streamline HO C83
'Green River' by Bob Phelps.
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Peco Streamline HOe
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HOm



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CONTINENTAL MODELLER

January 2019

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RAILWAY MODELLER

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



Cover
Part of the Berlin city scene
within the Europe section of
the extensive HO/OO layout
developed by Jools Holland.
Photo: editor.

CM celebrates 40 years

Really? It hardly seems that long. Where does the time go when you are having fun? We thank all our readers, contributors, advertisers, and suppliers for their support. It is perhaps ironic that during the coming year as we mark a significant anniversary for what has always been an outward looking magazine, the United Kingdom will formally withdraw from the European Union. But rest assured we will continue to feature modelling from Europe. We hope it will still be possible to visit major shows on the continent easily (and for Europeans to come to our events), and for layouts to be taken in each direction for exhibitions without excessive paperwork or charges. Our hobby could be diminished by any restrictions on trade or travel. Fingers crossed!

Jools Holland's layout

We start the year with a visit to Jools Holland's layout – not because he is well-known but because the layout is worth featuring in its own right, as we trust you will agree. A loyal reader of both CM and RM, Jools was initially reticent to have the layout featured in case it was not good enough compared to much of what he saw in the magazines. He need not have worried. He describes it as "a work in progress": some parts are indeed more finished, more detailed, than others, but this is the case with many layouts. If we waited until they were 'finished', they might never be published!

During visit our Jools was the perfect host, quite at home and anything but a celebrity, and once in the railway room he was just like many other enthusiastic layout builders, keen that we should focus on some areas and aspects and perhaps not look so closely at others as yet 'unfinished'. We look forward to a return visit to monitor progress ... later.

Jools has seen the page proofs and was kind enough to compliment the photography, the selection of images, and the page design, saying that it all gave a very satisfying impression of the layout.

The European part of the layout, around 25' long, is only about one third of the total. The British side is featured in the January issue of RAILWAY MODELLER, with an overall plan.

Warley show success at NEC

We are completing this issue in the immediate wake of the Warley show at the NEC. What a weekend! Undoubtedly the busiest for some time. Our congratulations to the organisers. Thanks to all readers and contributors who visited the Peco Publications stand, and our apologies if the throng prevented long or detailed conversations!

CMRA exhibition in Stevenage

We were pleased to note that the Chiltern Model Railway Association exhibition to be held in Stevenage (for many years previously in St.Albans) this year includes four layouts coming over from The Netherlands – three from the prolific Maas en Waal club (one described in this issue, one already featured, and one new micro layout) plus the exquisite *Halte Tombroekstraat* (winner of the CM Cup in 2016, and recently much admired at the NEC). Not to mention some interesting 'local' offerings. Full details in *Exhibition Diary* (p68).

CM Cup competition 2018

It is that time of year again! We do appreciate your votes – without them we could not award the Cup with the same significance. And someone has to win the draw prizes ... so take some time over the festive season to browse through the issues from 2018, and let us know your three favourite features. Full details on page 72.

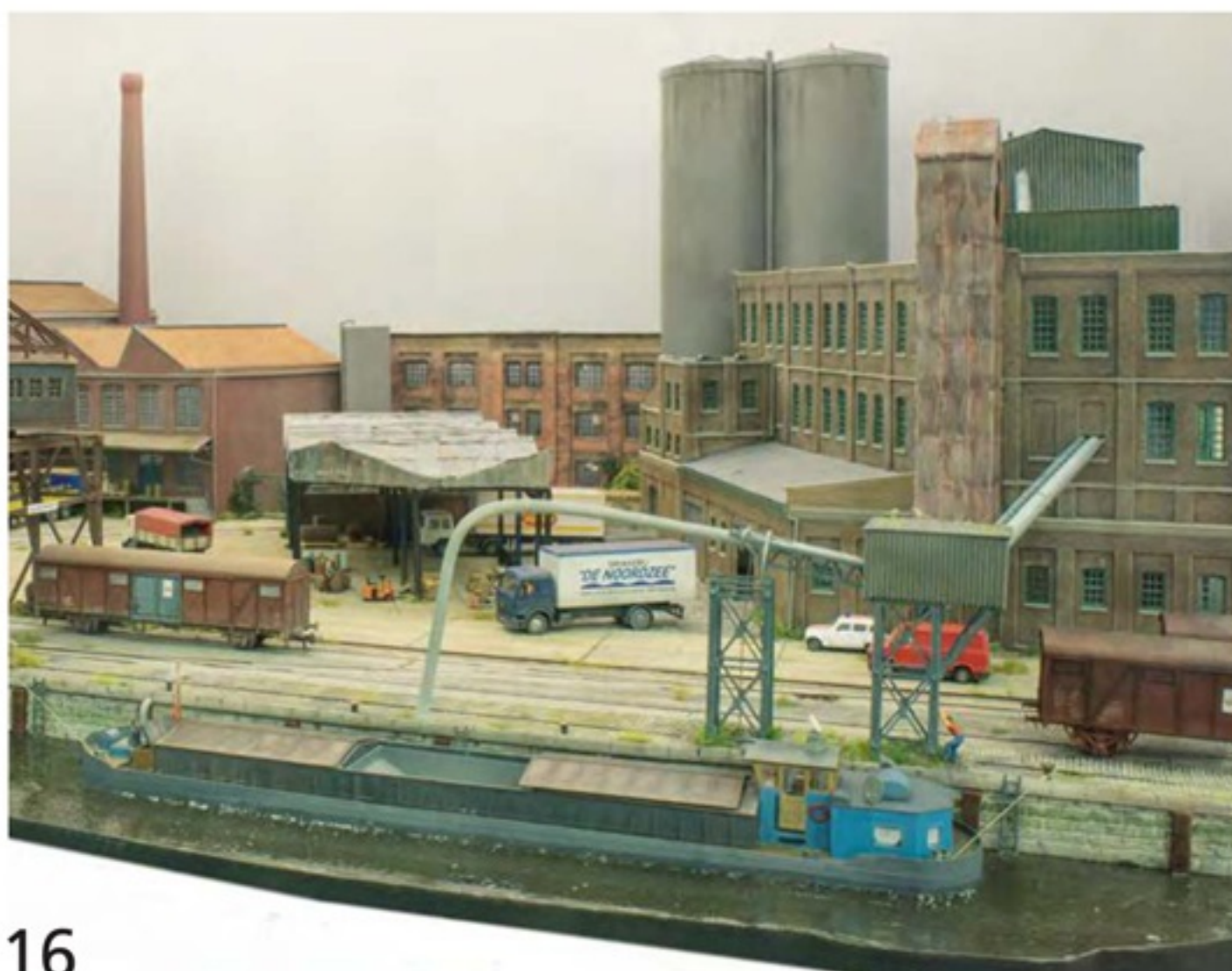
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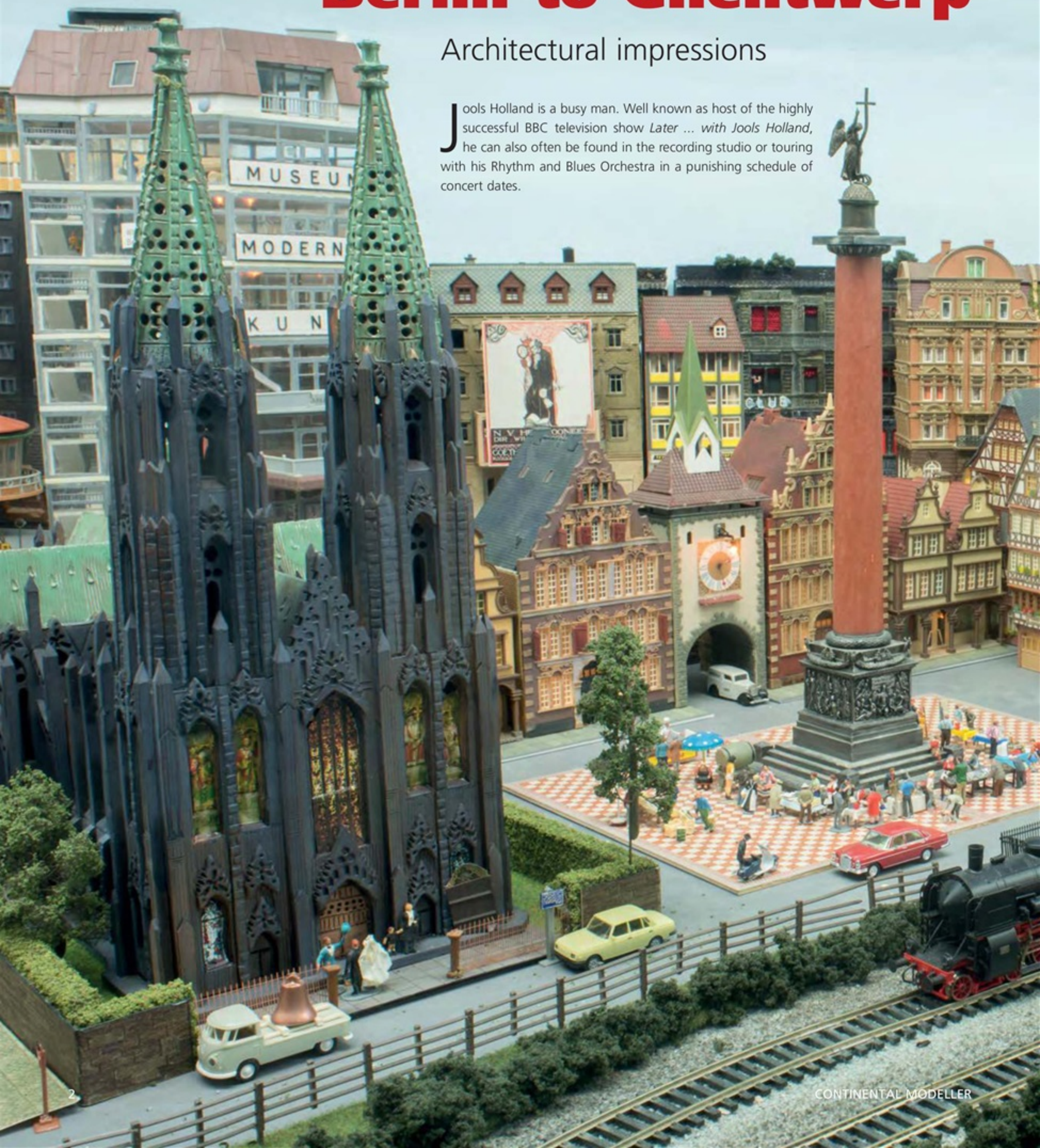


Music legend **Jools Holland OBE** unveils his extensive layout which features scenes in Europe as well as locations in Britain. Steve Flint reports.

Berlin to Ghentwerp

Architectural impressions

Jools Holland is a busy man. Well known as host of the highly successful BBC television show *Later ... with Jools Holland*, he can also often be found in the recording studio or touring with his Rhythm and Blues Orchestra in a punishing schedule of concert dates.





Below

The 'big city' area of the European section includes structures old and new, such as the Museum of Moderne Kunst in Berlin, which features a changing programme of exhibitions, a (much reduced) model of Cologne cathedral, and the Alexander Column from St. Petersburg (bought as a souvenir from The Hermitage gift shop while on tour), around which is a thriving market scene (arranged by my daughter Mabel). The train at the Hauptbahnhof is hauled by a BR18⁴ Pacific.

Photographs by the editor.

However, he does have a refuge. Up a curved staircase at the back of his house and through a magical door lies a wonderful world of miniature escapism, a place where he can steal away from the pressures of the real world.

"Fortunately," he says, "there isn't a very good 'phone signal in here."

A series of independent circuits of track link the different tableaux to create an amazing scenic vista over 100' long. About one third of this is devoted to European scenes. (The British section is covered in detail in the January 2019 issue of RAILWAY MODELLER.)

A visitor to this special place might be struck by a strange sense of *déjà vu*, because the title sequence of the programme was filmed here, with the man himself dropped into the pictures.

I am fortunate to have a comparatively large layout that gives great pleasure to myself, my family, and my friends. Like many others, as a boy I began with a modest train set in the corner of a small room in a small house. This progressed, step by step, to the 100' layout featured here.

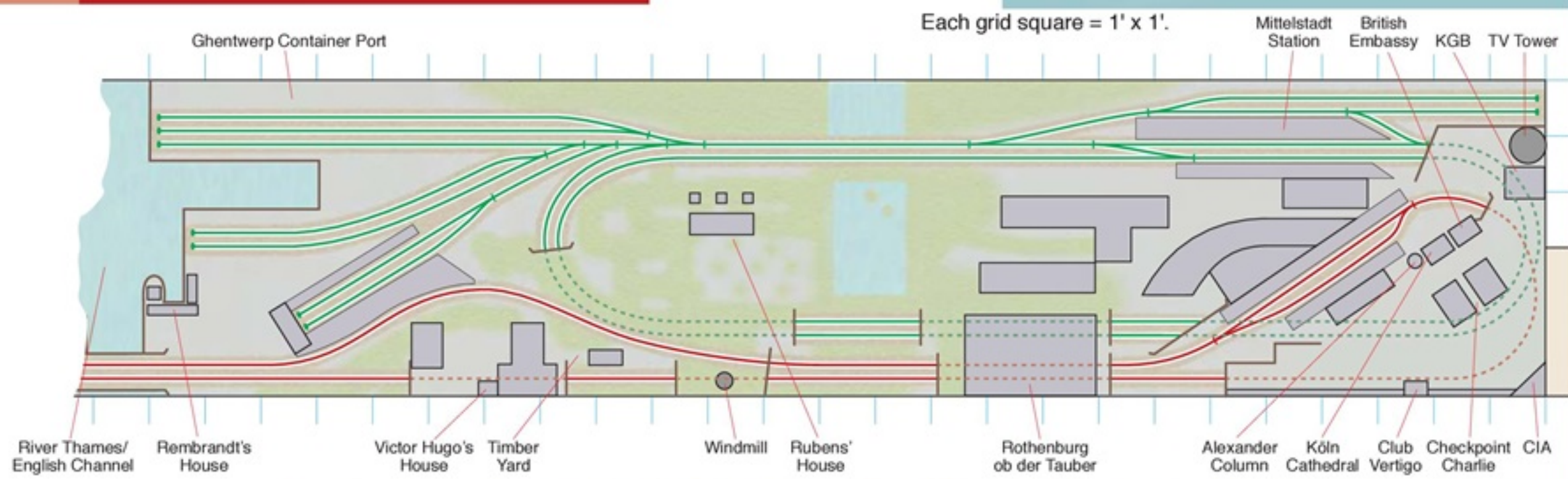
It had been a longstanding ambition of mine to have a layout that could feature British and European sections connected by the Eurostar. I enjoy touring and performing in Europe, where the German, Dutch, and Flemish cities, their landscapes, industry, and paintings have been my chief inspiration.

Even the biggest layouts have to be compressed, so my plan to put a large chunk of Europe into one section (25') of a room has been ambitious. It has been enormously entertaining and I hope that the viewer will get as much pleasure in looking at the pictures as we have making it.

I am always inspired and delighted to see the layouts featured in CONTINENTAL MODELLER and RAILWAY MODELLER, so I am now particularly honoured that they have seen fit to feature mine in this month's issues.

Jools Holland





Above

The whole layout, with 'Europe' on the left, London at the far end, and storage sidings on the right; between these and London the countryside section is still under development.

Photo: Craig Tiley.

Below

The skyline of Berlin is dominated by the famous television tower. Adjacent is a building occupied by the KGB, countered by a tall block used by the CIA. Between – of course – is Checkpoint Charlie. The buildings behind are reflected in a strategically placed mirror.



Above

A BR50 2-10-0 shunts stock in the carriage sidings as a joint NS/SBB Trans Europ Express diesel train (RAm) waits at the city station on the lower level loop.

Thanks to the wizardry of digital special effects, Jools is seen leaving a house in old London, leaping aboard a tram, dashing through the Euston arch, taking a precarious ride on the roof of a Eurostar train, *Mission Impossible* style, and driving a vintage Jaguar at speed, pursued by the police, before arriving at the studio.

On the occasion of our visit, however, his warm and friendly welcome bore little resemblance to this panic as he took us on a tour of his miniature world, which stretches from the architectural wonders of a lost London to a rendition of 1960s Cold War Berlin.

He revealed that his inspiration came from old photographs and paintings as well as his own experience.

"To my mind, a model of a real place creates a personal take on history. Photos can provide the stimulus but cannot evoke that special atmosphere in the way that models can."

At 50' x 14' the railway room is unquestionably an area that many enthusiasts can only dream of, and certainly one which would take most a lifetime to fill. Jools' work-life balance is such that he has had to recruit some assistance.

"If I'd have built the baseboards," he says wryly, "they would have collapsed by now. If I'd have attempted to install the lighting, I would have electrocuted myself, and the sky backscene would have looked like the end of the world had I attempted to paint it."



The layout has taken almost ten years to get to this stage. An early attempt was dismantled. After various trials and errors, the original sky backscene was extended full height and the lighting relocated to the central ridge of the room. Daylight balanced tubes, which take up to ten minutes to warm up properly, are used behind a fascia to illuminate the layout areas.

Above
At the British embassy, staff come out to welcome a prominent defector. The well-tended gardens contrast with the situation beyond the wall.





Above
The TEE sets were designed to link major European cities in an age before air travel.

Below
At night, the city lights and illuminated interiors can be appreciated.

Jools is indebted to his friend Mike Chaplin for all the foundation works. "The boards are all over 4'6" wide, and have to be strong enough to support our weight as we reach across to the far corners."

Only when all these foundations were in place could construction commence. Jools admits "We didn't start with a grand track plan of any description. It just evolved as we went along."

He experimented with gradients, but found that they just did not work, and abandoned them in favour of several circuits of level track. "I do enjoy tinkering, but if I can't get something to work, I prefer to move on to something else."

Control units and hand-held throttles are by Morley Controllers of Southport.

Initial sections of track were laid using Hornby components, but the vast majority is Peco and was installed by Vernon Smith and Kerry-Anne Hollands of Invicta Models of Sidcup.

"Vernon, who has been looking into the possibility of converting the long upper loop to DCC, has worked in several model shops in my area for many years. I agree entirely with making the best use of one's local model shop if possible. For many years I used W&H Models in New Cavendish Street, now long gone. It's real a travesty of modern times that central London doesn't have a model shop any more."

The datum height for the baseboards is set at 36" above floor level. "Some might say that's a bit low," Jools suggests, "but it is perfect for sitting in a small chair and watching the trains go by." The underground station is at 28" and the upper loops at 39". "This is ideal to enable the scenery to stretch up and away into the distance."

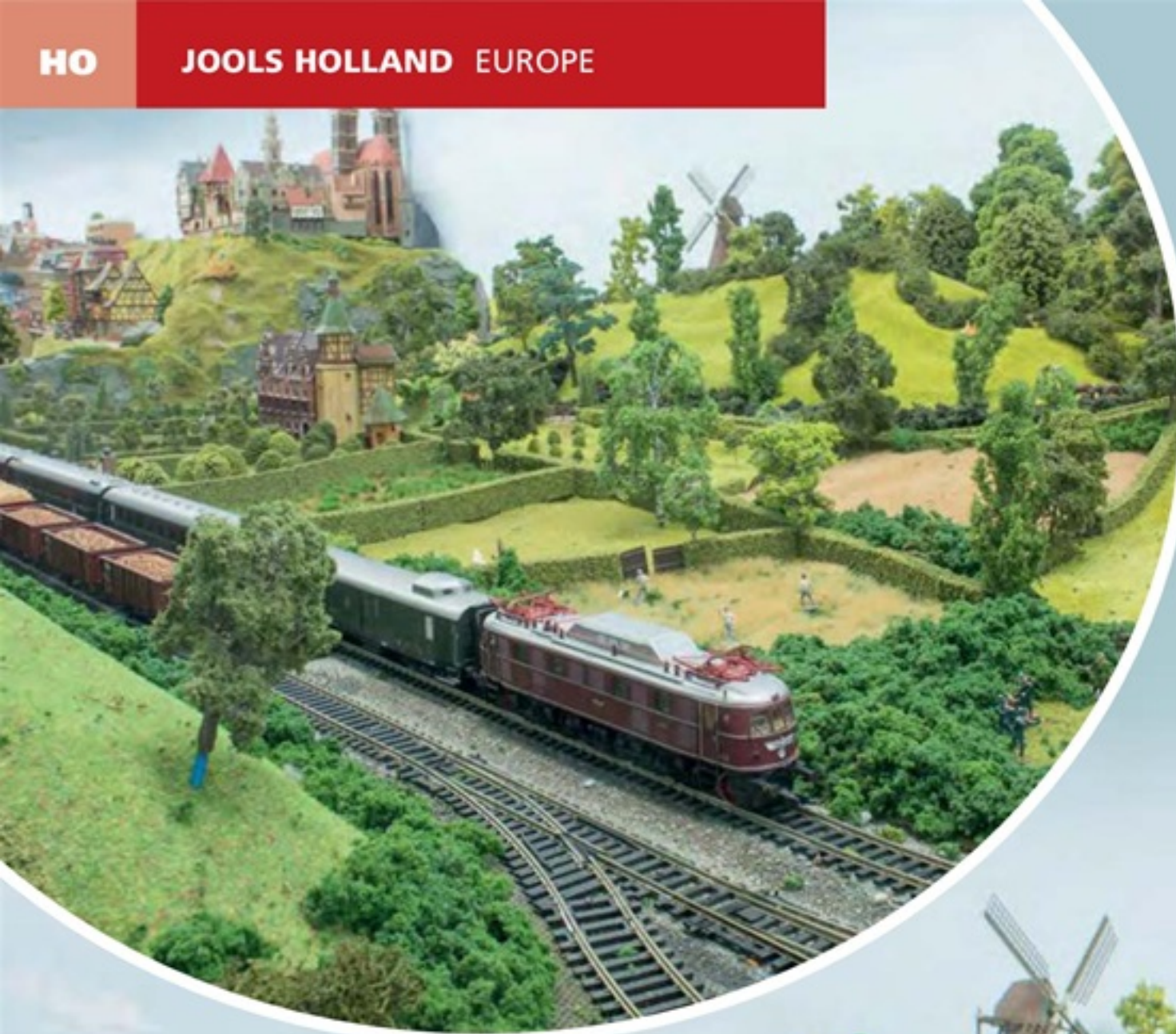




Below
The city scene morphs into the town of Rothenburg ob der Tauber, with its distinctive cathedral and gatehouse.

Above
Beyond the classic hilltop town, which forms a scenic break, is the very different flat Flemish landscape.





It is in the scenic development where Jools really comes into his own. "It's more like town planning than railway modelling, but it's probably the part of the hobby from which I get most pleasure." Again there is no grand plan, and structures are moved about so as to achieve the best possible pleasing composition before being fixed down.

"The entire scene is a mixture of scratchbuilt, kit-built, and modified kit buildings. I have to thank the late Doug Hudson for many of the hand-made structures."

There are lots of old advertising hoardings dotted about, promoting old movies or household products. Road vehicles also play a prominent rôle, and figures are used to good effect creating cameo scenes. "All these small details, which I love to add, help to capture the atmosphere, and reflect the Europe that I see when on tour, and in films." The more you look, the more you find.

Landscaping is all by Jools himself using conventional methods, but trees – of which there are hundreds – were sourced from 4D, an architectural model company in North London, along with items from Ceynix Miniature Trees.



Left
A German E19 1-Do-1 electric
at the head of an express.

Below
Steam-hauled passenger and
freight trains passing near
the German – Flemish ‘border’.

Right
Below the walled town
(with Victor Hugo’s house
behind the church)
there is a small timber yard
between the running lines
of the upper level loop.



Right
A mansion set in attractive grounds
with an ornamental garden to the front
and a well-kept kitchen garden behind.
The building is based on Ruben’s house
in Antwerp, one of my favourite cities,
transplanted to the Flemish rural setting,
inspired by a Dutch old master painting.

Importantly, all the scenic sections are removable for maintenance and access purposes, and most of the completed models have been fitted with internal lighting thanks to Tom Walkinshaw aided by Jools.

Jools admits there is still lots of detailing work to be done. Whenever he gets time to slip quietly away into this alternative universe, he spends much of the early part of the session doing some modelling before settling down with a glass of wine to run a few trains with some music playing gently in the background.

‘Staffage by Another Hand’ is an expression used to describe old master paintings where more than one artist has worked on a picture: one would paint the landscape, another the figures. Family and friends, for the purposes of their own amusement, will sometimes in Jools’ absence place figures in different scenes around the layout – Staffage by Another Hand.

If he has one tip to pass on, he says the best way to clean all that track is to run trains as regularly as possible. He has a lot of tunnels on this layout, so that is probably good advice.

One large loop runs at high level around the entire layout. This links London via the Channel to Europe. Both the River Thames and the Channel are represented by the same stretch of water, and the connection is a bridge rather than a tunnel.





Below

A 'metronom' push-pull set serves the low level station at the bustling port of Ghentwerp. Stock on the layout can be from various periods but generally in consistent trains.

Beyond the bridge the line runs through depictions of Belgium, The Netherlands, and Germany, culminating in a medley of Berlin in the former East Germany, which features some notorious Cold War establishments such as Checkpoint Charlie and a KGB headquarters. The famous television tower somehow balances the model of the British Post Office Tower at the opposite end of the room. And to add to the atmosphere of life behind the Iron Curtain, there is even a reproduction of the Alexander Column in Palace Square, St.Petersburg, transplanted as a reminder of the power base in mid-twentieth century eastern Europe. It was made using a souvenir from The Hermitage gift shop! Such chance finds, and not always on the trade stands at model railway exhibitions, often prompt Jools to create a scene or a cameo.

Below

The town of Ghentwerp is tucked in between the railways and the docks. The station has platforms on two levels.



Berlin is set against a mirror backdrop, angled to give the impression of more layout disappearing into the distance.

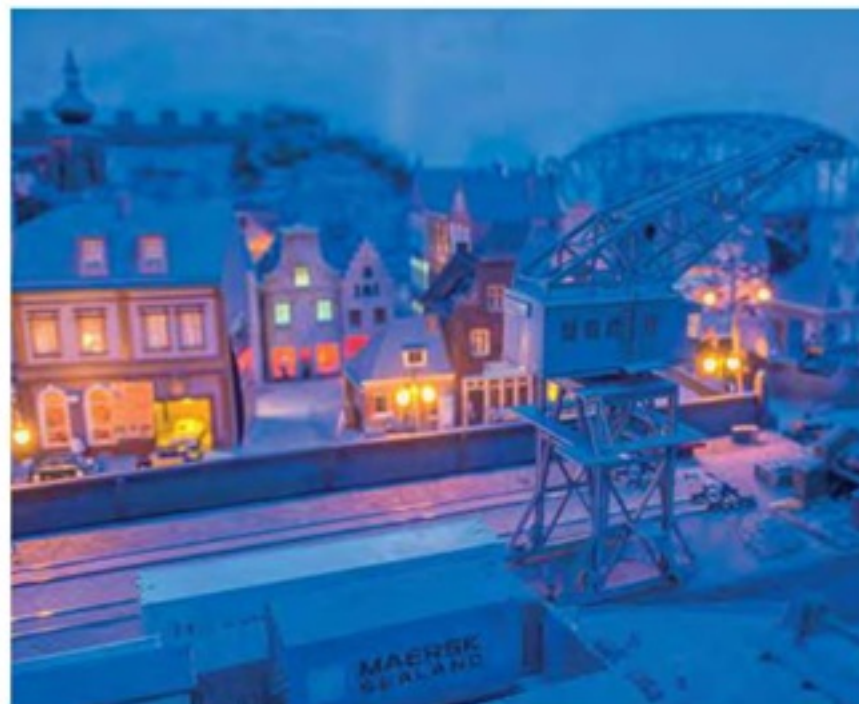
The wall with the mirror separates the layout proper and Jools' workshop area and modelling bench. All the usual tools and materials can be found around the bench, along with the proverbial scrapbox full of all those useful odds and ends modellers never throw out, lest they are needed the day after they have been discarded! Under the layout, there is a lot more ...

In the German section, Cologne Cathedral takes pride of place – not a full size 1:87 scale model, of course, as that would take up most of the baseboard.

The high level station nearby is actually on the main loop of the layout and sees Eurostar trains from St.Pancras

Below

Ghentwerp by night: as might be expected of a harbour town, some of the lights are red!



Right

The quayside sidings are busy with a large number of wagons.

International passing through from time to time. The station building is the well known Kibri kit based on Bonn.

Moving 'west' we pass through scenes depicting parts of Freiburg and Rothenburg in southern Germany, with hilltop walled towns and characteristic half-timbered buildings, then through The Netherlands, including a mansion set in ornate gardens, and the obligatory windmill, and eventually arrive in Belgium at a harbour alongside the water divider which can be the English Channel or the River Thames as appropriate. The European side of the dock scene is the Flemish port of 'Ghentwerp' – a combination of Ghent and Antwerp.

Many of the buildings on the continental section have been acquired from Ruud Van Storm, a structure modeller and supplier from a windswept town on the Dutch coast. Jools notes: "He has a place the size of a warehouse stacked floor to ceiling with continental model buildings. Buildings are all that he does, and it's great that people like him exist. It makes this hobby all the more fascinating."

Jools explained that operating sessions are often split between the two halves of the layout. When running the European section, the top loop would be used for continental trains which would disappear down the line and across the 'Channel' leaving the entire British section to act as a huge fiddle yard. "When you are operating the European section your back is usually to the British section, so you don't see the incongruity of German or Dutch trains travelling through old London, apart from the *Golden Arrow* or the Eurostar."

