

# CONTINENTAL MODELLER

NOVEMBER 2019 £5.20 (UK)

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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

## Süd Harz

German HOm



Also in this issue...

### Ulvaryd Strand

Swedish HOe



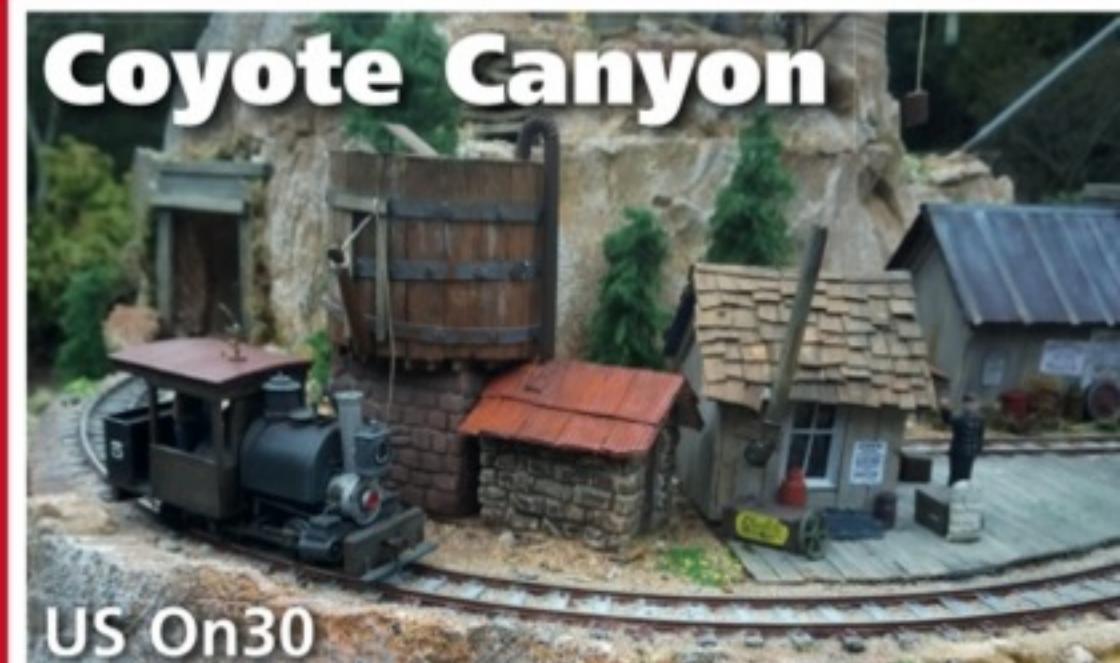
### Belgomine Travaux

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Latest Reviews ... and much more

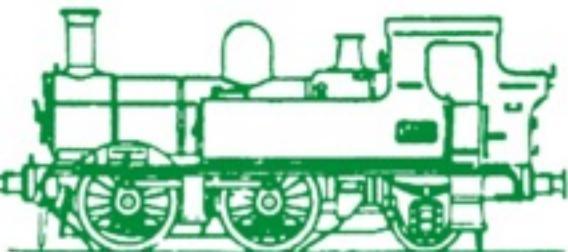


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# CONTINENTAL MODELLER

November 2019

Volume 41

Number 11

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## RAILWAY MODELLER

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



Cover

The new Braunlage station on the re-opened metre gauge Süd Harz Eisenbahn as imagined by Paul Steedman. Photo: editor.

## Warley National

It is that time of year again when we draw your attention to the overseas layouts which will be part of the major model railway exhibition organised by the Warley club at the National Exhibition Centre on Saturday 23rd and Sunday 24th November.

Deinsdorf and Düsseldorf	HOe	German	Modelspoortclub Veluwezoom	*
Süd Harz Eisenbahn	H0m	German	Paul Steedman	in this issue
Santa Maria	H0m	Swiss	Dan Spalding	
Maredval	H0m	Belgian	Tom de Decker	CM May 2012 *
Belgomine Travaux	H0m	Belgian	MSC Het Spoor	in this issue *
Zlata Vychod	HO	Czech	David Paylor	CM April 2017
Japanese Bullet Trains	Z	Japanese	Chris Wright	
Beijiao	HO	Chinese	Paul Stapleton	
Habbaniya, Iraq 1941	perspective	Iraq	Tony & Kate Bennett	CM March 2019
Solent Summit	N	USA	Gosport Railroad Group	
Mauch Chunk, PA.	HO	USA	Barrowmore MRG	CM January 2018
NorthEast Corridor	HO	USA	Thomas Tschur and Elmar Haug	*
New Sharon	On2	USA	Bob Harper	\ in this issue
Coyote Canyon	On30	USA	Bob Wright	in this issue

\* = coming from the continent

Once again, an interesting, varied, and attractive selection. We will see you there!

More details of opening times and admission prices, etc., are in *Exhibition Diary*.

## European Railways Association show success

The European Railways Association reports increased attendance at its annual exhibition at Edgbaston in September – fresh in our minds at the time of writing. Thanks to all the organising team who worked so hard to ensure a successful and enjoyable day, and all the exhibitors who brought layouts from all over the country.

## Free gift next issue

In collaboration with Busch, with the help of Golden Valley Hobbies, we will be presenting a free scenic accessory with the December issue. As previously, there will be different items, applied at random. We hope you will enjoy using them and finding a place for them on your layout. While the items are nominally HO, they may be used in other scales.

## CM French special coming soon

Following the success of our American, European, German, and Swiss specials, we are working on another themed extra issue, *Your guide to modelling French railways*. This should be published in time for the Warley NEC show, and will include background information, prototype features, layout descriptions, and construction articles. It will inevitably be selective, but we hope to capture something of the atmosphere.

We believe it will be worth a look even if you are not modelling French railways – and essential if you are thinking of doing so!

## Price increase

Our cover price has increased to £5.20 with effect from this issue, to help meet rising costs, especially paper. It has been over two years since the last change (September 2017), and we hope you will still consider the magazine to be good value; it compares favourably to other hobby and specialist interest titles. And a subscription is even better value!

# CONTINENTAL MODELLER

November 2019

Volume 41

Number 11

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Modern metre gauge might-have-been: Paul Steedman has created a modular H0m layout, imagining that a former part of the Harz network has been re-opened.

### 756 BELGOMINE TRAVAUX

Exclusively freight working: Guy van Meroye reports that Hans Baeck of MSC Het Spoor has a new Belgian HO layout that is easier to transport and assemble.

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### 766 NORTHEAST CORRIDOR

Electrified operations along the eastern seaboard: Elmar Haug and Thomas Tschur have modelled in HO a comparatively unusual aspect of American railroads.



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**781****774****774 ULVARYD STRAND – PLAN OF THE MONTH**

A Swedish odyssey: Charles Insley has created a layout in HOe that is easy to transport and a pleasure to exhibit. *It will be at Expo Narrow Gauge on 26th October.*

**781 SJ X2 POWER CAR**

Nigel Hurst shows how he explored the possibilities of 3D-printing and created a 1:45 scale model of one of the power cars used on the Swedish tilt trains.

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Chris Hopper has built a small layout in a large scale, depicting the War Department Light Railways in SM32 with an impressive level of carefully observed fine detail.

**794 SOUTH AFRICAN STYLE PACIFIC**

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**798 MY FINAL LAYOUT**

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# märklin



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.



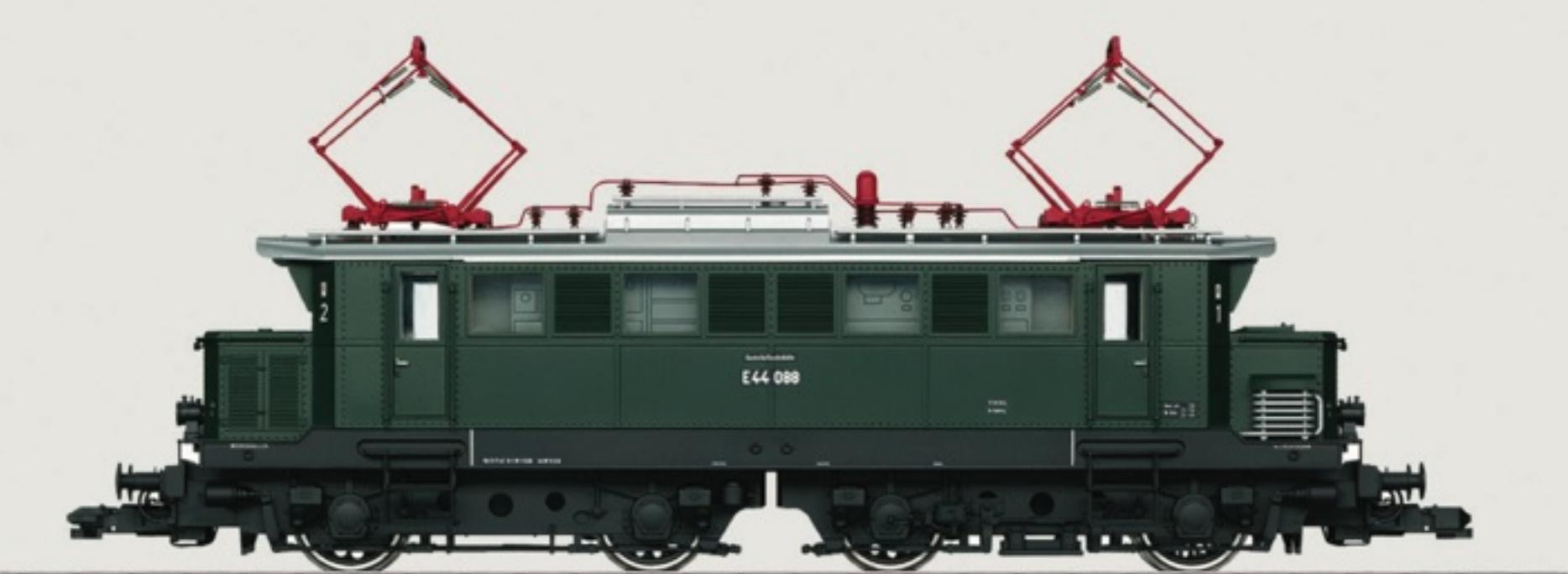
### Z 1:220 Scale -

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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# Preiser

## Figures for Every Scale



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 are also available, allowing you to add the realism of street furniture and clutter to your layout.

Most of the range are pre-painted and ready to add to your layout, with unpainted packs available for those who want a bit more customisation. A range of single figures are available in HO Scale.



Preiser also produce value packs, allowing you to cover your layout with people for a keen price. You're sure to find what you need in the Preiser range.

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## 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

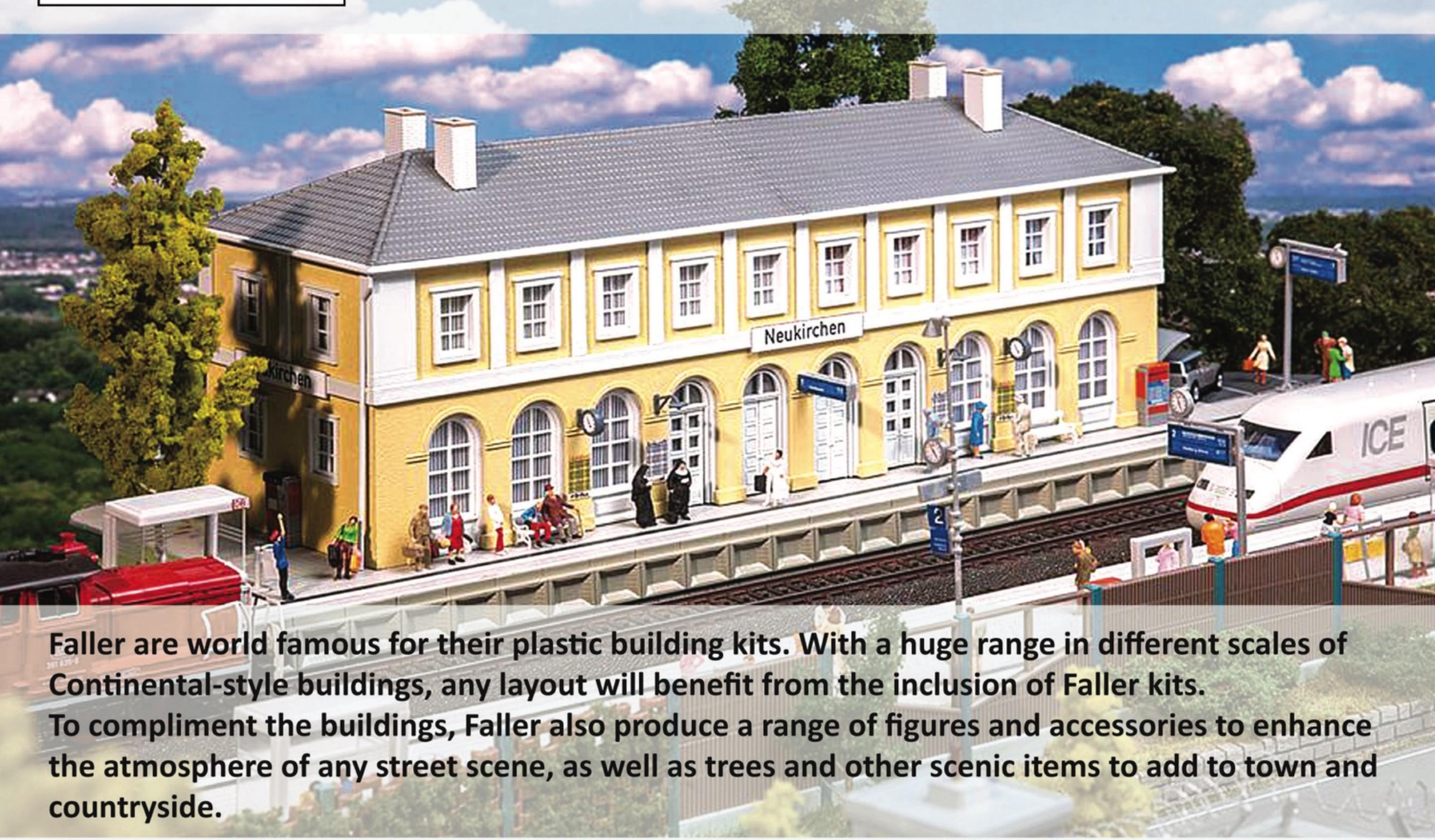


Made from Laser-Cut paper, these kits simply fold together to create realistic plants and vegetables to plant onto your layout.

## DECO SCENES



A complete themed scene in a pack, ready to add life to your layout - including the new Sound Scenes range which adds an extra dimension.



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 in itself! You can add sound and movement to your layout with interesting rides and attractions.



# 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.



## HO Scale

Roco produce a large range of HO Scale German Railway locomotives nad 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.



## 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 will worth exploring in more detail.



## Z21 Digital System

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!

## HOe Scale

The HOe 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!



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

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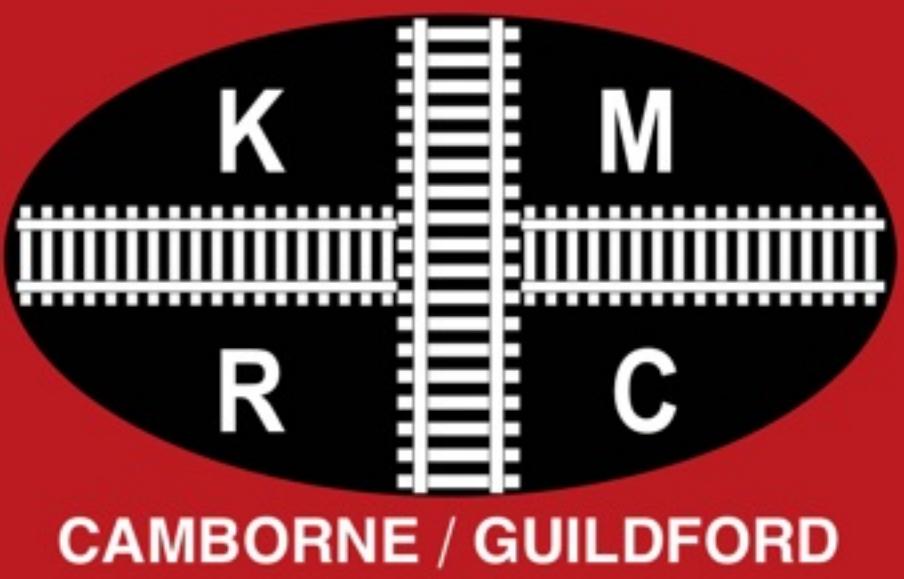
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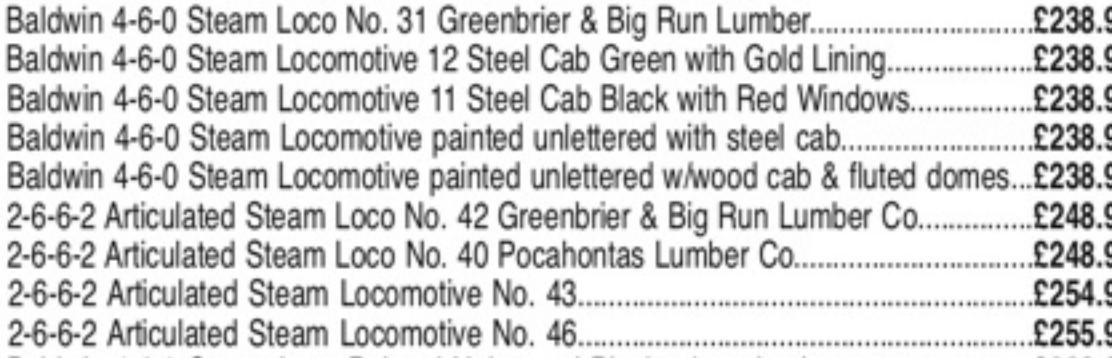
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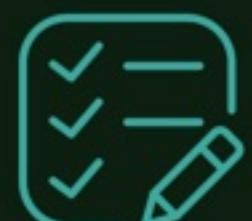
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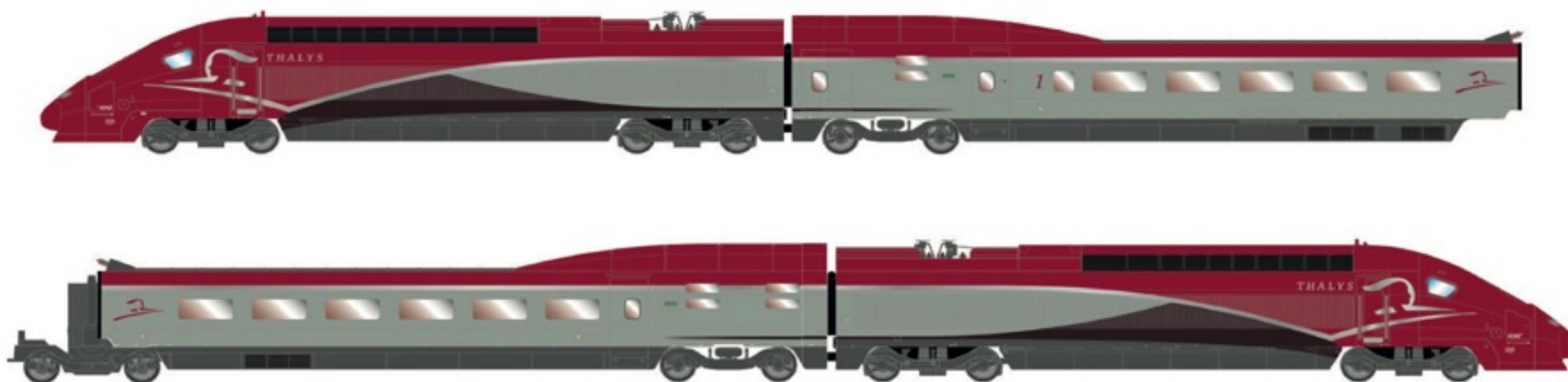
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**Paul Steedman** has created an extended modular layout for exhibiting in different formats, imagining that a former part of the Harz network has been re-opened.



## Modern metre gauge might-have-been

**B**rutish black tank engines storming up steep gradients amongst pine forests accompanied by deep whistles echoing around wooded valleys: that is what first caught my imagination about the Harzer Schmalspurbahnen (HSB) and lead to ideas of recreating it in miniature.

### History

My first dilemma was whether to model a real part of the HSB or something based on it. Reading about the history of the railways in the Harz, I found there were actually several originally independent metre gauge railways which had been connected to form an extensive network. When Germany was divided after the Second World War, part of the network, between the junctions of Sorge and Brunnenbachsmühle, was cut off on the western side of the border. What was originally the independent Süd Harz Eisenbahn from Braunlage down to Walkenried was left in the west, and was closed in 1963.

Following re-unification and the eventual conversion of the moribund standard gauge line from Quedlinburg to Gernrode to metre gauge in 2005, serious proposals were made in 2009 to re-open the line from Sorge to Braunlage.



Above  
99 247 (carrying its former DR number for a photo charter) leaves Braunlage with a train for Sorge.

Left  
Stabled in the sidings at Braunlage is a modern snowplough waiting for winter and the heritage stock from the photo charter.





Above  
Tourists arrive at Braunlage station to catch the return working of the train just arrived from Sorge on the HSB.

### Planning

My HOM Süd Harz was conceived as if the line from Braunlage to the current HSB at Sorge had been re-opened on the old alignment, with a shuttle link to the ski resort at

Wurmberg. From the junction at Brunnenbachs-Mühle there is a branch down to Walkenried with lighter local traffic, to the interchange with DBAG, and there is a connection to the tramway to Unterzorge.





I decided first what trains I wanted to run. Main line trains would come in from the HSB to Braunlage and connect with the shuttle to Wurmberg. Local passenger trains, short three coach sets, would carry commuters and tourists along the full Süd Harz line. Works trains could run as required, and I looked into locally created freight to add operational interest. I added containerised traffic (using Bemo models of Rhätische Bahn wagons) to serve the local businesses, all arriving from the standard gauge or transferred from lorries at Walkenried. I also added a quarry for gypsum as it is extracted locally, using custom-built wagons adapted from TT container flats.



Drei Annen Hohne on the HSB is occasionally busy with multiple trains passing, watering, and swapping engines. I studied videos of the activity to create similar traffic flows at Brunnenbachs-Mühle.

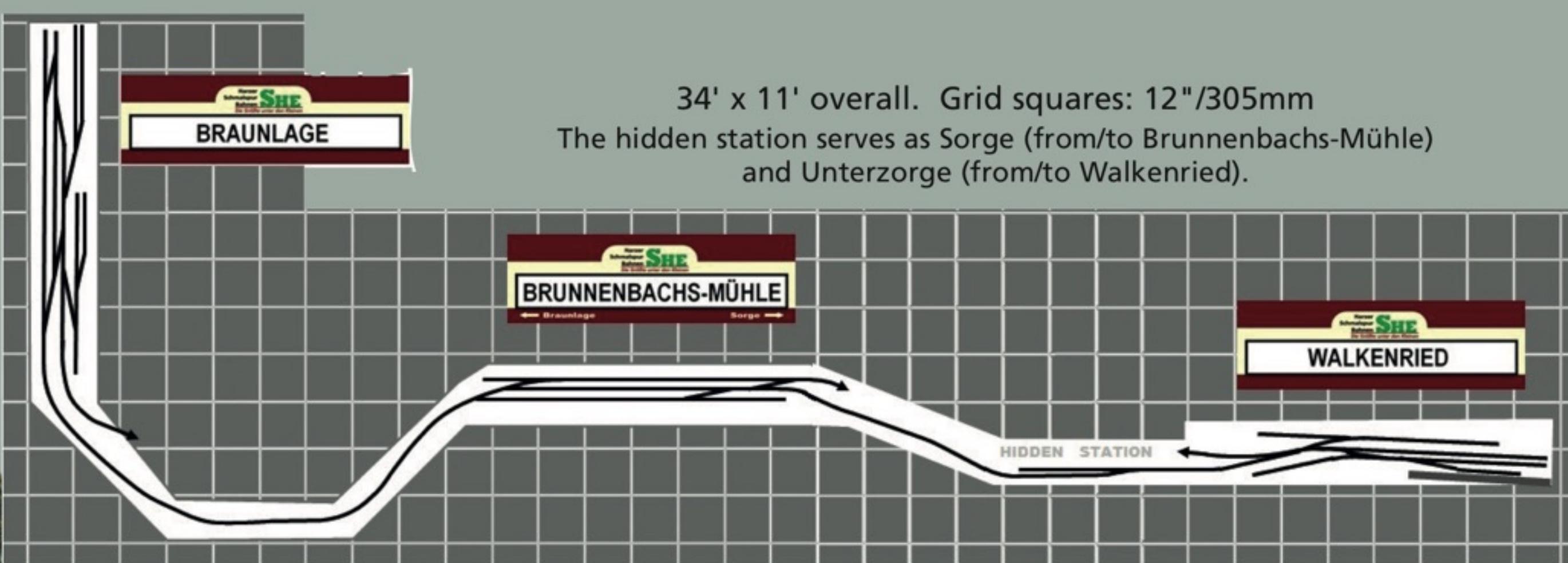
I decided to run trains by loco diagrams so each driver is assigned a loco and has a couple of trains to run, following the diagram until it is complete; then they move on to another diagram. This prevents operation becoming too repetitive.

Each driver also has to pick up a token for the relevant section before proceeding to the next station.

Above  
A DHL lorry waiting under the crane for a container of parcels to arrive.

Below  
A local service to Walkenried waiting at Braunlage headed by 99 222, the only original 2-10-2T still extant.





Above  
 On the fringes of Braunlage the track passes houses and you can pace the trains along the parallel road.

Below  
 The Seilbahn shuttle leaves Braunlage and heads for the Wurmberg ski resort. The modern Gmeinder diesel and low-floor bogie coaches are Liliput models of the latest Austrian stock.





Above  
**Heading into the forest, 99 247 forges towards Brunnenbachs-Mühle.**

Above right  
**Stationed on the headshunt at Brunnenbachs-Mühle is a standard gauge tank wagon on a transporter, filled with water for fire-fighting in an emergency, just like the HSB at Drei Annen Hohne.**

Below  
**A train from Sorge to Braunlage pauses at Brunnenbachs-Mühle. The first coach has graphics advertising *Faust*, the popular rock opera staged on the Brocken.**

While I could only model parts of the line, I considered various plans from long straight arrangements to U and box shaped layouts. Through forums various people suggested smaller ideas featuring return loops and repeated use of the same station, but being set on the idea of actually going somewhere I decided it needed several stations. I wanted to allow panoramic views in places but not always be able to see the whole layout. I ended up with a basic L shape but with the track meandering around, with view blocks so trains would disappear briefly.

Having come up with a grand plan, I had to figure out how to fit it in the spare room for storage with my other layout.

I split the plan into five stations, two of which would be hidden when on display but with minimal flat scenery of ballast, platforms, and drop on buildings to give the operators more of a sense of the railway.

Overall this meant the layout could be split into three sections for the build, and I aimed to complete them in sequence so I had something finished fairly quickly for what was planned to be a three year project.

Previously for exhibiting I had hired a van but increasing costs and the hassle of picking it up drew me towards fitting

it in cars where possible. Consequently the parameters were set for the layout to fit an average saloon car. I settled on a 4' board length and I could fit two pairs of boxed sections in the back of each car. The theory was that at a show I would need two operators for each section so two operators and two boxes in each car would give a viable alternative to hiring a van.

At home in the flat I cannot set up the layout in its entirety but I can put up any two of the three stations back to back, with a temporary semi-circular joining board to run it.

### Baseboards

There is nothing like a deadline and with eight weeks to the first scheduled appearance construction started on Braunlage. Initially I used 4" x 1" softwood frames so all the legs and point motors could be safely tucked away within the frame and protected in storage or transit. When I started the second section, Brunnenbachs-Mühle, I changed to using 9mm plywood to form the side frames which considerably reduced the weight without any loss of strength.

Boards are aligned with brass dowels to ensure good joints every time it is assembled.





Left

**The gypsum train arrives at Brunnenbachs-Mühle. The diesel will run round then work back to the quarry and reverse the wagons into the trailing siding.**

Below

**Two Süd Harz local trains cross at Brunnenbachs-Mühle.**

### Scenery and backscene

The Harz Mountains are covered with a mixture of deciduous and evergreen forest, so it was going to need a lot of trees to capture the look. I recycled a few hundred trees from my Swiss layout and bought more of the specific types common in parts of the Harz to try and show the variety.

The single line sections between stations are only 8" deep scenes so I needed to try and make them look deeper than they actually are. To create a custom backscene I tried taking

pictures in the New Forest and other local areas but nothing really captured the feel of the dense Harz forest so I searched the internet and found a few suitable pictures. I stitched the photos together using photo software and repeated them into a long image. I uploaded the resulting image to a site that custom prints on self-adhesive vinyl and these were then stuck to the MDF backboards. Braunlage has an image of the real town while the rest are more merged images from the area showing the variety of scenery.





## Structures

The variety of kits available also meant I could pick typical Harz buildings by studying photos on the internet and picking suitable models from the established kit manufacturers. With the station buildings I considered scratchbuilding the real ones as they all still existed when I started planning. Braunlage was actually demolished in 2014 but as the rebuilding proposals all aimed at a new site nearer the town centre, I used this to pick an easier solution where they built a new station in a more tourist-pleasing style. Brunnenbachsmühle was partly made from a heavily reworked Auhagen kit to condense its size slightly while retaining the style. Walkenried uses a Kibri kit that was very close in style to the original. The end results are three different stations that follow the style of the real line.

## Track and control

The track is all Peco and the station plans closely follow the prototype style, although I have moved things around and rationalised some as a new build line would not recreate all of the original layouts just for show.

The control is DCC using a Roco Z21 to power the track and controlling a booster that powers all the point motors and accessories. The WiFi option allows drivers to walk along with their trains, using smart 'phones as handsets, while the control panels for each station are on tablets. The larger screens also meant I could add route setting buttons so you can just press once to set the full route. The control screens can be scrolled though so if one tablet were to fail you can call up any station screen on any of the others, giving a safety net at shows.

Signalling books produced by the German Railway Society were invaluable and additional information from cab ride videos and online forums helped work out the unique features of the HSB signalling. Various lineside signs are also in place to allow shunting and enhance the look.

## Motive power

*Pfiffl* and *Fiffl*, 99 6101 and 99 6102, the two 0-6-0Ts by Tillig which started the idea of the layout, and the BR199 regauged 'Harzkamel' C-C diesels by Brawa were soon followed by the large 2-10-2 tanks, also by Tillig. The 0-6-0Ts are mostly diecast and run extremely well but I soon found the larger 2-10-2Ts were somewhat more variable in their running. They were designed to run on very tight radii and over quite undulating track, so there is a lot of side play in the five coupled axles and the rear three driving axles also rock on a central pivot to allow for sudden changes in gradient. The first model ran roughly, which was traced to the motor not being clipped in properly and the gears coming out of mesh. It also had pickup issues, traced to the fine wipers on the rear of the wheels being so thin they just got bent flat against the chassis and it ended up picking up on just two or three of ten wheels. I added extra pickups from phosphor bronze wire to the conveniently placed strips on the bottom of the chassis and removed the rear of the two traction tyres. The dramatic improvement in performance made me positive about the model's ability, and the information was reported to Tillig.

The second 2-10-2T added a new fault: the torque of the drive train meant the rocking rear unit was lifting two axles off the track, again limiting the pickup. I restricted the movement of the rocking unit and added extra pickups as before.



Left  
**Local trains crossing at Brunnenbachs-Mühle.**

Below left  
**A standard gauge ballast hopper on a transporter.**

Above  
**A 'Harzkamel' diesel shunts the gypsum quarry siding just outside Walkenried.**

Below  
**At Walkenried station, the transfer crane can move containers between road and standard and metre gauges. The modern Combino tram runs to Unterzorge.**

Photographs by the editor.

The locos are all fitted with ESU LokSound decoders although currently with a sound file created from other locos as no file for the 2-10-2Ts is yet commercially available.

### Operating

The full three section layout had its first outing at Narrow Gauge South in April 2018 – and it worked! Various minor issues were found with the operational system, but they were mainly rooted in the crew's expectations of a conventional layout with a fiddle yard where trains sit complete rather than being shunted to the sidings and the loco serviced on shed.

The pace of operation was more relaxed as the longer run gives time to enjoy driving the loco, and when you reach a terminus it is not a rush to run round and get back on scene as the station operation is all part of the show. Activity seemed to happen consistently within view of those

watching, and it even generated three trains meeting at Brunnenbachs-Mühle which was very reminiscent of the real HSB at Drei Annen Hohne.

Overall I was happy that we had a railway that looks and operates in a similar way to the real thing. It is entertaining to operate and not as tiring as my previous show layouts where we were scrabbling to get the next train out of the fiddle yard and into view. The two terminus stations separately or the full layout will now appear at shows from time to time until I decide to retire it and rebuild the plain line sections to wrap it around a room and just enjoy it at home. It will probably be mounted relatively high to make access underneath easy.

### Conclusion

What is still to do? Eventually the signals will work on timers so they automatically revert to 'danger' behind trains. I also need to finish the lighting rig as currently it only covers half the layout.

Although this has been a solo build, I am indebted to my friends who operate and help me lug the huge pile of boards around, and to various people who helped on line with information about the real HSB and encouraged me.





**Hans Baeck** of **MSC Het Spoor** has a new exhibition layout, designed to be easier to transport and assemble.  
*Report and photographs by Guy van Meroye of Modelspoor Magazine.*

# Belgomine Travaux

Exclusively freight working

For his new project, Hans chose a theme from his own region – Temse on the SNCB/NMBS line from Sint Niklaas to Mechelen was his main source of inspiration. Until the 1970s/1980s, outside Temse station and just before crossing the bridge over the Scheldt, a freight-only siding branched off and ran alongside the site of the Belgomine company. This company, which transported gravel and sand, was located next to the Scheldt quays, so there was a lot of delivery and despatch of goods via inland shipping.

However, it was not his intention to recreate exactly certain buildings or installations; *Belgomine Travaux* is rather a free interpretation of existing industrial buildings along the Scheldekade in Temse. Inspired by images from the steam

era, when loading tracks for freight wagons were found along the quay, Hans has taken the liberty of putting in a loading track to the Belgomine site: in reality this did not exist, since the company dates from a later period. But the loading silos for lorries modelled in the foreground can be found on the actual site.

Behind and adjacent to the Belgomine buildings we find the Van Der Gucht pottery. With some modeller's licence, this company has also been given a rail connection: in reality only lorries are loaded in their yard. These buildings were still in use until a few years ago but have now had to make way for a new access road for Belgomine and the other traffic that goes from the Scheldt quays to the main roads.

Above  
**A large class 62/63 diesel is sometimes used to deliver and collect wagons.**



## Construction

Hans wanted to take a new path when building this layout. His previous layout was built in segments with a depth of between 70 and 80cm, which caused problems during transport, and had legs of different heights. It took a lot of time to set it up; the new one had to be easier and faster.

## Above

**The track is laid at an angle to the edge of the board and the fronts of the sheds are stepped, which helps to make the scene seem larger.**

## Below

**On the left of the layout, the rear track goes to the fiddle yard; the front track is the connection to the Belgomine site. The crane is from a plastic kit by Dapol. SNCB/NMBS 5166 is a Mehano model.**





Above  
**SNCB/NMBS 0-6-0D 7384 with two hoppers of coal.**  
 The loading silos are connected to the main building by a covered high level conveyor belt.

Left  
**SNCB/NMBS main line diesel 5166 approaching the point for the siding to the Belgomine site.**

He therefore opted for a design with a depth of only 40cm and with a separate frame. The layout consists of two wooden boxes, each 2 metres long, and with a valance at the top. The base is just below the front edge of the box.

The rear wall is made of 4mm MDF board curved at the corners. The background is painted blue.

On the top of the 'coffin' is a reinforced canopy with built-in lighting consisting of LED strips placed in aluminium U-profile. Some halogen spots provide extra light.



## Track and control

Track and points are Peco code 100, sprayed with brown paint before ballasting. Placing the main line and the adjacent buildings at an angle to the box gives the scene a nice dynamic.

The layout is operated from the front with a Roco Multimaus handheld DCC controller. Points are worked manually by rods, with switches attached for the polarity.

## Structures and scenery

The pavements around the buildings are slightly raised, using thin cardboard. This was done so the buildings could be embedded in the landscape so no ugly joints are visible at the base of the buildings. This also gave the advantage that the track close to the buildings could be worked in nicely flat with fine gravel.

The buildings are all scratchbuilt, constructed from architectural card of 5mm or even 10mm thick which was covered on the outside with all kinds of embossed brick or concrete plasticard sheets from Slater's. The roof tiles come from Goover Models: these are available in large sheets so you do not suffer from ugly seams on large roofs, such as here.

Most of the accessories and details were purchased at the *Rail* exhibition in Houten.

Above

**The piles of sand and gravel were specially made; care was taken to ensure that they were properly integrated into the landscape.**

Below

**The layout is made for shunting.**  
**0-6-0D 7384 (a Piko model) is in its element.**





Above

The siding disappears into the factory – and reappears a little further on, through the Van Der Gucht pottery.

Top

The Van Der Gucht pottery has its own rail connection where wagons can be loaded within the courtyard.

Above right

The church tower at Temse can be seen in the background. For this Hans used a printed paper serviette: the image was carefully peeled off and glued onto the blue background.

With this layout, Hans Baeck convincingly demonstrates that a beautiful model can be built even in a limited area.

The layout is due to be brought to the Warley National Model Railway Exhibition at the National Exhibition Centre on Saturday 23rd and Sunday 24th November.

See *Exhibition Diary* for further information.

Right

Between the pottery and the large modern warehouse, we find the layout builder's own (imaginary) model building company.



