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VOLUME 41

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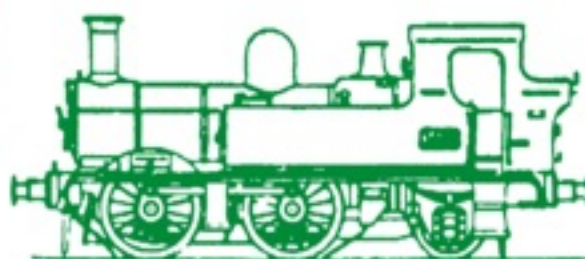
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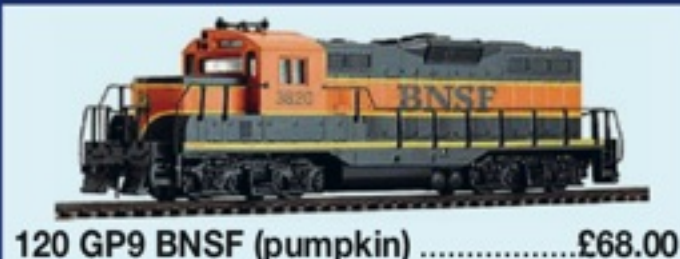
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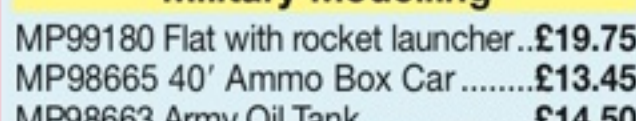
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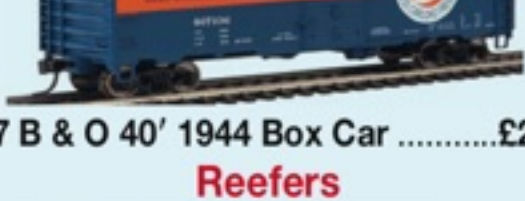
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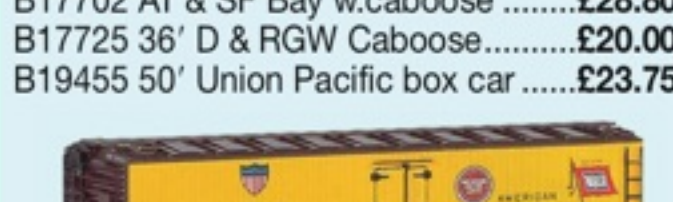
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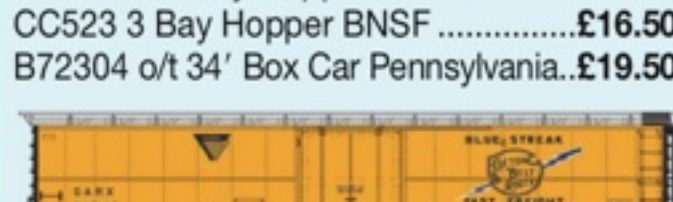
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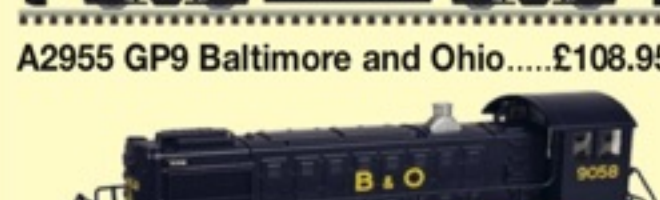


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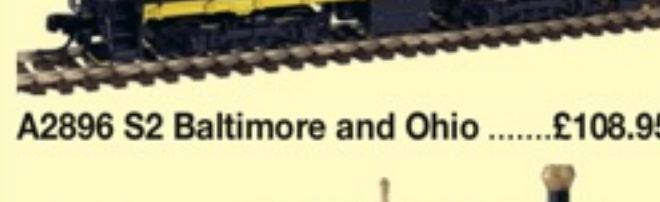
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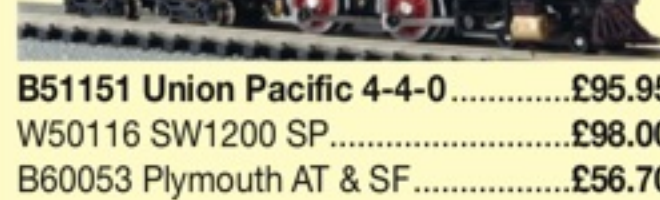
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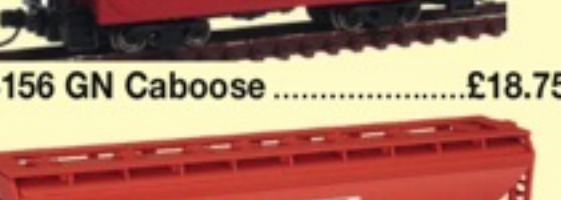
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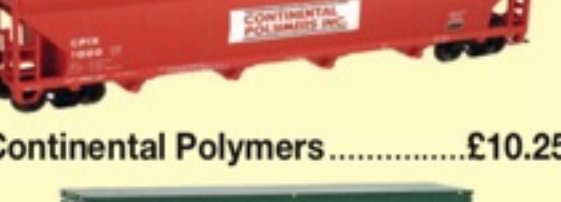
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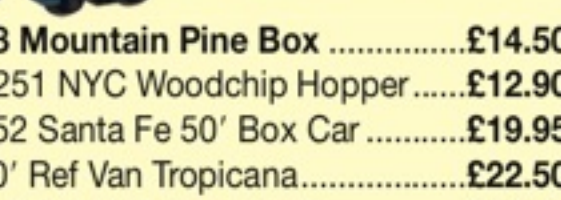
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September 2019

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RAILWAY MODELLER

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



Cover
Passing the prototype BR243
Bo-Bo electric, known as
the 'White Lady', a DR BR130
'Ludmilla' diesel heads a
freight through Alexanderplatz
station in Berlin, as modelled
in N by Bill Roberts.
Photo: Derek Shore.

European Railways Association show

Just a short note to draw your attention to what should be one of the highlights of the year for continental layouts, the European Railways Association sixth annual show in Edgbaston on Saturday 28th September. The layouts are previewed on pages 670-1.

Bob Gallagher awarded Order of Australia Medal

Our congratulations to our good friend Bob Gallagher, long serving Managing Editor of the *Australian Model Railway Magazine*, who was awarded the Order of Australia Medal (OAM) in the Queen's Birthday Honours list in June. The citation reads: "for services to rail transport modelling" – who knew such activity could be so recognised?!

Nominations for these awards are made initially by those who have been assisted by the nominee, not an anonymous committee of the great and good. It is surely a measure of the regard in which Bob is held by modellers in Australia that sufficient support was evident to persuade the authorities that such a humble pursuit as railway modelling was worthy of wider recognition. In this respect, the award has significance well beyond Australia.

Bob has worked tirelessly not only on AMRM but also with Eveleigh Press, the book publishing division which grew from the magazine, as well as for the parent organisation, the Southern Cross Model Railway Association, plus much unsung work behind the scenes to encourage and support many facets of the hobby among both enthusiasts and commercial interests. It is no exaggeration to say that without his efforts and influence, through various channels, modelling Australian prototype would not be what it is today. And we cannot imagine that he is done yet – his energy and enthusiasm seems boundless.

Bob Phelps honoured by the NMRA

We are delighted to report that, at the recent National Model Railroad Association National Train Show, which took place in Salt Lake City, Utah, between 12th – 14th July, our own Bob Phelps, now retired but for over fifty years chief product designer for Peco, was honoured with a Distinguished Service Award. This not only acknowledges his skill as a designer, based in no small part on his abilities as a modeller, but also the regard in which Peco products are held internationally. Bob was taken completely by surprise when NMRA representatives congregated around the Peco stand to make the presentation. Bob (left) is seen receiving the prestigious award from NMRA President Pete Magoun.



Photo: courtesy *Model Railroader*.

Well, that's my two bobs worth for this month ...

September 2019

Volume 41

Number 9

Contents



602

602 MARX ENGELS PLATZ – RAILWAY OF THE MONTH

Bill Roberts describes his German N exhibition layout, a close interpretation of a real location in Berlin.

610 THE BRYGGEN

Mike Carter is working on a new Norwegian HO layout which incorporates authentic scratchbuilt structures – and a pedalling cyclist.

614 MOHAWK LOOPS II

Peter Brackenbury describes his new American N layout, which evolved from the original to give the opportunity of running even longer trains at exhibitions.

624 GA LONG BIEN

Thomas Schmid introduces his latest animated diorama, an urban tramway scene in Thailand modelled in 1:35.

630 CÔTES DU NORD AUTORAIL

Jacques Poré shows how he assembled a kit in HOm from Trains d'Antan for a typical metre gauge railcar latterly used on the Côtes du Nord lines.



614



610



624

634



634 MODELLING BAVARIAN BRANCH LINES – PART 2
Practical suggestions for authentic modelling – David Cox offers advice based on experience and research.

642 CLEARWATER HARBOR – PLAN OF THE MONTH
Steve Waterfield describes his American On30 layout, which features a working quayside ore tippler, as having evolved rather than being designed.

650 THE VOUGA LINE
Michael Sanderson took a day trip to explore a surviving metre gauge line in central Portugal.

658 PRODUCT REVIEWS

666 BOOK REVIEWS

668 NEWS

670 EUROPEAN RAILWAYS ASSOCIATION SHOW PREVIEW

672 EXHIBITION DIARY



630



658



650



642

TRIX



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



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

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



H0e Scale

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

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



TT Scale

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

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



Z21 Digital System

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

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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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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Faller are world famous for their plastic building kits. With a huge range in different scales of Continental-style buildings, any layout will benefit from the inclusion of Faller kits. To compliment the buildings, Faller also produce a range of figures and accessories to enhance the atmosphere of any street scene, as well as trees and other scenic items to add to town and countryside.

CAR SYSTEM

The CAR SYSTEM range  allows you to have moving vehicles on your layout with no visible tracks or wires. Automate junctions, traffic lights, and even speed cameras!



FAIRGROUND



The Faller Fairground range is produced in N and HO Scale, and is almost a separate hobby it itself! You can add sound and movement to your layout with interesting rides and attractions.

SCENIC MATERIALS

A variety of grass tufts, scatters and trees to build up realistic vegetation on your layout. Just blend them together to get the desired effect.

MODEL FIGURES

Noch produce a comprehensive range of pre-painted and unpainted figures to populate your layout, from passengers to the emergency services.

LASER-CUT PLANTS

Made from Laser-Cut paper, these kits simply fold together to create realistic plants and vegetables to plant onto your layout.

DECO SCENES

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Preiser

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Preiser produce the most comprehensive range of model figures on the market. There is a vast array of different subjects available, allowing you to populate every area of your layout.

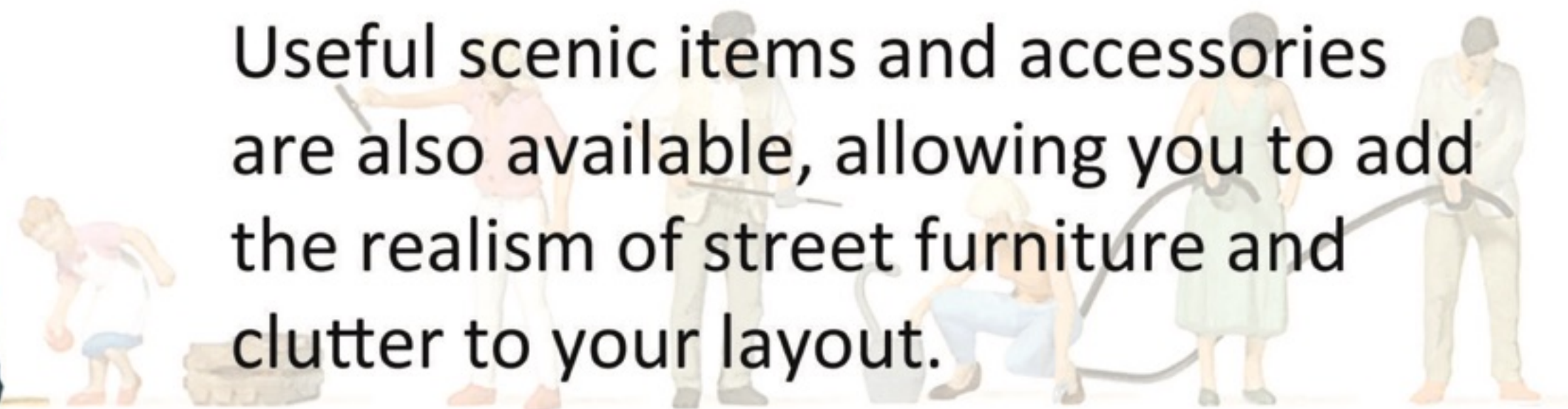
Railway Scales covered:
Z, N, TT, HO, OO, O, G, and
Gauge 1.



A selection of other scales
useful to architects and
modellers are also included
in the range.



Useful scenic items and accessories
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the realism of street furniture and
clutter to your layout.



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to add to your layout,
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available for those
who want a bit more
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A range of single
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Preiser also produce value
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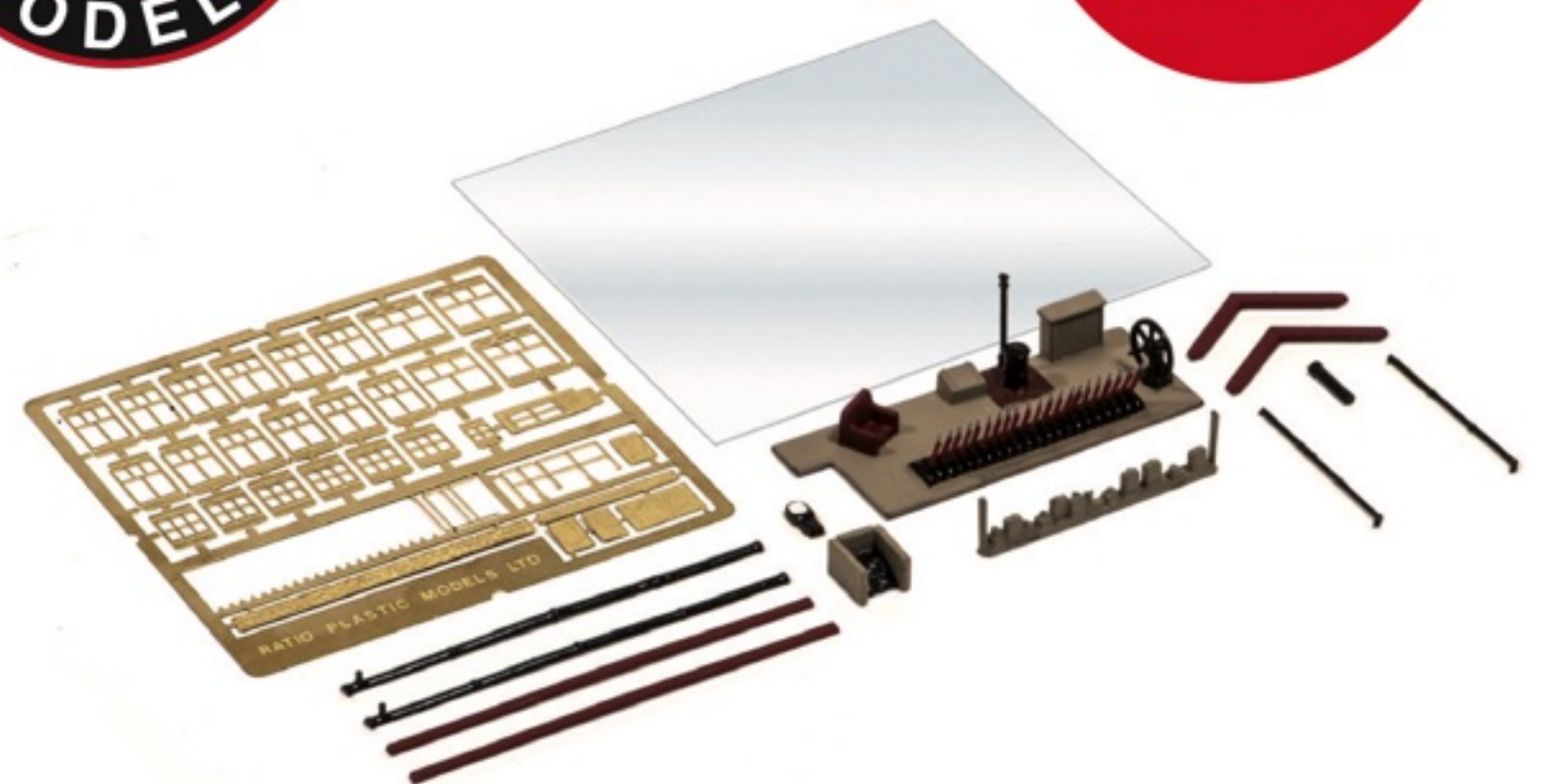


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Bill Roberts describes his new German exhibition layout.

Photographs by Derek Shore.

Marx Engels Platz

A close interpretation of a real location in Berlin

Berlin, spring 1990. It is six months since the fall of the Wall, but in this corner of former East Berlin little has changed. The vast scale of rebuilding work to which the east of the city would be subjected has yet to commence and air of decay still hangs over the area.

At Marx Engels Platz, a station on the Berlin Stadtbahn, class 275 units trundle along their dedicated lines whilst on the main transit through route passenger and freight trains travel to and fro across West Berlin re-entering the East at the former border station of Friedrichstraße, around a kilometre to the west of Marx Engels Platz.

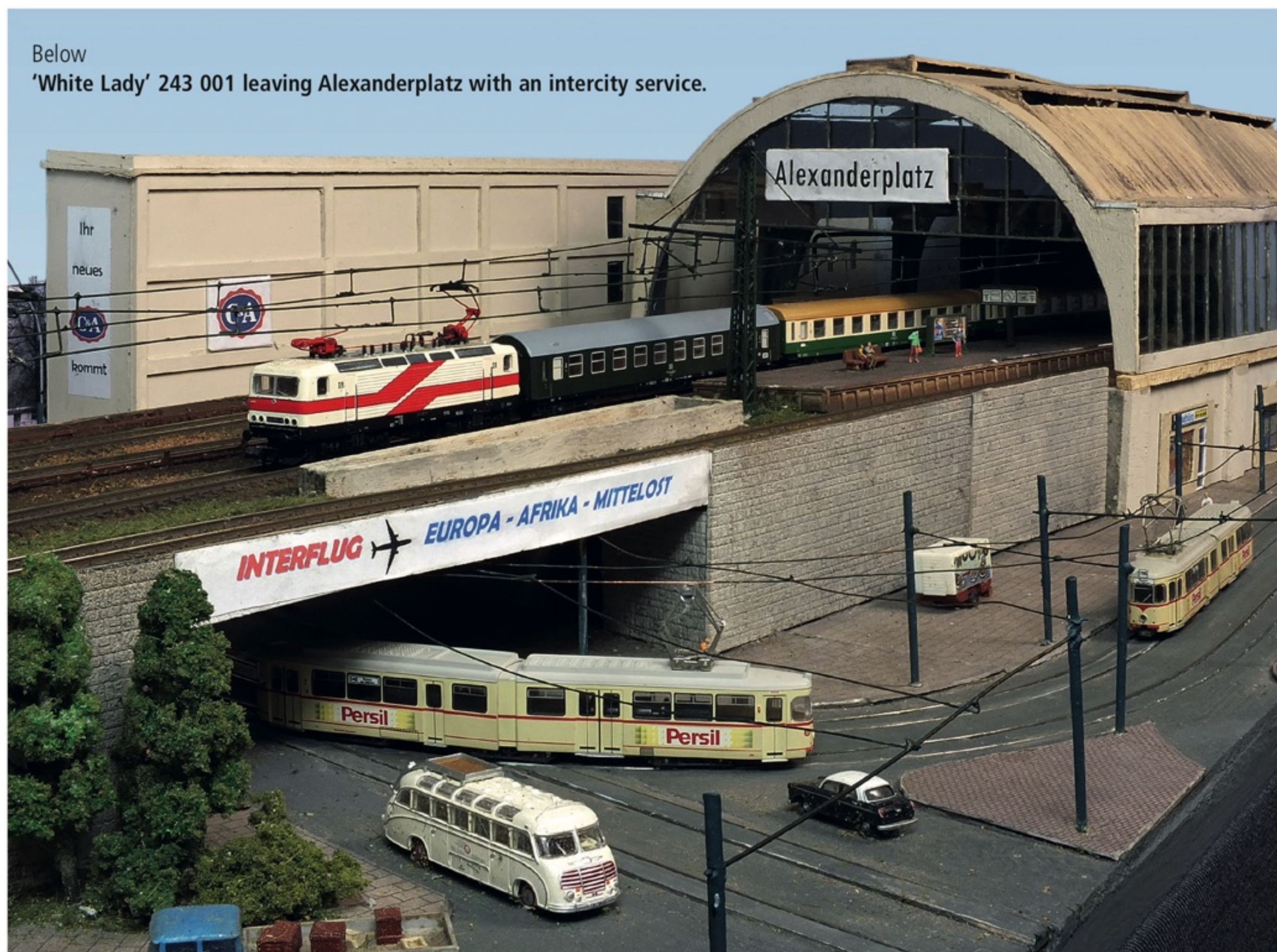
Having been a fairly frequent visitor to Berlin since my first acquaintance with the city in 1981, it seemed logical to attempt a layout based on the Stadtbahn which traverses the city centre from Potsdam in the west to Ostkreuz and

beyond in the former eastern bloc. Following the demise of the *Colditz Stadt* layout I was left with a collection of Deutsche Reichsbahn locomotives and rolling stock, which was another reason to attempt a layout set in the city.

I originally had two locations in mind for an S-Bahn layout, Jannowitzbrücke to the east of Alexanderplatz and Marx Engels Platz to the west of the same station. The attraction of Jannowitzbrücke was the curving approach track and the location of the station building, the outer wall of which has its foundations in the River Spree. The station building would be easy to construct, being a steel and glass structure. However, Jannowitzbrücke lacks any scenic break at either end of the station and modelling, for example, road overbridges to hide the exit into the storage yard would not have done justice to the original location.

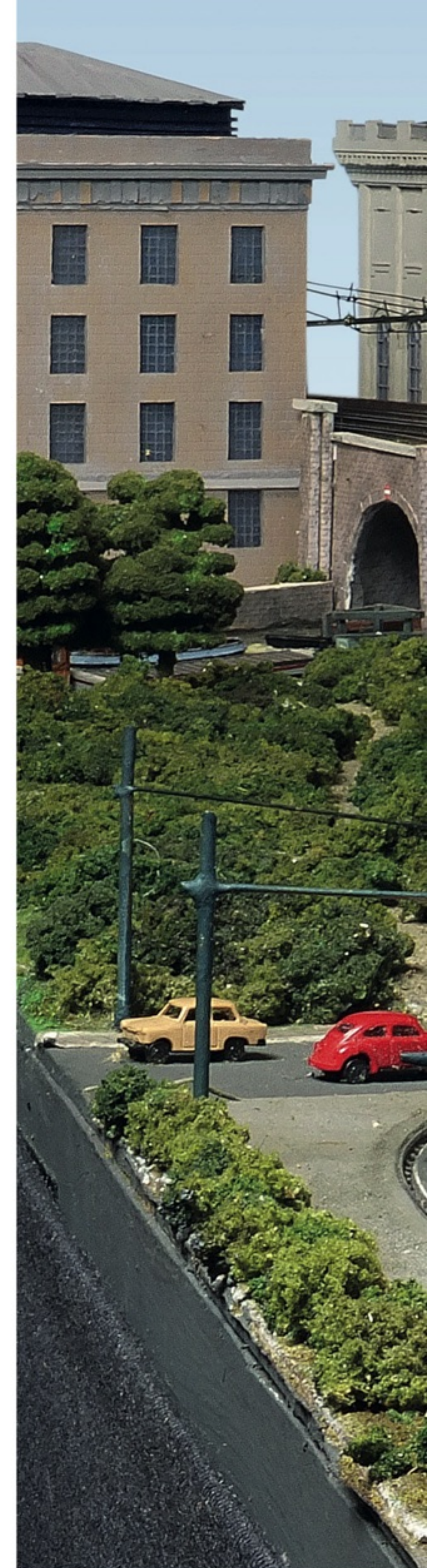
Below

'White Lady' 243 001 leaving Alexanderplatz with an intercity service.



Above

Leaving Marx Engels Platz, a BR212 passes a VT4.12 light diesel railcar, one of two prototypes built in 1964 by VEB Bautzen for fast branch line service, with a maximum speed of 125km/h. They proved unreliable and no series construction was authorised, with production capacity used for VT2.09 *Ferkeltaxe* units instead. The two were renumbered 173 001/2 in 1970 but withdrawn shortly afterwards. Both are still extant but in poor condition. Although there were only ever two, Piko made the model in quantity, and with trailers which the prototypes never had!

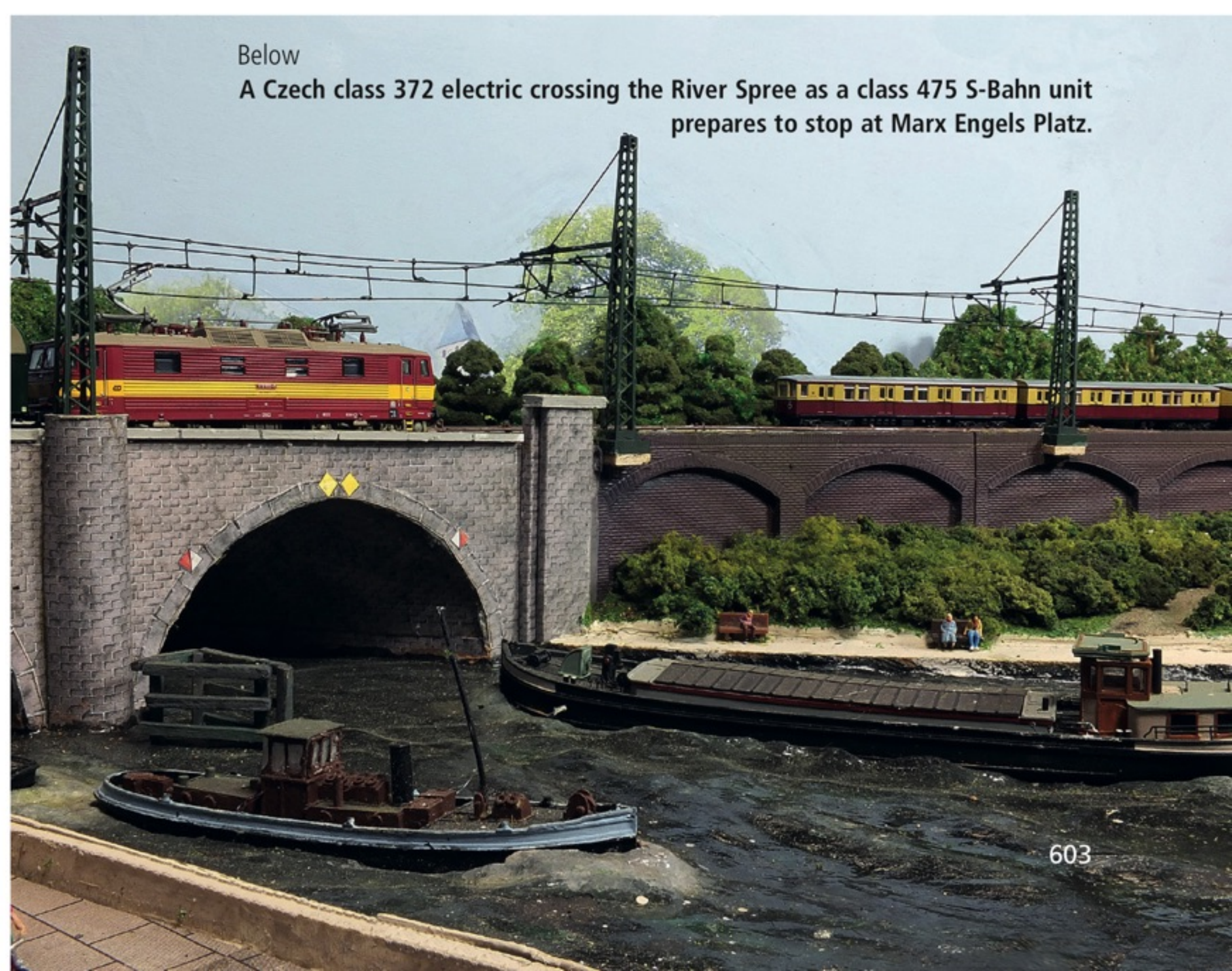




Attention then turned to Marx Engels Platz. This location has a convenient scenic break at Alexanderplatz station whilst at the western end the line crosses the River Spree before passing between the Pergamon and Bode museum buildings, effectively hiding the exit to the storage yards.

Initially the prospect of making the station building was daunting. The building features ornate brickwork, towers at each corner in the same fashion, and thirteen curved skylights at right angles to the building line. Reference to photographs revealed that this was how the building was originally constructed in 1882 (but without the skylights), at which time it was named Borse (market), the site of the German Stock Exchange. However, I stumbled across a photograph of the station taken in the late 1980s which showed a much simpler building, devoid of towers and with a central vent running the length of the roof line. Now here was something which I could model with some degree of accuracy. It is apparent that in repairing war damage the authorities had chosen to demolish the towers, and the curving skylights were a later addition.

SEPTEMBER 2019



Below

A Czech class 372 electric crossing the River Spree as a class 475 S-Bahn unit prepares to stop at Marx Engels Platz.

603



The original name had been changed to Marx Engels Platz in 1950 and the station was renamed again in 1992 to Hakescher Markt, reflecting the area behind the station building.

Construction

Construction of the baseboards began in 2015 using my usual method of a 6mm MDF frame surfaced with Sundeala board. The four 4' x 2' boards are supported on 34mm square timber legs which fold under each baseboard for transport. A central trestle is used with the boards cantilevered off this.

Progress on the layout was slow initially with only the River Spree being modelled (by my good friend Ian Hogben) and the river overbridge constructed in the first two years.

Following a house move from Kent to Yorkshire in 2016 and the building of a new summerhouse to house the layout, construction recommenced in earnest in the spring of 2017. The elevated trackbed was built using Sundeala for the track base supported on 50 x 25mm timber.

The viaduct arches so typical of the line are Brawa kits obtained cheaply from a rummage bin at an exhibition, whilst the shops in front of Marx Engels Platz station are Faller products.

Track is Peco code 80 throughout soldered to copper-clad strips at the board joins. Ballast is from the Woodland Scenics range with the finished trackwork lightly sprayed with Railmatch sleeper grime. Peco static grass was liberally scattered across the trackwork to represent the weeds so prevalent on East German trackage.

Buildings

With the trackwork and basic scenery in place, attention turned to the buildings which would place the layout in its location. It was apparent from the outset that the riverside museum buildings must be reasonably accurate representa-



Above left

A BR110 B-B diesel heads a short train of tankers past Marx Engels Platz station.

Left

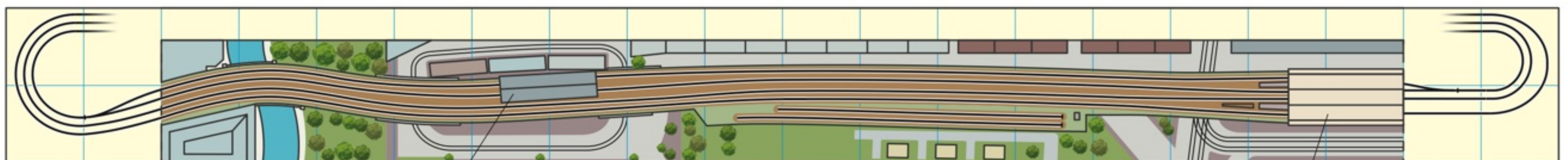
Passing between the Pergamon and Bode museums, a Czech class 372 electric crosses the River Spree with the stock for the Berlin-Prague service.

Above right

A VT175 express diesel set passes Marx Engels Platz S-Bahn station.

Right

A BR41 2-8-2 hauls a freight past Marx Engels Platz S-Bahn station as a VT175 express set approaches.



Bf Marx Engels Platz

MARX ENGELS PLATZ

Overall size: 20' x 2'. Each square 1ft x 1ft.

Bf Alexander Platz

tions of the prototypes. Whilst the Pergamon museum on the south side of the line is a relatively straightforward building, the Bode museum to the north of the track is an altogether more ornate construction. My modelling skills did not extend to buildings of this nature so once again a reluctant Ian Hogben was press-ganged to undertake the construction. He made an excellent job of these intricate buildings, the achievement made even more impressive when considering that the buildings were constructed 250 miles away from the layout! Both buildings have a polystyrene block as the core overlaid with card to present the blockwork. Nothing on the market was close to the windows for the Bode museum so these were custom made from photographs by York Modelrail.

The station building at Marx Engels Platz had been altered from its original format when rebuilt following bomb damage after the Second World War. Construction of the model was straightforward with the walls and internal formers made from 2mm plywood covered with a thick card roof. The walls were covered in brick plasticard. To allow access for track cleaning the building is removable.





Left
Preserved 'Köln' class VT137
high speed diesel railcar
approaches Alexanderplatz
with a charter.



Below
A BR41 2-8-2 hauls a freight
past Marx Engels Platz.
The type GG(t)hs15 (formerly
'Bromberg') high capacity
bogie vans were more
common on DR than DB.

A similar approach was adopted for the station building at Alexanderplatz. Again the walls and internal formers are 2mm plywood with a card roof. The large window areas to the street side of the building and across the platforms are acrylic sheets overlaid with Evergreen strip to represent the window framing. In a departure from the prototype, I added the Alexanderplatz nameboard over the approach tracks. Before the war all S-Bahn stations carried a nameboard visible to drivers on the approach but many of these did not survive and were not reinstated post war by the Deutsche Reichsbahn.

Right
Looking along the line from
over Alexanderplatz station
past Marx Engels Platz
to the Museumsinsel.

Overhead catenary

The line was substantially rebuilt in 1993 by the newly formed Deutsche Bahn and it was at this time that it was electrified. I cannot stand seeing models of electric locos running without overhead, so catenary was a must. Invoking modeller's licence, the layout was fitted with Sommerfeldt equipment. The formation of the overhead is somewhat unusual in that the wiring is carried by tower masts with an outrigger carrying two bracket arms. Whilst Sommerfeldt do offer this arrangement, their kit contains three bracket arms and they do not offer the oval shaped outrigger as a separate part.

Discussing my needs on the Sommerfeldt stand at Intermodellbau in Dortmund in April 2018, they agreed to provide sixteen kits suitable for two track operation, which were duly installed.

The actual wiring was soldered up on site using Sommerfeldt 0.5mm wires, although their fixed panels were used over the board joins to ensure consistent length.

Trams

There are tramways at Marx Engels Platz and Alexanderplatz stations, and these have been recreated on the layout. Track is standard Peco code 80 N gauge filled in with Evergreen strip. With a little care, the strip can be formed around the curves using a hot air gun and secured with UHU adhesive.

The cobbled roadways at Marx Engels Platz are Redutex self-adhesive sheet.

Unfortunately there are no models available of Berlin Tatra trams, so Arnold Düwag units provide the services.

The trams are controlled through Trax SM1 station stop modules which provide track power and control acceleration and braking. Unfortunately these excellent units are no longer available.

Lighting

The layout is illuminated using a combination of cool white and warm white LED strips fitted to aluminium angle and supported by 50 x 25mm timber. The combination of warm and cool white strips creates a pleasant, even light.



Above

A BR110 diesel heads a tank train past Marx Engels Platz station as a tram leaves the forecourt and trundles under the railway.



Above
Having crossed the river, an E44 passes between the museums.

Above right
212 005, in the last DR livery, approaches Marx Engels Platz.

Exhibitions

The layout was exhibited for the first time at the Macclesfield show and ran faultlessly – quite an achievement considering that it was the first time that it had all been put together!

It was subsequently shown at Intermodellbau in Dortmund in April 2019.

It is next due to appear at the International N Gauge exhibition near Leamington Spa in September, and then at the Manchester exhibition in early December.

Right
A class 475 S-Bahn unit approaches the River Spree bridge.

Below
Under the overall roof at Alexanderplatz.