Below

Adjacent to the docks at Ghentwerp, this is the Channel; on the other side it represents the River Thames at Greenwich. The quay is fringed with typical Dutch gable fronted houses, most of which were acquired from Ruud Van Storm. Beyond the lifting bridge, the taller building with the triangular pediment is Rembrandt's house from Amsterdam.



Like a film director or producer, I have to thank and credit the people that have enabled me to produce my layout, some of whom have already been mentioned in this article.

Groundworks and infrastructure – Mike Chaplin, Tom Walkinshaw, Trevor Clear, Barry White.

Buildings – Doug Hudson, Charlie Connor, John Howe.

Inspiration – Cliff Parsons.

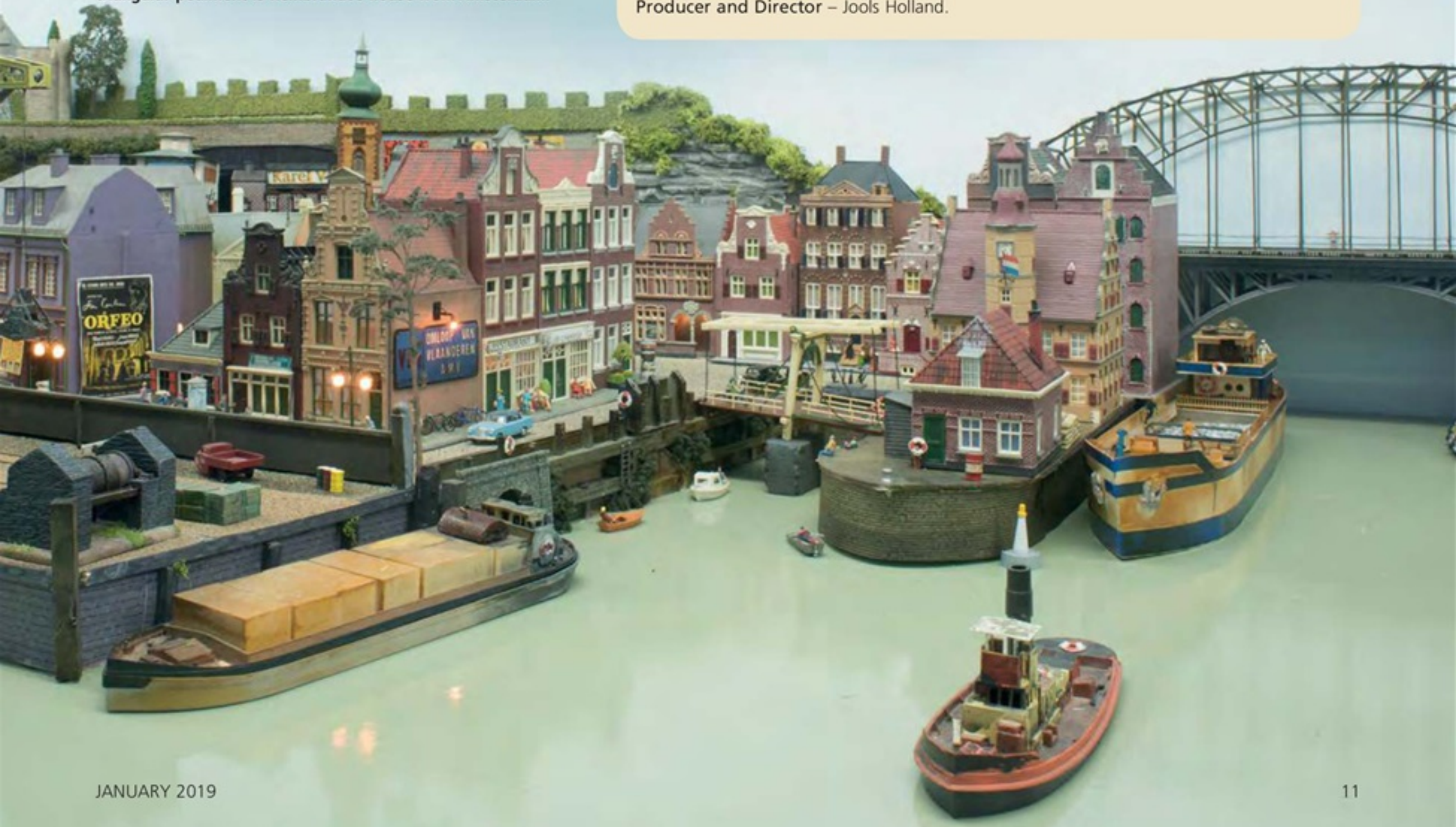
Minic Motorway – John Rogers, Dave Lyon, Roland Rivron.

Sound – Mark Smith.

Suppliers – Invicta Models; David Wills; Metropolis Toys of Warwick; Ruud Van Storm (Franeke, The Netherlands); Rails of Sheffield; The Loco Shed, Manchester.

Thanks to my wife, friends, and neighbours who have been entertained and amused as I have by the ongoing process.

Producer and Director – Jools Holland.



Geert Robberecht of the MSC Het Spoor opted for a narrow gauge theme when deciding to build an exhibition layout in 1:32.

Carrière du Canal

A 600mm gauge industrial line

I am actually a very keen Gauge 1 modeller but I wanted to do something in a really small area which would be portable enough to take to exhibitions without compromising the 1:32 scale, and this is the result.

The whole idea is a stone crushing company using a narrow gauge railway to take stones from a quarry (not seen) to the crushing plant. The resulting small stone is then transported to the customers by canal. This fictional story is set around 1990.

The baseboard measures 175cm x 80cm and is made of 45mm x 10mm pine and 3.6mm three-ply to keep the weight low. The visible part is about 53cm deep.

The track and points are HO, from Tillig, but with the plastic sleeper base cut apart to increase the distance between the sleepers. Using 16.5mm is a compromise, of course, as in 1:32 scale a 600mm gauge Feldbahn should be 18.75mm.

The ballast was made of real little stones.

The landscape was made from hard foam insulation sheets, as used in the construction of buildings. The road embankment was made with Sculptamold, a water/paper-based material. The bridge abutment wall was also made of insulation foam, with the bricks cut into the surface and coloured one by one.

The road was made with white sand glued with white woodworking glue and painted black.

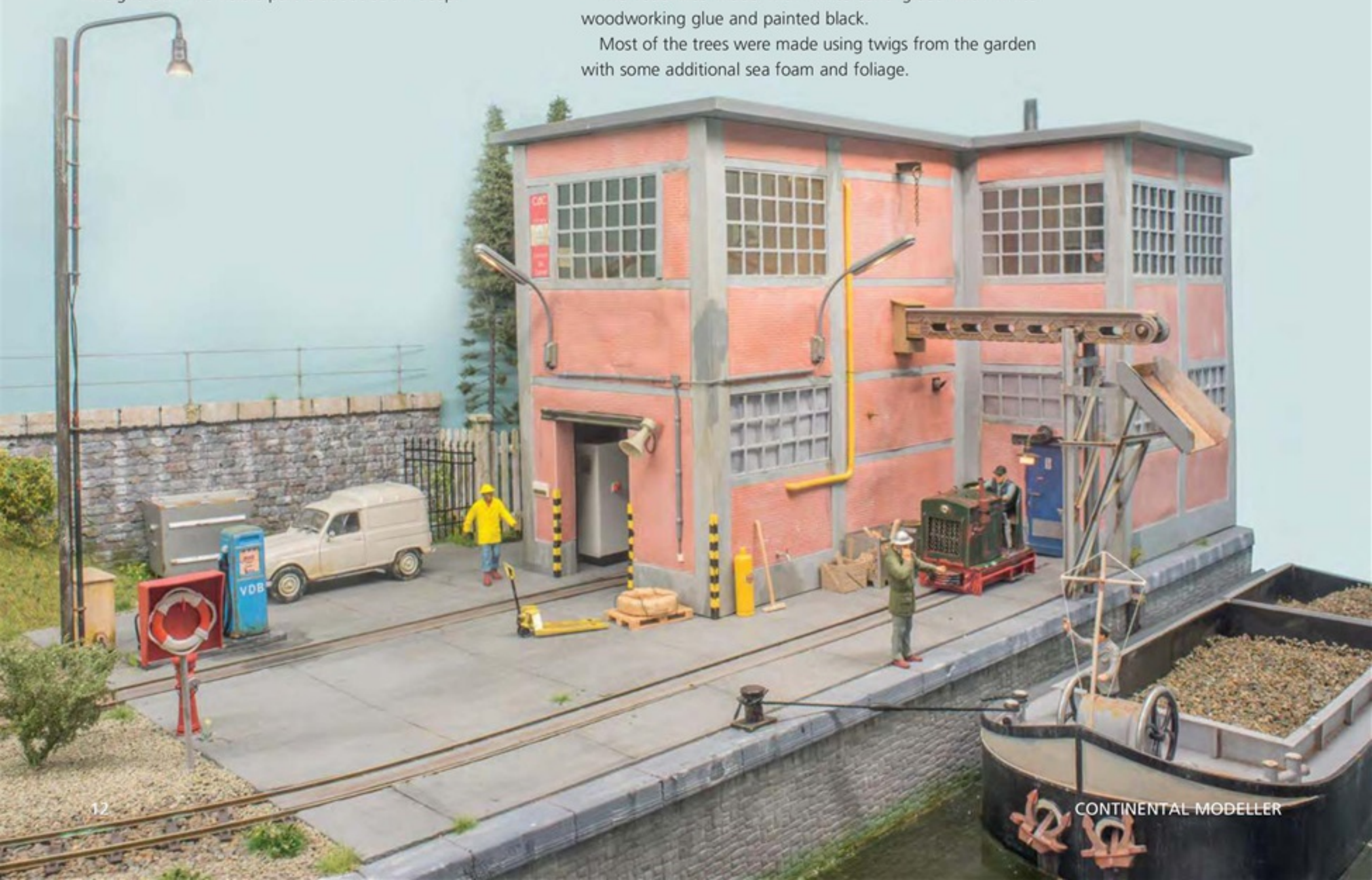
Most of the trees were made using twigs from the garden with some additional sea foam and foliage.



Above
Arriving from the quarry, the new diesel with a cab only just fits under the bridge.

Right
After passing through the 'country section', the train approaches the yard.

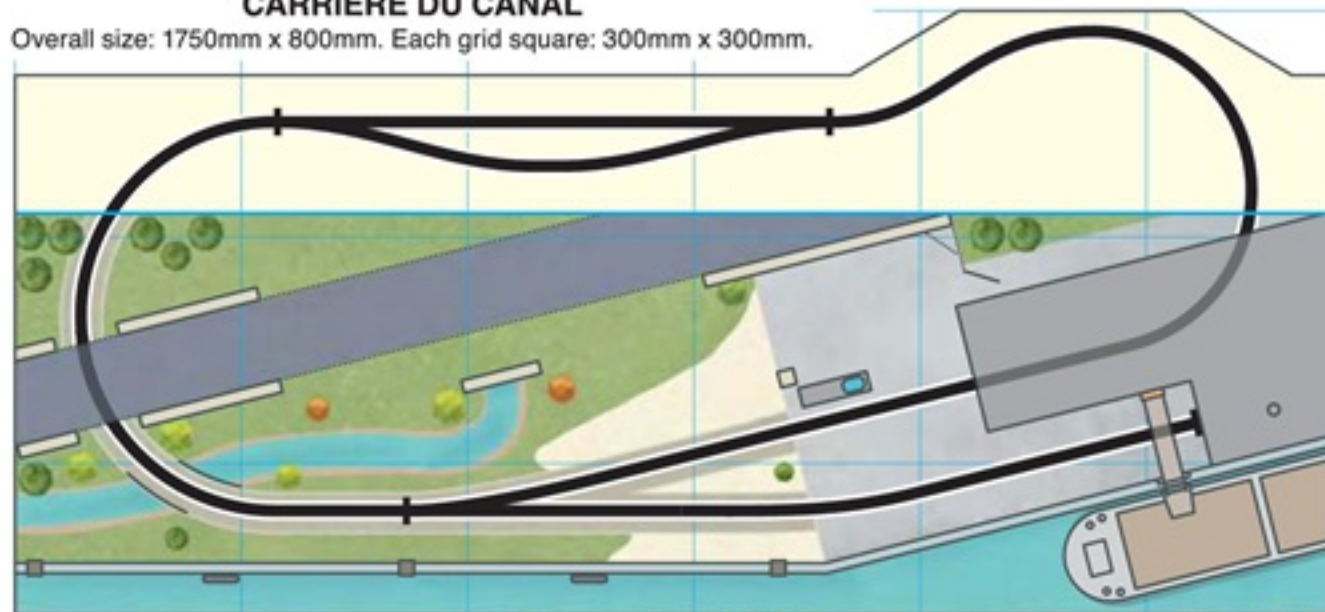
Photographs by the editor.





CARRIÈRE DU CANAL

Overall size: 1750mm x 800mm. Each grid square: 300mm x 300mm.



Left
Loaded skips are run into the building for emptying, and the stone is carried by conveyor belt to barges for onward transport. The siding on the quay allows for supplies to be brought in by water and transferred to rail.

Right
The yard is enhanced with details, some borrowed from military modelling. Figures are mostly Preiser.

The locomotives were built using the chassis, with motor and wheels, from an HO DB Köf four-wheel diesel shunter, equipped with an ESU Loksound decoder. The bodywork was completely scratchbuilt of plasticard, with some wood, and fly screen mesh for the radiator grille. The air intake on the bonnet is a part from a ballpoint pen.





The layout is operated by a Märklin *mobile station* digital handset which I obtained very cheaply and find very good.

The barge was also completely made of plasticard, apart from the anchors and the bollards.

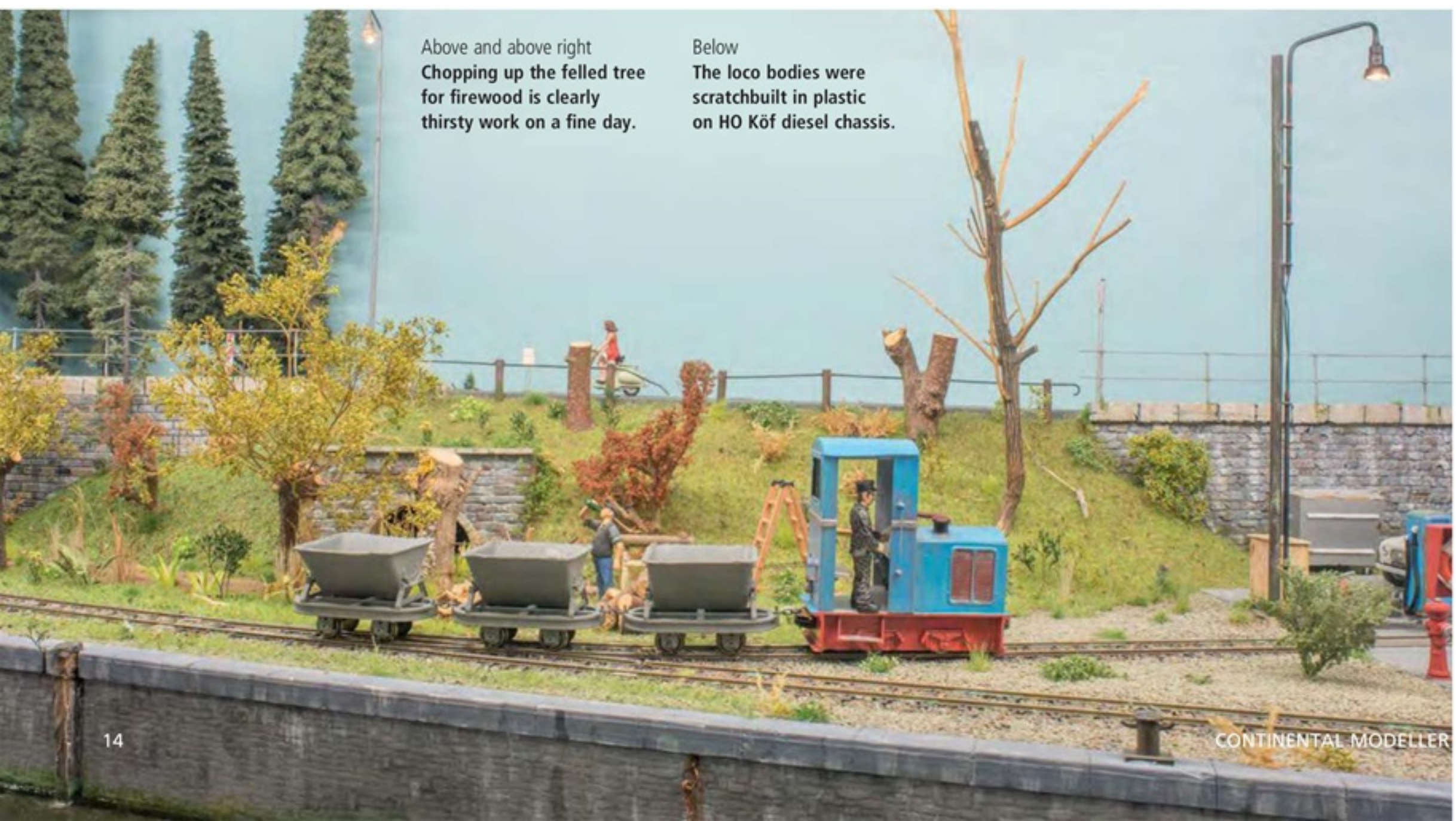
The mooring posts were made from wood carved and distressed with a modelling knife, then painted brown with some washes and then dry brushed.

The stone wall is wallpaper! I found it quite by accident and noticed it had the perfect pattern for this purpose. The original colour was rather bright orange and needed a layer of grey paint and some dry brushing in different colours to tone it down.

The main building was completely made of plasticard, with the roof made of wood.

The water in the canal was made by painting the plywood dark green; when this was dry it got a thick layer of gloss varnish.

The backscene was painted blue to imitate a sunny day. Two fluorescent tubes provide light.



Above and above right
Chopping up the felled tree
for firewood is clearly
thirsty work on a fine day.

Below
The loco bodies were
scratchbuilt in plastic
on HO Köf diesel chassis.

Below
The fascia and top struts
support fluorescent tubes.

Carrière du Canal



Left
The water in the stream
was also made by applying
high gloss varnish over paint.

Below
Apart from the roof
(which is wood), the main building
was scratchbuilt from plasticard sheet.



Ives Regent and **Marc Desaeve**

of the ModelSpoorKlub van der Kust (MSKK) in Ostend describe how members built a model of a suitcase factory as an entry for a competition to build a layout in a suitcase!

Oostendse Valiezen Fabriek

A suitcase packed with technology

When we heard that the MOBexpo show in St.Niklaas in April 2018 organised by the MSC Het Spoor would include a competition for small layouts built in a suitcase, some members of our club suggested we should participate. It was agreed that the layout should be HO, and the subject should be original with some unusual animated features. Soon some ideas were presented: Nieuwpoort-Bad station, a NMBS workshop with a capstan for cable shunting, and a factory on a quay with a sector plate. Eventually the second and third proposals were merged into one, and we started construction of the *Oostendse Valiezen Fabriek* at the end of August 2017.

On the left of the layout you see the factory and the sector plate, in the middle a semi-embossed cardboard façade, an open shed, and an old crane, and on the right the Soubry factory, with an inland cargo vessel moored at the quay in the foreground.

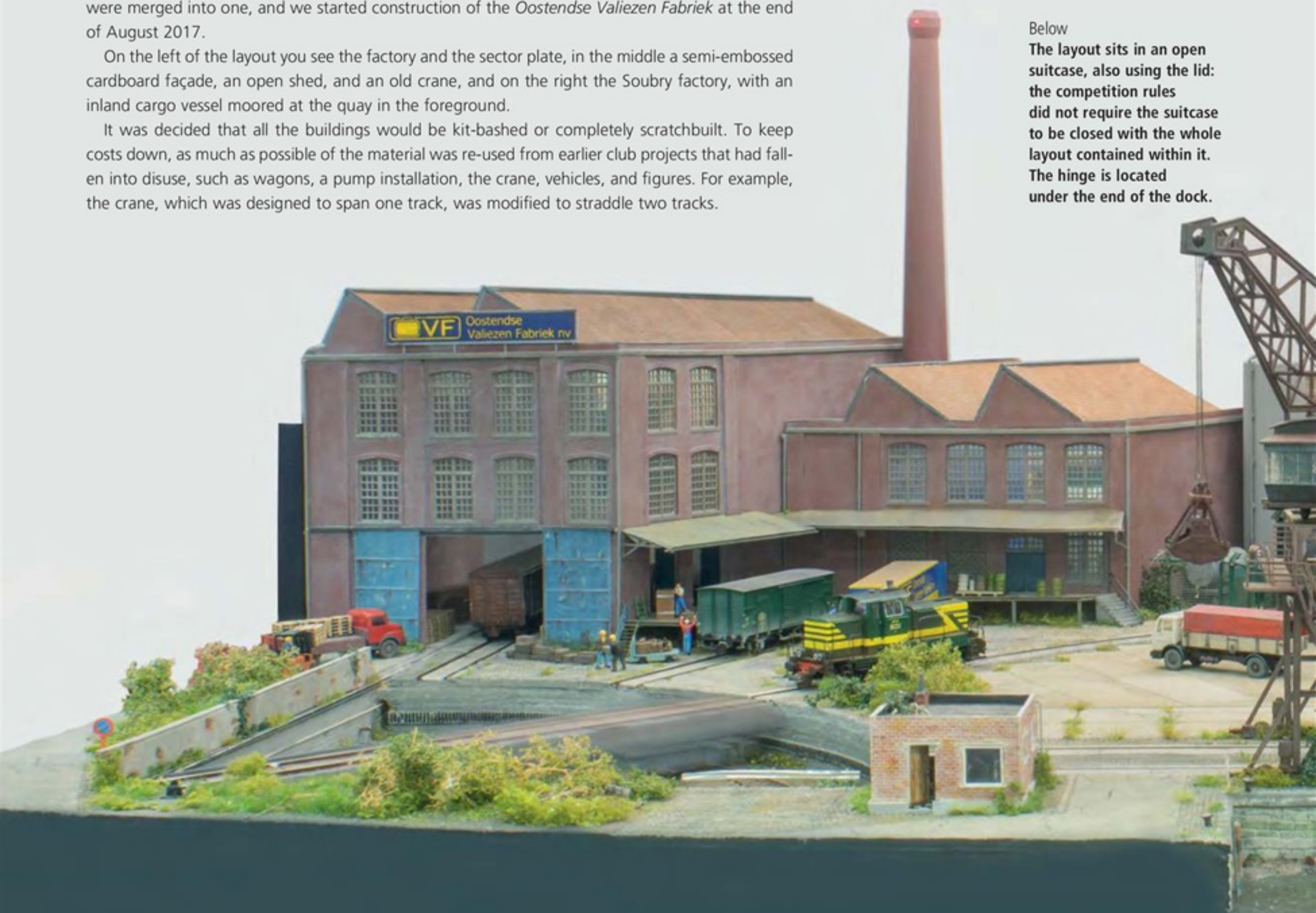
It was decided that all the buildings would be kit-bashed or completely scratchbuilt. To keep costs down, as much as possible of the material was re-used from earlier club projects that had fallen into disuse, such as wagons, a pump installation, the crane, vehicles, and figures. For example, the crane, which was designed to span one track, was modified to straddle two tracks.

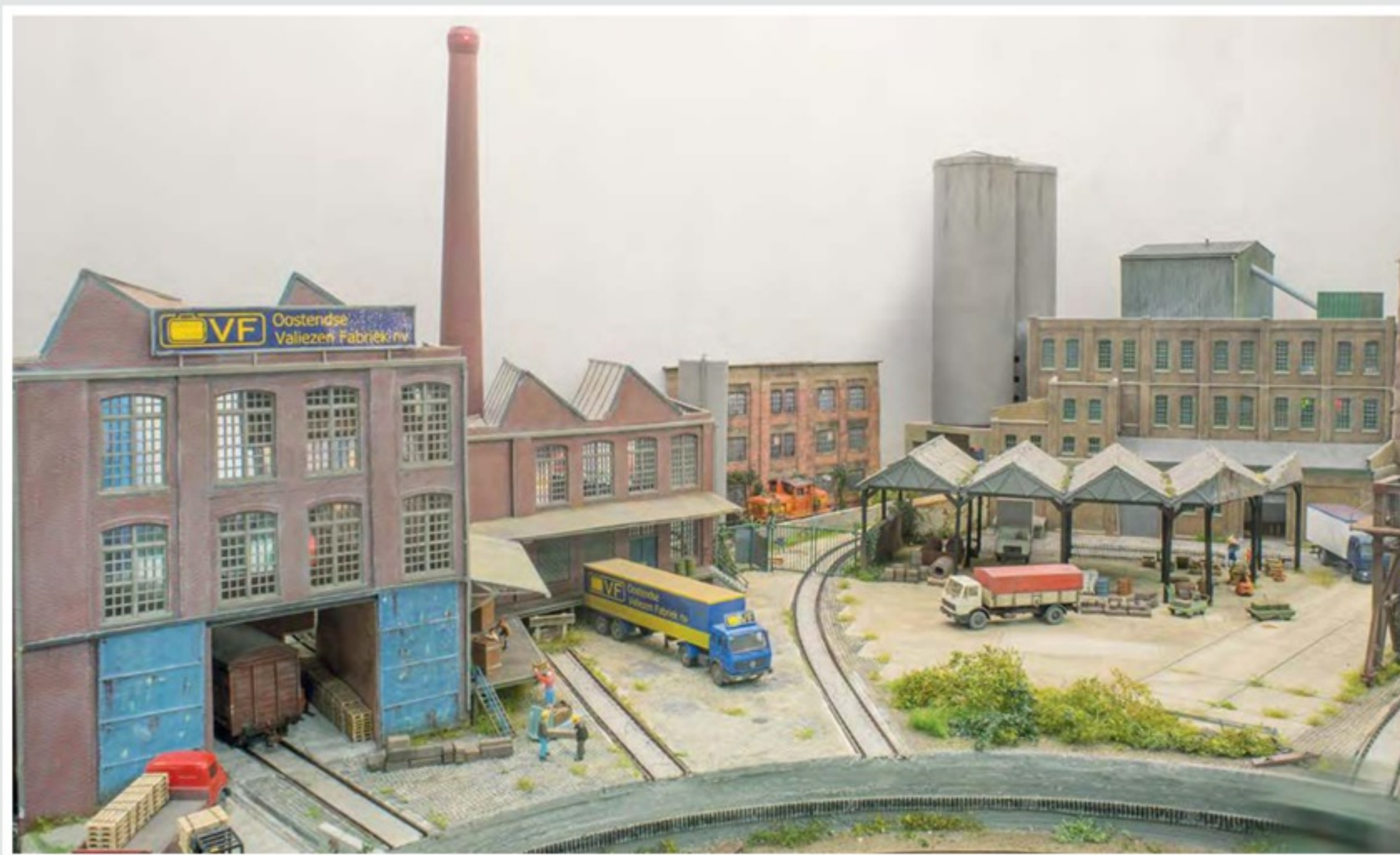
Right

The larger buildings which border the scene are mostly modelled in low relief, scratchbuilt or adapted to varying degrees from commercial items.

Below

The layout sits in an open suitcase, also using the lid: the competition rules did not require the suitcase to be closed with the whole layout contained within it. The hinge is located under the end of the dock.







Left

The sector plate is not long enough for a loco and a bogie van, so the wagon must be winched into the factory.

The Soubry factory was created in a similar way from another Walthers Cornerstone kit (ref.933-2914).

The half-relief façade behind the open shed is a cardboard Scale Model Scenery OO product.

The small administrative office was scratchbuilt and has a detailed interior.

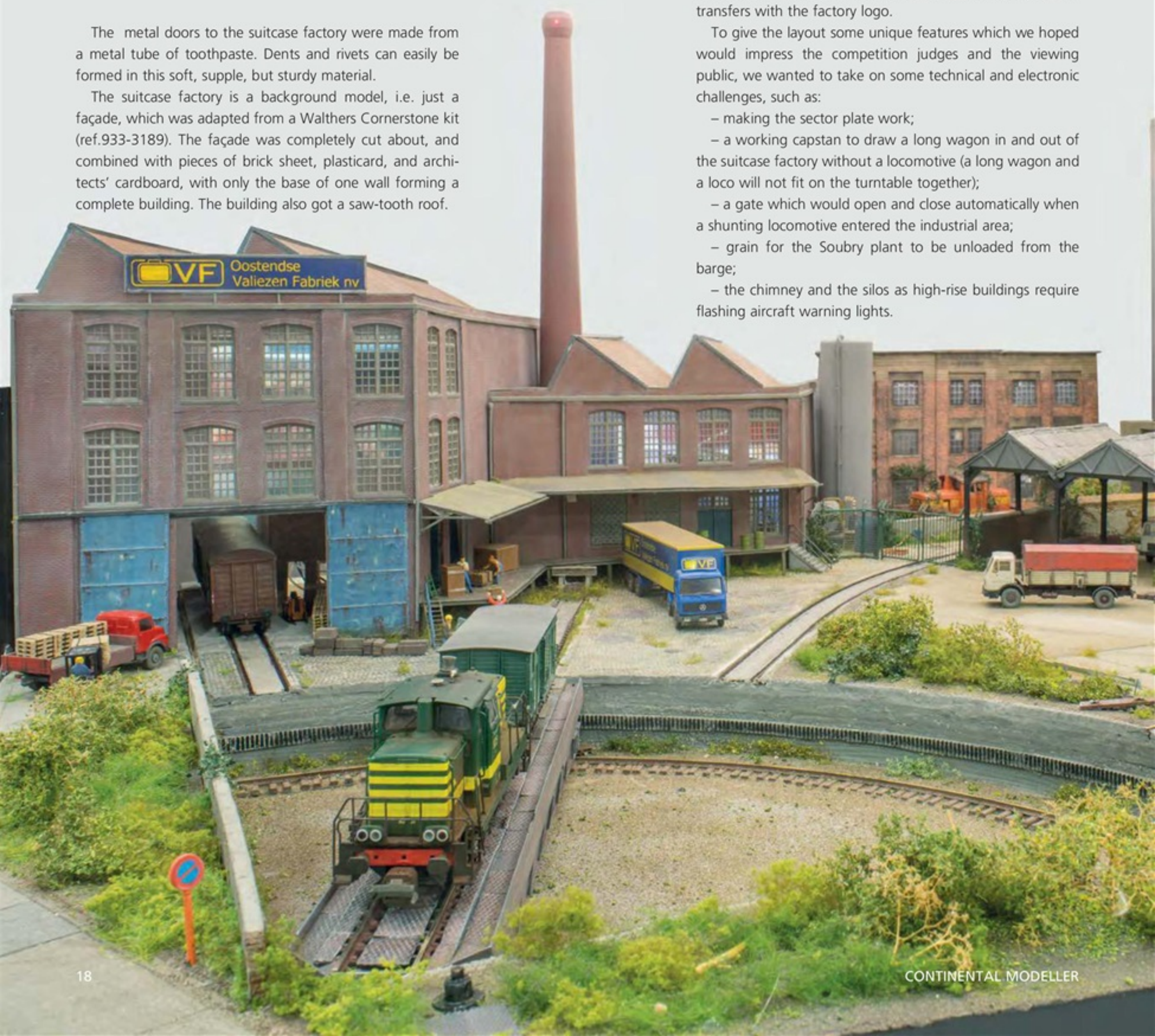
The concrete surface of the site was made of architects' card, and the cobblestones in the streets were impressed one by one. The streets were then painted and weathered. Here and there some weeds were placed between the stones and around the poles.