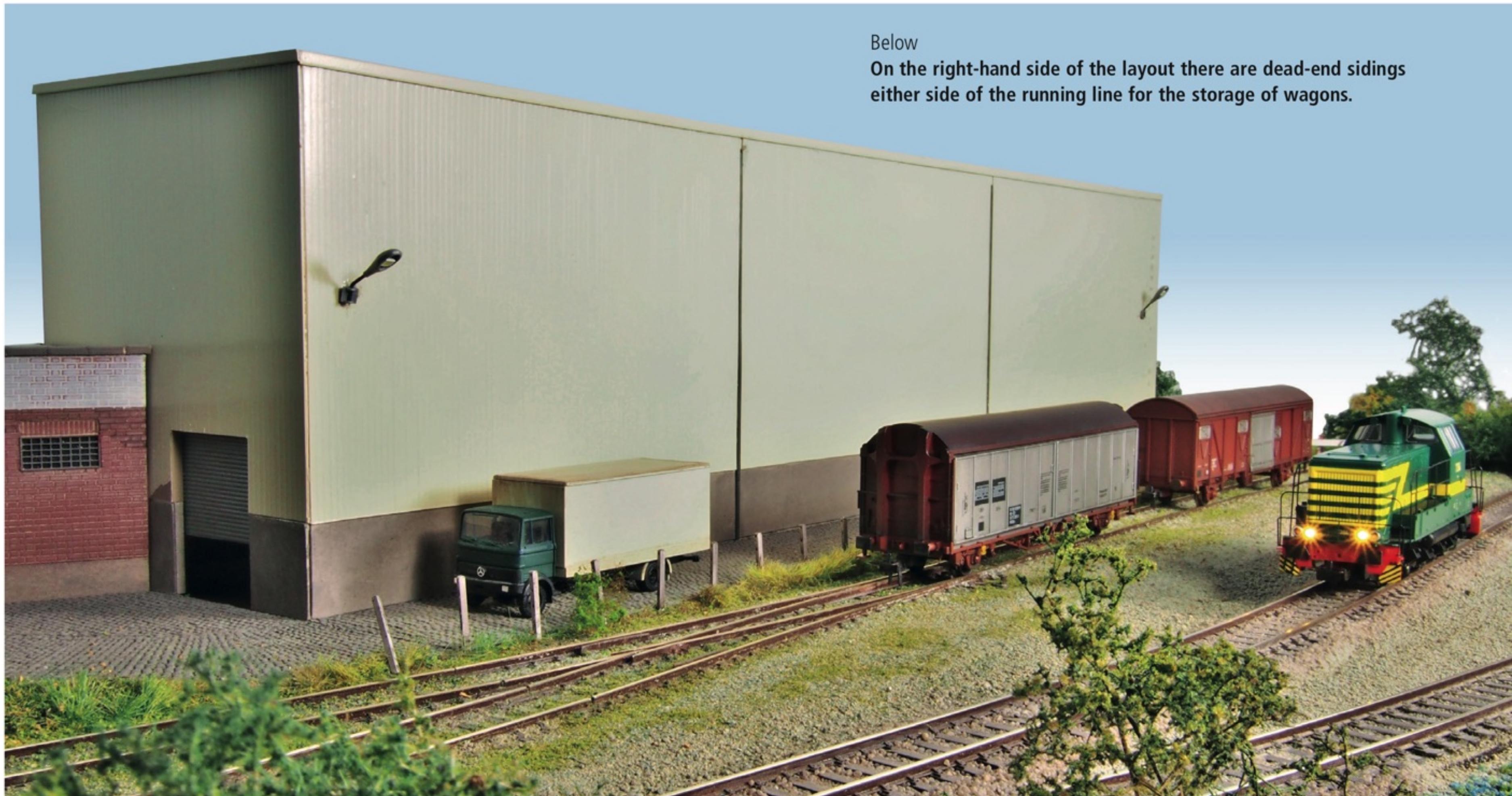
Below

The crew of 7384 seem to have a minor problem – the sliding sidewall van has been left foul of the siding point.



Below

On the right-hand side of the layout there are dead-end sidings either side of the running line for the storage of wagons.



**Bob Wright** continues his quest to capture the atmosphere of the Colorado narrow gauge. *Photographs by the author.*

# Coyote Canyon

Inspired by the 'High Line' above the Animas River

When I visited Colorado and the Rocky Mountains, I could not miss the opportunity of taking a ride over the narrow gauge rails of the old Denver & Rio Grande Railroad that I had read so much about. I was not disappointed – the trip from Durango to Silverton, on a glorious June day, was absolutely beautiful as the train travelled over the famous 'High Line' way above the Animas River, among the most dramatic feats of railway engineering I have ever seen.

When I returned to the UK, by chance I was offered a Bachmann On30 set and immediately saw the potential.



SAT 23 & SUN 24 NOVEMBER 2019



I built a layout, *Indian River and Beaver Creek*, which was shown around the Midlands for four years or so. It was my first exhibition layout, and my advice to anyone considering it is – have a go: you will meet lots of nice people, whichever subject you decide to model, and learn a lot from other modellers.

After that first modest layout, I kept wondering how I could model something like the High Line. I did not have the space to build anything to scale, so I had to compromise and make something fictitious. I realised that with some adjustment I could get the On30 locos round a reasonable radius. Other layouts followed, both portable and fixed – one of which demonstrated that the loft is not an ideal location, despite the temptations of a space about 18' by 8'!

Every couple of years I have the urge to build a new small exhibition layout. *Mississippi Landing (Ferry Point)* was the most recent, and probably my favourite (see CM November 2016) but all it was doing was lying in the garage gathering dust as I just did not have the time to exhibit as much as I would like, so I sold the layout to a great narrow gauge enthusiast; at least I know it has gone to a good home.

If you have spent time looking at layouts on YouTube, you may have seen the wonderful *Thunder Mesa* layout built by Dave Meek. It seemed to me very similar to 'Thunder Mountain' at Disneyworld in Florida. Although a different style from my usual, I decided I might be able to build a small (48" x 24") exhibition layout in a similar way.

My first attempt was a small figure-of-eight with a bridge crossing in the middle, but when the track was laid and tested it gave so many problems with uncoupling and even just running, so it was soon abandoned. It was back to the tried and tested simple continuous circle of track with a short siding at the front.

The baseboard was built in the normal way using 2" x 1" softwood – I am not going to say any more about it because those of you who are better carpenters will either laugh or cry!

The mountains were made from upholstery foam pulled apart and glued back together again using Copydex glue – this is a very light and cheap way of building rock formations.



The rocks were then painted with thinned household paints and dry brushed.

The bushes are a mixture of natural moss and Woodland Scenics ground foam.

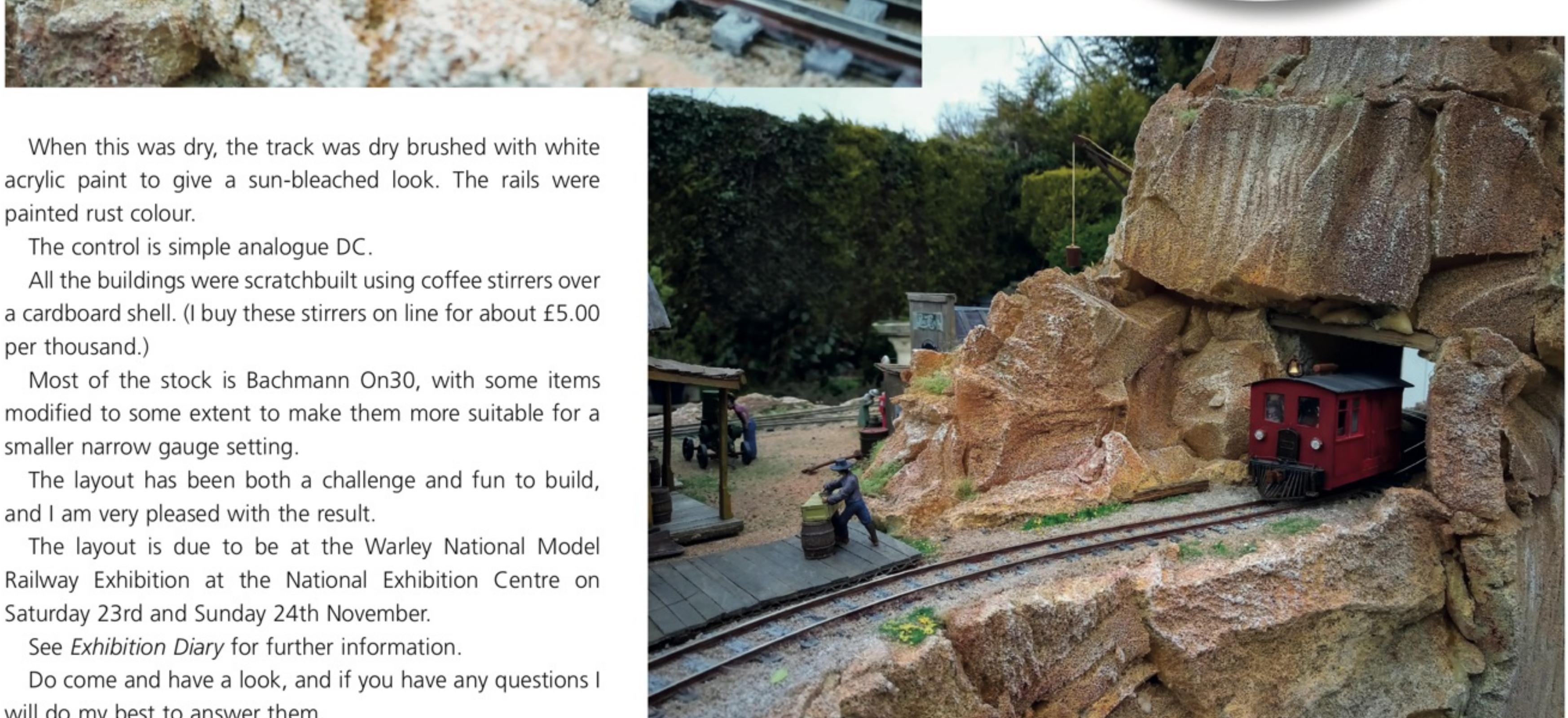
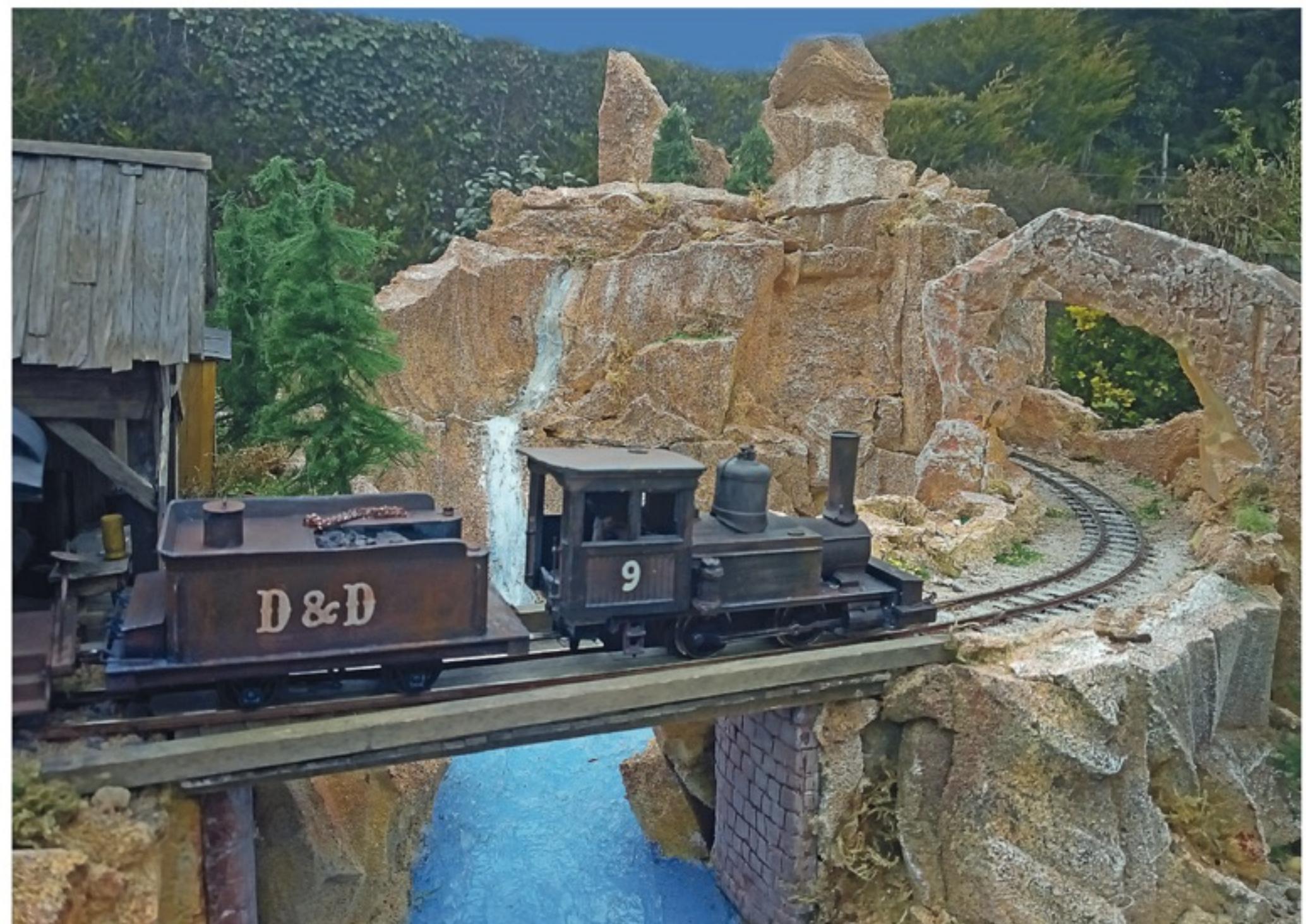
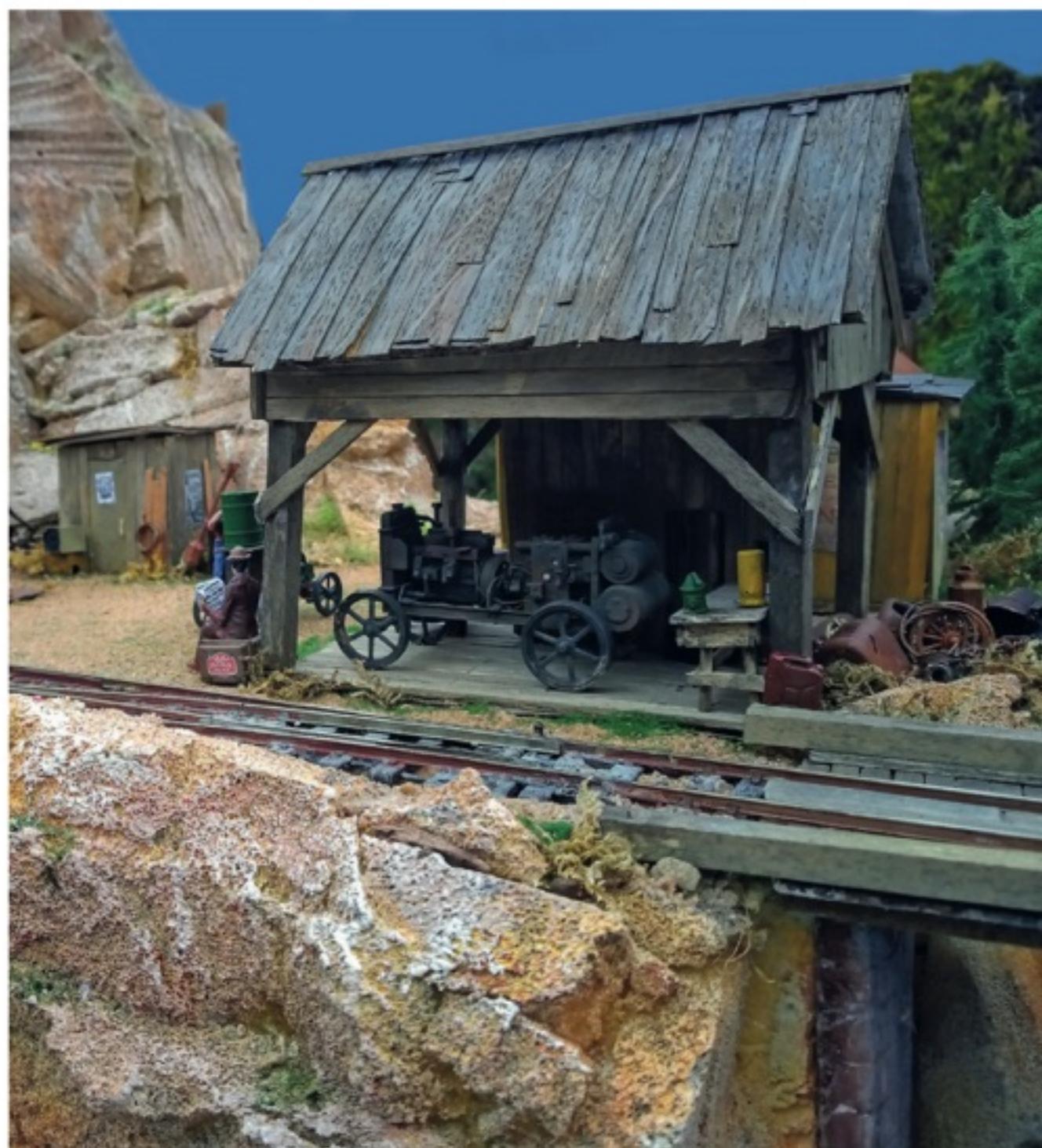
I had fun making the trees: the easiest way I have found is with torn-up pan scourers and kebab sticks, sprayed with a cheap black aerosol, and sprinkled with Woodland Scenics dark grass while the paint is still wet. I can make about thirty trees an hour using this method.

For ground cover, I used sand supplied by the friendly green keeper at the local golf course.

Peco O-16.5 flexible track was used throughout, pinned down, and ballasted with builders' sharp sand, glued using PVA diluted 50/50 with water.







When this was dry, the track was dry brushed with white acrylic paint to give a sun-bleached look. The rails were painted rust colour.

The control is simple analogue DC.

All the buildings were scratchbuilt using coffee stirrers over a cardboard shell. (I buy these stirrers on line for about £5.00 per thousand.)

Most of the stock is Bachmann On30, with some items modified to some extent to make them more suitable for a smaller narrow gauge setting.

The layout has been both a challenge and fun to build, and I am very pleased with the result.

The layout is due to be at the Warley National Model Railway Exhibition at the National Exhibition Centre on Saturday 23rd and Sunday 24th November.

See *Exhibition Diary* for further information.

Do come and have a look, and if you have any questions I will do my best to answer them.

**Elmar Haug** and **Thomas Tschur**

explain how a small group of German modellers became fascinated by a particular aspect of American railroads.  
*Photographs by the authors.*



# Northeast Corridor

Electrified operations along the eastern seaboard

The Northeast Corridor is a 453 mile long electrified high speed rail link between Boston, New Haven, New York, Philadelphia, and Washington. The New York to New Haven portion was completely under wires by 1914, operated by

the New Haven and the New York Central; New York to Washington was finished in 1935 after having stalled in the great Depression, built and operated by the Pennsylvania Railroad.

In 1967/68 the PRR, NYC, and NH merged into Penn Central. After this concern went bankrupt, in 1971 Amtrak took over passenger traffic in the whole country, including on the Northeast Corridor.

Below  
A GG1 with Amfleet cars rolls slowly past a work site.





One of the most famous locomotive types to run on the Corridor was the remarkable GG1, a 2-C+C-2 almost 25m long. The streamlined body was designed by Raymond Loewy, and 139 were built between 1935 and 1943 by the PRR in Altoona. Twelve electric motors gave the loco a top speed of 128mph, though regular speed was 100mph for passenger and 90mph for freight. Amtrak set them aside in 1980, but some lasted with New Jersey Transit until 1983. Most were scrapped, but fifteen have been preserved and are displayed in museums.

In 1975 Amtrak put the E60 electric into service, with an intended speed of 120mph in regular service, but it never achieved that, and so it was used for heavy long distance trains under catenary.

In 1976 Amtrak tested a French CC21000 (21003) and a Swedish RC4a Bo-Bo (X995). After successful results with the latter, Amtrak ordered fifty-four, which were built as a collaboration between Asea and EMD. They were in use from 1980 until 2016, when seventy Siemens ACS-64 locos were delivered.

In the 1990s there were extensive upgrades and rebuilding activities on the Corridor; many grade crossings were eliminated (only eleven remain today), curves and bridges were modified, and in 1996 the 157 miles between Boston and New Haven were also electrified.

Besides Amtrak, eight commuter railroads use the Corridor, and many branches were also electrified as part of urban transit systems. In Washington, MARC (Maryland Area Regional Commuter) operates some routes; in Philadelphia, SEPTA (Southeastern Pennsylvania Transportation Authority) has many branches; and even up in Boston there are local commuter companies. All use portions of the Corridor. New

Jersey Transit has the second largest network under wires after Amtrak.

Today, around 2,100 passenger trains and more than 60 freights are operated every day on the Corridor.

Amtrak has its workshops for electric locos in Wilmington, Delaware, where SEPTA and MARC engines are also maintained, but NJT has its own shops in Cearney Meadows. The Wilmington shops were built in 1903 by the PRR for their steam fleet, and later became the primary heavy maintenance and overhaul facility for the electrics, still in use today.

Above  
**Even in the plain black livery with Conrail lettering hastily applied, the massive GG1 still has a certain style.**

Below  
**Function over form: Amtrak AEM-7 Bo-Bo electric #908 passes an old GG1.**





Above  
A maintenance-of-way train at work on the main line. The tracks below are the approach to the shops.

Top right  
Work in progress on a GG1 and an AEM-7 as a GG1 in colourful Amtrak livery passes on the main line. Although the layout is long, it is full of cameo scenes to attract and hold attention.

Above right  
A GG1 in Pennsylvania RR classic tuscan red livery receives attention. The shop diesel switcher is SW1 #733.



Left  
The ageing GG1 fleet needs particular care in the shops. On the rear track is #4607, an E33 Co-Co, originally built for the Virginian in 1956/7.

## The layout

Our interest has always been in electric locos, running under catenary, which is not so common in North America. The idea of building a layout based on the Northeast Corridor was born in 2001 when Märklin announced a layout/diorama contest. The specification required using a Märklin 'Insider' model. From several possibles, we chose Amtrak X995, the Swedish loco designed by Asea. We made the layout two-rail with RP25 wheel and track standards, not Märklin three-rail AC.

For the competition we built the two sections with the loco facilities, based on Wilmington shops, as a switching layout and for displaying the GG1 fleet.

After appearing at some exhibitions, we decided to enlarge the layout so we could run trains. For the extension we built more modules, with scenery, with the possibility of adding more modules at the ends.

For operational reasons we built return loops on both ends so trains can run continuously on the mostly elevated main line. On the lower level we can switch independently in the shops; in addition to the main line, there are some local rail-connected freight customers, such as a feed mill.

At first we got prototype information from books and videos, then later we used the internet. We were very pleased when we were lucky enough to get to know the second foreman of the Wilmington shops: we were able to visit several times and take lots of photos for reference during open house tours.

We used Shinohara code 83 track, which simulates the heavy Pennsylvania RR construction, and we even super-elevated it on the curves.

The catenary is scratchbuilt, using Sommerfeldt poles plus brass U and H sections soldered together. As we needed a large number, we used jigs to work efficiently and ensure consistency. The catenary wires are mostly Viessmann.

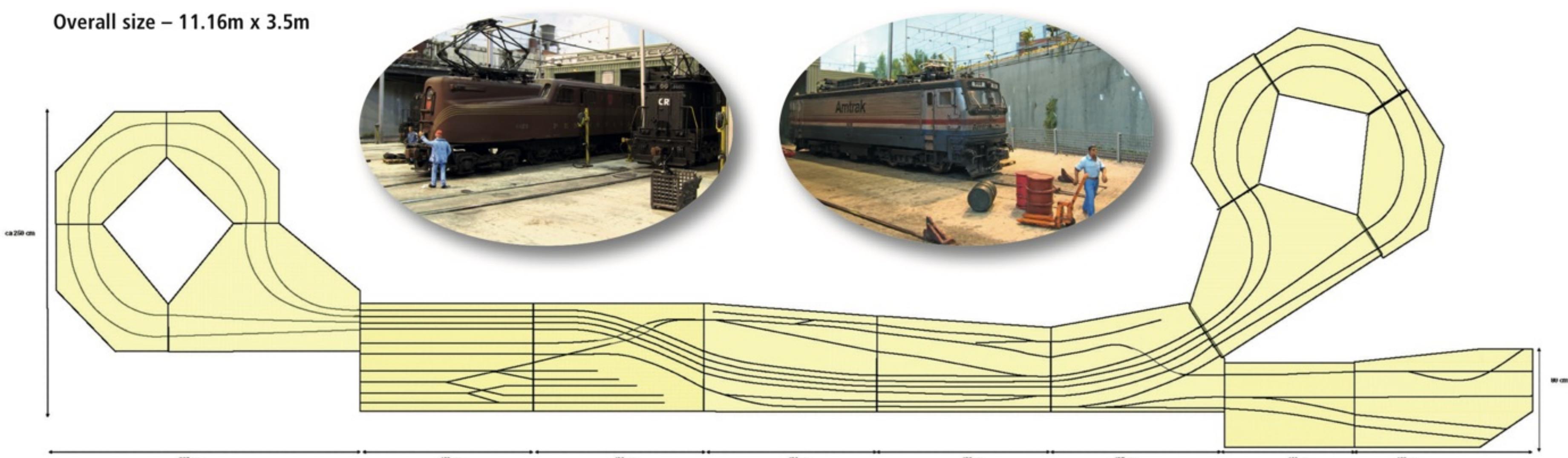
The different style of the NJT catenary is also represented on the tracks going to Gladstone, a small commuter station on the right-hand side of the layout.

We are able to run with pantographs up, really making contact with the wire, even though it is a portable layout. Removable sections of catenary that hook together connect the modules.

For driving the trains and controlling some important turnouts in the main line we use a Digitrax DCC system, divided into four booster sections. The trains do not run automatically but are manually controlled, using Digitrax handhelds; most of these throttles are wireless.



Overall size – 11.16m x 3.5m





Left

A diesel under the wires in Gladstone station, from under the freeway bridge. The General Electric U34CH was built for the Erie but is working here for NJT.

Below

Gladstone is an important interchange for commuters, but still retains some freight facilities. Note the lighter type of overhead catenary.



All the trains are authentically detailed and weathered, using prototype photos as a reference. The passenger equipment all has lighted interiors, passenger figures, and even the seats and walls are painted like the real thing.

All the buildings are either built from scratch or modified from kits, and weathered, as are the road vehicles.

The locations on the layout are not completely prototypical, but impressions combined from several trips to those areas as a compressed selection.

Previously at exhibitions we showed the period from 1976 to 1981. We ran the famous GG1 electrics, some in NJT livery, the Metroliners in several paint schemes, and the old MP54 trains from the PRR era. At this time most of the diesels were freshly repainted in Conrail blue, or were from the predecessor railroads with new stencilled lettering. This was an interesting period, after the bankruptcy of the Penn Central and the transition to Conrail in 1976. All stock had markings correct for this time frame.





As a change for forthcoming exhibitions (the Warley show at the NEC in Birmingham, Stetten in Germany, and Junglinster in Luxembourg), we have chosen the post-2012 period. This means modern push-pull trains from NJT with dual mode (diesel/electric) locos, modern Amtrak electrics with Amfleet cars, and long freights hauled under the wires by large powerful diesels. The road vehicles and the signs and billboards will be replaced with modern ones to make the overall appearance correct.

Left

**The approach to Gladstone is controlled by a switch tower.**

Below

**Sperry Rail Service track inspection railcar #129 under the freeway bridge beyond Gladstone station.**





Left and above

The railroad runs parallel to Main Street in Gladstone. Strategic gaps between buildings allow glimpses of the trains. The buildings all have detailed interiors and authentic signs, while figures and vehicles form mini-scenes to hold interest.

At the Warley show we will have the electrified Northeast Corridor section, with the two return loops, the Wilmington shops, and Gladstone station. This allows for more possible movements, as we can run commuter trains (as per prototype) in push-pull mode. Gladstone is a terminus, so trains depart, run onto the four track section, travel around the circuit as required, then come back in the opposite direction.

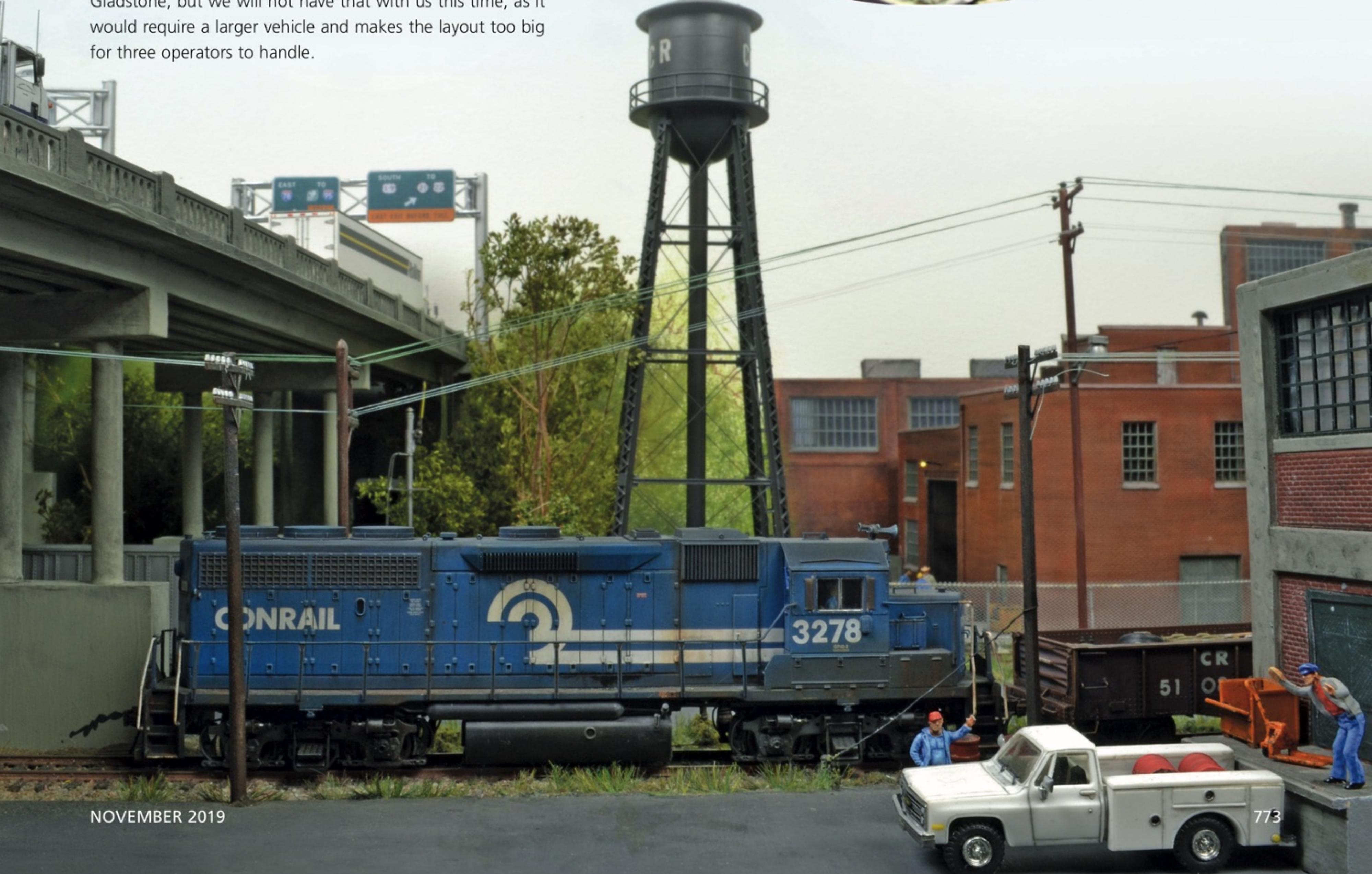
There is a further diesel-worked industrial section, *City Limits*, which continues from the freeway bridge in Gladstone, but we will not have that with us this time, as it would require a larger vehicle and makes the layout too big for three operators to handle.

Below

Old Pennsylvania MP54 stock could still be seen in action. This stock dates back to 1908, but some survived until 1981.

Foot of page

Conrail GP40-2 #3278 brings a freight towards Gladstone from the diesel-operated *City Limits* industrial section.



**Charles Insley** has created a layout that is easy to transport and a pleasure to exhibit.

# Ulvaryd Strand

## A Swedish odyssey

### Introduction

We all have different ways of designing and building layouts. Over the years I have realised that it may take quite a long time for the overall concept and design of a layout to come together, but once the plan has been fully formed, the actual building of the layout can be a pretty rapid process. As always, this speed is helped by building to a deadline – in the case of *Ulvaryd*, the Warley NEC show at the end of 2018. No pressure there, then.

From wandering into B&Q to buy the plywood for the baseboard to unloading the layout in Hall 5 of the NEC was a little over six months; however, the genesis of *Ulvaryd* began over ten years ago, and its concept and design proceeded in fits and starts over the intervening period.

The origins lie in the research I was doing prior to building my French HOe layout, *St Etienne-en-Caux* (CM July 2009, October and November 2010, and January 2011). One of the important influences on that layout were the articles by W.J.K.Davies in CM on the French 60cm line at Royan, including its Decauville locos and stock. Reading those articles alerted me to the fact that some of the Decauville Mallets from the Paris Expo of 1889, along with a couple of 0-4-2s and 0-6-2s ('type Royan') ended up in Sweden, as did items of Decauville rolling stock. At that point I am not sure I was even aware that Sweden had 60cm gauge lines, although I was aware of the extensive network of Swedish 3' gauge lines. Anyway, it was a useful fact to ferret away, and it sowed the seeds of an interest in Swedish 60cm.

This interest was properly awakened by an encounter with the wonderful Östra-Södermanlands Järnväg (OSLJ – [www.oslj.nu](http://www.oslj.nu)), a preserved 60cm line just to the west of Stockholm, on Lake Mälaren. This line, built on the trackbed of an old standard gauge line, and currently running from Mariefred, on the shore of Lake Mälaren, to Taxinge-Näsby, is an absolute delight, and has some wonderful gems of Swedish 60cm locomotive practice. As well as a locally-built copy of the iconic Decauville Mallet (Kosta-Lessebo Järnväg No.2 *Lessebo*), they also have examples of Swedish-built (by

Below

Kosta-Lessebo Järnväg 0-4-4-0T+T Mallet No.1 *Kosta* brings a short passenger train into Ulvaryd Strand. The first vehicle is a Saxon coach (by PMT/Technomodell); behind that is a classic Decauville 'toastrack' (Jouef). The Orenstein & Koppel 0-4-0 diesel is by Liliput.

Photographs by the editor.





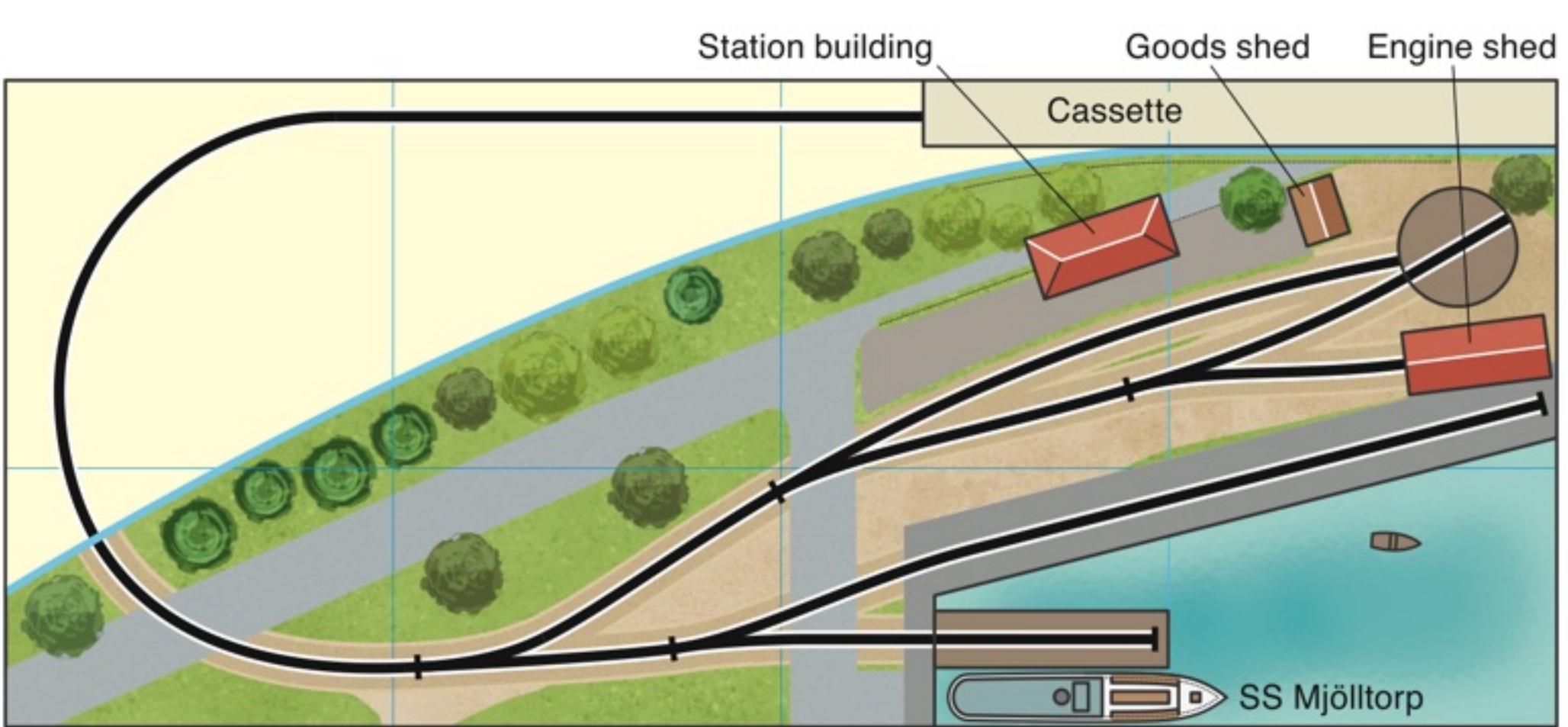


Left  
Ulvaryd-Mjölltorp Järnväg  
No.1, a Helsingborg Engine  
Works 0-4-2T, rounds the  
curve into Ulvaryd Strand.