Mike Carter forsakes Maine (and the Cotswolds!) and heads for Norway.

Photographs by the author.



The Bryggen

A scratchbuilt scene, incorporating a pedalling cyclist

I am currently working on a new exhibition layout, set in Norway. On a cruise to Norway in 2014 my wife and I enjoyed a ride on the wonderful Flåm railway.

My thoughts strayed to modelling a Norwegian scene based on prototype buildings but in a fictitious setting, in a similar way to *Red Hook Bay* (CM November 2014 and *American Special*) – a notion that I refer to as “all the right notes, but not necessarily in the right order” (with apologies to Eric and Ernie). Since then we have visited Norway twice and I have been busy taking photographs of buildings and scenes that I would like to model. I see the new layout as a series of iconic buildings from all over Norway, with a nautical theme, and a selection of typical trains.

The Bryggen in Bergen, Norway is an UNESCO World Heritage site. Googling Bergen will invariably produce pictures of the restored warehouses. There are seventeen in all which face the waterfront near the famous fish market restaurants. The alleys behind them contain no less than sixty-two buildings, home to all manner of shops and businesses. The settlement dates back to 1070 and the buildings themselves are constructed from wood – my favourite modelling medium.

There are hardly any kits available for Norwegian structures, so I decided to attempt modelling the Bryggen from photos. Modelling all seventeen would take up too much space, so I selected the most photogenic buildings to model.

The majority of the seventeen prototype warehouses are painted barn red (very typical of Norway) but I chose a section of six with a range of colours – red, yellow, red, orange, orange, and white.

To get the actual size of the structures, I scaled the photos down using a photocopier until an HO figure corresponded to the size of a person in the photo. The row of old converted warehouses is 130 scale feet in length, 18" in 1:87.

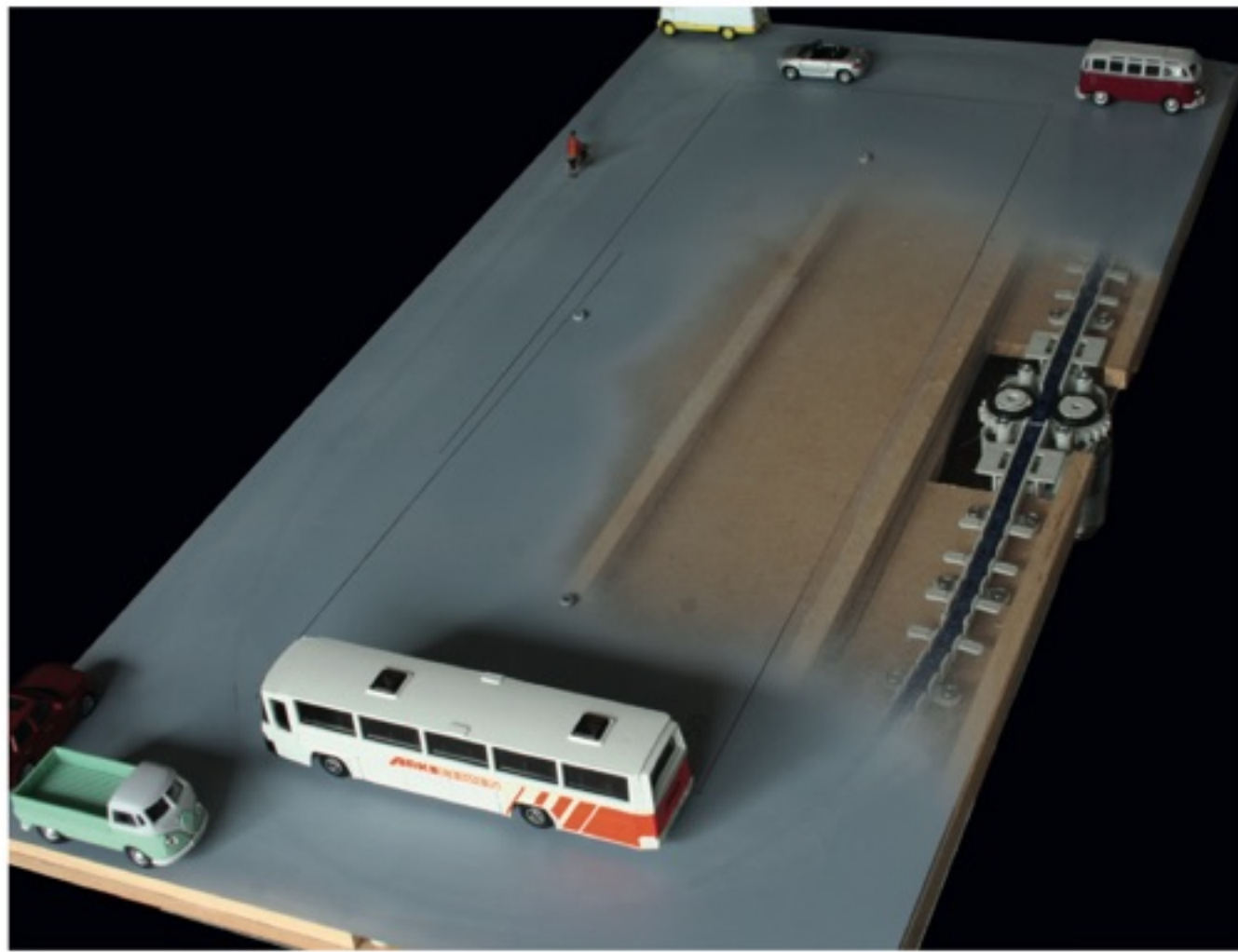
Above

The finished buildings.

Below

The unpainted parts. I used scale HO basswood from Northeastern for the walls. The tedious part was cutting out the window openings – all 43 of them!





Above

The assembled Magnorail board, with the area for the warehouses in the centre. The vehicles show where the road is – the cyclist pedals between them. The viewer will see the cyclist ride along the front of the warehouses and then disappear around the rear for about 30 seconds.

It was then that I decided to add a Magnorail pedalling cyclist to the scene. This system works with a plastic chain with magnets running in a channel under the surface of the road. The cyclist is pulled along by the magnets and a small clear wheel in contact with the surface powers his legs up and down. The chain is driven by a 12 Volt DC motor.

I selected a piece of MDF some 24" by 12" to which I screwed a small oval of Magnorail track. It is imperative that the chain does not escape from the channel under operation. Around the edges of the board and in the centre of the oval I added 8mm square wood. I then added an acrylic top which I screwed down onto the wood. I then sprayed the top with Halfords grey primer leaving the area around the motor clear to aid in adding the cyclist to the track. This clear area is planned to be behind the row of warehouses where it will only be seen by the operators.

The idea is that the cyclist will cycle along the front of the warehouses and then disappear around the rear for about 30 seconds. On my British OO layout *Cheffley* (see *RAILWAY MODELLER* July 2019) a cyclist has managed 7.5 hours of non-stop pedalling at exhibitions without falling over, and it is certainly a conversation piece and crowd pleaser.

The new Norwegian HO layout is due to appear at the European Railways Association exhibition on Saturday 28th September at the H Suite in Edgbaston.



Above

The shop fronts suitably painted. I used cheap acrylic paints matched to the colours in photos.

Below

I concentrated on the first floor of each building and added the window displays afterwards. Doors needed to be fabricated as per the photos.



Right

Looking at photos, it appeared that the shop door on the white building is built in a recess on the left. I added a clapboard section to the right. Then I added a pillar to the left corner attached to a clapboard recess and a further pillar that is at right angles to the previously glazed door.

I used thick clear styrene sheet for the display window which was scored to create a right-angled recess to be glued to the door.

Black insulation tape was used for the window base.



Left

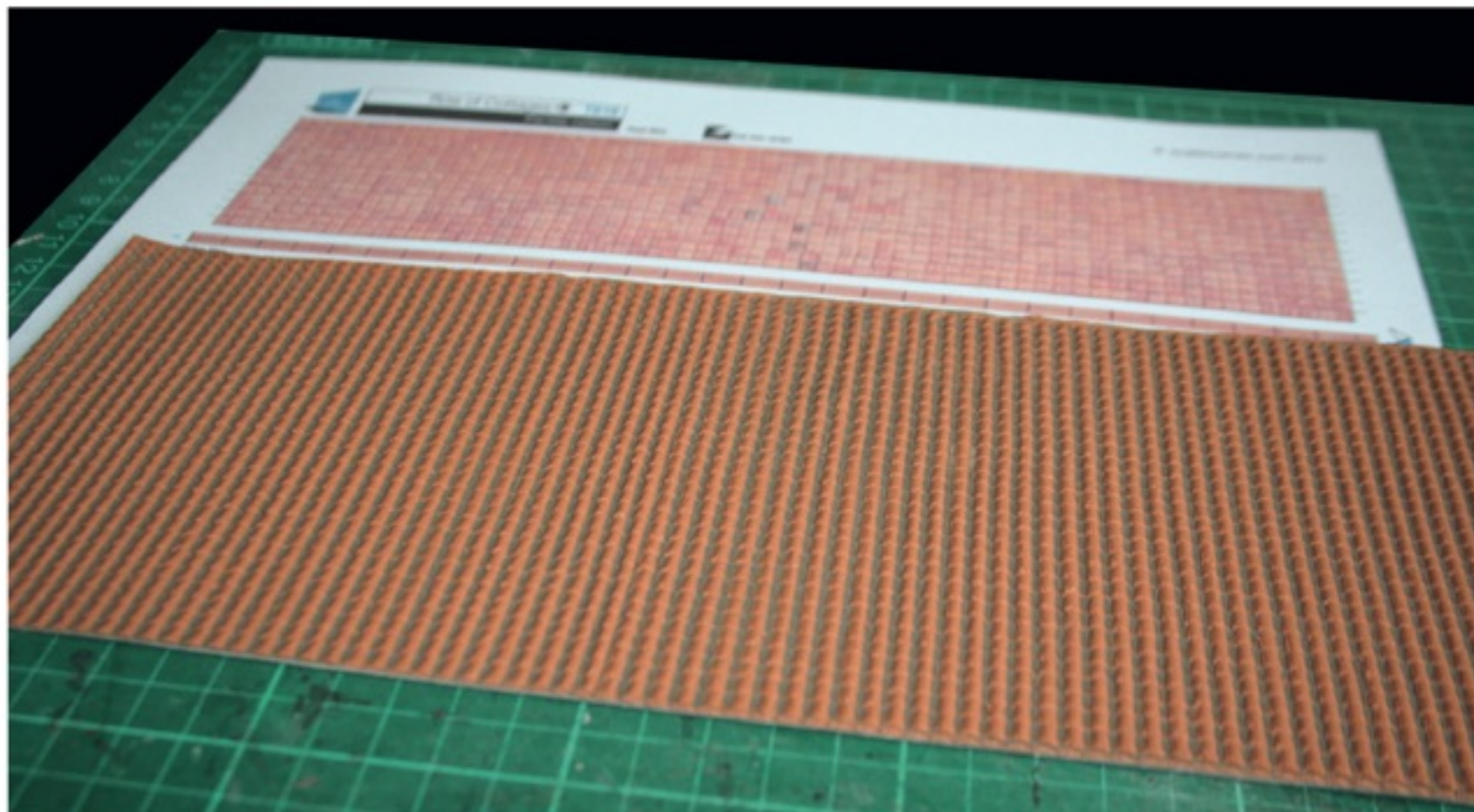
The finished top floor of building 2. The windows took 117 pieces of scale wood. Norwegian windows are different from anything I have come across. I examined my collection of plastic windows and nothing came close, so I framed the inside of the windows with scale wood: this was a slow process, and I calculate each window took about an hour to do the outside frames, inside frames, sashes, decorative pieces, and sills, not to mention the glass and curtains.



Above

The lettering on some of buildings is quite prominent. Initially I could not find a suitable typeface. In the end I found some Woodland Scenics dry transfers were the best match. Once on the layout the buildings will be two to three feet away from the viewers, so I hope this will look acceptable.

I added more lettering, painted some unpainted Preiser figures, and adjusted the shop windows as they were not exactly to scale. Having photographs of the prototype was a real boon.



Below

I added some more window displays. The orange shop has a motor boat and an outboard motor.



Above

The rear of the buildings will not be seen so they were made of thick 2mm card. I measured the buildings and traced the roof lines. I attached an 18" strip of balsa wood to the bottom of the card back walls and then attached them to the plain sides and the fronts.

Left

The roofs of the real warehouses are finished with beautiful terracotta pantiles. The cheap option would have been to use paper pantiles downloaded from Scalescenes. I had some in stock, so there would be no cost. However, as I was only going to construct this set of buildings once, I invested in five sheets of Redutex – the difference between the two materials is obvious. I planned to use three different tones to give the block of buildings some variation.

The Redutex sheets had a usable surface of 84 by 34 scale feet after I had trimmed the edges. I had to use five sheets as only two of the roofs, of the smaller buildings (structures 3 and 4, in the middle), would fit on one sheet.

So I have plenty of leftovers for smaller buildings that I plan to make in the future ...!

Below

More detailed shop windows: Pels Design has a display of fine chairs. The courtyard leading into the restaurant/bar has been paved.



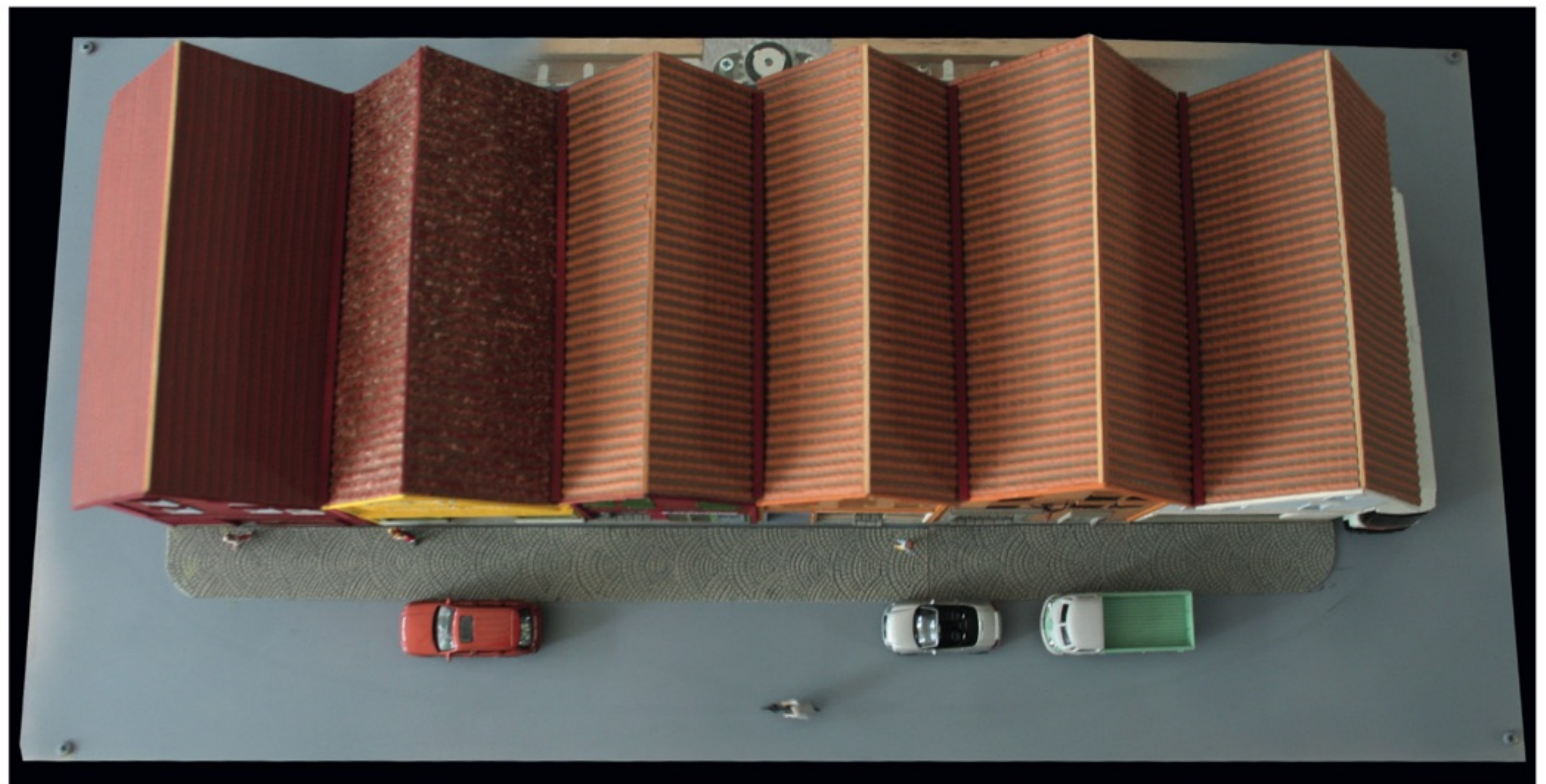
Right
I added blinds and curtains to the windows following photographs.

I then added thick wooden beams to the apex of each structure.

Next I cut the sub-roofs from cardboard; they are all slightly different given the sizes and different heights of the structures.



Right
I added drainage channels to the roofs. I then painted the wood for the eaves detailing before adding ridge tiles.



Below
I added a reindeer's head to the side of the restaurant wall. The clock face was sourced from Scale Model Scenery.

Below
I could not resist adding a poster to enhance the plain white end wall. It shouts Norway as it is advertising the iconic Hurtigruten shipping line which operates along the west coast. The poster was actually the price label of a souvenir tee shirt and too good to throw away!



Peter Brackenbury describes his exhibition layout, which evolved from the original version.

Photographs by Paul Bason.

Mohawk Loops II

An opportunity to run long trains

The layout is based on an imaginary Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) joint line that runs westwards from Fort Collins, Colorado (between Denver and Cheyenne) to Salt Lake City and Ogden, Utah, in the Front Range of the Rockies. It is assumed that the line was built to circumvent the ferocious grades of Sherman Hill on the line from Cheyenne to Salt Lake City.

It might seem limited in scope with only a main line and two loops at the front of the layout, but single lines with passing loops are very prototypical of American transcontinental railroads.

To maintain viewing interest at exhibitions there is always something on the move – something we always strive for



on all our exhibition layouts. Added to this is the fact that I prefer to watch long trains go by rather than be switching in sidings! There are many excellent US switching layouts on the exhibition circuit to cater for those with that particular interest but seemingly fewer main line layouts.

This is the second layout using the name *Mohawk Loops*. Around fifteen years ago, due to an growing interest in present day rail operations in the USA, my son Chris and I decided to build an American layout. Given the length of trains and the space available, we decided to model in N. The layout was continuous run, 16' long and 2' wide. This enabled us to run trains of a reasonable length but obviously nowhere near the length of the real thing.

The layout was totally freelance with no particular location being depicted – 'somewhere out west' was as near as we got to giving it a location. Following its first exhibition, it was decided to improve the entry and exits to the fiddle yard and also increase the width at either end to ease the curves to improve the running of trains.

We successfully exhibited the layout at a number of other exhibitions. Each time it was warmly received with many complimentary comments. However, due to commitments with other layouts, it was put into store in 2010 and lay undisturbed in my garage for several years.

Below
BNSF General Electric ES44ACs #5751 and #5785 head a Chicago-bound manifest over the bridge at the east end of the loops.

Below left
UP GE ES44AC #5475 stands in the helper siding.

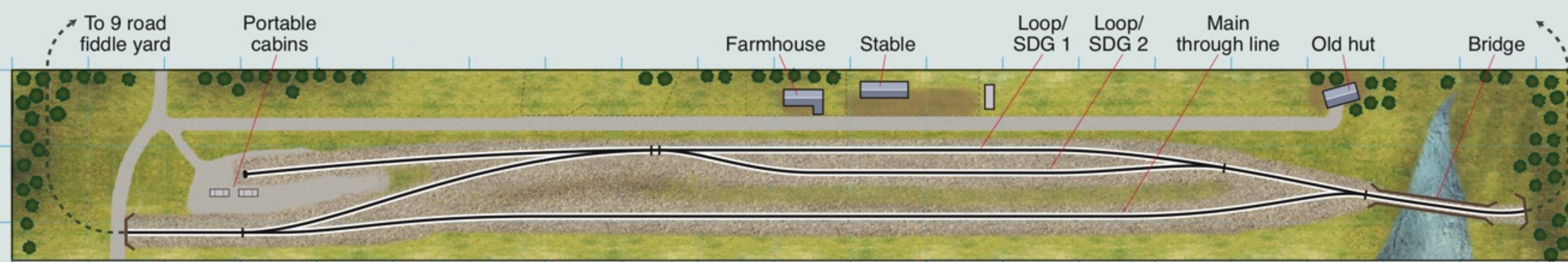




However, the continuing interest in US railroads, fuelled by trips to see and photograph the real thing, eventually led to a desire to resurrect the layout and run trains once again. So the layout was brought out of the garage and erected. After a quick clean around trains were soon running again but thoughts of how the layout could be improved started developing. With several other layouts already on the exhibition circuit, this one was put on the back burner.

All this changed at Christmas 2017 when I received a Kato Union Pacific FEF-3 4-8-4 #844 (part of the UP Heritage Fleet) and the auxiliary tender set as presents from my two sons. Being one of my favourite steam locos, and after having seen the real thing at the UP Shops in Cheyenne, something had to be done to improve the layout to give pride of place to #844 and the heritage passenger car rake which I purchased to go with the loco!





Mohawk Loops Overall layout size 20' 6" x 2' 6". Each grid square = 1' x 1'.

Left

Union Pacific FEF-3 #844 enters the loops with a westbound excursion.

Below left

Southern Pacific EMD SD45 #8663 and GE C44-9W #8100 get a clear road out of the loops with westbound coal.

Right

UP ES44ACs #5530 and #5475 leave the tunnel and cross the river with a westbound 'hot shot' intermodal.

Below

#5530 and #5475 pass along the main whilst a SLRG EMD SD90 and TFM EMD SD70 with a manifest and a pair of BNSF GE ES44ACs on an oil train wait for the road.

A fresh start

Eventually the decision was made to scrap the existing layout and start again completely from scratch.

The new layout is slightly longer than the original, being 20' long and 2'6" wide. This allows trains of a reasonable length to be accommodated with relatively gentle radius curves at each end into the fiddle yards. Obviously, scale length trains still cannot be run on a layout this size (even if the budget allowed it!) but inter-modal or auto rack trains 12' long still look impressive in N!

The maximum length was dictated by the available space I had at home to erect the layout in its entirety – something I cannot do with some of our other layouts. Having been satisfied with the general track design on the original, it was decided to build something similar on the new layout.

In terms of construction, nothing revolutionary was used. The same tried and tested techniques, as used on all of our other layouts, were employed but with any slight improvements or changes incorporated that earlier layout building had highlighted.





Above
A pair of UP GE ES44ACs,
#5475 and #5530,
leaving the tunnel with
an eastbound coal train.

Right
CSX SD70M #713 and BNSF SD70MAC #9647
await instructions in the helper siding.

Below
Eastbound empties bound for the Powder River Basin coalfields
in Montana headed by UP #5475 and #5530 enter the loop
whilst BNSF SD70MAC #9853 stands in the helper siding.





The baseboard surfaces are good quality 9mm ply which is supported by a 67mm x 18mm softwood frame. This gives a very rigid but reasonably light board – essential when frequent movement for exhibitions is necessary. We have had no problems in the past with warping or distortion on other layouts using the same materials.

There are four boards each measuring 4' x 2'6" and one board (with the bridge) 5' long. Each board is connected

to its neighbour by 6mm carriage bolts; alignment is maintained by brass cabinet makers' dowels.

The backscene along the length of the layout splits the boards into two: the scenic part of the layout at the front measuring approximately 18" wide and the fiddle yard at the rear measuring 12". The width of the fiddle yard allows for nine storage roads running the full length of the layout, some of which can accommodate two trains.

Above
BNSF GE ES44ACs #5751 and #5785 and leased CEFX SD90/43MAC #123 wait in the loop with auto racks for an eastbound freight headed by UP SD70M #4820 to pass. The lineman would do well to stay up the pole!

Below

TFM SD70M #1602 and SLRG SD90/43MAC #116 wait in the loop as UP FEF-3 4-8-4 #844 enters with a westbound special. The ranch on the ridge above is one of the few structures on the layout.



Track and control

The track on the scenic part of the layout is Peco Code 80 with concrete ties. Whilst not exactly matching track used in the US, I had two unopened boxes of track which had been purchased for another project but since this never materialised it seemed prudent (and less expensive) to use what was already to hand. When painted and ballasted the appearance is acceptable.

All points on the layout are long radius live frog, operated by probe and studs on the control panel.

The layout is analogue, controlled by Modelux controllers through a control panel. Having several locomotives from the previous layout there did not seem any need to go to the expense of DCC, as there would not be any operational benefit be gained.

Scenery and structures

Again, nothing new here. The scenery was built up so the trackbed sits in a shallow cutting for much of the layout's length. At the right-hand side the scenery drops down below track level in the form of a deep valley where the track goes over the river on a bridge. The topography was formed initially with expanded polystyrene blocks shaped with a sharp knife to give the basic outline required – a very messy process, but one which gives a very strong but light foundation. The polystyrene blocks were then covered with two or three layers of plaster bandage shaped to give the final desired land form. This also provides a good anchor for trees as well as giving a nice texture for road surfaces. The plaster bandage was given a coat of dark brown poster paint, mixed with a little PVA glue, to prevent any white spots showing through.



Below

TFM #1602, an EMD SD70MAC and San Luis Rio Grande #116, an EMD SD90, wait in the loop for a clear road as BNSF #5785 and #5751, both GE ES44ACs, pass on a westbound manifest.



Finally, several shades and grades of scatter and foliage material from the Woodland Scenics range were applied.

The few buildings on the layout, some of which were salvaged from the original layout, are mainly kits from Kestrel, Peco, and Wills, all modified to suit the layout and location.

Locos and stock

There are, at the time of writing, twenty locomotives available to run on the layout, eighteen of which are from the excellent Kato range, with the other two being from

Athearn. On the previous layout we started with several 'budget' locos but their reliability and running characteristics left much to be desired, so the decision was made fairly early on to replace them with better quality examples.

Most of the freight is hauled by EMD SD70 or GE ES44AC locos with support from a pair of EMD SD90s and an older EMD SD45. Whilst the line is supposedly a joint operation between BNSF and UP, other companies such as Southern Pacific (SP) have gained running rights. Added to this there are several locos in the liveries of other operators due to the

Above
Stock loaned from Metrolink,
a trial run on the way to
Denver passes the loops
headed by EMD F40PH #800.

common practice of loco leasing in the US. As in reality it is possible to see a lash-up of locos from several different companies at the head of a train.

Whilst freight trains dominate, there is some passenger traffic as well. The daily eastbound Amtrak *California Zephyr* from Emeryville (San Francisco) to Chicago is hauled by a pair of GE P42 locos, albeit not on its normal route between Salt Lake City and Denver.

Whilst not strictly suitable for the layout's location, a four car push-pull Metrolink service is powered by an EMD F40PH – the idea being that the train is on loan for trials with a view to similar services being introduced between Denver and Salt Lake City.

The final passenger train, the pride of the line, is the UP Heritage Excursion train hauled by FEF-3 #844. This train can often be seen on its way to or from its base at the UP shops in Cheyenne, Wyoming.



Above
A diverted eastbound
Amtrak *California Zephyr*
crosses the river headed
by GE P42s #15 and #28.

Left
UP FEF-3 4-8-4 #844
crosses the river with
the Heritage coaching set
on a westbound special.



On the original layout much of the freight rolling stock was of the budget variety and not always completely prototypical. Over the last couple of years most of this has been replaced by better products, mostly from Kato and Athearn.

At the moment there is an inter-modal container train, an auto rack train, two manifest (mixed) freights, two coal rakes, and an oil train. A long rake of grain hoppers is planned to complete the freight roster.

Although completely unprototypical but particular favourites of mine, a pair of Budd RDCs and a 'Galloping Goose' (although narrow gauge!) will be added when suitable examples can be found.

To maintain interest at exhibitions we strive for a constant movement of trains at the front of the layout. There is always at least one train in the loops as a more important service passes on the main through line. To add to interest there are one or two cameo scenes on the layout, such as the linesman being chased up a telegraph pole by a bear, the group of Hell's Angels on the road, or the young girl perfecting her horse riding skills at the ranch house.

Conclusion

Whilst many layouts are never considered finished, I think *Mohawk Loops* has got to a stage where I am completely happy with what has been achieved and I do not plan to make any major changes. Two areas where slight development may be required is the planting of more trees, and changing the signals at each end of the loop and main through line to working examples if any suitable are available.



The aim of the layout was to portray something of modern railroading in the western United States, albeit with some "modeller's licence". Given the complimentary comments received during the layout's first outing in October 2018, I feel that goal has been achieved fairly successfully.

The layout's next exhibition appearance will be at the International N Gauge Show at Leamington Spa over the weekend of Saturday 14th and Sunday 15th September.

See *Exhibition Diary* for more details.

Above
BNSF #5785 and #5751 arrive in the loop for a crew change with auto racks bound for Detroit.

Below
Leased EMD SD70Ms #7018 and #7019 wait for the road as EMD SD70MACs CSX #713 and BNSF #9647 pass with auto racks for Salt Lake City.



Thomas Schmid introduces his latest animated diorama.

Ga Long Bien

An urban tramway in Thailand

Asia has fascinated me for a long time. That is why the decision to design a diorama based on an Asian model was quickly made. A search for a subject on the internet led me to the world-famous 'market on rails' in the Thai metropolis, Bangkok. This market, which is inconceivable in our experience, is on the track of the Maeklong Railway. It is also called locally 'Talat Rom Hoop' (or 'screen-fold-away'). This is because the market stalls are folded away as each train approaches and then put out again.

In the course of the search for images, I was also captivated by pictures of the cityscape in Hanoi. That is why the small station I had planned was redesigned and named Ga Long Bien. This station stands at the beginning of the 2.4km long historic bridge over the Red River and dates back to the French colonial era. Incidentally, the Vietnamese word 'ga' for station comes from French 'gare'. Who says that railway modelling does not help a good general education?



Construction

The distance between the two fixed sides of the enclosed area is just under one metre, within which I have modelled an idealised but hopefully typical scene. 'Off stage' the single track simply loops round behind on plain boards.

The diorama is modelled in 1:35, the scale often used by military modellers.

Construction of the diorama has occupied me for almost two years. A significant part of the pleasure consisted of collecting the various items for use in the scene, and fiddling with simple cardboard mock-ups to get the ideal arrangement of the buildings. I wanted to arrange the whole thing as a kind of animated three-dimensional painting. The train passing through is just an additional feature.

Most of the diorama was scratchbuilt, or heavily rebuilt to suit my purpose. Many of the figures are from military sources and have been 'civilianised'.



Above

The level crossing barriers are open, allowing really loaded motorcycles to cross the line.

Photographs by the editor.





The buildings have a core of foamboard as used for architectural models. I removed the card layer from one side, then the exposed foam core can then be worked to give the required texture – render, brick, or stonework. Windows were cut from fine cardboard using a laser cutter.

The only rail vehicle is a plastic kit of a German tram from the Ukrainian manufacturer Miniart. It was weathered and supplemented with a separate generator wagon. Such a composition can indeed be found in reality – I was thinking of the railcars on the narrow gauge rack railway between Diakopto and Kalavryta in the northern Peloponnese in Greece – which were supplied by a French company, I believe, to maintain that theme. In my imagination, an old tram was donated by a European city to my fictitious small town in Asia. The same has happened with discarded trams from Swiss cities, which find second employment in various other cities all over the world.

Operation

The operation is fully automatic. After stopping at the station, the tram continues and crosses a street. The traffic is protected by means of typical movable barriers – this too is a remnant of the French influence. The tram then continues over a steel bridge. Below this is a market in boats on the river – typical of certain Asian cities. Finally, the tram passes through the market, where the sun blinds are folded away at the last moment to allow the passage of the train.

Animated features

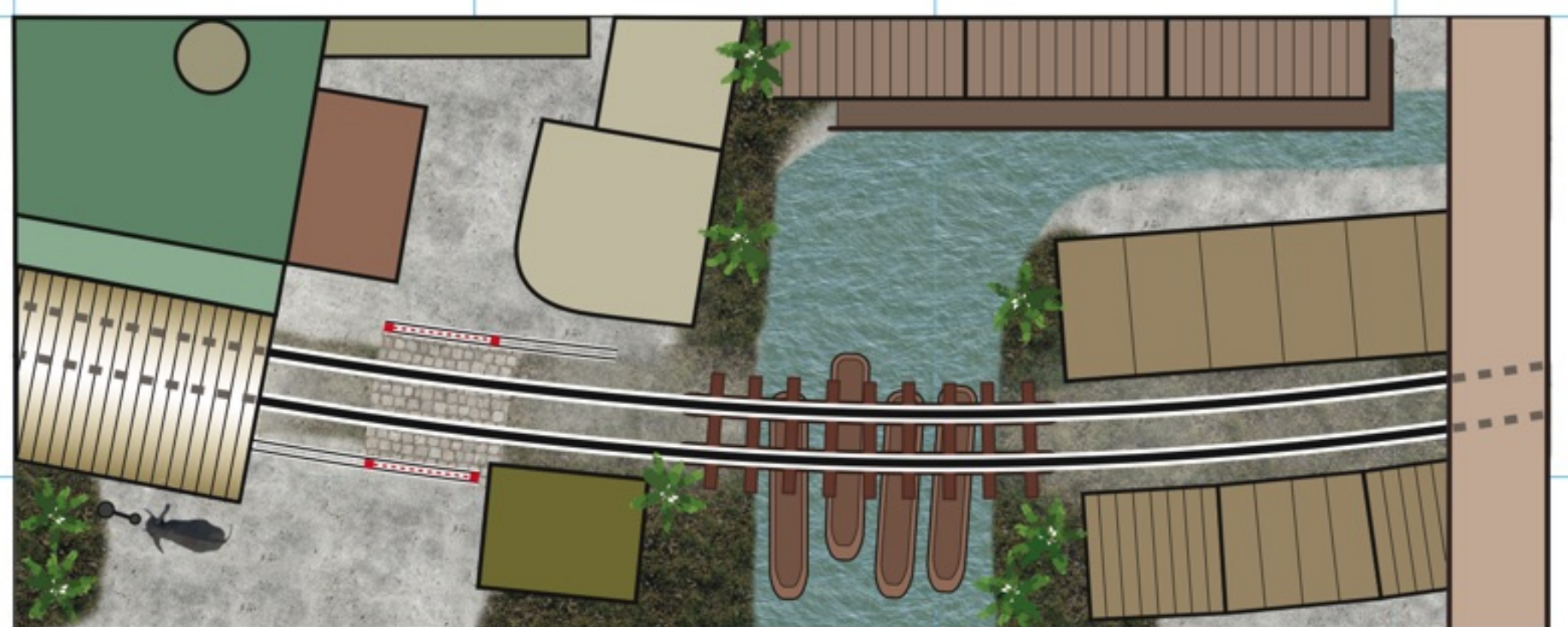
An important part of the whole scene are the animated features. The crossing barriers close and open, the market stall sun blinds open and close, and the boats on the river rock gently. If you look very carefully, you will discover that the doors at the station have turned 180° every time the train stops and so different passengers appear on the platform. These movements are all achieved by servo motors, controlled by appropriate electronics. iTrain serves as the central software to coordinate everything. In the fascia there are two buttons, which activate a boy working a water pump and a market trader who moves inside his stall. These are simple 3 volt geared motors without electronic circuitry.

Above

The level crossing barriers are closed, the tram has arrived at the station, and passengers get in and out.

Right

On the platform a film crew from Europe records the tram's journey on video.



Ga Long Bien Visible area 1000mm x 400mm. Each grid square = 300mm x 300mm.







Left
The water market boats rock gently in the waves. A wide variety of products is offered for sale.

Above
The market spreads across the track; the sun blinds move out of the way of the train. On the road above, some well loaded vehicles.

Conclusion

I really enjoyed building my little dream world. At exhibitions, I like seeing enthusiastic children finding the details: so that they can observe the whole thing properly, I have built a small raised platform (with a handrail) for them to stand on.