There is no commercial model of a 90° sector plate with five unevenly spaced track connections so this had to be completely scratchbuilt.

All road vehicles are equipped with drivers and authentic number plates. The trucks were also equipped with custom transfers with the factory logo.

To give the layout some unique features which we hoped would impress the competition judges and the viewing public, we wanted to take on some technical and electronic challenges, such as:

- making the sector plate work;
- a working capstan to draw a long wagon in and out of the suitcase factory without a locomotive (a long wagon and a loco will not fit on the turntable together);
- a gate which would open and close automatically when a shunting locomotive entered the industrial area;
- grain for the Soubry plant to be unloaded from the barge;
- the chimney and the silos as high-rise buildings require flashing aircraft warning lights.





One of the biggest challenges was to refill the barge's hold without this being noticed. It was decided to create an 'underground' transport system, by which the interior hold of the barge can be moved unseen when the deck cover is closed. The hold is initially placed below the silo so it can be filled with the preset quantity of grain. In the next step, the hold is pulled back into the barge; the hold cover can then be opened. A suction arm is lowered into the hold to empty it with vacuum pumps to refill the silos. Then the arm is retracted, the cover closed, and the process can be repeated.

To deal with this, club technicians were put together in a room to brainstorm possible solutions. It was decided to drive everything with Arduino programmable micro-processors. This choice was made quickly because they have many inputs and outputs, both analogue and digital, and everything can be programmed in a simple way. Due to the complexity of the tasks to be performed, two Arduinos were necessary.

We came up with the following solutions.

Arduino 1 must fulfill the following tasks (diagram 1):

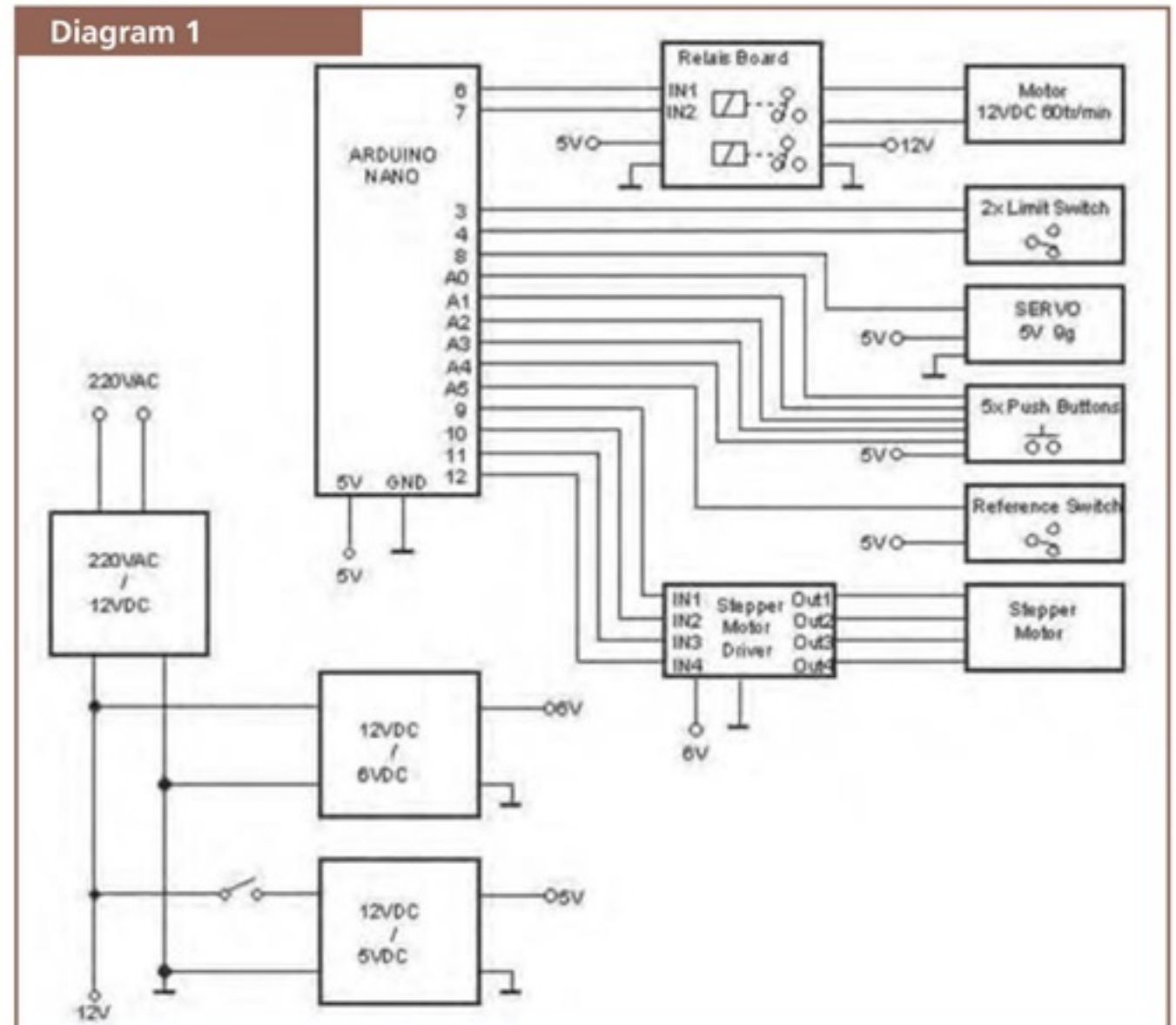
- control of the 90° sector plate by means of a stepper motor and one reference switch.
- control of the capstan by a 12volt 60rpm motor and two limit switches.
- open and close the entrance gate by a servo.
- push buttons to select the position of the turntable.

Left
A series 80 0-6-0 diesel shunter (Roco) propels a four-wheeled van to the factory loading dock. Note the capstan in the foreground for hauling unaccompanied vehicles.

Above right
The administration building. Note the gulls on the roof.



Diagram 1





Above
The factory's disused diesel shunter (in the background) is overgrown with ivy.

Arduino 2 must fulfill the following tasks (diagram 2):

- open/close the hold cover by means of a servo.
- move the hold interior by a 12volt 60rpm motor, with two infra-red end-of-run sensors.
- work the valve to fill the hold, controlled by a servo.
- weigh the cargo using a YZC-133 mini load cell and an HX711 24-bit analogue/digital converter.
- power a LCD display to set the desired weight and show the status of the load.

- move the suction arm up and down with a servo.
- empty the hold with two vacuum pumps.
- rotate the barge's radar with a 12volt 60rpm motor.
- flash two LED aircraft warning lights.

The sector plate proved a major challenge. Because of the length, 30cm, it was impossible to mount the stepper motor directly or with gears on the shaft as this would have too much play at the end of the bridge and the position could not be controlled accurately enough to align the tracks. The solution was to have the motor drive a toothed belt on the side of the pit via gears in the bridge. This enabled us to control the bridge very accurately, with up to 11,000 pulses over 90°.

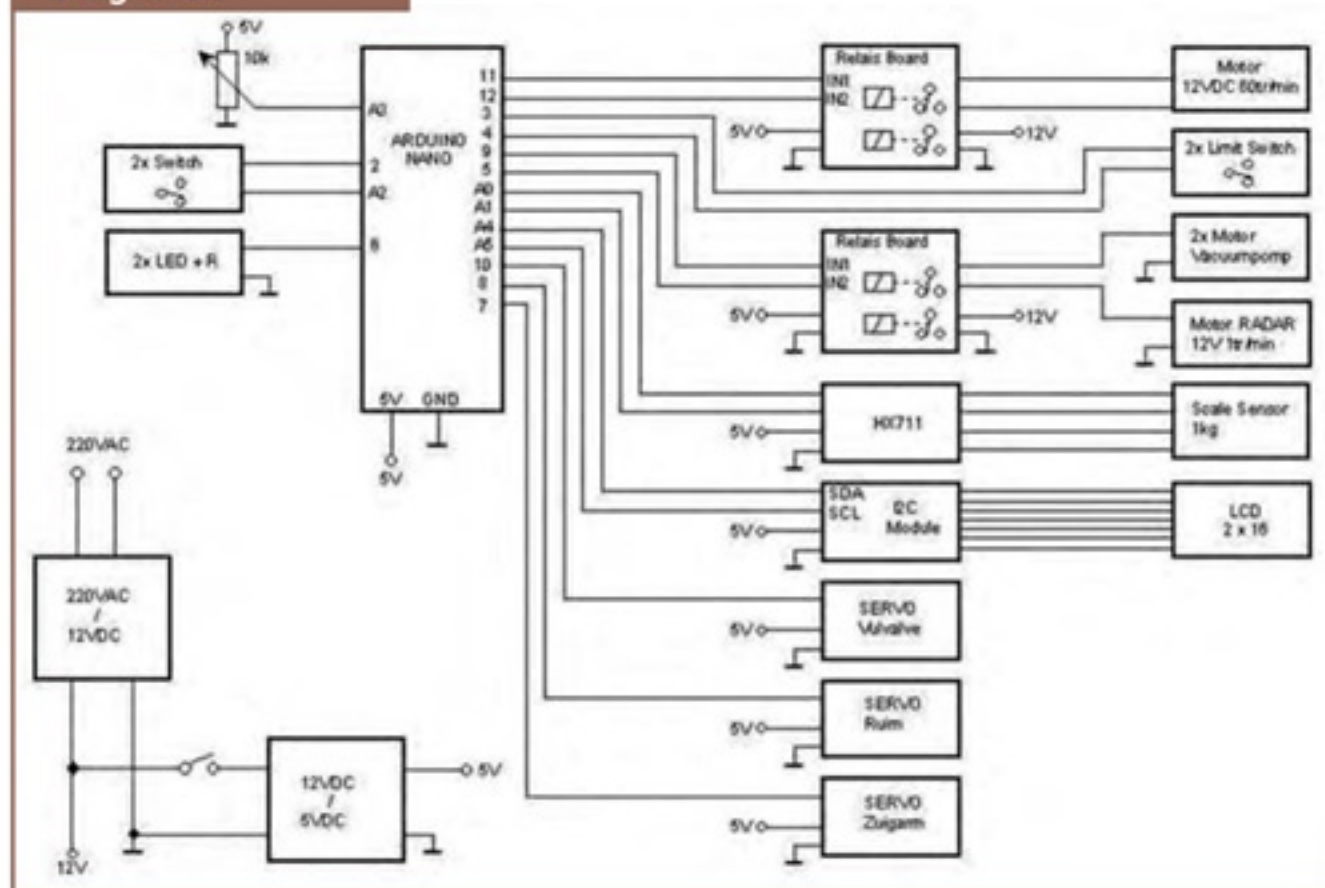
When the layout is powered up for the first time, the first Arduino must know where the bridge is and will therefore go to the reference point first. When the limit switch is pressed, the bridge will stop in position 1 for the suitcase factory. Also on start-up the capstan will bring out the shunter so that he is ready to receive a wagon.

Every time position 3 is selected, the gate will be opened and if a different position is selected the gate will be closed automatically.

The capstan will pull the wagon in after position 1 is selected but the next time it will pull the wagon out. The 12volt motor to move the wagon in and out is controlled by two relays.

When starting up the system, the second Arduino will turn on the aircraft warning lights flashing at a frequency of once each second. The barge's hatch cover will be closed, the

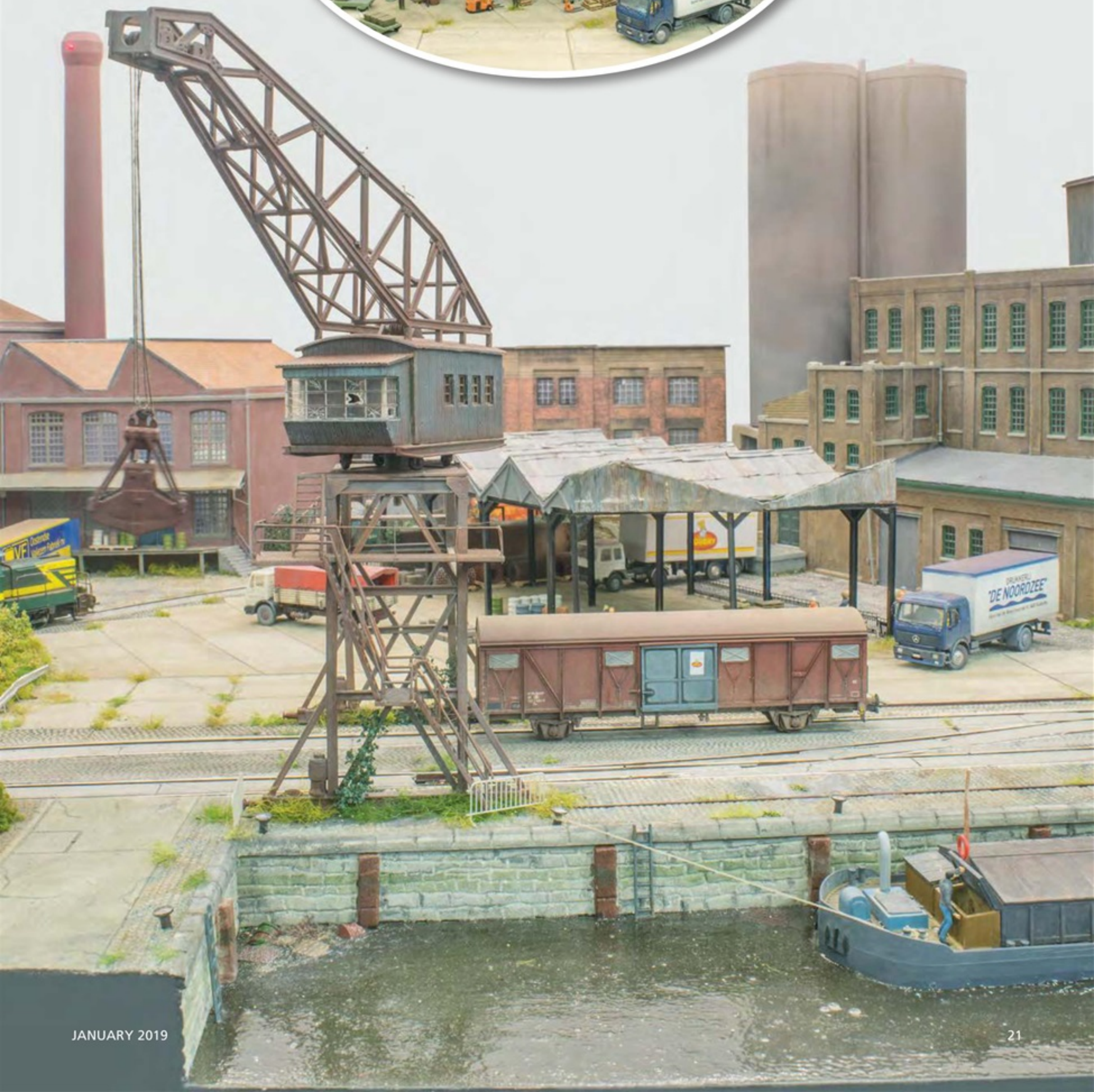
Diagram 2



Below
The crane on the quay
is no longer in service
and remains derelict
in anticipation of the arrival
of the scrap dealer.



Left
The open shed was scratchbuilt
from Evergreen plastic sections.
The lorry from the 'North Sea'
print works is delivering
packaging material
to the Soubry factory.





radar will be started, and the set weight will be read and displayed on the LCD screen. The hold interior is moved under the silo and the filling valve is opened, as long as the set weight has not been exceeded. The weight will be measured by the sensor and the HX711 will pass the information to the Arduino. Then the filling valve is closed and the hold is pulled back into the barge. Then the radar will be stopped and the hold cover opened. The suction arm will be lowered and the two vacuum pumps will be started. The arm moves up and down so it can suck up everything properly and not suffer from blockages. After a certain amount of time the arm will go back up and the pumps will be stopped.

Then the sequence can start all over again!

Finishing

A valance was added to carry LED lighting. It was decorated with the factory name and other necessary information.

A three channel sound module by AVT Products was also installed to play background sounds (factory noises and seagulls).

Conclusion

Although railway modelling is not really a competitive sport, we were pleased when our layout achieved third place in the competition, which featured several layouts with quality workmanlike, ingenious design and construction, and a quite bit of humour!

Above

The SNCB/NMBS shunter pushes an empty bogie van onto the sector plate.

Below left

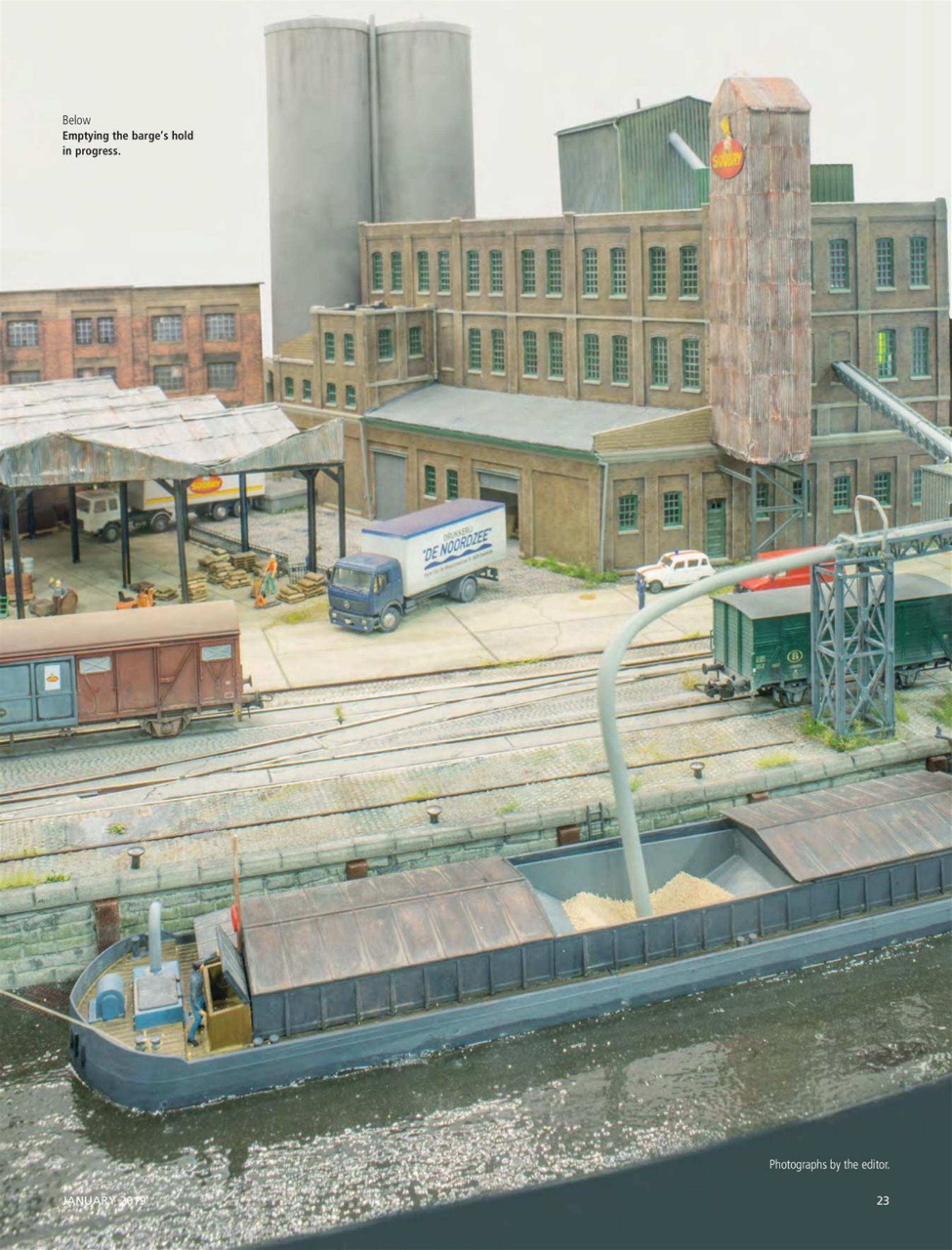
The hold hatch cover opens and the suction pipe moves into position.

Below

Lowering the suction pipe to empty the hold.



Below
Emptying the barge's hold
in progress.



Photographs by the editor.

Edwin van Opstal and **Rob Boeser** of the Modelspoorclub Maas en Waal describe their project to model part of the former local tramway.

Koningswaal, Augustus 1933



Above
Backer & Rueb four-coupled tram loco No.2 in Nijmegen in 1933.

A classic Dutch tramway scene

Background

The river Maas (Meuse) flows from France through Belgium to The Netherlands, and the river Waal is really the continuation of the river Rhine, which splits into the Waal and Nederrijn just after entering The Netherlands at the German border.

A piece of land between the rivers Maas and Waal stretches approximately from the city of Nijmegen towards 's-Hertogenbosch. Before bridges were built across the rivers (not until 1933), this used to be a very inaccessible and rather poor area.

Our model railway club was founded in 1985 and is based in the village of Boven-Leeuwen in the Maas and Waal region.

History of the tramway

The Stoomtram Maas en Waal originated from the Nijmeegsche Tramweg Maatschappij (NTM), which operated a tramway in the city of Nijmegen from 1889 to 1913, using horse and then steam traction.

In 1902, a 32km long steam tramway was opened which ran from Nijmegen railway station west to Wamel. The terminus there was close to the river ferry to Tiel. The tramway mostly followed public roads, except for a few kilometres of dedicated so-called 'field track'.

The tramway carried passengers and goods – along the route there were ten loading docks – but it was never very busy.

After the Stoomtram Maas en Waal was taken over by the Maasbuurtpoorweg (MBS) in 1933, it was replaced in 1934 by a bus service.



KONINGSWAAL

AUGUSTUS 1933



Above
The whole layout
as presented to the public.

Layout photos by the editor.

Layout

In 2003, four members of our club decided to build a model of the Maas en Waal steam tramway and started research in local archives where they found many photos and drawings.

The team decided to build the layout in 1:64 scale (S), which is rather uncommon on the continent, especially in The Netherlands. The main reason for this choice was that standard HO 16.5mm gauge track could be used as it closely approximates the 1,067mm gauge of the tramway.

In 2008 construction of baseboards, buildings, and rolling stock began, but after a while it became clear that the original plans were too ambitious – as they tend to be – so over time there were several simplifications and reductions in size.

When in 2015 the Belgian *Modelspoor* magazine published the rules for a mini-layout competition to be held in Leuven as part of the Modelspoor Expo in October 2016, this was the opportunity for the team to put together some of the material that had been assembled up to that point and turn it into a compact layout that was suitable for attending exhibitions: the result is *Koningswaal, August 1933*.

Even though the tramway layout was initially intended to be a scale model of sections of the actual track, Koningswaal is a fictional village, but made up using mostly original buildings from different locations along the tramway.

The layout depicts a quaint part of the village, where the tramway enters from the field track between the butcher's and the lawyer's villa. Immediately after crossing Koningsstraat (King Street) we find the tram stop at the edge of the village.

Koningsstraat is a medieval road built on the remains of an old Roman road which ran all the way towards Britain along what was then the border of the empire.

The small house for the stationmaster and a goods loading dock complete the scene.

It is very quiet at this time of year, as it is harvest season and everyone is helping out on the land, so there are not many passengers on the tram. In fact this has always been the case.

Nobody knew at the time that steam tram operations would be discontinued only six months later.

Left
Our model of tram No.2 with
wagons at the loading dock.



Right
Map of the Maas en Waal
region in 1925, with the
tramway indicated in yellow.
The inset shows the location
within The Netherlands.



The model

The track plan is very simple, a plain oval with a small fiddle yard at the back; two passenger trams run alternately in opposite directions. A freight tram runs back and forth on the separate track that ends at the goods loading dock; it only appears when neither of the passenger trams are in sight.

Nearly everything was built from scratch, not only because models of these buildings are not commercially available but also because S scale is very uncommon in The Netherlands. The only exceptions are the Model T Ford, which is based on a child's toy, and the horses, sheep, and figures, which were obtained from the USA, where S scale is (slightly) more widely used.

Four buildings can be seen, three of which are scale models of actual buildings in the area.

The lawyer's villa is a model of the post office in Druten, which was built in 1907 and is now classified as a monument.

The butcher's used to be across the road from the post office, but has been demolished.

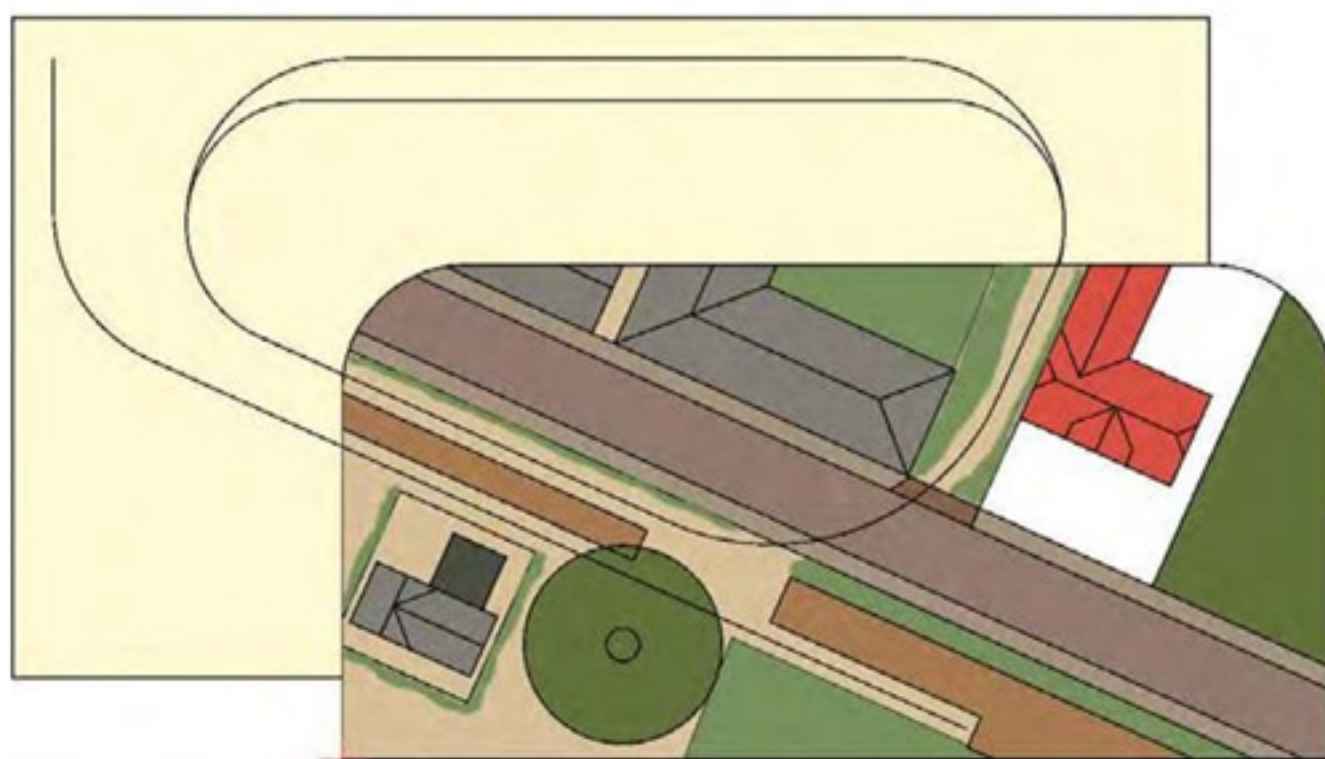
The home of the stationmaster, built in 1902, can still be found in Druten.



Above
One of the Hanomag locos
at the scrapyard in Nijmegen
in 1934.

Top
M&W Backer & Rueb No.5
with closed coach No.7
(Pennock) pauses at the halt.