Right  
Ex-Kosta-Lessebo Järnväg  
No.1 Kosta shunts its train;  
the bogie goods/brake van  
is a shortened Liliput model.

Motala Verkstad) 2-4-2Ts (*Virå* from the Stafsjö Järnväg) and 2-6-2Ts (*K.M.Nilsson* and *Jönköping-Gripenbergs* Järnväg No.9). These are completely distinctive and idiosyncratic locos, with their long, low boilers and Swedish turbine spark arresters in the base of the chimney, and completely charming. The whole set-up of the OSLJ, with its close relationship with the lake and lake steamers, was too much to resist: "I have got to build something like this", I thought.

There followed the usual pattern of much pleasurable research, both online and in books (especially those by Lennart Welander) as I delved into the fascinating world of the Swedish 60cm lines, all of which were different and



**ULVARYD STRAND**

Overall size: 48" x 20". Each grid square 12in. x 12in.



had their own particular charm. The Jonköping-Gripenbergs Järnväg (JGJ) especially intrigued me, as a line which used both Decauville and domestically produced locos and stock. I also found online the wonderful and inspirational O scale models by Swedish modeller Tobias Ljung, as well as the Swedish narrow gauge modelling forum run by *Smalspårigt*.

The next step was the acquisition at the Warley show in 2013 of the Artitec resin and etched brass kit for what they called a 'passenger steamer'; essentially, a small lake steamer with both covered and open passenger accommodation. I assume the prototype is Dutch or German, but it was sufficiently close to some of the Swedish steamers I had encountered (in particular the steamships *Mariefred* and *Eidern*) to pass muster – and it saved me having to scratchbuild a ship. I modified the kit slightly when I finally built it, furnishing it with a taller funnel and cutting back the canopy over the foredeck area. It has now been named *Mjölltorp*.

By 2014/15, then, I had a rough idea of what I wanted – a small OO9/HOe layout involving (as Insley layouts often do!) a quayside setting. At this point, things ground to a halt, for two reasons. The first was that I really could not settle on a track plan – I knew the elements I wanted, but not how they might fit together. The second reason is that I was increasingly distracted by another OO9 project, a layout on which to run my growing collection of colonial OO9 locomotives. This project resulted in the layout *Fort Whiting*, which made its debut at the end of 2016 (and will be the subject of a future article! *Editor*).

The final piece in the planning jigsaw was when RAILWAY MODELLER (January 2016) included a retrospective article about Christopher Payne's 1:34 layout *Portpyn*. I had first encountered this layout in the 1990s, and admired it then, both for its exquisite modelling and its really very clever track plan – a sort of compressed U shape. Re-reading this article everything seemed to drop into place – I knew now how to get the features I wanted – narrow gauge station, small engine shed, quayside, steamer – to work together. The layout is not a slavish copy of the *Portpyn* track plan (that will be the next OO9 layout ...) but certainly inspired by it. The crucial advantage was that, unlike my earlier abortive plans for the layout, everything could be kept on one 4' long board.

The Swedish 60cm gauge lines were dotted all over central and southern Sweden, but since I was at this point most inspired by the JGJ I decided to locate my fictional station on Lake Vättern in central Sweden. Thus was born the Ulvaryd-Mjölltorp Järnväg, a small 60cm railway from a made-up place on Lake Vättern to another made-up place on the standard gauge line from Skövde to Karlsborg on the western side of Vättern. In my imagination, the main traffic of the line was agricultural produce, timber, and people.

## Construction

I am not a great innovator when it comes to the carpentry of layouts, although for my next project I am very likely to try out one of the new proprietary laser-cut baseboards. The basic structure is a sheet of 3mm plywood, 4' x 20", on top of a softwood frame. The length was determined by my car, and the width by the radius of the then new Peco OO9 Setrack curves (9"). At the front of the layout is a more-or-less triangular cutout for the harbour, the 'waste' ply being used as the base for the watery part of the layout.



Above

**A standard HF110C 0-6-0T+T (Roco) shunting a baggage and goods van; this started life as a Decauville 'toastrack' from the Helsingborg-Råå-Ramlösa Järnväg.**

Below

**More German military motive power, but of an earlier era: a former Heeresfeldbahn 'Brigadelok' 0-8-0T (a Minitrains model) brings a goods train into Ulvaryd.**



Trackwork is also boringly conventional. I used Peco OO9, with flexible track at the front and along the rear, and Setrack curves. The points (all four of them!) are Peco OO9 main line points, with the exception of the Y point. They are mechanically operated, via wire-in-tube connected to a slide switch to change the polarity of the frog.

There are various section breaks wired to SPST switches.

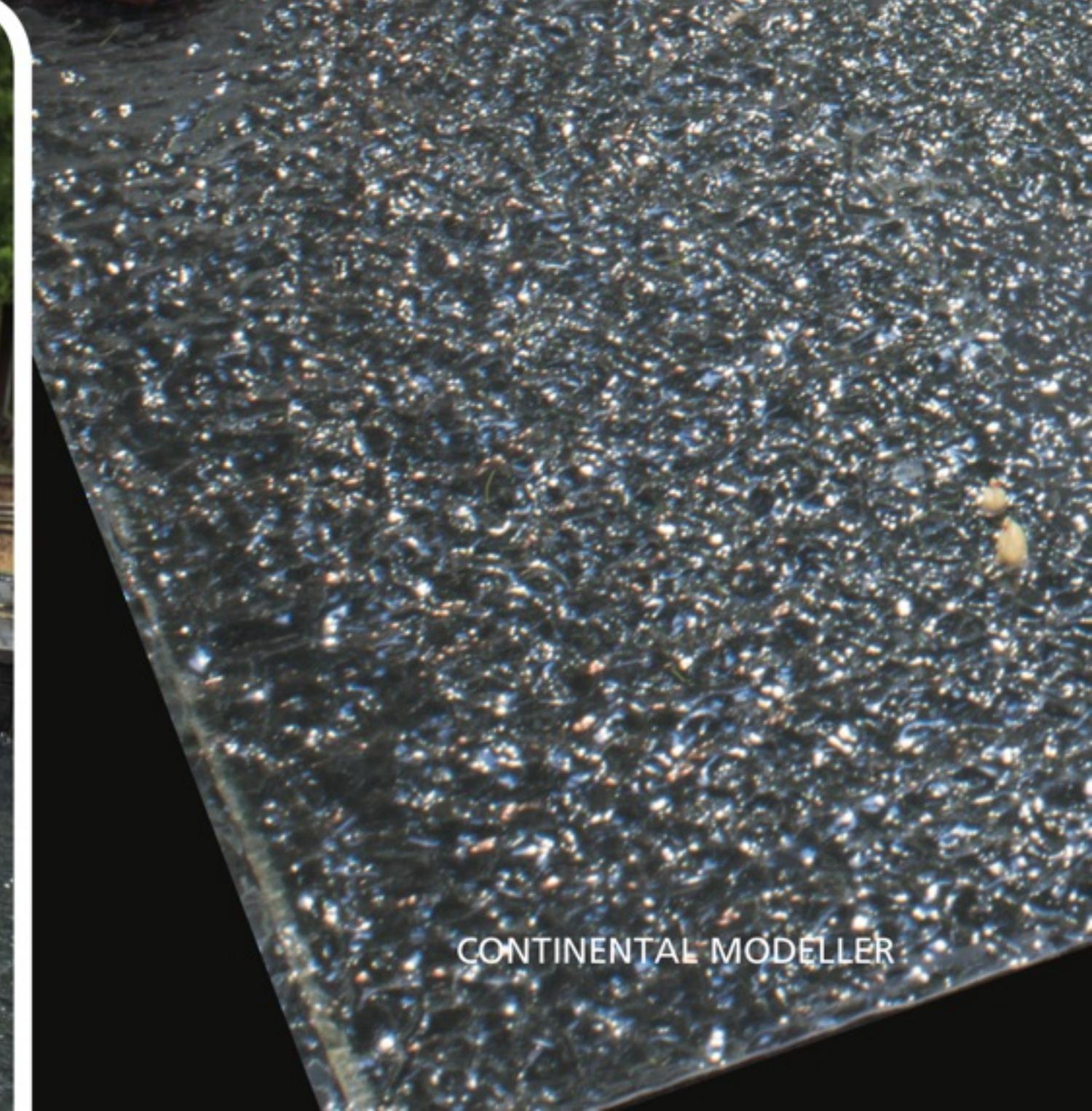
The only mildly clever bit of track is the 'turntable' which operates as the shunt release for the station loop. Although disguised as a turntable, it is a simple sector plate, consisting of a disk of ply onto which has been glued copper-clad strip onto which, in turn, the rails have been soldered. The ply disc has a brass tube through its centre which acts as a pivot and also carries the wiring to energise the rails. Movement is effected via a wire-in-tube set up, and the movement of the turntable controlled by stop blocks which align the tracks. It is dead simple, but so far, perfectly reliable.

The trackwork on the quayside was scratchbuilt using Peco rail soldered to p.c.b. sleepers; this was purely so I could also solder in the check rail, since the track here was to be inset into cobbles. The outer rails are standard code 80, the check rails code 40.

There is no 'fiddle yard' as such: like my other layouts, *Ulvaryd* makes use of cassettes fabricated from 18mm aluminium angle and ply sheet. The cassettes are located within plastic channel and aligned via bulldog clips to small pieces of the same aluminium angle permanently connected to the layout. There is also a small fold-down shelf at the rear of the layout to store the cassettes not currently in use. The cassettes themselves vary in length, from a couple of long ones at 20" to some very short ones ideal for railcars or other short vehicles. At an exhibition there is capacity for six or seven different trains to be stored waiting to be used.

## Scenery

On a small layout like this, especially one where water is a major feature, there is not much space for scenic development as such. This means that the backscene has to do a lot of work and I was lucky that ID Backscenes produce a photo backscene of a heavily wooded (with conifers) lakeside (somewhere in the Lake District, I presume). This backscene, mounted on a sheet of 3mm ply, runs diagonally across the layout in a gentle curve. In front of it is a suggestion of a gently rising landscape, using carved polystyrene painted and covered with static grass of various lengths. To manage the interface between three and two dimensional scenery, there





Left

The steamship *Mjölltorp* waits for passengers before heading out across Lake Vättern.

Above

The O&K diesel shunts empty timber wagons on the quayside.

#### Forthcoming exhibition

The layout will be shown at Expo Narrow Gauge at the White Oak Leisure Centre, Hilda May Avenue, Swanley, Kent, BR8 7BT on Saturday 26th October.

See *Exhibition Diary* for further information.



Above  
The station building.

is a line of trees (made by my mother, as always) directly in front of the backscene, which blends the foreground of the layout very well into the background.

The water is made from Kibri plastic sheet, laid over the offcut of ply which had been painted a variety of mucky greens, greys, and browns. I find the Kibri sheet, with its ripples, perfect for suggesting water where there is some movement, but nothing really significant like a tide. The way the ripples catch the light is also really pleasing to the eye.

The harbour walls were made from stripwood, stained and weathered, while the rather rickety jetty, to which the lake steamer is moored, is a heavily modified Ancorton Models kit. The quayside cobbles are Wills plastic sheet. These are first given a wash of grey-brown paint, which is almost immediately wiped off, leaving the residue in the cracks. Individual cobbles are then picked out in subtly different shades of the same grey-brown, and finally a light dry brushing on top to bring out some of the highlights. Scenic scatter is also dropped here and there in the cracks between the cobbles.

### Buildings

The layout does not have much in the way of buildings. There are, in fact, only three: a station building (*stationshus*), an engine shed (*lokstall*) and a goods shed (*gödsmagasin*). The station building is from an Auhagen kit for a small German station ('Haltepunkt Borsdorf'). It was built more or less as intended, although I chose not to use the stone plinth on which it is set. The engine shed and the goods shed are scratchbuilt, with scribed wood over a mounting board shell. The roofs are Wills pantiles. All three buildings are painted in an approximation of the characteristic iron-oxide based Swedish paint known as 'Falun red': if memory serves, I used a mix of Railmatch early BR freight bauxite and Vallejo German cavalry brown acrylic paints. All three buildings were then weathered with dark washes and dry brushing.

Since the photos were taken, a dockside hoist has been added, using a modified Ratio kit.

### Ships

Moored up at the jetty is the steamship *Mjölltorp*, a modified Artitec kit. As noted already, it was built pretty much as the instructions intend, with the exception of a new, taller funnel and the shortening of the canopy over the foredeck. Although not an exact copy, to me at least it evokes the charming little passenger steamships (mostly now diesel powered) that plied their trade on the lakes of central and eastern Sweden.

Since the photographs were taken, another vessel has arrived at Ulvaryd, a timber-carrying motor cruiser now moored along the quayside. This is also a modified Artitec kit, for a Rhine barge. The hull has been shortened and the wheelhouse modified. The kit comes with an open hold, so I made a removable timber load from a polystyrene block clad in stripwood. In theory, this could be replaced by other removable loads. We will see!

### Locomotives and rolling stock

There is not much in the way of ready-to-run Swedish narrow gauge, either in OO9 or HOe! However, one of the variants of the Minitrains 'Brigadelok' (which is somewhere between HOe and OO9, although closer to the latter) is based on the Hartmann-built *Emsfors* which runs on the preserved Ohsabanan at Ohs Bruk in Småland (southern Sweden), so at least one of my locos is a genuine Swedish model!

The other locos on the layout come from a range of sources. One is a more-or-less unmodified Roco HOe Feldbahn HF110C 0-6-0T+T, while the side tank version of the same model forms the basis of two quick conversions to approximate Swedish outlines: this entailed new plasticard cabs and whitemetal funnels with Swedish spark arresters produced by Narrow Planet.

There is also a much modified GEM *Dolgoch* kit running on a Minitrains mechanism – it has been made into an approximation of a 0-4-2 built by the Helsingborg Engine Works.

Pride of the line, though, is a model of Kosta-Lessebo Järnväg (KLJ) No.1 *Kosta*, a Swedish built copy of a Decauville 0-4-4-0 Mallet. This has a scratchbuilt body on a rare Minitrix Bavarian Mallet mechanism, with the tender from the Minitrains Fiddletown and Copperopolis 0-4-0.

The two most recent additions to the loco roster are a Narrow Planet Beyer Peacock 0-4-2 kit (using a Minitrains 0-4-0 chassis) heavily modified to resemble Motala 2-4-2 *Virå*, originally from the Stafsjö Järnväg, now on the OSLJ, and secondly a Bachmann USA 'Thomas' range *Skarloey*, modified to resemble a Fletcher-Jennings 0-6-0 that was one of a pair that was built for the 2'9" gauge Ulricehamn-Wartofta Järnväg (now preserved at the Museijärnvägen Skara – Lundsbrunn).

Further motive power includes a Liliput 0-4-0 diesel, repainted from its vivid Zillertalbahn orange into a more sober red oxide, and a wooden-bodied railcar built using the sides and ends from a Meridian Models Ashover bogie coach on a Bachmann GP40 chassis.

Rolling stock is similarly heterogeneous in origin, although there are at least some etched kits for genuine Swedish 60cm gauge coaches produced by Worsley Works. There are a couple of old Jouef HOe/OO9 'toastracks', representing

those which ran on the Helsingborg-Råå-Ramlösa Järnväg. The chassis of another toastrack has been fitted with the bodies from the old Eggerbahn four-wheeled coach and van, similar to a conversion carried out at Helsingborg. A couple of Roco Rügen four-wheel coaches have been fitted with bogies (before Roco thought of doing this themselves!), and most recently a couple of secondhand Bemo Württemberg bogie coaches have been modified (narrowed and mounted on smaller-wheeled bogies) to resemble those from the Stafsjö Järnväg. There are also a couple of PMT/Technomodell 'vintage' Saxon clerestory roof bogie coaches which resemble one of the first class coaches on the JGJ.

Goods stock is a mix of Minitrains and kitbashed Eggerbahn, with three NineLines Welshpool & Llanfair vans modified to resemble those from the KLJ. I have also modified the bodies of two Minitrains bogie vans to approximate to the four-wheel brake vans from the Stafsjö Järnväg; these are mounted on Peco N gauge 10' wagon chassis.

### The future

The layout is more or less complete, although as always with a layout completed to a deadline, there are plenty of little details to be added, and I really must get around to properly mooring *Mjölltorp* to the jetty.

As has often been observed, though, my main interest is in building locos and stock. I have plans for an accurate model of *Virå*, using a N-Drive short wheelbase 0-4-0, as well as a freelance 0-4-4-0 Mallet loosely based on JGJ No.9.

Waiting to be constructed are a couple of Worsley Works etched kits for Swedish coaches, one from the JGJ and one from the Nättraby-Alnaryd-Elmeboda Järnväg.



I also have plans to scratchbuild one of the wooden-bodied railcars that ran on the JGJ.

### Finally ...

I have been a member of the OO9 Society for thirty five years and have benefited enormously from the advice, inspiration, support, and modelling fellowship it offers, and I recommend membership to anyone interested in small scale narrow gauge modelling.

Above  
An Orenstein & Koppel 0-4-0T trundles onto the turntable.

Below  
The bogie goods/brake van is carefully positioned for loading by the goods shed (*gödsmagasin*).





**Nigel Hurst** shows how he explored the possibilities of 3D-printing and created a 1:45 scale model. *Photographs and illustrations by the author.*

# SJ X2 power car

## An experiment proves successful

The X2 is the Swedish-built high-speed tilting train which entered service in 1990. The trains were built for the national operator, Statens Järnvägar, by Asea (later Asea Brown Boveri, ABB Daimler-Benz Transportation – under the brand Adtranz – and now Bombardier Transportation) in Västerås and Kalmar between 1989 and 1998.

Given the relatively sparse population of this large Scandinavian country, constructing a dedicated high-speed rail network to link the major population centres was too expensive, and so the X2 was designed to bring shorter journey times on the existing rail infrastructure. The trains were designed to run at high-speed while operating around existing freight and local passenger trains between the three main cities of Sweden: Stockholm to Göteborg and Stockholm to Malmö (and later across the bridge to Copenhagen in Denmark).

The X2s were built to provide premier first-class only service at operational speeds of 200km/h. A 1993 trial set a maximum speed record of 276km/h. Today, the X2 trains regularly operate at 210km/h, tilting on the numerous curves as the main line navigates around lakes and through rather rocky terrain. Second class was introduced in 1995 and today the trains mainly operate the X2000 timetable for the

SJ, bringing journey times between Malmö and Stockholm down to 4 hours 24 minutes to cover the 624km.

The X2 was designed to run in a semi-fixed push-pull formation. Each set consists of one dedicated power car with a streamlined driving cab at one end, plus five non-powered trailers (two second class, one bistro, and two first class) plus a non-powered second class driving coach at the other end, which has an identical streamlined sloped front to match the power car.

In total forty-four sets were built (of fifty originally ordered). One set was exported to China where it spent its life operating the Guangzhou to Kowloon service between 1998 and 2007, before being purchased by SJ and returned to Sweden.

One X2 set was leased to Amtrak in America and was evaluated in revenue-earning service between October 1992 and January 1993 between New York and Washington DC. The set later toured the United States and Canada.

Three X2 coaches were also sent to Australia in 1995 where they ran for evaluation in New South Wales with an XPT diesel power car, but no order was forthcoming and the vehicles were returned to Sweden. (See CM September and November 1995.)

Above  
X2 power car 2040 at Lund,  
17th January 2018.

Below  
X2 power car on the rear  
of a train at Malmö,  
8th January 2019.



## Model X2

Heljan introduced the first HO model of the X2 as individual cars with basic plastic bodies and two Tenshodo 'Spud' self-contained motor bogies driving the power car. It was an extremely limited edition, and may have been commissioned as a promotional item. Following the commencement of X2 workings into Denmark, Heljan announced a modified version with better bodies and proper mechanisms, but these plans did not come to fruition.

The Swedish supplier Jeco produced a high quality metal model, with a price to suit. More recently they have offered a new version in plastic as a basic four-car set with other trailers available individually so a complete train can be assembled. Both the original (silver/white/blue/black) livery and the more recent refurbished (silver/grey) variants have been produced.

### 3D-printing

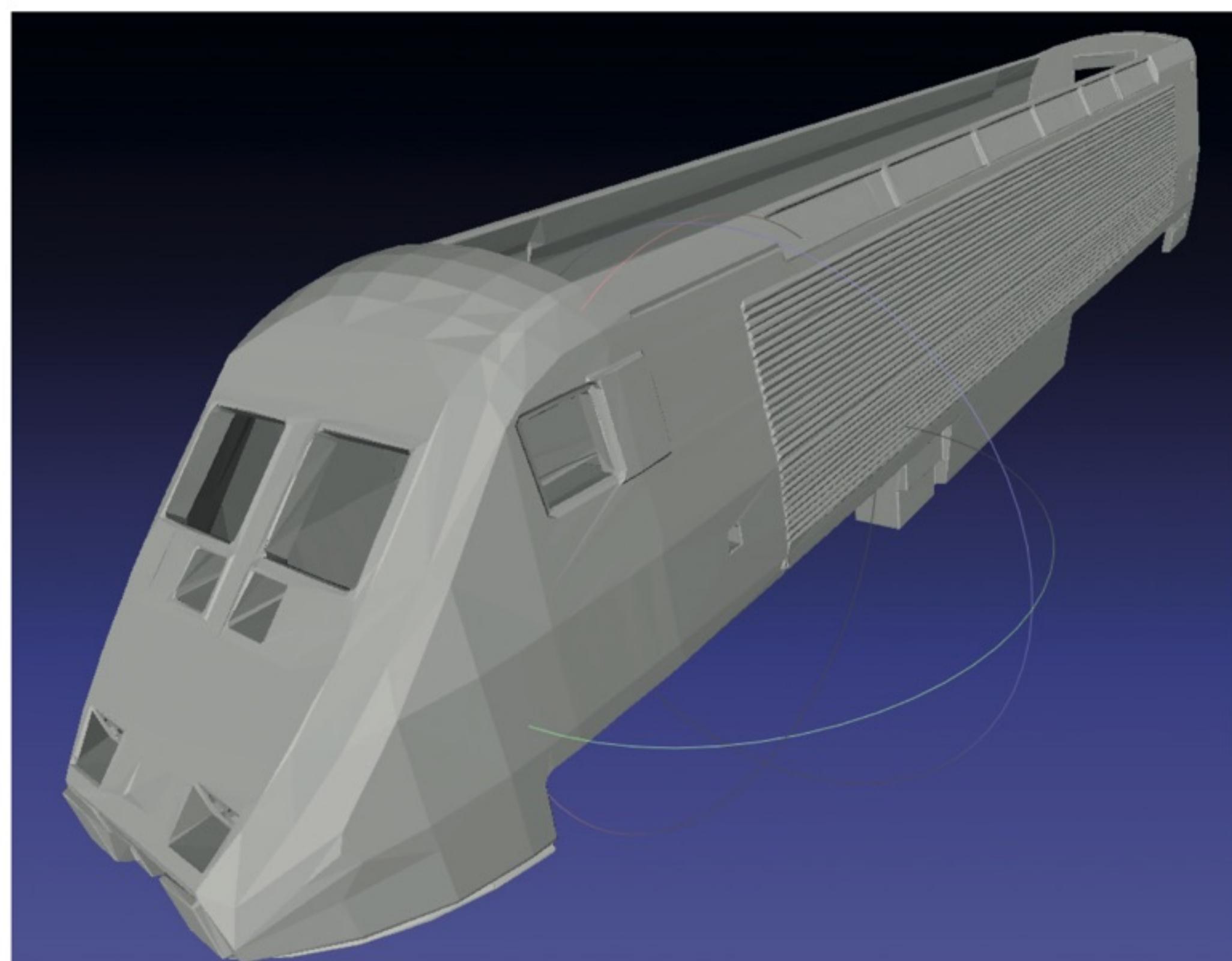
As a model maker who enjoys scratchbuilding, I have been experimenting with 3D-printing – otherwise known as additive manufacturing – for a number of years. I bought a M3D printer about four years ago and have been designing and printing model railway items since then. 3D-printing technology has moved forward considerably during this time and while I have debated buying a more up-to-date and larger printer, I have so far resisted, as I have been disappointed with the effort and time required to achieve good quality prints. I have friends who have also expressed frustration that the capital outlay on a 3D printer does not reflect the time, effort, and many metres of wasted printer filament required to create surprisingly few and mediocre prints.

My expectation was that a 3D printer would create consistent high-quality prints with minimal waste and equally minimal clean-up. The reality is different: the technology is still not there yet, though constantly improving towards my expectation. At the moment, printing at home is a long process, involving failed or distorted prints, splitting print-outs, filament blockages, and the infamous 'clown hair' (when the print-out detaches from the printer base and the print head is churning out metres of plastic into the air for hours on end – always when you turn your back on the printer for a few minutes or when left to print overnight!).

The models I have produced at home also required considerable clean-up in order to remove the horizontal step print lines. When using ABS, the process involves both filler, wet-and-dry-paper, time, patience, and a lot of effort. PLA can be smoothed with acetone fumes, but this is a process I have been hesitant to experiment with, as I try and reduce my exposure working with chemicals.

Outsourced services like Shapeways are excellent at providing good quality prints which have been smoothed for finishing. Although I have been a regular customer of theirs for some years, the service is not cost-effective for my modelling needs, especially for mass-produced parts or larger scale models, such as in O gauge.

So having undertaken a cost-benefit analysis of the cost of a purchasing a new 3D printer and the amount of my time required to create a decent print compared to the speed of 3D printer technology development, the ever decreasing cost of new printers, and the number of prints I will be undertaking per year, I concluded that I would not buy a new printer in the foreseeable future. Instead, it would be cheaper and



less risky to find a better value outsourced 3D-printing service to create prints for me.

I eventually found what I was looking for on the internet: the 3D Hubs website provides the opportunity to upload a computer model and for private individuals or small companies who provide a 3D-printing service to quote for printing, often at very reasonable rates.

### Designing

I am not an O gauge modeller, but the appeal of large scale models is very hard to resist.

Having travelled a number of times on the X2 to and from Stockholm, I felt that all-too-familiar railway modeller urge to investigate how to build a power car in O for my display case.

I taught myself the design programme Sketchup some years ago, and as the drawings of the X2 are readily available on line, along with an abundance of photos, it did not take me long to design and model the X2 ready for 3D-printing. Using my M3D printer, I first test printed and finished a version in HO as an initial experiment to ensure that the shape of the model was correct.

I then modified the artwork for printing to 1:45 (not 1:43.5 as in Britain).

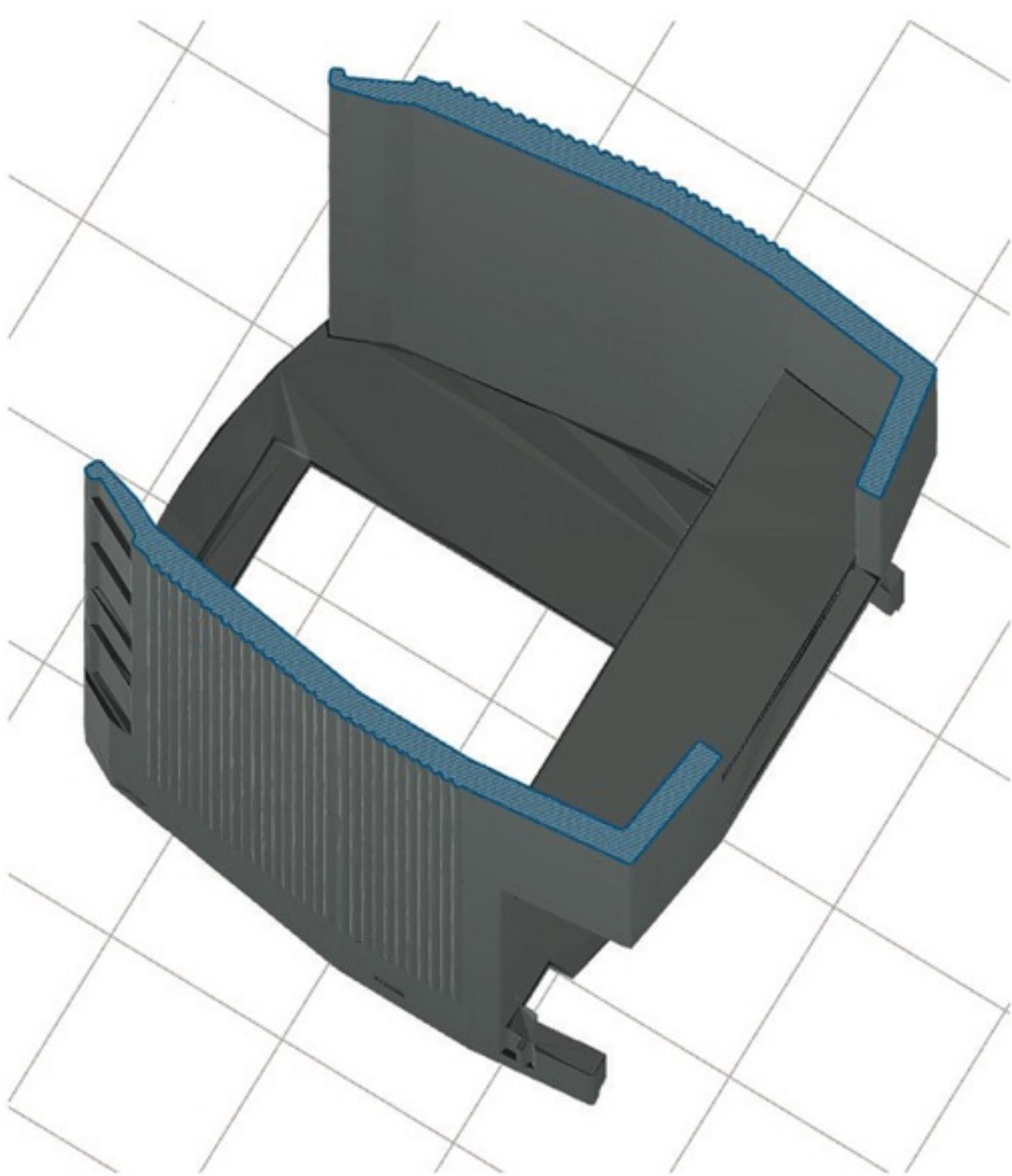
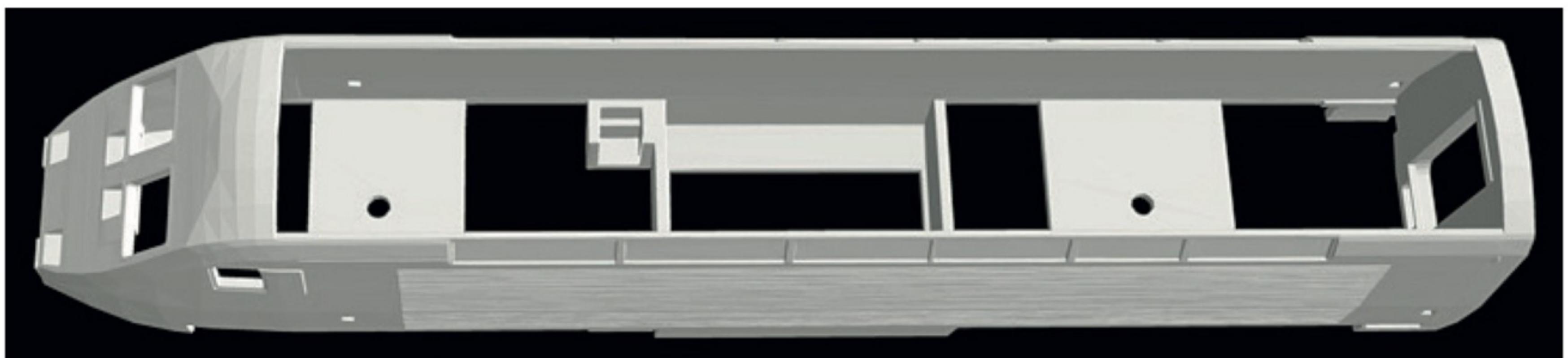
It is good to understand the limitations of 3D-printing, and how the printing process actually works, in order to minimise costs.

3D-printing is an additive process using filament ink which is heated and literally squirted out in liquid format, albeit in a controlled manner, layer after layer to create the model. As the layers are built up from the bottom, upper layers need support from below, otherwise they collapse or sag.

I first designed the O scale body as a one-piece print, as per the HO version, but soon realised that the additional support material which would need to be printed inside the body in order to support the roof was a huge waste of material, meaning unnecessarily high costs.

I then redesigned the body so that the roof was printed separately and simply glued in place afterwards. Although printing the curved roof as a separate part still requires

Above  
A render of the body shell from the 3D CAD file.



support material, significantly less waste material is required than printing the roof in place.

I also removed any unnecessary flooring from the design, to make the printing as cheap as possible by minimising unnecessary support material. Floors can be easily and cheaply filled in afterwards with plasticard. When viewed from the underside, the model is mainly open, which means easy access to the interior without the need for engineering a separate removable chassis.

I later discovered that I added too much detail at the design stage, which I realised was a waste as most raised detail was removed during the post-printing clean-up. Detail such as window surrounds become woolly when 3D-printed, even at 200 microns output quality. I could have chosen 100 microns, which would have meant much finer layers but longer printing time and more filament, which of course equals higher cost – almost double, in fact.

Following a number of e-mails to the printer, we managed to iron out a few issues around making the model ‘solid’, which effectively means making the computer model walls watertight and with a minimal thickness suitable for printing.

I understand that the model took about ten hours to print. White PLA was chosen as this was the most neutral colour for me to work with grey filler during post production.

The model arrived a few weeks later. At 382mm long, I was overwhelmed by how amazing the basic printed shell

looked in this scale. The print quality was excellent, but every horizontal layer and stepped curve was visible.

The roof was placed onto the model: given the relative thinness, it had bowed slightly, but was perfectly flat when fixed permanently to the body.

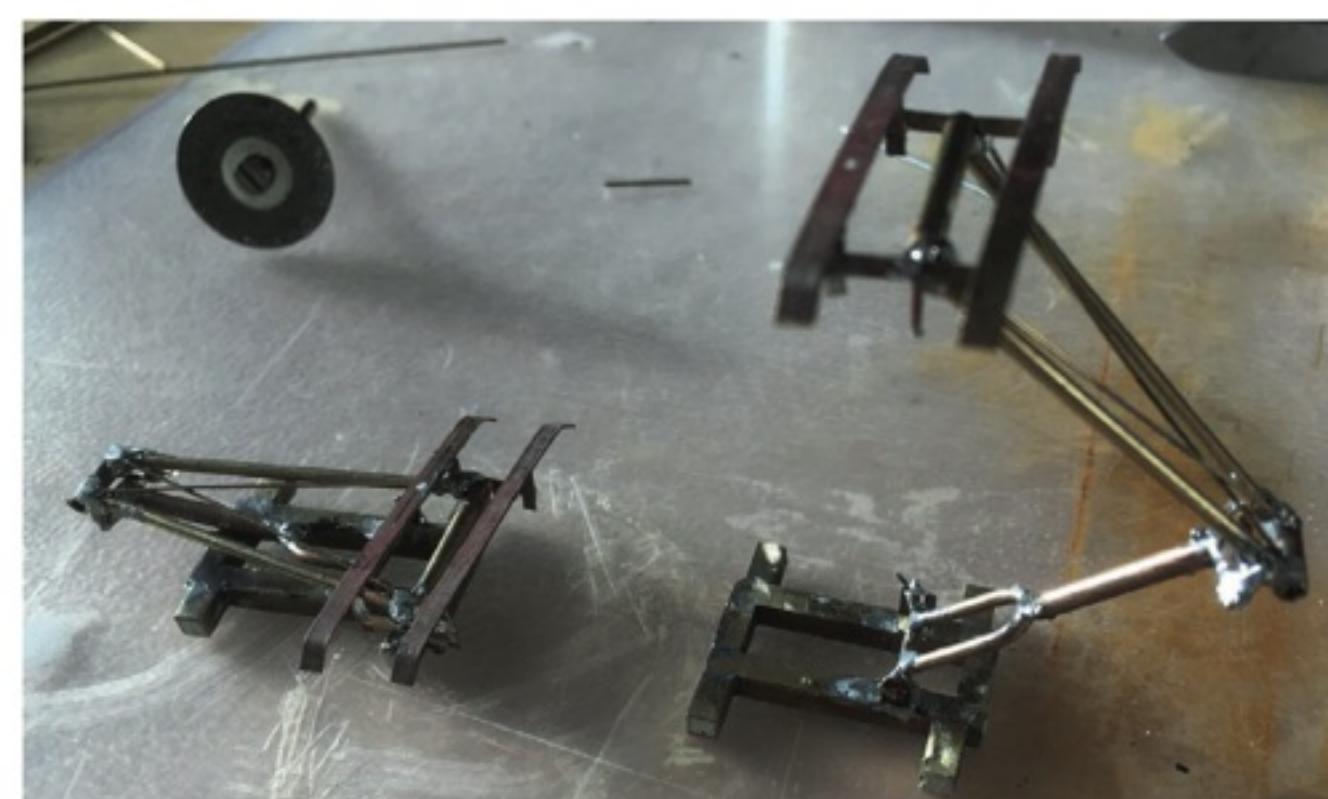
Designing and printing was the easy stage: post production was the time-consuming part.

Having glued the roof to the model, I set about smoothing the body with 240grit sandpaper, working over the entire body in order to smooth out every curve and remove the print lines. Finishing with finer wet-and-dry paper and using Milliput to fill gaps – especially on the roof – took me a few weeks of on-and-off work to arrive at a satisfactory smoothed body.