I was also particularly pleased by the praise of a Vietnamese visitor: she confirmed that it really does look like that in her home country. Unfortunately I have not (yet) been able to verify it for myself, but I hope that some day I will be able to make a trip there.

Forthcoming exhibitions

September: Hochdorf, Switzerland.

October: Sedan, France.

December: Meursault, France.

Below

A small restaurant, a basket weaver, and a beverage stand: just a small selection of the services available at the market.



Jacques Poré shows how he assembled a representative kit from Trains d'Antan.
Photographs by the author.



Brissonneau & Lotz *autorail*

A metre gauge railcar latterly used on the Côtes du Nord lines

Five diesel-electric railcars were built by Brissoneau et Lotz at the end of 1935 for the Morbihan network, based on those for Anjou delivered the previous year. Two more followed two years later. (Another source gives eight in total.) In 1936 seven were supplied to the Economic Railways of the Charentes (EC), and in the following year the last of the type was built for the Compagnie des Chemins de fer Secondaires du Nord-Est (CFSNE), Raon sur Plaine line.

Three units (two Morbihan and one Charentes) were transferred by the Germans during the Occupation in 1942 to the Franzburger Kreisbahn (FKB).

In 1940, one of the Charentes units was bought by the Finistère system where it worked until 1946/7, when it was transferred to the Côtes du Nord (CdN), joining four units acquired at the same time from Morbihan. They were numbered 17 to 21. 21 was named *Leiz-Breiz*.

In 1948, another of the Charentes units was sold to the CFSNE (for the Guise – Le Catelet line).

In 1949, four of the CdN *autorails* were converted into trailers by the removal of the engines. They were used with Renault ABH6 *autorails* until the network closed.

Models

Trains d'Antan have produced several models of railcars for H0m. This kit for the B&L Morbihan type was developed in collaboration with the Association of Railways of the Côtes du Nord (ACFCdN), who now operate a preserved line at Saint-Brieux on the Côtes d'Armor.

The design, the quality of the parts, and the pre-assembled drive (which ensures excellent operation) are all faultless. The construction is similar to other kits in the Trains d'Antan range – a high quality resin body motorised using 'Bull Ant' products from Hollywood Foundry. (Whether this will continue remains to be seen, as Hollywood Foundry is currently not taking orders, and Mashima have announced the cessation of motor production.)

Association of Railways of the Côtes du Nord (ACFCdN),
1, Promenade Louis Harel de la Noë,
Parc de Boutdeville, F-22360 Languieux, France.
acfcnd@wanadoo.fr
<http://chemin-fer-baie-saint-brieuc.fr>



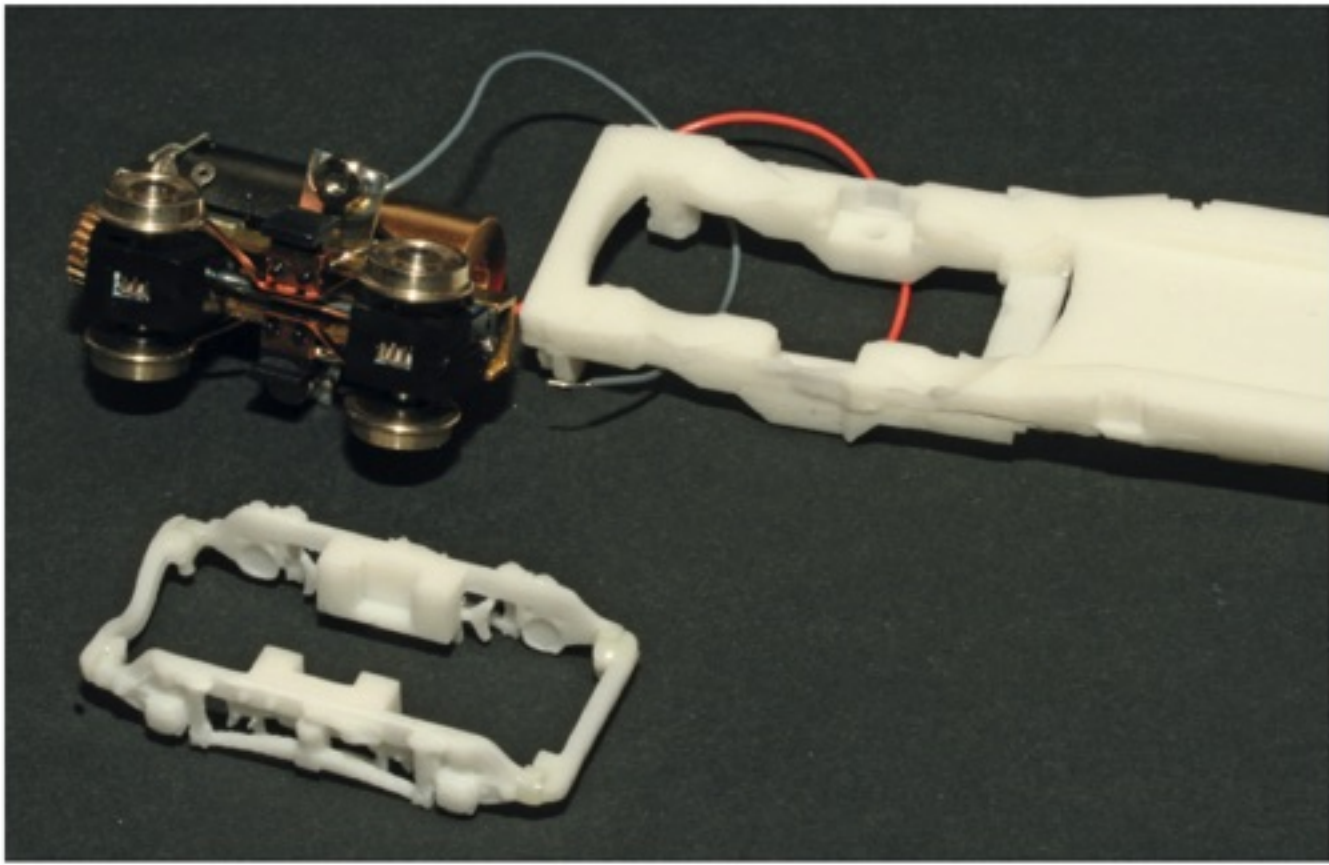
The design of the model

Trains d'Antan kits are created using Computer Assisted Design (CAD) software; sample screenshots on the website show how the precision of the design replicates the finer details of the original. The files are sent to various 3D-printing subcontractors to produce the masters. This method not only allows parts to be produced quickly but also enables shapes which would otherwise be virtually impossible to machine.

Above
The box ...

Below
... and the contents!





Above
The Bull-Ant motor bogie, with the cosmetic side frames, and the opening for it at one end of the main frame.

Below
The parts for the non-powered bogie.

The masters are then reproduced in polyurethane resin by a process of vacuum injection moulding. To avoid any subsequent deformation, the resin materials are carefully chosen and are allowed to cool in the mould for one hour to avoid any tendency to warp.

The kits are supplied in a strong cardboard box, with an image on the label, either a scale drawing or a completed model. The kits contain all the necessary parts; the modeller must provide tools, adhesives, and paint.

Note that kits tend to be produced in relatively small batches, and sell out quickly. The B&L Morbihan *autorail* described here is not currently available.

The instructions are thorough and clear. The text is supported with several drawings plus some colour photographs showing various stages of assembly. The section on wiring, with the installation of working front and rear lights, using small LEDs, is particularly detailed. The diagrams show specific details, such as the ends, the interior layout, and the installation of small accessories.

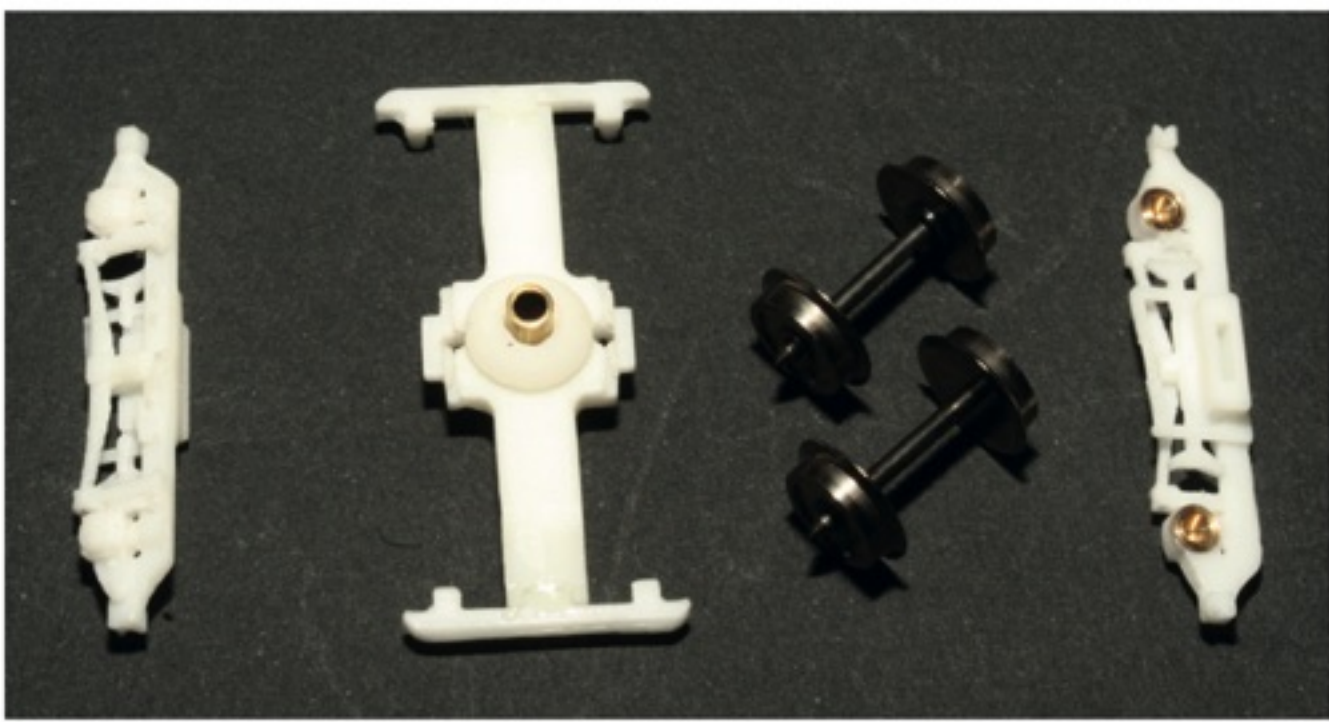
The main parts are of moulded resin: two sides; two ends; roof; four bogie side frames and two central bolsters; chassis, which also serves as a floor for the interior; seats (single and double); and some other small detail parts.

A system of tabs and slots simplifies the alignment and ensures great precision when assembling the body.

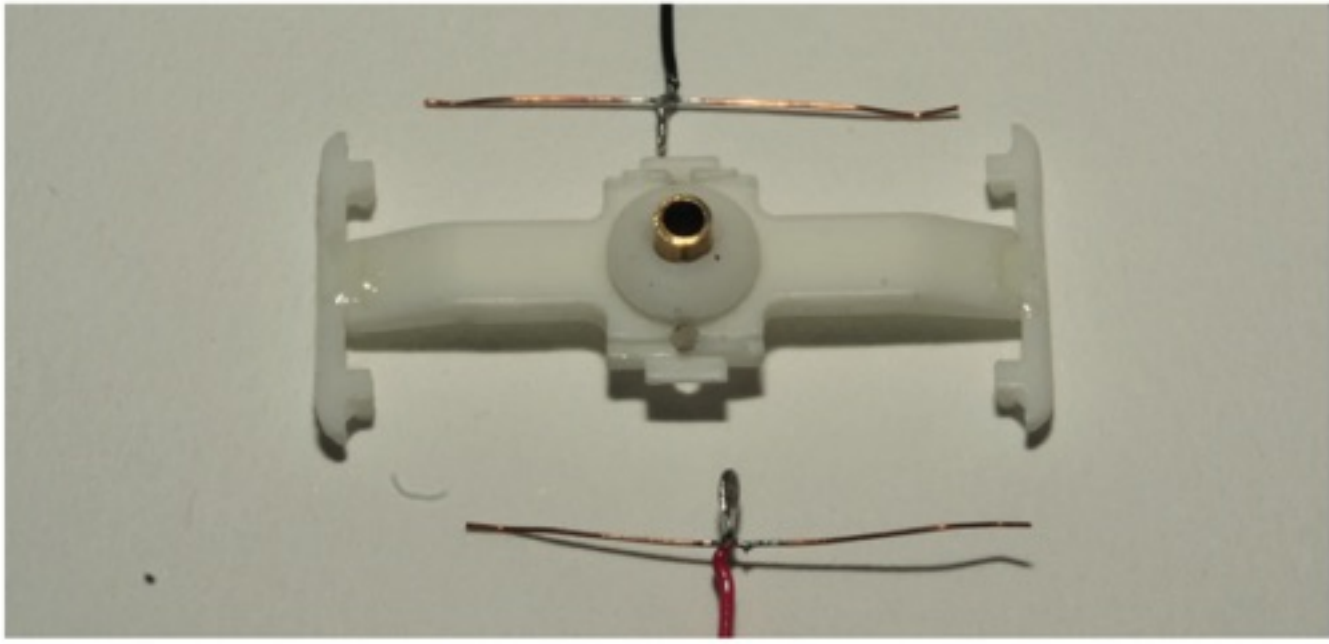
The window glazing is PET, a very transparent material. The pieces have been laser-cut, which guarantees an accurate fit without the need for trimming.

To ensure flawless operation, this kit uses a 'Bull Ant' drive, made by Hollywood Foundry, an Australian manufacturer offering a wide range of drives with different specifications, ranging from the choice of gauge, wheel diameter, wheel-base, and motor. In this case the wheels are 8mm discs to RP25-88 profile, to 12mm gauge, on a 23mm wheelbase, powered by a Mashima type 1015 motor (the smallest in the range) fitted with a flywheel, which provides very smooth operation, even at very low speed. The Bull Ant is delivered assembled and tested. It works immediately and impeccably, as soon as you put it on the track. The reduction ratio of 31 to 1 gives outstanding operating flexibility and low speed, perfectly suited to a model in HOm. The resin parts are purely cosmetic, to make it realistic.

Above
A representative section of the illustrated instructions.

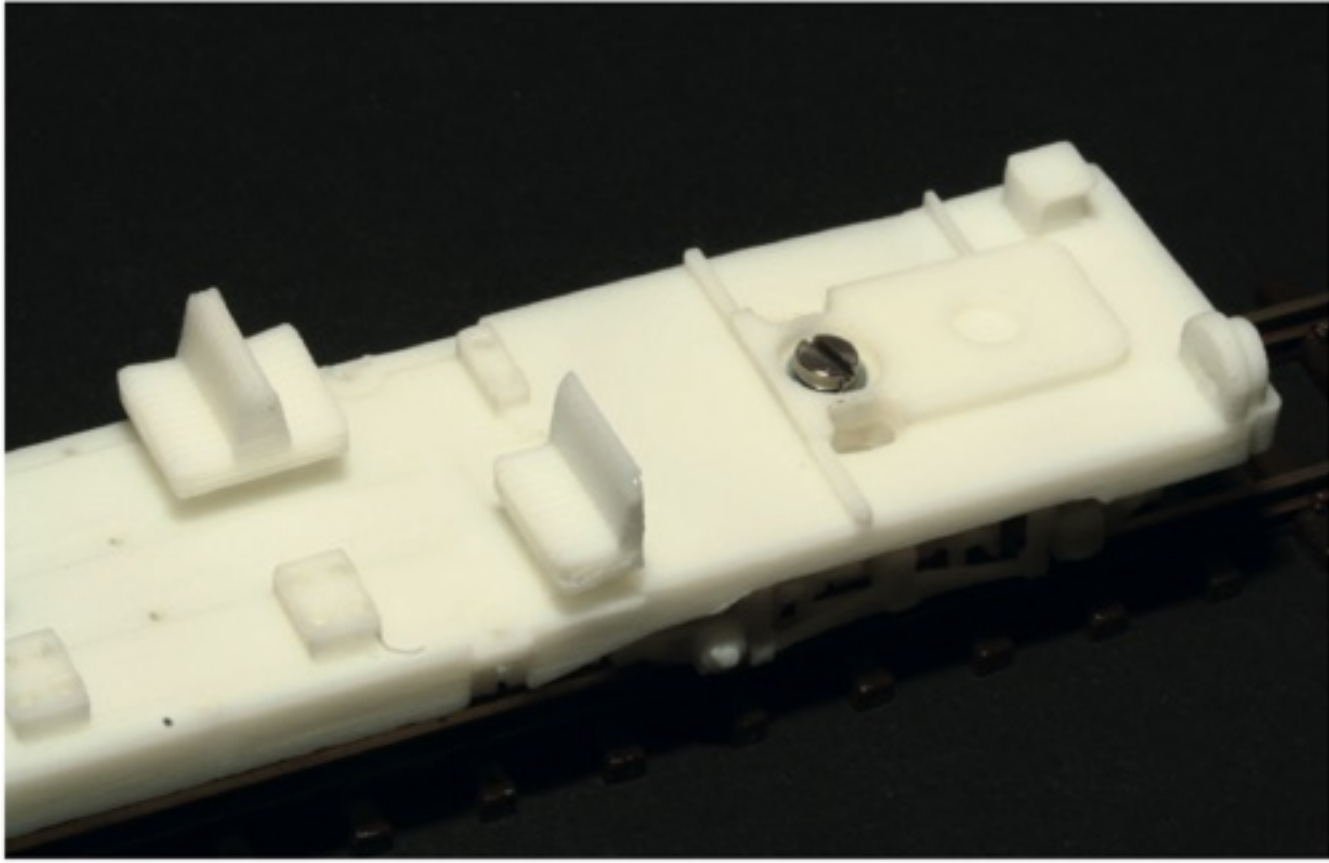


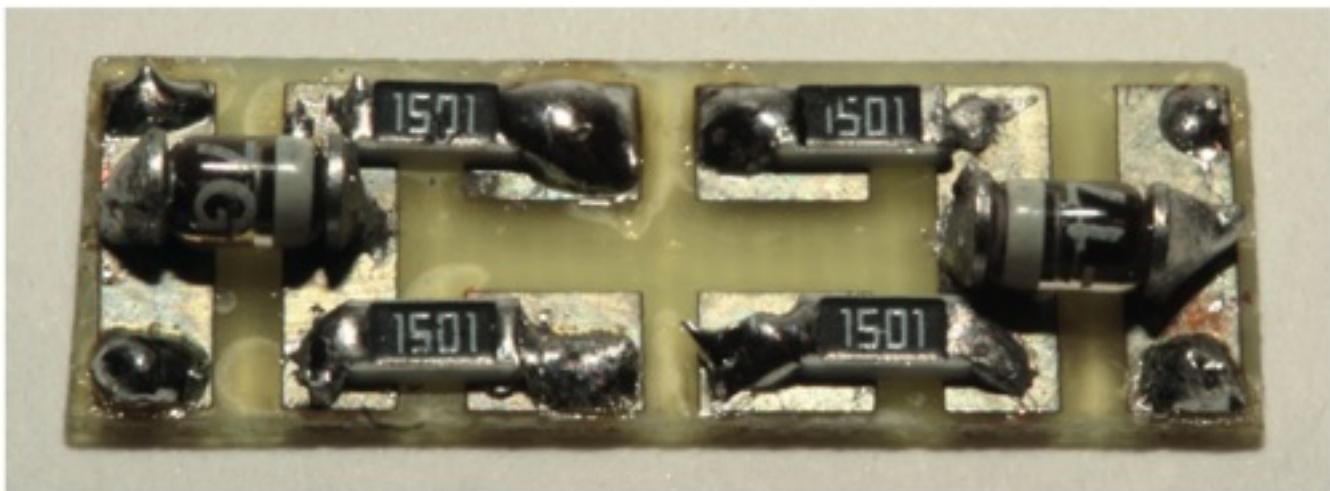
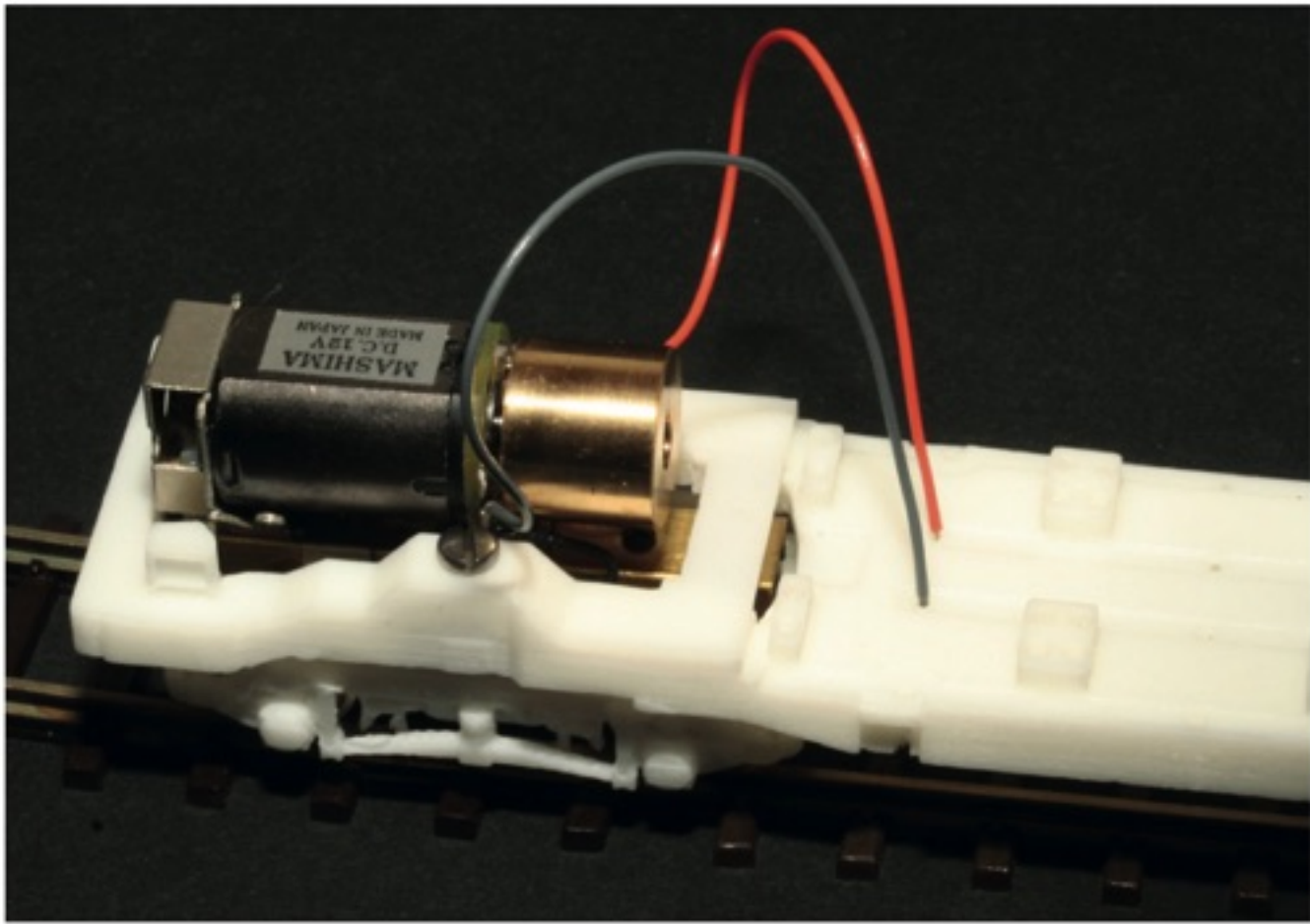
The non-powered bogie has brass bearings for optimum ride, and is also fitted with pick-ups to maximise current collection.



Above
Test installation of pickups in the non-powered bogie.

Below
The mounting point in the frame for the non-powered bogie.





This kit also features clever electrical connections through the vehicle: in fact, it is the armrests of the seats that perform this function, allowing four connections between the front and the rear of the machine via the two rows of armrests on each side, connecting the bogies with each other and linking the LEDs used for the front (white) and rear (red) lights.

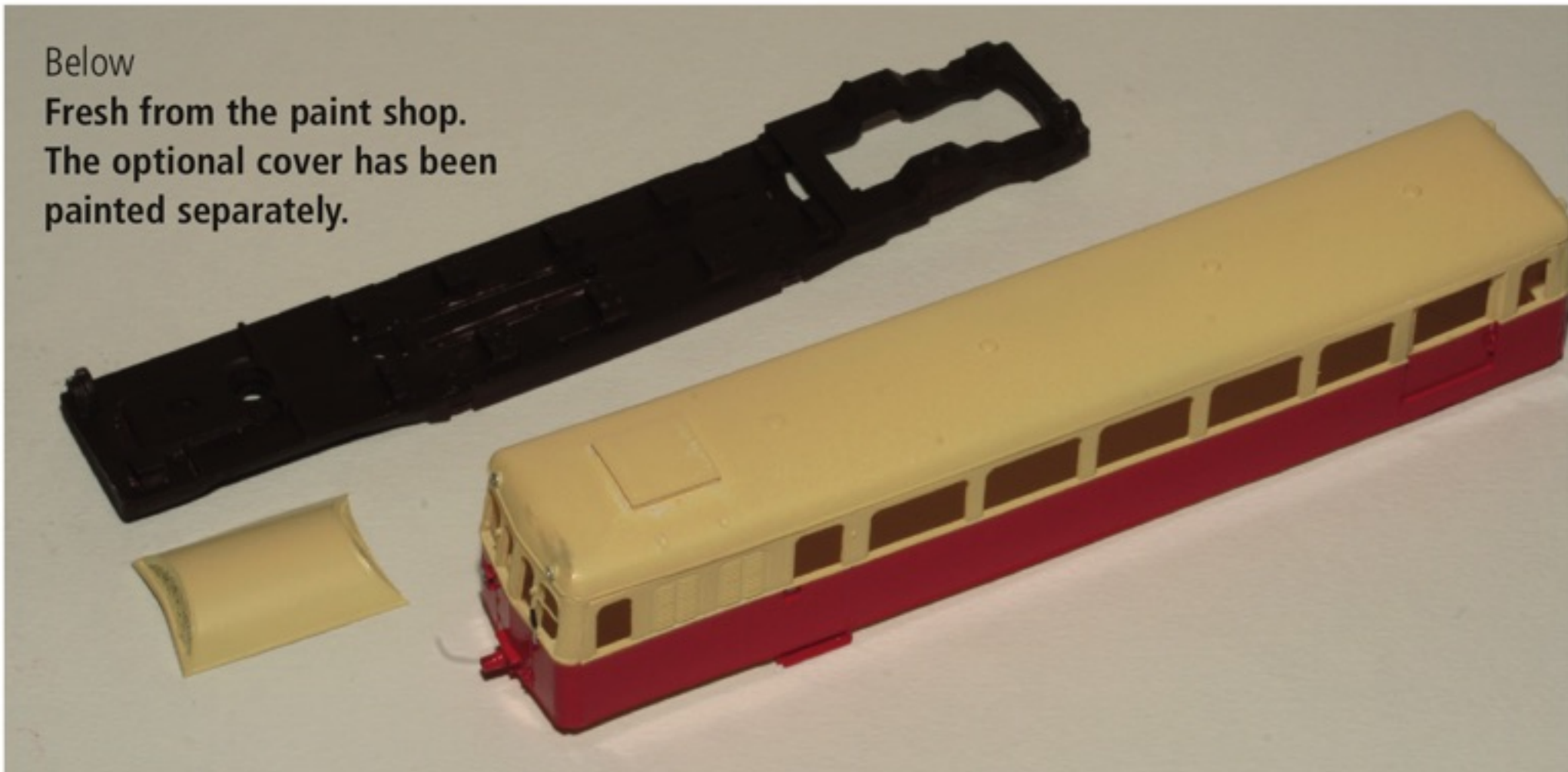
A small printed circuit board carries miniature components, namely the rectifying diodes and the current limiting resistors for the LEDs. Once assembled (and tested), the p.c.b. will be glued to the floor. It will be invisible once the *autorail* is assembled.

To ensure good adhesion for electrical contact and traction, ballast is provided in the form of three cast whitmetal weights. There are no traction tyres, but that is common in HOM, and hardly necessary in this case anyway as the *autorails* usually ran alone or possibly towing a single trailer.

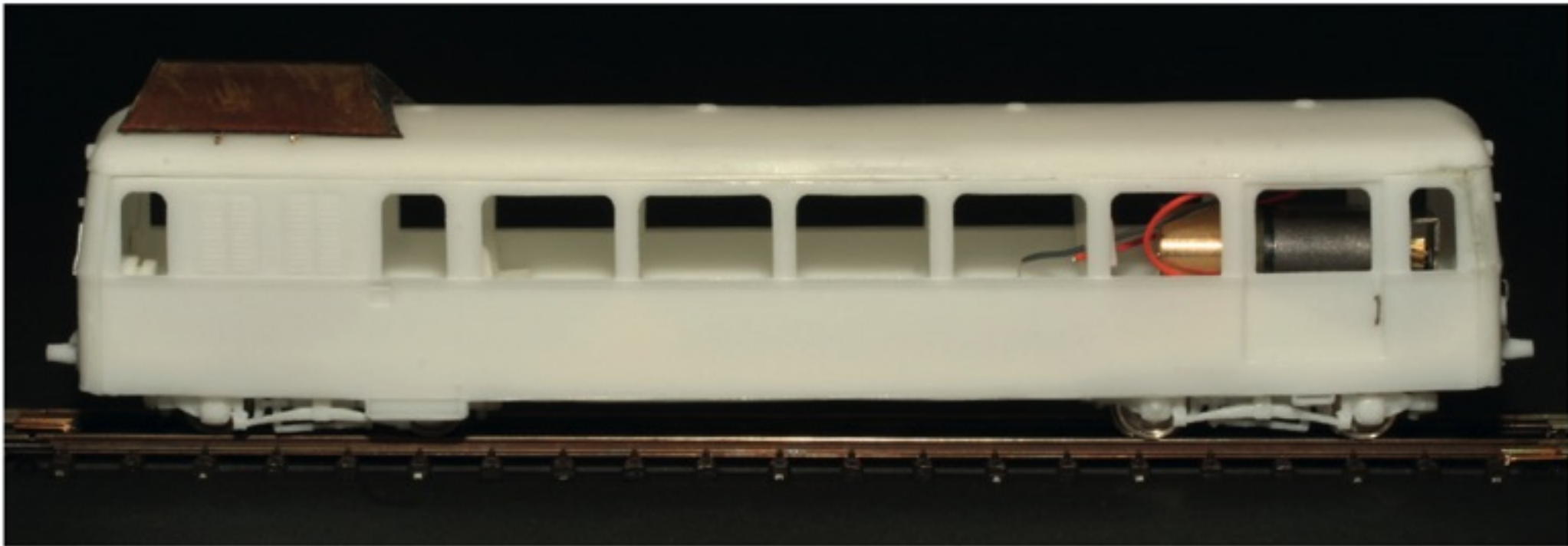
Assembly

The kit provides the means to make a very detailed model. Everything is there, and I did not encounter any ambiguity in the instructions.

Before I started I checked the fit of the largest resin parts, as with resin kits in the past I have experienced some difficulties; with this there were none.



Below
Fresh from the paint shop.
The optional cover has been painted separately.



Left
The powered bogie, with side frames in place, test fitted to the chassis.

Left
The printed circuit board with resistors and diodes installed – these are all miniature SMD components, which require care and a small soldering iron (15 watts or less).

Above and right
Side and end views of the assembled model before painting, showing the resin and metal parts. Note that in the model the motor bogie occupies the baggage section (on the right) and not the engine compartment of the real machine. The etched metal rounded cover with mesh grilles over the radiator is optional.

Below right
The radiator cover in place, to gauge the appearance. While the rounded etched part is fine, I was not happy with the fine wire mesh soldered to the ends; I would have preferred photo-etched parts, so I did not install the cover but just kept the parallel pipe radiator cast into the resin roof.



I followed the order of assembly indicated, using tiny drops of superglue first to keep the parts in position while they were checked. Step by step, the sub-assemblies were completed, and the whole thing was consolidated with a two-component epoxy glue (e.g. Araldite) once everything was in place. I did not notice any warping, as the pieces have been designed to reinforce each other.

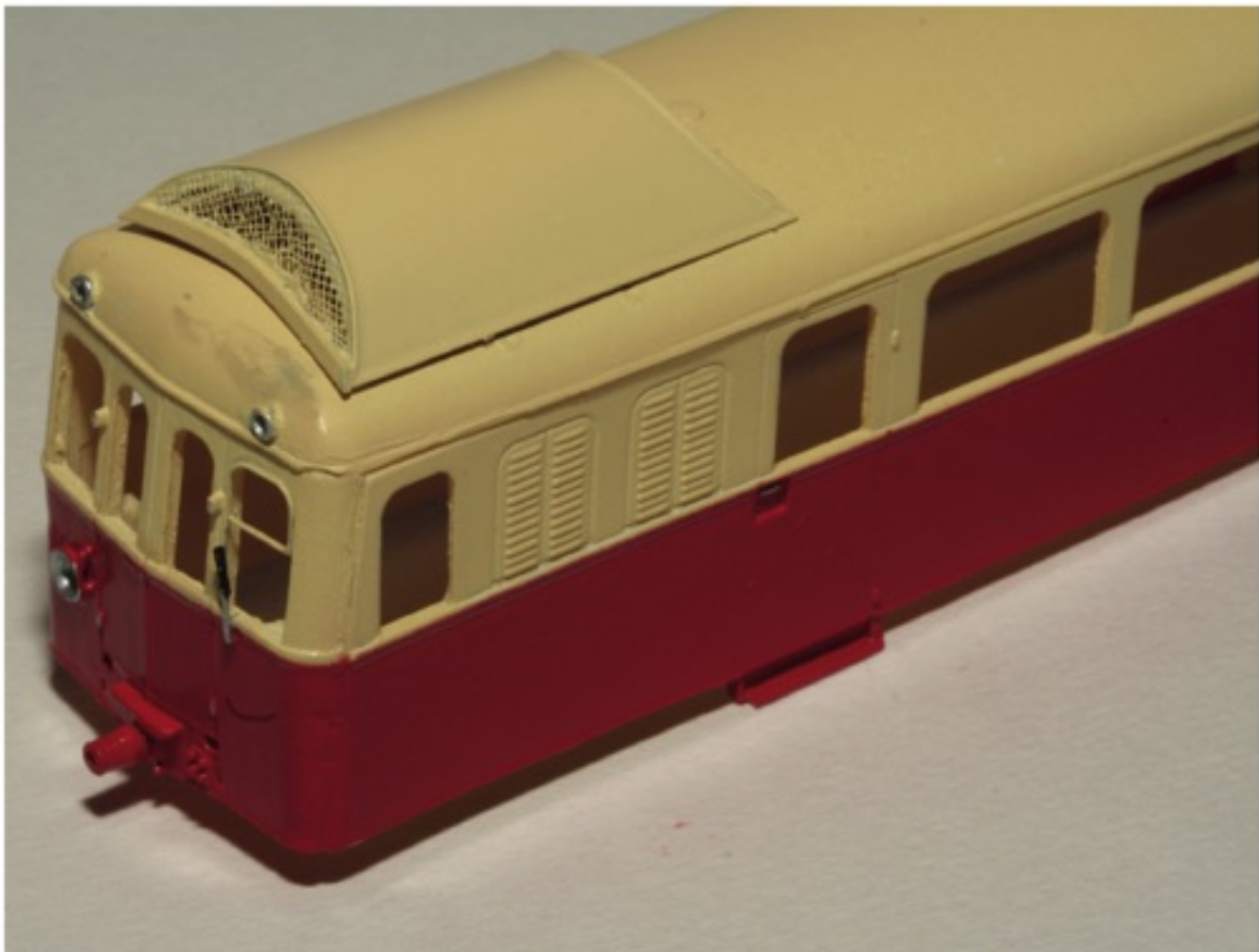
The glazing was a perfect fit, with no adjustment needed other than to trim any burrs where each pane was attached to the sheet. For gluing the windows in place (after painting the body, of course) I used Micro-Scale Kristal Klear to avoid any unsightly traces of glue, which would be a shame with such transparent windows and such a nice interior.