Above
Former Nijmegen Tramways loco No.5 with a bogie coach built by Falcon – the length of this vehicle required the brickwork on the corner of the butcher's to be cut back for clearance on the curve!

Left
The stationmaster's house was based on measuring a surviving example at Druten. Just across the road – and the track – is the smithy.

The blacksmith's on the left is a fictional model, but in the right style for the area.

All the buildings were made from Slater's brick plasticard, styrene sheet, and strip. Originally two buildings were made of paper and cardboard but they were replaced with styrene versions before the layout appeared at OntraXS! in 2017.

The pavements and paving around the villa were put together using some 30,000 individual Juweela bricks. The street surface was embossed into foamboard, peeling off one side and using only the core polyurethane material.

The large oak tree in the foreground was made by the stranded wire method.

The hand cart and horse-drawn tree trunk carrier were scratchbuilt in styrene and wood.

Rolling stock

The Stoomtram Maas en Waal had five locomotives, built by Backer & Rueb in 1901. These were more powerful than the standard type, as there were some steep sections around Nijmegen. In 1920 two Hanomag locos from the Nijmeegsche Tramweg Maatschappij (NTM), also built around the turn of the century, were added to the Maas en Waal roster.

Two of the former (M&W Nos.2 and 5) and one of the latter (NTM No.5) were built for the layout. They were not built to rivet-counter specifications: for example, the wheels of the Halling 'Varioantrieb' mechanisms we used for convenience are too small, and they do not have connecting rods, but this is hardly visible due to the skirted body.

For passenger transport we have a Pennock coach (No.7), Pennock post/goods wagon (LD No.2), and an open Falcon coach (No.4, from the NTM in 1920 like the Hanomag locos). It was originally built in the UK in 1891, but found not rigid enough by the NTM. It was modified in 1892, including closed compartments at both ends. It is interesting to note that the exceptionally long bogie centre spacing of the Falcon coaches caused problems where the track came too close to trees and buildings on tight corners. In some cases, a piece of the corner of a building was chamfered to provide the required clearance, as visible on the corner of the butcher's.

Goods wagons include vans CHG No.3, G No.2 (for milk), G No.3, and open H No.1. More rolling stock has been built, but there is only so much space on the layout.

All the coaches and wagons were scratchbuilt from styrene, and use SkipLock magnetic couplings.



Control

In order to be able to talk to people at exhibitions, the team chose to automate the layout with digital control using a Roco Multimaus and Koploper software. Not only the trams are controlled automatically, but there are also sounds such as the tram whistle and background sounds like singing birds and the occasional mooing cow.

The engines are equipped with Kühn N025 decoders.

The points are switched using Tortoise motors and a DCC decoder.

An XpressNetLi module interfaces between the Multimaus and the laptop via USB. The same module is also the interface to the S88n feedback module for occupancy detection using Hall effect sensors.

All the electronics hardware is from RoSoft, a small Dutch manufacturer.



Left
Tram No.5, with a Pennock closed bogie coach and a four-wheeled van, crossing the road before passing between the buildings to access the 'field track'.

Right
Right on the edge of the village is a lawyer's villa. The horse-drawn wood carrier was scratchbuilt.

Below left
Clearance inside the curve was already tight, and the building had to be modified to accommodate the long coaches from the NTM.

Below
Tram No.2 simply shuttles to and from the loading dock with goods stock (a bogie livestock wagon and a four-wheeled van).



Future

The success of *Koningswaal* renewed the team's interest in continuing the original layout, which has been reduced in size (again). Our focus is now on building the tram depot in Druten.

Forthcoming exhibition

Koningswaal will be at the Chiltern MRA exhibition in Stevenage on 12th and 13th January.



Ian Arkley has built a minimum space American narrow gauge layout. Photographs by the author.



Sienna Creek

A backwoods fantasy

This layout was built on a baseboard I had made for a future American N gauge layout that never happened. I knew it was a small space to work in but I enjoyed the challenge. I had G scale in the garden for many years, but following a switch to 5" gauge I reluctantly decided to abandon G and continue with a small On30 collection. I am a fan of all things narrow gauge and the Shay and Climax types are impressive machines both in real life and in model form. The layout really serves as an attractive backdrop to two Shays and a Climax as well as a few other locos.

It was enjoyable to make the layout and most of the structures, as nearly everything is made from coffee stirrers, Sundeala board, and junk I already had lying around. Nothing had to look exactly like anything in the real world, so there was a lot of freedom with things being built to closely resemble reality or as just plain fantasy items.

The main part of the layout was made about three years ago and a recent burst of activity has brought it to a stage where it is presentable. It is strictly home based, like all my layouts, as I have no desire to exhibit at this stage.

Above
The layout manages to fit a lot into a small space, just 4'1" x 3'2 1/2".

Below
Climax #90 crawls over the creaking trestle bridge as a small T-boiler Shay shepherds skips along the lower level.





Above
Shay #1 by the water tank,
basking in the sunlight.



Above
The driver of 2-6-0 #22 leans out to see if it is clear to move his heavy machine off the spindly trestle.

The layout did not take too long to build, if you ignore the gaps of inactivity. Everything is made very roughly and without much (or any?) measuring. The layout is rough and ready, just something from my imagination helped by a few photos of bygone American industrial lines and my experience of garden railways. I am also certain that it is not completely finished yet.

Some track is Peco and some was made with old OO rail glued to coffee stirrer sleepers.

Below
The low line is only just above water level and must be at severe risk of flooding.

Part way through construction I bought a job lot of On30 parts which were perfect for this layout, and many of the items can be seen strewn around – after a coating of burnt sienna acrylic and black wash / weathering pastels for rust.

The crane is a Ratio OO kit. It is currently awaiting repair.

The loco shed and the other large building (which can be whatever you want it to be) have roofs made of tinfoil strips resembling corrugated iron which were purchased on line. Again these have been painted with acrylic and weathered with Tamiya weathering kits.

The water is many layers of varnish over a painted base.

The trees are a mixture of ready-made, Woodland Scenics kits, sea moss and scatter, and dead foliage from my garden covered in Busch scenic materials.

I used real dried soil from an old plantpot for ballast, and the Sundeala board was broken up for rocks as well as being used for baseboard material on top of the original chipboard





Above
Geared articulated locos like Climax #90 and the Shays are ideally suited to the sharp curves, rough track, and light bridges.

and as the basis for the upper layer. Rock faces from broken board was not my idea, but something mentioned in the Sundeala instructions – I find it very effective.

Control and operation

This is really just a glorified train set – like most of my layouts. It is operated by DCC, and most of the locos have sound. I run everything with an ancient ZTC controller which has a great feel with the metal controls but relatively few func-

tions; however, it is perfect for this set up. Peco switches control the points, which are fitted with solenoids.

A lot can be done in the way of switching stuff about on the upper lines, but I am mostly happy to watch the trains go by. Even with a layout this small (for O scale), the trains can disappear for a bit behind the scenery before re-emerging, and everything runs at snail's pace.

The layout runs mainly logging and mineral traffic, but anything goes.

Left
Scrap accumulates outside every running shed ...



Right
A Davenport gas mechanical switches a tank car. The rusty crane seems to be in need of attention.



Below
Shay #1 by the water tank,
at the end of the spur
serving the loco shed.

Motive power and rolling stock

The stock is a mixture of kits, kit-bashes, scratchbuilt bodies on commercial chassis, and ready-to-run items.

Both Shays were purchased secondhand; one had already been detailed and weathered, but I gave it my own finish.

One of the Davenport locos with a kit or scratchbuilt body was also purchased on line. I have done nothing to it as the previous owner had made it look so good.

I have a couple of Porters, three four-wheel diesels, and a few other locos. I have a Backwoods kit to convert a Porter

Below left
Porter 0-4-2ST #74 is a
standard Bachmann product.

Below
Likewise the gas mechanical.





with a rear bogie in place of the pony truck, but that will need a lot of time to do properly. A Fleischmann 'Magic Train' four-wheel diesel loco is left permanently in the siding along with a converted Bachmann HO loco which blew up.

Apart from ready-to-run stock, the rest of the vehicles are my own work, including an Ixion 'Coffee Pot' railcar cut down to suit my tight curves. It is the only passenger vehicle on the layout. It has also been weathered.

More stock will be weathered in due course.

A bogie tank car was bought secondhand; it had been converted by the previous owner using an HO model as a basis.

Due to the extreme trackwork over the viaduct, I am in the process of making the log cars go round tighter curves and have converted one so far. The Shays and the Climax cope very well with tight curves, just like the real things.

Conclusion

Before anyone keen-eyed or more knowledgeable writes to complain, I do not pretend to know much about American railways and so a lot of it is probably completely fanciful. The lack of restrictions has made it a lot of fun to make and it is still fun to operate. You cannot beat modelling narrow gauge if you do not like rules!

Thanks to Geoff Parkes for the donation of some wood for the trestles, etc., and for inspiration over the years.

Below
Makeshift caboose #101
has clearly had a hard life!

Below right
The out-of-use diesel is a
Fleischmann 'Magic Train'.



Above left
Bogie diesel #7, converted
from a Bachmann HO model.

Above
Steam railmotor #13
is a cut-down Ixion product.

Below
New bogie diesel #6, also
built on an HO mechanism.



Rodger Main reports on a section of French metre gauge railway created by **Gabriel Rénie** in 1:160.

Photographs by François Fontana, by courtesy of Voie Libre.

Epiais-Rhus – Theuville

A classic metre gauge wayside station, with a nearby mill



Background

Many of you reading this will have some difficulty in finding the commune of Epiais-Rhus on a map of France, not to mention Theuville, the other commune tagged on to the station name. Epiais-Rhus, as a commune now without a railway, still exists but it is small, just some 600 inhabitants, situated some 27 miles north of Paris in the department of Val d'Oise in an area known as the Vexin.

The metre gauge railway along the valley of the river Sausseron from Valmondois station to Marines was opened as far as Epiais-Rhus in 1886, hence the terminal station facilities. It did not reach its final destination of Marines until 1891. During the latter part of the 19th century, metre gauge railways were seen as an economic way of providing public transport to rural areas. At their peak in the 1930s

there were over 8,000 miles of secondary railways in France, the majority of which were metre gauge. The economic conditions and much increased competition from road transport after the First World War took a toll but 6,500 route miles still survived until after the Second World War. There were still 800 miles open in 1965, but the line from Valmondois to Marines was not amongst them. In 1940 De Dion NJ railcars had been introduced but, by 1948, the railway was running at a deficit. Traffic could have been increased but it would require new equipment, and road transport was cheaper. Closure by the department came in June 1949, but this was not the end of the story.

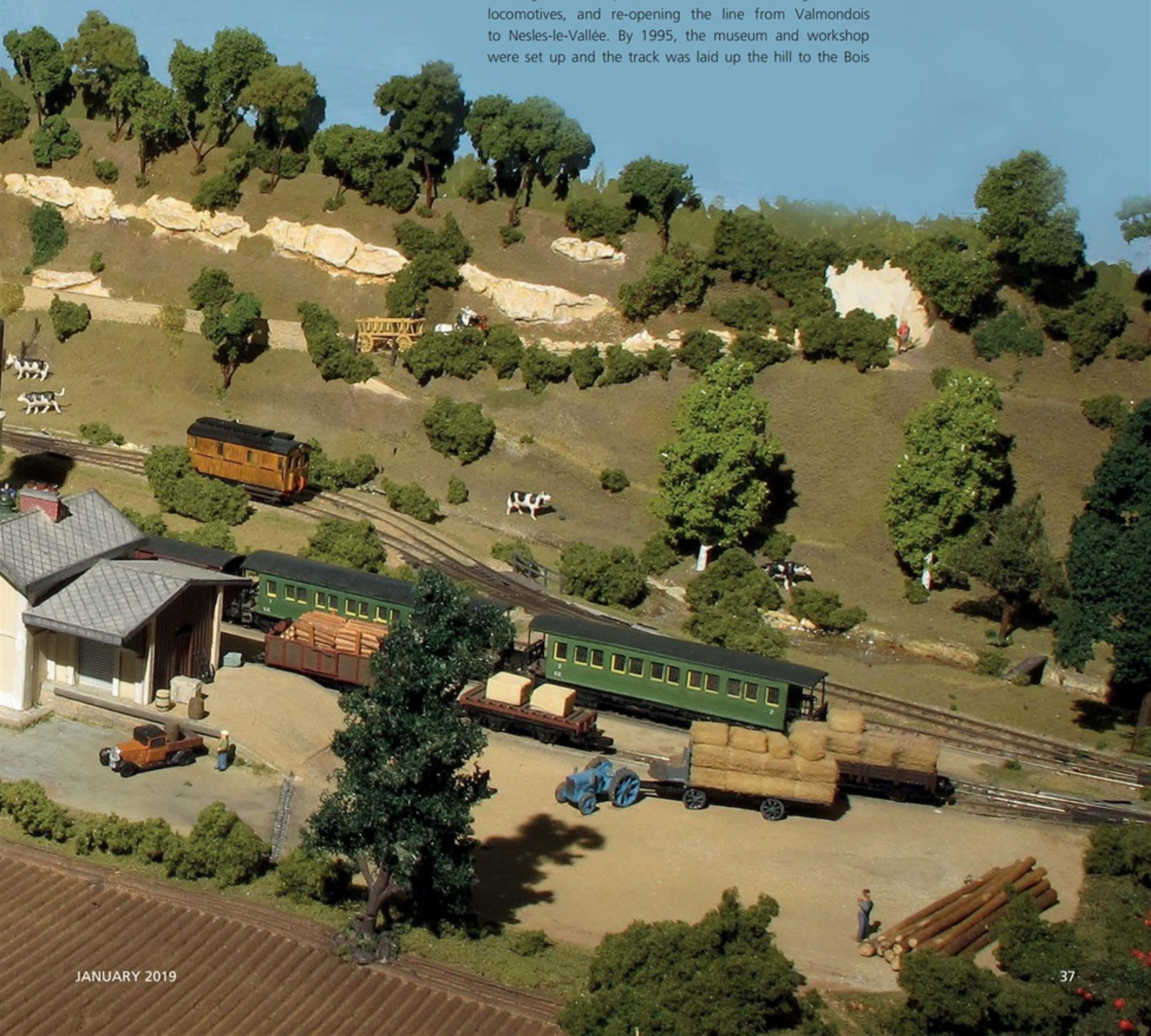
In 1976 a group of enthusiasts, the Musée des Transports de la Vallée du Sausseron (MTVS) took over the old railway depot at Valmondois with a view to setting up a museum, creating a workshop in which to restore their aged steam locomotives, and re-opening the line from Valmondois to Nesles-le-Vallée. By 1995, the museum and workshop were set up and the track was laid up the hill to the Bois

Below

A general view of the station and mill sidings where the Polar Deva *locotracteur* has just delivered a van.

Inset

A De Dion NJ *autorail* is detached from its trailer to be turned.





Thibault. All was going well when disaster struck. There was a change in the political complexion of the local authority and a benign, supportive environment changed to one of obstruction. The final nail in the coffin was a rock fall in the cutting in 2007, reducing the available track to 300 metres. However, this was not the end of the MTVS – but that is a different tale.

So much for the actual place. In 1994, Claude Wagner, a well known expert on French secondary railways and a leading light in the MTVS, wrote a book entitled *Les petits trains et tramways du Val d'Oise*. This includes a section headed "La gare d'Epiais-Rhus-Theuville et son moulin, un intéressant module à réaliser pour les modélistes." It contains everything needed to create a layout or diorama. There is a track plan showing the relationship between the station building, the water tower, the engine shed, and the mill. There are dimensioned drawings of the engine shed and station buildings, and a series of photos of the station, the mill, and the café. It was this that inspired Gabriel Rénie to reconstruct this area in miniature. Elsewhere in the book are drawings and photographs of the rolling stock, so what more does an experienced modeller need?

Anyone who models French metre gauge in N will have come across Gabriel either personally or by correspondence. Over the years he has produced hundreds of items of metre gauge rolling stock cast in resin. Some have been supplied painted, complete with chassis, ready to run, others have been supplied as bare mouldings.

Also, since the late 1980s, the Association Française des Amis du N (AFAN) has displayed a metre gauge modular layout for publicity purposes. Four of the original modules appeared at the N Gauge Society's tenth anniversary exhibition at Harrow many years ago. Evolutions of this set-up still appear regularly at exhibitions throughout France. Gabriel has built several of these modules and is regularly seen supervising operations. However, Epiais is the first time he has tackled a free-standing layout.

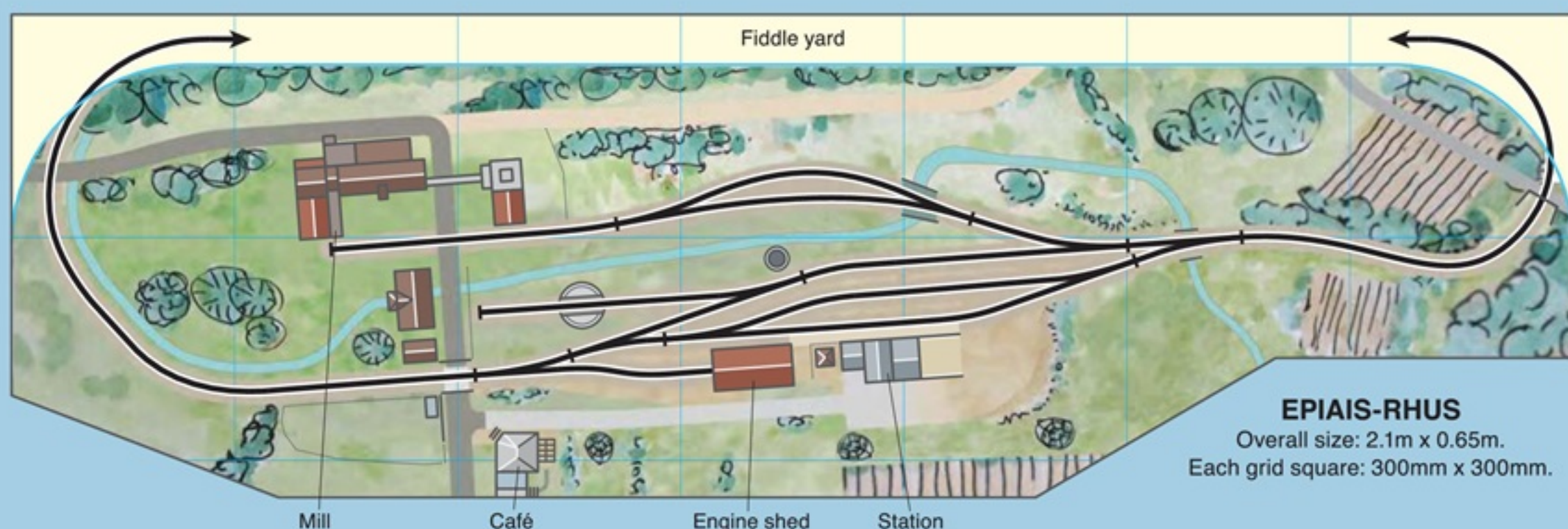
As is often the case, the layout developed slowly over the years, one scratchbuilt building at a time. The crunch came in the summer of 2011 when a visiting German colleague thought it would be excellent to have at the Stuttgart exhibition later in the year. A successful trial outing was arranged at the MTVS *Festival de Vapeur* in October. This was most appropriate because the festival was held in the goods yard of Valmondois station where the line from Epiais terminated. As Valmondois is relatively close to Epiais, a good number of people could relate directly to the aspects of the model that still exist, such as the café, which is now a private house.

Participating in the Stuttgart show went well, and this was followed by appearances at other major exhibitions, including St.Mandé, La Mondiale, the MTVS festival again, and Rail Expo at Pontoise.

Left

The level crossing, with a De Dion on its way to Valmondois.





Left
A De Dion NJ autorail
has been turned and is
about to collect its trailer.

Below
The Café de la Gare still
exists as a private house.

The layout

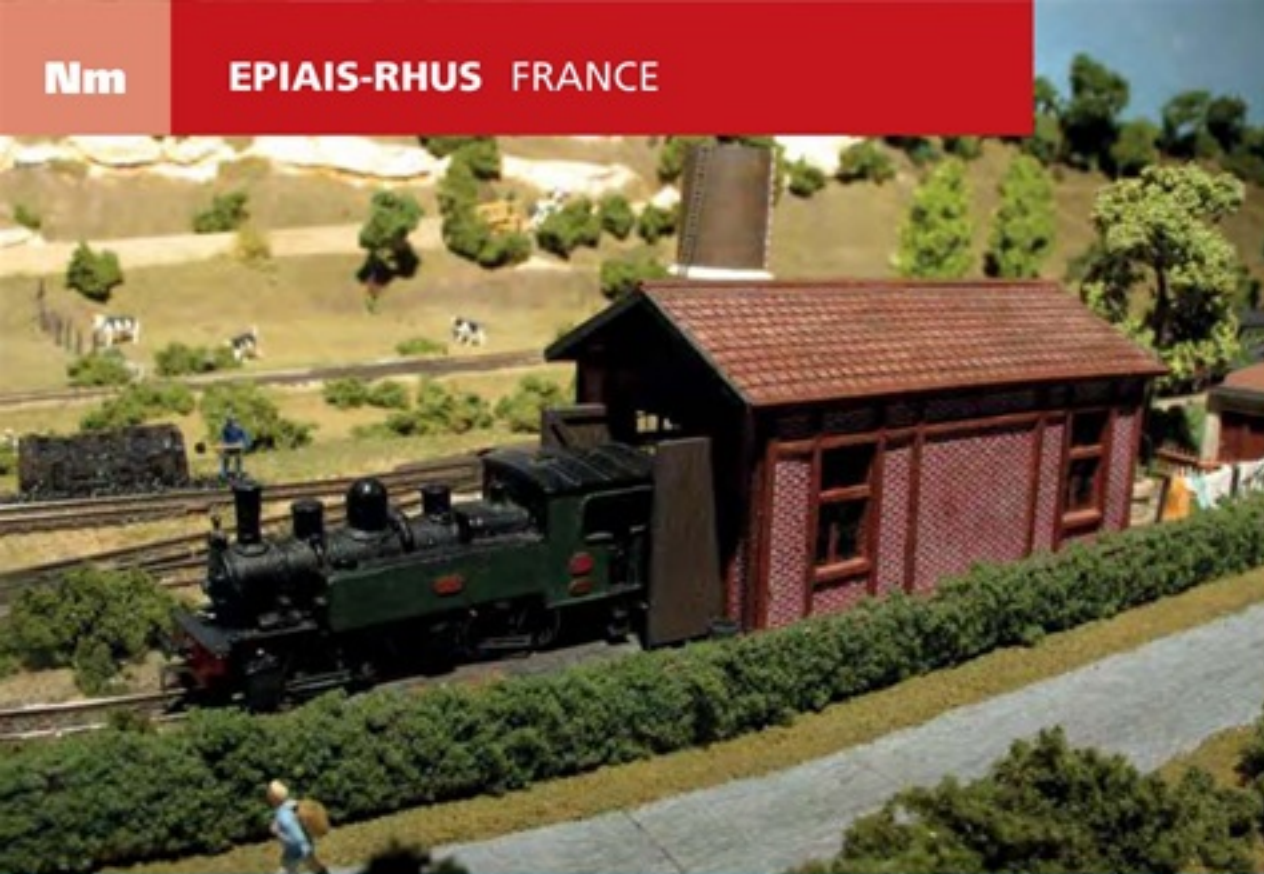
The construction of the layout follows traditional lines. It consists of a single board 2.10m x 0.65m, with L-girder construction in the central area and expanded polystyrene infill and plywood boxes at the extremities.

The track is a mixture of Märklin Mini-Club and Peco Z. A control panel operates electric points and controls current to the various track sections.

In essence the layout is a loop of track with a fiddle yard behind and the scenery in front. This is very practical in an exhibition environment. A train can be left pottering around while the operator answers the inevitable questions on scale and gauge that an Nm layout generates.

However, the object of this exercise is also to create a reasonable representation of a real place at a particular time, in this case 1948, just before closure. As usual in railway modelling, a certain amount of compression was necessary but much less in Nm than in larger scales. All the key items are present and accurate in a very manageable space. All the sidings and loops are there, so prototypical manoeuvres can be carried out in suitable circumstances.





Above
The Mallet slumbers outside the engine shed.

Above right
The blocks of stone are quarried locally and loaded on to flat wagons; they will be transhipped in the yard at Valmondois for transport to anywhere on the SNCF.

Below
In the usual French manner for rural stations, the goods shed is attached to the small station building. Logs are another significant traffic.



Rolling stock

A secondary railway such as the Valmondois – Marines had a limited pool of rolling stock and it is no coincidence that Gabriel has models of every item.

The passenger services were provided primarily by De Dion NJ railcars and Gabriel is fortunate to be the owner of a pair of the Nm models produced by Mistral many years ago. For high days and holidays, there are the higher capacity steam-hauled balcony-end coaches.

For freight operations there is an SACM 130T and a Mallet. The SACM is a resin moulding of a master model built by Gabriel himself in plasticard which fits onto a Märklin 2-6-0T chassis. The 020-020T Mallet is another resin moulding, this time from AFAN, running on a Märklin 0-10-0T chassis with the centre axle removed. A model of the short-

lived wooden-bodied Swedish-built Polar Deva six-wheeled *locotracteur* was scratchbuilt in plasticard.

Structures and details

The beauty of this layout lies in the buildings and scenery. It is very much the case of the railway wandering through the environment.

The buildings are constructed from balsa faced with paper on both sides. This technique produces a sturdy structure which is both straightforward to cut and to paint. It has the flexibility to produce the range of buildings required to model a real place.

The motor vehicles are all appropriate for the period. They are moulded in resin and painted by Gabriel.

It all comes together to make an impressive presentation.





Above

A De Dion *autorail* arriving from Marines, passing a ploughed field.

Right

A De Dion departs for Marines as the SACM 130T waits to shunt its mixed train.

Below

Detail of the station forecourt with a Citroën pick-up appropriate for 1948.

Below right

The unusual Pola Deva *locotracteur* is just visible by the water tower.



Peter Herzl-Smith modelled the station in the town which was home to his grandparents, plus a representative section of typical Steiermark scenery.

Part 4 – continued from July, September, and November 2018

Zeltweg

A first foray into railway modelling reaches a conclusion

Scenery

After studying various methods of scenery construction for the embankments and contours, I decided upon the method used by the celebrated and highly accomplished Josef Brandl – wire mesh fixed to the edge of the wooden trackbed with a heavy duty staple gun and then covered with plaster bandage (in my case ModRoc). At first I was concerned about the weight when compared with supposedly lighter methods using a latticework of cardboard strips covered with PVA-soaked paper or cotton sheets, but having now used ModRoc quite extensively I feel confident that it

is much stronger, dries quicker, and any weight difference is negligible since it does not require any great thickness to achieve a robust structure. It also allows a certain degree of sculpting to take place while wet and any mistakes can be easily rectified. Using shaped formers or cardboard latticework requires a degree of precision in order to end up with the correct shape, whereas plaster bandage can be packed and manipulated while wet to obtain the desired contour. I think this would also work well with layers of insulation board which can be hacked to a basic shape and then covered and sculpted with ModRoc.

Right

A trio of girder bridges across the River Mur. The RhR52 2-10-0 has a characteristically Austrian Giesl ejector chimney.

Below

A Rh5045/6545 'Blauer Blitz' railcar and trailer set (Piko) speeds along the main line. The rock faces and quarry were made with ModRoc.







I painted the white surface with Woodland Scenics 'Earth Colours' liquid pigment before using Busch grass mat and various scatter materials. In places, where I wanted a bare earth area, I used the brown painted ModRoc alone with just a minimum of brown scatter.

Another excellent product that I happened find at our local Wilkinsons store was their own-brand brown filler. It is very different from Polyfilla not only because the brown finish does not need painting afterwards but because it has a more dense consistency making it ideal for building up a thick layer which is easily sculpted. It acts almost like clay and in one place I did not even need to use any scenic material to cover it. Furthermore, although it sets well, if a greater hardness and immensely strong bond is required then it can be mixed with some scenic glue to create an adhesive paste.

I had been apprehensive for some time about rock-making after seeing so many realistic representations but I finally took the plunge and purchased some Woodland Scenics moulds and casting plaster from my local model shop. I was amazed at how easy this turned out to be and any apprehensions were soon dispelled. The casting plaster was mixed with water to a cream which was then poured into the moulds which had been well lubricated beforehand with detergent water to aid final extraction. After 45 minutes they were set

and extracted from the moulds. I was surprised at how strong they were after such a short setting time and could be easily handled without damage; I think you would have to drop one on a hard floor to cause any breakage. I bought just two moulds which produced a variety of nine different shapes and sizes.

The more difficult aspect was the painting to get a realistic finish but a bit of trial and error with the aforementioned Earth Colours pigments, acrylic paints, and weathering powder achieved the intended result.

The river Mur took more time and repeated efforts than any other aspect and is still not to my liking. The first attempt was too flat so I covered the painted and varnished surface with filler to create some ripples and flows but clearly I did not use enough as, after numerous coats of gloss varnish it is still looking too flat. I had not appreciated how the uneven surface would soon lose that definition under numerous layers of varnish. I felt a sense of disappointment since I have seen such great results in magazines and at exhib-



Above
This short mixed freight
will hardly tax the power
of the Rh1020 Co-Co electric.
The broad expanse of scenery,
with the railway in the landscape,
is enhanced with details and cameos
such as the groups of hikers,
farm animals and equipment,
and carefully placed road vehicles.



itions using traditional methods. If one contributory factor was too little filler, then my other big mistake was using an acrylic water-based varnish rather than a spirit-based yacht varnish. I thought the shorter drying time would allow me to add additional coats in a shorter period of time but despite over ten coats it still has a mediocre shine and certainly does not produce the glossy shine that you get with yacht varnish. The lesson here is surely that my impatience to save time has resulted in much more time being spent correcting the mistakes – a case of “Less haste, more speed”!