The next stage was to add the details – window surrounds, door lines, panel seams, etc. I bought an assorted pack of Slater’s microstrip which provided an excellent assortment of different shaped and thickness plastic strips. Following the drawings and photos, using solvent, it took me a few hours per side to cut the microstrip and glue it to the shell to create the bodywork details. The upper bodyside grilles were created with pre-lined plasticard, the front coupling was made in plasticard, smoothed with Milliput and mounted on brass tube. I modelled the X2 with its aerodynamic front valance missing, as I wanted to show the coupling. Although the X2 normally runs with the valance in place, they can often be seen running without it.

I consider the construction of the two pantographs my greatest achievement with the model, as I soldered both entirely from various sizes of brass tube and wire, using basic plans and lots of photos: it took two evenings work. One of them has been permanently fixed in the raised position, the other can be lifted as the joints are fully functional.

Windscreen wipers were also soldered up from brass wire and drilled and fixed into place, just to make the little details stand out.



Above  
The body shell as redesigned with a separate roof.

Left  
A section through the body, optimising the wall thickness.

Right  
Making the axleboxes: plastic master, silicon mould, and liquid plastic castings.

Right  
A completed bogie side.

Left  
The two pantographs in the course of construction.

I had designed the front of the model to accept LEDs, as the X2 has a number of prominent head and tail lights when in operation. As it is a static non-motorised model, I added a battery pack, a USB cable connection, and switch underneath, so that either the red or warm-white LEDs can be illuminated when on display.

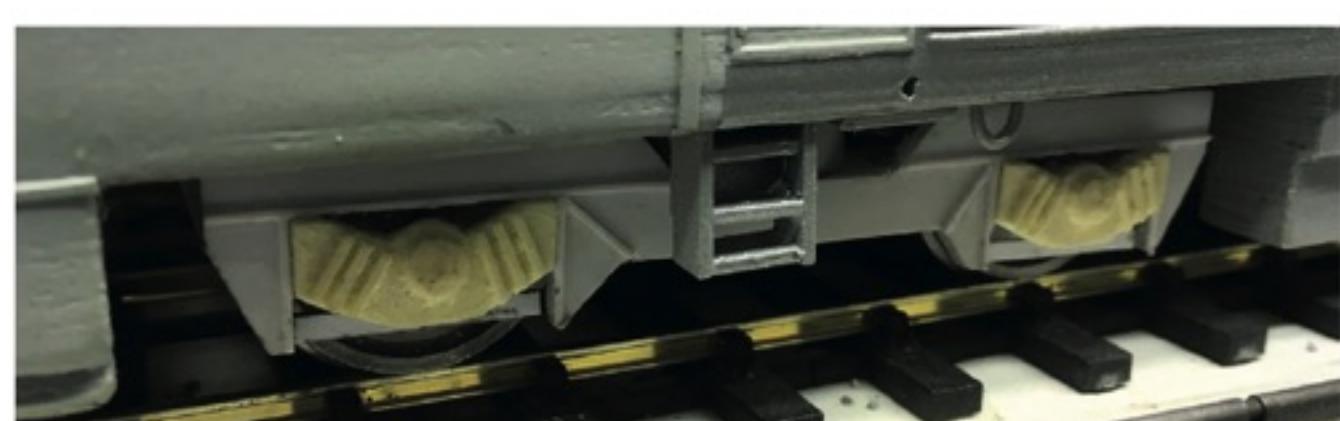
The X2 has very flat bogie side frames and I first considered 3D-printing these too. Instead, I made them in 1.5mm plasticard, with external detail added from microstrip and dampers made of brass tubing. The axleboxes were an intricate piece of detail, and having made one out of plasticard, brass tube, and Milliput, I made a silicon mould of it and produced eight copies in fast-setting liquid plastic.

Having worked out the wheel diameters in 1:45, I settled on Roxey Mouldings 4'7" wheels as the closest match to the metric dimensions. The model moves freely and effortlessly on the track, but will remain un-motorised for now.

Painting was quite straightforward, though colour matching was a challenge. The current X2 livery is grey with the corrugated steel a silver finish. Depending on the light, the grey can sometimes look slightly blue, and brake dust can make the silver look slightly golden. In other words, the colours of the real thing seems to vary considerably, depending on the lighting and how clean they are! I settled on a medium grey and silver, and the model was spray painted and finished accordingly. Transfers will be commissioned, but I expect it will not be easy to get a good result applying the SJ logo over the corrugated body side.

## Conclusion

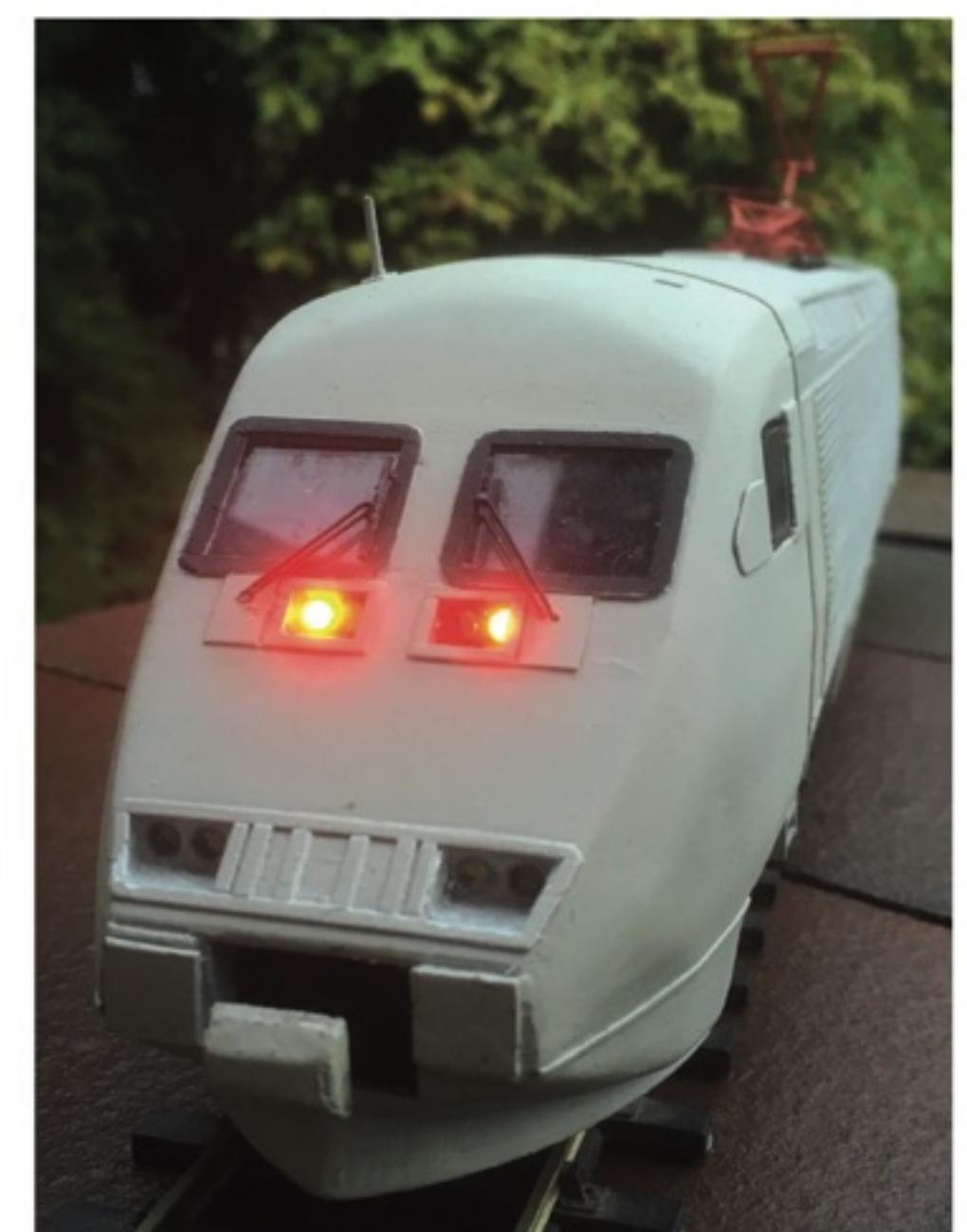
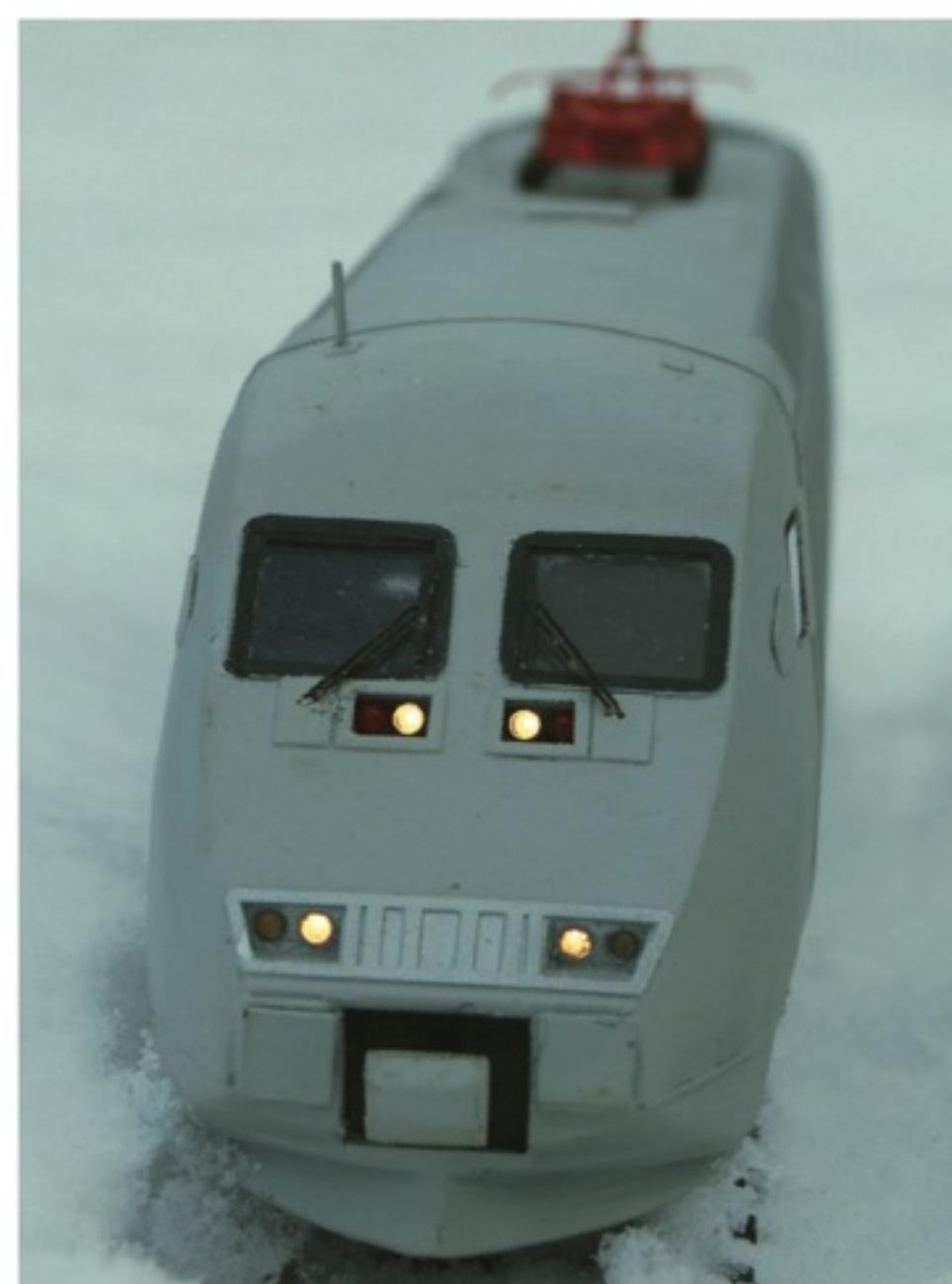
What started as an experiment which led to the printing of an HO model has created an impressive O gauge model. It was shown at the Malmö model railway club (MMJK.se) during the autumn of 2018 and drew some complimentary comments, even from a retired X2 driver!



3D-printing technology is a step towards creating accurate, light, and robust body shells at a reasonable cost, if the initial design work is carried out properly. However, any illusion that a 3D-printed model can simply be taken off the printer as a finished model is far from reality. 3D-printing is a starting point, a useful tool which still requires a lot of time, effort, and skill to turn the raw print into an accurate model. But it is possible to create some stunning results.

Above  
**Front and rear views of the finished model, appropriately in the snow.**

Below  
**Although not powered, the model is fitted with working head and tail lights.**



**Chris Hopper** has built a small layout in a large scale. *Photographs by Ian Manderson.*



# Gare de Brindille

A small section of the War Department Light Railways

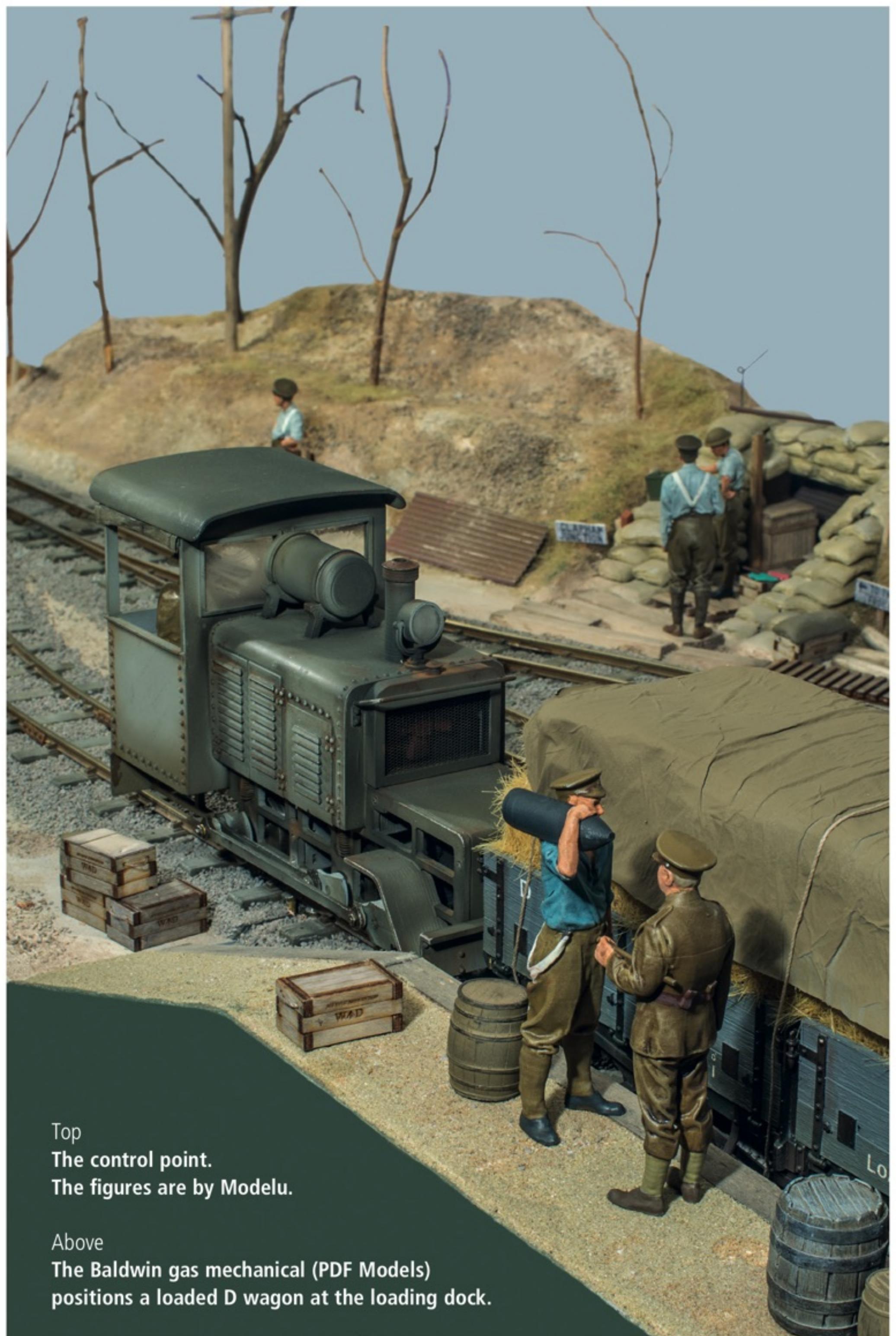
## Introduction

This layout came about for a number of reasons. I have built and exhibited layouts in various scales and gauges including OO, HO, and O, but never expected to stray into a scale and gauge more normally associated with garden railways. Although I have modelled in On30, I do not really consider myself a narrow gauge modeller. On the other hand, I do have a number of friends who do and they have produced some superb layouts. We assist each other with our layouts at shows and we do make some of our visits to real railways together. While enjoying the delights of the Ffestiniog and Welsh Highland Railways on one such trip, I purchased a 16mm scale IP Engineering kit for an original Welsh Highland coal wagon from the station shop. My 16mm journey had started. A visit shortly afterwards to the sadly missed 'Small and Delightful' show at Shepton Mallet led to the purchase of a Jurassic Models WHR Guards Van – for no other reason than I had enjoyed building the coal wagon and the kit looked good. Another day out to the Garden Railway show at Llanfair later that year resulted in the purchase of an Andel models WWI War Department Light Railways 2' gauge van. But I still had no plans for a 16mm layout or even a locomotive as I assumed that they were all big, expensive, steam-powered, and ran outdoors.

The 'Tracks to the Trenches' event at Apedale in summer 2014 changed all that. I came across the range of 16mm scale models made by Swift Sixteen and I left the show with a WWI WDLR 'Protected' Simplex locomotive or "Tin Turtle". This is a resin kit with additional etched and cast brass parts which comes complete with a motorised chassis – a simple Simplex! The kit is based on LR3090 which is preserved at Apedale. I built the kit – of which more later – and the rest is history ...

## Track plan, layout design, and baseboards

Having decided that I needed somewhere to run the newly acquired Simplex, a layout was conceived. I had been impressed with the 'play value' of some battery-powered 16mm trains set out with some metal Mamod track on a table at the Larkrail exhibition in Bath a few years ago. As a result, and before I later decided to go for track power, I tried an inglenook shunting layout using that material but



Below  
The Baldwin tractor  
pulling three wagons  
out onto the bridge.





when the decision to use the more familiar DCC was taken I decided that Peco SM32 track was the way forward.

A quick planning session with some templates showed that if I took the standard WDLR bogie wagon as a 'unit' I could just get a 2/2/3 shunting puzzle into 8' as long as I used very short locomotives.

Set out as an inglenook, the plan is fairly simple and the baseboards were designed and built to simply accommodate the track narrowing from 2' at the yard end to 1' at the river end where the shunting neck is. All the points and most of the electrics are on the central 4' board and there are two 2' boards which make up the rest of the layout. There is no fiddle yard and stock is manually changed over when required.

To date my layouts have been constructed using 9mm birch ply from Avon Plywood but I decided to try suitably braced 6mm ply from the same source for this project, and so far I have not noticed any issues.

The fascia is not structural and is made of 3mm ply – helpful where the board curves. The 4' section has its own 9mm plywood end boards and lid which are used when I store or transport the layout and the other sections neatly fit on top. Legs are not integral to the design as the layout can sit on tables if required. For higher display I use two adjustable metal Screwfix trestles augmented with a couple of small frames and legs made from strip wood. These are very light and easy to transport and erect.

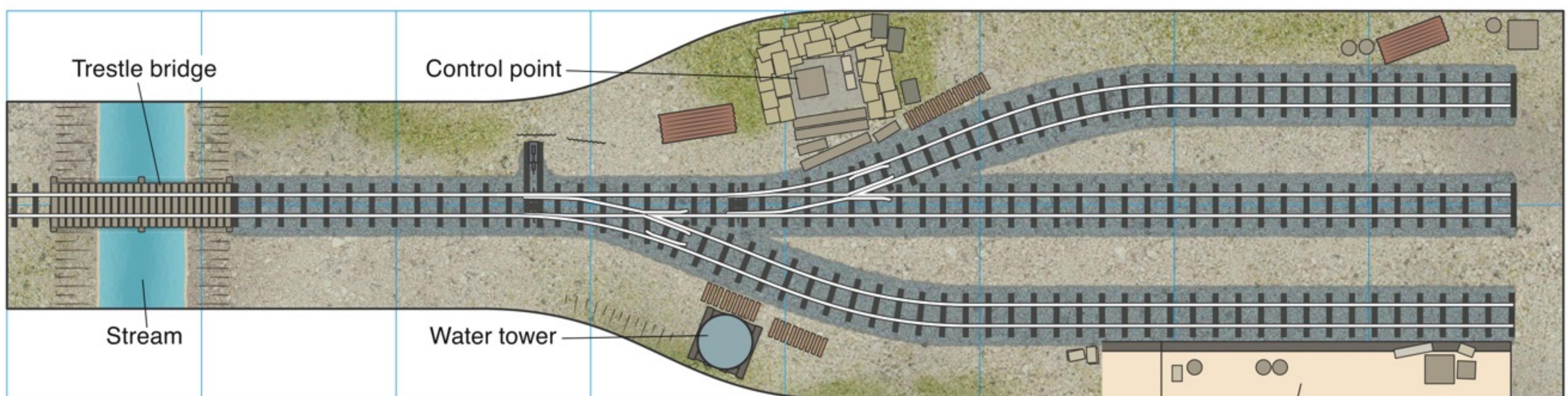
### Controls and trackwork

Control is an NCE 'Powercab' DCC system, with panels duplicated on both sides of the layout.

The track is the excellent Peco SM32 product which I painted and weathered prior to laying. It was laid on suitably modified Woodland Scenics HO trackbed as after a few trial pieces I judged this to represent the low profile War

Above  
**A Protected Simplex shunts loaded A, B, and E wagons past the control point. The shell load is a modified Swift Sixteen product.**

Right  
**The Baldwin tractor moves a Class E well wagon (from a kit by Red Star).**



**GARE DE BRINDILLE** Overall size: 8' x 2'. Each grid square 1ft x 1ft.

Loading dock

Department Light Railways 2' gauge track configuration best.

The track was then further detailed once it had been ballasted with the largest Woodland Scenics light grey ballast I could find. Cosmetic fishplates from Cliff Barker were added once everything was running well.

The Peco points are worked with their PL10 solenoid point motors with PL15 micro-switches used for changing the frog polarity. I judged these to be more suitable for prolonged and reliable exhibition use than the older PL13 version.

The control toggle switches are also duplicated on both front and back of layout and are inset into the fascia in an attempt to avoid damage during transport and use at exhibitions.

### **Presentation**

Unusually for me, the lighting and backscene were not an integral part of the initial design and resulting layout. I envisaged from the outset that this layout was really about 'playing trains' and so could be operated from either side. This was practical as well as aesthetic as I intended to use small chain couplings – three links effectively – and the shunting is very hands-on – which in this scale is quite practical. In effect the layout is finished on all sides, DCC panels are duplicated, and it can be completely free standing if required.

However, normal exhibition use does usually require the layout to be 'sided' so I have made a basic very light blue



Above  
**The Armoured Simplex pulls a couple of 'Oxford Circus' trench tramway wagons (Harecroft) carrying shells. I think this combination was unlikely in reality but the models were so nice they had to appear on the layout.**

backscene from 3mm foamboard and provided simple aluminium uprights which can house spotlights if required. We can use up to four lights if the hall lighting requires it but at one exhibition we did not need any additional lighting – the layout is very open and the scenery is light in tone, but we do need to be able to see to couple and uncouple the wagons. The backscene itself is designed to interlock along its length and is simply held in place with large spring clamps when it is used.





Above  
**The Protected Simplex (from Swift Sixteen) passing the water tower.**

### Scenery

In this large scale the track really does fill much of the space available, but I spent a reasonable period before construction doing some research and deciding what scenic elements I would like to incorporate. The increase in interest in the First World War, around the centenary, and the proliferation of high-quality kits for the locomotives and rolling stock of the WDLR made this a viable and interesting project.

There is a lot of research material available including the superb *WDLR Album* by Roy C. Link published in 2014 and its follow up *WDLR Companion* co-written with Colonel David W. Ronald published in 2018. These are superb volumes with masses of modelling inspiration and many really useful drawings and photographs of both rolling stock and railway infrastructure. Although I have developed some knowledge of the workings of the WDLR a quick scan of the *Companion* showed I had barely scratched the surface.

I did however want to include some of the scenic features shown in the *Album*. These include a bridge, a water tower, a loading dock, standard WDLR buffer stops, and a control point. I hope with the various elements I have been able to create a bit of a vertical dimension to a very flat layout. To further add to the height I placed some telegraph poles as although not prolific they do appear occasionally in contemporary photographs and I was delighted to see the cover of the *Companion* contained a scene with stark trees, a Simplex, and a telegraph pole. Serendipity!

I was also very fortunate that during this design period we went on another railway day out, to the North Gloucestershire Narrow Gauge Railway at Toddington, home of the Gloucester Warwickshire Railway. Here we spent a fantastic day learning to drive their Henschel & Sohn 1918 Heeresfeldbahn 0-8-0T *Brigadelok* steam loco under the supervision of Martin O'Keeffe, who introduced me to the 16mm Military Narrow Gauge Modellers Facebook Group. This has proved to be a fantastic resource and seriously contributed towards the development of this layout. Through the information available I have been able not only to improve the layout but also obtain many small details, wagon kits, and one of the locos.

I am very committed to creating the right tones and colours in my models, and obviously there are very few colour photographs from the period. However, there are many current photographs available online and in guide books of the areas covered by the Western Front and I have tried to match the terrains as best I can using a variety of scenic materials, proprietary fillers, and matchpots of suitably dull sandy colours. Some Greenscenes static grass has been used and the dead trees are simply suitable twigs which I think do give an impression of the stark and sad environment seen in so many pictures of the Western Front.

### Structures and details

The control point is based on a photograph of a Forward Area Sub Control at Westonhoek in the *WDLR Album*. It was constructed on its own sub-base. The most noticeable characteristic is the substantial sandbag construction. These were made from DAS clay and had seams scribed on with some callipers and a rough texture created by pressing the visible side into some old stocking material I found in my scenery box. The structure was assembled on a simple bass wood sheet frame using PVA white glue. Once the whole thing was dry, it was painted and detailed with various crates, planks, corrugated iron sheets, and duck boards. It was then incorporated into the layout and bedded into the hillside.

The buffer stops and water tower are made from stained strips of balsa wood with nuts and bolts added using Cambrian 16mm products. The stain is based on isopropyl alcohol and a mixture of shoe dye and Indian ink. The water tower is removable for transport. Both were based on drawings in the *WDLR Album*.

The canal bridge was actually the first thing to be built as the 2' single track board was initially built as an experiment and the rest of the layout followed. The wood used to make the bridge is represented by wood (which is generally the best way) and I simply moved the sleepers on the Peco track together to recreate the required spacing.



The water is a sheet of 3mm acrylic sprayed with a Humbrol olive drab on the reverse side.

There is a small pile of debris from a burned-out building made using doll's house bricks and some charred roof timbers made from strip wood.

The loading dock is simply made from stained balsa wood and corrugated iron.

Notices are either reproduced from photos of the real things taken at 'Tracks to the Trenches' in 2018 or were created in Word using a suitable font.

I had quite a struggle finding suitable point levers until a chance conversation with David Barham while we were both exhibiting at the Leighton Buzzard Railway model railway exhibition. This resulted in him sending me two 3D-printed levers which with a tiny modification were just what I needed.

Via the 16mm Military Narrow-Gauge Modellers Facebook Group I have been able to acquire various details which add enormously to the layout. The Red Star Steam Packet Company has provided most of the duckboards, ammunition boxes, water cans, and rifle boxes which are liberally strewn across the layout. Other boxes and crates are also used. The corrugated iron (made from beer cans apparently) was also sourced through the Facebook group. One or two Skystrex 7mm details also appear.

## Locomotives

This layout came about as a result of a loco project. It was very timely and useful that in August 2014 *Garden Rail* magazine published a very detailed article by David F. Williams on building a radio-controlled version of the Swift Sixteen 'Tin Turtle' or Protected Simplex. The kit was duly constructed with much help from that article. I initially built the loco for radio control and fitted a sound card from ACME Engineering. The radio control system was by Timpdon Electronics and consists of a very nice hand held UTX 1 Hand-held Transmitter (con-

troller to those of us unfamiliar with radio control – as I still am), a URX 1 Receiver, and a URC 1 Controller – the last two components are installed in the locomotive. I added a 12V AA 2300Ah Strikealite rechargeable battery pack bought with the locomotive from Swift Sixteen and after a few false starts on getting a suitable charger I finally resorted to contacting Strikealite to buy the right kit.

I was not convinced that the r/c system would suit me and my level of knowledge and experience if I was ever to build a layout for exhibiting. I therefore decided to build a second chassis with track pick-up and a DCC sound decoder installed. Robert Bushill of Swift Sixteen kindly sold me a separate chassis with all the necessary detailing parts and I sourced a Zimo decoder (and stay-alive) with a Paul Chetter Simplex sound project from Digitrains. You do not struggle to find room for a decoder and loudspeaker in this loco ... the result was good and provides lots of 'play value'. I have

Above  
**A variety of loaded wagons.**  
Note the wooden buffer stops.

Below  
**The Baldwin tractor draws a C wagon across the bridge.**





Above  
The Simplex 'Tin Turtle'.  
The infantrymen are by Bachmann.

Below right  
**A Gun Carrier mounted on an F wagon, based on photos in the WDLR Album and a previous model made by a member of the 16mm Facebook Group.**

Further right  
**A Heavy Gun Carrier based on a replica displayed at Tracks to the Trenches 2018, scratchbuilt from drawings kindly made available to me by the Moseley Trust, on Slater's bogies.**  
**In both cases the gun is a detailed Red Star product, unfortunately not currently in production.**

Photographs by the author.



retained the original fully-fitted r/c chassis should I ever need to run the loco outdoors.

If you are going to exhibit a layout, it is not wise to rely on one locomotive. During the layout's construction Swift Sixteen was designing an Armoured Simplex kit. As soon as they were available I bought one. The kit went together very well and was also sound fitted with a Zimo decoder from

Digitrains. All the pictures I have seen of restored Armoured Simplexes showed grey locos, so I finished it with a suitable Humbrol acrylic spray following coats of etch and normal primers from Halfords.

The third loco is a 3D-printed kit by PDF models for an American Baldwin 50hp gas mechanical. This was quite labour intensive to create a decent finish due to the nature of the production process but went together well and was the subject of a lot of additional detailing using brass rod, glazing, some Cambrian parts, and 2mm and 3mm half round flat back pearls sold on eBay for card making used to represent rivets. I fitted Swift Sixteen couplings and a lighting set from SLR models which is controlled by one of the DCC functions. The model was also painted using Humbrol spray cans. I think the kit has been improved significantly since I built mine with finer printing and a metal chassis and coupling rods.

Weathering in such a large scale is an interesting project and I have been very grateful for the help given by Mick Bonwick, the weathering tutor during my attendances at the Missenden railway modelling weekends. The locomotives have been weathered using a combination of air-brushed enamels, dry-brushing, and MIG washes, stains, and pigments.

I would very much like to add a Slater's 20hp Simplex when time allows and hopefully by then a suitable driver figure will be available.

### Rolling stock

With locomotive construction under way, I built the Andel laser-cut WDLR van 'straight out of the box' with no additional detail, though I did add some weight.

My next acquisition was an excellent Swift Sixteen WDLR D wagon – which from photos appears to be the most numerous type on the Western Front, apart from skip wagons.

Further kits in all sorts of materials followed from a number of suppliers, including Slater's, Red Star, Swift Sixteen, and Harecroft.

The Swift Sixteen resin kits – including an H water tank wagon and a D ambulance van – are made up pretty much as designed, although due to their weight I now use more free-running metal wheels from Slater's.

Red Star laser-cut kits are a very economical way of acquiring rolling stock but can benefit enormously from additional details and in some cases replacement bogies (from Swift Sixteen).

Slater's produce a WDLR A wagon and skip hoppers as well as a D. The D kit I have in stock has recently given up its bogies for my latest project – a WDLR heavy gun carrier, as re-created at Apedale in 2018.

My only Harecroft kit is for a pair of 'Oxford Circus' trench tramway wagons which were a delight to build.



One or two of the wagons are enhanced with loads, including one D wagon filled with bales of hay destined for horse fodder. The bales were an interesting challenge but I finally settled on blocks of balsa wood covered in 10mm static grass all covered with a tarpaulin made from tissue paper.

Apart from standardising on metal wheels I also use Swift Sixteen brass couplers on most of the rolling stock.

## Operation

Each of the wagons has its own small laminated card with a photo. These are used to randomly generate a shunting puzzle, requiring a train of three wagons to be made up in the longest track. We operate the layout from one end and can therefore chat to anybody watching while we solve the puzzle and take their (usually helpful) advice about which wagon needs moving next.

## Figures

Throughout construction I had been very concerned about how to populate the layout. The fashion in 16mm garden railways seems to be for figures which are really caricatures. Some of these are superbly done but were not what I felt I needed on this layout. Fortunately, just as the layout was nearing completion Modelu started to produce some WDLR figures. He very kindly produced six figures for me as a special order in 16mm scale and these have been painted and positioned on the layout, along with a couple of slightly under-scale Bachmann figures which are strategically placed well away from the others.

## Conclusion and thanks

This was never meant to be a serious scenic layout but just to have a bit of fun playing with some big trains. It has been an interesting journey with some fascinating research undertaken and knowledge gained.

My period of planning led me to many websites and also coincided with the many excellent television programmes and documentaries marking the various centenaries between 1914 and 1918. Despite those, I think today we do not have any real concept of the hardships, dangers, and sheer terror that must have been faced by the men who ran these light railways. I hope the layout is a small way of marking their contribution.



Above  
A rather clean ambulance van, built from a Swift Sixteen kit.

Below  
The Baldwin tractor and the Armoured Simplex shunting D and E wagons respectively.

## Bibliography

Research was a very important part of the development of this layout. and I found the following books useful:

*WDLR Album*, Roy C. Link, 2014, RCL Publications.

*WDLR Companion*, Colonel David W. Ronald and Roy C. Link, 2018, RCL Publications.

*Narrow Gauge at War*, Keith Taylorson, 1987, Plateway Press.

*Narrow Gauge at War 2*, Keith Taylorson, 1996, Plateway Press.

*The Light Track from Arras*, T.R. Heritage, 1931 & 1999, Plateway Press.

*Trains to the Trenches*, Andrew Roden, 2014, Aurum Press.

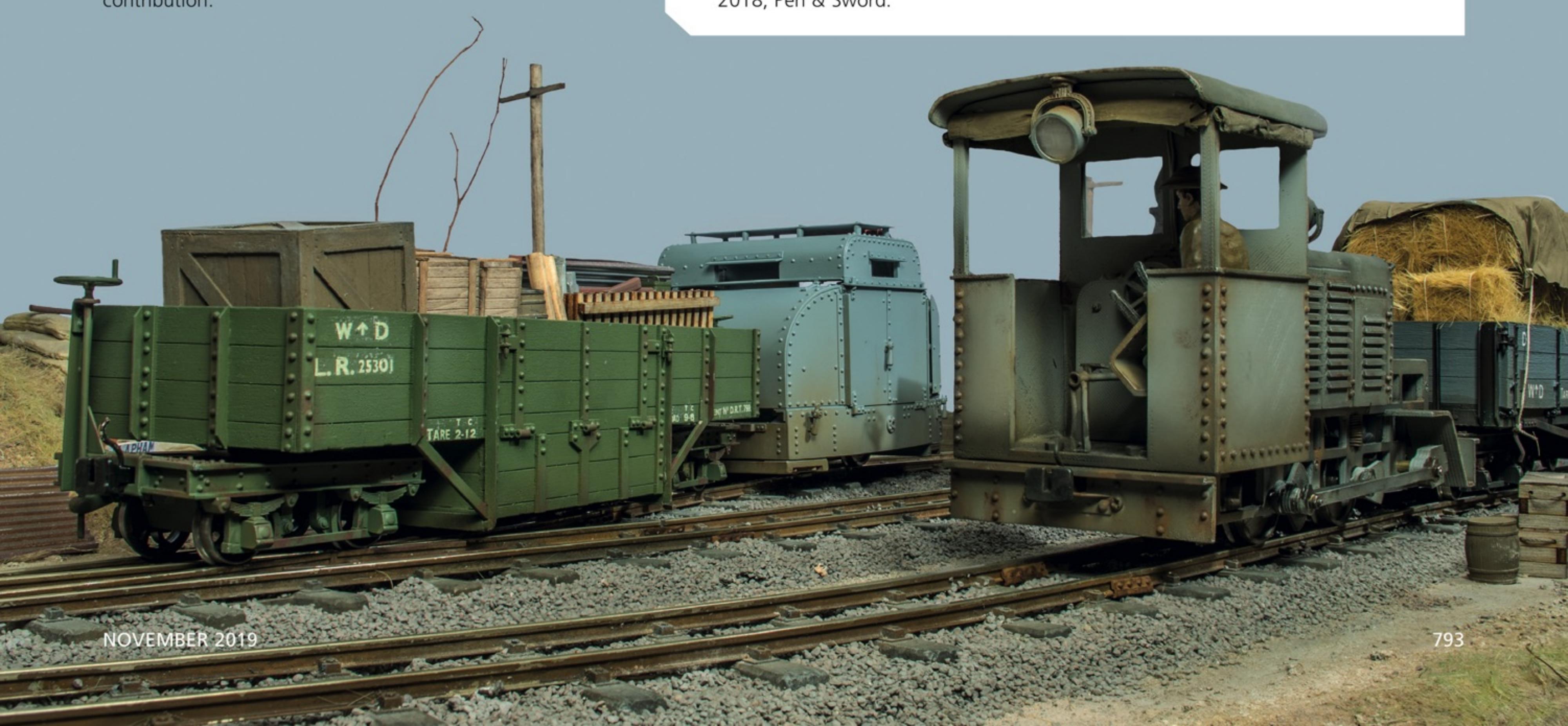
*Narrow Gauge to No Man's Land*, Richard Dunn, 1990 & 2009, Benchmark Publications.