Painting, final assembly, and detailing

The sub-assemblies can be left separate to facilitate painting.

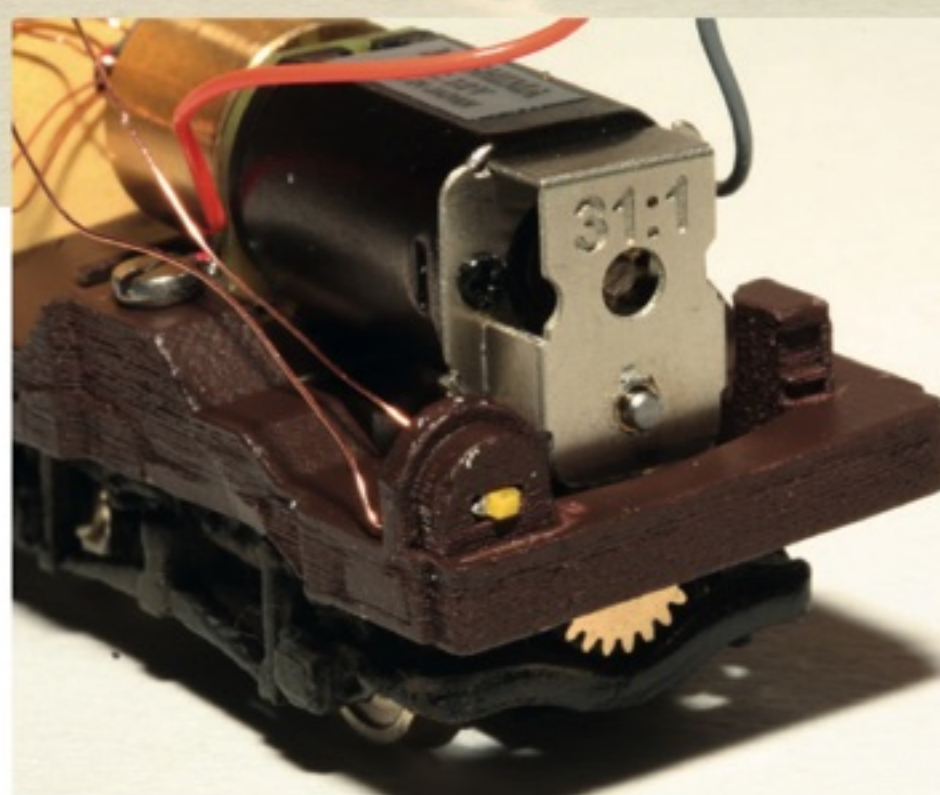
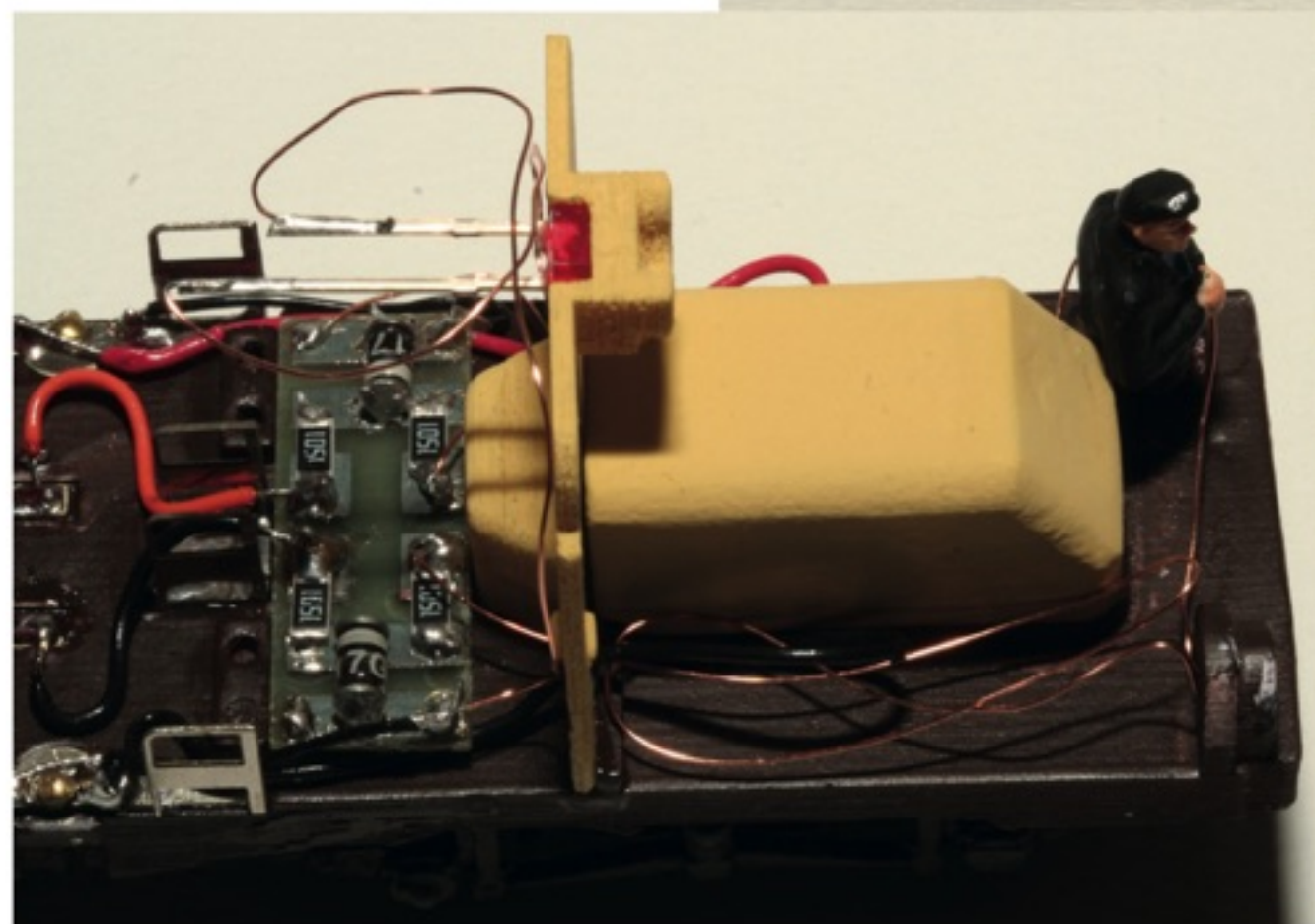
I first applied primer, then when that was thoroughly dry I started with the lighter colour, the cream, then the others.

I used paints from Interfer. The instructions are very specific on the shades to use.

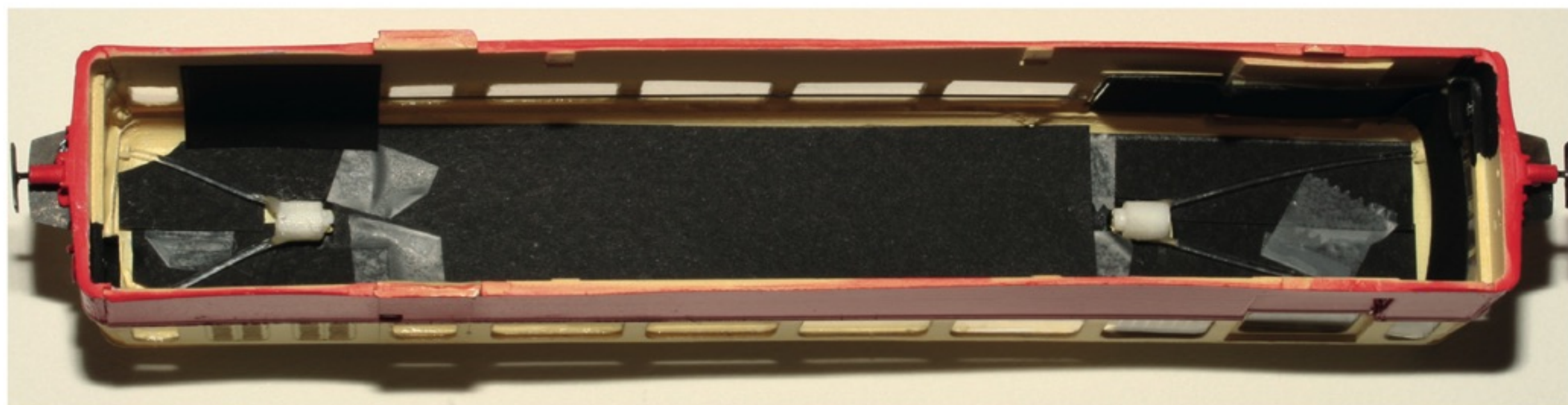


Right
The interior, with the details and lighting installed.

Below
The driver's compartment, with the cover over the engine. The red LEDs for the rear lights are mounted on the partitions at each end of the interior. The excess wire was not cut off but coiled up – you never know!



Left
The motor end. The gear driving the layshaft will not be seen with the body on the chassis. The tiny yellow LED is for the front light – in fact it illuminates white, very realistic. The SMD type LED is very small, and the connecting wires should be soldered with a small (15 watt) iron.



The red and cream livery was the most recent on the Côtes du Nord network.

Once all the painting was finished, I applied the decals (which are provided); they are also of good quality.

Final assembly presented no difficulties: everything went back where it should, with just a little sanding where paint had covered mating surfaces.

The small printed circuit board is kept in position with a small piece of double-sided adhesive underneath to avoid

the need for any maintenance.

As the interior is so visible, I put a driver in his seat (adjusting the legs as they should be to suit the position), along with a dozen travellers, some in pairs, others alone on adjacent seats. All the figures are Preiser.

Conclusion

The result is a beautiful model that works well, and for what I consider a reasonable price. What more can you ask?

Above left and above
The interior was masked with pieces of black paper or black paint to eliminate any light leakage through the roof, which is white resin, so rather translucent. The openings for the headlights were painted black with a fine brush.





Bavarian branch lines

Practical suggestions
for authentic modelling – part 2

David Cox offers advice based on long experience and extensive research.
Photographs by the author, unless otherwise noted.



Given how many *Lokalbahnen* there were, it is not surprising that significant numbers of locomotives were specially designed and constructed for such lightly-built lines. All such machines were lumped together in class 98 by both the Deutsche Reichsbahn Gesellschaft (DRG) and its successor in Bavaria the Deutsche Bundesbahn (DB). Just as pre-grouping motive power and stock survived well into the 1950s and 1960s in Britain, so did a great many k.Bay.St.B. examples in Bavaria.

Bavarian locomotives

Modellers are, or rather have been, well supplied by manufacturers, almost all of the largest classes of *Lokalbahn* locos having been available in ready-to-run form in both HO and N over the years.

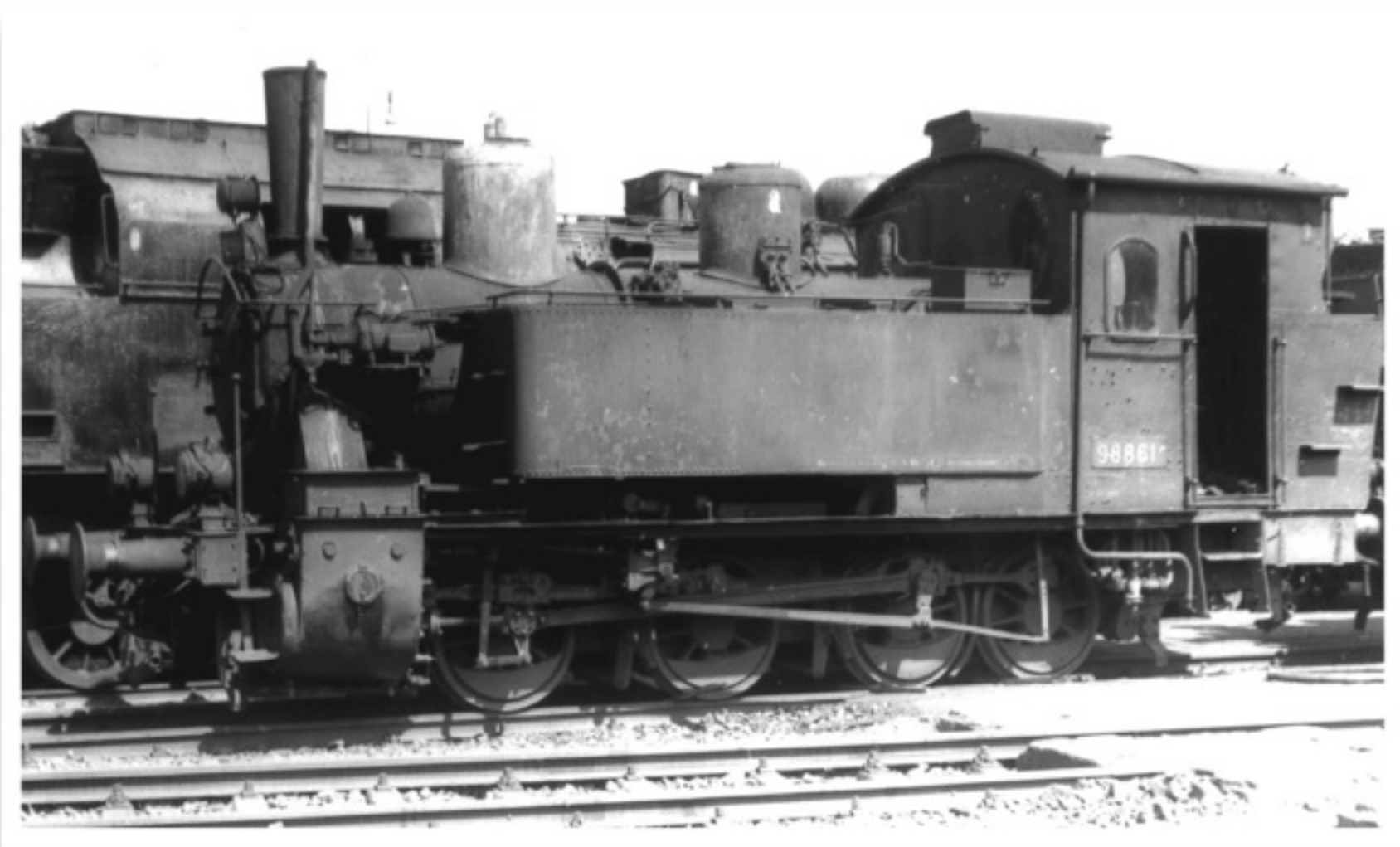
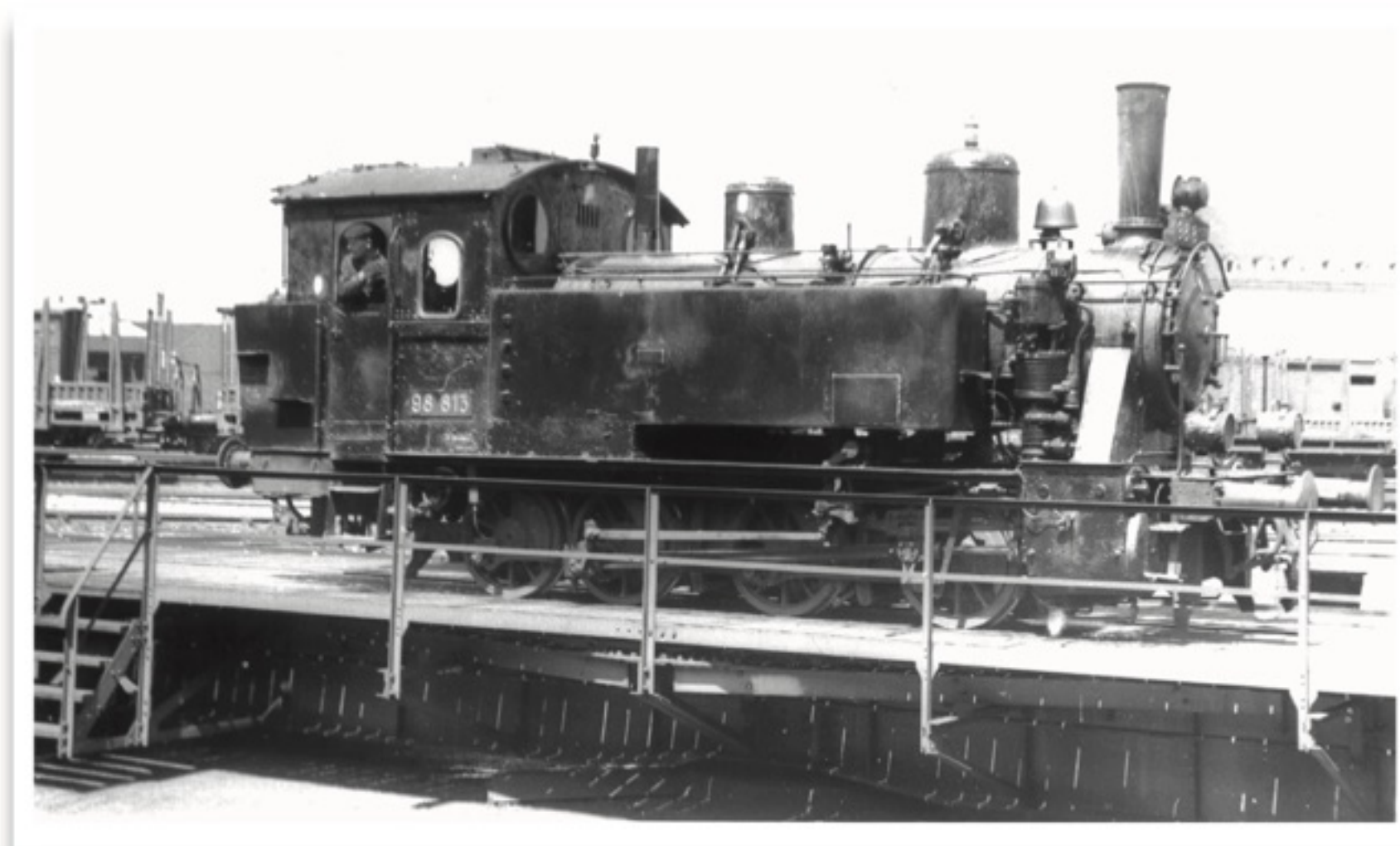
Most, however, are not currently available. As almost all manufacturers these days have gone over to producing batches of a particular model at irregular intervals, some may well re-appear in the future. Fleischmann are now concentrating on N, so it is likely that we will not see any of their HO range again: this is a pity as they produced two models which were amongst the most common locos found on Bavarian branches. The models can often be found second-hand, however, which is how I acquired most of mine. Of course, Roco may re-issue them – no doubt updated – in the future.

Table 1 lists most of the Bavarian locos which ran on branch lines over the years for which ready-to-run models are or have been available, although I make no claim that it is exhaustive.

Heading
The DB BR70 2-4-0T with its short train of three four-wheeled vehicles (a baggage/guards van and a couple of passenger coaches) was a common sight on a great many Bavarian branches. These HO models are by Fleischmann and Roco.

Above
The Fleischmann HO model of the D VI 0-4-0T.
Photo: editor.

TABLE 1						
Locomotives built for the Royal Bavarian State Railway (k.Bay.St.B.)						
k.Bay.St.B. class	DRG/DB class	Wheel arrangement	No.built	Period	Scale	Manufacturer
D VI	98.75	0-4-0WT	53	I – II	1 / HO / N	KM1 / Märklin, Fleischmann / Kato
D VII	98.76	0-6-0T	75	I – II	HO / N	Rivarossi / Minitrix
D XII	98.4-5	0-6-2T	147	I – II	HO / N	Trix / Minitrix
BB II	98.7	0-4-4-0T	31	I – II	O / HO / N	Kiss / Roco / Minitrix
GtL 4/4	98.8-9	0-8-0T	117	I – III	O / HO / N	Kiss / Fleischmann / Fleischmann
Pt 2/3	70	2-4-0T	97	II – III	1 / HO / N	KM1 / Fleischmann / Fleischmann
PtL 2/2	98.3	0-4-0T 'Glaskasten'	48	I – III	1 / HO / N	KM1 / Trix, Märklin, Roco / Minitrix



Included in the table are the periods they were in use. The original *Lokalbahn* locos, the D VI well tanks, did not last long, all going in the 1920s, whilst their six-coupled successors, the D VII, had been scrapped or sold out of service by the middle of the following decade. So, too, had the BB II Mallets, largely because of their high maintenance costs.

Also included are the number built. The most numerous were the D XI 0-6-2Ts (BR98⁴⁻⁵), with 147 examples, the last one of which survived until 1960. Another eight of these locos were built for the Lokalbahn AG (LAG).

The next most common design was the GtL 4/4 (later BR98⁸⁻⁹) 0-8-OT, introduced in 1911, with some examples lasting in service until the mid-1960s. They were very successful machines, albeit rather slow, their maximum speed being 40km/h. In an effort to increase this, the DRG rebuilt twenty-nine of them as 2-8-OT, changing their appearance significantly. This gave them an additional 10km/h. Unfortunately, no ready-to-run models of the rebuilds have been produced.

The LAG also purchased a pair of GtL 4/4s, which were subsequently rebuilt by the DRG as 2-8-2Ts.

The final type of *Lokalbahn* loco is the one man operated 0-4-OT known as the 'Glaskasten', so called because of their large cabs covering the entire length of the boiler up to the smokebox. With three large windows on either side, they looked like glasshouses. They were apparently loathed by the drivers, but the last one went as late as 1963, after members of the class had worked the short 7km branch between Spalt and Georgensmund since 1911.

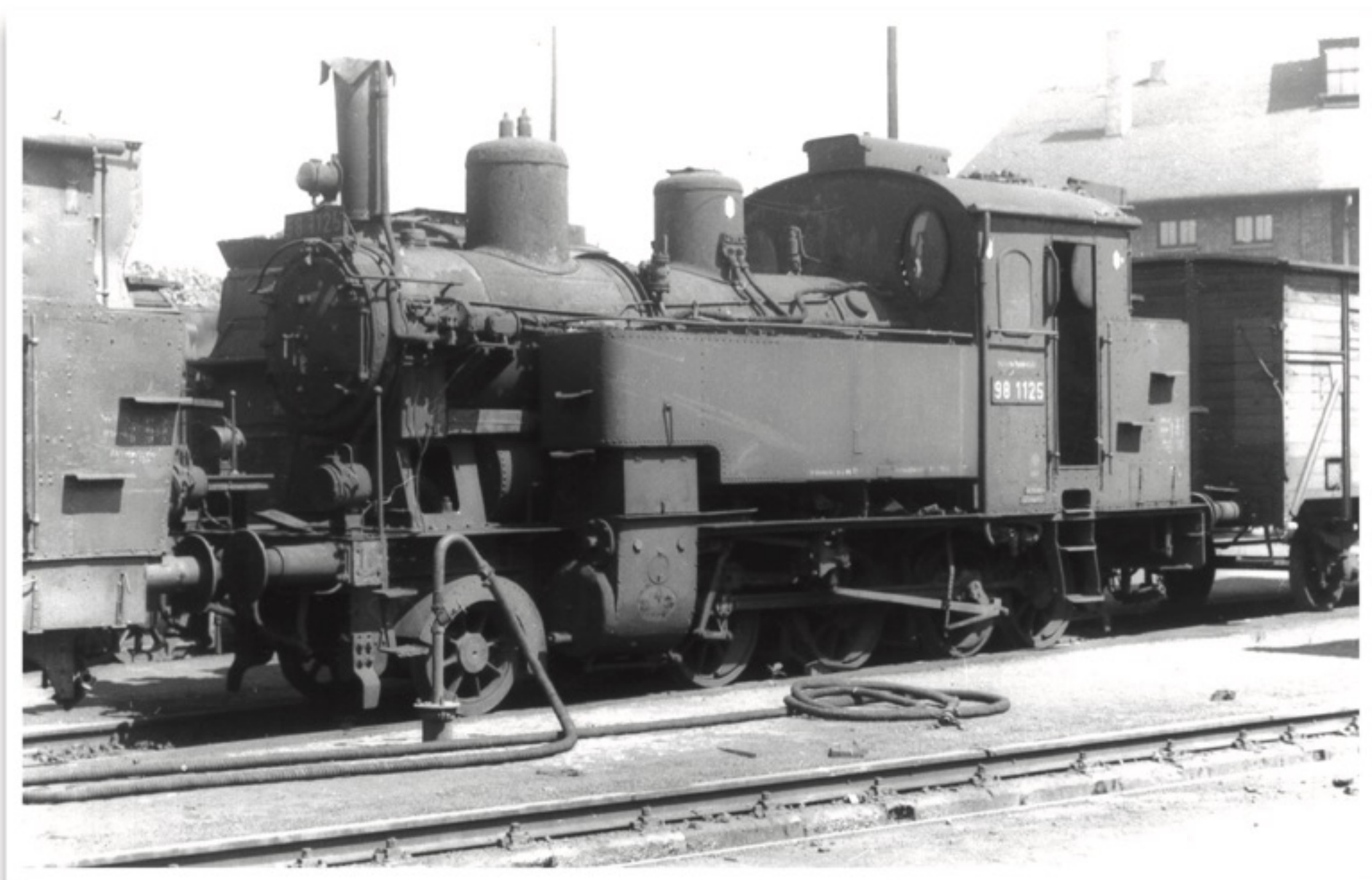
Originally intended for hauling fast, light trains on main lines, many of the odd-looking 2-4-0Ts of type Pt 2/3 (BR70) were cascaded onto branch lines after being ousted by electrification. They were found on many branches, not just on the shorter ones such as those to Aschau, Obing, and Alling, but also on some of the longer routes, such as the one to Falkenstein.



Above
0-8-OT 98 813 (Bavarian GtL4/4 built 1911)
at Bw.Schweinfurt on 5th August 1965.
Photo: Frank Hornby.

Above
0-8-OT 98 861 (Bavarian GtL4/4 built 1923)
at Bw.Schweinfurt on 5th August 1965.
Photo: Frank Hornby.

Below
2-8-OT 98 1125 (Bavarian GtL4/5 rebuilt 1934-1941) at Bw.Schweinfurt on 5th August 1965.
Photo: Frank Hornby.



Below left
A magnificent Gauge 1 model of the PtL 2/2, later BR98³, 'Glaskasten' by KM1. Photo: editor.

Below
The most common type of Bavarian Lokalbahnlok, the D XI 0-6-2T, as produced in HO by Trix. There were 139, purchased initially by the k.Bay.St.B. plus a few more by the private LAG which were also eventually taken into the state's stock.





Above
The GtL 4/4 and the BR9810. Note the family resemblance. Fleischmann have produced the GtL 4/4 (later BR988-9) in both HO and N. The highly detailed HO model of the BR9810 is by Brawa.

Strictly speaking, the BR9810 0-8-2Ts were built from 1929, after the DRG was formed, but they were a development of the GtL 4/4 0-8-0T and were obviously Bavarian in appearance, so I include them in this section. Indeed, the first batches were delivered in k.Bay.St.B. green rather than DRG black and they spent all of their lives in Bavaria. Withdrawal started in 1957 and was complete by 1966.



Above
Preserved *Einheits* 2-6-2T 64 518, at Huttwil in Switzerland on 29th April 1995. Photo: Alan Pike.

Below
The *Einheits* BR86 2-8-2T became common on Bavarian branches, particularly as the k.Bay.St.B. locos were withdrawn. This example, however, is a long way from home, being one of the many German locos left in Austria after the Second World War. Seen at Hieflau in August 1969.



Einheitsloks and diesels

After the formation of the DRG in 1920, some of their standard classes (*Einheitsloks*) found their way onto the many byways of Bavaria, notably the BR64 2-6-2Ts and their larger siblings, the BR86 2-8-2Ts. Both types were built from 1928 and began to displace the older Bavarian locos.

Dieselisation, notably in the shape of the ubiquitous four-wheel railcars built by Uerdingen, began from the early 1950s. Initially, these were used on the more lightly trafficked services, with steam taking over during rush hours and on goods and GmP (mixed) trains.

The *Einheitsloks* were in turn displaced by the DB V100 centre-cab diesels, but these tended to be confined to the longer, more heavily trafficked lines. Shorter ones were often worked by a variety of different diesel shunters. As well as the DB standard shunter, the V60 0-6-0, *Kleinloks* could also be found trundling slowly along single track branches with a few wagons in tow. The short (7km) branch from Reuth to Erbdorf Nord had few passengers but heavy goods traffic. As well as a large Raiffeisen warehouse at the terminus, the line served two porcelain factories and a suitcase manufacturing plant. Sometimes, the number of freight vehicles to be handled meant that goods trains had to be split with a *Kleinlok* having to make two or more trips to cope.

More variety

Whilst choosing to model the *Länderbahn* period (Epoch I) means that locos and stock are all in the attractive green livery of the k.Bay.St.B., the modeller will be restricted to Bavarian prototypes, assuming a wish to follow the prototype as closely as possible. Epoch II did see the appearance of the *Einheits* classes, but it was in Epoch III that the greatest variety could be found, particularly during the transition from steam to diesel.

The V100s became increasingly common as the years passed, but the DB had a forerunner to this particularly ubiquitous class, the distinctive V80. Only ten were built, in the early 1950s, and half were initially allocated to Bamberg, the remainder following a few years later. There, they were a staple on the branch lines around Nürnberg, lasting until 1976-8. For such a small class, quite a few manufacturers have produced models over the years in O, HO, TT, and N.

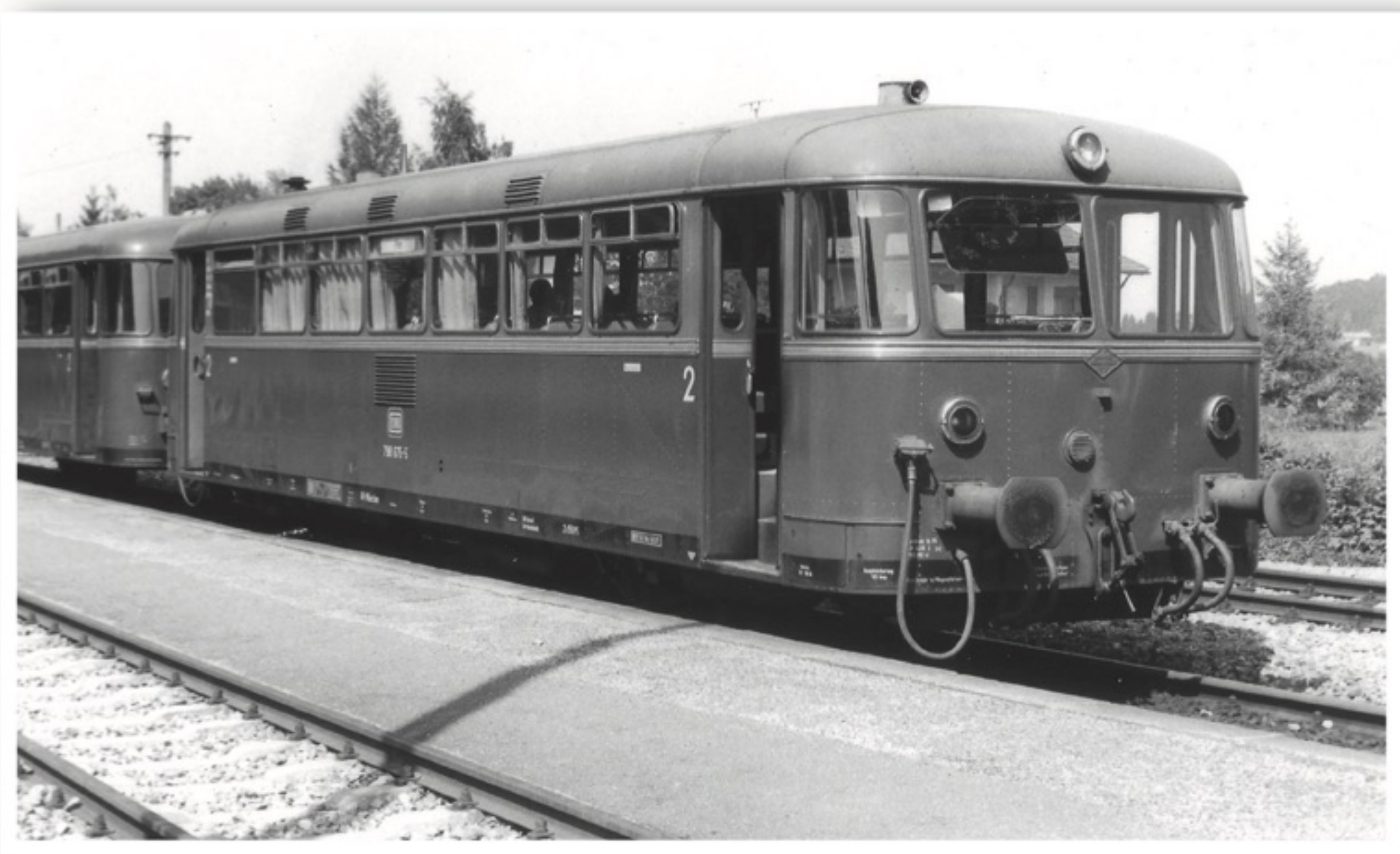
The use of V60s and *Kleinloks* on *Lokalbahnen* has already been mentioned, but they were not the only ones. The Falls to Gefrees line saw both types in use as well as a French-built diesel (classified V45 in Germany). The branch to Gefrees, incidentally, had the distinction of being served by the last four-wheel 'Thunderbox' in regular use on the DB, surviving



until 1976. There are photos of it being hauled, along with a few wagons, by all three types of diesel.

Amongst the shunters used on regular services on the Wiesenttalbahn near Bamberg were former Wehrmacht V36 0-6-0 diesels. Also used on these branches (to Heiligenstadt and Behringersmühle) were the VT70 four-wheel diesel railcars which dated back to the 1930s. Services were shared during the late 1950s with BR86 2-8-2Ts, which handled the heavier freight trains as well as the morning and evening rush hour services. The latter included first class accommodation whereas the off-peak ones were second class only. Weekends also saw a number of excursions to this attractive area from Nürnberg, Fürth, and Erlangen, which were usually handled by BR64 2-6-2Ts or V80s.

This pattern of using steam for the heavier traffic and railcars for the less popular services was replicated on other branches. One such was that from Wiesau to Waldsassen in the Oberpfalz, where there were eleven round trips a day, of which eight were provided by Uerdingen railcars (VT95) and three by steam locos, one of which was a *Güterzug mit Personenbeförderung* (GmP), a goods train with passenger accommodation.



Finally, battery-powered railcars were also found in Bavaria. Again allocated to Bamberg, four sets of the distinctive Wittfeld class ETA 180 worked a complicated cycle of services on both main lines and four of the local branches, to Schlusselfeld, Maroldsweisach, Dietersdorf, and Schesslitz.

Modellers have tended to assume that branch lines only ever saw one or two locos and it has to be admitted that there were a fair number which fell into this category. However, it will be apparent from the above that there were many others which did see a considerable variety of motive power during the course of the average day. Mostly, these were near large towns and cities with a number of routes radiating from them. To make the best use of expensive assets, locos and stock would be rostered on as many different services around the network as possible, working on both main and secondary routes.

Table 2 lists most, if not all, of the ready-to-run models of stock used on *Lokalbahnen* in Bavaria from the formation of the DRG onwards.

Above left
Murnau to Oberammergau was a rare electrified branch. DB 169 004-9, a four-wheel electric built for the LAG in 1922 and rebuilt in 1934 and 1955, at Oberammergau on 11th June 1974. The train consisted of standard *Silberlinge* stock. Fleischmann produced the loco in HO and N. Photo: Frank Hornby.

Above
In Bavaria as elsewhere in West Germany, Uerdingen diesel railcars were the 'saviours of the branch lines'. 798 675-5 and trailer wait at Aschau before returning to Prien in July 1979.