For an embankment I used a strip of polystyrene packaging together with some dense foam packaging affixed with a hot glue gun. This was then covered with tile adhesive which I read was used by some German modellers. It worked very well for me as it applies smoothly, adheres firmly, can be worked with tools during its ‘open’ time and then sets very hard. Any final carving can be done with sharp tools if necessary.

For speed I covered it with Gaugemaster grass mat using Solvite adhesive as, on this occasion, the paper backing needed some softening up and while I had found this a disadvantage with previous small paper items it worked perfect-

ly for this application. I found the grass mat a little too bright, even for springtime grass, so I toned it down by dry-brushing it with some darker shades of green.

I ‘planted’ weed growth around some of the track areas and for this I used self-adhesive grass tufts marketed for war gaming – much faster and less messy than gluing clumps of dry static grass.

Road vehicles

I was fortunate to find a model of my grandfather’s 1955 Ford Taunus 12M that I have re-painted in a similar green to his. Cars were one of the many features that made continental Europe fascinating for me as a child because both Ford and Opel produced cars from their German factories that were completely different from our Dagenham Fords or Luton Vauxhalls. Now there are global identical models that are merely badge-engineered. I am now on the hunt for a 1960s Opel Rekord that my great uncle owned.

I remember well the local lager (Gösser beer, brewed in Göss near Leoben), signs for which one would see at every Gasthaus, and so I was delighted to find a delivery lorry with trailer which is just right for the period being modelled.

Above

Coasting out of the tunnel (which hides the return loop at this end of the layout) is a local train of four-wheel ‘Thunderbox’ coaches with a Rh38 ex-Südbahn 4-6-0, also with a Giesel ejector. The branch line going off to the right leads in fact to the cassette connection.

Right

A storage cassette in place on the frame, aligned with the branch entry/exit point. The main line connection is on the other side, with the access flap open. Colour-coded and clearly labelled storage cassettes are stored neatly in a rack below the layout.

Photographs by the editor.



The end frame that supports the cassettes was built only for that purpose but was modified when it dawned on me that it would make an ideal storage cabinet for all my locos.

Operation of the turnouts to allow trains on and off these entry/exit points is by individual route number as multiple turnouts are involved for some directions. Where only one turnout is involved, then a simple push button is used. Each route illuminates a green LED when open.

Conclusion

As I moved through this learning experience I encountered products and suppliers with whom I have been impressed. When I have referred to them, it is purely for this reason; I have no association with them other than as a satisfied customer.

This is one thing that I have learned – constantly think ahead the next few steps so that a current job does not compromise a future one.

Having got my neighbour's three-year-old son interested in my layout, it occurred to me that we should all do whatever we can to offer encouragement and practical help to youngsters to take up this absorbing and rewarding hobby. It will help them with their social, practical, and observational development, while for us it will help to preserve and grow the market to keep the manufacturers investing and producing the models that we love.

Finally, my thanks to all the helpful members of the Austrian Railway Group (www.austrianrailwaygroup.co.uk), especially Stephen Ford, who always found time to answer the most obscure questions and offer help and advice during the six year build process.

If anyone has any questions, they are welcome to contact me.

Postscript

Since completing the layout, and the article, an unforeseen house move (from Devon to North Yorkshire) has forced a rethink as there is no room for *Zeltweg* in its current form.

Train cassette system

Whilst the half-hidden 'dumbbell' layout design allows continuous running, I operate prototypically and so trains enter and exit the layout via my interpretation of a traverser on the end panel of Board C. There are two entry/exit points for the Up and Down lines serving both directions.

Each train is housed within a plywood cassette. For reasons of stability and reduced cost, I used aluminium flat bar strips (from Metals4U) instead of track as wheels tend to remain more firmly engaged.

To avoid having to line up each cassette manually and then make a separate power connection, I fixed a pair of alignment guides plus fabricated copper contact strips that automatically engage with the aluminium 'track' of the cassette.

The cassettes have high sides to allow a thick protective foam cover to be placed over each consist, and so I have made a separate locomotive cassette with low sides to facilitate the insertion and removal of these delicate items.

I designed a train numbering and colour-code system for easy identification of each cassette. There are sixteen passenger and sixteen goods cassettes.



Dr Markus Strässle outlines the history of a design which is now sixty years old, still very much in use, and the subject of a brand new HOe model from Roco. *Drawings developed from originals by Klaus-Joachim Schrader for Zeunert's Schmalspurbahnen. Photographs by the author, unless otherwise credited.*

ÖBB Rh2095

A universal diesel for the 760mm gauge

In the mid-1950s the ÖBB (Austrian Federal Railways) was operating around 500km of 760mm narrow gauge lines using some sixty steam locomotives, of various classes, and around twenty diesels: most of these dated from before the Second World War and were relatively small, not powerful enough for heavy trains at line speeds. Clearly there was a need for a powerful general purpose diesel as an economical replacement for steam.

On their own initiative Simmering-Graz-Pauker proposed two designs.

The first, in 1956, was a centre cab B-B of c.340/400hp weighing 28 tons, which would have allowed them to be used on practically all the narrow gauge lines, but was considered insufficiently powerful. It would have been designated Rh2094, and although none were ordered the class number was reserved for possible future use.

The second design, type LDH 600/s, was for a full body B-B of 600hp weighing 31 tons, with a cab at each end, and a rated top speed of 60km/h. The SGP type S12a twelve-cylinder four-stroke engine had also been used in the standard gauge

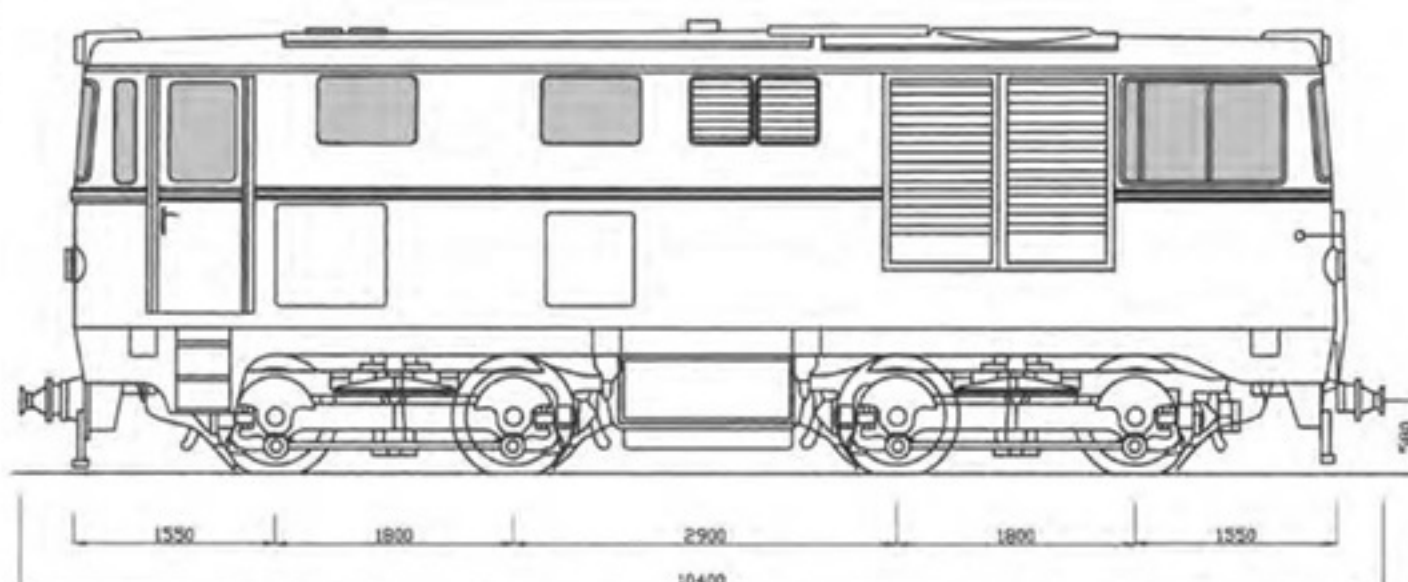
Above right

2095.01, restored to its original livery, with historic stock near Schwarzenberg on the Bregenzerwaldbahn, 3rd August 2002. Only 01 has two vertical handrails on each end.

Below

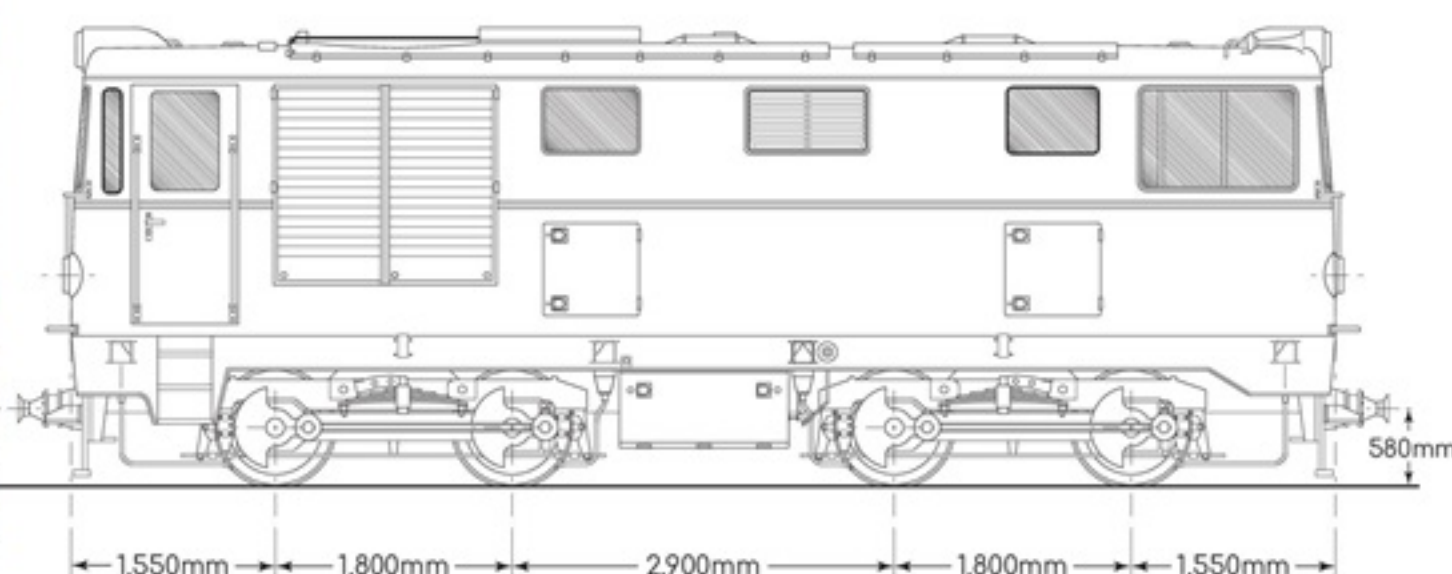
2095.02 at Krimml, the terminus of the Pinzgauer Lokalbahn from Zell am See, in August 1970.

Photo: David Cox.



Above 01 – 03 (original drawing, slightly modified)

Below 04 – 15 (updated drawings)



Right
**2095.06 at Bregenz Vorkloster on the Bregenzerwald line
on 3rd March 1970.**

Below right
2095.04, freshly repainted, at Bregenz Hbf. on the same day.

Photos: Kreutzfeld, via Peter Letulé. Author's collection.

Rh2067 shunters. The drive was via a Voith two stage hydraulic transmission and cardan shafts to the outer axles on each bogie; the inner axles were coupled by the rods and flycranks. The outside framed bogies were the same as those envisaged for the smaller type. The main frame, the bogies, and the body shell were of welded steel construction. The loco had air brakes, and was equipped with vacuum brake equipment for the train.

SGP built a prototype which was delivered to the ÖBB at St.Pölten for testing on the Mariazell main line and the Gresten branch in September 1958. The loco proved successful, and is reported to have achieved 72km/h on test. On the level it could equal the Rh1099 C-C electrics for haulage capacity, and was a match for any of the existing steam loco types.

Further tests were carried out on the 35km Bregenzerwald line.

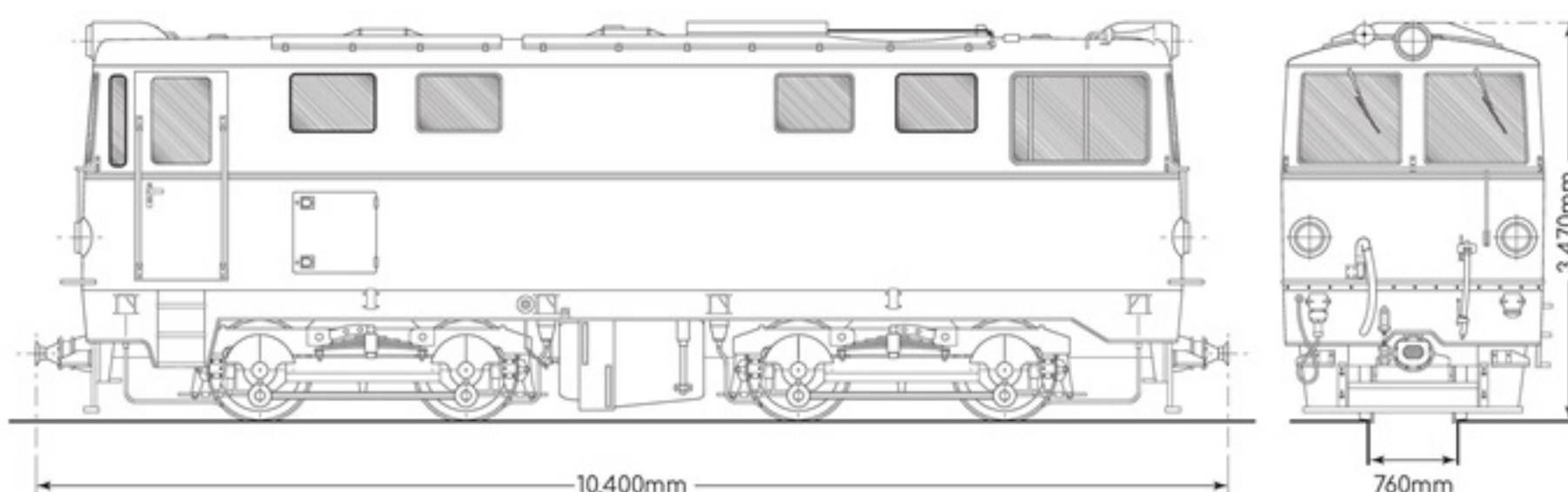
The ÖBB ordered two more locos, which were built in the Floridsdorf works and delivered in 1960. All three were allocated to the Pinzgau line after acceptance tests on the Mariazellerbahn. They were equipped with steam heating boilers for the train.

In 1961 and 1962 another twelve were supplied, but without heating boilers as independent Webasto heaters were being fitted to the coaches. This allowed the engine room to be laid out more generously. As a result the arrangement of grilles, panels, and windows was different on one side. The boilers were removed from the first three in 1968.



Principal dimensions

length over couplers	10,400mm
width	2,400mm
height	3,470mm
bogie centres	4,700mm
bogie wheelbase	1,800mm
wheel diameter	900mm
weight	31t
power output	600hp
maximum speed	60km/h



Above
**At Bezau station,
2095.05 is looking
rather less pristine.**
Photo: Peter Letulé.
Author's collection.

Drawings reproduced to 1:87.

Original drawings
by Klaus-Joachim Schrader
for Verlag Zeunert.
Updated by Steve Croucher.



Left
2095.07 on 2nd June 1981
at Bregenz Hauptbahnhof.

Below left
2095.05 on 9th April 1980
at Bregenz Vorkloster depot.

Bottom left
2091.08 and 2095.10
at Lunz am See on the
Ybbstalbahn in August 1979.
The 2095 has brought
a passenger train over the
steep mountain section
from Kienberg Gaming,
but will be uncoupled and
move off to allow the older,
less powerful, 2091 to take
the train on over the much
easier section of the line
to Waidhofen a.d. Ybbs.
Photo: David Cox.

Bottom right
2095.13 at Wieselburg
a.d. Erlauf with a train for
Obergrafendorf. August 1979.
Photo: David Cox.



Works numbers and delivery dates

2095	factory	number	date
01	Simmering	77664	1958
02	Floridsdorf	18127	1960
03	Floridsdorf	18128	1960
04	Floridsdorf	18129	1961
05	Floridsdorf	18130	1961
06	Floridsdorf	18150	1961
07	Floridsdorf	18151	1961
08	Floridsdorf	18152	1961
09	Floridsdorf	18153	1961
10	Floridsdorf	18154	1961
11	Floridsdorf	18155	1962
12	Floridsdorf	18156	1962
13	Floridsdorf	18157	1962
14	Floridsdorf	18158	1962
15	Floridsdorf	18159	1962





Below
The metal trim has gone, replaced by a cream line, the 'flying snail' logo has been applied, and computer numbers have been introduced. 2095 012-7 at Weitra on the Waldviertel system on 9th October 1988.

One curiosity: for at least a year the last five ran with SGP emblems on the ends, not the ÖBB insignia, as they were initially leased before purchase.

SGP hoped to sell the design to independent narrow gauge lines in Austria, and beyond: 2095 09 was tested on the Rhodopen line in Bulgaria but was thought not powerful enough. (1,100hp locos by Henschel were eventually supplied.)

One consequence of the increased weight was that the Rh2095 could not be used on all the ÖBB narrow gauge lines – a convenient cover for some closures.



Left
2095 010-1 on one of the tall girder bridges on the Ybbstalbahn. 12th April 1988.

Above
2095 002-8 at Zell am See on 26th December 1989. Photo: Ian Futers.

Below
2095.08, not yet renumbered, at Lunz am See in 1975. Photo: Norman Lamb.





They were used for all types of traffic on the Pinzgau, Bregenzerwald, Waldviertel, Ybbstal, and Gresten lines. Some of these were completely dieselised, others retained some steam. They were never used on the Steyrtal, Gurktal, and Vellachtal lines.

After the Bregenz line was closed progressively in 1980 and 1983, the locos stationed there were moved to other lines.

All fifteen were subsequently provided with wheel flange lubrication, and the cabs were soundproofed. Minor changes over the years have given each loco an individual appearance.

Due to the high centre of gravity, the class is very susceptible to overturning if the maximum permissible speed is only slightly exceeded.

Five bogie coaches and two cycle vans was described as a stiff test on the gradient to Krimml, but 01 was observed with nine coaches on test on the Mariazellerbahn.

Machines were periodically exchanged when they became due for heavy maintenance or needed repairs, which was undertaken at the St.Pölten workshops.

Thirteen of the class are still in service: 2095 02 and 03 were so heavily damaged in a head-on collision at Bramberg on the Pinzgau line on 2nd July 2005 that they were withdrawn and scrapped.

Three (01, 04, and 06) were sold to the Salzburger Lokalbahn (SLB) as part of their take-over of the Pinzgau line on 30th June 2008, becoming Vs71, Vs72, and Vs73. They are used for freight, maintenance, and nostalgic trains.

Above
A new livery: 2095 013-5 at Obergrafendorf on the 'Krumpe' branch to Gresten with five standard gauge wagons on transporters. 23rd October 1997.

Above right
2095 004-4 with an empty stock working at Zell am See on 18th January 2007.
Photo: Ian Futers.

Below
2095 014-3 on a transporter wagon at Gmünd, on its way to or from an overhaul at St.Pölten works.
Photo: Norman Lamb.



All those remaining on the ÖBB roster were handed over to the Niederösterreichische Verkehrsorganisationsgesellschaft (NÖVOG) in 2010; some were later sold on. 2095 08 also went to the Pinzgauer Lokalbahn, becoming Vs74, and 2095 13 was handed over to the Bregenzerwald museum railway in 2015. 2095 11 and 2095 14 were transported to CFI Brad in Romania on 8th July 2015.

Liveries

The locos were delivered in red & ivory with metal trim, including the cast winged wheel on each end. The first machine and the last five initially carried 'SGP' plates on the ends rather than the ÖBB emblem; this has been restored to 01 and the current Waldviertel locos V5 and V12.

The metal trim remained in place on some locos, in the all red livery, up to 1980. The trim was replaced by a thin cream line at the waist stripe and the 'flying snail' logo applied 1975 – 1986.

'Computer' numbers with a check digit were applied from 1985.

From about 1988 the main body became orange-red, with a broad cream lower band, to match the so-called 'jaffa' coach livery.

In the 1990s, they progressively got the new ÖBB red/light grey/slate grey livery, still with the 'snail' logo. At least one was later decorated with the new ÖBB lettering logo.

2095.01 was restored to original livery under ÖBB auspices in 2000.

Even before the line was 'privatised', 002 became all red with Pinzgau-Bahn transfers (February 2005).

The SLB Pinzgau machines are now ruby red with a narrow white waist stripe and a curved V on the ends. Vs71 (01) remains red & cream, while Vs74 is still in the ÖBB 1980s orange & cream. All have been named after local communities.

NÖVOG have replaced the metal trim on V5 (in red & cream) and V12 (all red).

Naturally there have been variations between individual locomotives over time.



Left
2095 015-0 outside the sheds at Tischlerhausl
near Zell am See on 17th January 2007.
Photo: Ian Futers.

Above
2095 003-6 at Mittersill on 1st August 2001
with the 14.11 to Zell am See.
Photo: Ian Futers.

Below
2095 007-7 at Lunz am See on the Ybbstalbahn on 3rd October 2004.
Note the 2091 in grey primer on the right.

Foot of page
2095 002-8 at Krimml on 17th September 1999.

Allocations in 1975

01 - 03	Zell	Pinzgaubahn
04 - 07	Bregenz	Bregenzerwaldbahn
08 - 10	Waidhofen	Ybbstalbahn
11	Zell	Pinzgaubahn
12	Gmünd	Waldviertelbahn
13 - 15	St.Pölten	Mariazellerbahn (for Gresten branch)

Allocations in 2003

01, 002, 003 on Pinzgaubahn
004, 006, 011, 013, 015 at St.Pölten
005, 007, 008, 009, 010 on Ybbstalbahn
012, 014 at Gmünd

Status in 2018

Zell am See, SLB Pinzgaubahn

2095 01 = SLB Vs71, red & cream, as delivered, since 2000
2095 04 = SLB Vs72, ruby red, *Wald im Pinzgau*
2095 06 = SLB Vs73, ruby red, *Neukirchen im Großvenediger*
2095 08 = SLB Vs74, jaffa (orange & cream), *Lunz am See*,
ex NÖVOG 2095 008-5, stored in Krimml shed

Gmünd, NÖVOG Waldviertelbahnen

2095 05 = NÖVOG V 5
2095 07 = NÖVOG V 7 – out of use
2095 12 = NÖVOG V 12

St.Pölten, NÖVOG Mariazellerbahn

2095 09 = NÖVOG V 9
2095 10 = NÖVOG V 10
2095 15 = NÖVOG V 15

Bezau, Bregenzerwaldbahn

2095 13

CFI Brad (Romania) for possible reconstruction

2095 11 ex NÖVOG V 11, sold July 2015
2095 14 ex NÖVOG V 14, sold July 2015





Above
NÖVOG V 5 (ex 2095.05), with 'SGP' plates, in Steinbach, 5th October 2018.

Above
NÖVOG V 12 (ex 2095.12), with 'SGP' plates, in Litschau, 7th October 2018.



Above Bregenzwaldbahn 2095.13 – left, after overhaul on 15th May 2015 in 'undercoat'; right, on 24th May 2015, fully painted, lined, and with plates fitted.

Below 2095.13 with a special train crossing the Sporenegg bridge on 24th May 2015.





Above and above right
Both sides of 2095 01 (SLB Vs71) as it is now, with 'SGP' plates.

Right
SLB Vs72 *Wald im Pinzgau* (ex 2095.04) at Krimml.

Below
SLB Vs73 *Neukirchen im Großvenediger* (ex 2095.06)
outside the new workshops at Tischlerhausl.

Sources

Schmalspurig durch Österreich 1825 - 1975,
Krobot/Slezak/Sternhart, Verlag Slezak 1975,
ISBN 3-85416-095-X

Die ÖBB-Diesellokreihe 2095 feiert den 50. Geburtstag
Dr Markus Strässle, in *Zeunert's Schmalspurbahnen* 28,
ISBN 978-3-924335-62-9

Schmalspur-Paradies Österreich,
Kaiser, Geramond 2013, ISBN 3-7654-7183-6

Railway Routes in Austria: The Pinzgauer Lokalbahn,
Stephen Ford, Austrian Railway Group, fourth edition 2017.

schmalspur-europa.at



Right
SLB Vs74 *Lunz am See*
(ex 2095.08) in the shed
at Krimml.

All Pinzgaubahn photographs
on this page: John Atkinson.



Reviews

Evaluated by our own specialist staff



HO

East German V200 diesel new from Piko



The most recent arrival from Piko is a new Expert series model of the Deutsche Reichsbahn V200 2,000hp Co-Co diesel-electric, nicknamed 'Taigatrommel' due to its Russian origin and the drumming sound of the originally unsilenced exhaust. It was based on a standard Soviet design (M62) and similar machines could be found in several eastern bloc countries. Introduced in 1966, deliveries continued until 1974/5; in all 378 were supplied. Intended for freight, they had a top speed of 100km/h and no train heating.

There were experiments with silencers as early as 1969; from 108 they were fitted as standard, and from 178 a new Russian type was installed from new.

They proved powerful, robust, and versatile, and were well-liked even though the two-stroke engine and electric transmission was not so usual on the DR.

Reclassified 120 under computer numbering and 220 after reunification, the last were not finally withdrawn until 1994.

The number built, the scope of use, the length of life, and the range of possible liveries clearly make this an attractive prospect for a model manufacturer.

Piko have chosen to release the first version as V 200 026, an early unit, in Epoch III DR bordeaux red with narrow waist lining, based at Reichenbach in the Dresden administrative area.

The main colour is dense and even, the lining well defined, and all markings very clearly printed, right down to the small data on the solebar and cab sides. Door handles, handrails, and kick plates are picked out in silver.

The chrome end trim is notable.

The model is very accurate according to published dimensions.

The moulded plastic body shell captures the look of the original, with ribs and grilles well represented, correctly different each side. Added parts include horns, roof vents, exhausts, and end decks (with neat tread texture), plus buffers.

The radiator fan is visible under the added etched metal grille.

The glazing is flush, with neat frames in black. The windscreen wipers are moulded in place and neatly picked out in silver. Cab and equipment room interiors are represented, the latter in some detail.

Supplied for display are full brake hoses, dummy scale couplings, and electrical connectors.

The underframe is comprehensively detailed.

The bogie side frames are accurate in detail and moulded in very deep relief, with brake cylinders, axleboxes, springs, equalising beams, textured cab steps, sandpipes, and speedometer drive; the brake shoes are separate components, in line with the wheel treads.



The model has a heavy metal chassis and is powered by a can-type five-pole motor with twin flywheels driving via cardan shafts to worms and reduction gearing to the two outer axles of each bogie. The unpowered centre axles are allowed some side play. Current collection is by wipers on the backs of all wheels. It runs smoothly and quietly, and is controllable across the speed range: on DC it will move off at c.3km/h on 1.5v, and achieves 135km/h on full power. The scale top speed of 100km/h comes at c.9.5v.

Two traction tyres are fitted (to one of the inner wheels each side) and with a weight of c.565gr pulling power should not be a problem.

LEDs provide directional white head and red tail lights, illuminating at c.3.5v, and the cab and equipment room inter-

iors can be switched separately under digital control, likewise the main beam. Jumper switches on the printed circuit board set the lighting options for analogue operation.



Manufactured by

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

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

PRICE ref.52800 £140.00.

Austrian Rh2095 narrow gauge diesel new from Roco

Roco have recently released a brand new model of the Austrian class 2095 760mm gauge B-B diesel-hydraulic.

The background to this 600hp mixed traffic narrow gauge locomotive is described elsewhere in this issue. Suffice it to say that the new model is an appropriate way to mark the sixtieth anniversary of the introduction of the type, and given the number built, the long career, relatively widespread use in Austria, and a variety of liveries it is a very sensible choice for a model manufacturer.

The new model represents the series production machines (numbers 4 to 15), and is very accurate according to published dimensions, drawings, and photographs. Doors, panels, handles, grilles, and louvres are faithfully reproduced.

Added parts include the nose and door handrails, windscreen wipers, horns, fan grille (metal mesh) and protective bars.

One interesting detail – the main exhaust on the roof is slightly off-centre, the first time this has been correctly done; all previous models (Liliput, Stängl, and Ferro Train in HOe, and even LGB) had it on the centre line. It is hard to believe that all the former constructors did not have access to accurate plans and dimensions, or could not have inspected one of the real things; perhaps it was simply thought to look better in the middle even if not strictly correct.

The model represents 2095.04 in the original orange-red and cream, with metal waist beading.

Also announced is 2095 010-1 in the later slate grey & red livery, with the metal beading removed (which presumably requires a separate body tool).



The finish is first class, with dense main colours, precise separation, and very neatly printed markings. Etched plates are also supplied for the modeller to apply over the printed markings if required – numbers, ÖBB emblems, and makers' plates. The plates are ready painted but need to be polished (as shown) to expose the raised lettering before application.

The glazing fits flush, with black or metallic frames as appropriate.

The cabs have interiors, complete with fire extinguishers, and a driver figure in the No.1 end. Note too the detailed rims to the headlights.