*Railway Gazette – Special War Transportation Number 1920*,

reprinted by the Moseley Railway Trust 2013.

*Narrow Gauge in the Arras Sector*, Martin J.B. Farebrother and Joan S. Farebrother, 2015, Pen & Sword.

*Narrow Gauge in the Somme Sector*, Martin J.B. Farebrother and Joan S. Farebrother, 2018, Pen & Sword.



**Warren Miller** shows how he created a plausible Pacific.

Photographs by the author.



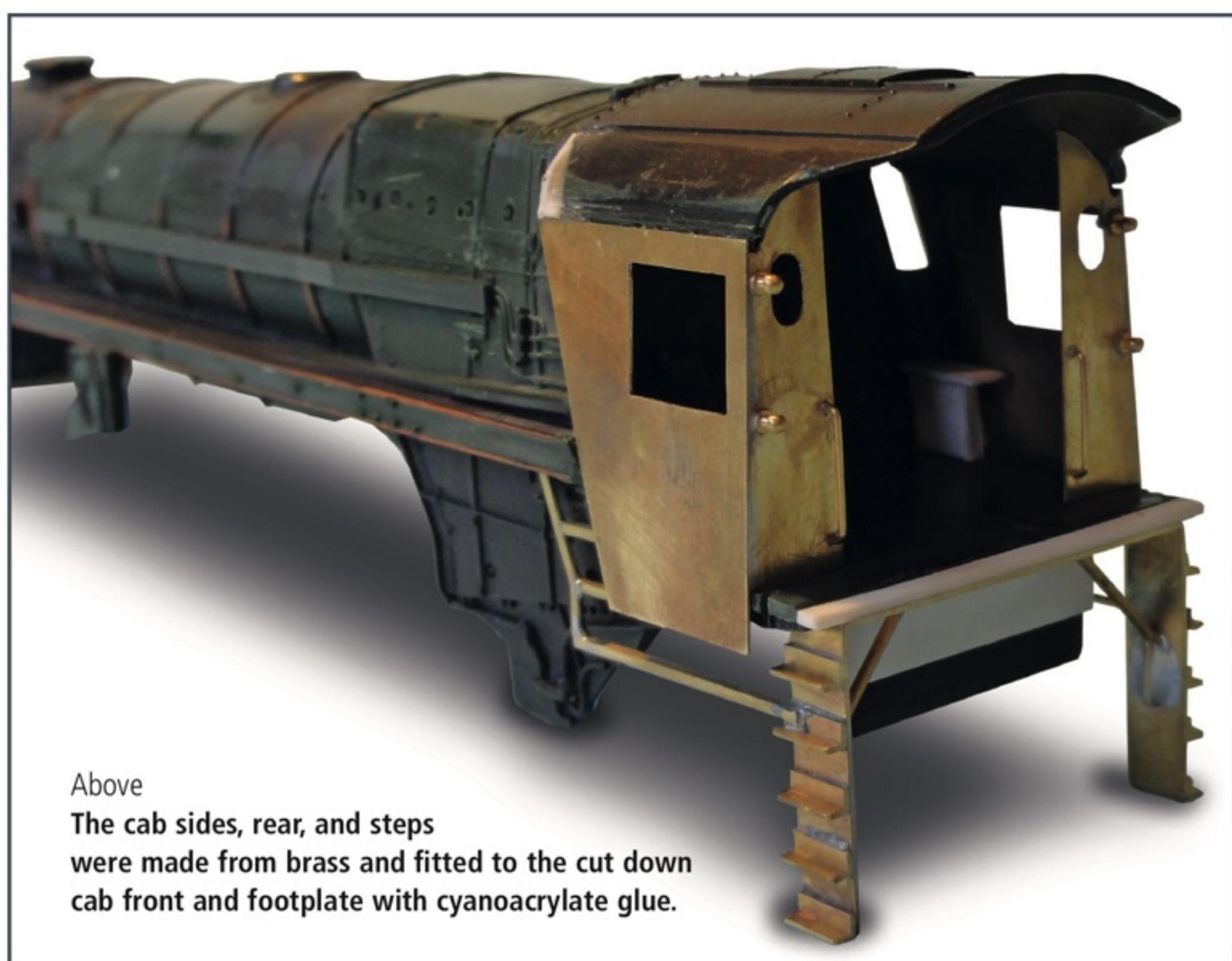
A freelance  
**SAR-style Pacific**

For some time I had been looking around for an interesting construction project when I came upon a couple of photos in a 'world steam' book, illustrating the supposed similarity in outline of the South African Railways 16E Pacifics and the British Railways Britannia Pacifics. I was not convinced that the resemblance was that strong, but I have an interest in SAR steam power, and the idea of using a Britannia as the basis for something resembling a 16E appealed to me as a potentially enjoyable exercise.

The SAR 16Es were impressive machines. Six were built by Henschel in 1935; they had 6' driving wheels, the largest ever used on 3'6" gauge. They were reliably recorded as achieving 130km/h, with an unverified claim of 150km/h! They were much loved by enthusiasts – if less so by the SAR operators as the train weights grew to be beyond their abilities – and were withdrawn in 1973, with No.858 retained for heritage runs.

I had an old Tri-ang Britannia for which I had no use, so that was an easy choice. The resulting model would be nominally 4mm scale, while my other South African stock is 3.5mm (Lima, DJH, and various kit-built rolling stock) but I felt I could live with that compromise.

Below  
Before and after conversion: an old Tri-ang Britannia was the basis for the project, although the tender was discarded.



Above  
The cab sides, rear, and steps were made from brass and fitted to the cut down cab front and footplate with cyanoacrylate glue.

Below

The model superimposed on a real scene at Nieupoort, in the eastern Karoo: in this context I think it looks quite the part.

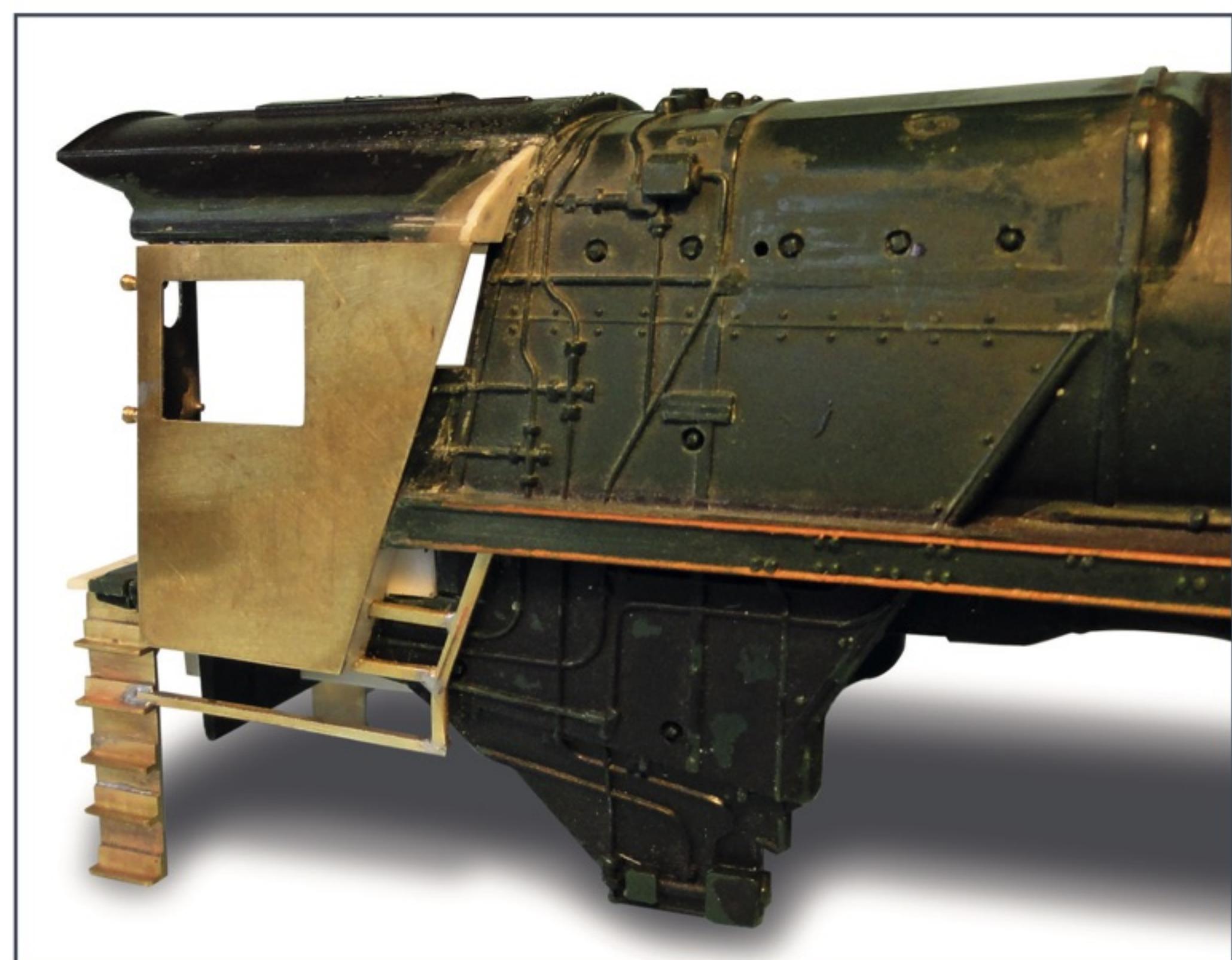


Below

**The front of the cab roof was built up with styrene sheet and epoxy body filler, to correspond with the new cab sides. Brass cab steps were added.**

A rummage through the spare parts box provided a suitable American tender which looked as if it could be modified to resemble SAR practice.

As the model would be essentially freelance, based on the 16E, I was content to work from photographs rather than using a dimensioned diagram.



### The chassis

The first decision was to replace the rather crude Tri-ang wheels with finer wheels of the Romford type. Unfortunately this meant choosing a slightly smaller wheel diameter, as I wanted to have a flanged centre driving wheel. From the range of Romford-type wheels available, the largest that would fit the axle spacing of Tri-ang chassis were 23mm diameter. The original Tri-ang wheels were nearer to the desired size, but the deep flanges and very obvious flangeless centre driver meant they were unsuitable. (Tri-ang created the flangeless centre drivers by simply omitting the tyre, which resulted in the centre wheels being visibly smaller).

The bogie and pony truck wheels were also replaced, and I also moved the pony truck forward by 4mm to give a closer approximation to the SAR wheel spacing.

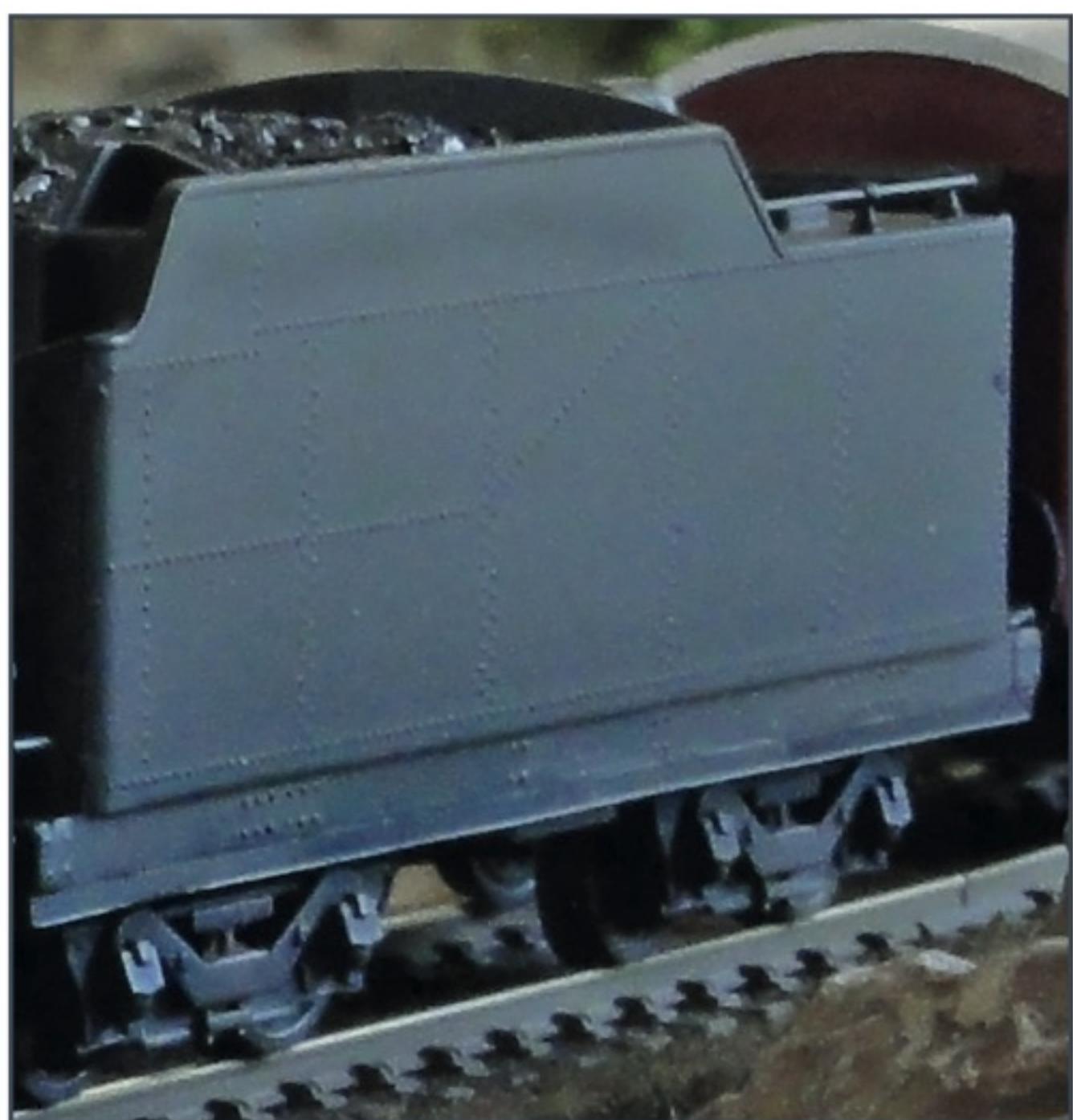
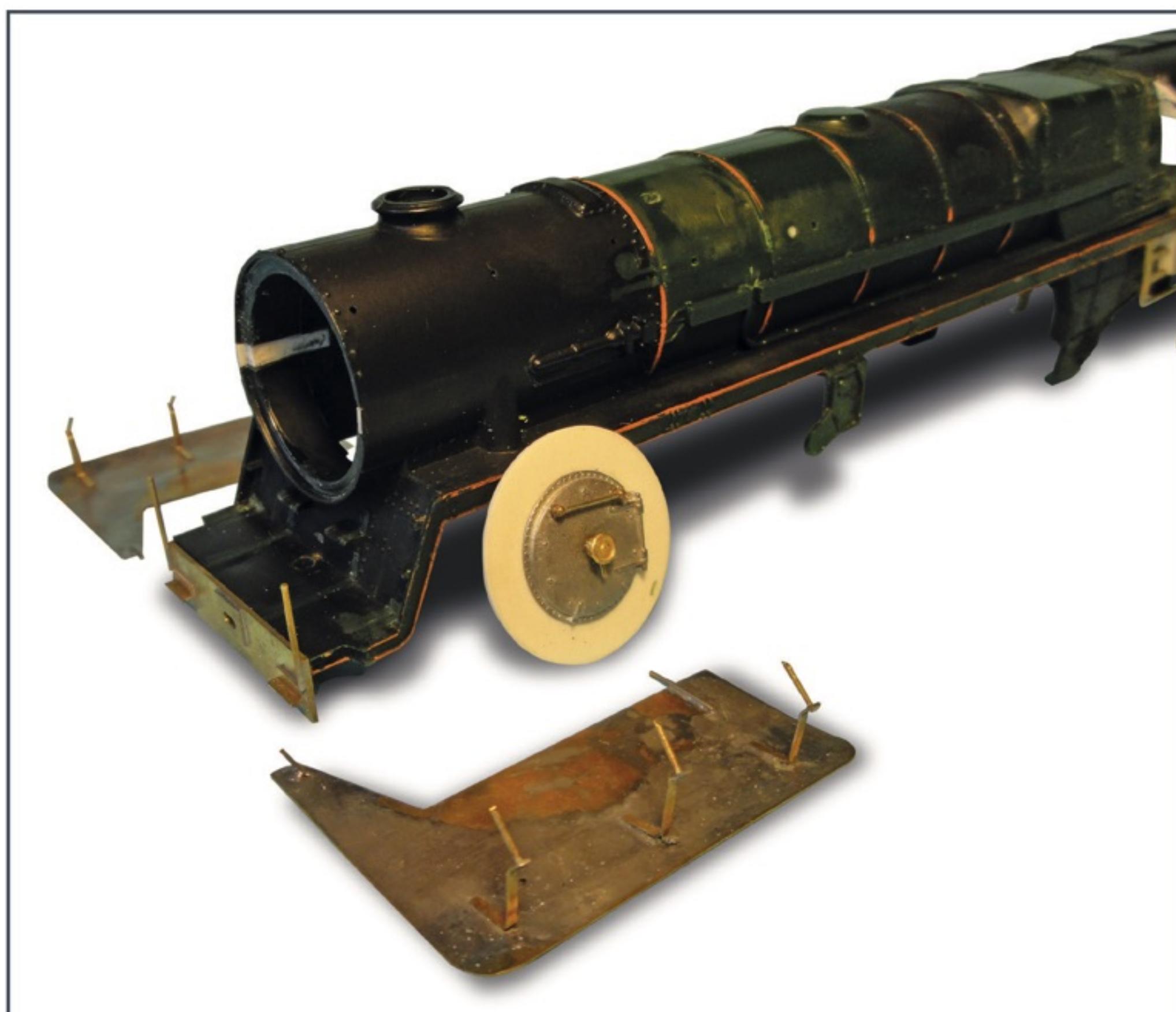
### The loco body

Some careful surgery was needed on the Britannia body.

The cab sides were cut away, and replaced with SAR style sides made from brass sheet. As the cab front slopes forward, the top of the new cab side was further forward than the original cab, so the roof was extended and shaped to match the sides using epoxy body filler.

At the front of the loco the frames visible above the buffer beam, below the smokebox, were carefully cut away, this feature not being characteristic of SAR locos.

The moulded handrails were removed from the boiler with a craft knife and fine sandpaper, and the smoke deflectors removed and their mounting holes filled.



### Tender

The Britannia's six-wheel tender was of course of no use, and was set aside. The spare American tender was 3.5mm scale, but it looked about right in proportion to the 4mm scale loco (the prototype would have been much larger than a British tender). The most significant alteration was to raise it so that its height looked right compared to the loco. This was done by making new bogie mounts to lift the body by 4mm, and replacing the wheels with slightly larger diameter wheels, with nearer to scale flanges.

Then the frame was deepened by adding a 3mm strip to the underside of each edge, which disguised the added space above the bogies. The American style handrails at the corners of the tender were cut away, as were the steps. I retained the handrails along the top of the back of the tender, and also the rear headlight – not wholly authentic perhaps, but it looks good, and this is after all a freelance model. Lastly the coal space was extended backward a little by adding a new back plate.

### The front end

The smokebox door was removed (happily this was a separate moulding and did not need to be cut away) and replaced by a plain styrene disc, with a new whitemetal smokebox door (a spare from a DJH kit) glued in the centre. A handrail and headlight (another DJH part) were added. The new smoke deflectors were made from thin brass sheet, the proportions being scaled from a side-on photo of a 16E. Brass pins were soldered to the bottom of the deflectors, for mounting on the running board, and struts made of fine brass bar were soldered near the top to brace the deflectors to the upper section of the smokebox, using pins through the struts into the smokebox. Fitting the deflectors (after painting) was a fiddly job, as it was hard to get all the pins to align with their holes at once!

The buffer beam (though there are no buffers) was also brass sheet, fastened with superglue. The cowcatcher was fabricated from brass wire and strip, and was in some ways the most difficult element of the project. It was mounted on the bogie frame, rather than on the buffer beam, with 0.5mm clearance from the underside of the buffer beam, so this is not apparent. Of course, on sharper curves it is evident that the cowcatcher is separate from the buffer beam, but I prefer this to seeing the cowcatcher diverge from the track centre on curves – the lesser of two evils, as it were.

### Boiler fittings

I added a generator, safety valves, and boiler feeds based on photos of 16Es and other locos. Brass castings of injectors (made for a New South Wales 38 class Pacific) were used but the piping for them had to be shaped carefully to clear the pony truck. The result was quite pleasing as the injector piping disguises the otherwise open space under the cab. Hand rails were made using steel wire, which is less prone to distortion during handling than brass wire.

Above

**The replacement smokebox front and smoke deflectors, which were securely attached to the smokebox with struts near the top (as per prototype practice) and pins into the footplate.**

Below

**The piping for the injectors had to be carefully curved and routed to clear the swing of the rear pony truck. This helped to fill the gap under the cab.**





Above

**At work on my layout: the old Tri-ang mechanism runs quite well despite its age, no doubt because the replacement wheels provide better pick-up than the originals.**

Below

**With suitable South African passenger stock. The lack of brake gear is painfully obvious, so that will have to be a future addition.**

### **Painting**

The finished model was a mixture of brass and plastic, so it was sprayed overall with a flat grey etch primer. The loco was then sprayed with a mix of gloss black primer and flat grey primer, before fitting the smoke deflectors and some boiler piping. The boiler piping was left as shiny brass, corresponding to SAR practice, and the smoke deflectors were painted separately, with the edges being lined with silver, using a draughtsman's bow pen. The pen was simply run along the edge of the deflectors, guided by the jaws of the pen, in one continuous movement, taking care when going around the curved upper corners of the deflectors. It was actually very easy, taking less than a minute! Prior to fitting the deflectors, the smokebox was sprayed silver.

I had a spare etched brass SAR cabside number plate from a DJH kit, which, although carrying the number of a GMAM Garratt, really looks the part.

### **Conclusion**

The finished loco is an impressive looking machine, though not an entirely successful model. The Belpaire firebox is still a prominent feature which detracts from the otherwise South African look of the loco. Seen in front three-quarter view it looks convincingly South African, though a side-on view shows that the proportions are not right. Still, considered as a construction/conversion exercise, it was enjoyable and it is an eye-catching model that looks at home on a rake of SAR coaches.



**Brian Lovett** reflects on what will be the last layout he builds. *Photographs by the author.*



# My final layout

All good things must come to an end

**T**his 16' by 10'6" layout, which was started in 2007, was created to display my working dockside crane and rotary tippler which were initially featured in CM in May 2006. The original layout was dismantled but can be viewed on my website under 'The Articles' which also covers the trials and tribulations in the development of the crane.

The original DC version featured in that article had some operational limitations and could only reach its full potential with the incorporation of DCC. Such technical expertise was way beyond my ability. DCC aside, the DC version required some precision engineered components which were supplied by Andrew Crankshaw of Rainford Models who also developed an interest in the model itself. Consequently he

agreed to undertake the complex challenge, with his electronics expert, in fitting Lenz decoders. I had hoped that the crane would sell as a kit (albeit an expensive one), but it was soon realised from the feedback that Andrew received that its complexity would be its Achilles heel. However there were some orders for assembled units which Andrew and his team undertook and delivered in a large carefully-crafted purpose-built box.

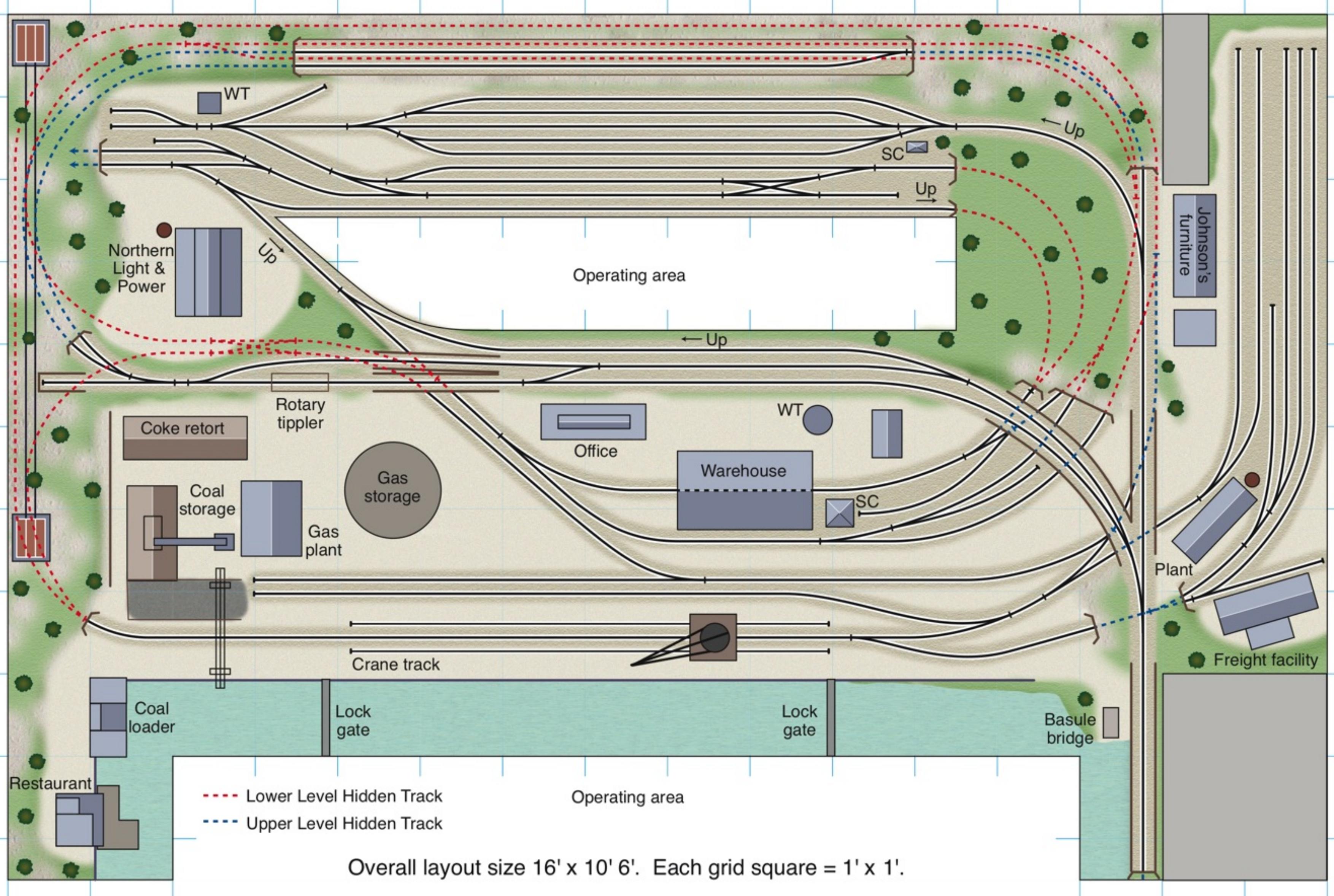
Had 3D-printing been more readily available and affordable at the outset of the crane's early development in the late 1990s, the assembly and number of parts (over 1,500) might have been resulted in a much simpler construction process and lower consequent cost.

Above  
**The layout hosts a varied selection of motive power.**

Below left  
**The harbourside restaurant and coal loader.**

Below  
**The coal storage area with overhead gantry crane.**





### Control and track

The Lenz digital system also controls most of my locomotives, which are of variable era, but there are also some old Atlas locos operating in the distant freight yard under analogue control, which I still enjoy.

The design involves double track under the mountains and two tracks from the freight storage yard leading to the dock freight distribution/storage depot. There is also a large double slip hidden under the tippler location providing a reversing loop, fitted with the appropriate Lenz polarity changing device.

The track and pointwork is a mixture of Peco Code 83 and Shinohara, the latter providing some broad sweeping curves which I found essential in linking the various sections.

Although much of the track was laid in quite short order, delays due to undertaking other projects created problems as I did not label all the wiring in methodical order. With the onset of age, memory causes some unforeseen shortcomings later, especially with all the added wiring for lighting and working in rather uncomfortable and restricted conditions. Patience and stamina also get called into question when you reluctantly realise they are not what they used to be.

Below  
The impressive travelling  
crane is fully working.

Below right  
The large dock warehouse  
handles all types of freight.





Although I still enjoyed much of the work on this project, the rather ad-hoc approach was not what I was used to on previous undertakings when I preferred to get fully immersed in one thing at a time.

Although fitting some Tortoise point motors at an early stage, I did not complete all as originally intended, which was regrettable with hindsight.

The freight storage yard is fed from the upper level by a single hump track with a strong uncoupling magnet to release individual wagons which pass through simulated retarders at a pre-chosen height before entering the available storage track. The retarders are pieces of Faller reeds (ref. 170716) which are supplied pre-glued at the base in individual round pieces and pushed into prepared holes between the sleepers at various heights. Some knowledge of the free running ability of the rolling stock is an obvious advantage in knowing the distance they will travel for accurate placing and to avoid collisions. A fun operation.

Above left

**The yard by the gas plant is very well illuminated.**

Above right

**Tall tubular post yard lamps ensure work can go on around the clock.**

Below right

**The warehouse interior is also equipped with lighting.**

Below

**A miniature camera allows an unusual perspective.**



## Lighting

One area I was keen to try and maximise was the lighting with the whole effect generating a more magical atmosphere, in some ways more realistic with no external distractions. Most of the lighting is 12 volt but in confined spaces 3 volt was necessary to reduce the heat generated.

Blue and green bulbs offer a realistic internal glow in the coke plant and gas works, and features such as the flickering bonfire with smoke unit and oxyacetylene torch operating at the rear of the large coal loading facility add their own particular charm.

The two tower lights in the freight yard were scratchbuilt, as were the eight sets of signals spanning the tracks. It falls short on some accurate signalling operation, and such things as missing point levers.

I fitted six 12 volt bulbs to the large coal loader for extra effect, and flashing red lights along the track where crane loading/unloading would take place.

The original (and best) Brawa cable car buildings were given a new motor and a face-lift, including internal lights plus a rock base for the upper station; this was also given some internal fittings and flashing lights.

Internal and some external lighting on the scratchbuilt ship was provided by fitting internal batteries. (Details of the construction were also in CM May 2006, and the original basic skeleton can be seen on my website under 'Miscellaneous'.)



## Structures

At the far end of the dock are two scratchbuilt buildings from previous projects; namely the restaurant/club with internal fittings/lighting and the coal chute from an imaginary mine. The chute is operated by a small motor to lengthen and shorten it; its original placing, fed by a conveyor system, can be seen on the website under 'Miscellaneous'.

The all-metal rotary tippler is based on a recognised American design and although a less complex project than the crane still involved many hand-made parts prior to moulding and casting in whitemetal. Shortened old fashioned typewriter springs, hidden inside brass tubing, were perfect for clasping the wagons and had an extended arm underneath which pushes down on hidden blocks within the general frame to then release the wagons. A powerful slow running motor controlled by a basic DC power pack allows for perfect positioning. There are many images of the tippler in the May 2006 article and on my website under 'Layout 5', plus a video clip of it operating, along with many others.

## Scenery

I use the same methods I have always done, blocks or pieces of polystyrene foam held together when necessary with PVA glue. They are roughly cut to shape with small saws and rasps before adding layers of plaster prior to hand carving and painting. Rock moulds are also used. I have in fact salvaged many pieces from previous projects and adapted them to fit into suitable locations – a big time saver.

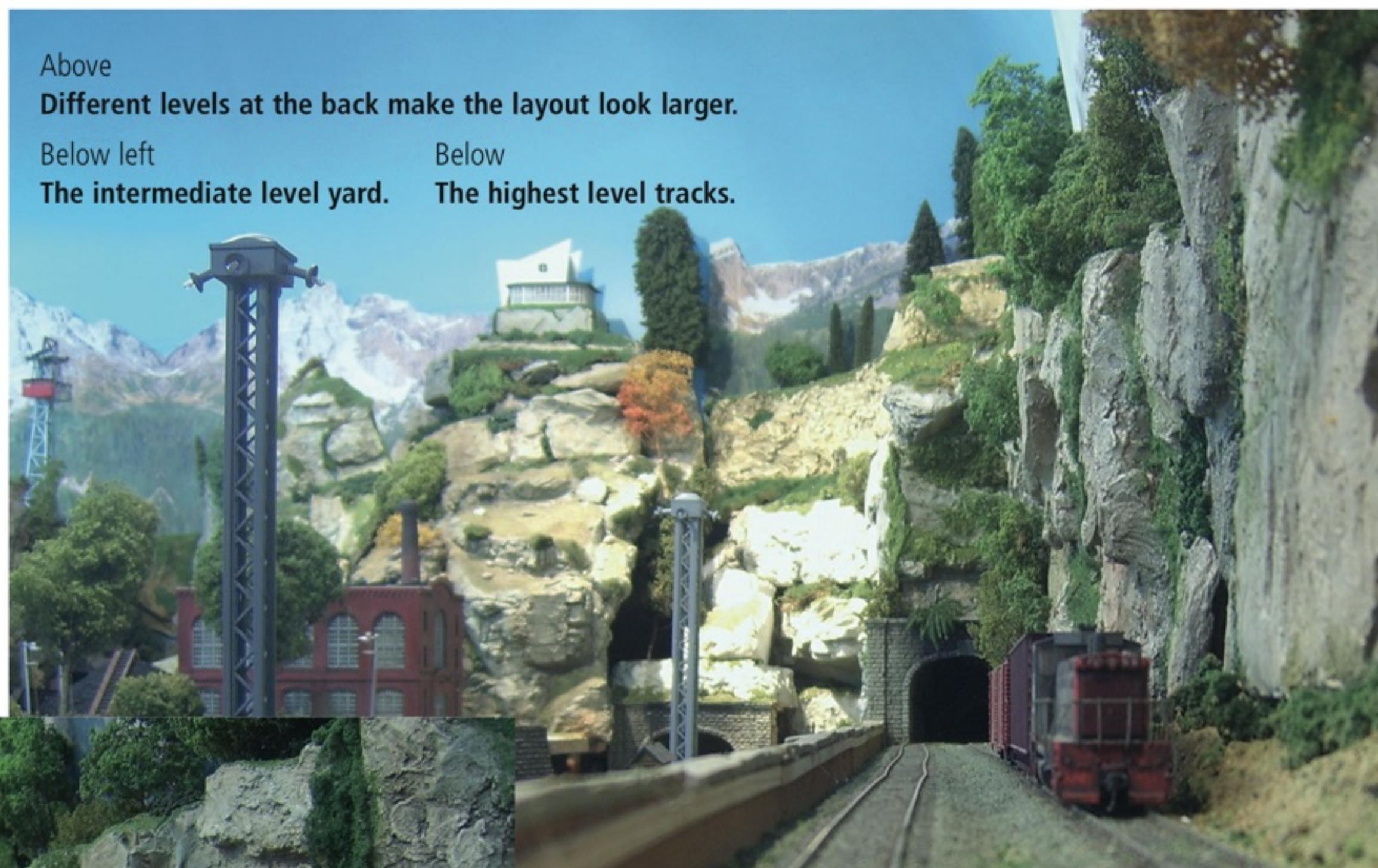
The trees have been transplanted to many locations during their long life since the late 1980s when I purchased some boxes of 'sea moss' when it was relatively new to the model market. At that time it was offered with much larger stems allowing more dramatic trees to be created.

## Video – another dimension

I purchased a remarkable little camera from Hong Kong and looked forward to the video clips it would provide. (Yes, you can still get excited about something at 77!) Such miniature cameras can really transform model railway imagery and greatly add to the overall theatre of the hobby.



I also included video clips from my Samsung Digimax A6 which also provided most of the 'stills'.



Above  
Different levels at the back make the layout look larger.

Below left  
The intermediate level yard. Below  
The highest level tracks.

## In closing

At 77 this is unquestionably my last model railway project and with accessibility now restricted due to arthritis in both knees, I will shortly be dismantling and selling off everything. The listings will be on my website –

[scenics-unlimited.co.uk](http://scenics-unlimited.co.uk)

Alternatively, I can be contacted by e-mail –  
[scenicsunlimited@hotmail.com](mailto:scenicsunlimited@hotmail.com)

The website also covers much of my work over the past forty years. It has many more images of this final layout, and some video clips – I hope you enjoy the selection.



# Reviews

Evaluated by our own specialist staff



TT

## Russian-built TGK2 diesel shunter new from Piko



Following its success in HO, Piko has recently released another interesting new model for TT, the Russian-built type TGK2 four-wheel diesel shunter. Over nine thousand of these machines were built by the Kaluga works, with variations, for shunting and industrial users in Russia and all over eastern Europe. The choice may seem unusual for the German market, but 184 were supplied to East Germany between 1977 and 1989, for use in industry, in agriculture, and by the military. They could also be found in Czechoslovakia (55) and Poland (2), so offer several model possibilities. The 24 tonne machine had a 250hp four-stroke engine and hydrodynamic transmission, and was capable of 30km/h, rated to haul 700 tonnes on the level.

Piko have chosen to model an example local to them – locomotive No.2 of the VEB Elektrokeramische Werke Sonneberg, works number 075 of 1981. All markings are sharply printed, and the buffer beams carry warning stripes.

The new model has a plastic moulded body shell, accurate in major dimensions, with grilles, louvres, and panels neatly represented. The footplate is chequer plate.

The cab interior is open above the window base line, with basic control stands represented. The glazing is flush, with frames neatly painted black. The windscreen wipers are moulded as part of the window and painted black. The cab side windshields are supplied for the modeller to fit.

The horn and free-standing handrails on the cab and the bonnet are added plastic parts. The shunters' grabs and end railings are metal, the latter with a simulation of chain across the gangway.

The main frames are detailed with sandboxes and suspension components, and there are brake shoes and sand pipes in line with the wheel treads.

Buffer beam details (brake hoses, dummy scale couplers, blanking plates, etc.) are provided as accessories for the modeller to install as required.