TABLE 2
Einheits locomotives, diesels, and railcars

DRG/DB class	Wheel arrangement	Period	Scale	Manufacturer
98.10	0-8-2T	II – III	HO	Brawa
64	2-6-2T	II – IV	1 / O / HO / N	Märklin / Lenz / Fleischmann, Roco, Märklin, Trix / Minitrix, Fleischmann
86	2-8-2T	II – IV	HO / TT / N	Fleischmann, Roco (coming), Gützold / Tillig / Fleischmann, Hobbytrain
V36	0-6-0D	II – IV	1 / O / HO / TT / N	Märklin / Lenz / Fleischmann, Roco, Märklin, Brawa, Lenz, Rivarossi, Lima, / Tillig / Minitrix, Hobbytrain
V45	4wD	III – IV	O / HO / N	Model Loco (kit) / Jouef, NPE-Makette, Model Loco (kit) / Arnold
V60	0-6-0D	III – VI	1 / O / HO / TT / N	Märklin, KM1 / Lenz / Fleischmann, Roco, Märklin, Trix, Brawa, Piko / Piko / Fleischmann, Minitrix, Hobbytrain
<i>Kleinlok</i>	0-4-0D/4wD	II – VI	O / HO / TT / N	Lenz / Roco, Märklin, Trix, Brawa, Piko / Tillig / Minitrix, Arnold (includes a variety of types.)
V80	B-B DH	III – IV	O / HO / TT / N	MBW / Lima, Märklin, Trix, Roco / Tillig / Arnold, Minitrix, Ibertren
V100	B-B DH	III – VI	1 / O / HO / N	Märklin / Lenz / Fleischmann, Roco, Märklin, Trix, Brawa / Arnold, Fleischmann, Minitrix
VT70	4w railcar	II – III	HO	Piko, Tillig, Märklin
VT95/98	4w railcar	III – V	1 / O / HO / N	Märklin / Lenz / Fleischmann, Roco, Märklin, Trix, Piko, Brekina / Arnold, Fleischmann, Minitrix, Piko
ETA 180	battery railcar	II – III	HO / N	Liliput / Roco, Hobbytrain, Kato

*N.B. Small series specialist suppliers generally not included.
Z not included – almost exclusively Märklin.*

Not all models currently available.



Above

Non-typical private railway motive power: the Krauss 0-4-0T (1813 of 1887) on the metre gauge Chiemseebahn. The photo was taken in 1979 when this was the only loco on the line.

Below

More typical private railway motive power – Tegernseebahn No.7, a 2-8-2T built in 1936 and clearly related to Bavarian state types. It is now owned by the Bayerische Localbahnverein group.



Below

Tegernseebahn MaK 0-8-0 diesel No.12.



Locomotives of the private railways

The only ready-to-run models of steam locos available for private railways were the D XI 0-6-2Ts and GtL 4/4 0-8-0Ts built for the LAG, all of which ended up in DRG stock.

The Tegernseebahn is rather better served with diesels, with models of the two MaK diesels that latterly ran on the line. The oldest is a four-axle rod-coupled design dating from the 1950s which was sold to several other private railways and also the DB, where it was classified V65. Roco produced a model in HO and Arnold one in N. The newer type is a MaK G1203 B-B and HO models were made by Märklin and Trix.

Re-liveried DB *Umbau* and standard UIC coaches have been produced by various manufacturers.

Coaching stock for Epoch I

Just as the k.Bay.St.B. provided motive power specifically for the *Lokalbahnen*, they had special passenger stock built too. These were generally four-wheeled balcony end vehicles. The earliest prototypes that the model manufacturers provide date from about 1891 and were about 12m long with twelve windows on each side. From about 1910, similar length coaches appeared with six windows each side, and the following year a number of shorter (9m) coaches were added. Some were provided with lavatories.

Almost all trains ran with a *Gepäckwagen* (baggage van) most of which were 9m long, again with balconies at both ends, but a number of the 12m coaches were rebuilt with a separate post section added.

All these variants have been catered for by such firms as Trix, Märklin, Roco, and Fleischmann in HO and Minitrix in N.

Inevitably, superannuated main line stock was cascaded onto the branches. Amongst these were some four-wheeled 12m long end balcony vehicles which were distinguishable from *Lokalbahn* stock only by a rather higher roof profile. Fleischmann have produced models in both HO and N.

Other main line stock which found its way onto branch lines include some six-wheeled coaches, again with end balconies. Judging by photos, these seem to have been fairly rare, but they were certainly used on the Georgensgmund – Spalt branch. Roco manufactured some HO versions.

I have been unable to ascertain whether bogie coaches were used on branch lines in this period, but I imagine they may have been found on through services or on excursions.

Epoch III onwards

The k.Bay.St.B. stock lasted well into the 1950s, with a few examples possibly making it into the early 1960s. Photographic evidence, however, suggests that most of those branches which still had loco-hauled passenger services by this time were using the well-known *Donnerbüchsen* ('Thunderboxes'). These were in turn succeeded by the familiar *Umbau* (rebuilt) stock. There were two types of such coaches, both having new steel bodies built to a standard design by the DB on the chassis of old *Länderbahn* coaches. The six-wheelers were almost always run in close-coupled pairs so that they could be run at higher speed. The second type were bogie coaches but they do not appear to have been as common as the six-wheeled variety on branches in the 1960s and 1970s. Whilst loco-hauled trains survived, most services were operated by V100 diesels pushing or



Above
Tegerenseebahn MaK 0-8-0 diesel No.12 at Tegerensee on 19th June 1988 with two *Umbau* coaches and an old 'Thunderbox' four-wheeler.
 Photo: Frank Hornby.

Below
Tegerenseebahn MaK G1203 B-B diesel No.14 at Tegerensee on 18th June 1989 with a train of DB stock bound for München Hauptbahnhof.
 Photo: Frank Hornby.





pulling *Silberlinge* bogie coaches until more modern railcars, such as the 628s and 648s, took over. By this time, of course, goods services had usually been withdrawn and the track simplified.

Freight services

Modellers tend to rely on photographs to find out what sort of goods wagons found their way onto branch lines. Inevitably, most of these date from Epochs III and IV, just as freight traffic was declining.

Most goods trains appear to have consisted of the most common vehicles, such as opens, vans, and – not surprisingly given the prominence of the timber trade in Bavaria – stake wagons. Despite looking at hundreds of images, I have not seen a single beer wagon in the colourful liveries of various breweries made by so many model firms on any *Lokalbahnen*, although I did find a couple of white refrigerated vans on a train on the Eslarn branch in the Oberpfalz. These seem to have been pretty rare, as did livestock wagons, which is not what might have been expected in rural areas. Hoppers often appeared from the 1960s, notably the self unloading type with sliding roofs which were used for almost any bulk traffic from minerals to grain. Before then, the small Talbot hoppers and the type with five small tippers mounted across the chassis could be seen.

Mixed trains have already been mentioned. It will be clear that, particularly towards the end of their lives, freight on many lines was handled simply by coupling wagons on to the rear of passenger trains. But even when traffic was heavier, warranting separate goods trains, GmPs were still found in the public timetable. Modellers might bear this in mind when operating layouts as this adds considerably to the interest.

Epochs IV and V

An increasing number of branch lines closed during this period, whilst those that remained lost their goods services and almost all of their track, being operated by *Silberlinge* push-pull sets with V100s (by now BR212 and its various iterations)

Top
Four-wheel 'Thunderbox' stock.

Above
A Tegernseebahn coach, an ex-DB *Umbau* bogie vehicle, at München Hauptbahnhof, part of a train for Tegernsee, hauled by DB motive power to Schaftlach, the junction, where Tegernsee diesel No.11 took over.

Right
Six compartment long wheelbase coach.

Below right
Some long wheelbase coaches were converted into post and passenger vehicles; the post section was isolated from the passenger area. Note the letterbox by the left-hand balcony.

Below
Nearly two hundred of these short wheelbase four-wheel coaches were built from 1905; they lasted well into the 1950s.





providing the power. These were supplemented on a few lines with diesel-hydraulics of the BR215 (formerly V160) family. Latterly, railcars such as the BR642 or BR648 Desiros have replaced them.

A few lines have been retained solely for goods traffic, one being that from Maxhutte-Haidhof to Burglengenfeld, where Heidelberger Cement have a large plant. Another leaves the Regensburg – München main line at Eggmühle and heads towards Langquaid, serving various industries and a Bundeswehr (army) establishment.

Sources of more information

An article such as this can only provide a brief overview of the subject. There is, however, a huge amount of material available in print (almost all in German, inevitably) and on the internet.

The standard book on Bavarian secondary lines is *Bayerische Nebenbahnen* by Robert Zintl, published by Motorbuch Verlag Stuttgart in 1977 and now long out of print, but secondhand examples are sometimes available. There are also published histories of individual branches as

well as websites, sometimes set up by enthusiasts, devoted to particular lines. A good example of the latter is:

falkensteiner-bockerl.de

Other useful sites covering more than one branch are:

heimatmuseum.erbendorf.de

nuernberginfos.de.lokalbahnen-nebenbahnen

Undoubtedly, one of the most useful websites is Juergen Pepke's kbaystb.de, which provides a huge amount of information about most lines in Bavaria; from the modeller's point of view, there are photos of a great many *Lokalbahn* stations, as well as maps, and drawings of locomotives and rolling stock.

Sites which deal with railways in Germany more generally but which have some useful *Lokalbahn* content are:

bundesbahnzeit.de

drehzscheibe-online.de

(a large online forum with lots of photos of *Lokalbahnen*)

albert-gieseler.de

(covers virtually every loco which ran in Germany)

bahnrelikte.net

(photos of closed branches as they are today).

Above

Short and long wheelbase Bavarian *Gepäckwagen*.

Below

The all-steel coaches built by the DRG were reputedly very noisy, hence the nickname *Donnerbüchsen* (Thunderboxes). They replaced the Bavarian coaches as they wore out. These models are by Roco, but most other manufacturers include them in their ranges.



Below
Six-wheel *Umbau* coaches, built on the chassis of old *Länderbahn* stock. These were close coupled and normally kept permanently in pairs. This is a typical off-peak branch train of the 1960s and 1970s; another pair of seconds would be added for the rush hours.

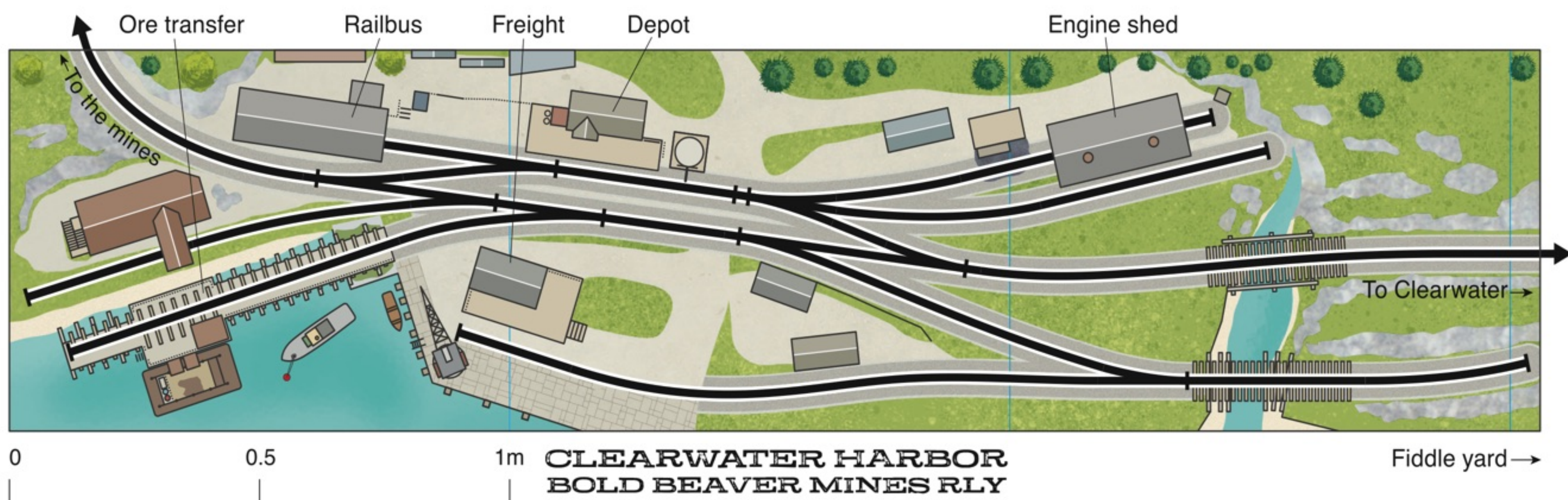


Steve Waterfield describes his American On30 layout, which has evolved like the real thing rather than being designed.

Clearwater Harbor

Featuring a working ore tippler





Above
The tippler for loading ore into the barge.
The barge itself was scratchbuilt using plasticard
and initially as a waterline model intended to be glued down – until
I saw a lovely diorama at Expo NG where a barge rocked as it was loaded.
A major rebuild followed and the barge now gently rocks as the load arrives
along with the sound of the falling ore from a loudspeaker under the ore chutes.

Photographs by the editor.

Introduction

Clearwater Harbor was not so much designed as evolved. It was started in the early days of Bachmann On30 production and was originally based on a design for HO by Iain Rice. It could not be compressed to fit the limited space available and has been modified at various times to get to the current iteration of the layout. It is only recently getting to the point where it is reasonably complete, although there is still a long 'round tuit' list.

The location is loosely northern USA in the 1930s, but without a specific prototype: it is better to be vague about these things, especially without the benefit of extensive first hand knowledge of the country. Much inspiration has been derived from the spectacular modelling in Troels Kirk's *Coastline Railroad* and Martin Welberg's *Mara Harbor*.

Construction (underside)

The three baseboards are cross braced plywood construction with a flat top, originally intended to be supported by trestles. When it became clear I would not get everything into the car, hinged legs were made to fold up into the underside of the baseboards. Later, the harbour area was extended, the small trestle bridges and inlet at the right end were added along with some changes in track height. These changes required a significant part of the top and bracing to be cut away and new sections fitted to replace them, resulting in rather heavy baseboards – the penalty for not having a plan and sticking to it.

Track has a cork base with Peco code 75 rail spiked to lime wood ties or soldered to the occasional copper-clad tie to help maintain the gauge. Points started as Peco code 75 products but have been completely rebuilt using soldered p.c.b. ties. To operate them I was lucky to obtain some geared coreless motors (from cash dispensers) and these are used as stall motors, and for lifting permanent uncoupler magnets.

With Lenz DCC for loco control, the track wiring is relatively straightforward. Turnouts, uncouplers, sound effects, and animations are controlled by a small panel linked to the layout by MERG CBUS. This is difficult to justify on such a small layout, but it has also been used as a test facility for several other projects I am involved with. A significant benefit of this system is the ease with which changes and additions can be made without having to add significant amounts of extra wire.



Construction (topside)

Having spent most of my working life in a technical engineering environment, I have found the ‘topside’ stuff to be the most interesting and relaxing.

The overall requirement was for a scene that, in the small space, did not appear cluttered. A conscious attempt has been made in the 720mm depth to convey a degree of perspective. Buildings at the rear of the layout are some 85-90% of their scale size, with carefully selected accessories. The loco shed has always been located to the rear of the baseboards and its size was a particular problem as this has to house 1:48 scale locos and it appeared over-large, although there is only room for one Shay. Moving it to the far end of the layout, isolated from the other significant buildings, has largely resolved this issue.

Terrain uses a variety of base materials but, other than rockwork, does not use plaster for the top coating. A mix derived from an American recipe comprising fine vermiculite, Sculptamold, emulsion paint, white glue, and water produces a batter known as ‘goop’. It spreads well and dries with a good degree of flexibility. This is also used for the road surfaces, as when smoothed out with a pallet knife it gives a smooth surface with a very light texture. It takes all the usual scenic dressings without problems. An overall coat of tan/ coffee coloured acrylic paint is followed by real dirt, sand, and commercial products.

A lesson learnt from the masters is the use of a limited range of colours, blended lighter or darker as required, and this has paid off to give a varied overall colouration on the scenery and buildings but without stark contrasts.

Structures

A harbour would not exist without a purpose and therefore some back story justifying its existence seemed necessary. The ‘Bold Beaver Mines’ came about as the result of a chance find of silver and ‘bureaucracite’, the latter much in demand by government administration departments. The mines are inland and away from navigable parts of the river. Simple tram lines to the closest transshipment location were built and the railhead of Clearwater Harbor was established, with barges collecting the ore for onward transport to the smelters. As the mines flourished, the population increased (the main town of Clearwater was established inland), the trams became a railroad, and the harbour expanded to accommodate a ferry service and general freight. A collapse of mineral prices combined with flooding in the mines caused their closure. Landslips blocked the original rail route and this was abandoned except for the section now used to gain access to the harbour front. The quay wall is a fine stone construction using locally quarried ‘Milliput’ and ‘Das’ blocks.

A resurgence in mining a decade later from new mines to the west meant a new railroad, curving sharply into the

Left
The Bold Beaver Mining Suppliers warehouse was inspired by the work of Troels Kirk and his *Coastline Railroad*. Individual paper strips cut from a pre-painted sheet were glued over a foamboard carcass. The stairs at the end are from Kitwood Hill Models and would have been a pain to scratchbuild.





original station on the left side. A large mine supply business was established with its own landing stage. This building uses a 5mm foamboard core covered in pre-painted paper strips to give the boarded effect. The paper used has a slight texture and is covered in a variety of colours blended roughly together on the paper. When dry and cut into strips no two will have exactly the same colour when randomly selected for application to the building.

The railbus shed next to the station is built with a similar technique, but includes a full wooden internal frame.

The station and freight shed are kits (by Banta Models), whilst the loco shed is mostly timber planking on a wooden frame, again with a detailed interior.

Increasing demands for high quality ore necessitated a new loading facility, leaving the main quay free for other vessels. The trestle for this is an all wood affair with a considerable slope. To the annoyance of the mine supply company, this passes in front of their small wooden quay that now cannot be used and is rotting away.

Above
Overall view of the layout.
The low backscene was necessary to fit in the car, but is just enough to convey an impression of the world beyond. At the right end a recent modification has been building a tunnel and a new end board to help hide the fiddle yard entrance.





Operation

The small depot suggests greater expectation of passenger traffic than has actually materialised. The original passenger car shed is now home to a petrol-engined railbus operating periodic turns to Clearwater town and the mines. A second-hand combine deals with any extra services that might be required.

General freight is catered for with a mix of ready-to-run freight cars from other lines and a few kit-built items from a variety of sources. The 'round tuit' list includes the shortening of some of the bought cars to better fit the track system. Mineral traffic predominates and this operation functions well. Trains are propelled up the trestle where the contents are tipped into the barge moored below the chutes.

Below
The line to the mine passes between the mine supply building and railbus shed, a sharp right-hander barred to large locos and stock.



Left

A servo driven discharge flap is built into the base of the barge to return the ore to a storage box under the layout. Much of the trestle was designed and built during business trips overseas.

Right

A rowing boat gets a utility paint job. You would not want this guy to decorate your house, as he has spilt the paint and wipes his brushes out on the door!

Below right

Hercules started life as a logging tug kit by Smoky Bottom Lumber Co. The skipper was a 7mm scale secondman for a British diesel loco, modelled in his chair with feet up on the console. With the chair removed and a bit of restorative surgery on his back, he now leans against the coiled tow rope.



Tipping is done by two steel wires driven by servos pushing the body upward. Three problems emerged when first tested: the wagon body did not go high enough for the mineral loads to fall out; the wagon tended to fall over when tipped; and the friction in the wagon body mountings meant it did not self right when empty.

The first was solved by a horizontal brass strip fixed above the trestle deck that goes between the chassis and the wagon body to stop the chassis from leaving the rails. This has to be very precisely installed so as not to foul the wagon upper parts but allow the chassis to pass smoothly below.

The problem of righting the empty wagon was solved by working on the pivots and adding a flat super magnet to the underside of the body where the tipping wire acted. There is just enough attraction to the steel wire to pull the body back down with a clean break as the wire recedes clear of the wagon.

Getting the right mineral was more of a problem. All sorts of stone ballast materials were tried with little success. Polishing the floor of the wagons helped, but eventually I sourced an O scale ballast that turned up as a heavy, shiny and uniformly coloured light grey material. Spread out and randomly sprayed with red, black, grey, and brown primers two or three times it now looks right and the weight makes sure it falls out – it is the only stuff that did.

This is the only animated scene on the layout and includes synchronised sound of the falling ore and the rocking of the barge for a few seconds each time a load arrives.

Hercules, the tug for the barge, is moored with engine problems and a mechanic is trying to get it started whilst the skipper has a coffee. The engine sometimes starts, splutters, and stops again.

Locomotives are primarily from Bachmann. Three are sound equipped. Ironically, one of the best performing is





Above
There must be a steamboat due.
No.7 making for the depot with
the road's only passenger car.

Below
Granddad's train should be here soon. Behind the depot is George Jennings' General Store: just large enough
to keep the few locals supplied, it is named after my son-in-law who manages a retail 'shed'. Fencing in the track
is a bit of a British obsession and I now doubt that the foreground fence would have been installed here, so it may go.



#5 Heinz. It was built from a used Bachmann HO Plymouth switcher chassis, a bodged Atlas O scale Plymouth switcher hood, and a Boulder Valley Models resin kit cab, with the gaps filled by plasticard, topped off with a Zimo 645 sound decoder. (The decoder cost several times the combined cost of the other parts!)

What next?

A tunnel is due to be added to conceal the entrance to the fiddle yard. Uncouplers need repositioning and the stock needs the Kadee couplers tuning. Two Bachmann Shays need new gears, and a couple of new locos are tantalisingly close to completion – an AMS diesel and a Backwoods Miniatures side tank. (Thanks for the soldering, Tim.)

As several exhibitors have noted recently, reaching the grand young age of 70 arbitrarily makes you incapable of driving a van with a model railway in it, according to several hire company insurers. *Clearwater Harbor* will fit into my car, but it is exceedingly cramped and there is certainly no room for anything else to be added to the layout. Passenger leg room and overnight bags are restricted to the extent that make certain airline cabin baggage allowances appear generous! With two vehicles, local trips out are possible, but that is about it.

Although building the layout has largely been a solo effort, it only happened because of the help and encouragement of friends in the Twickenham club, colleagues who also generously turn out to operate the layout – my thanks to them.

Forthcoming exhibitions

September 14th – 15th: Rail Enthusiasts Club, Woking.
October 26th: Expo Narrow Gauge, Swanley.



Above
The usual passenger transport is a single railbus. This particular model was one of the very first of the production examples. It was mistakenly put on sale in a Tokyo hobby shop several weeks before the official and previously unannounced Bachmann launch. I bought it and, not knowing anything about the model, asked questions on the internet. In so doing I unwittingly set off an online storm and spoiled Bachmann's big surprise – I have felt slightly guilty ever since.

Below
No.2 is the loco that started it all and is fitted with a Banta full cab – very cosy in the winter. The Chivers caboose is ideal for the small trains on the mine run. The 'old line' is in the foreground and now acts as a headshunt for the harbour spur.



Michael Sanderson took a day trip to explore a surviving metre gauge line in central Portugal.

Photographs by the author.



The Vouga line

Northern Portugal used to be a mecca for the narrow gauge enthusiast. A network of lines centred on Porto, lines reaching up from the Douro valley, and the Vouga line linking Espinho, Aveiro, and Viseu, all survived into the late twentieth century, with steam haulage until the mid-1970s.

Today all the lines along the Douro have closed, with the exception of a small section operated by the municipality of Mirandela. Many of the lines in Porto have fared rather better but have been converted to standard gauge as part of the city's modern light rail system. This leaves one metre gauge route still operated by the Portuguese state railway operator CP, the Vouga line. Whilst the line inland to Viseu closed in 1990, the line from Espinho to Aveiro still has a service, and during a holiday in Portugal a visit seemed a good idea.

The line today

The Vouga line runs inland roughly parallel to the broad gauge main line which runs along the northern coast. Interchange with the main line can be made at Espinho and Aveiro. Today it is operated in two sections, Espinho to Oliveira de Azemeis and Sernada do Vouga to Aveiro. The section between Oliveira and Sernada has no trains but has a twice daily return trip in a rail replacement taxi. The central section of line is closed due to little traffic and the poor condition of the track, although as we were to discover later it is still passable by the railcars that operate the line.

Of the two operating sections the southern seems the most secure as the track has recently been re-laid between Aveiro and Agueda.

Above

The *draisine* parked in the headshunt at Espinho Vouga station is a metre gauge version of the standard CP permanent way trolley.

Below

Espinho Vouga station is a shadow of its former self. The main building is now boarded up but has survived; the transhipment and locomotive servicing facilities have long been demolished.



At the time of our visit all services on the line were in the hands of diesel railcars, however for the summer season in 2017 it was planned to run a heritage train between Aveiro and Macinhata on Saturdays from July to September, hauled by No.9004, an Alsthom built B-B diesel locomotive which was originally constructed for the Tajuna railway in Spain. The loco was used on several of the northern metre gauge lines and was most recently stored at Regua on the now defunct Corgo line.

A trip on the line

My original plan was to travel on the upper section of the line, as a 13:30 departure gave a good hour for a late lunch in Oliveira before the return trip. However, the day took an unexpected twist.

We arrived from Porto at Espinho main line station. For most of the Vouga line's existence it was possible to change here. However, in the late 2000s the main line through Espinho was placed in a tunnel, presumably to release building land in this popular seaside resort, but the 2008 financial crash means that the new building has not taken place and the land reclaimed from the railway is mostly waste ground.

A short walk away, although un-signposted, is Espinho Vouga station. The first indication that we were approaching the metre gauge terminus was an inspection *draisine* parked in a long headshunt. Unlike most of the line's rolling stock it was remarkably free of graffiti.

The station building itself is now boarded up with the passenger facilities a basic platform and canopy. A small prefab building is provided for the train crew.

A two-tone horn in the distance heralded the arrival of our train. This was a two car diesel built by Sorefame in 1991 with ABB electrical equipment. The units were originally for the lines around Porto but as these closed they were transferred to the Vouga. Whilst they are relatively well kept inside, this, and all subsequent units we saw, were horribly scarred by graffiti. In fact this was one of the better sets as all the windows had been cleaned allowing a decent view out.

A good number of passengers got off the train and the handful we were waiting with embarked. The train collected further passengers on its journey inland.



Above
Passengers disembarking from the 13:22 arrival from Oliveira de Azemeis. The Sorefame diesel railcar is completely unidentifiable under a coating of graffiti.

The line winds its way between Espinho and Oliveira and almost doubles back on itself in some places. At points we were running right by the side of narrow secondary roads and some stations are simple halts by the roadside. At other points barns holding drying cork, one of Portugal's principal exports, were visible next to the line. The line does pass through several wooded areas but the general feeling is of an almost continuous ribbon of development between Espinho and Oliveira.

After a little over an hour's travelling we arrived at Oliveira. The station building here is still in use for train crew and is in much better condition than that at Espinho. Passenger facilities, though, are limited to the same standard platform and canopy.

Here we found the second railcar used on the upper section of the line being refuelled from a road tanker before it returned to Espinho.

We had a look round the town and a very nice lunch before arriving for the return journey at 15:58, about fifteen minutes before it was due to depart. Just before departure we were informed that there was a problem with the train,

Below
The basic waiting facilities now provided for Vouga line passengers at Espinho. The metal canopy is similar to many found at stations along the line.



Below
The interior of the unit is relatively basic but well kept. Despite the line often being threatened with closure, there were a good number of people using the service.





Above

The 16:53 from Espinho approaching Oliveira.
This connects with a rail replacement taxi service to Sernada do Vouga.

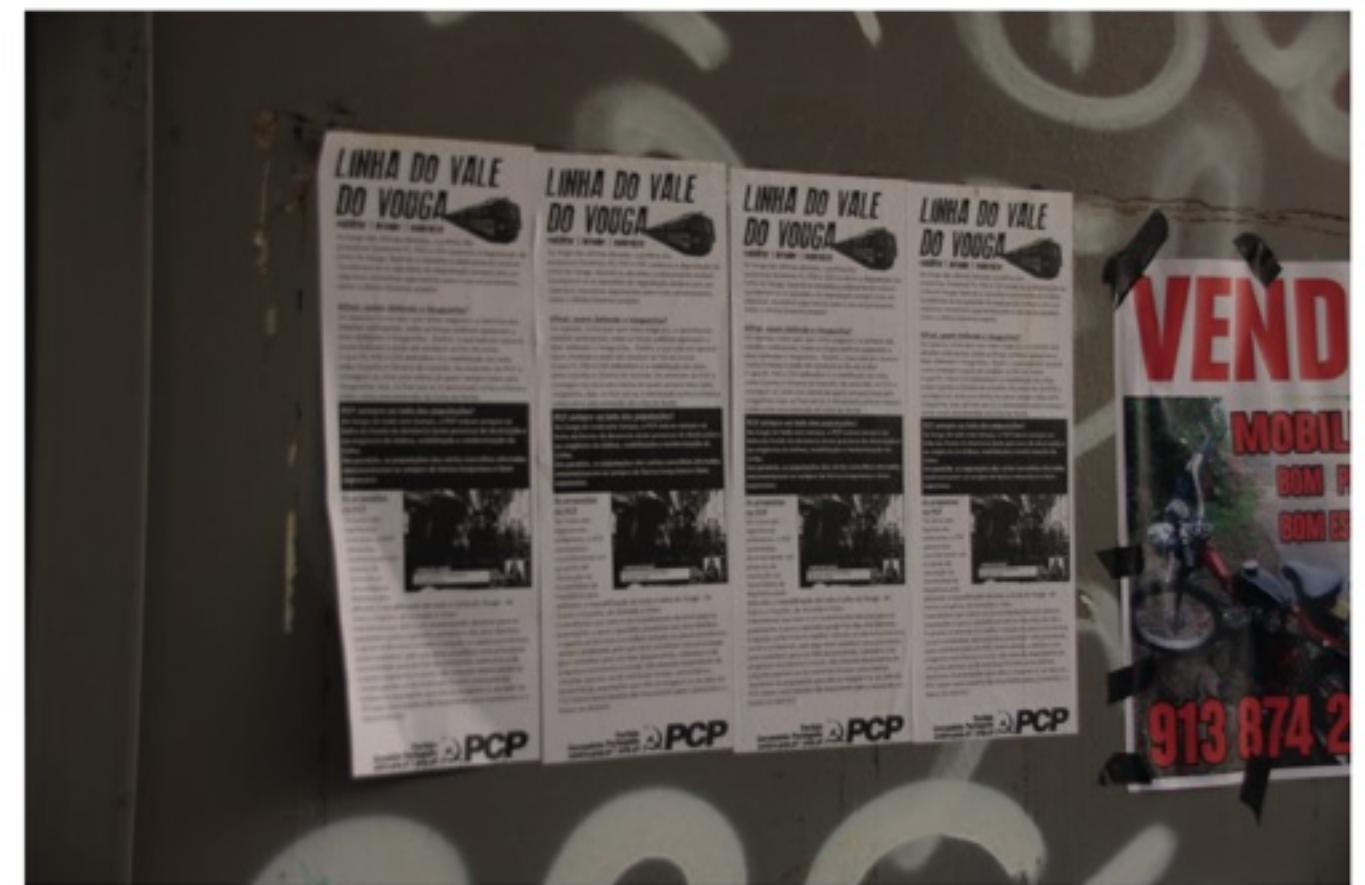
Below

The Vouga line was originally constructed by a French company
and the station building at Oliveira betrays these origins.



Below right

The rail replacement taxi
waiting at Oliveira.



Above

A pamphlet from the Portuguese Communist Party at Oliveira station calls for the retention and modernisation of the line.

the same unit we had travelled down the line on. At first we were told there would be just over an hour's delay until the other unit returned from Espinho; this then changed to the service being cancelled altogether. From chatter on the train it became clear that this was not a unique occurrence.

As we would have to wait for over two and a half hours we came up with plan B. This involved taking the rail replacement taxi to Sernada and then sampling the southern section of line to Aveiro, connecting there for the main line back to Porto. This would mean getting back to Porto only half an hour later than if we waited for the next Espinho train. The ticketing for this seemed to stump any CP official we came across and it was eventually agreed that our returns to Espinho would take us to Aveiro instead to save the hassle of refunds and new tickets.

The rail replacement taxi was relatively easy to recognise as it was provided with a CP logo in the windscreen. Our unexpected presence meant that there were not enough seats for all intending passengers and a duplicate had to be provided. There was a short wait as the taxi disappeared to do another quick job, but the driver assured us that even with a late departure we would be at Sernada in plenty of time. In the event it was probably the slowest taxi ride I have ever been on as the service keeps to the previous train times.

As the taxi driver could see my interest, he stopped for a cigarette break at Albergaria a Nova where I was able to photograph the disused station.





Above
Both units used on the Espinho to Oliveira section at the latter station.

As with the unit we travelled down the line on, the second railcar's red paint and aluminium livery is sadly invisible under graffiti.

Below
Looking south from Oliveira. Service trains no longer use this section of line but it is passable at very low speed.

Below right
A road tanker refuels one of the Sorefame railcars – this is necessary as the trains rarely return to the engineering centre of the line at Sernada do Vouga.



Left
The closed station at Albergaria a Nova. Although the lower floor is boarded up, the building looks to be in good condition.

Below
The water crane still remains at Albergaria.





A surprise sighting from the taxi was a unit on the ostensibly closed section of line. We later learned that the line is still passable although speed restrictions and lack of traffic mean a passenger service is no longer deemed viable. The unit we saw was on its way to assist its stricken classmate at Oliveira.

As the taxi driver predicted, we arrived at Sernada with plenty of time to make the connection. The early arrival meant we were able to watch the train arriving from Aveiro cross the Vouga River from which the line gets its name. The impressive viaduct used by the railway is shared with cars, traffic lights protecting the train movements.



Above
Road traffic waits for the 17:52 arrival from Aveiro to clear the mixed rail and road viaduct at Sernada.

Above left
The bridge deck, clearly showing its mixed use.

Left
Sernada station building is now a snack bar. The white building behind was previously used as the line's offices.

Right
The railway facilities at Sernada do Vouga.

Above right
Road tankers are not needed for fuelling on this section as this servicing point is provided at Sernada.

Below
The maintenance facility at Sernada, with active and stored units visible.
The grey shed on the right is where maintenance on the current stock takes place.

Centre right
Two of the railcars built by Allan of Rotterdam in the 1950s are stored in the open at Sernada.
Initially used on the Porto and Tua systems, they came to the Vouga in 1970s and were displaced
by the current units when the lines around Porto closed.





Above
Another terribly scarred Sorefame railcar, this time at Agueda. This station also has the standard metal canopy.

Sernada do Vouga is the line's engineering centre and as well as further Sorefame units, two railcars built by Allan of Rotterdam in the 1950s were visible dumped outside the sheds. These preceded the Sorefame vehicles as the line's motive power.

The station building at Sernada is home to one of the ubiquitous Portuguese snack bars although Sernada is one of the more remote stops on the line. Whilst a platform is provided here there is no canopy.

Top left
Val do Vouga 4-6-0T 3.13, later CP E123, was built in 1908 by Borsig in Tegel, Berlin. The loco spent its entire life on the Vouga system, ending its service in 1975 on the linked Dao line. It has been plinthed at Macinhata since 1976.

We were the only passengers boarding at Sernada and from here to Agueda the line takes on its most rural character with long wooded sections. From the train at Macinhata do Vouga a plinthed Borsig six-coupled tank loco can be seen outside a small railway museum. The museum is a branch of the Portuguese National Railway Museum which has its main base at Entroncamento. It contains locomotives, coaches, and railcars that were previously used on the system, including one of the pioneering railcars built at Sernada in the

1940s. Unfortunately recent track relaying, whilst giving a much better ride for passengers, has severed the connection to the museum. This means that any plans to use museum stock for special events are on hold, although as mentioned CP were planning their own heritage service.

At Agueda we crossed with the unit travelling up the line. From here our train was busier and the up train disgorged a good quantity of passengers on its arrival. After another half an hour our train entered the outskirts of Aveiro and after passing the town's bus depot pulled into our final stop.

Aveiro station has recently been rebuilt and the metre gauge uses the westernmost platform. Compared to the other stations on the line, the facilities are very good, with the platform enclosed by the station's roof. An easy connection is therefore made with the main line. The condition of the station was a contrast to the run-down state of the graffiti covered Vouga line train.

Final thoughts

The Vouga line is a fascinating example of a western European narrow gauge railway that has survived into the 21st century. In some parts it is run down, and, as we experienced, the stock can be unreliable. However, in other places the line seems to be doing good business with the trains busy with commuters, shoppers, and students. The re-laid track at the southern end hopefully bodes well for the future, as do the proposed heritage operations. To really gain traffic, though, the graffiti that covers the rolling stock and many of the buildings needs to be tackled.