Optional parts include snowploughs (full or cut-away for working couplings), short coupling link bars, imitation scale size coupler heads, dummy screw links, and alternative red electrical cables.

Black brake hoses and grey electrical connectors are already in place.

The underframe carries the battery box on one side and fuel tank, with level indicator, on the other; adjacent to them are the sandboxes, with delivery pipes also behind the buffer beams.

The bogie side frames feature suspension components and brake gear, fine metal coupling rods, and detailed fly cranks, of scale thickness. The underside



of the bogies even has a representation of the final drive gearbox covers.

As to the model mechanism, a cast metal chassis block carries a five-pole open frame skew-wound motor with flywheel driving through brass worms to reduction gearing in the bogies. All axles are driven by gear train; the rods and cranks are cosmetic.

There are two traction tyres, on one wheel of each inner axle. Replacing traction tyres involves removing the cranks and rods; the cranks are keyed to ensure correct quartering.



Current collection is by wipers on all wheels.

The loco runs smoothly and quietly even straight from the box, though 30 minutes running-in is recommended, in each direction at moderate speed. The model is controllable from walking pace to a realistic maximum.

With a weight of 165gr, hauling capacity should be ample.

The minimum recommended radius is 261mm.

The model has a NEM 658 Plux22 socket for a digital decoder, and is also offered with DCC sound installed. (We understand these are in short supply.)

It has working directionally controlled head and tail lights; DIP switches on the internal printed circuit board isolate the tail lights either end, or cancel all lights.

The model comes fitted with the usual narrow gauge hook & loop couplers with a Bosna-style head, flexibly mounted on the frame.

Roco have brought a classic up to date with a new product that reflects the current state of the art, and at a very attractive price.

No doubt we will see more liveries and numbers as new items in future.

Manufactured by

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

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

PRICE ref.33290 DC £160.00.



Polish type 406R bogie tank wagon new from Piko



New in the Expert range from Piko is a model of a modern type Zaes bogie tank wagon, used in Poland as type 406R.

These were designed by the Swidnica wagon factory in 1963. Series production began a year later, and continued until 1981, with over 10,000 built. The wagon was made in two basic variants: as type 406Ra with heating and type 406Rb without. The vehicles were predominantly designed for oil products, but some food companies also use them for molasses.

The tank is held to the frame with four adjustable tension straps.

Filling can be from above or below, through the bottom valve. Unloading is through the bottom or side drain valves, partially with the help of a suitable pump.

These wagons are allowed a maximum speed of 100km/h. Some have been partially rebuilt during their service.

Our sample carries Epoch V PKP markings, all very neatly printed down to the smallest data on the panels, with the running number 33 51 798 4 654-8. It is decorated for the Orlen company based in Plock.

The plastic body is appropriately plain, with just the few horizontal ribs moulded in place; it is augmented with many separately added parts, such as etched metal top walkways and access ladders, top filler and vents, securing straps (with turnbuckles), and end

access hatch and drain pipes.

On the under-frame, the shunters' steps, brake handwheels, and buffer heads are added components, while the discharge pipes, brake cylinder, air reservoir, and rodding and pipe-work are separate mouldings, and the brake controls and lashing hooks are neatly picked out on the side frame. The end platform, railings, and steps are formed in resilient plastic, with an impressive deck, part chequer plate and part open mesh.

Brake hoses and dummy scale couplings, very finely moulded in black plastic, are supplied for the modeller to fit.

The bogie side frames are well formed, with axleboxes and leaf springs represented; the brake rigging is added, with brake shoes in line with the wheel treads.



The model runs freely on blackened metal 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.



Manufactured by

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

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

PRICE ref.58451 £54.00.

CIWL Côte d'Azur stock new from LS Models



New from LS Models are two sets of three Pullman first class coaches for the Côte d'Azur train, in the 1934 blue & cream livery with the large cast monogram in the centre of each side. (Just to confuse the unwary, the label on the end of the box shows them as all blue!)

Each set consists of one type WPC Pullman coach with kitchen and two

type WP without; ref.79170 features numbers WPC 4143, with WP 4150 and 4162; ref.79473 is similar but with different running numbers.

In each case the livery is very well reproduced, with dense colours (a matt blue, and a slight satin sheen to the cream), clear separation, and neatly printed markings.

The moulded bodyside beading is not too prominent, while the rivets, panels, and vents on the roof, different according to type, are most impressive.

The doors are enhanced with separate metal handrails.

The glazing is slightly inset, as per prototype, and some windows have blinds partially lowered.

The vehicles boast full interior detail – partitions, armchairs with white headrests, and brass lamps on the tables.

Alternative parts are supplied for display (or on the open end of a train) – corridor connections and support arms.

The bogie frames have outside equalising beams, plain bearing axleboxes, and projecting transverse spring planks.



Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in South Korea, is a new model of the Swiss Re4/4^{II} first series, in the later red livery, with Epoch III/IV markings. The finish is good, with all markings neatly printed.

These machines were designed as universal locomotives for the SBB and are used both for passenger and freight trains. 277 built between 1964 and 1985 make it the largest class in Switzerland, still in use today. The Re4/4^{II} could take curves at speed without damaging the track; top speed was 140km/h, with a power rating of 4,700kW.

Some were rebuilt specifically for the *Swiss Express* service, with an extended buffer beam, new couplings, and a special orange & grey livery, with the SBB logo instead of the Swiss cross.

These locomotives are also used by the BLS and other Swiss railways.

The model is accurate according to published dimensions, and well detailed, with insulators and cabling on the roof, access walkways and seemingly see-through grilles.

Nose and cab door handrails and cab door handles are moulded in place and neatly picked out in silver.

The glazing fits flush, with the wind-screen wipers printed on and cab door windows mirrored; the cabs have basic interiors.

The bogie side frames are moulded with very good relief detail, with spoked wheels.

The mechanism is built around a split frame cast metal chassis, carrying a central five-pole motor with twin flywheels which drives all axles via worms and reduction gears on the bogies. Current is collected via axle bearings on all wheels; there is no provision for using the pantograph.



Operation is smooth and quiet, with good control across the speed range. Running in of half-an-hour in each direction at three-quarter power is recommended. Two traction tyres are fitted, one on each outer axle. With a weight of 60gr, tractive effort should be adequate.

The printed circuit board within has a NEM 651 socket for a digital decoder. Dismantling and installation instructions (in German and English) are included.

There are working directionally-controlled LED white head and red tail

lights. In analogue mode, these can be isolated (for use in multiple consists or with a driving trailer) but this has to be done by removing the body and physically moving the LED boards in the sockets.

Standard couplers are fitted on bogies.

Original green and *Swiss Express* livery versions are also available.

Manufactured for

Lemke Collection,
Schallbruch 34A,
D-42781 Haan, Germany.
www.lemkecollection.de

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

PRICE ref.H3021 (DC) £185.00.



The underframe is well detailed with a planked floor, perforated main fishbelly girders, battery boxes, and brake gear, with the generator articulated to the

adjacent bogie so it does not impede rotation. There are slight differences in the fittings between the types.

The models run freely on blackened metal disc wheels on pinpoint metal axles, insulated one side with a plastic centre bush.

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

The minimum radius recommended is c.225mm.

The set comes in an elegant foam-lined presentation box, and each coach is held in its slot wrapped in a dark blue

silk cloth emblazoned with the CIWL coat of arms – a nice touch of class.

Very stylish models.

Manufactured for

LS Models
Rue Bosfagne 31,
B-4950 Sourbrodt,
Belgium.
www.lsmodels.com

SAMPLE SUPPLIED BY
Hobby Shop, 85, Preston Street,
Faversham, Kent, ME13 8NU.
www.hobb-e-mail.com

PRICE £210.00.





Roco have recently released several new models representing narrow gauge Feldbahn rolling stock.

These have been achieved by cleverly combining the bodies of the existing four-wheeler vehicles from Rügen with bogies made from the standard channel frame skip chassis. Where the single axles would have been, a simple bolster has been fitted, with a pivot which mounts the bogie, a simple clip fit.

The bodies are narrow and eminently suited to this freelance adaptation.

The simple coach has sides clad in sheet metal (as opposed to vertical wooden planking), and is painted green with wooden window frames. It has flush glazing and interior fittings, including a stove, with a corresponding smoke stack on the roof, along with vents.

The end platforms have steps, railings, grab handles, and ornate supports for the roof.

The Rügen original four-wheeler was built by Görlitz in 1895, seated 18, and was 7.1m long and 2.05m wide.

The coach is also offered with Deutsche Reichsbahn Epoch III markings as a type Bp4 numbered 970-202, with neatly printed markings. In this case the window frames are metallic.



Also available is a *Materialwagen* or stores van, in grey with black ironwork. It is derived from the variant without a brake platform. Steps under the doors

and tiny lamp brackets for one end are supplied for the modeller to fit if required; these latter are perhaps less appropriate in a Feldbahn context.



The roof clips in, and there is a metal weight embedded in the floor.

The original four-wheeler was built by Görlitz in 1895/6 to carry 7.5t; it was 5.5m long and 1.8m wide.

Plain versions of the van and an open wagon have also been announced.

All have wheels with metal tyres and plastic centres on pinpoint metal axles. Wire coupling loops are mounted on the bogie frame.

Manufactured by

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

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

PRICES
ref.34060 coach (DR) £30.00
ref.34063 coach £29.00
ref.34065 Materialwagen £30.00

Sparmax Zeta compressor for airbrushes

Airbrush specialist Sparmax has released a new compressor, with the firm's new (and unique) Smart-Stop feature, which allows users to pause it remotely by means of an airbrush hold-



er which acts on a switch in the base of the regulator/pressure gauge which can be clamped to the workbench, away from the compressor. This means that the life of the compressor can be extended by automatically shutting off when the brush is placed in the holder (also saving energy) and re-started when the brush is taken out of the holder.

It is 240mm long, 140mm wide, and 215mm tall, and weighs 4.6kg. It is supplied with 2m of braided cable to connect the regulator to the airbrush (not included but shown in our photos as a 'serving suggestion'), a coiled air line to join the compressor to the regulator, and a cable (approximately 5' in length) which serves as the link between the on/off switch and the compressor. It is this length of cable that determines how far away the compressor can be from the work surface.

The Zeta works at a maximum pressure of 60psi and is rated for 40 minutes continuous use, but then it should be left for a quarter of an hour or so to cool, after which it can be re-started.

Many low air-consumption airbrushes suitable for use with the Zeta compressor, such as the Sparmax MAX-4 seen here, can be found on the relevant page of the Airbrush Company's website.



Sample supplied by

The Airbrush Company,
79, Marlborough Road (East),
Lancing Business Park, Lancing,
West Sussex, BN15 8UF.
www.airbrushes.com

PRICE Sparmax Zeta £199.00.



Chartwell Models in the UK and CMD Models of South Africa have collaborated with Southern Rail Models in Queensland to produce extra versions of the new 1:87 scale models of the Queensland Clyde-built GM-powered locos to represent the units sold in 2013/4 for further use in South Africa.

Two were sold to African Rail & Traction Services while a third went to RRL Grindrod Locomotives. Thirteen 2170 class were purchased by Transnet to become class 35.800 but only eleven were reliveried (using vinyls) and put into working order; two were renumbered but only used as a source of spares.



There are differences between the two types which form the class; this meant that one of the first choice locos could not be modelled without additional tooling so 35.804 and 35.810 were selected.

Grindrod BG15-03 was QR 2412D. There are a couple of differences between the real thing and model but the expense of extra tooling could not be justified for a limited run.

The finish is excellent, with good coverage of the main colours, sharply defined edges, crisp lining, and neatly printed markings.

The moulded plastic body is very well detailed, with panels and grilles as per prototype, enhanced with many added detail parts such as etched fans and radiator grilles, along with lift rings, horns, grab handles, handrails, and handbrake wheel. Brake hoses, coupler cut bars, and electrical connectors have been added to the pilot beams, and

the underframe also has added the air reservoirs, pipework, step treads, and step lights. The bogie sideframes benefit from added brake cylinders, pipework, sandboxes, and delivery pipes. The cab is flush glazed, with interior fittings and crew figures, windscreen wipers, and rear-view mirrors. Note that many of these fine features are quite delicate, so take care when handling.

The mechanical design follows the proven formula – a metal chassis block carries a central five-pole skew-wound motor with brass flywheel, driving via universal joints and cardan shafts and reduction gearing in the bogies. All blackened metal wheels are driven and collect current. There is working directional LED lighting, plus marker and ditch lights, and a twenty-one pin socket for a digital decoder.

The weight should ensure ample pulling power without traction tyres. The wheels have fine flanges.



Working genuine Kadee knuckle couplers are mounted on the frame.

The models are available in both 12mm and 16.5mm gauges, for analogue DC or DCC with sound (using ESU LokSound V4 decoders).

Manufactured for

Southern Rail Models
P.O. Box 427,
Salamander Bay,
New South Wales 2317,
Australia.
www.southernrailmodels.com.au

AVAILABLE FROM
In Australia: Southern Rail Models

Chartwell Models
info@chartwellmodels.co.uk

CMD Models
cmdmodels@gmail.com

PRICES T.B.A.



AVT Products offer an innovative selection of devices to equip a layout with background sounds.

Series 100 mp3 sound module

This package includes the sound module, a 60mm diameter loudspeaker enclosure (on a c.1m lead), a mini-USB to USB lead (c.1m), a momentary push-button panel mounting switch, and a mains power supply (according to country of use). The user only needs to provide the wires to the switch – and the sound, of course!

The device has a digital memory capacity of 4MB which is enough for a sound file lasting about four minutes.

Suitable sound files can be sourced from the internet.

AVT Products website has a list of links to sites from which sound files can be downloaded free.

There is also advice on modifying the sound files – for example, shortening the sound if the file is too large, linking two files, or introducing a pause.

You can also load your own sound files.

To load sounds, the device simply connects to your computer (PC or Mac) via the USB lead. The computer 'sees' the device as an external drive, and the file can be simply copied to it.



The computer provides power to the device via the USB lead; a bright green LED confirms power is present.

To play the sound, the USB lead is used to power the device from the mains power supply.

The speaker is connected via a 3.5mm stereo jack plug and socket, on c.1m of lead.

Playback is activated by a momentary push-button switch; the mounting hole is 7.5mm diameter. Cables must be soldered to the switch, but attach easily to the device with miniature screw terminals.

The volume can be adjusted using small buttons on the device; the device then remembers the set volume.

A small slide switch selects single or continuous play.

As an alternative to the push-button, you can use a reed switch or a relay contact.

Further, as an alternative to any mechanical method, or in parallel with it, the device includes an opto-isolator input for a signal from an electronic control system – a switched output from a digital system accessory decoder should be suitable.

The module features a high quality printed circuit board held within an ingenious clip-together plastic casing, which occupies an area of 60mm x 52mm, and is 21mm high; it has two 3mm diameter mounting holes.

There is no means of attaching the speaker enclosure to the layout, but a double-sided sticky pad should suffice.

The sound quality will naturally depend on the original, but examples we have heard sounded quite convincing even in isolation (i.e. under demonstration and test conditions as opposed to installed on a layout.)

The whole package seems well thought out, well made, and easy to use.

A three channel version (with 8MB memory) is also available; sounds can be played separately or simultaneously.



The website has instructions and advice in several languages, including English, French, German, and Dutch.

Produced by

AVT Products B.V.
Florapark 4,
5644 BX Eindhoven,
The Netherlands.
www.avtproducts.com

PRICES

single channel 4MB €25.00.
three channel 8MB €37.50.

French railcar trailer kits from Draisine 160



Draisine 160 has recently produced two kits for French *autorail* trailers (*remorques*) which use 3D-printed bodies with other components.

The XR6000 trailer was typically hauled by the X2800 and X2100/2200 *autorails*. Built to a modern design, they seated 76. They were largely withdrawn in the mid-2000s, but a few examples survived into the modern dark blue & grey rebranding of the TER fleet.

The body is printed in 1mm thick plastic; two finishes available, with the higher detail print costing a little more.

The chassis features seats.

The model runs on Piko bogies with Atlas wheels of the correct size which reduce the ride height.

The kit includes parts to allow couplers to be installed on the bogies.

Price for the full kit ranges from £80.00 to £92.00 (+ P&P) depending on the quality of the body shell print.

The sample shown was painted by Jon Cassidy.

The XR7300/7800 trailers were in service until the late 1980s, with a small number surviving until the mid-1990s.



They were typically hauled by a variety of *autorails*, including the X3800 Picasso, the X2400, and even the X2200.

There are two similar types available. Illustrated is the XR7300.

The model runs on Bandai bogies which are available from Japan. These bogies can swivel within the tight constraints of the body; this avoids the need for the cut-away evident on other models of this type.

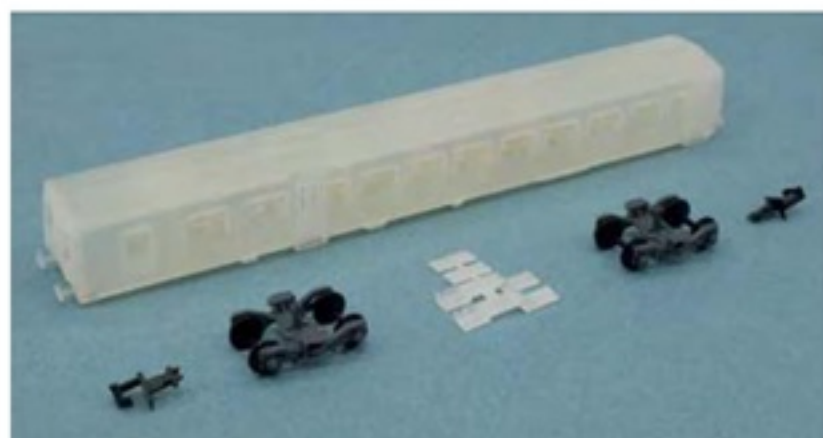
The chassis designs feature different seating for the different types – the XR7300 is different at either end.

Price for the full kit ranges from £49.99 to £59.99 (+ P&P) depending on the quality of the body shell print.

The completed examples shown here have not been glazed to show the interiors better.

For both trailers, the body can be purchased separately for those who want to make their own chassis.

Other kits in the range include the DU65 *draisine* and DU84 maintenance vehicle. The Z2 *automotrice* is forthcoming.



Designed by

Draisine 160 (Stephen Leigh)

All enquiries to
draisine160@gmail.com

PRICES in text.
Note that prices may change
according to supplier costs.

Piko have recently released a new model of the Deutsche Bundesbahn BR103 Co-Co electric which was announced at Nürnberg in February: it has arrived rather late for the garden railway season!

The E03 was introduced with four prototypes in 1965, and soon became the symbol of the Bundesbahn by heading premium passenger services – fast, efficient, reliable, and stylish. Production between 1970 and 1974 saw 145 enter service, with a power rating of 7,440kW.

The first locomotives were supplied with scissors pantographs; after 1976 the single-arm SBS65 was used.

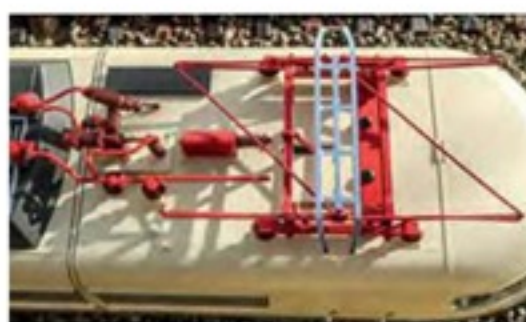
The front skirts and the buffer cladding were also removed.

Withdrawals began in 1997, but the last did not go until 2003. Several are preserved.

Disregarding the question of the scale of standard gauge machines on nominal metre gauge track (approximately 1:27, in relation to the length), the 721mm long shortened model captures the stylish appearance of the class.

The model represents the short cab variant, with scissors pantographs.

The finish is good, with well defined colours and clear markings, for Epoch IV. The model represents 103 134-3.



The moulded plastic body shell has good representations of the panels, grilles, and louvres, and is enhanced with some separately-applied parts, such as the windscreen wipers and lower door handrails.

The nose grab handles are provided for the modeller to fit, along with a cut-away skirt if a working coupler is required at both ends.

The cab door handrails are moulded in place.

The cab has interior detail, with a driver figure at one end, and the machine room interior is also represented.

The roof is well detailed, with insulators, cabling, and switchgear represented. There are slits in the roof to allow the pantographs to be raised and lowered remotely, though exactly how is left to the modeller's ingenuity. The pantographs are metal, and sprung, but not wired for current collection.

The cladding around the buffers can be removed if required.

The bogie sideframes are particularly impressive, moulded in deep relief.

The head and tail lights are LEDs, directionally controlled. The model is also ready to have lights in the cabs and engine room (optional accessory ref.36017, four required, each €12.00), which can be separately switched under digital control.

The model has connections for a digital decoder (ref.36122, €100.00), which can be augmented with a sound unit with authentic sounds (ref.36229, €146.00); the loudspeaker is mounted

between the bogies, so there is no need to remove the body.

The model runs on 24 volts, and has two powerful seven-pole motors (which need a controller of at least 2 amps with a fast-acting fuse) linked by gears to the outer and centre axles of each bogie, running in roller bearings. It will negotiate a minimum radius of 600mm. Operation on sharper curves will result in greatly increased wear of the loco wheels and the rails.

The mechanism is protected from moisture so the model is suitable for use outdoors.

The wheels have bright tyres for optimum contact, and there are pick-up wipers on all wheels. Two extra sprung track contact pick-up shoes are fitted to each bogie.

There are traction tyres on both centre wheels of each bogie, and with a weight of 4.2kg hauling capacity should be good. The massive model runs well straight from the box, but 30 minutes operation in each direction is recommended as running in.

The model has side buffers and draw-gear for standard gauge, and comes fitted a working LGB-compatible coupling at one end, with another supplied to install on the other if needed.

Instructions in four languages (German, English, French, and Dutch), illustrated with 'exploded' drawings, are provided.

A good level of detail combined with robust construction should make this another popular loco with large scale modellers.

Manufactured by

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

DISTRIBUTED BY

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

PRICE ref.37440 £595.00.

Loco-Revue – Hors Serie 64 Voies réelles et voies modèles

by Bruno Moret

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 12/2018, is concerned with track, prototype and model, with the aim of assisting to make the best choice for your layout, whatever the scale or gauge. Without track for the trains to run on, there is no railway!

It has been some time since there was a comprehensive survey of what is currently available commercially (in and for France), even though the choice is crucial and must be made early in every layout project.

This book aims to compare the products in terms of geometry, ease of use, quality of construction, level of detail, and cost.

The context is provided by extensive consideration of the prototype – from different types of rail (there was some early use of bullhead in France before flat bottom dominated) through track components and accessories (such as wagon turntables and traversers, and buffer stops) to crossovers and crossings. Further topics include the control of points (point levers, signal boxes, point rodding and cables); trackbed profiles (cuttings and embankments, with drainage, etc.); sleeper spacings, and how they vary, with only a very brief mention of bi-bloc concrete sleepers; super-elevation and transition curves; the loading gauge and the 'four foot' between the tracks, and the implications of this for long stock on sharper than prototype curves, especially double track.

The prototype coverage is thoroughly illustrated, mostly with photos of the real thing but with some of high quality layouts or dioramas, and augmented with drawings and diagrams, and modellers should find all this of assistance in replicating realistic situations.

The model section begins by stressing the importance of standards for wheels and track with regard to reliable operation, noting that few modellers appreciate the significance. The result can be problems if you try to run older models on new track, and vice versa. The differences between NEM and NMRA standards are also noted. The importance of laying track level is mentioned, along with the benefits of equalised chassis on four-wheeled rigid frame vehicles.

The main part of the work is a survey of commercial offerings in the common scales – HO, N, O, plus tramway and industrial (inset) tracks. Narrow and metre gauges are included. There are many photos of model track components, often showing specific features in detail. Tracks with an integral ballast base are included. Joiners are not forgotten, from the simple to the elaborate.

We are pleased to note that Peco products feature prominently, usually with a recommendation.

The author also suggests it is not a good idea to buy used track secondhand.

Note that the work is essentially a product survey and not a practical guide to tracklaying, wiring, or point control.

As usual, the style of presentation is clear, attractive, and straightforward. The chapter headings use different fonts, with section headings in colour, and there are occasional tips are on coloured circles and summary information in tinted side panels.

The photos are sharp and properly exposed, the majority in colour, and all well reproduced on good quality glossy paper, most at a sensible size.

Bound into the centre of the book is a sixteen page plain paper pull-out with tables listing the ranges of all the major brands, from Busch HO to Lenz O. (There



is no consideration of Gauge 1, or G, as this is apparently not common in France.) The pull-out also has a table comparing the dimensions of the rail, and certain aspects of the geometry, of the different brands.

The work concludes with a glossary of the technical terms used.

Some facility in French will be required to get the full benefit of the text; but by working backwards your knowledge of French terms for track components will be greatly enhanced!

The book is rounded off with just two pages of advertisements.

EK-Bibliothek: Eisenbahn-Bildbände Dieselloks und Dieseltriebwagen Aus dem berühmten Lokomotiv-Bildarchiv von Carl Bellingrodt

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

215mm x 260mm 144pp

Hardback €29.80

German text ref.6211

ISBN 978-3-8446-6211-5

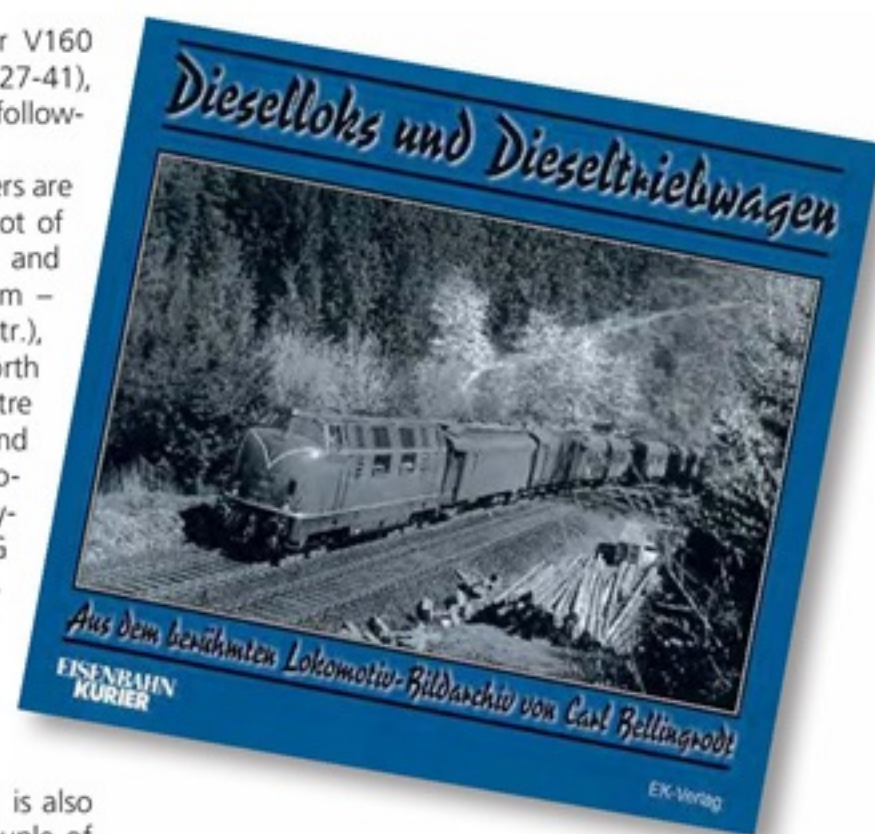
Carl Bellingrodt, the legendary German railway photographer of the 20th century, photographed not only steam locomotives and electric traction but also diesel motive power. Now for the first time, *Eisenbahn Kurier* presents a volume of 160 of his pictures of diesel locomotives, multiple units, and railcars. All are in black & white, and all are of the highest quality. They range from close-up portrait views to photographs taken from the lineside – many around the photographer's home town of Wuppertal – and aboard some diesel railcars. The period covered is essentially the early 1950s through to 1967, with a few taken back in the mid-1930s.

Following an introduction by Norman Kampmann and the EK editorial team, twenty-one pages provide a look at the different classes of diesel shunters, ranging from the ex-Wehrmacht (German Army) V20s to the Deutsche Bundesbahn's own V60 and V65 classes.

The centre cab V80 and V100 and the later V160 diesel-hydraulics are then shown (on pages 27-41), with the V188 diesel-electrics and the V200.0s following (pages 42-53).

The Köf II and Köf III four-wheel diesel shunters are shown on pages 54 and 55, followed by a shot of the metre gauge V19 on the Kerkerbachbahn and the V29s on the Ludwigshafen – Mundenheim – Meckenheim and later Speyer – Neustadt (Weinstr.), Nagold – Altensteig, and Regensburg – Würth lines. The later narrow gauge V51 and metre gauge V52 classes are featured on pages 62 and 63, before images of the Krauss-Maffei prototype ML 2200 (later ML 3000) C-C diesel-hydraulic and the Klöckner-Humboldt-Deutz AG (KHD) DG 2000 CCE are shown, as well as one of the General Motors Electro-Motive-Division (GM-EMD) diesel-electric No. 1818 of the United States Army Transportation Corps which was loaned to Bw.Frankfurt (M) Griesheim depot between January and September 1953. The Henschel-built V320 001 is also shown at the head of a test train, so too a couple of shots of Belgian series 202 NoHAB diesel-electric locomotives on cross-border passenger services in Köln.