The mechanism has a five-pole flywheel-fitted motor in a cast metal frame, driving both axles.

There is pickup from all wheels, and no traction tyres are fitted. With a weight of 50gr, the model has reasonable pulling power (in line with the original) and runs smoothly, controllable across the range from walking pace to a maximum of rather more than the prototype's 30km/h.

No minimum recommended radius is quoted.

The model has working directionally controlled head and tail lights. The printed circuit board within has a Next18 socket for a digital decoder and there is space for the device in the cab, with an alternative interior provided.

Standard couplers are flexibly mounted on the frame.

Overall, a nice little model.

### Manufactured by

Piko Spielwaren GmbH,  
Lutherstraße 30,  
D-96515 Sonneberg, Germany.  
[www.piko.de](http://www.piko.de)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.com](http://www.gaugemaster.com)

PRICE ref.47520 £130.00.





ICE 4 is the brand name for the new generation of long-distance Intercity-Express high-speed trains being supplied to Deutsche Bahn.

In 2001, DBAG engaged Siemens to construct three hundred new high speed (250km/h) train sets for service in Germany, Austria, and Switzerland. The external appearance is similar to the existing ICE trains. The resulting trains entered service classified BR412/812 as twelve car sets from 2017; in 2020 seven car sets will be introduced.

The sets consist of non-powered end cars with driving cabs, powered intermediate cars, and non-powered intermediate cars.

The seven car set will be 200m long, with 456 seats, using three power cars.

The twelve car set is 346m long, with 830 seats, and six powered cars.

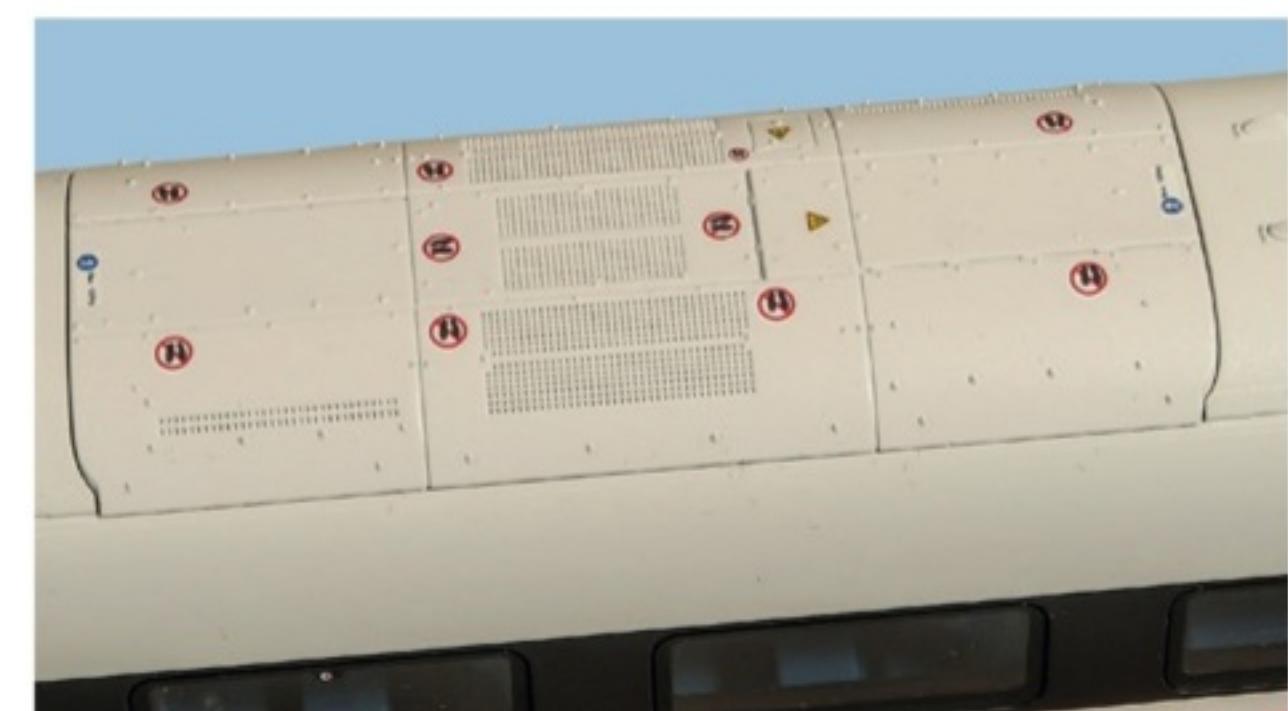
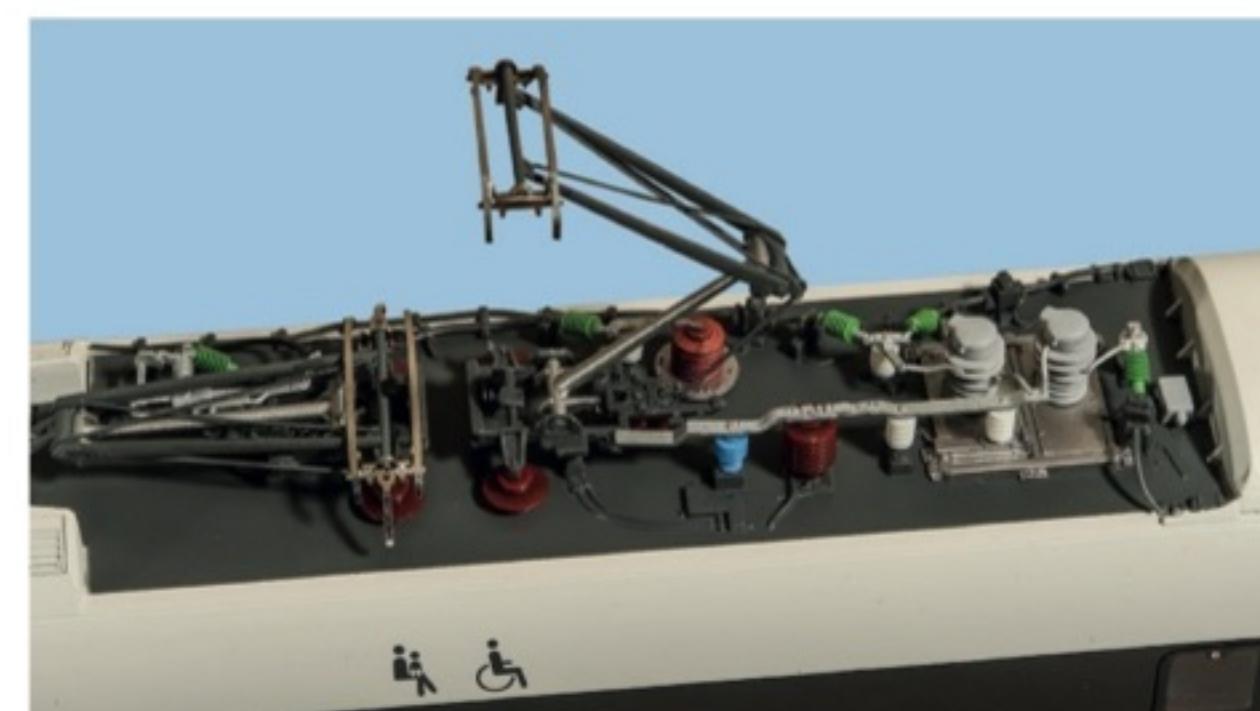
The brand new model from Piko in the Expert series comes as a four vehicle start set. The models are very close to published dimensions, to scale length, which makes it 1.3m long overall.

The pack consists of one first class type EW1.1 end car (0812 005), one second class type TW2.2 R2 PDA ZUB service car, with two pantographs (2412 005), one second class type TW2.2 service car (6412 005), and one second class type EW2.2 end car (5812 005).

Additional intermediate cars are planned, singly and in twin packs, to build the train up to the correct length.

All markings are very clearly printed, with perfect representations of all pictograms and destination boards, and the red band is sharp throughout.

The shape of the streamlined ends is correctly reproduced, with a flush windscreen; the wiper is moulded and neatly painted.



The nose cap can be removed to allow linking of two units (coupling bars are supplied), as well as imitation Scharfenberg connectors.

There are few relief features on the smooth sides, with the panels and door openings printed.

The roof of each car has the air conditioning units represented, and the electrical areas are fully equipped with cabling, insulators, and switchgear, in the correct colours.

The model is equipped as per prototype with Stemmann type 420 pantographs, with contact strips for both Germany and Switzerland.

The two different bogie side frame types are very well reproduced, with the shock absorbers and air suspension bags as added parts. The non-powered bogies carry Indusi shoes and magnetic brakes where appropriate.

The only concession is that the skirts are split and mounted on the bogies to allow the set negotiate model curves. 420mm is the minimum recommended.

The power unit is in one of the intermediate vehicles, as per prototype, with a cast metal chassis. It carries two

motors, each with two flywheels, driving the adjacent bogie via a long cardan shaft; brass worms, and plastic gears.

There are two traction tyres on each bogie, diagonally opposite, and with a weight of c.625gr adhesion should be ample for even a full length train.

The top speed is almost exactly the 250km/h of the real thing.

LEDs provide the directionally controlled head and tail lights, plus long distance headlights, and cab interior lights.

The powered coach comes with flicker-free interior lighting as standard; for the others it is optional in analogue and included in digital.

The decoder socket (a 20-pin connector particular to this model) is accessible under a removable roof panel (the air conditioning unit).

Current collection for traction is from all wheels of one end car: this ensures the train will respond correctly to automatic signal stop sections.

The model is also offered with digital sound – a loudspeaker is already fitted.

The cars are coupled by the corridor connectors, which incorporate a 10-pole electrical connection.

The instructions do not include any guidance on the arrangement or order of the vehicles, but there is an illustration on the back of the box. This is not critical as four cars is not prototypical anyway.

A very impressive model for the contemporary scene.

#### Manufactured by

Piko Spielwaren GmbH,  
Lutherstraße 30,  
D-96515 Sonneberg, Germany.  
[www.piko.de](http://www.piko.de)

DISTRIBUTED IN THE UK BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.com](http://www.gaugemaster.com)

PRICE ref.51400 £445.00.  
Two coach extension packs  
ref.58590 each £165.00.  
Single extra coach  
ref.58592 each £89.00.





Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in China, is a set representing a loco and coaches from the metre gauge Bayerische Zugspitzbahn.

This line runs from Garmisch Partenkirchen to the top of the Zugspitz, the highest peak in Germany. From Garmisch to Grainau, the line runs along the valley; from there to the summit it is rack-equipped. The line is 18km long in all, and climbs 1,900m.

For its opening in 1930, AEG supplied twelve electric locomotives, among them four four-wheel steeple cab adhesion locos for use on the valley section. They can haul up to six coaches at 40km/h. The rack locos can propel three coaches from Grainau to Eibsee and two from there to the summit.

Eighteen bogie coaches were provided, each with seating for forty-eight (sixteen second class and thirty-two third) plus twenty-seven standing (only for use on the valley section). With the unification of the class designations, seating capacity was sixty-five.

Although railcars were introduced from 1954, the bogie coaches are still in service, and valley locos 1 and 4 are occasionally used for shunting. No.2 is on static display at Garmisch station. No.3 along with mountain loco No.11 is at the München transport museum. Mountain locos 14 and 15 are still used for historic trains.

The Hobbytrain models depict the valley loco and coaches as they looked in the early years of the line.

The models are officially licensed by the Bayerische Zugspitzbahn Bergbahn AG.

The loco body is plastic, made in three main parts – cab and two bonnets – with the panels, covers, grilles, and rivets moulded in place.

Added parts include the lamps, handrails, steps, and sandboxes, along with the roof accessories – insulators, cabling, and pantograph; this latter is very fine, sprung (perhaps rather strongly for light tramway type catenary), but not wired for current collection.

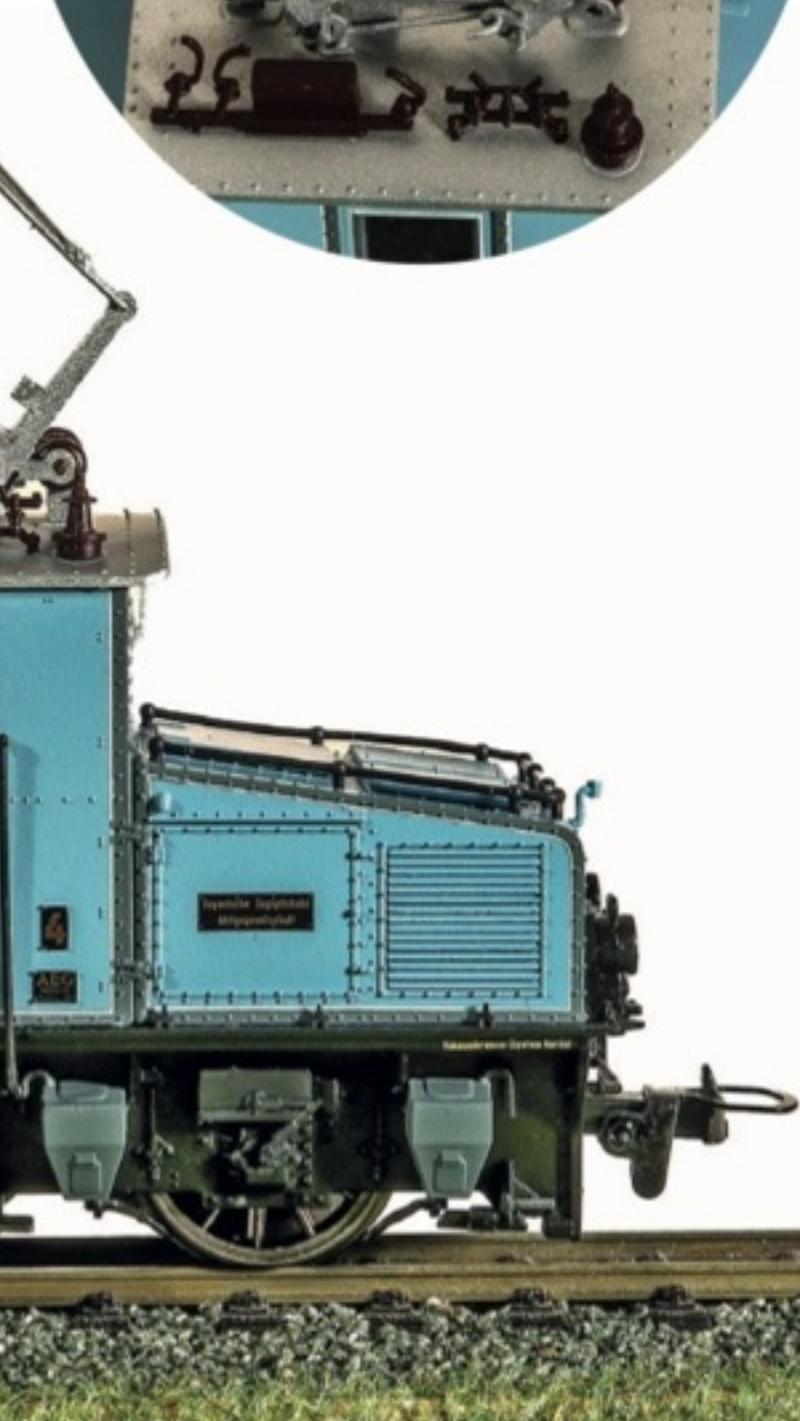
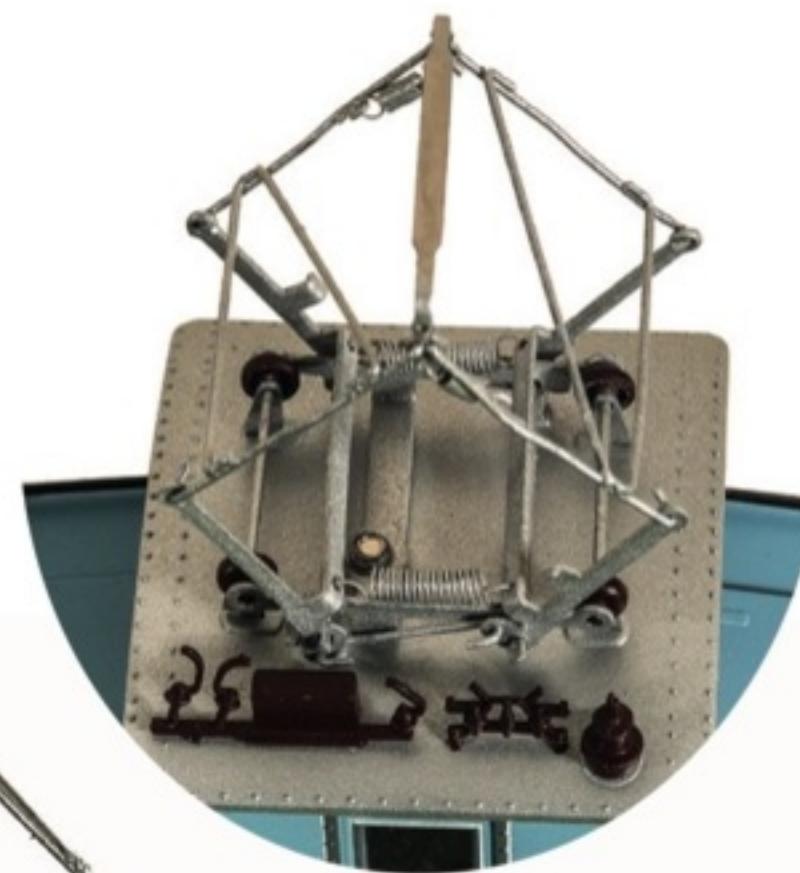
The model has directional headlights, achieved with LEDs, and a NEM 662/Next 18 socket for a digital decoder, with connections for a loudspeaker.

Current is collected by wipers on the backs of all four wheels.

Power is provided by a can-type motor, with two brass flywheels, on a thin rubber mount.

It runs very smoothly and quietly, starting on a low voltage and reaching a realistic top speed (The prototype is permitted 50km/h). Running-in for half-an-hour in each direction on three-quarter power is recommended, but we found it was perfect straight from the box.

Optional gears (according to system) are provided for rack operation, rather oddly as this is a model of the valley loco.



The model comes with a regular narrow gauge coupler on a flexible mount at one end and a detailed buffer beam at the other; alternative parts, including imitation Scharfenbergs, allow for equipping each end as required.

The coaches are beautifully finished, with even colours and shaded lettering. The pair have different numbers (8 and 9) with the additional pack different again (5 and 7).

The model has a one-piece plastic body with a separate roof which clips into place. The moulded rivets are nicely rendered, not too prominent, and the body is enhanced with added parts – roof vents, conduits, handrails, brake hoses, brake gear, and steps.

The glazing is flush, and the uphill end has a windscreen wiper.

The interior is fitted, with seats different colour according to class, and fine open mesh luggage racks.

The coaches have working interior lighting as standard, with buffer capacitors to ensure no flickering – it works very well, and the lights illuminate on minimal DC voltage, well before the motor starts. However, the capacitors are quite large and are visible when models are viewed on the level.

The end lights are directional, and can be isolated with a small switch on the printed circuit board (accessed by removing the roof) if the coach is not at the end of a train. The p.c.b. has a NEM 662 decoder socket.

**all**

## foliage mats and scenic accessories by Martin Welberg



New to the range of scenic products stocked by The Model Tree Shop are the landscaping mats and other items created by the noted Dutch scenic supplier Martin Welberg. Several examples from the extensive selection available are shown here.

The Wild Verge, Forest Floor, and Rough Meadow mats are effectively A4 in size (£15.00), and are intended to be draped over the landform.

They can also be broken up into small sections and integrated into the landscape.

Bushes complement the ground covers; our samples are in olive green c.40mm tall, medium green c.25mm tall, and green with orange buds c.20mm tall. Supplied in packs of ten (£15.00).

The full collection is listed on the Model Tree Shop website.

### Samples supplied by

The Model Tree Shop  
4, David Hume View,  
Chirnside, Duns, TD11 3SX.  
[www.themodeltreeshop.co.uk](http://www.themodeltreeshop.co.uk)

PRICES in text.

**all**

## board alignment fittings from C&L Finescale

All portable layouts require something to ensure accurate alignment every time they are put together: these cast pins and sockets from C&L should fit the bill nicely.

Fitting requires only a few drills – 3mm for pilot holes, 11mm for the enlarged holes into which the pin and socket sections are an interference fit, and a 20mm facing tool to create the recess into which the castings nestle to be flush with the surface of the timber frame.

The castings themselves are finely machined – note the stepped segments along the main shank of each dowel, allowing them to fit tightly into the holes.

The installation sequence requires some care to ensure accurate location; clear instructions are on the C&L website.



### Manufactured for

C&L Finescale  
125, Reaver House,  
12, East Street,  
Epsom, Surrey, KT17 1HX.  
[www.clfinescale.co.uk](http://www.clfinescale.co.uk)

PRICE £10.01 (two pairs).



Regular narrow gauge hook and loop couplers are fitted in pockets on close-coupling mounts; imitation Scharfenbergs are supplied as optional alternatives.

Also included as accessories to fit in the lamp holders at the end of the coach are discs for following train sections (A, B, C).

The vehicles run on metal disk wheels on plastic tube axles, with outside stub axles running in metal bearings which serve for current collection.

The loco and coaches are also available for HOe (9mm gauge) (the line was originally proposed as 750mm gauge): the coaches would be acceptable (at 125mm long, 29mm wide, and 38mm high) but the loco (75mm long, 29mm wide, and 42mm high without pantograph) would look rather large.

The instructions are in German and English; the English version is not quite as full as the German, but clear enough.

The models are supplied in a smart stout foam-lined presentation box; the package includes a silk-like duster adorned with the company emblem and name in elegant script.

A touch of class, something different, and beautifully modelled.



### Manufactured for

Lemke Collection,  
Schallbruch 34A,  
D-42781 Haan, Germany.  
[www.lemkecollection.de](http://www.lemkecollection.de)

SAMPLES SUPPLIED BY  
Mount Tabor Models,  
Scarthin, Cromford,  
Matlock, Derbyshire, DE4 3QF.  
[www.mount-tabor-models.co.uk](http://www.mount-tabor-models.co.uk)

PRICE loco + two coaches  
HOm ref.H43100,  
HOe ref.H43102 £360.00.

Two extra coaches  
HOm ref.H43101,  
HOe ref.H43103 £145.00.

## Modellbahn-Kurier Special 30 Faszination Spur 1 – Teil 11

Eisenbahn Kurier Verlag,  
Lörracher Straße 16, D-79115 Freiburg, Germany.  
www.eisenbahn-kurier.de  
297mm x 210mm 90pp  
Softback €16.80  
German text ref.1943  
ISBN: 978-3-8446-1943-0

The eleventh *Modellbahn Kurier* Special dealing with model railways in Gauge 1 begins with 'The making of RIMKOV' in which Rik Martens describes and illustrates his working model of a locomotive testing station, the idea for which came from the facility at Rugby in the United Kingdom. As well as excellent colour photographs there are technical drawings and diagrams, plus a scanning facility to access a short film on YouTube about this project.

There is a tribute to the recently deceased modeller and photographer Frank Zarges, with an article on his 'Rabenauer Grund' Sachsen narrow gauge diorama.

In the chapter 'Wuppertaler Straße' Michiel Stolp describes and illustrates his Deutsche Bundesbahn Epoch III steam era locomotive shed. Included are some excellent close up views showing the wealth of detail and weathering.

In 'Wer den Wagen hat...' Frank Mäule describes and illustrates in great detail the recreation of realistic looking scrap metal loads for open wagons.

The new model of a Deutsche Bundesbahn type Klv12 maintenance vehicle from Mo-Miniatur is described and illustrated by Ralph Zinngrebe.

The new Märklin model of the SNCF 241A steam locomotive is featured, together with a look back at the firm's products in Gauge 1 over the last fifty years. Extracts from catalogues are presented, together with colour photographs of some of the models.

## Traumanlagen 2/2019 Modellbundesbahn

by Stephan Rieche  
VerlagsGruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
www.vgbahn.de  
297mm x 230mm 108pp  
Softback €15.00  
ISBN 978-3-89610-447-2  
German text ref.631901

Opened in 2005 in the former goods shed at Bad Driburg, the impressive Modellbundesbahn show layout, which depicts railway operations in the area around the famous steam locomotive depot at Ottbergen in c.1975, achieved an enviable reputation. It became one of the best known permanent display layouts in Germany, highly respected for its historical accuracy. It was featured in several German publications, and a series of articles in CM (see list below), deservedly winning the CM Cup for 2012. However, restrictions on the rented site prevented its development and expansion, which was thought essential to maintain and indeed increase its appeal to a wider public – commercial success, vital to its very existence, would not come from the enthusiast community alone. So in 2017 it was closed temporarily and eventually moved and re-opened in 2018 in a new location in its own purpose-built modern building in nearby Brakel, where it will not only continue but actually be expanded as three times the original area is now available. The existing sections of layout (Bad Driburg, Ottbergen, and Weserstein) have already been installed, including the authentic, absolutely prototypical operation for which it was noted. Visitors will also be able to watch the development of new parts of the layout, including the impressive viaducts over the Beke and Dune valleys and the railway centre of Altenbeken, as they happen over the coming years.

There is an account (by Michiel Stolp) of the '01 TREFF Maarn 2019' meeting in The Netherlands, which included some excellent quality layouts.

The latest new items in Gauge 1 are then described and illustrated in 'Neuheiten im Frühjahr'. Among the models featured are the AT3 (later ETA 178) battery electric railcar from Dingler, the BR85 tank engine from MBW, and a type Pwghs54 van from K&R. There are website addresses for all the manufacturers featured.

The dates of all Gauge 1 events taking place in Germany up to November 2019 are listed, including contact details with website and e-mail addresses.

In 'Vorsicht, Hochspannung! – Teil 2' Ralph Zinngrebe continues work on the building and installation of overhead catenary from Wunder, first begun in issue 10, complete with scale drawings.

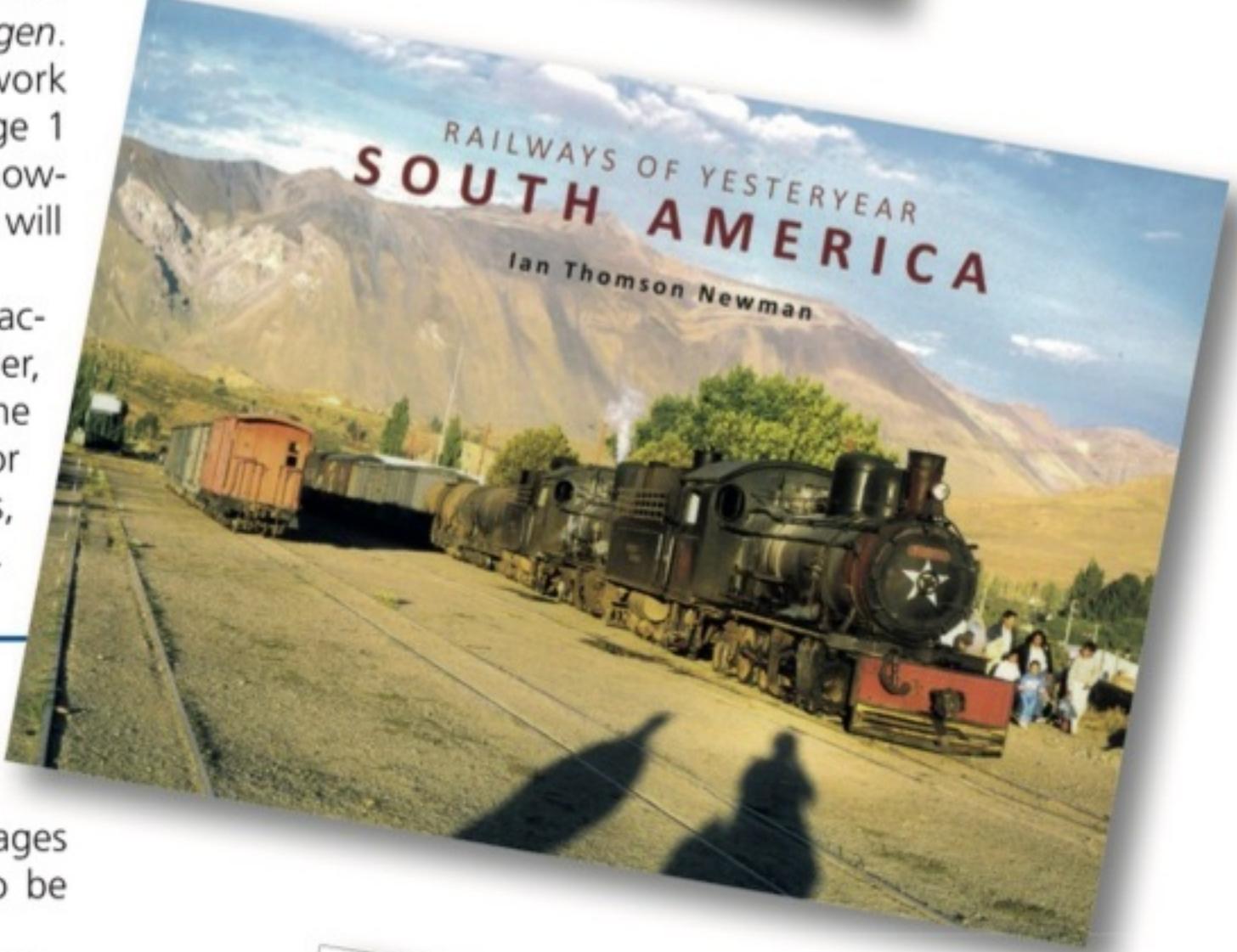
'Schotter erster Güte – Teil 2' continues looking at the different types of model railway ballast, part one of which was also in issue 10. There are colour photos of prototype locations, plus a full sequence showing the application of ballast in model form.

The penultimate chapter, 'Die dicken Dinger' by Heiko Herholz, looks at digital control systems from KM1, Massoth, Zimo, and Digitrax.

The final chapter is 'Einheitswagen von KM1' and here Ralph Zinngrebe describes and illustrates the new short four-wheeled passenger coaches and Packwagen.

This is another recommended reference work packed full of advice and inspiration for all Gauge 1 modellers, with some material of wider interest; however, a good knowledge of the German language will be required to get the best from it.

Numerous advertisements from model manufacturers are included, from the likes of Märklin, Dingler, MBW, MSM, HEGOB, Asoa, Stangel, KM1, and Fine Models. There are also a few advertisements for model shops in Germany and for books, magazines, calendars, and DVDs from Eisenbahn Kurier Verlag.



This new publication not only takes a fresh look at the existing sections as refurbished and re-established but also shows the plans and first stages of the intended extension, which is scheduled to be built in three phases.

The coverage opens with several impressive double-page spreads which underline the scenic scope of the ambitious layout. There is some prototype background to set the scene, with several carefully staged model photos to match real views. We then get a closer look at each section of the layout and aspects of operation – Ottbergen shed, the loco exchange (automatically controlled), the town scene, Bad Driburg, the digital car system, Weserstein, a trip goods (also automatic), the motive power (with diesels taking over from the characteristic BR44 three-cylinder 2-10-0s), and train compositions. To round off there are brief portraits of the principal characters responsible for the construction and operation of the layout, and book naturally concludes with information about how to find the place, and opening times and prices.

The work is illustrated with over 200 photos, mostly in colour, many presented nice and large, all well reproduced on high quality paper. There is a large fold-out track plan, three pages wide, with the hidden storage tracks on the reverse. The presentation is pleasant and clear, with some coloured headings but no excessive use of graphic gimmicks.

A reasonable knowledge of German will be required to get the full benefit of the text.

There are ten pages of advertisements, most for other VGB publications but also for selected model suppliers and other publishers.

The book also comes with a DVD, running time c.54 minutes.

A visit to Modellbundesbahn enables you to undertake a journey back in time to the 1970s and experience in miniature one of the last strongholds of steam operation in West Germany. If you cannot make it in person, this book makes a good substitute.



[www.modellbundesbahn.de](http://www.modellbundesbahn.de)

July 2007 Ottbergen 1976 (MO187)  
1 December 2011 Ottbergen (with full plan)  
2 January 2012 link section  
3 February 2012 Bad Driburg  
4 July 2012 Nethe Valley & Weserbergland  
5 September 2012 Weserstein  
6 September 2013 pilot locos on heavy freights  
7 June 2014 local trip freight

## EK Themen 58 Schweizer Krokodile

by Victor Francescon and Bernhard Studer

Eisenbahn Kurier Verlag,  
Lörracher Straße 16, D-79115 Freiburg, Germany.  
[www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)  
280mm x 210mm 100pp  
Softback €14.80  
German text ref.1885  
ISBN 978-3-8446-1885-3

This new special from Eisenbahn Kurier, dated for the third quarter of 2019, has been produced to mark the centenary of the introduction of the famous 'Crocodile' electric locomotives designed and built to haul freight over the challenging gradients of the Gotthard route. The first entered service in November 1919, and in all fifty-one were built, the last in 1927. For over forty years they dominated goods traffic over the mountain line, and continued to be used on heavy goods trains in central Switzerland well into the 1970s, the last going in 1974 after fifty-five years service. The mechanical element was essentially derived from steam locomotive technology, with large motors mounted on the frame replacing the boiler and cylinders but driving through a jackshaft with coupling and connecting rods; it was proven technology that lasted. They have even been called 'electric Garratts'!

The main technical differences between the batches are explained.

While the book concentrates on the SBB Crocodiles, it does not ignore a number of interesting similar types: the Rhätische Bahn metre gauge Crocodiles, fifteen of which were built between 1921 and 1929; the three small standard gauge De6/6 Crocodiles built for the Seetal line, one of which survives; the Austrian Crocodile (originally Rh1100, later E89, then 1089 and 1189), sixteen of which were delivered in 1923/4 and 1926/7, closely related to the Swiss originals; a C-C type, class EF/1, exported to India and used around Bombay; the German E93 and E94, and the Austrian Rh1020 – Crocodiles in body form but with separate axle-hung motors, not large frame-mounted motors and rod drive; and the pair of Ee6/6 shunters dating from 1948 – essentially two Ee3/3s combined – which lasted into the 1990s.

The book concludes with a brief survey of models past and present, in various scales and gauges, and is rounded off with a glossary, a list of sources, and acknowledgements.

The work is illustrated with a fine collection of photographs, from many sources, official archives and a host of enthusiasts. The historic material is naturally in black & white with later images (the earliest from 1964) in colour; all have been well reproduced on good quality paper. There is a good mixture of classic portraits, details, workshop and shed views, plus action shots of trains out on the line. The presentation is straightforward, with restrained use of tinted backgrounds to separate information panels and sub-sections.



Reasonable German will be needed to get the full benefit of the text, but as the major interest is in the illustrations this should not be a drawback.

An excellent portrait of a classic on its centenary.

## Railways of Yesteryear South America

by Ian Thomson Newman

Mainline & Maritime, 3, Broadleaze, Upper Seagry,  
near Chippenham, SN15 5EY.  
[www.mainlineandmaritime.co.uk](http://www.mainlineandmaritime.co.uk)  
210mm x 295mm 180pp  
Softback £25.00  
ISBN 978-1-900340-55-7

This book offers both a unique record of selected rail journeys and also a professional appreciation, as the author has worked for many years as a transport economist for a United Nations agency, based in Santiago, Chile. He must be considered one of the foremost authorities on the railways of South America, much of it coming from personal experience. Much of the book reports journeys on trains which no longer operate, or over lines which are no longer open – during the 1990s privatisation swept away much of what had survived largely unchanged until then: rural branch lines, long and medium distance passenger trains, wagon and less-than-wagon load freight.

The material is presented in ten main chapters (of varying lengths): train travel in South America as it was; the decline and fall of the traditional South American passenger train; coast to coast (almost) across South

America (Rio de Janeiro to Santiago); Buenos Aires to Esquel, and back again (Argentina); riding an antediluvian freight train (Paraguay); train travel in Ecuador in the later days of steam; end of eras in Chile; topping it all in Peru; the last electric trains in Brazil; and railtour, South American style (members of an enthusiast group were allowed to accompany the transfer run of a railcar set in Chile, partly through Bolivia).

Two of the chapters are based on previously published magazine articles, but the rest is new.

The journeys involved broad, standard, and various narrow gauges, with steam, diesel, and electric motive power, with many locations well off the beaten track. These are mostly genuine travels, on what pass for regular scheduled services, sometimes with the good fortune to travel on the footplate or in the caboose, but not organised excursions for the local public or railtours for visiting overseas enthusiasts (though the author has been involved with both such activities).

The period covered is approximately 1974 to 1993, with just a couple of later photos (2011 and 2013).

The accounts are very real and readable, a travelogue with technical comments and informative observations, though not all was rigorously recorded at the time – the author admits his notes are sometimes incomplete, lacking detail of what, where, and when, but this somehow adds to the authenticity.

The presentation is straightforward, with chapter headings, sub-headings, and captions (which are in the same font as the main text) distinguished with a consistent colour, suitably subtle.

There are some tables and information panels, with frames and tinted backgrounds, and copious footnotes.

The text is supported with a good number of photos. All are by the author (bar the one that shows him on the footplate). The majority are in colour, and have been reproduced as well as the originals will allow. Some are clearly from indifferent prints or slides, not taken in ideal weather or other conditions; it is easy to forget how much camera and film quality has changed.

A few photos enlarged to fill a page are not really sharp enough to merit such treatment. Similarly most of the maps are not of high enough resolution, and the facsimile timetable for the Lonquimay branch (page 114) is simply illegible.

The second chapter includes a number of graphs, revealing the author's professional interests.

The book is completed with four pages of cited references, 145 in all, many from material published in South America.

The covers are heavier paper, varnished.

So, no glossy coffee table album but authentic accounts of now unrepeatable journeys.

## SWR Eisenbahn Romantik Ausgabe 2/2019

VGB Verlagsgruppe Bahn GmbH

Am Fohlenhof 9a,  
D-82556 Fürstenfeldbruck, Germany.  
[www.vgbahn.de](http://www.vgbahn.de)  
295mm x 230mm 116pp  
Softback €7.90  
German text ref.401902

The *Eisenbahn Romantik* television series has been running for a number of years on the German television channel SWR and this magazine is introduced by Hagen von Ortloff, who presented the programme for many years.