Whilst there is a lot of development along the route, there are still sections of unspoilt scenery – though it is all too easy to miss them through the badly marked windows.

All in all, the Vouga line is still well worth a visit and although the new heritage service may be the catalyst for some to travel, it is worth taking the time to sample the regular trains that ply the route for a real flavour of Portuguese life. The line is an easy day trip from Porto, and (at a push) also from Lisbon.



Above right
Journey's end. The Vouga line has its own platform in the modern main line station at Aveiro – this makes interchange much easier than at Espinho.

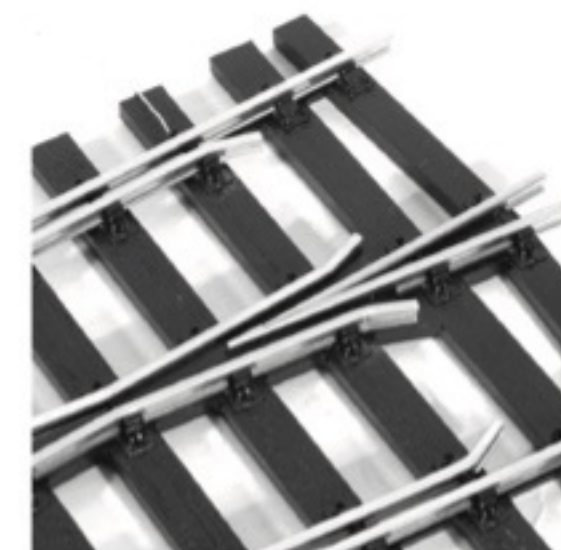
Inset
Aveiro is the only station on the line to have electronic information displays.

Right
A loading ramp allows metre gauge stock to be transferred onto broad gauge wagons at Aveiro. Note the superb state of the permanent way here, a complete contrast to the central section of the line.



Reviews

Evaluated by our own specialist staff



N

DBAG InterCity BR147.5 electric new from Fleischmann



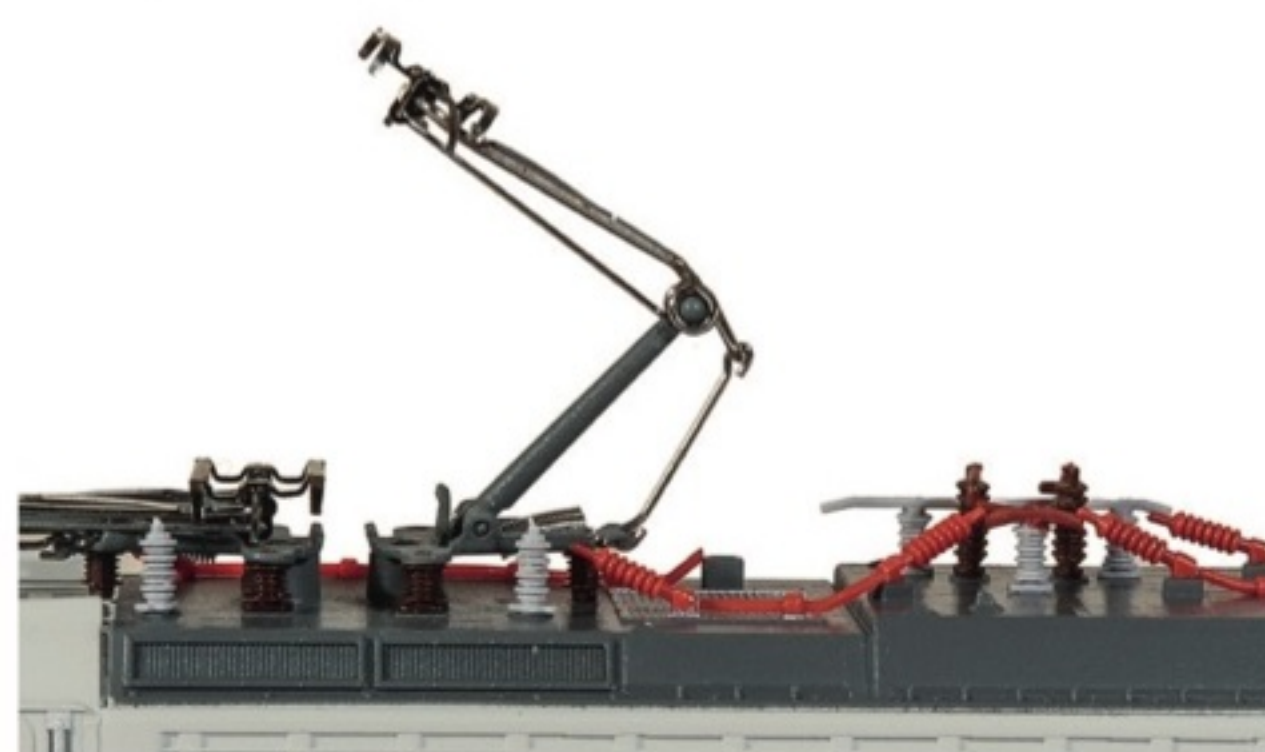
In March 2015, Deutsche Bahn AG ordered from Bombardier a further seventeen TRAXX P160 AC3 Bo-Bo electrics, for DB Fernverkehr (long distance passenger services). They were to be used with double-deck Twindexx Vario InterCity (IC2) coaches ordered at the same time, and so were equipped with WTB control for remote operation from a driving trailer. The first batch were intended for use on the Gäubahn (Stuttgart – Zürich) and were delivered by the end of 2018; they are approved for use in Germany and Switzerland, as they have ETCS Level 2 equipment, additional pantographs with narrow (1,450mm) contact strips, and side-mounted video cameras instead of rear-view mirrors. In contrast to the traffic red DB Regio machines, these locomotives, designated class 147.5 (551-567), are in IC livery (white with traffic red stripes).

Subsequent orders for more of these locos and 124 Twindexx Vario coaches will eventually see them in use in many other routes.

Fleischmann have recently issued a new model of the four pantograph variant of the BR147 in IC livery.

The small markings are all very clearly printed. At very high magnification the edge of the red stripe wavers slightly over the bodyside ribs but this is hardly apparent at normal viewing distance.

The plastic body shell has some features moulded in place – bodyside ribs, door handrails, and roof ventilation grille – with much of the authentic roof equipment (insulators, cabling, and switch-gear) as separate components. Other added parts include the horns, and handrails under the windscreens and on the sides at each end.



Tiny brake hoses and dummy scale couplings are supplied for the modeller to fit.

Windscreens and cab side windows are flush glazed.

The underframe equipment is present and correct, with bogie linkages added.

The bogie side frames are moulded in deep relief with a high degree of detail, and added cab steps. The wheel faces have imitations of the brake discs.

The metal chassis carries an open frame five-pole motor with flywheel; all four axles are driven via worms and reduction gearing in the bogies. There are two traction tyres, on one inner wheel of each bogie.

Current is collected by wipers on the back of all wheels.

The model runs smoothly and quietly, and responds well to the controller across a realistic speed range.

The directional lighting – three white headlights, two red tail lights – is achieved with maintenance-free LEDs. The headlights can be completely or partly turned off by means of small switches on the internal printed circuit board.

The loco also has illuminated train destination displays above each windscreen.

A Next18 (NEM 662) socket is provided for a digital decoder.

The model is equipped with NEM 335 pockets on close-coupling mounts on the main frame; it comes fitted with Profi-couplings, with the standard type supplied as alternatives.

The model measures 118mm over buffers. No minimum radius is specified.

Manufactured by

Fleischmann
www.fleischmann.de

SAMPLE SUPPLIED BY
Mount Tabor Models
Scarthin, Cromford,
Matlock, Derbyshire, DE4 3QF.
www.mount-tabor-models.co.uk

PRICE ref.738905 £155.00.

Piko has recently released another new item in the 'Expert' series, the Deutsche Bundesbahn BR120 Bo-Bo electric, specifically 120 005-4, the fifth pre-production prototype, which has not been produced previously in HO.

It was placed in service on 1st October 1980, and differed from the others in the lower 'kink' on the end of the body, higher cab roof, and cladding under the buffers. The design pioneered three-phase AC electrical equipment supplied by AEG, BBC, and SSW, with various builders responsible for the mechanical parts – 005 was built by Krupp in Essen.

The prototypes were designed to be all-purpose machines. They were tested on InterCity services between Nürnberg and München, running at up to 200km/h, and working heavy test trains of scrap. Success led to series production of sixty units (BR120.1) between 1986 and 1988.



The model has an accurate body shell, according to published dimensions, with grilles and panels correctly represented.

Main colours are dense and even, sharply separated. The markings are clearly printed, legible down to the small data.

The cab door handles are moulded in place, and neatly picked out in silver.

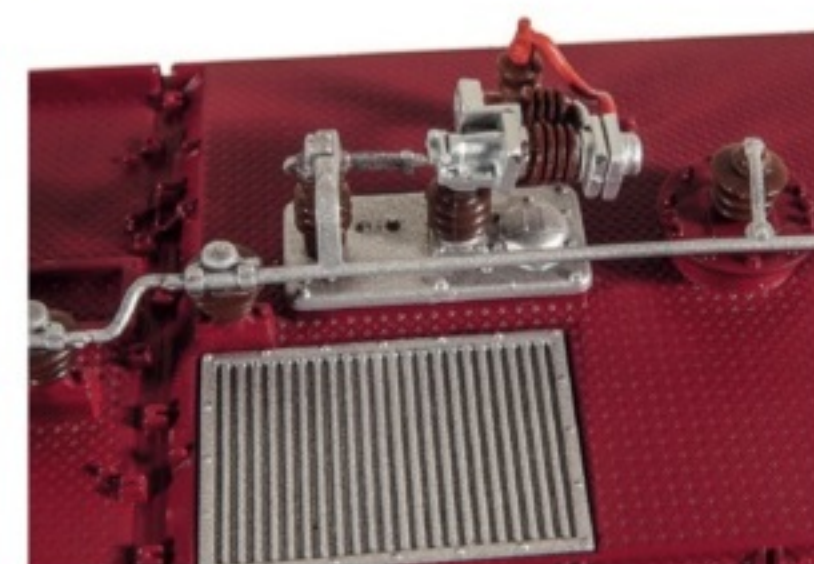
The glazing is flush, with frames neatly painted silver. The windscreen wipers are separate parts, as is the UIC multiple unit connector.

Other added details include cab door handrails, nose grab handles, and buffer beam steps. Buffer beam details (full skirts, brake hoses, dummy scale couplings, etc.) are provided as optional accessories for the modeller to fit.

The cabs have very detailed interiors, but no driver figure.

Roof detail is represented as delivered – cabling, insulators, main switch, grilles, aerial, and horns.

The central part of the underframe carries the transformer casing and ancil-



lary equipment, and the bogie sides are very nicely detailed with axle box covers, springs, shock absorbers, brake shoes, and sandpipes in line the wheel treads. The cab steps are also added parts.

It has working directionally controlled LED head and tail lights. Various lighting functions (including cab interior) can be separately controlled in digital mode. On the printed circuit board within there is a Plux-22 socket for a digital decoder and space for the device, along with a mounting for a loudspeaker if required.

The correct type SBS 80 AL pantographs are lightly sprung but not wired for current collection.

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

Another quality offering from Piko, the more remarkable for being a unique variant.



The mechanism uses a central five-pole motor with dual flywheels in a heavy cast metal frame with shaft drive to a worm and plastic reduction gears on each bogie. There is pickup from all wheels, and two traction tyres are fitted (one on the inner axle of each bogie). The wheels have blackened tyres, but the profile is rather coarse; however, this will not concern most users.

The model runs smoothly, controllable across the speed range, with a maximum of c.240km/h.

With the substantial weight (c.500gr), it should have no trouble hauling authentic consists.



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 DC ref.51320 £175.00.
DCC sound ref.51322 £265.00.



Trix have recently released a new fully working digitally controlled model of an Ardel six-axle slewing crane with a load capacity of 57 tonnes, in Deutsche Bundesbahn green livery with Epoch III markings, in c.1958 operating condition, numbered München 6664.

It was one of four delivered in 1949, powered by a 75hp two-cylinder steam engine. They were designed so that the necessary counterweights could be stored for transport under the main frame. The chimney was also removed while in transit. When hauled in a train, the maximum permitted speed was 80km/h.

These cranes were general purpose units, used for re-railing, accident recovery, track maintenance, bridge building, etc. Two working together could lift even the heaviest locomotives.

All four were retired in 1978/9; one has been preserved.

The model was announced in the 2018 new products brochure. It is supplied with a match truck for the jib (adapted from a type Rms 'Stuttgart' four-wheel low-sided wagon, and in this form also a new model), and an equipment van, converted from a type G four-wheel van with reinforced ends. The vehicles come with Märklin close couplers in standard pockets on close-coupling mounts. The overall length of the set

over buffers is c.366mm, and the minimum recommended radius 437.5mm. The jib is attached to the body with sliding pivot to allow this.

The crane is completely new construction, and mainly made of metal. The body can be rotated through 360° using a gear drive (function 4), the jib can be raised and lowered (by cables over pulleys)(f3), and the metal main double hook likewise (f5).

To support the crane in use, four arms must be swung out (by hand) and locked in position with securing struts. The jacks can then be turned (with a small screwdriver) to lower them to the ground. Sundry support blocks are provided, which can be carried on the match truck. These blocks are provided with a magnetic core which will clamp them to the 103mm square black metal plate provided to insert under the track as an operating base. The blocks are modular and can be built up tall enough to match ballast base track.

There is also an optional cast metal lower counterweight, though this seems to be purely cosmetic. It will not press fit in place and would need adhesive.

From the above it will be appreciated that the transition from moving to working is quite involved (as in real life) and could be awkward to accomplish anywhere on the layout.



The chimney has an optional extension, carried in a cradle on the roof during transit. The model has two alternatives – a dummy to sit on the cradle, and a screw-in one for working.

The crane has two fixed work lights on the jib (f0), lighting in the cab (f6), and a smoke generator (f1). All lights are achieved with LEDs.

The movement, light, and sound functions are controlled through a digital decoder which can be used on either

DCC or mfx. The decoder will identify itself and the functions automatically to suitably advanced controllers but it may be less convenient to connect the model to older and/or simpler DCC units.

As well as the general sounds of the crane operating (f2), there are four different specific sounds – warning horn (f7), angle grinder (f8), hammering (f9), and a compressor (f10).

The movements are achieved by pressing the appropriate function button



The sample shown at the Nürnberg trade fair.
Photo courtesy MIBA.



and then using the normal controller, be it a knob or buttons. Ideally the controller should have latching rather than momentary function buttons. Only one movement can be selected at a time.

The jib moves at a sensible speed, while the hook moves quite slowly (due to the four-way pulley) but this does allow fine control. The rotation/slewing seems rather fast.

The instructions refer to the usual CVs for setting minimum and maximum speed, and the acceleration and brak-

ing delays: it is not clear whether this applies to the crane motors (in which case they are not separately adjustable) or to a traction motor, not relevant to this model which has no capacity for independent movement.

The jib must not be raised above c.85°; if it falls back from the vertical against the end stop the prototypical arrangement of the cables and pulleys may be compromised.

Despite being metal the main double hook is rather light and its cable can

slacken when being paid out; there is a real chance of it coming off the pulley under the cover at the top of the jib and becoming caught between this and the plastic guide. Turning the unit over to free this puts the other cables at risk.

The roof cover, with pulleys on the underside, should open to allow free movement of the cables but sometimes sticks at a low angle.

The whole unit will tilt if the body is rotated without the outriggers in place.

In the packing, the main hook is secured to one buffer by an elastic band: this must be removed before use but is not mentioned in the instructions.

This is a marvel of miniature engineering and electronics, which would have been difficult to achieve in a scale model without digital control; it is definitely not a toy and should be used with care.

An AC version of this model can be found in the Märklin range (ref.49570).

Manufactured by

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

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

PRICE ref.23057 £995.00.





Recently released under the brand name of Hobbytrain, European models made for Lemke, are new versions of classic teak-bodied luxury stock operated by the Compagnie Internationale des Wagons-Lits (CIWL), following the first run in 1917.

The vehicles are intended to represent the *Simplon Express* connecting Calais and Venice, as extended in the winter of 1906/7. Like all CIWL luxury trains of the period, it was made up of just sleepers and dining cars, with a baggage van at each end of the rake. Until 1914 these were usually teak-bodied vehicles. The stock here is in 1910 condition, with the passenger vehicles in elegant brown & cream livery.

Hobbytrain offer models which enable a complete six-car train to be assembled – two six-wheel baggage vans, three sleepers, and one dining car. The models are delivered in two sets of three – two sleepers and a post/baggage van (ref.H44018, £320.00), and a sleeper, a diner, and a baggage (ref.44019, £320.00).

Outside and in the models boast many fine details, most as separate added parts. Roof and underframe are notable for the level of detail. The finish is first class – of course! – with very clear markings. The CIWL emblem and the destination boards are finely etched metal. The destination boards on the sleepers are authentically different. The interiors are multi-coloured, and the table lamps are brass. The sleepers and diner are supplied with working interior lighting – both compartments and corridor in the sleepers – with a buffer capacitor to minimise flickering. The baggage vans have pickups fitted ready for optional interior lights. Solder terminals are incorporated for connecting a function decoder if desired.

The bogie vehicles are 233mm long, the six-wheelers 143mm. They are suitable for a minimum radius of 250mm.

Standard couplers are supplied to fit in close-coupling mounts on the frame.





In N, the offering is identical.

The first set (ref.H22102, £280.00) contains two bogie sleeping cars and a six-wheel post/baggage van, the second set (ref.H22103, £280.00) provides the dining car, a sleeper, and a baggage van.

Models of CIWL stock are always a challenge to design and manufacture: these models have been made to the highest standards, under licence from and with the permission of Wagons Lits Diffusion France.



Like their HO counterparts, the models have very detailed roof and chassis, with many separately added components – corridor connections, roof access ladders, buffers, handrails, footsteps, and so on. A small packet of spares of some of these parts is included.

The markings are very clearly printed, with correctly different insignia on the sleepers.

The sleepers and diner have internal fittings, and are supplied with working interior lighting.

The bogie vehicles are 125mm long, the six-wheelers 77mm.

Standard couplers are fitted on close-coupling mounts on the frame. Link bars are also provided to create fixed rakes.

The models should negotiate first radius curves.



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.com

SAMPLES SUPPLIED BY
Mount Tabor Models,
Scarthin, Cromford,
Matlock, Derbyshire, DE4 3QF.
www.mount-tabor-models.co.uk

LIST PRICES in text.



Brawa release new batch of Swiss type K2 four-wheel vans



Even before the major Swiss railway companies were nationalised in 1903 and merged to form the SBB, they had agreed to procure largely identical goods vehicles, the so-called 'reform' wagons, to simplify through working. The standard van was relatively short, with a frame 7.10m long. From 1902 these vans were referred to as K2, with a capacity of 12.5t and 40–44m³ volume. The 5m wheelbase variant was built for the SBB over a long period, and all the major private railways used similar vans.



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

Overall length is 52.1mm.

Each model comes held securely in a plastic tray within a standard clear plastic box which is long enough to carry at least two vans!

SBB grey ref.67850.

SBB red-brown ref.67851

BLS red-brown ref.67852

'Ramseier' blue ref.67857

'Valser' white ref.67854



They could have either a brakeman's cabin or an open platform; the latter had a slightly larger load length. Some vans were fitted for fast freight services with Westinghouse brakes and a through steam pipe; they were painted red-brown. Most vehicles only had a handbrake; they were grey.

In much modernised form some of these vans are still in use today, as work train or service vehicles.

Many refrigerated and beer vans were built for private owners with the same dimensions as the K2. Many Swiss breweries used them. The structure had the same dimensions but with double wall

insulation and external vertical boarding. There were also differences in the design of the doors. Again there were vans with and without brake cabin, with correspondingly different loading lengths. Some of these beer vans later passed to the SBB and were used as normal refrigerated vehicles for food transport.

Brawa have recently issued a new batch of models with different running numbers, liveries, and branding, appropriate for different periods.

As before they feature quality painting and very fine printing, whether shaded lettering on the older vehicles or company names and insignia.

The plastic body shells have finely moulded planked sides with ribs and ventilators, and the brake cabin end windows are flush glazed. Other separately added parts include the platform steps, handrails, end railings, and buffers.

The structure of the underframe is correctly represented, with the brake cylinder and controls present on all these versions.

The brake shoes are in line with the wheel treads.

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

Manufactured by

Brawa
Remshalden, D-7360 Germany.
www.brawa.de

SAMPLES SUPPLIED BY
Mount Tabor Models,
Scarthin, Cromford,
Matlock, Derbyshire, DE4 3QF.
www.mount-tabor-models.co.uk

PRICE each €34.90.

H0e

Plymouth diesel new from Minitrains



Minitrains have recently delivered a brand new model, representing a typical four-wheel Plymouth diesel.

It is initially offered in several colour variations: all black, black/black/red (cab/body/frames), black/yellow/black, black/red/black, yellow/yellow/red, all yellow (*illustrated*), black/red/red, and green/green/black.

The model measures 54mm long (over buffer beams), 22mm wide (over

cab footplate), and 34mm high. The wheelbase is 17mm.

The model has a moulded plastic cab, bonnet, and frame. Added parts include the exhaust, the (dummy) headlight, and wire cab side handrails.

The frames are detailed with axle-boxes and buffer beam bolt heads.

The mechanism follows the proven formula: the can-type motor is mounted vertically in the cab, topped with a

balanced flywheel, driving both axles through a worm and spur gears. Current collection is by wipers on the back of all wheels. The model runs smoothly and quietly, and is responsive to the controller, with a sensible top speed. It is quite heavy for its small size (c.50gr), thanks to a large metal weight in the hood, which assists with electrical contact and pulling power. The wheels have blackened tyres, and there are no traction tyres.

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

There are no instructions for dismantling the model.

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

A machine with a certain character which will no doubt be welcomed by narrow gauge modellers as it could be used in many industrial situations.

Manufactured by

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

SAMPLE SUPPLIED BY
Mount Tabor Models,
Scarthin, Cromford,
Matlock, Derbyshire, DE4 3QF.
www.mount-tabor-models.co.uk

PRICE £123.40.

H0

Schalkstetten station building kit new from Stangel



New from structure and accessory specialists Stangel is a laser-cut card kit for a small single storey station building, Schalkstetten, as mentioned in our report from the trade fair in Nürnberg (May issue). The prototype is situated near Amstetten in south-western Germany, 688m a.s.l. on the standard gauge local line to Gerstetten, opened in 1906, which now hosts preserved stock. Although representing a specific structure, it is suitably typical.

The kit is supplied in a card box with a photo of a completed example on the lid. This is repeated on the instruction sheet.

The wall and roof parts are formed from card in different colours, and in the case of the roof with a surface texture. The window frames, doors, and rafters are real wood. Clear plastic glazing material is also provided.

The small card parts have an unfortunate tendency to de-laminate if allowed to get too wet.

No adhesive is supplied, and none is recommended: our sample was assembled with the white glue supplied by Brikho for their kits, which we have found ideal for such structures.

The instructions consist of 'exploded' diagrams with all the parts numbered, which provide a reasonably logical sequence of assembly, though experienced modellers may choose to vary this according to their preferred techniques. Diagrams of the sheets of parts with corresponding numbers aid positive identification. There is no written text – no doubt to avoid any language difficulties. However, this means one vital point could easily be missed: the external walls should be chamfered at 45° at the corners to provide an 'invisible' join. This is apparent in the second stage diagram – but only when you realise what is shown! Failure to do this will result in the walls not fitting properly, with the end of the overlapping components very obvious.

Creating an even bevel over the relatively long faces requires some care.

Otherwise, in general the parts fit together very well, with tabs and slots to ensure accurate alignment.

The chimney is built up by laminating three layers, capped with a rim and a cover supported on four short pieces of metal wire, holes for which are ready formed in the parts.

Parts are provided for three 'steps' around the base of the whole building; this may be accurate but seemed to be rather heavy for such a small structure, so our sample is only fitted with the narrow lowest layer.

Gutters and downpipes are not included in the kit. The original also now has a small notice board and window box between the doors, and an external light on the gable end over the window.

A printed station nameboard is provided.

The walls were painted with acrylics to simulate the rendered finish.

The resulting structure measures (in H0) just 100mm x 75mm x 60mm. It is also offered for O scale.

Although not difficult, we suggest this attractive little station requires some experience of building similar kits.

Produced by

Stangel Modellbahnbau
P.O.Box 41,
PL 95-100 Zgierz 1, Poland.
www.stangel.pl

PRICE
HO ref.BS HO/031/04/K €35.00.
O ref.BS O/031/04/K €69.00.

MIBA-Spezial 121 Nebenbahnen Strecken, Bauten, Züge

Edited by Martin Knaden

VGB Verlagsgruppe Bahn GmbH,
D-82256 Fürstenfeldbruck, Germany.
www.miba.de

295mm x 210mm 108pp

Softback €12.00

ISSN 0938-1775

German text ref.1211 2119

This latest special from MIBA takes a look at branch lines and how they can be realistically recreated in model form. With examples of prototype locations it covers track laying, kit building, correct train formations, and motive power. Also examined is the correct positioning of signals, trackside signs, station buildings, goods sheds, and loading facilities, all illustrating that despite their relatively small size, a layout offering a range of shunting manoeuvres is possible.

The first chapter, 'Mit der Bahn hinaus aufs Land' (pages 6-13) looks at a number of prototype branches, including the Osthannoverschen Eisenbahn AG (OHE) and Javornik in the Czech Republic. There are three suggested plans for small stations, with the arrangement of station building, loco shed, goods shed, loading ramp, etc.

'Ein Ende im Wendland' (pages 14-23) recreates in HO the Lüchow – Schmarsauer Eisenbahn in Lower Saxony, with a track plan of the station at Schmarsau. Photos of the resulting model include the construction of the station building and loco shed from styrene sheet, and laying the track.

In 'Hasenfelde im Oderbruch' (pages 24-32) another HO scheme is examined, this time an Epoch III Deutsche Reichsbahn layout based on Hasenfelde. An extract from the 1946 timetable for the line is shown, plus a track plan for the station.

The fourth chapter, 'Oft in Kies gebettet' (pages 34-39), looks at the simple trackbed and ballasting to be found on branch lines. Photographs show model track laying, ballasting, and bridge construction alongside prototype views.

The fifth section, 'Nebenbahn-Lokschuppen' (pages 40-45) presents examples of branch line engine sheds and track plans showing their position at Neuenkirchen and Schmarsau. A track plan of Görzke is also featured. The new TT loco shed kit from Auhagen is architecturally similar to that seen at Görzke.

In 'Das untypische Agenturgebäude' (pages 46-49) we take a look at the building of a laser-cut kit for a wooden Bavarian branch line station building in TT by MBZ, with step-by-step construction shown in photos.

'Einfach und wirkungsvoll' (pages 50-57) examines and illustrates the signals and lineside signs used on branch lines, with prototype photos and track plans showing the correct positioning of these features. A table showing examples of different signals and lineside signs is included and although no scale is given the drawings look right for 1:87 and so could be photocopied and cut out for use on a layout.

'Kunterbunt durch's Land' (pages 58-67) features excellent photos of branch line layouts with both steam and diesel motive power in Epoch III. The locomotives, coaches, and wagons suitable for such a line are covered and the typical Deutsche Bundesbahn diesels to be seen on branch lines in this period are noted, these being classes V36, V60, V65, V80, V90, and V100.

'Güterverkehr auf Nebenbahnen' (pages 68-79) examines the different types of freight to be seen on a branch line and how it was handled. There are plans for a goods shed and loading ramp and track plans showing where these should be positioned. Typical DB steam and diesel locos for branch line freight workings in Epoch III are illustrated.

Timber and coal transport is then covered in 'Holz und Kohle' (pages 80-84). As well as photos there are scale drawings of both an open and a stake wagon with timber loads. How to recreate both timber and coal loads on the layout is also thoroughly described and illustrated.

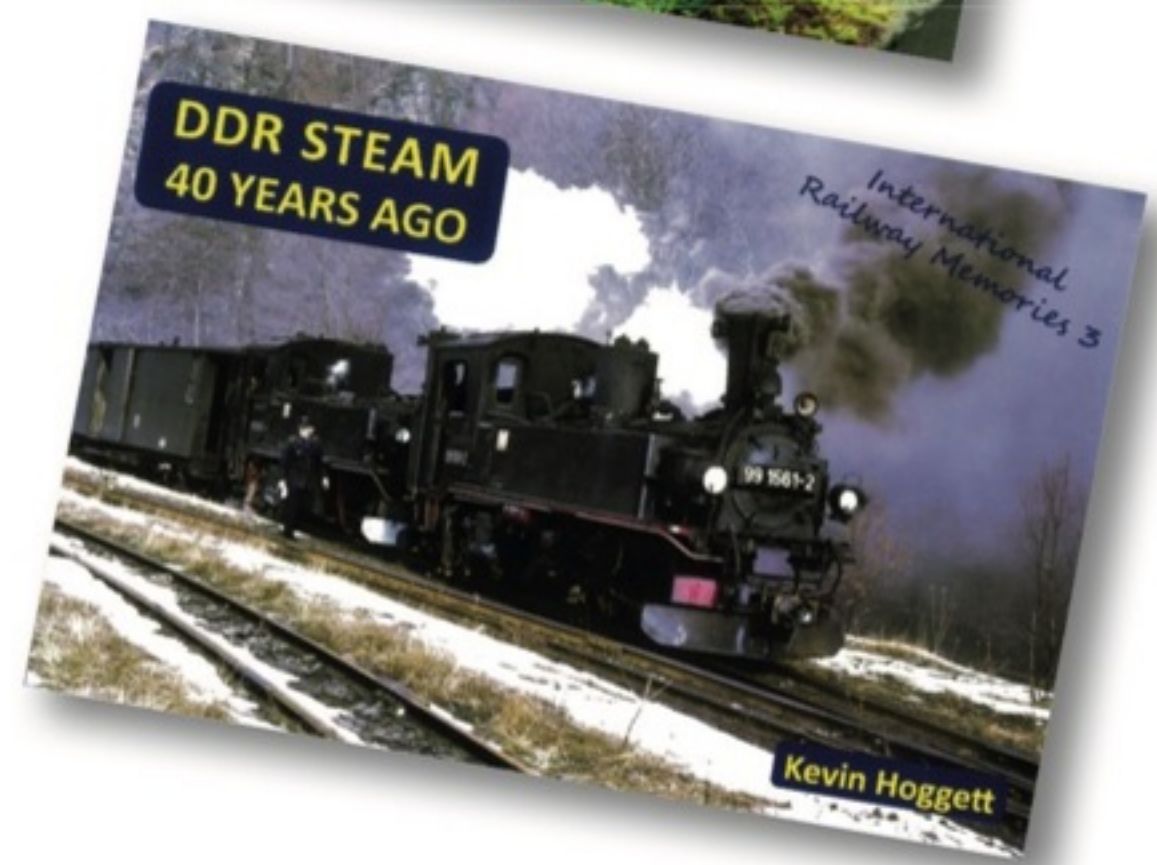
In 'Nebenbahn gerettet' (pages 86-89) takes a detailed look at the use of DB VT95 and VT98 railbuses on branch lines. Also described and illustrated is the construction of a kit for a trailer in HO from Weinert for the carrying of luggage, bicycles, and skis.

'Moderne Zeiten' (pages 90-96) bring us up to date with colour photos of branch lines today, with modern waiting shelters and ticket issuing machines, plus a plan of the station at Biedenkopf on the Horloffthalbahn.

The final chapter, 'Die Früchte der Bundesbahn' (pages 98-101) looks at the recreation in miniature of a DB branch line in Epoch IV. Photos show the types of diesel locos, coaches, and wagons available in HO in both the crimson red and later ocean blue & beige colour schemes.

This is a very handy reference work for anyone wishing to faithfully reproduce a branch line in miniature and can be thoroughly recommended. A good knowledge of the German language will be required to get the best from the text but the more than three hundred well-reproduced illustrations clearly show what the modeller can achieve.

A number of pages, as well as the inside front, inside rear, and back covers contain advertisements for other publications from MIBA and Verlagsgruppe Bahn (VGB). There is also a selective list of model railway shops and specialist suppliers in Germany and Austria.



DDR Steam 40 years ago

by Kevin Hoggett

Mainline & Maritime, 3, Broadleaze,
Upper Seagry, near Chippenham, SN15 5EY.
www.mainlineandmaritime.co.uk

155mm x 233mm 64pp

Softback £9.95

ISBN 978-1-900340-54-0

This landscape format book, the third in the publisher's international railway memories series, takes us back to East Germany forty years ago – that is, just before the fall of the Iron Curtain. It is essentially a simple photo album, with generally one large photo per page, though a handful of pages present two verticals side by side.

Each image is accompanied by a brief caption, which identifies the location and the locomotive(s), and sometimes also the service; none are dated at all. To judge by the state of the scenery (some green, some bare trees, and some with snow on the ground!) they were not all taken on one visit.

A few typographic slips were noted, primarily in the spelling of place names (mostly lack of umlauts).

Locations featured include Berlin Schöneeweide, Halberstadt, Wernigerode to Nordhausen (Harz metre gauge), Gera, Glauchau, Dresden, Zittau (narrow gauge), Saalfeld, Selketalbahn (metre gauge), Vitznberg to Querfurt, Rößlingen, Cranzahl (narrow gauge), Jöhstadt – Wolkenstein (narrow gauge), and Leipzig. The arrangement of the sequence is not explained. In some places we get several shots, in others just one or two.

The views of active locos at Wolkenstein must date from before December 1986 when the line was finally closed.

Locomotive classes include: BR52, BR52.80, BR03, BR50, BR01, BR44, BR58.30, BR50.35, BR95, and BR01.5. Harz metre gauge – 2-10-2T, 2-6-2T, and Mallet 0-4-4-0T. Narrow gauge – standard 2-10-2Ts and Meyer 0-4-4-0T. BR110, 119, and 120 diesels also creep in to a couple of views!

Most of the photos seem to have been taken at stations or around sheds.

The photos are all by either Kevin Hoggett or Alan Hoggett. There is no information about under what circumstances they were taken, or when. What looks like a group of enthusiasts can be seen in at least one picture (8), which suggests organised/escorted tours – as would have been most likely before the Wall came

down. However, in another (46), a lone photographer chats to a railwayman.

The original slides or negatives have been digitally processed, and there is some evidence of sharpening, though several are still rather fuzzy – no doubt due to the originals, which were probably not taken in ideal weather. They are all in colour, after a fashion – the colour balance in many is odd, with a blue-purple cast. They are also high in contrast, with deep shadows and bleached highlights, perhaps beyond the ability of digital processing to salvage. We forget that most cameras and films even then were not capable of what we take for granted today with digital imaging.

The book is perfect bound with heavier glossy covers, and printed on good quality paper.

The inside back cover advertises the previous two volumes in this series (France and Turkey),

Some form of introduction would have been welcome, and – if the original slides or negatives could not be enhanced with digital processing – perhaps a more rigorous editorial approach would have helped. But while it may be technically disappointing, it is still a fascinating look at railways in the DDR.

Buildings from French narrow gauge railways

by Peter Smith

47, Kestrel Road, Melton Mowbray,
Leicestershire, LE13 0AY.
peter.smith5547@gmail.com
280mm x 215mm 116pp
Softback £15.95
ISBN 978-1073508-46-4

This new book offers a selection of highly detailed scale drawings of buildings found on French narrow gauge railways. In this context, narrow should be taken to mean metre gauge – in French there is a clear distinction, and the introduction acknowledges that the structures shown are from metre gauge lines.

The drawings have been produced using a computer drawing program and are not only fully coloured but in many areas have simulated texture.

There are twenty-five in all, from all over France but mostly in a band across the centre of the country from Brittany in the west to the Haute Savoie in the east. Most are station buildings, of various sizes, but there are also two goods sheds and three loco sheds.

Both side and both end elevations are given in most cases, but (with one exception) there are no ground plans.