Pages 70-142 are devoted to a variety of different types of multiple units, railbuses, and railcars, ranging from the Wismar railbus and the 'Fliegender Hamburger' trains to the VT08 'Eierkopf' (Egghead) units, the articulated VT10s, the TEE VT11.5, and the VT23 and VT24 diesel multiple units. The VT92 501 'Kartoffelkäfer' (potato beetle) railcar and the VT95 and VT98 railbuses are also featured. The final photograph, on page 143, is of overhead catenary maintenance vehicle (Turmtriebwagen) 6225Wt built by Waggon-und Maschinenbau GmbH (WMD).



The book concludes with an advertisement for other volumes in the Carl Bellingrodt photo album series.

This is an excellently produced compilation and can be thoroughly recommended to all those with an interest in German diesel motive power. A reasonable knowledge of the German language will be required to get the best from the descriptive captions but the close-up portrait views will be particularly useful for the modeller.

Eisenbahn Kurier Special 130 Bahnbetriebswerke zwischen gestern, heute & morgen

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
295mm x 210mm 98pp
Softback €12.50
German text ref.7023
ISBN 978-3-8446-7023-2

There has always been a need for depots, Bahnbetriebswerke, for the maintenance of motive power. They provide an important part in the daily operation of a railway and this publication takes a detailed look at their history in Germany. While in steam days roundhouses with turntables, coaling and watering facilities were required, now depots are modern structures catering for the needs of diesel and electric locomotives, railcars, and multiple units. The radical changes to depots are described and illustrated, right up to the present Deutsche Bahn AG and their modern fleet of ICE trains.

The first chapter looks at the rôle of the depot in steam days. Black & white photographs show the different types of sheds, turntables, traversers, coaling plants, water cranes, and sanding towers. There are also track plans showing how these facilities were typically laid out at a depot, and scale drawings of water towers, ash pits, sanding towers, turntables, and traversers. Extracts of paperwork associated with the daily running of these depots are also included.

The second chapter describes and illustrates changes to the depots from the steam era up to the present day, with photos plus scale drawings of diesel fuelling tanks and track plans for the arrangement of fuelling points and sanding towers at a straight road shed. There are also scale drawings for an axle changing machine, a washing plant, and lifting jacks.

Next 'Das Werkstättenwesen heute' presents colour photos and drawings of modern facilities. There is a table showing the Bahnbetriebswerke which have closed on Deutsche Bundesbahn (DB), Deutsche Reichsbahn (DR), and Deutsche Bahn AG (DB AG) since 1990, and a map of Germany shows the site of current main works and depots belonging to DB Cargo, DB Regio, and DB Fernverkehr.

This is followed by a chapter which takes a look at the depots for the upkeep of motive power belonging to private and non-DBAG owned railways, with colour photographs and a map of Germany locating these workshops.

The next section shows how former depots have sadly fallen into ruin, become railway museums, or been used for other purposes. There is a list of standard gauge railway museums in Germany which are based in a former Bahnbetriebswerk.

The next chapter describes in detail the everyday paperwork carried out at Bw Frankfurt (M). There is also an extract from the BR103 electric locomotive diagrams for this depot dating from 1992.

The final chapter gives a thorough listing of all the depots that existed on DR, DB, and DBAG right up to the present day according to the *Direktionen* (administrative divisions). The list includes information about each Bahnbetriebswerk, its fate, current situation, and present ownership. For example, many depots in



the Breslau administrative area passed to Poland and Czechoslovakia after 1945.

This is a highly recommended work on an important part of railway operations, with a wealth of detailed information covering a wide period. Modellers should find it very useful.

There are a number of advertisements for other Eisenbahn Kurier publications and DVDs, and even one for the DB Dampflokbauwerk in Meiningen.

EK-Baureihen-Bibliothek TRAXX-Lokomotiven Unterwegs auf Europas Schienen

by Hans-Werner Leder (Hrsg.)

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 248pp
Hardback €49.90
German text ref.6035
ISBN 978-3-8446-6035-7

In 2010 EK-Verlag published a book by Hans-Werner Leder about the TRAXX locomotives. Since then these machines have proved their worth on Europe's railways and the Bombardier works in Kassel has begun production of the third generation. This new edition tells the whole story of the TRAXX family right up to the present day, from the class 185 to the latest multi-voltage TRAXX 3 MS, the class 188, all thoroughly described in words and pictures.

Following an introduction by Dr. Klaus Baur and Wolfgang Tölsner of Bombardier Transportation GmbH, the first chapter covers the development, introduction, and variations of the TRAXX family. Many pictures show locos under construction and outside the Bombardier (formerly Henschel) factory in Kassel. A table of all the different classes within the TRAXX family is included, listing class number and where deployed. For example, the class 185 electrics are in use with DBAG in Germany, SBB in Switzerland, CFL in Luxembourg, and many private operators.

The second section offers photos of the class 145 electrics in use with DB and private companies, all taken from the lineside in sunny weather.

The third chapter is entitled 'Die Entwicklung der TRAXX-Plattform für Europa' and here the development of the locomotives is thoroughly described and illustrated, including schematic drawings. Each stage of development is covered and a table shows technical details for the TRAXX DE diesel-electrics.

The next section consists of photos class 146 electrics on a variety of passenger trains, including 146.5s on Inter City services with double-deck stock.

This is followed by a chapter on the delivery of classes 145, 146, and 185 to DB and other state railway administrations.

Then another set of photos looks at classes 185 and 186 in use with DB. Some of these show locos which have received advertising vinyls.

The next chapter covers the diesel variant, and includes drawings as well as a photo of the MTU 16V 4000 R41L power unit and the driver's control desk.

The following section provides colour views of class 245 diesel-electrics in use with DB and the Nord Ostseebahn (NOB). A table giving technical details for these locomotives is included as well as schematic drawings; the photographs include some of the ancillary equipment.

The next photo collection covers locos in service with state-owned railways across Europe, such as SBB Cargo of Switzerland, CFL of Luxembourg, SNCB/NMBS of Belgium, RENFE of Spain, and NS in The Netherlands.

The following section shows TRAXX locos in use with private railway companies, among them Rail4Chem, Häfen und Güterverkehr Köln (HGK), ITL Eisenbahngesellschaft, Angel Trains Cargo, Havelländische Eisenbahn AG (HVLE), Lokomotion Gesellschaft für Schienentraktion, Mitsui Rail Capital Europe (MRCE), BeaconRail, Captrain, Akiem, Railpool, Westfälische Landeseisenbahn (WLE), HSL Logistik, EP Cargo, Railbox, Holz-logistik und Güterbahn (HLG), and Metronom.

The chapter 'TRAXX F140 AC3 – Baureihe 187' provides a detailed examination of the TRAXX 3 electric with photographs and line drawings, plus tables giving technical details and the companies currently using them.

A similar chapter deals with the P160 AC3, class 147, and the illustrations include graphic impressions of the driver's control desk, the bogies, and the DF 3610F drive unit.

A further collection of TRAXX locos in service covers the 147 and 187 on DB, in use with private railways, and in countries beyond Germany.

There is also a section on further developments, with photos, schematic drawings, and technical details of the DC3 and MS3.

The final chapter considers the current leasing market with photos of class 185, 186, and 187 locos. A



table of all the leasing companies in Europe using these locos has details correct to March 2018. Further tables show the areas of operation for leasing companies Railpool, Alpha Trains Luxembourg, Akiem, European Locomotive Leasing (ELL), Macquarie Rail, and MRCE Amsterdam/München.

An appendix provides a complete list of all the different companies supplied with TRAXX locos between 1998 and 2018, including class number and date introduced.

As one would expect from this well-known railway publishing house, this is an extremely detailed and well researched work which can be thoroughly recommended to all those with an interest in electric locomotives and their development in Germany.

A good knowledge of the German language will be required to get the best from this publication but the pictures alone adequately show the variety of different types within this loco family and should be very useful for the modeller.

Journal No.42 Autumn 2018

Edited by Dr Paul Waters and Julian Rainbow

British Overseas Railways Historical Trust,
West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk

295mm x 210mm 16pp

Softback £2.50

ISSN 0952-5483

The latest issue of the B.O.R.H.T. *Journal* is the second First World War special.

The main article considers the use by the Railway Operating Division of metre gauge railways in France and Flanders and the rôle they played in supplying the front lines.

There is a small collection of interesting photographs from the Western Front, which should have been included in the Trust's recent magnum opus about military railways overseas during the Great War.

There is also an independent review of this worthy publication, by the manager of the Israel Railway Museum.

Also included is a biography of Lt.Col. Sir V.M.Barrington-Ward, a career railwayman who was

decorated for his efforts on the supply lines in France and Belgium. Research for this led to a list of other awards for gallantry to ROD personnel from Britain, Canada, Australia, and New Zealand.

Contents are completed with an obituary for Henry Gunston, an engineer with the Institute of Hydrology who worked in many places overseas; he was closely associated with the Welshpool & Llanfair as well as B.O.R.H.T.

The text is augmented throughout with copious footnotes, appropriately in the manner of an academic journal, literally at the bottom of each page. As the space required for this varies, it might have been useful to use a typeface that was less like the body copy, or place the notes within a framed box or on a lightly tinted background. The page layout is sometimes a little wayward: for example, the portraits of Barrington-Ward appear to be appended to the preceding metre gauge article. However, such small technical considerations do not detract from the inherent interest of the material.

The price quoted above includes postage & packing in the UK, and surface post worldwide; please add 40 pence for air mail.



The narrow gauge railways of Mayenne

by Peter Smith

47, Kestrel Road, Melton Mowbray,
Leicestershire, LE13 0AY.

peter.smith5547@gmail.com

280mm x 215mm 132pp

Softback £19.95

ISBN 978-1728787985

There was a time, from the last decade of the 19th century until the 1930s, before the age of road transport, when most of rural France was served by a large number of secondary railways, effectively filling in the gaps on the map and acting as feeders for the main lines and major through routes. They were important to the local population and often played a significant rôle in developing agriculture and industry, though rarely in the long term profitable in themselves. The majority have not survived, except in local memory and old photographs – and in some of the buildings which still stand, evidence of the minor railway past to those who recognise it.

This new book tells the story of just such a system, the metre gauge network in the *département* of Mayenne, which ran from 1900 to 1947, connecting Laval (on the Ouest line from Paris Montparnasse to Rennes) with Mayenne and Landivy, later extended to St.Hilaire du Harcouet.

In keeping with the author's established format, the book consists mostly of old postcards, reproduced two or three to the page at close to original size and as well as the originals will allow, complete with stamps and handwriting in some cases. They are mostly black & white, though reproduced with various tints, and some are hand-coloured. They are augmented by

archive photographs, and the occasional recent view (of surviving structures, for example). In some views the railway is almost incidental, in others the new infrastructure and novel machinery are very much the centre of attention.

There are several aerial photos, with pertinent features helpfully indicated with overlaid coloured arrows.

Each image is accompanied by a caption or informative notes. The original description is visible on many of the cards.

They are arranged in geographical order along the line.

The supporting maps and track diagrams are schematic, produced on computer, in a limited range of colours, but of adequate resolution and fine for the purpose. Community coats-of-arms (in colour) are inserted where relevant.

There is a scale drawing of a Corpet Louvet 0-6-0T.

The presentation is in a plain style.

The text does not have any accents, having been produced on an English keyboard.

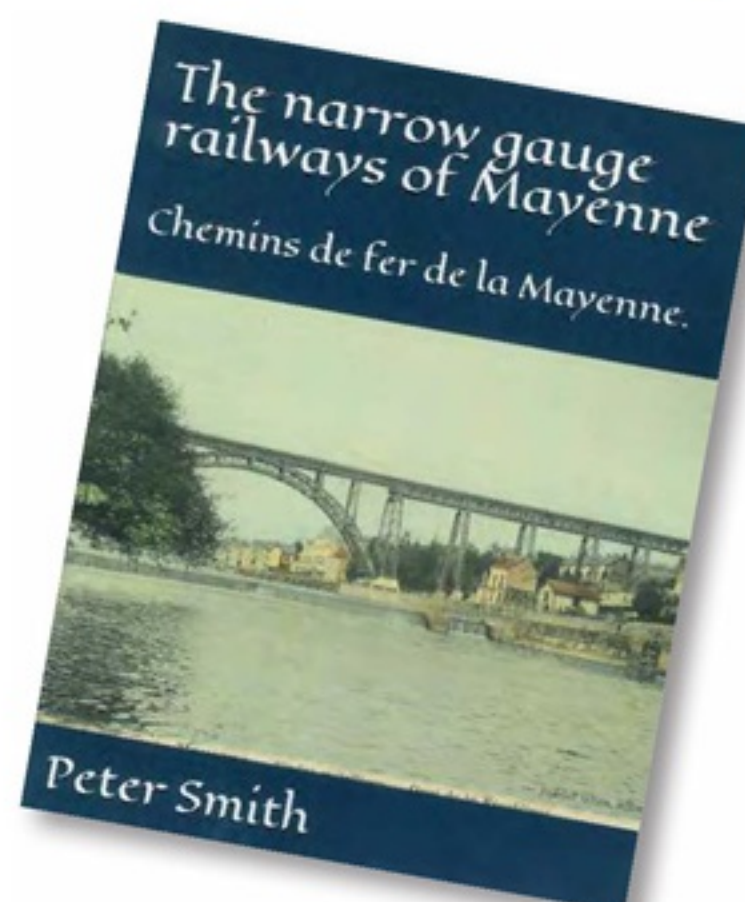
The work is completed with a selection of photos of the preserved *Cambrai*, a very similar loco to those used on the Mayenne lines.

This collection represents a significant amount of research in secondary sources and quite a feat of compilation, finding and bringing together so many historic images. Indeed, it seems surprising that such out of the way places should have been photographed at all. The atmosphere is wonderful, and should provide perfect inspiration for modellers, allowing for the commercial scarcity of authentic stock in any scale.

The book was published by the author through Kindle Direct Publishing and is available from Amazon.

A full list of Peter's publications can be found on:

www.kirtleymodels.co.uk



The Thones – Annecy Tramway

by Peter Smith

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Leicestershire, LE13 0AY.

peter.smith5547@gmail.com

280mm x 215mm 108pp

Softback £17.95

ISBN 978-1728949222

This is an enlarged and updated second edition of a book which appeared at the end of 2013 (see review in CM April 2014). More information and illustrations have been found in the subsequent five years, prompting the production of a new edition.

The Thones to Annecy Tramway only operated from 1898 to 1930 but was instrumental in opening up the mountainous region on the edge of the alps in Haute Savoie for winter sports and summer holidays.

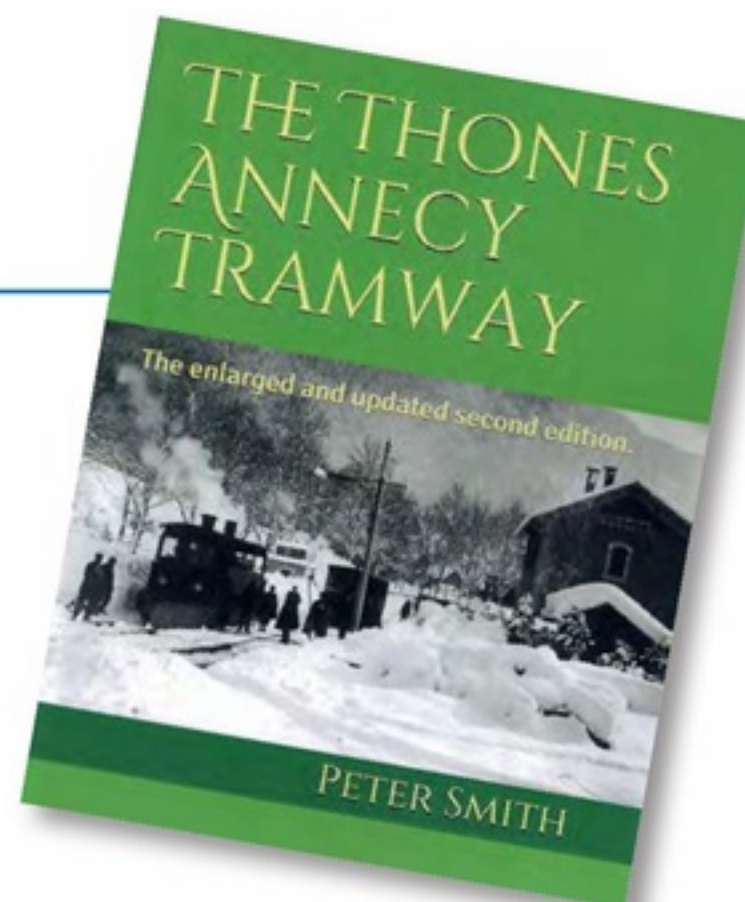
The book describes the tramway in great detail, using maps, plans, photos, postcards, and facsimile documents, in the same manner as the author's other publications. Almost nothing of the line remains today, so this is an important record.

Allowing for that fact that there is little or no suitable stock available commercially, there are many scenes here that might inspire a model.

The book was published by the author through Kindle Direct Publishing and is available from Amazon.

A full list of Peter's publications can be found on:

www.kirtleymodels.co.uk





Die Baureihe 250 – Der 'Energiecontainer'

EK Videothek: Stolz der DR DVD c.58 mins ref.8446 €19.80

In 1974 LEW Hennigsdorf delivered three prototypes of the new class 250 electrics for the Deutsche Reichsbahn (DR). These heavy six-axle locomotives were built for freight but also with the intention of working passenger trains. From 1977 to 1984 a total of 270 production series locomotives were built. Under the combined DB and DR numbering scheme, they became class 155. Since then many have been withdrawn or have been sold on to locomotive hiring companies such as Railpool; currently there are none in Deutsche Bahn ownership.

The story of these interesting locomotives is chronicled in historic DR scenes, with film obtained in the driving cabs and at main works. The story is brought up to date showing use with private companies as well as being hired back to DBAG.

They were nicknamed 'Energiecontainers' due to their boxy construction with ribbed body sides and high power output.

Coverage begins with scenes of a traffic red (*Verkehrsrot*) 155 at the head of a goods train. Aerial views show other 155s, including one on a train of fuel tanks, and others are seen on a variety of freight workings, including some MEG-owned machines in the Rhine Valley.

Examples in the earlier orient red livery are then shown, including one on fuel tanks passing a level crossing. Carrying the original DR Bordeaux red, 250 137 is shown up close and the driver is interviewed and takes viewers on a guided tour of this particular locomotive. We then see prototype 155 001, with larger cab front windows, in orient red livery, followed by 155 045 in PRESS blue livery at Halle (Saale) with a long train of fuel tanks and Erfurter Bahn Service GmbH black 155 007 is also shown close up.

Archive colour film then shows 250s in Bordeaux red under construction, followed by black & white scenes of the class at work on a variety of freight and some passenger trains in DR service. An unidentified 250 is seen at Bw Cottbus moving off the turntable, followed by 250 181 on a train of concrete sleepers and vans. Others are seen in action in the snow filmed from the lineside, including 155 224, and 155 249 is seen running light. There are also scenes in the cab, including of 155 030.

Double-headed 155s are then seen working a freight, filmed from the lineside, and in the Frankenwald another loco still sporting the Bordeaux red livery is seen on a

container train at Probstzella. Another 155 is seen with double-deck passenger stock in the snow. At Reichenbach (Vogtland) one is seen arriving with a passenger service and further scenes show similar workings, all in the snow.

Aerial views show 155s on 'Silverfish' coaches, with 155 054 being observed in Bordeaux red at Dresden Hbf. Further passenger trains hauled by 155s were filmed from the lineside, including some in orient red on Inter Regio services in the 1990s. It is then back to freights, including footage along the Rhine valley, while at Jüterbog an orient red 155 passes with a mixed freight.

At Werk Dessau 155s are seen undergoing overhauls, and ex-works 155 080 is observed here on test while another is seen starting a heavy train of VTG tank wagons.

Next is succession of different freights in the hands of 155s, including some double-headed along the Rhine valley line. In the Ruhr, 155s are seen on freights, including loaded car-carrying trains. At Großkorbetha 155 150 is seen leaving on a heavy train of bogie hopper, and another hauls bogie gas tanks. At Falkenberg a 155 is seen on a train of VTG bogie tanks, and 155 245 on a similar working.

Mannheim-based machines are seen on freights in the Stuttgart area, including 155 039 at Kornwestheim Pbf. as it restarts a mixed freight away from the station. At Mannheim depot we see 155 261 receiving a wash, while on the Berlin Aussenring 155 147 is seen with a mixed freight. 155 178 is also shown on a mixed freight between Berlin and Magdeburg, and at Seelze a 155 is observed arriving with a train of bogie tanks. In Berlin a 155 is seen on a train loaded with pipes being passed by an ICE-1 set. Further action filmed around the capital shows 155 123 passing Berlin Wannsee on a mixed freight, while at Gremberg near Köln 155 084 is seen running light and stabling on shed. Prototype 155 001 is also seen here, as well as preserved 250 250 in DR Bordeaux red.

The programme closes with yet more scenes of 155s in action on freight services filmed from the lineside; those shown include 155 083 and 155 099. There is also more of the interview with the driver.

Picture quality is excellent, as might be expected from EK. The production team have done a good job in compiling material from their extensive collection plus archive footage to create a rounded portrait of the class.

The commentary is only available in German.

Some background music is used during the programme but it is not too obtrusive.

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



Die Eisenbahn in Hamburg – damals

EK Videothek DVD c.50mins ref.8453 €19.80

The variety of different types of motive power is documented in historic archive film from Hamburg Hbf., Hamburg-Altona, in Hamburg-Rothenburgsort, and on the lines radiating from these locations.

The programme begins with an introduction and film from Rainer Hartmann on the lines out of Hamburg Hbf. We see the departure of a Deutsche Reichsbahn class 01⁵ Pacific on a passenger service to Berlin, with a V200⁰ diesel-hydraulic running into the station in the background. 01 503 is then seen arriving and departing Hamburg Hbf. on another passenger

service, clearly showing the Boxpok driving wheels. Another 01⁵ is seen arriving with yet another leaving for Berlin. 01 527 was also filmed from the lineside on a passenger working.

Next we see film from Ekkehard Böhnlein with more scenes of 01⁵s on passenger services arriving and departing Hamburg, including 01 508 and 01 525. At Hamburg-Altona one is seen leaving on a train of Deutsche Bundesbahn *Silberlinge* stock with a DB 103 electric clearly seen in the background waiting to leave on an express.

More film from Rainer Hartmann shows a DB 01 Pacific departing Hamburg-Altona on a train for Westerland (Sylt). At Hamburg-Rothenburgsort depot we see a variety of steam locos on shed, including DB classes 094 (0-10-0T), 050 (2-10-0) and 023 (2-6-2). Later shots show some of these withdrawn and awaiting their fate. 094s are seen running light and shunting, including 094 818. This is followed by archive film shot around Hamburg Hbf. by Frank Etzold. We see a local S-Bahn train passing and at Hamburg-Eidelstedt a DB 012 Pacific is seen passing with a passenger service.

Further film from Rainer Hartmann then shows some of the private railways in Schleswig-Holstein with scenes of the Altona-Kaltenkirchen-Neumünster (AKN) MAN-built diesel railcars in action. At Kaltenkirchen we see inside the AKN works with locomotives and units inside the shed. Further scenes of show MAN railbuses filmed from the lineside.

The Elmshorn-Barmstedt-Oldesloer-Eisenbahn (EBOE) is shown at Elmshorn with a VT98 railbus and trailer and at Barmstedt we get a look inside the depot.

Next we see film by Rainer Pohl showing the rail routes from Hamburg to Lübeck and Hamburg to Büchen. At Büchen (a border station) a heavy freight working is seen

departing behind a DR BR50 bound for East Germany. Another 50 is seen arriving with a train of tank wagons and a DB BR221 diesel-hydraulic can just be seen in the background in the station. A DR BR118 diesel-hydraulic is then shown and another 50 is seen from the lineside on a mixed freight.

We then move to Flensburg where film by Ekkehard Böhnlein shows a 50 being replenished with coal, sand, and water at the depot. Pacific 012 077 is seen leaving the roundhouse and moving onto the turntable. Later this loco is seen leaving Flensburg station on a passenger train bound for Hamburg and a class 094 is seen running light from the depot, with another at Flensburg-Weiche yard. A 50 is also seen passing and later departs from the yard with a heavy freight. At Flensburg station an 094 is seen pushing a train of passenger coaches out of the platform with further examples of this class stabled at Flensburg depot.

We then see film from Hamburg-Altona shed with 012s departing the station on passenger trains to Westerland (Sylt). At Itzehoe more 012s were filmed on passenger services.

At Husum we see a BR515 battery railcar on a local service, amongst views of the town's harbour and fishing fleet. At Niebüll a BR012 arrives and a Danish railmotor is seen arriving from Tønder.

More of Rainer Hartmann's film shows the branch from Niebüll to Dagebüll. At the terminus, Dagebüll Mole, we see a ferry for the North Sea islands of Föhr and Amrum; further scenes show a diesel railcar running round ready for its return journey to Niebüll, with film from inside the cab.

Further material from Ekkehard Böhnlein at Westerland (Sylt) shows 012s, as well as scenes of these locos at work at Niebüll and along the Hindenburgdamm. A V200⁰ diesel-hydraulic is seen crossing the Hindenburgdamm at the head of a car carrying train, and at Westerland (Sylt) station 012 080 is seen arriving with a passenger service from Hamburg. Another 012 is then shown pushing empty stock out of the terminus.

At Westerland (Sylt) depot another 012 is seen on the turntable with a V200⁰ visible on shed. The metre gauge Sylter Inselbahn is represented with scenes of their diesel units in action and the depot. An unusual turn of a BR012 at the head of a freight train is then seen departing from Westerland (Sylt) with a V60 0-6-0 diesel shunter visible in the background. As a bonus there is film shot in winter by Ekkehard Böhnlein of steam-hauled services on the Hamburg – Westerland (Sylt) main line.

There is background music but it is tastefully done and not at all obtrusive.

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



Warley show reports significantly increased attendance

Hall 5 of the National Exhibition Centre was buzzing on Saturday 24th and Sunday 25th November with the Warley National Model Railway Exhibition. Exhibition Manager Paul Jones reports that there was a 10% increase in advance ticket sales, leading to a noticeable rise in attendance.

Among the awards, the CONTINENTAL MODELLER trophy (for the best overseas outline layout) went to *Four Feather Falls* (US On30) by members of Cupar & District MRC. The presentation was made by pop music mogul and noted railway enthusiast Pete Waterman.

The choice of favourite layout by the incumbent Mayor of Sandwell, this year Councillor Joy Edis, went to Nigel Tansley for his 7mm narrow gauge First World War layout *Q Dump*.

The prototype displays included the recently-restored 2' gauge Hunslet 4-6-0T (courtesy of the War Office Locomotive Trust) and – from Statfold



Engineering Ltd. – 1922-built 2' gauge Hudswell Clarke *Alpha*, which originally operated at the Ryam Sugar Company system in Bihar.

During the weekend we took the opportunity to photograph some of the forthcoming models displayed by Rapido Trains. These included a decorated sample of the Royal Hudson steam loco-

motive, production samples of the Santa Fe Budd RDC set, and a hand-painted sample of the GE B36-7 in Conrail blue. (Note, however, that road number #5037 is not one of the identities being produced.)

Further details about all these models can be found on the manufacturer's website (www.rapidotrains.com).

In 2019 the Warley show is due to take place over the weekend of 23rd and 24th November. Make a note in your diary now!



New Swiss special

Your guide to modelling Swiss railways is our brand new 124-page publication – the latest title to join the Peco Modellers' Library – and should make interesting reading for all who are modelling Swiss prototypes, or considering doing so.

The collection of all-new previously unpublished material includes prototype background, suggested plans, layout descriptions (of various scales and gauges), and step-by-step modelling features – with techniques equally applicable to other subjects.

Priced at £6.99, it is available now direct from Peco, via all Peco stockists, and from selected WHSmith outlets.

Existing subscribers to CONTINENTAL MODELLER and RAILWAY MODELLER are eligible to purchase the publication at the reduced price of just £4.99 by ordering direct.



Peco Publications & Publicity Ltd., Underleys, Beer, Seaton, Devon, EX12 3NA.
01297 21542 www.peco-uk.com



Latest from American Z Line

Amongst the latest North American Z scale models to be released by AZL are upgraded versions of its SD70M and SD75i locomotives, first produced a number of years ago. Using original shells that AZL had in stock, these latest models feature a new chassis, new trucks, AZL's standard PCB, upgraded directional controlled LEDs, and AutoLatch™ couplers. Illustrated here is SD75i #8289 in Burlington Northern Santa Fe heritage 'pumpkin' paint scheme. A version with road number #8292 is also available.

A number of 40' Atlantic Coast Line boxcar models have been released, available individually, in twin-packs and also runner packs of four – all with different numbers. 1937 40' AAR Boxcars – Atlantic Coast Line.

For further details: www.azldirect.com



New 'miniature world' opens in Switzerland

Billed as 'the largest miniature world in Switzerland', Smilestones, a brand new visitor attraction located near the Rhine Falls, opened its doors for the first time on 24th November 2018.

Intended to appeal to model railway enthusiasts, tourists, and families, Smilestones presents notable features and landmarks from around Switzerland in a 1:87 scale landscape.

At the time of the attraction's opening it featured more than a thousand metres of track, 80 trains, 400 cars, 5,000 lamps, and 15,000 figures. It is planned to expand and add to the displays gradually.

Winter opening times (until April 2019) are Tuesdays–Fridays 1200–1800, Saturdays and Sundays 1000–1800. It will be open daily from May to October.

For further information, including admission prices, see the website:



Smilestones, Industriepark 3, CH-8212 Neuhausen am Rheinfall.
www.smilestones.ch



Ken Smith

It was with shock and great sadness that we learnt of the sudden death of Ken Smith, builder of *Wyandotte Siding* (CM November 2014). On Saturday 13th October he suffered a stroke and was rushed to hospital. Although initial indications were good, things deteriorated during the following week and he died on Friday 19th.