There are articles on railways from around the world, including a journey in the U.S.A. aboard the *Empire Builder* from Chicago to Portland, and behind the newly-restored Union Pacific 'Big Boy' #4014, a narrow gauge line in the Krasnodar region of Russia, railways in Italy, the Furka-Oberalp railway in Switzerland, and in Germany a ride on the Chiemseebahn and a look at the Prussian T9<sup>1</sup> tank engine 91 134.

Along with numerous photographs (over 200, all but 13 of which are in colour) there are also detailed maps showing the all the routes covered.

One page gives a complete listing of all the SWR *Eisenbahn Romantik* television programmes for the period July to September, plus there is a listing of railway events in Germany during the summer of 2019, complete with accompanying map showing the locations.

There are a number of advertisements, including for railtour operators Pressnitztalbahn, Eisenbahn-Erlebnisreise, and UEF-Historische Dampfsehnenzüge e.V., plus of course for books, calendars, DVDs, and other publications from VGB.

Free with this magazine is part 2 of a cab ride DVD entitled *Glacier-Express, Teil 2*, running time three hours (!); part 1 was with issue 4/2018.

This is a very good value publication that should prove popular with all those with a broad interest in railways across the world. Although a good knowledge of German will be required to get the best enjoyment from it, the wealth of photos should appeal to many.



## EK-Baureihen-Bibliothek : Diesellokomotiven Die V60

### Band 1: Technik und Einsätze bei der Deutschen Bundesbahn

by Manfred Traube

EK-Verlag GmbH  
Lörracher Straße 16, D-79115 Freiburg, Germany.  
www.eisenbahn-kurier.de  
297mm x 210mm 353pp  
Hardback €49.90  
ISBN: 978-3-8446-6021-0  
German text ref.6021

Soon after its formation, the Deutsche Bundesbahn worked in collaboration with the German locomotive industry to produce a diesel locomotive for shunting and light main line duties. In 1955 Henschel, Krauss-Maffei, Krupp, and MaK delivered four prototypes of the class V60 with hydraulic transmission and outside coupling rods, leading to the ordering of 962 series production examples up to 1963.

Manfred Traube tells the story of this long-lived and robust shunting locomotive from its introduction through to the formation of the Deutsche Bahn AG in 1994. The conversion to radio controlled shunters of classes 364 and 365 is also documented.

Following the Foreword, the first chapter, 'Allgemeiner Überblick über den Rangierdienst', looks at how shunting duties were performed before the arrival of the V60.

'Von den Anfängen mit Motortriebfahrzeugen bis zur Entwicklung der V60' traces the development of diesel shunters before the V60, with black & white photographs and scale drawings for the V16 100, V20, V22, V36, and V36.3. There are also technical details and a list of diesel locomotive duties after 1945 at a number of different depots.

'Die dieselhydraulische Rangierlokomotive V60' shows them in use on shunting duties, and there are some photos of V60s under construction, with further views taken inside the cabs.

'Krafterzeugungs- und Kraftübertragungsanlagen' gives details of the power units used, together with transmission types. A cut-away diagram of the Voith type L37zUb transmission is featured.

The cooler group and other ancillary equipment is examined in the chapter 'Kühl- und Lüfteranlage'. As well as black & white photographs there are some schematic drawings and extracts from publicity material from Krupp, Maschinenfabrik Esslingen, Jung, Maybach, and Voith.

The delivery of the V60s is then examined in 'Die Lieferung der V60'. Photographs show the prototype and series production machines, including scenes of locos under construction at the Henschel works in Kassel and the Krupp plant in Essen. Cut-away drawings of a Krupp type 3Bi D46 transmission as used in V60 011-013 and a MAN type W6V22/30A power unit are also featured.

There are complete lists of all the V60 locomotives to have been delivered, showing running numbers, builder, works number, date into service, and first depot of allocation. Sub-sections also show those which have been withdrawn up to 1990, and those converted to radio control (classes 364 and 365).

'Der Rangierdienst' presents the work of the V60s in marshalling yards. Tables show the volume of wagons handled at these facilities.

The chapter 'Die V60 in Großeinsatz bei der DB' thoroughly examines the maintenance, overhaul, and service life at depots and main works. For each depot to which the class were allocated their duties are documented; all accompanied by no less than 300 black & white photographs!

A list of the sources for this volume is given, followed by 'Impressionen der V60 in Farbe', a sixteen page section which features 39 colour photos of V60s



illustrating the different liveries carried in DB service, namely the original crimson red, ocean blue & beige, and then orient red.

This is another highly detailed locomotive history from this well-known railway publishing house and comes thoroughly recommended to all those with an interest in diesel locomotives and their development in Germany. A good knowledge of the German language will be required to get the best from this publication but the wealth of illustrations (478 in all), many of which have not previously been published, adequately shows the varied and changing scene during the long life of these dependable workhorses, making the book particularly useful for the modeller.



Reasonable German will help get the most from the text.

There are two pages of advertising, for other equally interesting VGB/KlarText co-productions.

A model of a railway monograph – thoroughly recommended.

## Die Schmalspurbahn Gera-Pforten – Wuitz-Mumsdorf

by Dietmar Franz and Rainer Heinrich

VerlagsGruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
www.vgbahn.de  
295mm x 223mm 354pp  
Hardback €59.95  
ISBN 978-3-8375-2029-3  
German text ref.581824

This substantial new book deals with a metre gauge line in Thuringia, opened in November 1901 as a subsidiary of a local company. It connected the industrial town of Gera with Wuitz-Mumsdorf in the brown coal region around Meuselwitz - its main freight for many years was coal. It was absorbed into the Deutsche Reichsbahn in 1949, and closed to passengers in May 1969 and freight in December the same year.

Its operational characteristics and a very varied collection of motive power and rolling stock make this one of the most interesting metre gauge lines in Germany, not least because of the goods traffic on the Gera town tramway system, though until now it has been known only to the most dedicated of enthusiasts, and relatively poorly documented in print. There is a strong contrast between the steam-worked rural cross-country line between two towns with standard gauge stations and the movement of standard gauge goods wagons on transporters in an urban environment with electric locomotives.

The book begins with the history before offering a full description of the route, and the stations, halts, and sidings along the way.

Further sections cover the operating procedures, traffic carried, and selected accidents.

There is detailed examination of the locomotives, railcars, passenger stock, goods vehicles, service stock, and transporter wagons, with many specially produced scale drawings (side and end elevations). There are around 200 diagrams in all.

We are shown a selection of visible remains (as at 2017), including preserved stock, before moving on to the tramway (still very much in service), and not limited to the transfer goods traffic, though this is of course examined in depth.

The work is illustrated with a superb collection of around 650 photographs, black & white and colour (many quite early, the earliest from summer 1953), all of good quality and well reproduced, many presented large, with long and informative captions. They are from a wide range of sources – historic, official, and enthusiasts.

The contents are simply but attractively laid out, with restrained use of colour (for chapter titles and subheadings) and typefaces. Summary information is provided on tinted panels, and there are maps, track plan diagrams, timetables, and tickets, etc., many reproduced in colour.

From this book we get a glimpse of a Germany then as now beyond the striking scenery and great monuments, so as well appealing to historians it may assist modellers seeking authentic atmosphere, and should not be restricted to those already with an interest in light railways.

# Eisenbahn-Paradies Harz

## Eisenbahn Journal Extra

1/2019

by Konrad Koschinski

VerlagsGruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
297mm x 210mm 116pp  
Softback €15.00  
ISBN 978-3-89610-714-9  
German text ref.701901

The latest in the occasional series of A4 format special editions from *Eisenbahn Journal* magazine is concerned with railways in the Harz mountains, primarily the well-known metre-gauge network, the longest in Germany, which is now a tourist attraction of the first order – in 2018 around 650,000 visitors travelled to the summit of the Brocken by steam train, though it must be said that other sections of the system are not so well patronised (and, for the enthusiast, probably the better for it).

After a chapter outlining the early history of the three main routes, each is examined more closely – the Harzquerbahn from Wernigerode to Nordhausen, the line branching off at Drei Annen Hohne up the Brocken, and the Selketalbahn from Gernrode to Harzgerode and Hasselfelde, including its 'extension' back over a former standard gauge line to the historic city of Quedlinburg.

The Harzquerbahn ran very close the inner German border between Sorge and Elend and so for many years was off limits to visitors and photographers, and the Brocken line was closed to ordinary traffic because of the military radar and listening post at the summit.

The book portrays the three lines and their rolling stock, with the varied collection of steam locos the centre of attention, though the long history of the diesel railcars is not forgotten. There is also consideration of the formerly significant goods traffic, and there is a section about winter services with snow ploughs and snow blowers.

As well as the surviving lines, the special includes the closed Süd Harz Eisenbahn, from Walkenried to Braunlage, crossing the border, which was connected to the Harzquerbahn at Sorge, and the Bad Lauterberg narrow gauge baryte mine railway, serving the Wolkenhügel pit.

The book does not just deal with the metre gauge as it is and as it was: various standard gauge lines are also briefly featured: the Rübeland line, with its separate electric supply system, from Blankenburg to Tanne; the Wipperliese (stretching the definition of Harz, perhaps?) from Klostermansfeld to Wippra; and the branches from Scharfeld to St.Andreasberg (rack-fitted), from Langelsheim to Altenau, and from Berga to Stolberg.

In short – all the notable lines in and around the Harz are covered.

The collection is concluded with a list of selected sources.

The work is illustrated with over 150 photos, the majority in colour but augmented by historic postcards and archive black & white images, all well reproduced on high quality glossy paper. As usual, some impressive double page images preface the main coverage, and there are several full single pages. The photos are supported by clear maps and gradient diagrams.

Overall, the high pictorial content means that even those with little German should appreciate the presentation.



The special also includes eight and half pages of advertisements, some for retailers and specialist suppliers, and the HSB itself, but most for other VGB publications.

As if this were not enough, the book comes with a DVD *Mit der Dampfkleinbahn durch den Harz* (running time c.62 mins) by Rio Grande Videothek.

An excellent value package.



The penultimate feature is 'Nah dran. Das deutsche Krokodil-Gestrigie jammern' 'Junge Machen es!' Here Hendrik Bloem tells the story of a journey aboard electric loco E94 088, built by Krauss-Maffei in 1943.

The final chapter, by Christian Eilers, is entitled 'Neulich pfiff es aus dem letzten Loch' and takes a look at where it is still possible to observe steam-hauled trains today. One colour photo shows a working in China.

There are a number of advertisements for other publications and DVDs available from VGB, as well as for books published by SOEGmbH Verlag in Zittau.

Included with this publication is a 60 minute DVD from the Rio Grande range entitled 'Dampf in Ruhrpott-Erinnerungen an die Dampflokzeit' with both black & white and colour film of the last days of steam in the Ruhr in the early 1970s.

# BAHNEpoche 31

## Geschichte, Kultur und Fotographie der klassischen Eisenbahn

Edited by Robin Garn

VGB – Verlagsgruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
www.bahnepoche.de  
300mm x 225mm 100pp plus DVD  
Softback €12.00 ref.301903  
ISSN 2194-4091 German text

The summer 2019 edition of this quarterly magazine looking back at the 'classic' days of the railways again offers many interesting and varied articles. It begins with a short article, 'Über dem Würzburger Hbf.', showing the difference in the scene looking down on the Bavarian city's main railway station as in 1955 (in black & white) and how it looks today (in colour).

'General-Perspektive' offers two colour photos taken on the footplate of a Prussian P8 steam loco, with an article by Armin Schmolinske about his journey on one of these 4-6-0s on the Sauschwänzelbahn.

In 'Mein Bw.Osterfeld-Süd' Georg Wagner recounts the last days of steam at this loco depot in the Ruhr. There are extracts from Deutsche Bundesbahn permits, a track plan of the depot as at 1971, and a list of loco types allocated there between 31st December 1971 and 31st December 1976.

'Unfall-Fotos aus Rheinhessen 1937-1942 (Teil 1)' includes black & white photos of some railway accidents in the area, including those at Kostheim in 1940 and 1942. (Part 2 will follow in *BAHNEpoche* 32.)

'Das Kriegstagebuch des Güterbahnhofs Köln-Kalk Nord' is the sequel to a feature in *BAHNEpoche* 30 and includes notes from a diary of events at a freight yard in Cologne between 1st January and 28th September 1940.

The theme continues with 'Post aus Köln', a black & white postcard of Cologne sent during the Second World War. It shows the Hauptbahnhof, Hohenzollern Brücke, and the Dom (cathedral) before the air raids began from 12th May 1940.

'Rotation 1949' gives an account of the 1949 film directed by Wolfgang Staudte which featured some railway scenes.

'Eisenbahn-Alltag anno 1958' presents scenes of steam-hauled passenger and freight trains around Hagen, Altenhundem, and Dillenburg.

In 'Personenzugepisoden mit Karl (2)', Jürgen Munzar continues his notes from steam days between Hamburg, Osnabrück, and Köln.

'Als alter Minister noch Kanzler wagen? Erhard im Kanzlerwagen!' gives an account of German chancellor Ludwig Erhard and the black & white picture of him in the DB *Salonwagen* taken on 4th May 1964.

'Bundespost-Muli versus Bundesbahn-44' by Uwe Bergmann looks back at his time in the 1960s working for the Deutsche Bundespost at Plettenberg station.

'Meine erste große Dampflokomotivreise im Sommer 1969' recounts Christian Eilers' first adventure with steam locos across Germany, with black & white photos and a map showing the routes covered and tickets used.

In 'Verdammter Rehbergstunnel!' Fritz Wolff recalls his time in the early 1970s in the Bundesbahn Direktion Hannover between Höxter and Kassel Hbf. assisted by a map of the rail routes in the area.

In 'Meine Lieblingslok', Martin Knaden of MIBA tells the story of his favourite steam loco, Württemberg narrow gauge Mallet 99 633, with photos, extracts from timetables, tickets, and MIBA magazine 9/2015.

'Baureihe 217: Ein Motoriger Plus' – Konrad Koschinski tells the story of the DB BR217 diesel-hydraulics. The photos are augmented with technical details and a scale drawing showing the positioning of the main power unit, heating diesel engine, transmission, cooler group, generator, and engine exhaust outlets.

In 'Kleines Husarenstück auf der Stadtbahn' Helmut Starck tells the story of how he and fellow West Berlin-based railway enthusiasts photographed S-Bahn trains around the city of Berlin in the 1970s.

Klaus Wilmsmeyer then presents the second part of his journeys on *Plandampf* events in Germany during the first five months of 1994 under the title '168 dampfgeführte Regelzüge in zehn Tagen zwischen Görlitz und Eisenach'. There is a list of all the trains and a map of the rail routes covered by these services.

The article entitled 'Die jugoslawische BB: Tunnel. Tote, Tito' includes seventeen colour photos plus a map of the route from Belgrade to Bar; Stefan Pürner tells the story of the journey he made by train through former Yugoslavia.



## Eisenbahn Video-Kurier 141

EK-Videothek DVD c.60 mins + c.60mins Bonus ref.8541 €19.80

The main feature of this programme is a look at the former Deutsche Bundesbahn class 139 and 140 electric locomotives now in service with private railway companies. It begins with scenes of 140 600 emerging from a tunnel with a long train of bogie hopper wagons. Further examples of this class together with class 139s are seen from the lineside on other freight duties, including Elbe-Weser Bahn 140 759, plus some scenes at Hamburg docks.

At Koblenz-Lützel Lokomotion's class 139 No.135 (formerly 139 135) is seen running

light, then we get to see in the cab of class 140s. At Ellok-Werk

Dessau an EBM Cargo 140 is seen undergoing an overhaul. 140 439 is then observed running light in original style DB green livery and later at the head of a mixed goods, filmed from the lineside. In the Rhine Valley another 140 is seen in BayernBahn's red livery on a train of vans. At Kaub another BayernBahn locomotive, 139 287, is seen in steel blue livery on another freight.

We next see PRESS blue 140 041 on a train of empty car-carrying wagons, and their 140 038 is shown on other freight services. A container train is seen at Hamburg Docks behind a blue EGP 140 and an ex DB V100 diesel-hydraulic. 140 789 of the Erfurter Bahn Service is seen in black with a similarly liveried locomotive running light, and a Rail Adventure 139 is also seen running light and then at the head of a short train of bogie wagons in Nürnberg.

The next subject is the eleventh Dresden *Dampflokfest*. 52 8195 is seen being coupled up to a special and then departing Dresden Hbf. At Dresden-Alstadt 50 3648 is seen running light giving footplate rides. Another 52, 52 8079, is seen on shed, and a large Skoda-built steam loco from the Czech Republic is seen on the depot turntable. An event representative is interviewed and gives details about the *Dampflokfest*. Prussian T9 tank engine 91 134 is seen running onto the turntable and the driver is interviewed and tells us the history of this locomotive. We then see Pacific 01 202 on the turntable and later from the lineside at the head of another special formed of both DB and Deutsche Reichsbahn green coaches. On the outskirts of Berlin the special is seen passing through a suburban station at walking pace and in the opposite direction another special is seen behind a BR50 with an ex-DR BR119 diesel-hydraulic at the rear. A similar service is seen with an ex-DR BR118 diesel-hydraulic at the rear.

The next topic takes a look at the new Bombardier-built BR445 'TWINDEXX' electric multiple units in service with Deutsche Bahn AG. At Dabendorf 445 005 is

seen departing on a service to Rostock Hbf. and 445 069 and 445 051 are seen at Bamberg. Another is seen filmed from the lineside en route to Rostock Hbf.

Following is film of DR V180 (later BR118 and 228) diesel-hydraulics at work on both passenger and freight services. At the Eisenbahn museum Weimar preserved V180s are seen. Archive film shows 118 578 at Wannsee on a train of green DR double-deck stock. A 118 is then seen on a passenger service, followed by another on a mixed goods. At Kirchmöser 228 786 is seen bound for Ilmenau Bad, with further scenes inside the cab and from the lineside. The last day in service for the 228s at Plaue is shown, and withdrawn examples are seen at RAW Chemnitz. This is followed by scenes of some of these locos now in service with private railway companies on freight workings. Preserved V180 331 is also seen ex-works, and 118 552 is shown in the snow in Dresden on a train of green & cream DR coaches. Further scenes of this train were filmed from the cab and on arrival at and departure from Zwickau Hbf.

In the *Erinnerungen* section we see archive film of DB steam-hauled freight services in the Weserbergland, mostly black & white with some colour. At Bw.Ottbergen we see locomotives on shed and being coaled and watered for their next duty, among them 044 139. A freight train is seen departing the yard behind another BR044. Out on the line an express hauled by a BR220 diesel-hydraulic is passed by a BR044 on a freight. Further scenes were filmed from the footplate of a BR044, including crossing the viaduct at Altenbeken.

In the *Bahn News* section we see a preserved but in poor external condition ex-DR VT18.16 diesel unit being hauled by DR V100 diesel-hydraulics. Photo special freights are then seen being worked by preserved steam locos, and there are scenes on the 'Molli' narrow gauge line.

The final *Rückblick* section offers black & white film from the 1930s of the Hamburger Hochbahn, including sequences filmed from the cab.

A certain amount of background music is used on this production, but it is not too intrusive and mainly restricted to the archive material. The commentary (only in German) is clearly delivered.

Trailers for other programmes from Eisenbahn Kurier last for about 5 minutes.

The *Bonus* section consists of Video-Kurier 69 which includes 40 Years of the class 103; The Blue Tiger; Die Muldentalverkehrsgesellschaft with 118 770, E94 280 and E42 001; Metropol-Plandampf Magdeburg – Berlin; 75 Years of the class 03; redesign for the ICE1; *Bahn News*; and *Rückblick*: 100 years of railways in Germany celebration parade.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)



## Die Baureihen Class 66/Class 77

EK-Videothek: Baureihen DVD c.58mins ref.8454 €19.80

First developed for use in Britain, following the outstanding success of the privately-owned Class 59, the General Motors Electro-Motive-Division Class 66 six-axle diesel-electric locomotives have spread across Europe, with today almost seven hundred in use, with the Class 77 derivative as well since 2009, classified 247.0 by Deutsche Bahn.

The Eisenbahn Kurier film team have observed these large (130 tonne) and powerful locomotives at work for a number of private companies in Germany and throughout Europe. Those in service with EuroCargoRail (ECR) are also extensively covered.

The programme begins with scenes of an ECR 247 filmed from the lineside on a train of bogie hopper wagons, followed by a Hafen und Güterverkehr Köln Class 66 on a similar working. Further examples are then shown on a variety of different freights. At Sande on the line from Oldenburg to Wilhelmshaven, Heavy Haul Power's 29 004 is seen at the head of a train of VTG coal wagons. This is followed by scenes of ECR examples on trains of bogie flat and bogie tank wagons filmed from the lineside.

At Mühldorf (Oberbay.) another ECR class 247 is seen passing through the station on a train of bogie hopper wagons. From the lineside ECR's 247 055 is seen on a train of bogie tank wagons with a sister locomotive at the rear. Further views of ECR 247s show them from the lineside in the Mühldorf area, including 247 077 on another train of bogie tank wagons. At Mühldorf depot the works manager is interviewed and gives details about the ECR class 247s allocated there. Archive film of double-headed DB Cargo BR217 diesel-hydraulics hauling a container train is then briefly shown – the 247s replaced these Deutsche Bundesbahn types at this depot. We see more 247s stabled in the depot and in the freight yard at Mühldorf, and 247 037 is seen running light. 247 007 is also observed running light with some scenes from inside the cab. We also take a look inside the engine compartment and see both the power unit and generator. As an aside, inside the shed at Mühldorf we see DB Regio BR218 diesel-hy-

draulics undergoing repair. Back out on the lineside near Mühldorf we see a freight service formed of bogie tank wagons behind another ECR 247. This is followed by another (037) heading towards Mühldorf with a train of hoppers.

We next see DE63 belonging to HGK at Emmerich near the Dutch border running light and then departing the freight yard with a long train of containers. From the lineside another HGK Class 66 is seen on a train of bogie tank wagons, followed by their DE67 running light and DE62 at the head of another train of bogie tanks. A Cross Rail Benelux Class 66 is then seen on a freight train near Aachen West and DLC's Class 66 No.PB18 is observed on a similar service. An ERS Railways Class 66 is also shown on a train of containers, and in the snow we see a Rail Chem Class 66 at the head of a train of bogie coal hoppers.

At the Inno Trans exhibition in Berlin Class 66 locomotives belonging to ESR and Heavy Haul Power are seen on display, then back out on the line we watch Freightliner-owned Class 66s in action on freight duties in Poland.

Back in Germany at Oberhausen-Osterfeld Süd ECR 247 029 is seen, so too 026 and 038. 247 029 was filmed from the lineside on a train of bogie flat and another ECR 247 is seen in the Leipzig area on a train of bogie tanks.

Back in the Mühldorf area, at Tüssling, more ECR 247s are seen running light and hauling bogie tanks, among them 247 044. At Altötting station another ECR 247 is seen passing at the head of a train of bogie tank, followed by scenes of an ETL Class 66 parked in a siding with a train of gravel – the load is seen being transferred into waiting lorries and then the train departs. All the wagons are operated by Railco.

The programme ends with scenes of ITL Class 66 266 107 in the Berlin area at the head of a train of ballast.

Very little background music is used on this DVD, mainly at the start and finish, and it is not too intrusive. The commentary (only in German) is clearly delivered and very informative.

Around 45 minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)



## Die Baureihen 112⁰/112¹

The last electric locomotive developed for the Deutsche Reichsbahn was introduced in 1990, originally with the class number 212. Four pre-series locomotives, numbered 112 002 – 005 in the unified system, were then tested before series production, running to thirty-five examples, which have since been reclassified 114; they are essentially identical to the BR143 (in fact 243 001 was originally numbered 212 001). A lighter, improved version was introduced from 1992 as BR112¹ and became a symbol of German re-unification. Forty-five of these were ordered and placed into service with both the DR and Deutsche Bundesbahn. At first they were predominantly to be seen working Inter-Regio services. Today the BR114 and 112¹ locomotives are used on regional services and are allocated to Kiel, Rostock, Berlin, Cottbus, Stuttgart, and Frankfurt-Griesheim.

This documentary shows the complete history of these locomotives from their construction at Hennigsdorf, their switch from long-distance to regional passenger trains, and their deployment today on local services.

The programme begins with scenes of 112 120 on a DB Regio train formed of double-deck coaching stock shot from the lineside and from inside the cab. The five coach consist is then seen entering Zossen station with further footage taken from the lineside, the cab, and from on board the train.

We next see 112 115 from the lineside on a similar DB Regio service, so too 114 006 on a two coach train of double-deck stock. 114 028 is seen on another DB Regio train of double-deck stock with further sequences filmed from the lineside. 114 022 is seen on a similar service at Berlin Zoologischer Garten station. This is followed by archive film showing BR112 locomotives under construction at Hennigsdorf. 212 002 is shown in ex-works condition, as well as 015 and 024. 212 002 is also seen at the head of a train of DR stock which includes a red MITROPA dining car.

In Berlin Hbf. 212 005 is seen being passed by an S-Bahn electric unit, followed by views of it running light at Cottbus. At Dresden Hbf. 112 009 is seen leaving on an Inter-City (IC) service and another IC is seen arriving at Berlin Hbf. from Dresden behind 112 028. The locomotive is uncoupled from the train and shunted by an ex-DR V60 0-8-0 diesel-hydraulic. This is followed by 112 013 entering Schwerin on Inter-Regio service with further scenes of 112s on these trains filmed from the lineside.

A service from Berlin to Budapest is then shown behind 112 108, the loco carrying the flags of Germany, the European Union, and Hungary, with further sequences from the lineside and from inside the cab, and at Leipzig Hbf. another 112 is seen at platform 18 with an Inter-Regio service while a sister loco runs light out of the terminus.

**EK-Videothek: Baureihen** DVD c.58mins ref.8462 €19.80

Next are further scenes in the cab of a 112 and from the lineside on IC services, including 112 187. 112 166 (carrying a DB logo) is seen on a local service to Frankfurt (Oder) with double-deck stock, and at Waldheim 112 019 arrives and departs on an Inter-Regio train. There is further lineside footage of these locos on similar workings, and 112 032 is seen leaving Halle (Saale) Hbf. on an Inter-Regio express.

Further Inter-Regio services are shown in the hands of 112s filmed from the lineside, and at Bad Kösen regional services with double-deck stock are seen being worked by this class. In Berlin 112 004 is seen on the Stadtbahn at the head of double-deck stock and out on the lineside more film shows 112s on Inter-Regio services.

At Oranienburg 112 127 is seen with a Regional Express (RE) service to Cottbus. Further scenes then show 112s undergoing overhauls at main works. A traffic red unit is then shown on a train to Berlin Ostbahnhof formed of DB Regio double-deck stock, followed by further coverage of these services, including some 114s. In Potsdamer Platz 114 016 is seen on an RE service formed of double-deck stock and at Friedrichstraße station 114 038 is seen arriving and departing on another RE service.

En route to Flensburg in the north of Germany 112 137 is seen on a train of refurbished *Silberlinge* coaches. At Elmshorn 112 058 is seen arriving and departing on a regional service formed of similar coaches and also seen here is 112 162 on double-deck stock. In Hamburg further scenes of DB Regio trains formed of double-deck stock are shown being worked by 112s, as well as at Lübeck Hbf., Lübeck Travemünde Hafen, and Bad Oldesloe. At Köln we see a 112 on DB Regio double-deck stock crossing the Hohenzollern Bridge and passing through Messe/Deutz station.

This is followed by further sequences of the class at work around Berlin with scenes at Jannowitzbrücke and Friedrichstraße; 112 108 is among the locomotives featured. At Berlin Zoologischer Garten 112 145 is seen arriving and departing on a DB Regio service formed of double-deck stock and 112 183 is seen on an RE service to Wismar. At Berlin Hbf. a 112 is seen arriving and departing on a DB Regio service to Magdeburg formed of double-deck stock. 112 103 is also seen here on a similar working to Frankfurt (Oder). Further views of these services were filmed from the lineside and at Coswig station, and 114 017 is seen on double-deck stock en route to Roßlau.

At Halle (Saale) a DB Regio service is seen being pushed by 112 186. The train is seen arriving and then departing with further sequences filmed from the lineside, from on board the train, and from the driver's cab. There are views inside the equipment room of 112 184, and we see this locomotive arriving at Göschwitz with a passenger service. The programme closes with scenes of this train departing for Halle (Saale).

Very little background music is used, mainly at the start and finish, and it is not too intrusive. The commentary (only in German) is clearly delivered.

Around 45 minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)



## Ellok-Werk Dessau

The former Reichsbahn Ausbesserungswerk (RAW) today belongs to DB Fahrzeuginstandhaltung as Werk Dessau. Established at the end of 1929, the work carried out here was chiefly concentrated on electric locomotives. After the war the works began repairing electric motive power again from 1953, but not exclusively as diesels were also handled. From the 1980s the works again concentrated on electric locos. Following German re-unification, former Deutsche Bundesbahn electrics were also repaired at Dessau. Since the closure of Werk Opladen, Dessau has become the sole electric locomotive repair works for Deutsche Bahn AG.

The programme begins with scenes of electric locomotives of classes 103, 111, 112, 143, and 152 inside the works undergoing repairs. 150 032 is seen on a freight followed by other electrics on a variety of freight workings, including a 101, 143, 146, and a 147. Class 182s are also seen, on passenger services.

We next go back inside the works where a variety of electrics are undergoing repairs; the manager is interviewed and gives details of the work being carried out.

Outside the works 103 132 is seen with others awaiting overhauls. We see racks of spare parts, including pantographs.

Black & white stills show the works in the 1920s. In the 1930s aircraft were also built here, and there are scenes of these under construction. Archive black & white film from the 1950s shows Deutsche Reichsbahn electrics in service.

Archive colour film then shows inside the works with DR Bordeaux red class 143s undergoing repairs, and we come up to date with 112 105 and 143 117 in traffic red (Verkehrsrot). The traverser is seen moving a class 143 in ex-works condition. Further scenes show personnel working on electric locos, and 155 080 is seen being taken

**EK-Videothek: Bahngeschichte** DVD c.58mins ref.8467 €19.80

for a test run in the snow. Traffic red-liveried 110 460 is seen being lowered onto its bogies, 185 096 is shunted by a Köf III diesel, and an ICE power car is also seen.

Next we see wheelsets being repaired, and tyres being turned. Electric motors and transformers are shown being worked on, plus locos lifted on jacks and being re-united with their bogies.

The following scenes show former DB electrics in service with private operators, including 140 007 and 140 851 belonging to PRESS.

The preserved E18 047 is seen inside Werk Dessau having a general overhaul and later running light engine, then working an enthusiasts' special. 103 113 is also seen being worked on, running light on test, and later on specials at Riesa and Cochem.

Back at Dessau, 152 023 is seen being shunted by a Köf III diesel and green 140 438 is seen moving out of the works following an overhaul. We later see this loco on a freight, and EBM Cargo's 140 070 is seen undergoing repairs. Wheelsets and the fitting of new tyres are also shown, together with scenes of personnel working on transformers and electrical components. 145 015 and 151 062 are shown and out on the line double-headed RBH 145s are seen on a freight.

Next come scenes of an ICE class 401 power car leaving the Works and later running light on test. At Königsborn preserved E44 044 is shown at the head of a special passenger service, with further sequences filmed from the lineside.

The programme closes with film of a variety of different classes of modern electric locomotives at work on both freight and passenger services.

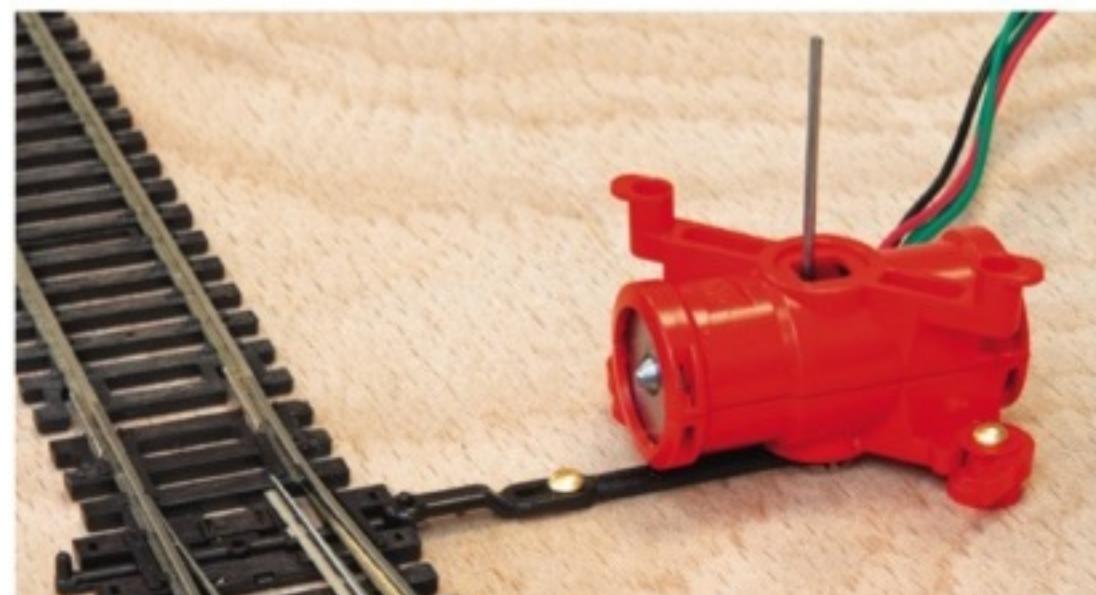
Very little background music is used on this DVD and that which is used (mainly at the start and finish) is not too intrusive. The narration (only in German) is clear and informative.

Around 45 minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany. [www.eisenbahn-kurier.de](http://www.eisenbahn-kurier.de)



## New Peco 'TwistLock' point motor now in production



In our March 2019 issue we announced that Peco was developing a new design of solenoid point motor, the 'TwistLock' (ref.PL-1000), utilising an innovative new method of installation that promised to be both quick and straightforward.

The new motors – with housings moulded in distinctive red colour plastic – are now in production, with delivery to retailers due to start during October.

The accompanying photo shows a PL-1000 used for surface mounted point operation.  
[www.peco-uk.com](http://www.peco-uk.com)

Edinburgh retailer Harburn Hobbies will be hosting a special Peco event on Friday 8th and Saturday 9th November. There will be demonstrations of the new PL-1000 'TwistLock' point motors and the PL-55 turntable motor, and also on display will be the latest pre-production samples of forthcoming OO9 rolling stock and OO bullhead track.

**Harburn Hobbies Ltd**  
67, Elm Row, Leith Walk, Edinburgh, EH7 4AQ.  
0131 556 3233  
[www.harburnhobbies.co.uk](http://www.harburnhobbies.co.uk)



## Belgian 'HermeLijn' models in 1:87

The Belgian company Ferivan has introduced exclusive 1:87 models of the Bombardier-Siemens MGT6 low-floor trams. Available initially is the single-ended variant (as used in Antwerp), while the double-ended type (as operating in Ghent) is due for release early in 2020.

This is a completely new production in co-operation with Rietze, well-known for numerous car, bus, and (for some time now) tram models.

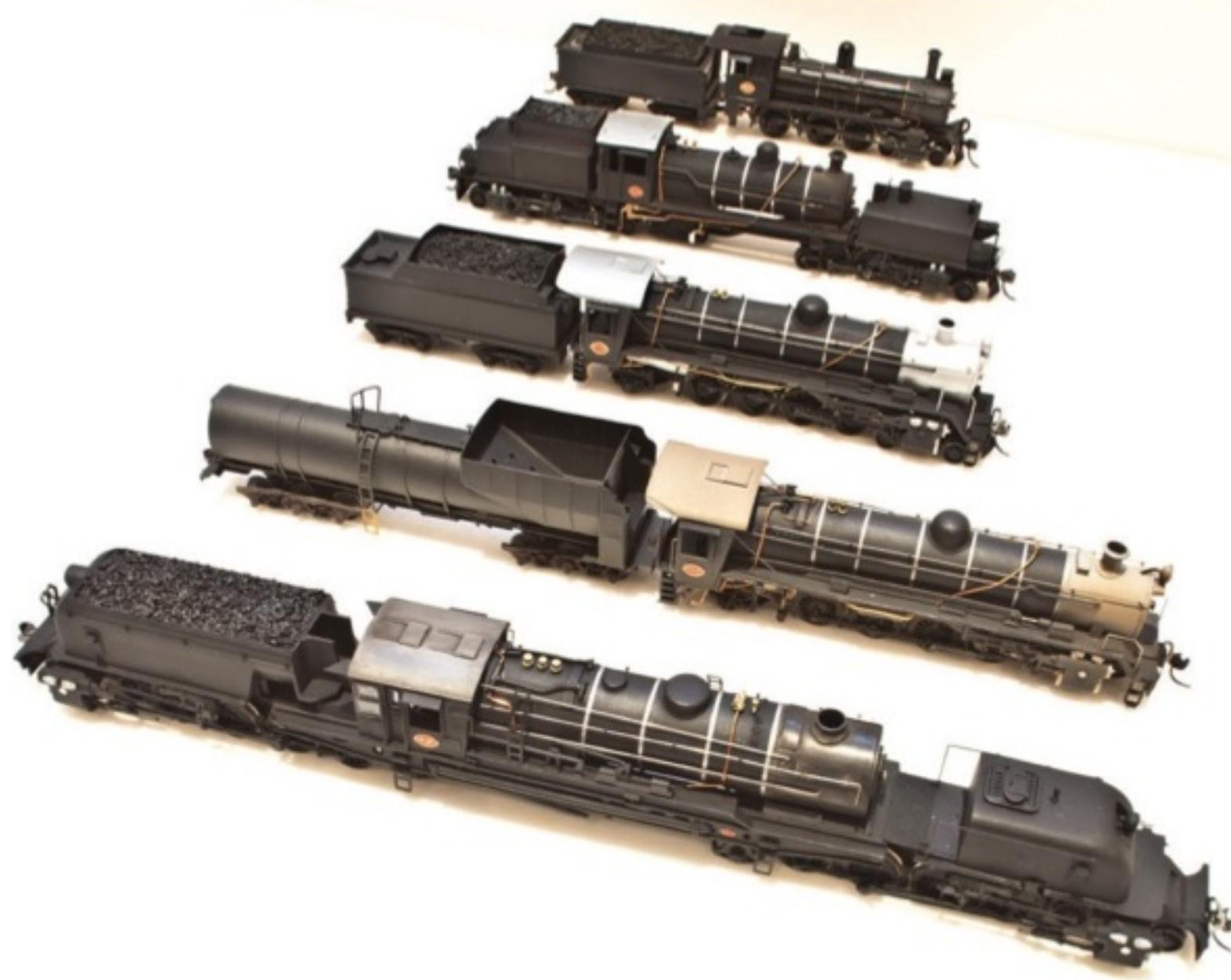
With the single-ended unit, a selection of appropriate car numbers are included as waterslide decals for the

purchaser to apply. More than thirty destination board graphics for Antwerp and the coast line are included.