No dimensions are marked, and the plans are not presented to a consistent scale, rather adjusted to fit the page, but each drawing has a 2m scale bar.

Several of the drawings are augmented with old postcards, and a few also have a diagram of the track layout.

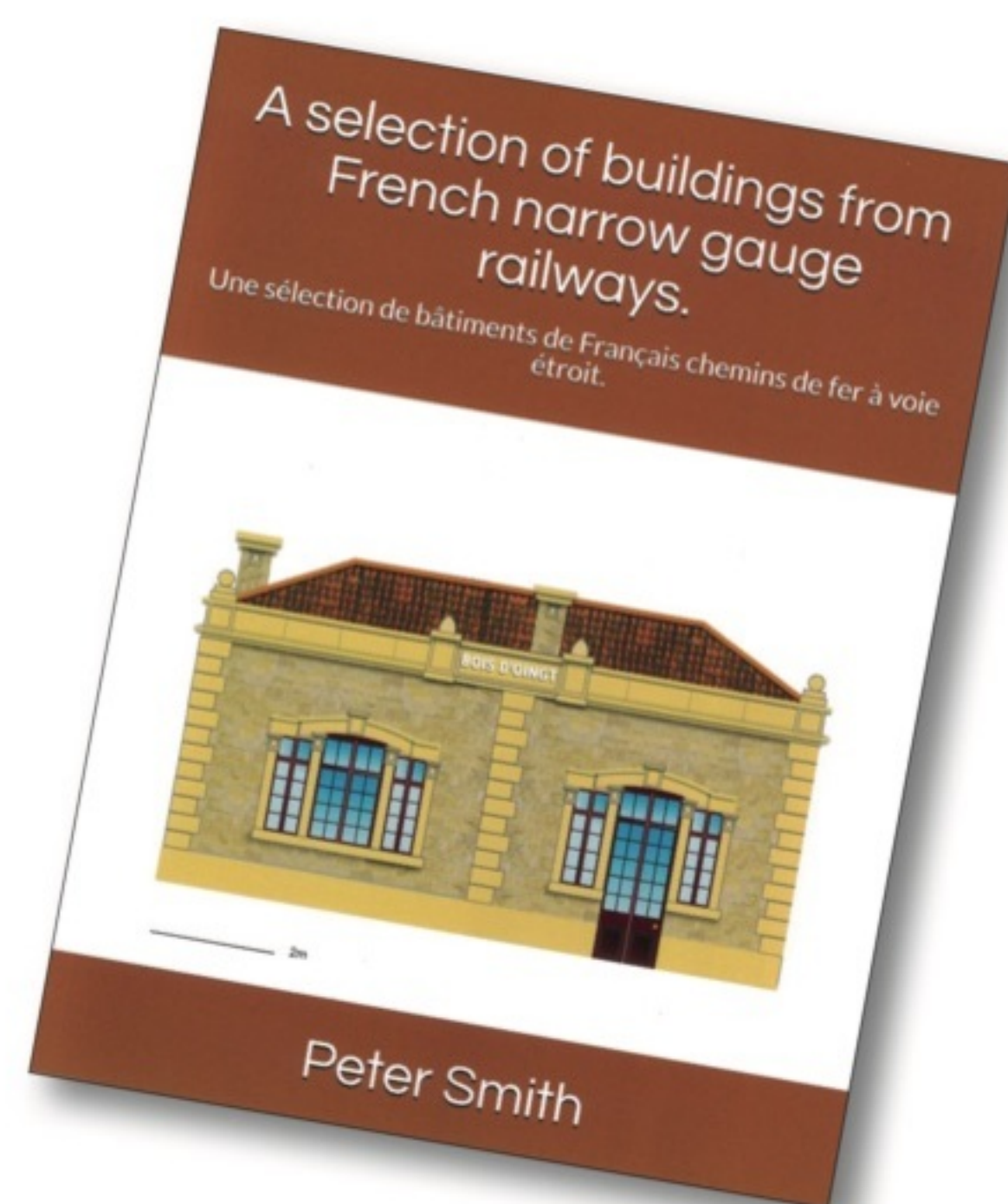
The title for each structure gives the location, the railway, and its dates of opening and closing; occasionally there are notes on other points of interest.

The collection is prefaced with remarks on source material – surviving buildings, original plans, and old (sometimes tinted) postcards, plus the paint colours likely to have been used originally, and roof tiles.

Throughout, the text is parallel in English and French. The French was produced with the use of an on line translation program, and even our limited ability detected a number of wayward turns of phrase or odd use of words. However, this has no effect on the quality of the drawings or their potential usefulness to modellers.

They could be copied onto suitable card, adjusted to the required scale in the process, and used as the basis for models, or simply enjoyed as the products of informed research combined with technical skill and a degree of artistry. In short, they look very nice, and are highly likely to prompt modelling projects.

The book is rounded off with a select bibliography (which notes that without the work of Claude Wagner, to whom this book is dedicated, there would be relatively little published on French narrow gauge) and a (rather longer) list of the author's own previous publications. We would query the author's rather pessimistic analysis: the encyclopaedic series of substantial volumes *Les Petits Trans de Jadis* by Henri Domengie



immediately comes to mind, granted not exclusively metre or narrow gauge but predominantly so. And there are other notable authors and publishers of metre and narrow gauge material.

The book was published by the author and is available from Amazon.

The On30 Annual 2019

Edited by Chris Lane

White River Productions,
P.O.Box 48, Bucklin, Missouri 64631, U.S.A.
www.whiteriverproductions
www.On30annual.com
275mm x 212mm 116pp
Softback US\$24.95
ISBN 978-1-932804-52-2

This collection is sub-titled 'O scale narrow gauge railroading for everyone'. It is packed with twenty interesting articles and practical projects. They vary from three to eight pages, with plenty of variety, dealing with layouts, dioramas, locomotives, rolling stock, structures, scenics, track, electrics, and operation, plus some prototype background. The topics range from detailing commercial items through assembling kits to scratchbuilding.

Features include: Tia's taco truck (with accessories and figures); on the waterfront (a small but well detailed quayside diorama); operations on the Western Bay RR using switch lists; Brokeback Lodge (a plaster cast building augmented); scratchbuilding an excursion car inspired by Maine 2' examples; making a Hawaiian plantation style 0-4-OST+T from a Bachmann Forney;

the story of the Path Valley Railway, built on a couple of shelves; foreground and backscene props to improve photos; giving the Bachmann skeleton log car an 'eastern' look, inspired by the Manns Creek Railway; powering small locos and railcars with a 'pusher' (a drive concealed in a 'hailed' vehicle); a logging ambulance (a converted road vehicle on rail wheels); tales of the Puerto Barracho (scenic cameos with rather caricature figures); using a Raspberry Pi as a wireless DCC controller; making and applying ballast using real stone; the South Pacific Coast Lines, an extensive 28' x 20' layout; scratchbuilding a coal trestle and shed; custom building Ford Model TT trucks from Ertl and Matchbox products; the Eureka & Palisade Railroad as a prototype worth modelling; and expanding a rural station (adding a somewhat improbable wooden upper storey to a stone base). As before, there is no discernible logic to the order of the pieces.

The modelling standards are generally quite high.

Even if you do not follow the schemes precisely, the ideas may inspire something similar. Some would be transferable to other scales and gauges, and maybe also other areas.

There is also an interview with the new owners of the San Juan and Grandt Line ranges, which modellers will be pleased to know will continue.

The collection concludes with four pages which briefly spotlight selected new products, though topical material like this can hardly be a major element in an annual which is to remain valid until December.

The photos were mostly supplied by the authors and are generally clear. Most are in colour, with a few archive prototype shots in black & white. All are well reproduced on good quality paper.

The page design makes considerable use of colour, graphics, and unusual typefaces, reinforcing the impression of separate articles rather than a coherent collection. The presentation is similar to the *Narrow Gauge & Short Line Gazette* (from the same publisher).

There are ten pages of advertisements from the publishers and relevant suppliers, from major companies such as Bachmann (and Peco!) through to specialists; these are arranged before and after the articles, not mixed among them, as is the norm with many US titles.

This collection should be of interest to anyone already into American narrow gauge, not just in On30, and some of the ideas and techniques would be transferable. Worth a look.

The Annual is available in the UK from EDM Models, 19, Briar Avenue, Acomb, York, YO26 5BX.

www.ngtrains.com

The price is £22.50 plus postage & packing.

Modelleisenbahn Das große Gleisplan-Buch

HEEL Verlag GmbH

www.heel-verlag.de

for VGB Verlagsgruppe Bahn GmbH,
D-82256 Fürstenfeldbruck, Germany.
www.vgbahn.de

305mm x 230mm 208pp
Hardback €19.99

ISBN 978-3-86852-499-4 German text

If you want to build a layout, it helps to have a plan. But rather than suggestions that were never achieved, this publication contains selected examples of actual layouts, drawn from the German model railway magazine *Modelleisenbahner*, and describes and illustrates how prototypical designs can be recreated from first idea to the final plan in various scales and gauges, with projects ranging from small dioramas to grand schemes.

The book features thirty-four layouts in HO, nine in HOe, four in HOm, eight in N, two in each of Z, HOn3, Of, Oe, and O, and one in TT, with subjects

from Germany, France, Austria, Switzerland, Italy, The Netherlands, the USA, and even Australia.

For each layout there are details of size, area represented, period, track used, manufacturers of the rolling stock, and whether analogue or digitally controlled.

The layouts range from elaborate main line schemes with large stations, freight yards, bridges and viaducts to smaller branch line, *Feldbahn*, and industrial settings. There is also a layout with trams.

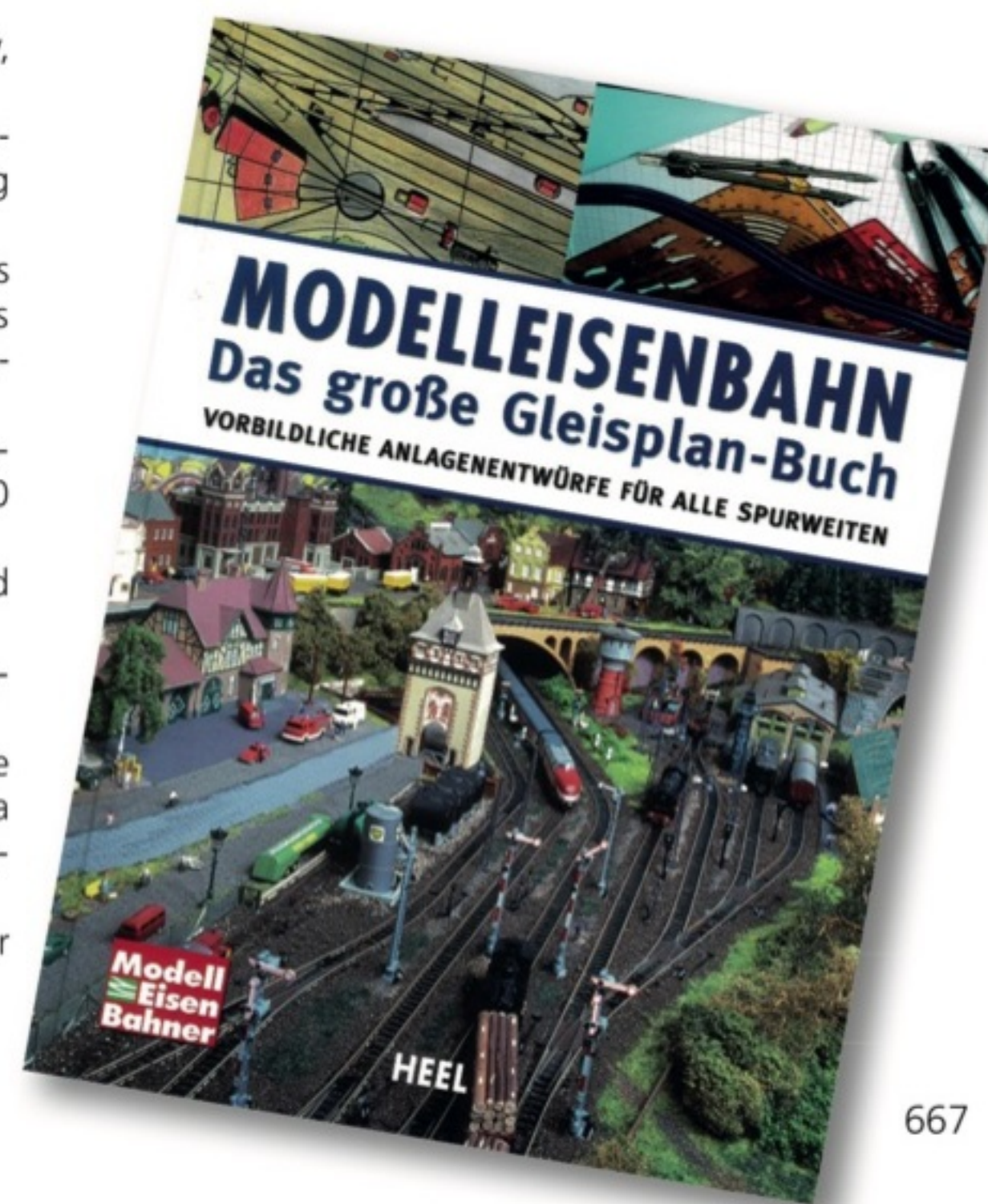
The work is illustrated with over 380 colour photographs, drawings, and illustrations, plus more than 60 track plans.

The photographs are all of very high quality and clearly show all the details.

All the track plans are clear, with the correct placement of signals, trackside signs, etc.

This is a nicely produced publication which can be considered excellent value for money; it should be a useful companion for every enthusiast, whether beginner or experienced modeller.

The final page includes an advertisement for other books available from the publisher.





The Canadian ten car set in N headlines new announcements from Rapido Trains

Rapido Trains has announced plans to produce *The Canadian* in N. The train was introduced by Canadian Pacific in April 1955 as its flagship transcontinental passenger service from Montreal and Toronto to Vancouver. It featured new FP9A locomotives and a consist of new stainless steel passenger cars built by Budd in Philadelphia.

The Canadian lasted with CP until 1978, when it was transferred to VIA Rail Canada. It continued to operate on the original CP routing until 1990, when it was moved to Canadian National tracks. VIA refurbished and upgraded *The Canadian*, relaunching it in 1992 with 'Silver and Blue' branding – it remains VIA's flagship train, still operating with the original Budd cars.

The planned N scale ten car set consists of seven different Budd passenger car types, with extra coaches and sleepers also being produced to create a longer train. The prototype consist could include as many as 30 cars, but is regularly between 18 and 22 cars. Additional Skyline cars and Prestige cars will also be available separately.

The order deadline is 13th January 2020 with delivery expected in summer 2020.

Bombardier LRC in N

Also announced for N is the LRC (Light, Rapid, Comfortable) stock, the backbone of VIA Rail Canada's central Canada fleet. The Bombardier LRC first entered service with VIA in 1981. By 1985, with the second delivery of coaches, the LRCs had become essential for VIA. They eventually took over the majority of corridor services in Ontario and Quebec. They also operated in America for Amtrak in the early 1980s, mixed with Amfleet equipment, mostly between New York and Boston.

The LRC coaches originally had two versions: coach and VIA 1 first class. They were externally identical, with the first class cars carrying a VIA 1 logo and no large Canadian flag. In 2013 VIA converted the VIA 1 cars to Business Class cars featuring 2 + 1 seating, with some blanked windows and a new paint scheme.

Proposed paint schemes for the models will include: VIA Rail (original), VIA Rail (Canada), VIA Rail (green), VIA Rail Business Class (rebuild), and Amtrak.

The order deadline is 7th October 2019 for expected spring 2020 delivery.



Later phase F40PHs in HO

Following the release of its HO scale Amtrak Phase 1 models, Rapido Trains is to produce the later phase F40PH, which incorporated several changes to the original design. The manufacturer plans to offer both versions of the Phase 2b – original and ditch light-equipped with modified cab details – as well as a non-dynamic brake Phase 3 commuter unit. The Phase 2b F40PH is offered in six paint schemes plus undecorated whilst the Phase 3 F40PH is offered with a choice of two paint schemes plus undecorated.

The order deadline is November 18th 2019 with expected delivery in late spring 2020.

Rebuilt FL9s in HO

Rapido Trains has relaunched its plans to produce models of the rebuilt FL9 locomotives in HO. The FL9 was a critical loco for operations out of Grand Central Terminal in New York City. Originally operated on the former New Haven lines, the fleet's operating area spread under Penn Central and Conrail/MTA to include the former New York Central lines north along the Hudson River.

With no direct replacements on the horizon, the decision was made to rebuild and upgrade many of the FL9s in the 1980s. The rebuilding would typically include the addition of Head End Power in place of the steam heating boilers, as well as upgraded braking sys-

Above

VIA Rail's westbound *Canadian* passes Henry House as it approaches Jasper on 21st February 2005 with F40PH #6444 and #6442 in charge.
Photo: John Chalcraft, Rail Photoprints.

tems and electronics. These rebuilds were done in several batches for both Metro North and Amtrak. Additional units were also rebuilt by Chrome Crankshaft for the Connecticut Department of Transportation and re-entered service wearing their original New Haven McGinnis colours.

In their rebuilt form the remaining FL9 fleet operated until 2009, becoming some of the last F-units in regular revenue service. Two units, former Amtrak 488 and 489, went on to see further service on the Maine Eastern until 2015.

Six paint schemes are planned plus undecorated.

The order deadline is 31st October 2019 with expected delivery in spring 2020.

See the Rapido Trains website for further details about all these releases, including price information.

Rapido Trains is distributed in the UK by Rails of Sheffield.
www.rapidotrains.com





Baert et Verney railbus and trailers kit in HOm

CM reader Peter Dale recently completed the French HOm model pictured here, constructed from a new kit produced by Marcel Jolly Modélisme. He writes:

"This model is of a type of railbus introduced by Baert et Verney using First World War surplus GMC chassis that had been intended for use as military ambulances. Although not very powerful, with a 22hp engine, they hauled light passenger or goods trailers and some fifty were placed in service among ten lines mainly in the west of France, including the CFD Finistère and CFD Mayenne."

The kit (with both a passenger and a parcels trailer) consists of resin bodies with whitemetal chassis for the trailers and a substantial chunk of whitemetal for the interior of the railbus. These add useful weight for these small models. The chassis for the railbus is etched brass, as are some of the detail parts. Wheels (to 12mm gauge), gears, and motor are also included.

The instructions are, as you might expect, in French. There are also useful tutorials available on the MJM website, and there is a construction thread on the Passions Métrique website, also in French.

I started construction with the trailers and then on to the railbus itself. A point to watch is the neatly designed system of compensation for the front axle whereby the bearings have a small amount of movement in the hornblocks in the chassis, the pickups acting as springs.

The motor supplied is six volts but I followed a suggestion from the Passions Métrique thread and replaced it with a small 12 volt motor from Tramfabriek.

The kit is well thought out but certainly not for beginners.

The kit is available for €85.00 plus postage.

I am waiting to see what may come next!"

www.mjmodelisme.free.fr

Rustic Cabin from Woodland Scenics in N, HO, and O scales



The latest Built-&-Ready Landmark Structure® to be released by Woodland Scenics depicts a 'Rustic Cabin', available in N (ref.BR4955, US\$39.99), HO (ref.BR5065, US\$64.99), and O (ref.BR5869, MSRP US\$99.99) scales.

The model features old board and batten siding, a covered porch, and shake shingle roof. Smaller details include two rocking chairs on the porch, a woodpile, a stove pipe, a television aerial, and an electric meter (on the back of the cabin).

It also comes with a pre-installed LED porch light made for use with the manufacturer's Just Plug® Lighting System.

For more details:

www.woodlandscenics.com

Special Edition HO 'Big Boy' by Rivarossi



2019 has seen the return to steam of Union Pacific 'Big Boy' No.4014 to coincide with celebrations marking the 150th anniversary of the transcontinental railroad.

Rivarossi is commemorating the completion of this landmark restoration project by releasing a special edition of its HO scale model of the 'Big Boy', complete with souvenir number plate and pin badge (ref.HR2753, £384.99). The model has a five-pole flywheel-fitted motor and comes DCC-ready with a 21-pin decoder socket.

For more details: www.hornby.com



Baldwin USATC 2-6-2T from Bachmann in On30

Bachmann Trains (USA) has announced that it is developing several new models across various scales, including a Baldwin 2-6-2T for On30. These were built for the US forces in France during the First World War, and were used to bring food, ammunition, and construction material to troops in the trenches, and to carry away the injured.

Five versions have been announced: three in USA grey, one in military green with 'Q.M.C U.S.A' (Quartermaster Corps) lettering, and one in plain un-lettered black.

In addition there will be a series of 18' low side gondolas (bogie open wagons) and 18' box cars, in USA grey and military green schemes, supplied as twin packs.

Other models announced include new sound-equipped versions of the 2-10-0 Russian 'Decapod' in HO, together with the Norfolk & Western Class J 4-8-4 and GP40 locomotives in N scale.

Delivery dates are not yet quoted.

For more information: www.bachmanntrains.com



In brief

The Andeer line at Pecorama

The next operating session with *The Andeer line* in the Station Gallery/ Lecture Theatre at Pecorama will be from Saturday 24th to Monday 26th August, coinciding with the Festival of Steam & Food (Loco Week) which will be taking place at Pecorama from 19th – 26th August.

The Andeer line is a Swiss HOm modular layout built by Julia & Derek Boswell which depicts a section of the metre gauge Rhätische Bahn. Visitors are invited to help operate the layout, which employs digital control, with a central 'signal box' and trains driven individually using smart 'phones and tablets.

The sessions run from 10.00am to 5.00pm each day. Drop in for as long as you wish.

Admission is included within the normal Pecorama ticket price (see website for details).

www.pecorama.co.uk

Norwegian loco enquiry

CM reader Chris Rayner-Battle writes:

"Living in Norway it is perhaps not surprising that I am interested in and model Norwegian Railways (NSB or 'Vy' as it is now called), particularly the Bergen – Oslo line."

Back in the 1960s NSB had a diesel-hydraulic (?) locomotive on long term trial from Deutz, their factory number 56500 – TWE 'V 201'. It completed 100,000km on the Bergen line."

I have trawled the internet and have found some information and a couple of photos of this locomotive but I would be glad to receive any information, photos, drawings, internet links, etc. of and about it. Does anyone know if a model (HO) was ever made? Can anyone suggest a suitable donor model for a conversion?"

abc@noniabc.no



The **European Railways Association** presents its sixth annual show on Saturday 28th September from 10.30am to 4.00pm at The H Suite, Icknield Port Road, Edgbaston, Birmingham, B16 0AA.

KENSTADT**Germany****Z 1:220 6.5mm****Present day****Ken Jones**

This layout was built by Steve Pilling and bought by Ken as a treat to himself for his 65th birthday. He renamed it and added more details such as skiers, climbers, cars, etc. The small hamlet sees tourists in the summer who visit the local castle at the top of the hill. Some sidings are provided for when demand is high, but in winter the place is usually cut off by snow and only trains get through.

Trains are the odd freight, a local railcar service, and sometimes a Christmas special.

All rolling stock and track is by Märklin, as is the controller.

The hamlet has one street light and the Christmas tree lights may also be on. The skiers, the climbers, the snowman, and Father Christmas were handbuilt by Herr Klingenhofer in Germany. Most of the skaters and the father with children and toboggans came from Trafofuchs, also in Germany, who also produced the snowplough.

KLOSTERS DORF**Switzerland****Nm 1:160 6.5mm****Present day****Mark Fox**

This layout is based on, but is not an accurate portrayal of, Klosters Dorf station on the Rhätische Bahn in the mountainous canton of Graubünden in north-east Switzerland.

Most of the rolling stock was made by specialist manufacturers – the majority now out of business – so these items are rare and irreplaceable. There are also some of the recently produced Kato (9mm gauge) models which have been gauge converted. The colour light signals are functional, and the buildings and platform light up at night.

TAMARO**Switzerland****N+Nm 1:160 9mm + 6.5mm****1990s****Hugh Griffiths**

At the southern end of its tunnel through the Alps in Switzerland, the Gotthard line emerges into the Italian-speaking canton of Ticino. We are in the small (fictional) town of Tamaro near to the Italian border, with its station on a single track section of the line with a passing loop and basic goods facilities. There are regular stopping services and through international passenger and freight trains to and from Italy, plus the occasional special excursion hauled by preserved locomotives such as the legendary Swiss 'Crocodile'. Across the road a light railway runs a shuttle service up a side valley, and the efficient Swiss post buses wait at the station.

DEPOT DE CAMIONS**Switzerland****N 1:160 9mm****Present day****Stuart Conlon**

This layout was inspired by a visit to a model railway shop in Lucerne. On sale was a set of wagons and vehicles representing the *rollende Landstrasse*. The Swiss had the marvellous idea of charging commercial road vehicles high tolls for travelling across their territory. The only way the toll is avoided is by putting the lorries on trains. Having purchased the set at a bargain price, the layout was then imagined, developed, and finally built. The lorry depot is set in the part of Switzerland which has French as the main language, so I can run French rolling stock on the layout. The imaginary site is near to the outskirts of a large town on a main railway line, so allowing running both main line and suburban stock. The real lorry trains are of considerable length, twenty or more wagons behind the coach carrying the lorry drivers.

THE 90p RAILWAY**Switzerland****N 1:160 9mm****Present day****Roger Hampshire**

The model is based on a fictional town somewhere in the Swiss Alps and was built by an unknown person about 25 years ago, with its own carrying/display case. It has a working ski lift and lights in the houses. It was listed on eBay with a starting price of 90 pence and no reserve. Over eighty people looked at the model but nobody bid. I discovered it ten minutes before the auction was due to finish. The actual starting price was one Euro and the buyer had 'to collect from sellers home' – in Luxembourg, hence no bids. But my daughter lives in Luxembourg and with a single bid of 90 pence the layout was purchased. A quick 'phone call and my daughter drove to the next village to collect it. It needed some attention, and while it has had the track renewed, it is basically as purchased. Children can operate the various functions.

VARTANAKERT**Armenia****N 1:160 9mm****c.2015****Paul Brinsdon**

Armenia, in the South Caucasus mountains, has few railway routes, primarily linking Yerevan to Tbilisi in Georgia, plus a few local lines. The routes through to Turkey and Azerbaijan are closed. Until recently, Armenia was part of Russia and the railway is still run on a long franchise by Russian Railways. Russian electric railcars made in the 1960s/1970s are used for local work. The international trains from Yerevan to Tbilisi and Batumi

are pulled by VL10 twin-unit electrics of a similar vintage. Most of the model rolling stock is hand made in Russia. The layout is set in a fictitious place. I have tried to portray different geographical elements of Armenia, incorporating the basalt cliffs of Melik Tangi Gorge, the volcanic rock pinnacles around Goris, the stone Armenian alphabet statues on the hillside, and other features. The villages in Armenia often have several monasteries and churches nearby and these are shown along with the traditional Armenian type of house with balconies and shallow roofs.

SALSDORF**East Germany****TT 1:120 12mm****1969/70****Raven Miniatures**

Salsdorf is a small through station on a branch of the Deutsche Reichsbahn in East Germany near the border with West Germany. A mix of passenger and freight traffic can be seen. Passenger traffic is provided by a diesel railcar, double-deck commuter stock, and an occasional loco-hauled train. Freight traffic includes general freight and loads to and from the factory. An occasional train of coal hoppers passes through. Track is by Tillig and stock is by Tillig, Roco, and Piko. All locos are sound fitted. Control is DCC using an ECOS controller linked by a router to I-phones and I-pads running the 'Touchcab' app. Please feel free to chat with the operators.

The layout is lit with LED strip lighting.

CM May 2019

GÜTERBAHNHOF FRANKENLAND**Germany****HOe 1:87 9mm****1980s****John Hills**

Displaying the delightful Minitrains range of narrow gauge models in a fictitious setting, imagined to be somewhere near the border between west and east.

CM September 2018

GRAZELLAR BAHN**Austria****HOe 1:87 9mm****1980 – 2000****Peter Johnston**

The Grazellar Bahn is my first venture into continental modelling in 1:87 after having for many years modelled and exhibited British N. It is based on the Mariazellerbahn in Austria, a 760mm gauge line running south from the Salzburg to Vienna main line at St.Pölten for some 90km to the pilgrimage town of Mariazell and, for a time, a short distance further to Gusswerk. The line was built in the early 1900s and after initially being steam worked was electrified in the period leading up to the First World War using a 6.5kV AC overhead system which is still in use today.

The layout represents an imagined additional terminus and is set in the 1980 – 2000 period. The track plan is based on Gresten, with an additional timber yard off stage to provide a source of traffic.

Most trains (passenger and freight) are operated by the iconic class 1099 electric locomotives with the occasional diesel and even a steam-worked nostalgia special.

Construction is fairly standard using Peco track and plastic building kits with stock being mostly from Roco and Liliput. Locos and points are DCC operated using a Roco Multimaus controller.

LESEN SIGNAL WERKE**East Germany****HO 1:87 16.5mm****1980s****Alan Monk**

An 'inglenook' micro layout, featuring a small signalling works yard somewhere in the DDR where *Kleinloks* sort and shunt a variety of wagons. The layout is built on an Ikea LACK floating shelf, with Peco code 75 trackwork and kitbashed structures.

BAHNBETRIEBSWERKE**MÜNSTER SÜD****Germany****HO 1:87 16.5mm****1965****Chris Sheldrake**

The layout consists of two Eurotrack modules forming a typical West German loco depot, with operating turntable, sheds, workshops, and coaling facility. There are many operating features including cranes, lights, and sounds. At least ten locomotives are fitted with sound decoders.

GOUTTIÈRES**France****HO 1:87 16.5mm****1990s****Keith Harcourt and Mark Jury**

An attempt to model what one of us found while on holiday in central France in 2008. Gouttières was the junction of the Lapeyrouse and Neris-les-Bains lines. It is some distance from the village it served, and had a quiet life. The original station buildings were demolished in the 1980s. Only an engine shed, now used by the commune as a road maintenance depot, remains from that era. In 1992 a belated attempt by the SNCF at another station resulted in a fairly temporary looking building. This too was razed to the ground in 2000 and today only the concrete plinth with some floor tiles remains. The line and thus this station saw the last train on 9th December 2007 after which the line was 'suspended'. Final reason for closure, in 2018, was stated to be the unsafe condition of the Viaduc des Fades.

CM February 2014

MARMAGNE

France

HO 1:87 16.5mm

1950s/1960s

Tony Durose

Constructed by Roger Nicholls and now owned and operated by Tony Durose, a member of the French Railway Society (formerly the SNCF Society), Marmagne is set on a rural branch line in central France. Steam and diesel locos can be seen hauling typical train formations of the period, along with *autorails*.

Traditional methods were used in the construction of the layout, with Peco code 100 track. Points are operated by the wire-in-tube method. The station building is a Pola kit, the grain silo is by Faller, while the Feed and Seed warehouse was scratchbuilt.

Stock on the layout is from several European manufacturers – Jouef, Lima, Liliput, LS Models, Mistral, REE Modèles, De Massini, Roco, etc.

CM March 2005

MOYENMOUTIER

France

HO 1:87 16.5mm

1945 – 1970

David Jane

This is a representation of the only intermediate station on a short light railway (a *secondaire*) in eastern France, known as the 'Etival – Senones'. Only 9km long, the line closed to passengers in the late 1940s, but a surprisingly good level of freight traffic kept it open until 1971.

The unusual track layout – two points and a double slip – is what attracted me to the idea of a layout, although it does make for an interesting operational challenge. Nothing of the station exists now, so the layout is run as a sort of mix of what could be seen at any time since the end of the Second World War. Apart from steam locos, the line also owned a superb Billard *autorail* which sadly was destroyed by fire in 1946: not really in period perhaps, but I had to model it.

ZLATA VYCHOD

Czech Republic

HO 1:87 16.5mm

2000s

Dave Paylor

Zlata Vychod is a fictitious small Czech/German border crossing in the far north-west corner of the Czech Republic. The idea for it came from several trips to Eastern Europe and sampling what České Dráhy (amongst other operators)

and some of the local breweries (the inspiration for the name comes from a Prague brewery) had to offer. The result was a love affair with what was originally known as the CSD class T.478 diesel, later 749/751/752. Amongst Czech enthusiasts, due to their distinctive appearance, they received the nickname 'Bardotka' (derived from Brigitte Bardot) or more affectionately 'Grumpies'. It was a bit of a step into the unknown as to what was available by way of locos, coaches, wagons, and scenic accessories as ready-to-run, kits, or custom-built models.

The station has diesel and electric worked routes into each country, as well as a branch at the Czech end, allowing a variety of traction and workings from the national operators of the Czech Republic and Germany to be seen as well as occasional services from nearby Poland and a variety of private freight operators plus preserved locos and stock from German, Czech, and Polish operators. The aim of the layout is to portray a typical (if slightly busier) border crossing of the time where the national operators' locos generally run round and head back, while cross border trains will change locos before continuing, with the exception of some of the international private owner locos which continue through.

To add to the operational interest at the main station there is also a terminus of a narrow gauge line, with dual gauge track running through the branch line tunnel, a relatively common practice in that part of the world. There is also a fuelling point with a couple of stabling roads, a small goods yard, and a preservation site based in the remaining section of a once much larger roundhouse.

CM April 2017

OBBEKAER

Denmark

P87 1:87 16.5mm

1960

Geraint Hughes

This layout is unashamedly experimental. After many years of modelling a British subject in P4, I wanted a new challenge and found it in P87 (finescale HO) modelling, with a Danish prototype. Why Danish? Well, it has a lot to do with the fact that my home town of Ely is twinned with Ribe in Denmark, so we have been frequent visitors over the years. The project has involved designing parts and processes for making track, rolling stock, and buildings, and Obbekeær is the test bed for all of them. The real location is a village just east of Ribe and the assumption is that a private railway typical of rural Denmark linked Ribe on the west coast of Jutland with Vejens to the east. Such a line was actually planned in the 1920s but never built. It is a sleepy rural station woken several times a day by the passage of a railbus or mixed train – hopefully a lifelike portrayal of many similar locations in Denmark in the 1950s. The trains are typical of branch line formations on both the private lines and the state railway (DSB) in Jutland and are either scratchbuilt or heavily modified commercial products. I hope the subject is something a little different.

CM June 2016

A TASTE OF NORWAY

Norway

HO 1:87 16.5mm

Present day

Mike Carter

A fictitious seaport with a busy local fishing industry. It is set in the present day featuring a cavalcade of electric and diesel trains. Apart from the terminus station, all the buildings are scratch-built based on prototypes in holiday photographs, and represent different areas in Norway. Control is by Digitrax DCC. Trackwork is Peco code 75, with Cobalt turnout stall motors. The locos are ready-to-run models fitted with DCC sound decoders. The pedalling cyclist is by Magnorail.

See *The Bryggen* – in this issue.

WHITELEAF LIGHT RAILWAY

Austria/Switzerland

G 1:22.5 45mm

1950s

Buckinghamshire GRS

This layout portrays a typical electric metre gauge *Lokalbahn*. The terminus station is mixed gauge, with wagon transfer facilities from the standard gauge, and is part of a much larger exhibition layout. The layout is owned by the club, the rolling stock is provided by members, and it demonstrates how a G scale model railway might look in an urban garden setting. The equipment is all weatherproof and can be left outside permanently.

GARE DE BRINDILLE

France

SM32 1:19 32mm

1917/18

Chris Hopper

This is my first attempt at a 16mm scale layout and depicts a section of the War Department Light Railways (WDLR) somewhere in France during the Great War. It is something of an experiment as usually this scale is the preserve of the garden railway enthusiasts with radio controlled locos, but I have used track power. It is a simple test track laid out as an 'inglenook' or shunting twig. I have used Peco track and it is designed to allow me to shunt the various wagons I have built from kits as a result of an increasing interest in the WDLR a hundred years on from the First World War. The publication of the *WDLR Album* compiled by Roy C.Link and the chance purchase of the Swift Sixteen Protected Simplex, or 'Tin Turtle', at *Tracks to the Trenches* in Apedale were also major factors in the development of the layout.

The layout contains a number of scenic elements typical of the First World War narrow gauge railways. It very loosely represents a small loading point some way behind the trenches.