Kenneth Edward Smith was born in Oldham on 19th November 1946. Together with his younger brother, he showed an interest in trains and this was encouraged by their father, who was also an enthusiast. Ken always maintained that it was the visits to an aunt who lived close to a footbridge over the busy lines at Llandudno Junction that really attracted him to railways. As a teenager in the 1960s, Ken went searching for endangered species: steam engines and butterflies.

At school Ken showed an aptitude for languages and went on to study French at university. This led to a career teaching French.

His second wife June is from the United States and they lived in Chico, Northern California, from 1998 to 2001. Ken became interested in American trains and joined the local High Sierra Model Railroad Club. Returning to England with a selection of American HO equipment, the seed was sown for a layout.

Through the Wells Railway Fraternity, Ken met Chris Challis. When Chris heard about Ken's plans to build a layout, a deadline was set in the form of an invitation to exhibit

at Railwells in 2008. *Wyandotte Siding* duly appeared with two scenic boards, a 4'6" traverser one end, and a loco traverser at the other. This was purely for switching operations. Another scenic baseboard and a second traverser were both added before the layout reached its final oval form with staging tracks at the rear. The layout appeared in this form at Railwells in 2015 and usually had one or two outings to exhibitions around the country each year. The last occasion was at Bristol (Thornbury) in May 2018 when Ken was awarded a trophy for the best scenery on a layout.

At the celebration of Ken's life on 9th November, David McLaughlin, President of the British Region of the National Model Railroad Association, presented June with a certificate recognising Ken's contribution to North American railroad modelling in this country.

Among other things he had been involved in the local twinning association, where in addition to being valued for his language skills he was credited with advancing the ties between Shepton Mallet and the twinned towns of Oissel-sur-Seine in France and Misburg in Germany.

We extend our condolences to Ken's wife June, his children Simon and Sarah, and his brother Phil. Ken and Phil's father died at the end of last year but until then they had both been involved with building and maintaining his O gauge garden railway.

Our thanks to Andrew Tucker for the information in this obituary.

Roy Hirst

We are saddened to report that Roy Hirst passed away in October 2018. Roy will be known for his First World War layout *1918 – behind the lines*, which was featured in the July 2018 issue of CM. He developed it into a comprehensive record of the stock and personnel involved with light railways in the Great War.

Roy was a qualified cabinet maker and started his military interest as a member of the Napoleonic Association. His brother-in-law was in the Royal Engineers, and family holidays were spent touring the battlefields of WW1 and

WW2. All these connections sparked the amalgamation of his interest in trains, France, WW1, and modelling.

He was proficient at creating museum quality models that looked great and ran well. He had articles published in a number of magazines, and at shows he excelled at connecting with the public and explaining about his modelling, research, and where information could be found.

Our sympathies to his wife Tracy and son Tom.

Our thanks to Darryl Foxwell and Tracy Hirst for providing information for this obituary.

In brief

Amis des Wagons-Lits group launched

The *Amis des Wagons-Lits* is a new society that has been formed to foster interest in carriages manufactured for the Compagnie Internationale des Wagons-Lits – their history, evolution, and future developments by today's operators. The society plans to bring together CIWL enthusiasts based in several European countries and aims to share the detailed knowledge that exists about these vehicles, to benefit researchers and those involved in restoration projects. The society will also be monitoring the movement, transfers, and sales of CIWL coaches worldwide.

For more information, contact Brendan Martin:

btmartin@btinternet.com

CM binding

Readers who wish to have their 2018 issues of *CONTINENTAL MODELLER* stitched and casebound, complete with index, should place an order before Monday 18th February.

Binding, without covers and advertisements, costs £49.50 (including VAT and P&P), or £55.50 (including VAT & P&P) with covers and advertisements. Note that prices are unchanged again for this year.

Please remove all unwanted pages before sending the volume to:

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

Opportunities at Peco

A new rôle has been created within the engineering team at Peco (located in Beer) to plan, develop, and oversee production processes, including Special Purpose Machinery, working closely with the factory and the Product Development team. The post holder will also provide support for any current Special Purpose Machinery on site, and explore opportunities to make improvements to enhance performance, reliability, and cost effectiveness.

Peco is also looking to recruit a full-time sales representative based at the headquarters in Beer. The wide-ranging rôle involves working as part of the company's small sales team, visiting retailers in the south-west and South Wales area when required. The position would suit individuals with a good understanding of the hobby and a sound commercial background.

Further information about both vacancies, including details of how to apply, together with full job specifications, can be found on the website:

www.peco-uk.com/pages/jobs-at-peco

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 12 & Sunday 13 January STEVENAGE, Hertfordshire

Organiser:

Chiltern Model Railway Association.

Venue: Stevenage Arts & Leisure Centre, Lytton Way, Stevenage, SG1 1LZ. Opposite Stevenage railway station; close to bus station; five minutes from J7 & 8 A1(M).

Open: 1000 – 1730 Saturday
1000 – 1630 Sunday

Admission: in advance, by Monday 7 January – adults £8.00 (£7.00 for Stevenage residents, only in person or by 'phone). On or after 7 January – adults £10.00. Two children aged 5–16 free with each paying adult. Additional children £4.00. Under 5s free. Unaccompanied children over 10 and under 16 £4.00.

Amenities: parking in town centre; disabled-friendly venue; refreshments; periscopes for children available.

Features: layouts include *Horsethief Bridge* (US N), *Kringloop* (Dutch N), *Burg Oberlöwenstein* (German N, CM April 2017), *Halte Tombroekstraat* (Belgian HOm, CM August, September, October 2016), *San Maria Gandia* (Spanish HO/HOe, CM September 2018), *Beijiao* (Chinese HO), *Koningswaal*, *Augustus 1933* (Dutch Sm, in this issue), and *Clearwater Harbor* (US On30). Demonstrations, societies, trade.

Contact: 01438 715580

www.cmra.org.uk

Saturday 12 & Sunday 13 January RIJSWIJK, DEN HAAG, The Netherlands

Organiser: sponsored by RAIL Magazine.

Venue: De Broodfabriek Expo & Event Center, Volmerlaan 12, Rijswijk, Den Haag, The Netherlands.

Open: 1000 – 1700 both days

Admission: adult €10.00, child (3–12) €3.00, under 3 free.

Features: aimed both at beginners and experienced modellers. Over 20 layouts from The Netherlands and beyond. Workshops, modelling demonstrations, activities for adults and children, over 100 trade stands.

Contact: www.modelspoordagen.nl

Sunday 13 January WESTON-SUPER-MARE, Somerset

Organiser: Keith Price.

Venue: The Campus (behind Morrison's), Highlands Lane, Locking Castle, Weston-Super-Mare, North Somerset, BS24 7DX.

Open: 1000 – 1630

Admission: adults £7.00, seniors £6.50, children £2.00, family £16.00. Early entry from 0930 for £1.00 extra per person.

Amenities: plenty of free parking and nearby paid longer stay; disabled access; refreshments.

Features: 25+ layouts, including *Kuhler Krug Strassenbahn* (HO), *Burrard Inlet* (HO), and *Laramie Engine Terminal* (US O, CM November 2017).

Trade.

Contact:

www.westonsupermaretrainshow.com

Saturday 19 & Sunday 20 January CALNE, Wiltshire

Organiser: Bentley MRG.

Venue: Calne Leisure Centre, White Horse Way, Calne, Wiltshire, SN11 0SP.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £5.00, children £3.00, group (2+3) £12.00.

Amenities: free parking; easy access for wheelchair users; light refreshments and restaurant.

Features: layouts include *Kayreuth* (German N, CM April 2011, January 2012, and September 2014), *Somewhere in France* (WWI OO9), *GLB Bitterfeld* (German HO), *Zevendaal* (Dutch HO, CM February 2006, since expanded), *Atherley Narrows* (Canadian HO), and *Project Iraq 2003* (1:35, CM February 2012). Trade.

Contact: 01249 654417

www.calnemrs.org.uk

Saturday 19 & Sunday 20 January CANTERBURY, Kent

Organiser: City of Canterbury MRS.

Venue: St. Anselm's School, Old Dover Road, Canterbury, Kent, CT1 3EN.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, children £3.00, family (2+2) £13.00. Two children free with a paying adult on Sunday

Amenities: free parking on site, Dover Road park & ride next door, regular bus services pass the venue; disabled access to both halls; refreshments.

Features: layouts include *Landwasser* (Swiss TT9), *Fort Whiting* (colonial OO9), *Saint Amis sur Mer* (French HOm, CM November 2016), *Gilbert Papers* (US HO), and *Karolina Falls* (US On30, CM September 2014). Demonstrations and advice, trade.

Contact: www.ccmrs.co.uk

Sunday 20 January GUILDFORD, Surrey

Organiser:

Astolat Model Railway Circle.

Venue: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey, GU2 7AD.

Open: 1000 – 1700

Admission: adults £6.00, children (10 – 13) £3.00, family (2 adults + 1 or more children) £12.00.

Amenities: on-site parking; historic shuttle bus from Guildford railway station (see website for details); wheelchair-friendly venue; light refreshments.

Features: layouts include *Knuddelstein* (N) and *Over The Top* (WWI 1:32). Demonstrations, test track, loco doctor, trade.

Contact: David Wilde 01483 722098
www.astolatmrc.co.uk

Saturday 26 & Sunday 27 January EASTLEIGH, Hampshire

Organiser: Southampton MRS.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh. (Satnav – SO50 5BX)

Eastleigh and Southampton Parkway stations about 1¼ miles away. A free heritage bus service will serve both stations, approximately half-hourly from c.0930. Details on the website.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £7.00, children (5 – 15) £3.00, family (2+2) £17.00.

Amenities: parking; disabled access to all areas; full catering.

Features: 20+ layouts including *San Maria Gandia* (Spanish HO/HOe, CM September 2018). Demonstrations, societies, trade.

Contact:

www.southamptonmodelrailway
society.wordpress.com

Saturday 26 & Sunday 27 January KENDAL, Cumbria

Organiser: Kendal MRC.

Venue: Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £6.00, concessions £5.00, children (5 – 16) £3.00, under 5s free, family £16.00.

Amenities: local bus stops nearby (Saturday only); free parking; full disabled access; light refreshments.

Features: layouts include *Cuyahoga* (US Z, CM October 2010). Societies, trade.

Contact: 01539 733844

www.kendalmrc.org

Saturday 26 & Sunday 27 January LONGFIELD, Kent

Organiser: Erith MRS.

Venue: Longfield Academy, Main Road (B260), Longfield, Kent, DA3 7PH. Longfield station is 10 minutes walk.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £9.00, accompanied children 17 and under free.

Amenities: free on-site parking; fully accessible venue; refreshments.

Features: layouts include *California Coast* (US Z, CM April 2006), *Eastwood, Vermont* (US HO, CM September 2017), and *Norderstadt* (German HO). Demonstrations, societies, trade.

Contact:

Paul Plummer 07736 560956

www.ukmodelshops.co.uk/erithmrs

Saturday 26 & Sunday 27 January PONTEFRAC, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.

Venue: New College, Park Lane, Pontefract, WF8 4QR.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £5.00, accompanied children under 16 free.

Amenities: disabled access; café.

Features: 20 layouts including *Republic Steel* (US Z, CM October 2016), *CSX Rensville* (US HO), *Union Avenue* (US HO, CM December 2016), *Megantic* (US On2), and *Purgatory Peak* (US On30, CM November 2011). Demonstrations, trade.

Contact: www.nprms.co.uk

Sunday 27 January TEYNHAM, Kent

Organiser:

G Scale Society, Kent Group.

Venue: Teynham Village Hall, Belle Friday Close, Teynham, Kent, ME9 9TU. Approximately 400m from A2; nearest station Teynham.

Open: 1100 – 1600

Admission: adults £2.50, children £1.00.

Amenities: parking; disabled access; light refreshments.

Features: layouts in 32mm and 45mm gauges, including live steam. Trade.

Contact: www.gscalekent.co.uk
roger.allen1@btinternet.com

Meetings

Tuesday 8 January – 19.30 Wells Railway Fraternity

Railways in New Zealand

by Chris Challis, followed by *The Bristolian* by Roy Kethro.

Venue: Wells Town Hall, Market Street, Wells, Somerset, BA5 2RB.

Contact:

Andrew Tucker 01749 830695

Monday 14 January – 19.30 SLS – Ardrossan

An Australian Excursion

by David Coddington.

Venue: Lauriston Hotel, 15, South Crescent Road, Ardrossan, KA22 8EA.

Contact: 01294 822303

Tuesday 15 January – 19.30 RCTS – Cheltenham

Railed Transport in Germany

by Sholto Thomas.

Venue: The Victory Club, Burlington House, Lypiatt Road, GL50 2SY.

Contact: cheltenham@rcts.org.uk

Wednesday 16 January – 19.30 RCTS /

Mid-Hants Railway – Eastleigh

Trams and Trains in East Germany, 1988 by Martin Petch.

Venue: Eastleigh Railway Institute, Romsey Road, SO50 9FE.

Contact:

Ted Vaughan 023 8084 9533

tedvaughan449@yahoo.co.uk

Saturday 26 January – 14.00 T&LRS – East Midlands Area

AGM + photo competition, followed by *Tramways of Austria* by Bob Hall.

Venue: Sixth Beeston Scout Hut, Middle Street, Beeston, Nottingham, NG9 1GA.

Contact:

David Hanger 01455 203307

All set for Stevenage show

The Chiltern Model Railway Association will be presenting its annual exhibition over the weekend of Saturday 12th and Sunday 13th January once again at the Stevenage Arts & Leisure Centre, Lytton Way, Stevenage, SG1 1LZ. (For many years this show was successfully staged in St.Albans.)

There will be over thirty layouts in action, covering a wide variety of scales, gauges, and prototypes, British and overseas outline. Amongst these will be four layouts being brought from The Netherlands – three from the prolific Maas en Waal club (*Koningswaal, Augustus 1933, Dutch Sm*, described in this issue; *Burg Oberlöwenstein*, German N, already featured; and a new micro layout, *Kringloop*, Dutch N, which was their entry in the same 'suitcase' competition as the *Oostendse Valiezen Fabriek*), plus the exquisite *Halte Tombroekstraat* (Belgian Vicinal HOm) by Gerard Tombroek (winner of the CM Cup in 2016). Other overseas attractions include *San Maria Gandia* (Spanish HO/HOe) by Ian Milroy and Robin Marie, with its innovative use of the Faller Car System, and *Beijiao* (Chinese HO) by Paul Stapleton (right).

There is also due to be a new layout by CM contributor Peter North, though we hear that he has deserted his American and French interests for 1930s Britain!

Supplementing the layouts will be specialist modelling demonstrations and extensive trade support.

Admission is £10.00 for adults, with up to two children (aged 5–15) admitted free with each paying adult. Additional child tickets are £4.00, with under 5s admitted free. Discounts are available for local residents and on advance tickets until 7th January – see the association's website for further information.

For more details, see *Exhibition Diary*. www.cmra.org.uk



Expo Narrow Gauge award

The Greenwich & District Narrow Gauge Railway Society staged the annual Expo Narrow Gauge (ExpoNG) event on Saturday 27th October 2018 at the White Oak Leisure Centre in Swanley.

The 'Chairman's Challenge' (in memory of Dave Brewer) competition for micro layouts built to particular specifications was won by Steve Pearce for an Egyptian archaeological site diorama which he amusingly titled *Toot and Come In* (pictured right). This will be featured in CM in due course.



Showtrain Cup winner

The Hampton Court Model Railway Society held its annual 'Showtrain' event on the weekend of Saturday 10th and Sunday 11th November 2018. The Sunday was of course Remembrance Day, and the centenary of the Armistice that brought The Great War to an end. To commemorate this, and to reflect the part played by railways and railway personnel in the conflict, two layouts were

on display showing the tasks undertaken by railways on the Western Front.

One of these layouts was *Trenches*, exhibited by the Helensburgh & District Model Railway Club (featured in CM November 2018). Appropriately, this layout was chosen as favourite by visitors and was accordingly awarded the Showtrain Cup, which was presented by exhibition manager John Noorani.



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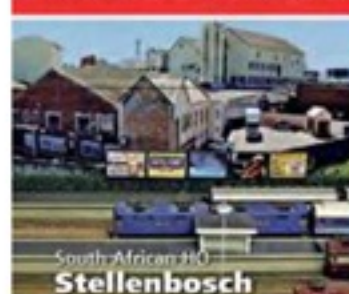
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South African HO Stellenbosch



Latest Reviews ... and much more



US N Cedar Falls

• Barchbergbahn

A simple track plan with spectacular scenic work won Diger Rossel first prize at OntraXS! in 2018 with an ingenious model of an Austrian rack railway.

• Stellenbosch

John Cornell describes his large HO loft layout, a single track branch off a double track main line with representative South African Railways features.

• Aarfelden

Craig Radford introduces his large and still developing German N layout, which he calls 'work in progress'.

• Cedar Falls

Martin Kirkham made a simple but spacious American N layout as somewhere to watch long trains rumble by – the storage sidings use far more track than the scene!

• Swiss platform shelter

Peter Marriott shows how he built a multi-media kit in HO for a small but distinctive structure with accessories which will add authenticity to a station scene.

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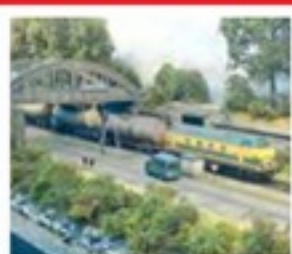
All articles are eligible, but to help you recall your favourites, we have illustrated below all the RAILWAYS OF THE MONTH from 2018.

BERTSDORF



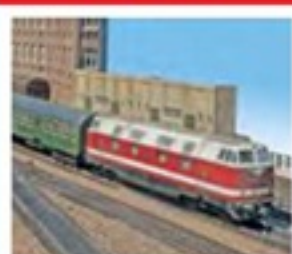
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Winners will be announced in the April issue of CONTINENTAL MODELLER.

The author of the article with the most votes will win the CM Cup for 2018.

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Rules

1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2018 by selecting in order of preference their three favourite articles published in the 2018-dated issues of CM.
2. All entries received will be entered into the prize draw. Winners will be notified by post or e-mail.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the CM Cup for 2018.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
8. Entry into the competition implies acceptance of these rules.

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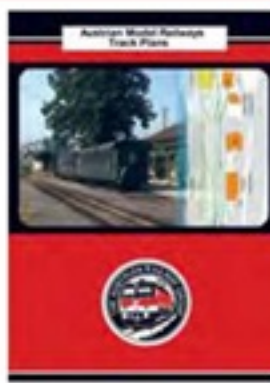


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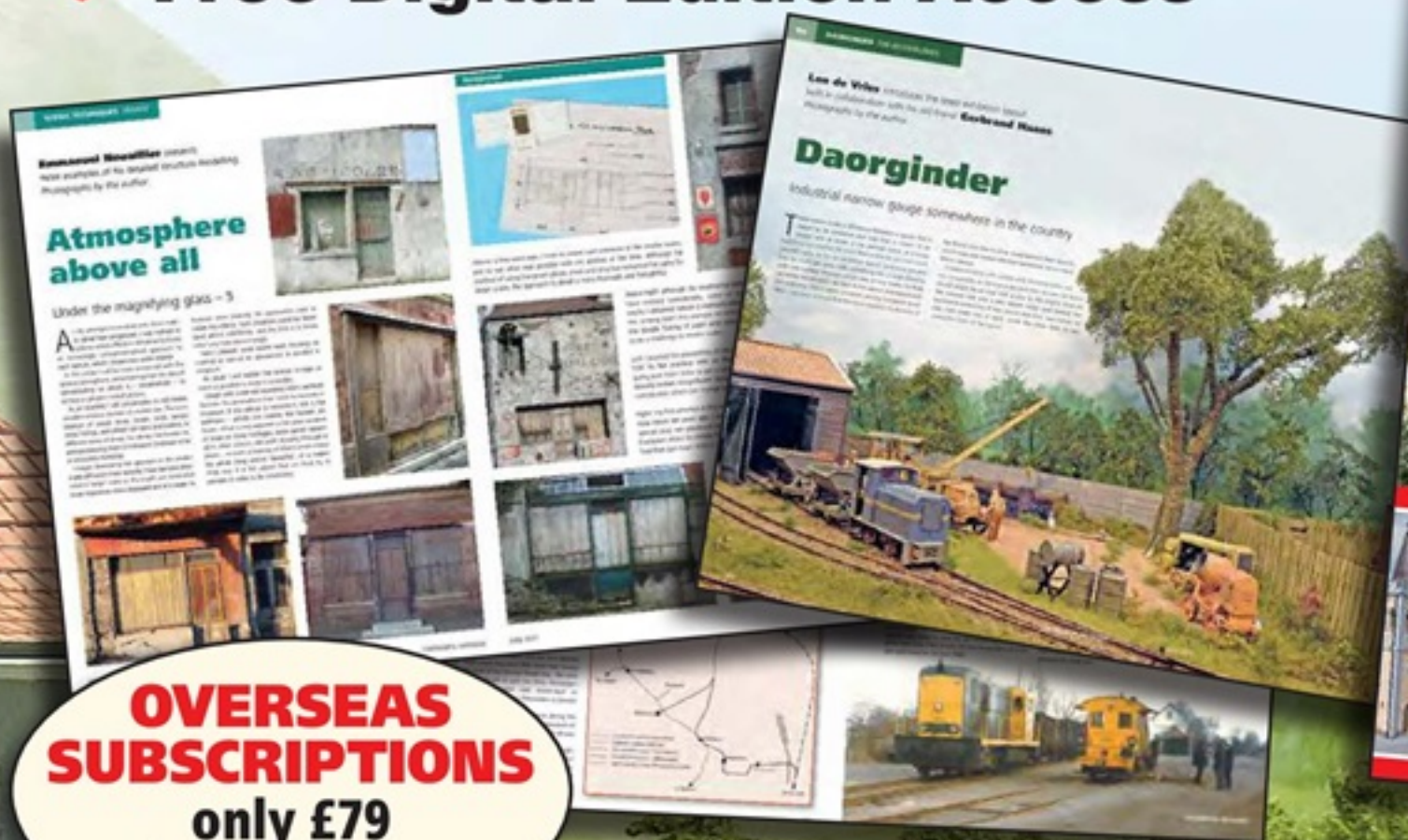
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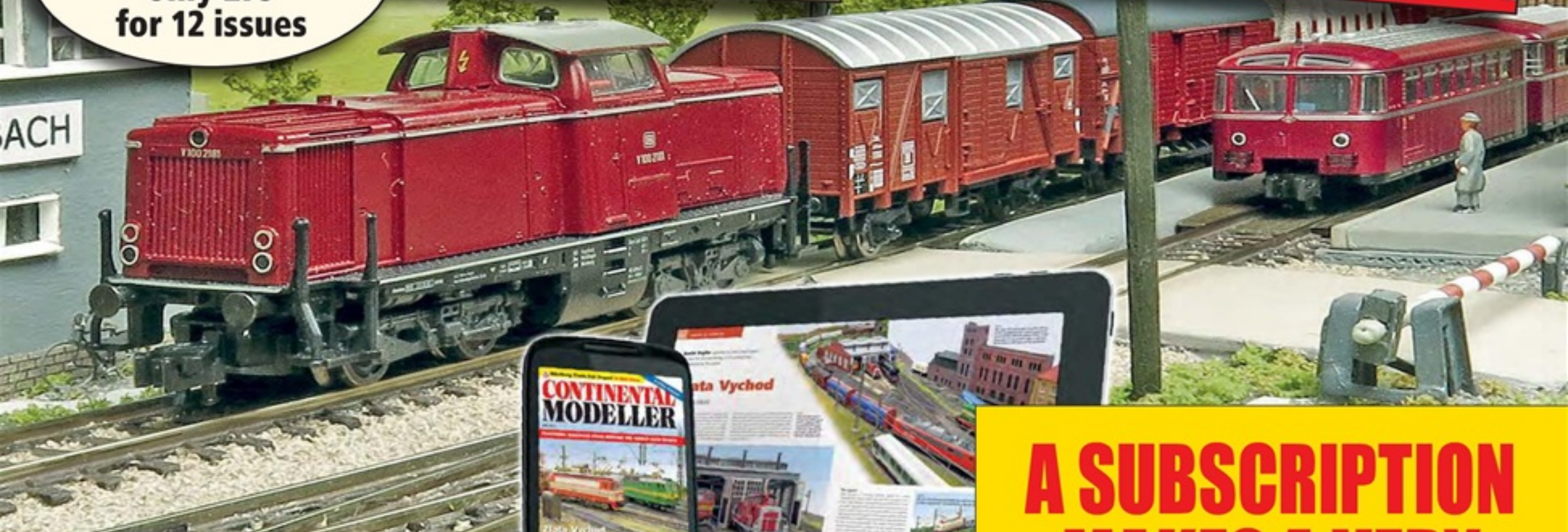
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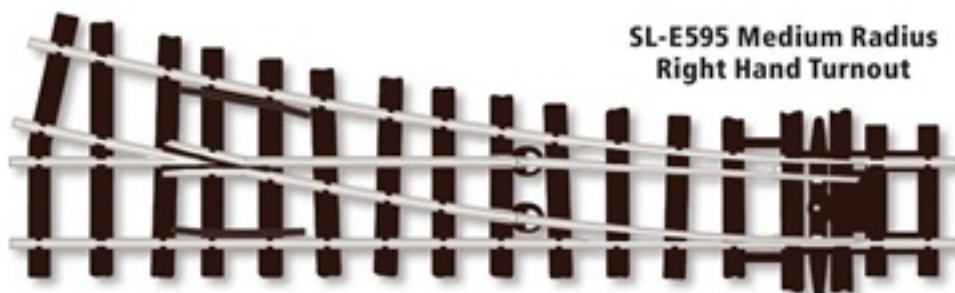
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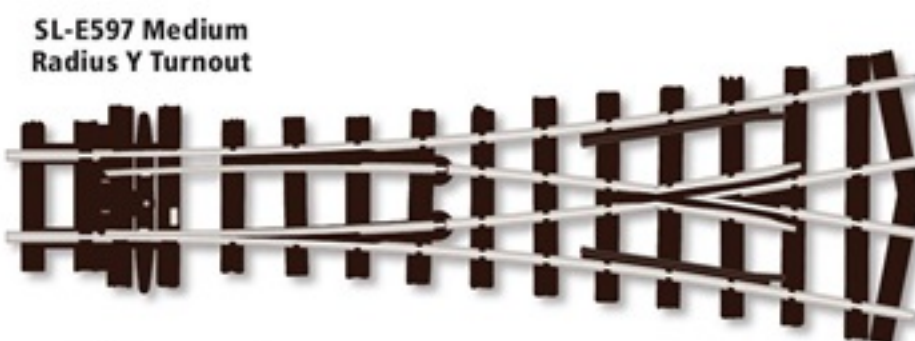
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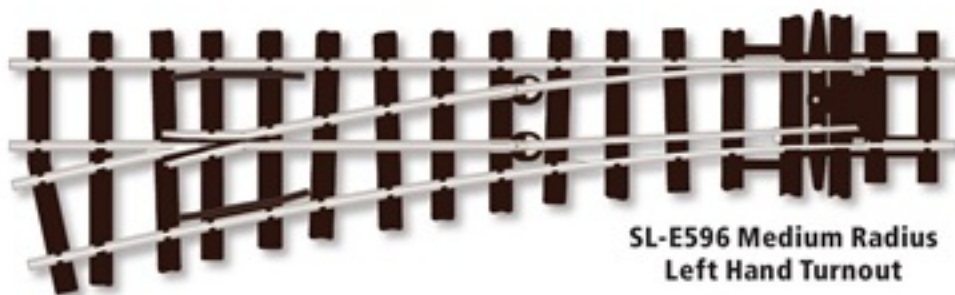
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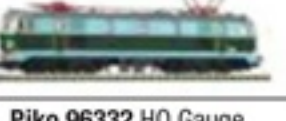
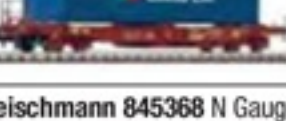
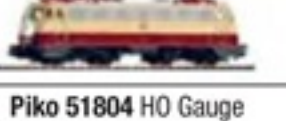
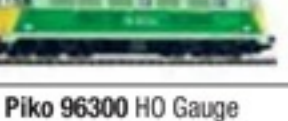
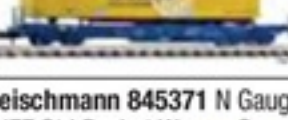
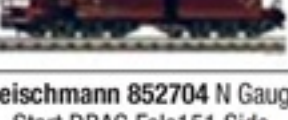
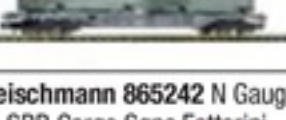
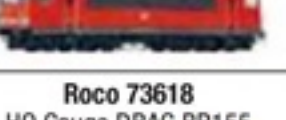
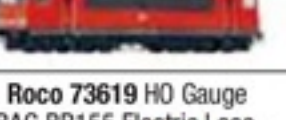
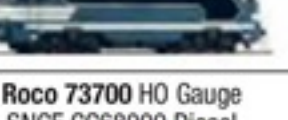
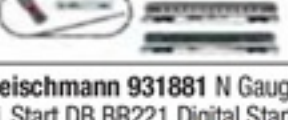
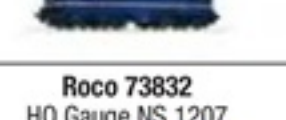
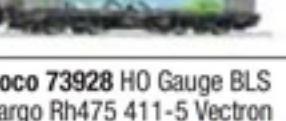
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