The layout is run with an NCE DCC system and the locomotives are sound equipped with Zimo decoders from Digitrains. They represent the small petrol engined machines typical of the era and were built from kits by Swift Sixteen and PDF Models. The wagons are kit-built and modified plastic, resin, and wooden kits from Swift Sixteen, Anel, Red Star, and Slaters.

Coming soon in CM.



Above

Gare de Brindille, by Chris Hopper.

Photograph by Ian Manderson.

FINTONAGH

Ireland

O-21 1:43.5 21mm

1930s

David Holman

Fintonagh is an imaginary branch terminus of the Clogher Valley Railway in what is now Northern Ireland. Opened in 1887, it was a 3' gauge roadside tramway which ran from Maguiresbridge to Tynan (both broad gauge stations) until it closed in 1942. Where it passed through wayside towns and villages, it was often located along the middle of the main street – something I have tried to hint at on the layout, despite the scenic section being only 2m long.

CVR trains were unusual in that the locomotives were designed to run cab first and had side skirts down to rail level to hide wheels and motion, so as not to frighten horses. Coaches were of the end balcony type. The railway was an early user of diesel power, with a railcar and a similar tractor unit. There are a few kits and etches of CVR prototypes available, which I have used, but everything has been made by me over the last three years. Feel free to ask questions and if you have any knowledge of this delightful railway, I shall be pleased to hear it.

Coming soon in RM.

Specialist societies

European Railways Association
German Railway Society
Swiss Railways Society
Austrian Railway Group
French Railways Society
Benelux Railways Society
Italian Railways Society
Scandinavian Railway Society
The British Overseas Railways
Historical Trust

Associated society unable to attend:
N Gauge Society, Worldwide Group

Traders

Mount Tabor Models
Contikits
Plus Daughters
Minitrains
Chris Roberts (from France)
Star Models (from France)
N Scale CH
Hobbyrail
Gerald Savine prints
Platform 5 Publishing
DCC Supplies
– demonstration and workshop
CM will be represented.

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 17 August MILTON KEYNES

Organiser: Silver Fox DCC MRC.

Venue: Oakgrove School, Venture Gate, Milton Keynes, MK10 9JQ.

Open: 1000 – 1600

Admission: adults £6.00, children 5 – 15 £2.00, under 5s free. Cash only.

Amenities: free parking; wheelchair access; refreshments.

Features: 30+ layouts, including *Sankei Valley* (Japanese N, CM October 2013) and *St.Frazal d'Ardèche* (French Nm). Trade.

Contact: www.silverfoxdcc.co.uk

Saturday 17 August PEWSEY, Wiltshire

Organiser: Wiltshire Group of the OO9 Society.

Venue: Bouverie Hall, North Street, Pewsey, Wiltshire, SN9 5ES.

Open: 1000 – 1600

Admission: £4.00.

Amenities: light refreshments (including lardy cake!).

Features: c.15 layouts, incorporating M0delling MINimum Gauge. Trade.

Contact:

Andy Cundick 01672 562674

Saturday 17 & Sunday 18 August BORTH Y GEST, Gwynedd

Organiser: Paul Towers.

Venue: Church Room, below St.Cygnar's Church, Borth y Gest, near Porthmadog, Gwynedd, LL49 9LU.

Open: 1100 – 1700 Saturday
1030 – 1600 Sunday

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

Amenities: disabled access; light refreshments.

Features: layouts, second-hand sales. Come and have a chat in a clubroom atmosphere.

Contact: Paul Towers 01766 514889

Saturday 17 & Sunday 18 August CRICH, Derbyshire

Organiser:

National Tramway Museum.

Venue: National Tramway Museum, Crich Tramway Village, Crich, DE4 5DP.

Open: 1000 – 1700 both days.

Admission: normal museum entry charges apply.

Features: model tram, trolleybus, bus and railway exhibition. Layouts include *Combours* and *Depot de Porte Cochon*.

Contact: 01773 854321

www.tramway.co.uk

Saturday 17 & Sunday 18 August MARGATE, Kent

Organiser: Hornby Hobbies.

Venue: Hornby Hobbies, Westwood Industrial Estate, Margate, Kent CT9 4JX.

Open: 1000 – 1600 both days.

Admission: adults £10.00, concessions (seniors and children 5 – 15) £6.00, under 5s free, family (2+up to 4) £26.00. Pre-booking advised via website. Pre-booked ticket holders admitted 0930 both days.

Amenities: BBQ, live music, and more.

Features: access to Hornby's heritage and facilities; entry to Hornby visitors' centre museum; model railways and more inside the former factory building; view the One:One collection of (real) locomotives and rolling stock.

Contact: 01843 233524

www.hornby.com/hvcopenweekend

Saturday 17 & Sunday 18 August PICKERING, North Yorkshire

Organiser: Scarborough & District Railway Modellers.

Venue: The Memorial Hall, Potter Hill, Pickering, North Yorkshire, YO18 8AA.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, under 16s accompanied by an adult free.

Features: 10 layouts, including *The Great White River* (HO). Demonstration, trade.

Contact: www.sdrmwweb.co.uk

Saturday 24 August NORTHFIELD, West Midlands

Organiser: Bournville MRC.

Venue: The Hollymoor Centre, 8, Manor Park Grove, Northfield, Birmingham, West Midlands, B31 5EU.

Open: 1000 – 1630

Admission: adults £5.00, concessions (over 65) £4.00, accompanied children free, family £9.00.

Amenities: refreshments.

Features: layouts include *Menage Artois* (French HO, CM September 2018). Demonstrations, trade.

Contact: www.bournvillemrc.co.uk

Saturday 24 & Sunday 25 August MACHYNLLETH, Powys

Organiser: Corris Railway Society.

Venue: Y Plas, Machynlleth, SY20 8DL.

Open: 1000 – 1630 both days.

Admission: adults £4.00, seniors £3.50, children £2.00, family (2+2) £10.00.

Amenities: free parking nearby; light refreshments.

Features: layouts in various scales with an emphasis on narrow gauge, including *Roarkes Landing* (US HOn30). Societies, trade. Full-size trains running on the revived Corris Railway four miles away.

Contact: John Simms 01823 323106

www.corris.co.uk

Saturday 24 to Monday 26 August BEER, Devon

Organiser: Pecorama.

Venue: The Station Gallery, Pecorama, Beer, Seaton, Devon, EX12 3NA.

Open: 1000 – 1700 both days

Admission: free (normal Pecorama admission prices apply).

Amenities: parking; disabled access (hilly site renders three-wheel mobility scooters unsuitable); catering.

Features: *The Andeer Line* (Swiss H0m modular layout by Julia & Derek Boswell). Visitors are invited to help operate the layout, which employs

digital control, with a central 'signal box' and trains driven individually using smart 'phones and tablets. On request, there will also be practical demonstrations of the foam base-board construction and the use of electrostatic grass. Drop in for as long as you wish. See website for details.

Contact: www.pecorama.co.uk

Saturday 31 August TADWORTH, Surrey

Organiser:

North Downs Model Railway Circle.

Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE.

Open: 1000 – 1700

Admission: adults £6.00, concessions (seniors/disabled) £5.00, under 16s £3.00. All proceeds to Good Shepherd Church.

Amenities: free parking; venue is close to station and bus stop; facilities for disabled visitors; refreshments.

Features: 27 layouts, including *Tarttila* (Finnish N, CM October 2006), *Neumarkt* (German HO), *Klausdorf* (German Oe), *Grandview* (US HO), and *Oregon*. Demonstration, trade.

Contact:

Stuart Robinson 07758 458827

www.ndmrc.info/Home/Tadworth.htm

Saturday 31 August & Sunday 1 September ALNWICK, Northumberland

Organiser: Aln Valley Railway Model Railway Exhibition.

Venue: Lionheart Station, Lionheart Enterprise Park, Alnwick, NE66 2EZ.

Open: 1030 – 1630

Admission: adults £4.00,

children £2.00.

Amenities: parking; museum, shop, café.

Features: layouts include *Schlosshalt 2* (HO); others to be confirmed. Standard gauge steam running.

Contact: www.alnvalleyrailway.co.uk

Saturday 31 August & Sunday 1 September LOUGHBOROUGH, Leicestershire

Organiser: Soar Valley MRC.

Venue: Loughborough Grammar School, Leicester Road, Loughborough, Leicestershire, LE11 2AQ.

Open: 1000 – 1700 Saturday

1000 – 1600 Sunday

Admission: adults £8.00, children £4.00, family (2+3) £20.00.

Amenities: free car parking; disabled access; refreshments.

Features: layouts include *Republic Steel* (US Z, CM October 2016), *St.Frazal d'Ardèche* (French Nm), *Bear Creek* (US N), *Bergeller Bahn* (Swiss Rhätische Bahn H0m, CM March 2007), *La Chaudanne-Les-Moulins* (French H0m), *Padden Flatts* (HO), *Red Hook Bay* (US HO, CM November 2014 and American Special), and *Utah & Colorado Western Railroad* (US On30). Demonstrations, trade.

Contact: 07761 937725

http://www.svmrc.co.uk

Saturday 31 August & Sunday 1 September TELFORD

Organiser: Gauge O Guild.

Venue: International Centre, St.Quentin Gate, Telford, TF3 4JH.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: £15.00, GOG members £10.00. Advance tickets from Alan Jones, 8, Upper Cottbridge Terrace, Murrayfield, Edinburgh, EH12 6AD. (Please include SAE and make cheques payable to 'Gauge O Guild Ltd.'). Tickets valid for both days and allow entry for purchaser, partner, and two children under 16.

Amenities: shuttle bus between venue and railway station. Disabled access. Refreshments.

Features: layouts include *Megantic* (US On2). Demonstrations, trade. Guild AGM Sunday afternoon.

Contact: www.gauge0guild.com

Saturday 7 & Sunday 8 September CHATHAM, Kent

Organiser:

Medway Model Show Group.

Venue: Fort Pitt Grammar School, Fort Pitt Hill, Chatham, Kent, ME4 6TJ. 5 minutes from buses and Chatham railway station.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, children (under 16) £2.00, family (2+2) £12.00.

Amenities: free parking; special bus service; hot & cold drinks.

Features: layouts include *Habbaniya, Iraq, 1941* (CM March 2019). Demonstrations, societies, trade.

Contact:

George Marcar 07821 254232

Saturday 14 & Sunday 15 September FAVERSHAM, Kent

Organiser: Faversham MRC.

Venue: The Abbey School, London Road (A2), Faversham, Kent, ME13 8RZ. Faversham station (up side exit) c.10 minutes walk.

Open: 1000 – 1630 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, children over 5 £3.00, under 5s free.

Amenities: free on-site parking; refreshments.

Features: 18 layouts, including *Kuchen, Klapping* (Austrian HO, CM October 2018), and *Eastwood, Vermont* (US HO, CM September 2017). Trade.

Contact: www.favershammrc.org.uk

Saturday 14 & Sunday 15 September POYNTON, Cheshire

Organiser: Railex Poynton.

Venue: Poynton Leisure Centre, Yew Tree Lane, Poynton, Cheshire, SK12 1PU.

Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £7.50, forces and public services personnel £6.00, under 16s free – maximum two per adult. Entry after 1600 £4.00 Saturday only.

Amenities: free parking; vintage bus service; full disabled access; hot and cold refreshments.

Features: 25+ layouts, with TT, German HO, and On30 all T.B.C. Demonstrations, societies, club sales, trade.

Contact: www.themodelshow.co.uk

Saturday 14 & Sunday 15 September ROYAL LEAMINGTON SPA, Warwickshire

The International N Gauge Show
Organiser: Meridienne Exhibitions Ltd.
Venue: Warwickshire Event Centre, The Fosse, Fosse Way, Radford Semele, Royal Leamington Spa, CV31 1XN.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: in advance via website – adults £10.50, seniors £9.50, children 5 – 14 incl. £5.00. On the door – adults £11.00, seniors £10.00, children £5.50.

Features: layouts (all N) include *A Bridge Too Far*, *Bercy*, *Pourquoi Pas*, *Zieka Ost*, *Marx Engels Platz* (in this issue), and *Mohawk Loops* (in this issue), plus layouts from Bachmann, and Dapol. Trade.

Contact: www.thengaugheshow.co.uk

Saturday 14 & Sunday 15 September SHIPLEY, West Yorkshire

Organiser: Shipley MRS.
Venue: Baildon Recreation Centre, Shipley, West Yorkshire, BD17 5JH.

Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £7.00, up to three accompanied children free, unaccompanied children £3.00.

Amenities: free parking; limited disabled access; refreshments.

Features: layouts include *Vals* (Swiss HOm) and *Rockville, Montana* (US HO). Trade.

Contact: www.shipleymrs.org.uk

Saturday 14 & Sunday 15 September WOKING, Surrey

Organiser: Railway Enthusiasts' Club.
Venue: Woking Leisure Centre, Kingfield Road, Woking, Surrey, GU22 9BA.
Open: 1030 – 1730 Saturday
1000 – 1700 Sunday

Admission: adults £8.00, children £3.00 (one accompanied child free with an adult).

Amenities: car parking; full disabled access; limited refreshments.

Features: layouts include *Tenac* (French N, CM September 2018), *Loddonsee* (Austrian HO), *Höchstädt* (German O, CM May 2015), *Broadford* (Australian HO, now extended, CM January and March 2010, January 2013, June 2018, and June 2019), and *Clearwater Harbor* (US On30, in this issue). Demonstrations, societies, trade.

Contact: 01252 542574
www.recehhibition.org.uk

Sunday 15 September 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, concessions £6.50, children £2.00, family £16.00.

In aid of Weston Hospicecare and The Castle Kids Club.

Amenities: parking (free for limited time on site, and low cost longer stay a short walk away); refreshments.

Features: over 23 layouts including *Bad Feriendorf* (German Z, CM May 2007), *Molendorp* (HOe), *Bärental* (Swiss HOm, CM December 2004), *Jäger Straßenbahn* (HO), *Berkeley Valley* (On30), *Angell Creek* (On30), and *Grizzly Flats RR* (G). Trade.

Contact: 01934 425075
www.westonsupermaretrainshow.com

Saturday 21 September CRAWLEY, West Sussex

Organiser: Seaboard Southern North American Train Show.
Venue: The Charis Centre, West Green Drive, Crawley, West Sussex, RH11 7EL. (Venue car park opposite 38, Town Barn Road, RH11 7ED.)

Open: 1000 – 1600
Admission: adults £6.00, NMRA members (with valid membership card) £5.00, accompanied under 16s free.

Amenities: refreshments.

Features: layouts include *Ponts Mill* (N, coming soon in CM), *Blue Heron* (HO), *Drew, IA.* (HO), *Mere Vista* (HO), *Springfield Storage* (HO), *Terminal Belt Transit Lines* (HO), *Fort Myers* (HO, CM September 2005), and *Black Sheep* (On30). Demonstration, NMRA(BR) display, specialist trade.

Contact:
www.seaboard-southern.org.uk

Saturday 21 September EARLEY, Berkshire

Organiser: Loddon Vale MRC.
Venue: St.Peter's Church Hall, Church Road, Earley, Reading, RG6 1EY.

Open: 1000 – 1630
Admission: adults £4.00, children £2.00, family £9.00.
Amenities: on two floors, no disabled access to first floor; refreshments.

Features: layouts include *Nippon Tetsudo* (Japanese Z). Trade.

Contact: www.lvmrc.co.uk

Saturday 21 September SHENFIELD, Essex

Organiser: Mid Essex MRC.
Venue: Shenfield High School, Oliver Road, Shenfield, Essex, CM15 8PX.

Open: 1000 – 1700
Admission: adults £6.00, children £4.00.
Amenities: parking nearby; free shuttle bus from/to Shenfield station (not suitable for those with mobility scooters, walking aids, or wheelchairs); refreshments.

Features: layouts include *Allenton* (US HO), *Mariposa Yard* (US HO), and *Oh Guano* (NG). Demonstrations, societies, displays, trade.

Contact: David Zelly 07973 382916
www.midessexmrc.org

Saturday 21 September WILLAND, Devon

Organiser: Culm Valley MRC.
Venue: Willand Village Hall, Gables Road, Willand, near Cullompton, EX15 2PL.

Open: 1000 – 1630
Admission: adults £4.00, children £1.50.
Amenities: free parking; wheelchair access; hot & cold food and drinks.

Features: over 15 layouts including *Hassenberg* (N) and *Bw.Dügelskirchen* (German HO, coming soon in CM).

Contact: Chris Shields 01884 253945
www.cvmrc.co.uk

Saturday 21 & Sunday 22 September FLEETWOOD, Lancashire

Organiser: Blackpool & North Fylde MRC.
Venue: Cardinal Allen High School, Melbourne Avenue, Fleetwood, FY7 8AY.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £6.00, seniors £5.00, juniors £2.50, family (2+2) £14.00.

Amenities: free parking; disabled access; refreshments.

Features: 17 layouts including *Republic Steel* (US Z, CM October 2016), *Aventaclu* (Swiss HOm), *Salsdorf* (German TT, CM May 2019), *Bear Creek Junction* (US HO/HOn3), and *Jacksonville Yard* (US HO). Demonstrations, club stand, trade.

Contact:
www.blackpoolandnorthfyldemrc.co.uk

Saturday 28 September EDGBASTON, Birmingham

Organiser: European Railways Association.
Venue: The H Suite, 100, Icknield Port Road, Edgbaston, Birmingham, B16 0AA.
Open: 1030 – 1600

Admission: adults £7.50, children under 16 £2.00, family (2+3) £16.00.

Amenities: large on-site free car park; disabled access; refreshments. Bus 80 to venue from Birmingham New Street station; Five Ways station 1 mile.

Features: layouts include *Kenstadt* (German Z), *Klosters Dorf* (Swiss Nm), *Tamaro* (Swiss N + Nm), *Depot de Camions* (Swiss N), *90p Railway* (Swiss N), *Vartanakert* (Armenian N), *Salsdorf* (German TT, CM May 2019), *Grazellar Bahn* (Austrian HOe), *Lesen Signal Werke* (German HO), *Bahnbetriebswerk Münster Süd* (German HO), *Gouttières* (French HO, CM February 2014), *Marmagne* (French HO, CM March 2005), *Moyenmoutier* (French HO), *Zlata Vychod* (Czech HO, CM April 2017), *Obbekaer* (Danish P87, CM June 2016), *A taste of Norway* (HO, in this issue), *Whiteleaf Light Railway* (Swiss/Austrian G), *Gare de Brindille* (WW1 SM32, coming soon in CM), and *Fintonagh* (Irish O-21, coming soon in RM). CM will be represented. Demonstrations, including DCC; societies; specialist trade.

Contact: Piers Milne 0121 628 1551
www.eurorail.org.uk

Saturday 28 & Sunday 29 September HALIFAX, West Yorkshire

Organiser: Halifax MRC.
Venue: North Bridge Leisure Centre, North Bridge Street, Halifax, HX3 6TE.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday

Admission: adults £7.00, accompanied children under 16 free, unaccompanied children £3.00.

Amenities: 10 minutes walk to railway station; excellent access for wheelchairs, level venue.

Features: layouts include *Gresten* (Austrian HOe, CM September 2012), *Neuburg 1913* (Swiss HOm, CM Swiss

Special November 2018), *Vals* (Swiss HOm), *Hansestadt Brünshafen* (German HO, CM January 2015), *Bastogne Rue de Clervaux* (Belgian HO, CM May 2015), and *Millers Crossing* (US HO). Demonstrations, trade.

Contact: www.halifaxmrc.co.uk

Saturday 28 & Sunday 29 September LYDNEY, Gloucestershire

Organiser: Forest of Dean MRC.
Venue: The Dean Academy (formerly Whitecross School), Church Road, Lydney, Gloucestershire, GL15 5DZ.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, children under 16 £2.00, under 5s free, family (2+2) £10.00.

Amenities: wheelchair access to all parts of the exhibition; refreshments.

Features: over 20 layouts, including *Snake Bend* (US N). Trade.

Contact: www.fodmrc.org.uk
01594 835935 (daytime only)

Saturday 28 & Sunday 29 September WORTHING, West Sussex

Organiser: Worthing MRC.
Venue: Durrington High School, The Boulevard, Worthing, BN13 1LA.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday

Admission: adults £5.00, accompanied children admitted free.

Amenities: free parking; disabled -friendly venue; light refreshments.

Features: layouts include *Titling* (German HO) and *Ponts Mill* (US N, coming soon in CM). Societies, club sales, trade.

Contact: 07922 132198
www.worthingmrc.co.uk

Meetings

Monday 2 September – 19.30 Peak Rail Association – Sheffield Branch

Melbourne To Melbourne (Derbyshire to Victoria) by Gavin Lake.
Venue: The Harlequin, 108, Nursery Street, Sheffield, S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Tuesday 3 September – 19.30 Gravesend Railway Enthusiasts Society

Steam In South Africa by Geoff Roberts.
Venue: Emmanuel Baptist Church, Windmill Street, Gravesend, DA12 1BB.
Admission: non-members £1.00.
Contact: Henry Harryman
01322 370148

Tuesday 10 September – 19.30 RCTS – Cambridge

North American Wanderings by John Day.
Venue: The Swift, Haggis Gap, Fulbourn, CB21 5HD.
Contact: rctscambridge@gmail.com

Friday 20 September – 19.30 Great Western Society – Taunton

Railways in Pakistan and Germany by Peter Tickner.
Venue: Village Hall, Stoke St.Mary, near Taunton, Somerset, TA3 5DE.
Contact: 01823 334188

Foreign layouts at Woking show



The Railway Enthusiasts' Club will be staging its annual exhibition over the weekend of Saturday 14th and Sunday 15th September at Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey, GU22 9BA.

Sixteen layouts are booked to attend, including a number of foreign outline, among them the N gauge *Tenac* (above) N depicting a fictional location in south-west France on the former 1,500V DC Chemin de fer du Midi. The layout is being presented by the French Railway Society and was featured in our September 2018 issue.

Other overseas layouts include *Loddonsee* (Austrian HO), *Höchstädt* (German O, CM May 2015), *Broadford* (Australian HO, now extended, CM January and March 2010, January 2013, June 2018, and June 2019), and *Clearwater Harbor* (US On30, in this issue).

Opening times are 10.30am to 5.30pm Saturday and 10.00am to 5.00pm Sunday. Admission is £8.00 for adults, and £3.00 for children; one accompanied child free with an adult.

For more details: www.recexhibition.org.uk

International N Gauge Show

Preparations are well under way for the International N Gauge Show (TINGS), which this year will be taking place on Saturday 14th and Sunday 15th September once again at the Warwickshire Event Centre, situated near Leamington Spa on the junction of the A425/B4455 (sat nav CV31 1XN).

There will be at least thirty-five layouts and displays, including several depicting overseas prototypes. Amongst these will be *Marx Engels Platz* (right), as featured in this issue. Other foreign interest includes *A Bridge Too Far*, *Bercy*, *Pourquoi Pas*, *Zieka Ost*, and *Mohawk Loops* (also in this issue).

There will be more than forty specialist N gauge suppliers and a presence from manufacturers including Bachmann Europe Plc, Dapol, and Revolution Trains.

There will also be five societies that serve the interests of N Gauge enthusiasts, including the WorldWide Group of the N Gauge Society.



For more information, including opening times and admission prices, see *Exhibition Diary* or: www.ngaugeshow.co.uk

Overseas layouts at Halifax



The German HO layout *Hansestadt Brünshafen* (pictured) will be one of several overseas outline layouts at this year's Halifax Model Railway Club exhibition, which will take place on Saturday 28th and Sunday 29th September at the North Bridge Leisure Centre, North Bridge Street, Halifax, HX3 6TE.

The layout was constructed by the late Douglas Rhodes and was featured in

our January 2015 issue; it has since been acquired by a member of the European Railways Association and is being exhibited in his memory.

Other foreign exhibits include *Gresten* (Austrian HOe, CM September 2012), *Neuburg 1913* (Swiss HOm, CM Swiss Special November 2018), *Vals* (Swiss HOm), *Bastogne Rue de Clervaux* (Belgian HO, CM May 2015), and *Millers Crossing* (US HO).

Admission is £7.00 for adults; accompanied under 16s are admitted free, unaccompanied £3.00.

The show will be open from 10.00am to 5.00pm on Saturday and 10.00am to 4.30pm on Sunday.

For more details, see *Exhibition Diary* or: www.halifaxmrc.co.uk

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Dügelskirchen
German HO



Hills Country
US N



Old iron gates
French HO

Latest Reviews ... and much more



• Graafstroom

Vincent de Bode presents a South Holland scene in 1947, showing the waterside mill where his father grew up and a 1,067mm gauge tram line modelled to scale in 1:87.

• Bw.Dügelskirchen

With this German Epoch IV diesel depot in HO Doug Tompkins demonstrates once again that an interesting scene can be created in a small space.

• Hills Country

When Patrick Grace moved from East Anglia to Aberdeen his large American N exhibition layout went too and was developed with the help of club colleagues.

• Old corrugated iron gates

Emmanuel Nouaillier returns with another masterclass in structure modelling techniques, encouraging everyone to achieve a high level of detail and a realistic finish.

• Burghügel (Castle Hill)

Richard and Hazel Woodbridge worked together to build an attractive twin level German Z gauge layout.

... and much more!

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Tel: 01282 439 009.

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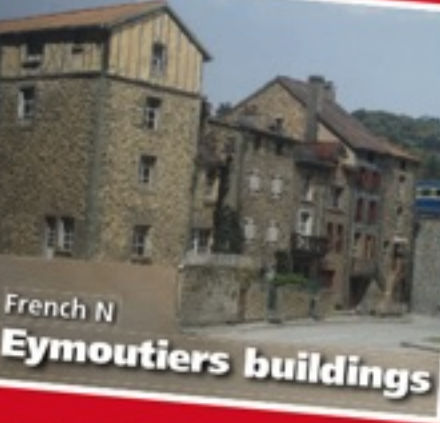
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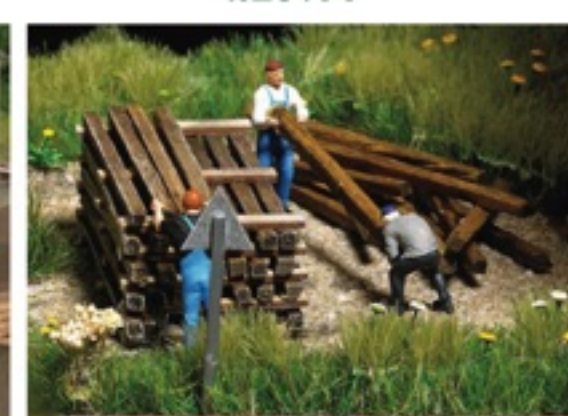
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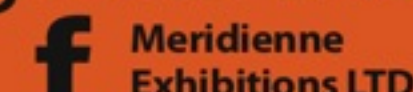
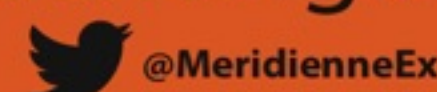
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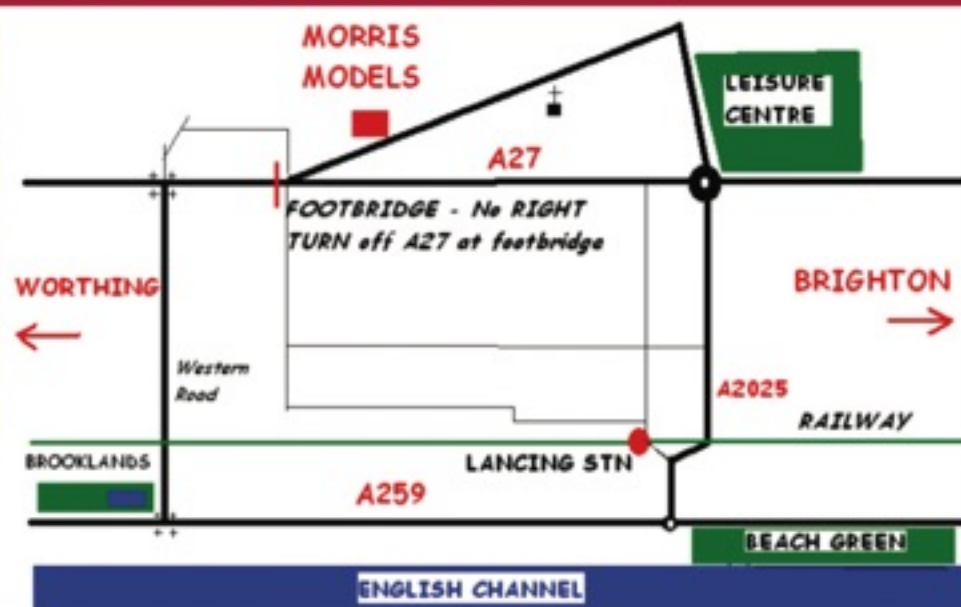


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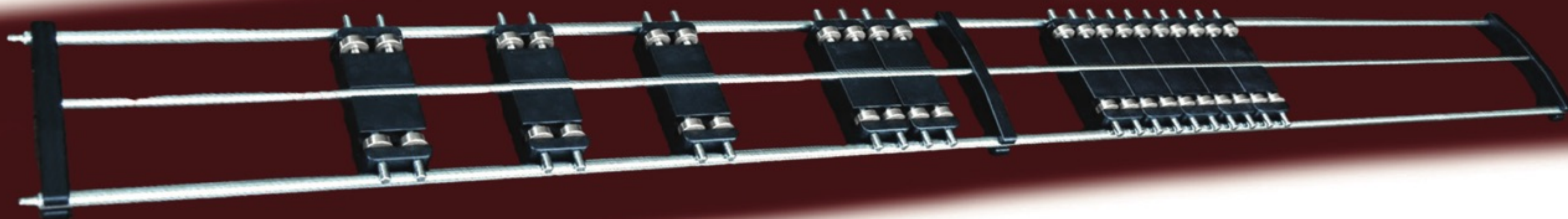
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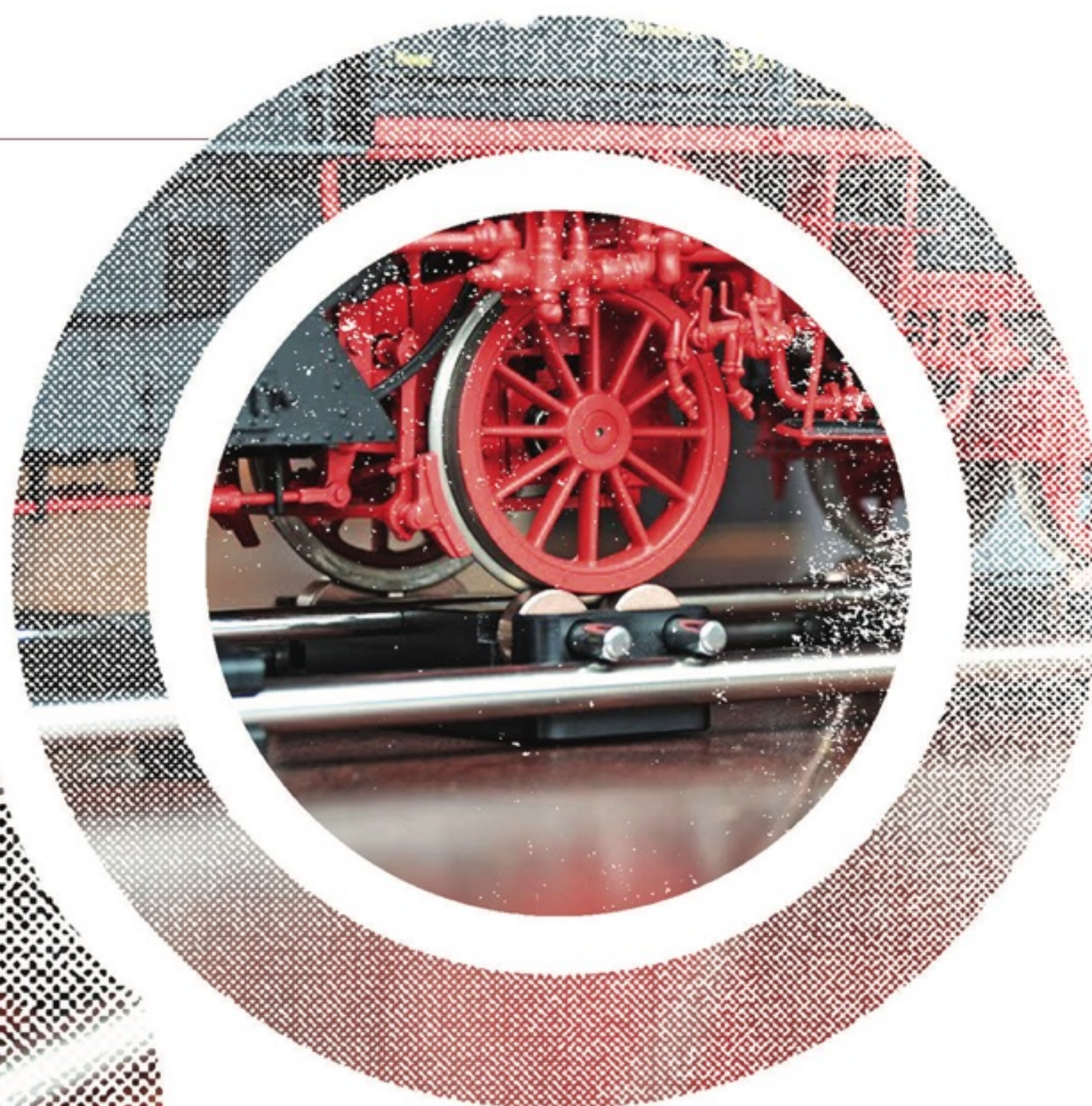
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C&M Models, Carlisle25a
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Contikits (m)32a & 33a
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Continental Modeller Subscriptions.....24a
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D

DCC Supplies.....26a
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E

Editorial3a
Eisenbahn, Canada.....29a
www.eisenbahncanada.com
Ellis Clark Trains12a
www.ellisclarktrains.com
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F

Features4a & 5a
French Railways Society.....22a
www.frenchrailwaysociety.org
Frizinghall Model Railways.....25a
www.modelrailshop.co.uk

G

Gaugemaster/Faller.....9a
Gaugemaster/Marklin.....OBC
Gaugemaster/Noch.....10a
Gaugemaster/Piko8a
Gaugemaster/Preiser11a
Gaugemaster/Roco.....7a
Gaugemaster/Trix.....6a
www.gaugemaster.com
German Railway Society23a
www.grs-uk.org
Golden Valley Hobbies.....26a
www.goldenvalleyhobbies.com

H

Hattons Model Railways16a
www.hattons.co.uk
Hobby Shop Faversham23a
www.hobb-e-mail.com
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K

Kent Garden Railways.....26a
www.kgrmodels.com
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www.kernowmodelrailcentre.com
Kittle Hobby, Swansea.....2a
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L

Lendons of Cardiff.....25a
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M

Mac's Model Railroading, Kirriemuir28a
www.macsmodels.co.uk
Marcway Models & Hobbies, Sheffield22a
www.marcway.co.uk
Marno Ltd18a
www.marnold.co.uk
MECH Models, Burton on Trent.....28a
www.mech-models.com
MKN Digital/Marklin Repairs.....23a
www.mkn-digital-train-repairs.com
Model Junction22a
www.modeljunction.info
Modelrail.co23a
www.modelrail.co
Modratec, Australia.....22a
www.modratec.com
Morris Models, West Sussex28a
www.morris-models.co.uk
Mount Tabor Models, Matlock27a
email: mount.tabor@btopenworld.com

N

The International N Gauge Show,
Warwickshire.....27a
www.ngaugeshow.co.uk
The NMRA British Region22a
www.nmrabr.org.uk

O

Osborn's Models.....25a
www.osbornsmodels.com

P

PECO HO Streamline31a
PECO Individulay23a
PECO Modellers Library30a
PECO Signalmans Officepage 601
PECO Strictly Continental.....22a
PECO Subscriptions24a

R

Rails of Sheffield14a & 15a
www.railsofsheffield.com

S

Scograil, Ipswich.....30a
www.scograil.co.uk
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Peters Spares Model Railways - Yorkshire (Middlesbrough)
The Model Centre (TMC) - Yorkshire (Whitby)
Panda Models - Yorkshire (Doncaster)
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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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