The HermeLijn tram is available as a non-motorised model in either HO or HOM for €140.00.

[www.ferivan.be](http://www.ferivan.be)

## South African locos in HO



In early 2019, Precision Miniatures, a South African company, reached agreement with DJH/Model Loco to purchase the rights and tooling for the range of HO scale South African Railways model steam locomotives from DJH Engineering.

Precision Miniatures had been a distributor of these models for 25 years, and the purchase of the rights is seen as an ideal opportunity not only to ensure the continuation of the range but also to expand it.

The tooling and production of the kit components will remain with DJH/Model Loco and Precision Miniatures will still have access to the design and production expertise of DJH for future developments.

Customers will still be able to order and pay for the existing kits directly from the DJH/Model Loco website:

[www.djhmodelloco.co.uk](http://www.djhmodelloco.co.uk)

These kits will be shipped from the UK to customers around the world.

About twelve years ago, due to the unique demands of the South African marketplace, Precision Miniatures started offering ready-to-run locomotives based on the DJH/Model Loco kits. These quickly found favour with customers around the world and led to increasing popularity in modelling South African Railways.

Over the years Precision Miniatures has made some improvements in the ready-to-run versions over the original models: for example, both of the Garratts come with both engine units powered. Decoder equipped versions come with directional lighting installed. The company provides a twelve month warranty on their workmanship.

The ready-to-run models are assembled in South Africa, and shipped to customers worldwide. They can only be ordered from the Precision Miniatures website:

[www.precisionminiatures.co.za](http://www.precisionminiatures.co.za)

## Saxon IVK Meyer in TTe

Noted TT modeller John O'Dell was delighted to obtain a new item from Modellbau Veit, representing the famous Saxon IVK Meyer compound 0-4-4-0T. Modelled in 1:120 scale it runs on 6.5mm gauge (Z) track. The model consists of high quality whitemetal and brass castings, with blackened metal motion, and is powered by a Faulhaber motor. Expensive at c.€630.00, but exquisite!

[www.modellbau-veit.de](http://www.modellbau-veit.de)



## Noch releases range of complete scenic modelling sets

The new range of 'Perfect Sets' from Noch contain everything needed to complete different scenic elements, whether this be a railway embankment, road, lake, or winter landscape.

In addition to the modelling materials, each set comes with an instructional DVD to guide the modeller through the stages of scenic construction step-by-step.

The 'Embankment' set (ref.60811) includes materials for modelling vegetation alongside railway lines – sea foam for approximately twenty bushes, together with packs of foliage, structured flock, and grass tufts in a variety of colours.

The 'Road' set (ref.60817) enables the creation of roads with curves and junctions as required. It includes



Structured Road Construction Paint (asphalt grey, 250ml), a Road Construction Paint Roller (50mm wide), and a Street Marking starter set (which includes a curved ruler, street marking pencil, and a street marking template – each for HO, TT, and N).

The 'Lake' set (ref.60813) enables convincing water effects to be achieved with the supplied Water-Drops liquid and coloured granules. Waves and billows can be created, whilst the shore area can be embellished with a selection of grass tufts.

The 'Winter Landscape' set (ref.60815) consists of snowflakes and puffer bottle, snow glue, snow paste, ice crystals, and icicles.

See the website for more details: [www.noch.com](http://www.noch.com)



## New announcements in H0m, H0e, and HO by Bultrains



New to the Bultrains range, designed by Slav Stoyanov, is a model of the Brohltalbahn B-B diesel D5, for H0m. The body is 3D-printed (by Shapeways), with etched metal details. The model is analogue DC, fitted with a NEM 8-pin socket for a digital decoder. Price: €350.00.

For H0e, to complement the Bulgarian State Railways (BDZ) 760mm gauge Rhodopenbahn class 77 B-B diesel and coaches (see CM February 2017 News) there will be a new model of the class 82 bogie diesel railcar from that line. The body is laser cut, with etched detail parts. The chassis is custom made in Japan. Analogue DC only. Price: €350.00.

Lastly, for HO Bultrains offer a Bulgarian State Railways Skoda-built class 44 Bo-Bo electric. This has a 3D-printed resin body with etched and laser cut details fitted onto a Roco chassis; it is analogue DC but has an 8-pin NEM socket for a decoder. Price: €350.00.

The narrow and metre gauge models have generally been completely designed from scratch. Everything is custom built, using 3D-printed, laser-cut, and etched



metal parts for the body and chassis, with the motor and mechanical components usually imported from Japan.

The models can be ordered through the website: [www.bultrains.alle.bg](http://www.bultrains.alle.bg)

The website is in English. Payment can be made by PayPal or bank transfer. These are specialist items, assembled by hand to order, not kept in stock. Bultrains advise that due to the large number of orders and limited production capacity, delivery time is currently up to a year. Delivery time will be negotiated for each new order.

On the evidence of the samples we have seen in the past, they are worth waiting for.



## Oil and gas station signs in 1:35

Amongst the latest additions to the ever-growing range of useful scenic accessories from Matho Models is a sheet of 1:35 scale decals for oil and gas station signage; some could be suitable for use as large signs in O scale. The price is €8.95 per sheet.

For details of suppliers, see the manufacturer's website: [www.mathomodels.com](http://www.mathomodels.com)



## Cargo handling shed for HO



New from the Brazilian firm Holzmann for HO is this laser-cut kit (ref.01-206) for a dry cargo handling and storage structure, of a type commonly found in industrial areas and ports, etc., around the world. The doors can be assembled open or closed, whilst internally the roof structure is detailed with beams and arches that support the corrugated roof covering – made of textured polystyrene sheet.

The structure measures 160mm wide by 290mm long and 97mm high. Holzmann welcomes trade enquiries from bona fide retailers. [www.holzmann.net.br](http://www.holzmann.net.br)

# Exhibition Diary

Dates, events, and information

## Thursday 17 – Sunday 20 October

### ROYAL LEAMINGTON SPA, Warwickshire

Midlands

Model Engineering Exhibition

**Organiser:** Meridienne Exhibitions.

**Venue:** Warwickshire Event Centre, The Fosse, Fosse Way (A425), Royal Leamington Spa, CV31 1XN.

**Open:** 1000 – 1700 Thursday to Saturday, 1000 – 1600 Sunday.

Last admission one hour before closing time each day.

**Admission:** in advance via website – adults £9.50, seniors/students £8.50, children 5 – 14 £3.00. On the door – £1.00 extra in each case. Under 5s free when accompanied by a paying adult/senior.

**Amenities:** free parking; disabled facilities; restaurant & coffee shop.

**Features:** layouts, displays, trade.

**Contact:** [www.meridienneexhibitions.co.uk](http://www.meridienneexhibitions.co.uk)

## Saturday 19 October

### CORSE, Gloucestershire

**Organiser:**

M5-M50 Narrow Gauge Modellers.

**Venue:** Corse & Staunton Village Hall, Corse, Gloucestershire, GL19 3RQ.

**Open:** 1000 – 1630.

**Admission:** adults £5.00, accompanied children free.

**Amenities:** parking; disabled access; refreshments.

**Features:** 10 layouts, including one HOe. Demonstrations, trade.

**Contact:** [www.m5m50ngm.co.uk](http://www.m5m50ngm.co.uk)  
Tim Crockford 01454 327611

## Saturday 19 October

### WINCHESTER, Hampshire

**Organiser:** Winchester O Gauge Continental & American Meet.

**Venue:** Kings School, Romsey Road, Winchester, Hampshire, SO22 5PN.

**Open:** 1000 – 1600.

**Admission:** adults £6.00, accompanied children £1.00.

**Amenities:** free parking; refreshments including all-day breakfast.

**Features:** European and American layouts in O plus large test track. Bring & buy, trade, French Railways Society.

**Contact:** Alan Marlow 07914 978105

## Saturday 19 & Sunday 20 October

### NEWARK-ON-TRENT, Nottinghamshire

**Organiser:** Lincoln & District MRC.

**Venue:** Lady Eastwood Pavilion, Newark Showground, Coddington, Newark-on-Trent, Nottinghamshire, NG24 2NY.

**Open:** 1000 – 1700 Saturday  
1000 – 1630 Sunday

Entry 0930 both days for disabled visitors/wheelchair users.

**Admission:** adults £8.00, children £4.00, family (2+up to 4) £20.00.

**Amenities:** free vintage bus between venue and railway stations; free parking; wheelchair friendly; café.

**Features:** layouts include *Eight Dollar Canyon* (HO), *K Street Yard* (HO), and

*Zlata Vychod* (Czech HO, CM April 2017). Demonstrations, societies, trade.

**Contact:** [www.ladmrc.co.uk](http://www.ladmrc.co.uk)

## Saturday 19 & Sunday 20 October

### UCKFIELD, East Sussex

**Organiser:** Uckfield MRC.

**Venue:** Uckfield Civic Centre, Civic Approach, Uckfield, TN22 1AE. A short walk from railway and bus stations.

**Open:** 1000 – 1700 both days.

**Admission:** adults £7.00, accompanied children free.

**Amenities:** free parking at adjacent High Street car park; wheelchair-friendly; licensed restaurant.

**Features:** 15+ layouts including *South Walton* (New South Wales N, CM November 2017), *De Graafstroom* (Dutch P87n3.5, CM October 2019), and *Chica, Illinois* (US HO, CM August 2018). Demonstrations, societies, trade.

**Contact:** [www.uckfieldmrc.co.uk](http://www.uckfieldmrc.co.uk)  
Adrian Colenutt 01903 745759

## Saturday 19 & Sunday 20 October

### GENK, Belgium

**Euromodelbouw**

**Organiser:** Dipro Events

**Venue:** Limburghal, Jaarbeurslaan 6, B-3600 Genk, Belgium.

**Open:** 0930 – 1800 both days.

**Features:** various kinds of modelling (aircraft, marine, vehicles, military) as well as railway layouts from all over Europe. Trade.

**Contact:** [www.euromodelbouw.be](http://www.euromodelbouw.be)

## Saturday 26 October

### EXETER, Devon

**Exeter Garden Railway Show**

**Organiser:** South Devon Garden Railway Group Ltd.

**Venue:** The Matford Centre, Matford Park Road, Marsh Barton Industrial Estate, Exeter, Devon, EX2 8FD.

**Open:** 1030 – 1630

**Admission:** adults £7.00, seniors £6.00, accompanied children free.

**Amenities:** free parking; disabled-friendly; no dogs except assistance dogs; restaurant.

**Features:** all major garden railway scales, standard and narrow gauge, live steam and electric. Bring & buy, trade.

**Contact:** Peter Javes 01548 559283  
[www.exetergardenrailwayshow.com](http://www.exetergardenrailwayshow.com)

## Saturday 26 October

### NEWBURY, Berkshire

**Organiser:** Newbury MRC.

**Venue:** St. Bartholomew's School, Buckingham Road (off Andover Road), Newbury, Berkshire, RG14 6JP.

**Open:** 1000 – 1630

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

**Amenities:** free parking; wheelchair-friendly; refreshments.

**Features:** 16 layouts including *Evelyn Harbor* (US N), and *San Maria Gandia* (Spanish HOe/HO, CM September 2018). Trade.

**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](mailto:rm-clubs@btconnect.com)

**Features:** layouts include *Tuerland* (N), *Kyleandorf* (HOe), *Trenches* (OO9) *Smierweida* (TT), and *Blausee Mitholtz* (HO). Societies, trade.

**Contact:** [www.clydesidemrc.com](http://www.clydesidemrc.com)

## Saturday 26 & Sunday 27 October

### TAUNTON, Somerset

**Organiser:**

Somerset Railway Modellers Club.

**Venue:** Taunton School, Staplegrove Road, Taunton, Somerset, TA2 6AD.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday

**Admission:** adults £8.00, seniors £7.00, accompanied children free.

**Amenities:** free parking; blue badge spaces; fully accessible venue; catering in main school restaurant, including Sunday roast.

**Features:** layouts include *Zlata Vychod* (Czech HO, CM April 2017), and *Angell Creek* (US On30). Societies, trade.

**Contact:** [www.railextaunton.uk](http://www.railextaunton.uk)

## Saturday 26 – Monday 28 October

### BLACKROCK, Co.Dublin

**Organiser:** South Dublin MRC.

**Venue:** Blackrock College, Blackrock, Co.Dublin, Eire.

**Open:** 1100 – 1700 each day.

**Admission:** adults €8.00, seniors/children €6.00, family (2+2) €20.00.

**Amenities:** free parking. Bus route 45, Booterstown DART station. All on one level; suitable for disabled visitors by prior arrangement (contact exhibition manager).

**Features:** Irish, British, and continental layouts. Trade.

**Contact:** 00353 86 812 6112  
[www.sdmrc.ie](http://www.sdmrc.ie)

## Sunday 27 October

### MILLAND, West Sussex

**Organiser:** Liphook & District MRC.

**Venue:** Milland Valley Memorial Hall, Iping Road, Milland, GU30 7NA.

**Open:** 1000 – 1600

**Admission:** £2.50, accompanied children free.

**Amenities:** free parking; full disabled access; refreshments.

**Features:** layouts include the club's own *Inspired by Friedrichstrasse* (German HO). Second-hand stall.

**Contact:** [www.liphookmrc.com](http://www.liphookmrc.com)

## Saturday 2 November

### HIGH WYCOMBE

**Organiser:**

High Wycombe & District MRS.

**Venue:** Cressex Community School, Cressex Road, High Wycombe, Buckinghamshire, HP12 4UD.

**Open:** 1000 – 1700

**Admission:** adults 17 and above £7.00, children 16 and under free.

**Amenities:** free bus service from High Wycombe station; free parking, park and ride; light refreshments.

**Features:** layouts include *Sankei Valley* (Japanese Z, CM October 2013), *Svanda* (Norwegian HO, CM February 2017), *Norge – a taste of*

Norway (CM September 2019), *Kidmore Fork* (US HO), and *Salinas Valley* (US HO). Trade, members' sales.  
**Contact:** 07929 905502  
[www.hwdmrs.org.uk](http://www.hwdmrs.org.uk)

### Saturday 2 & Sunday 3 November **ELGIN, Morayshire**

**Organiser:** Elgin MRC.  
**Venue:** Elgin Town Hall, Elgin, IV30 1UL.  
**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday  
**Admission:** adults £6.00, seniors £5.00, children £4.00, under 5s free, family (max 2+2) £15.00.  
**Amenities:** disabled access; refreshments.  
**Features:** layouts include *Hund Haus*, *Mittelwegdorf*, *Burlington Central*. Trade.  
**Contact:** [www.elginmodelrailwayclub.co.uk](http://www.elginmodelrailwayclub.co.uk)

### Saturday 2 & Sunday 3 November **SPALDING, Lincolnshire**

**Organiser:** Spalding MRC.  
**Venue:** Springfields Event Centre, Camel Gate, Spalding, Lincolnshire, PE12 6ET. (Next to Springfields Outlet Shopping Centre.)  
**Open:** 1000 – 1700 Saturday  
1000 – 1630 Sunday  
Wheelchair/disabled visitors admitted 0930 both days.  
**Admission:** adults £8.00, seniors £7.00, accompanied children free.  
**Amenities:** free parking; restaurant; free show guide.  
**Features:** 30+ layouts, including *South Walton* (New South Wales N, CM November 2017), *San Maria Gandia* (Spanish HOe/HO, CM September 2018), *Klapping* (Austrian HO, CM October 2018), *Zauberwald* (German Oe, CM January 2011), *Habbariya, Iraq, 1941* (CM March 2019), *Mackenzieville Yard & Glendale Junction* (US N, CM December 2018), *Lincoln River Canyon* (US HO), and *Great White River Navigation, Extraction & Steam Packet Company* (US On30). Demonstrations, trade.  
**Contact:** [www.spaldingmrc.co.uk](http://www.spaldingmrc.co.uk)

### Saturday 2 & Sunday 3 November **WEYMOUTH, Dorset**

**Organiser:** Weymouth MRA.  
**Venue:** Wey Valley School, Dorchester Road, Weymouth, Dorset, DT3 5AN.  
**Open:** 1030 – 1630 Saturday  
1000 – 1545 Sunday  
**Admission:** adults £6.00, children 5 – 16 £2.00, family (2+2) £14.00.  
**Amenities:** free parking; refreshments.  
**Features:** 30+ layouts, including *Wyke River* (On30). Demonstrations, trade.  
**Contact:** [www.weymouthmra.org.uk](http://www.weymouthmra.org.uk)

### Saturday 9 November **LEICESTER**

**Organiser:** Train Collectors Society.  
**Venue:** Trinity Methodist Church Hall, Narborough Road, Leicester, LE3 2RD.  
**Open:** 1000 – 1600  
**Admission:** adults £3.00, accompanied children free.  
**Amenities:** good public transport from the city centre. Refreshments available all day, including two sittings of three-course lunch (pre-booked).

**Features:** 7+ vintage layouts and displays. Trade. Bring (members) and buy (anyone!) stand.  
**Contact:** [www.traincollectors.co.uk](http://www.traincollectors.co.uk)  
Paul Draycott 0116 233 4843

### Saturday 9 November **SOLIHULL, West Midlands**

**Organiser:** Solihull Model Railway Circle.  
**Venue:** St.Mary's Church Hall and 3rd Solihull St.Mary's Scout Hall, 30, Hob's Meadow, Solihull, B92 8PN.  
**Open:** 1000 – 1630  
**Admission:** adults £3.00, seniors £2.50, children £2.00, family (2+2) £8.00.  
**Amenities:** free parking; wheelchair friendly access; light refreshments.  
**Features:** 11 layouts including *Salinas Valley* (US HO). Societies, trade.  
**Contact:** [www.solihullmrc.org](http://www.solihullmrc.org)

### Saturday 9 & Sunday 10 November **BLACKBURN, Lancashire**

**Organiser:** Blackburn & East Lancs MRS.  
**Venue:** Darwen Vale High School, Blackburn Road, Darwen, BB3 0AL.  
**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday  
**Admission:** adults £7.00, accompanied children under 16 free.  
**Amenities:** free parking; disabled access; refreshments.  
**Features:** 12+ layouts including *Cajon Pass* (US N), *29th Street Wharf* (US HO, CM October 2010), and *The End Of The Spur* (US HO, CM October 2016).  
**Contact:** [www.belmrs2019@gmail.com](mailto:www.belmrs2019@gmail.com)

### Saturday 9 & Sunday 10 November **NEWCASTLE UPON TYNE**

**Organiser:** Newcastle & District MRS.  
**Venue:** Jesmond Academy (formerly Heaton Manor School), Newton Road, Newcastle upon Tyne, NE7 7DP.  
Bus services from Newcastle Central station or Four Lanes Metro Interchange.  
**Open:** 1000 – 1800 Saturday  
1000 – 1600 Sunday  
**Admission:** adults £6.00, children £2.00, family £12.00.  
**Amenities:** free on-site parking; level access throughout; catering.  
**Features:** 19 layouts in a variety of scales including *Megantic* (US On2) and *Purgatory Peak* (US On30, CM November 2011). Trade.  
**Contact:** [www.newcastlemodelrailway.org.uk](http://www.newcastlemodelrailway.org.uk)

### Saturday 9 & Sunday 10 November **TOLWORTH, Surrey**

**Tolworth Showtrain**  
**Organiser:** Hampton Court MRS.  
**Venue:** Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey, KT6 7LQ.  
Free bus link from Surbiton station. Public transport information on website.  
**Open:** 1000 – 1730 Saturday  
1000 – 1700 Sunday  
**Admission:** adults £7.00, children £3.00, family (2+2) £15.00. Special Sunday deal – one child admitted free with every paying adult.  
**Amenities:** fully accessible; refreshments.

**Features:** layouts include *Somewhere In France* (WWI OO9, CM June 2019), and *San Maria Gandia* (Spanish HOe/HO, CM September 2018), Demonstrations, societies, trade.  
**Contact:** 0208 949 3413  
[www.tolworthshowtrain.co.uk](http://www.tolworthshowtrain.co.uk)

### Friday 15 – Sunday 17 November **WAKEFIELD, West Yorkshire**

**Organiser:** Wakefield Railway Modellers' Society.  
**Venue:** Thornes Park Sports Centre, Horbury Road, Wakefield, WF2 8TY.  
**Open:** 1730 – 2100 Friday  
1000 – 1800 Saturday  
1000 – 1630 Sunday  
**Admission:** adults £8.00, children 12 – 16 £2.00, accompanied children free. Price includes a free show guide.  
**Amenities:** parking; disabled access; refreshments.  
**Features:** layouts include *Padden Flats* (US HO), *Springfield Underground* (US HO), and *Prime Cereals* (US O). Societies, trade.  
**Contact:** [www.wakefieldrms.org](http://www.wakefieldrms.org)

### Saturday 16 November **BASSINGBOURN**

**Organiser:** Royston & District MRC.  
**Venue:** Bassingbourn Village College, South End, Bassingbourn, near Royston, Cambridgeshire, SG8 5NJ.  
Classic bus to venue from Royston bus and railway stations.  
**Open:** 1000 – 1600  
**Admission:** adults £5.00, accompanied children free.  
**Amenities:** free parking; full disabled access; light refreshments.  
**Features:** 25+ layouts, including *Elmwood Yard* (US HO), *Geeksville Depot* (US HO), *Kemick Falls* (US HO), and *Phoenix Junction* (US HO, CM November 2017, to be confirmed). Demonstrations, trade.  
**Contact:** [www.roystondmrc.co.uk](http://www.roystondmrc.co.uk)  
Peter Schofield 07810 562828

### Saturday 16 November **PORTSMOUTH**

**Organiser:** South Hants MRC.  
**Venue:** The Admiral Lord Nelson School, Dundas Lane (near Ocean Park), Portsmouth, Hampshire, PO3 5XT.  
**Open:** 1030 – 1630  
**Admission:** adults £5.00, accompanied children free.  
**Amenities:** free parking; good disabled access; refreshments.  
**Features:** layouts include *Obbekaer* (Danish P87, CM June 2016). Demonstrations, societies, members' sales, trade.  
**Contact:** 01329 847989  
[www.shmrc.org.uk](http://www.shmrc.org.uk)

### Saturday 16 & Sunday 17 November **FALKIRK**

**Organiser:** Falkirk MRC.  
**Venue:** Forth Valley College, Grangemouth Road, Falkirk, FK2 9AD.  
**Open:** 1000 – 1700 Saturday  
1000 – 1630 Sunday  
**Admission:** adults £6.00, one child under 14 £3.00, family (2+2) £14.00.  
**Amenities:** car parking; refreshments.  
**Features:** 20 layouts, including *Helmstadt* (N), *Roterhaussen* (HO), *Humber Yard* (HO), and *Rippon Cement* (HO). Demonstrations, trade.  
**Contact:** [www.falkirkmrc.co.uk](http://www.falkirkmrc.co.uk)

### Saturday 16 & Sunday 17 November **WORKINGTON, Cumbria**

**Organiser:** Solrail.  
**Venue:** Energus Building, Blackwood Road, Lillyhall, Workington, CA14 4JW. Bus from town and station on Saturday.  
**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday  
**Admission:** adults £5.00, unaccompanied children 5 – 16 £1.00, accompanied children free.  
**Amenities:** free parking; full disabled access, refreshments.  
**Features:** layouts include *Japanese Trains* (Z). Demonstrations, societies, trade.  
**Contact:** [www.solrail.co.uk](http://www.solrail.co.uk)

### Saturday 23 & Sunday 24 November **NATIONAL EXHIBITION CENTRE**

**Organiser:** Warley MRC.  
**Venue:** Hall 5, National Exhibition Centre, adjacent to Birmingham International station, Birmingham Airport and Junction 6 M42.  
**Open:** 0945 – 1800 Saturday  
0945 – 1700 Sunday  
(advance tickets 0915 both days)  
**Admission:** on the door – adults £17.50 one day, £32.00 two days; children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Under 5s free. Advance tickets – adults £16.00 one day, £29.00 two days, children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Orders for advance tickets to arrive no later than 9th November from Warley National Exhibition Advance Ticket Sales, 86, Gospel End Road, Sedgley, Dudley, West Midlands, DY3 3YU. Please send stamped addressed DL size envelope. Tickets also available from the NEC Ticket Factory by credit/debit card – 0844 581 0737 or [www.theticketfactory.com](http://www.theticketfactory.com) (a fulfilment fee applies).  
**Amenities:** charged parking on site and nearby (pay & display); full disabled facilities; hot & cold food, snacks, licensed bars.  
**Features:** over 90 layouts, including around fifteen overseas prototypes, some being brought from the continent – see Editorial (p.3a) for a full list. Heat- and final-winning layouts from Series 2 of *The Great Model Railway Challenge*. Beer Heights Light Railway loco on the Peco stand (anticipated to be No.12 *Jools*). Demonstrations, kids' kit construction area, societies, trade.  
**Contact:** [www.thewarleyshow.co.uk](http://www.thewarleyshow.co.uk)

### Saturday 30 November **ARLESEY, Bedfordshire**

**Organiser:** Letchworth MRS.  
**Venue:** Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire, SG15 6XS.  
**Open:** 1000 – 1630  
**Admission:** adults £5.00, concessions £4.00, accompanied children under 16 free.  
**Amenities:** parking; disabled access; refreshments.  
**Features:** layouts include *Grazeller Bahn* (HOe), *Achalraj* (Indian OO9, CM March 2019), *Dobris* (Czech HO), *Norge – a taste of Norway* (HO, CM September 2019). *Elmwood Yard* (US HO), and *Mosquito Falls* (US On30). Trade.  
**Contact:** [www.letchworthmrs.org.uk](http://www.letchworthmrs.org.uk)

## See *Hills Country* at Aberdeen



Readers who enjoyed the article on Patrick Grace's American N layout *Hills Country*, which was published in our October issue, may be interested to know that it will be amongst those in action at the Aberdeen Model Railway Club's annual show on Saturday 26th and Sunday 27th October.

Taking place at the Hallmark Hotel, Farburn Terrace, Dyce, Aberdeen, AB21 7DW, there will be ten layouts of various scales, gauges, and prototypes, including the club's own winning layout from the first series of *The Great Model Railway Challenge*, together with society stands and traders.

Opening times are 10.00am to 5.00pm Saturday and 10.00am to 4.00pm Sunday. Admission is £6.00 for adults, £5.00 for students, and £3.00 for children (under 3s admitted free), and £15.00 for families (2 adults + up to 3 children). There is free parking, plus restaurant and bar facilities.

### Meetings

#### Thursday 17 October – 19.15 Marlow & District Railway Society

*Iberian Steam* by Brian Stephenson.  
**Venue:** Bourne End Community Centre, Bourne End, Buckinghamshire, SL8 5SX.

**Contact:** Keith Gower 01296 710053  
[www.mdrs.org.uk](http://www.mdrs.org.uk)

#### Monday 21 October – 19.30 Plymouth Railway Circle

*Switzerland: A Tale Of Two Trips*  
by Louis Watkins & Mervyn Kendall.  
**Venue:** St. Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon, PL3 4PG.  
**Admission:** visitors £2.00  
**Contact:**  
Stuart Hammond 07814 821116

#### Monday 21 October – 19.30 RCTS – Northampton

*South African Steam in the 1960s*  
by Roger Whitehead.  
**Venue:** Weston Favell Parish Hall, Booth Lane South, Weston Favell.  
**Contact:**  
Ronnie McAdam 0131 669 7503

#### Friday 1 November – 19.00 SLS – Newcastle upon Tyne

*Steam Safari (South Africa 1976)*  
by Trevor Ermel.  
**Venue:** The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67, Westgate Road, Newcastle upon Tyne, NE1 1SG.  
**Contact:** [www.slsnewcastle.org.uk](http://www.slsnewcastle.org.uk)

#### Tuesday 5 November – 19.00 RCTS – Watford

*European Miscellany* by Rob Freeman.  
**Venue:** Beechen Grove Baptist Church, Clarendon Road, WD17 1JJ.  
**Contact:**  
Ronnie McAdam 0131 669 7503

#### Saturday 9 November – 14.30 BORHT/SLS

*British Built Steam Locomotives Down Under* by Dr Michael Bailey and *Research And Restoration In Nigerian Railways* by Dr Oliver Owen.  
**Venue:** The Model Railway Club, Keen House, 4, Calshot Street, London, N1 9DA.  
**Contact:** [www.borht.org.uk](http://www.borht.org.uk)  
[www.stephensonloco.org.uk](http://www.stephensonloco.org.uk)

## Coming next month

out 21st November

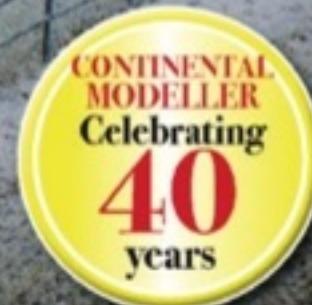
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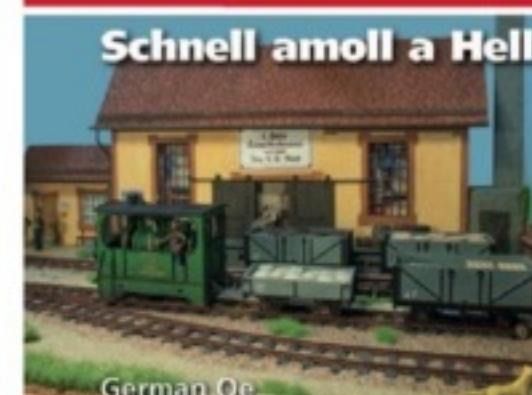
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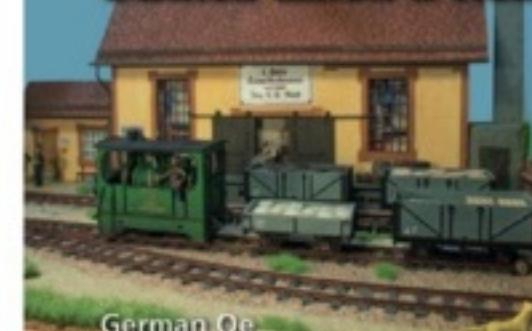
German HO



Also in this issue...



Schnell amoll a Hells



Renon



Rotary OM



Latest Reviews ... and much more

### • Oberweissbacher Bergbahn

The Rudolstadt model railway club in Thuringia have modelled in HO an unusual local prototype at the top of an incline from valley to plateau.

### • Schnell amoll a Hells

Just a quick lager: Jürgen Heinritz imagined that one of the local breweries in the Bavarian town of Hof was served by a narrow gauge railway.

### • Renon

A scene from the construction of the Rittnerbahn, the metre gauge rack-fitted line from Bolzano to Collalbo in the Alto Adige, modelled in 1:35 by Alessandro Rusin.

### • Rotary OM

Bill Longley-Cook adapted a proprietary item into a closer representation of a D&RGW rotary snowplough for his On30 garden railway.

### • Ammobaux

Prompted by the availability of Bachmann OO9 models, Richard Pike constructed a First World War diorama to fit neatly inside a large ammunition box.

... and much more!

# Opportunity Yours

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

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### Auctions

**UK TOY AND MODEL AUCTIONS** - The next auction will be on Monday 4th November 2019 at Craxton Wood Hotel, Parkgate Road, Ledsham, South Wirral, near Chester CH66 9PB. Viewing 9.30am to 11.30am. Auction starts 11.30am. Up to 550 lots to include: Hornby O gauge, Hornby Dublo, Hornby, Bachmann, Mainline, Lima, Dapol, Over 800 Corgi Archive Aviation Aircraft, plus over 400 plastic kits by Revell, Airfix, Tamiya etc. Dinky Toys, Corgi, Matchbox, EFE and OOC Buses, Commercials, Plant Vehicles plus much more. Toy collections large or small always required for our forthcoming auctions, assistance given if selling as part of an estate. Full catalogue and further details on our website [www.uktoyauctions.com](http://www.uktoyauctions.com) or send £3.50 to 46 Wirral Gardens, Bebington, Wirral, Merseyside CH63 3BH, or telephone: BARRY STOCKTON on: 0151 334 3362 or TONY OAKES on 01270 652 773 for an informal, no obligation chat.

### Fairs, Sales and Swapmeets

October 2019

#### 20 October (Sun) 10am-2pm

**HALTWHISTLE** off A69 between Carlisle and Newcastle. Haltwhistle Leisure Centre, Greencroft NE49 9DW. Near Haltwhistle train station and bus route 685 between Newcastle and Haltwhistle. Adults £3 Children and Seniors £2. Early entry £5. JIM CORR.

Tel: 0750 403 5955, email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk)

November 2019

#### 17 November (Sun) 10am-3pm

**CHESTER LE STREET TOY & TRAIN FAIR**, Lord Lawson Academy, Birtley, Chester Le Street DH3 2LP. Opposite Kamatsu, follow A167, A1 junction 63, bus route 21. Adults £3, Senior Citizens/Children £2, £5 early entry. Refreshments available, good parking, BUY\*SELL\*SWOP. Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi Toys.

Tel: 0750 403 5955 for table hire and further information.

### 24 November (Sun) 10am-2pm

**CATTERICK FAIR**, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children and Seniors £2. Early entry £5. Free parking. JIM CORR.

Tel: 0750 403 5955 email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk) for further information.

### 26 November (Tues) 6pm-9pm

**GARSTANG TOYFAIR**, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.

Tel: 01282 439 009.

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Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

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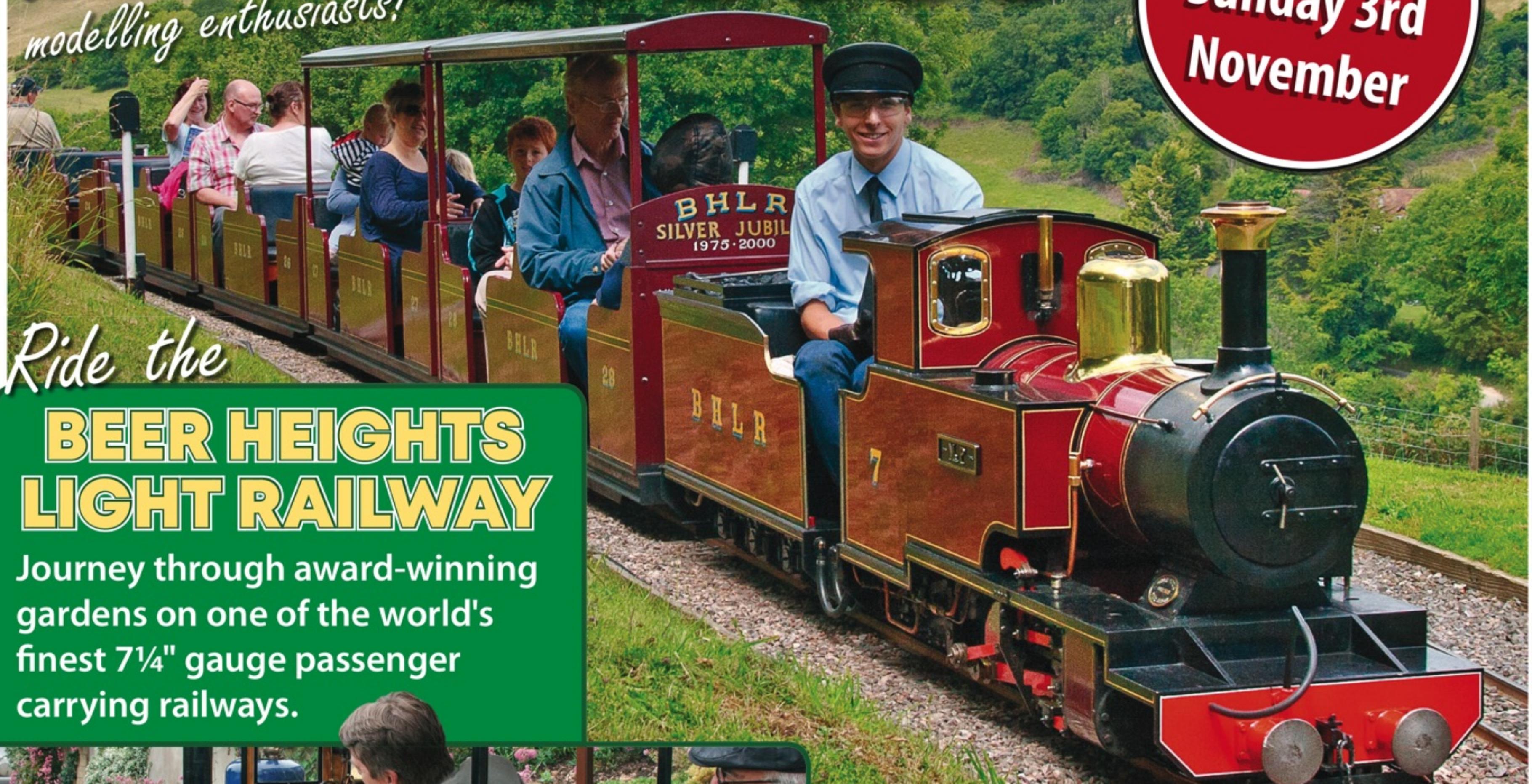
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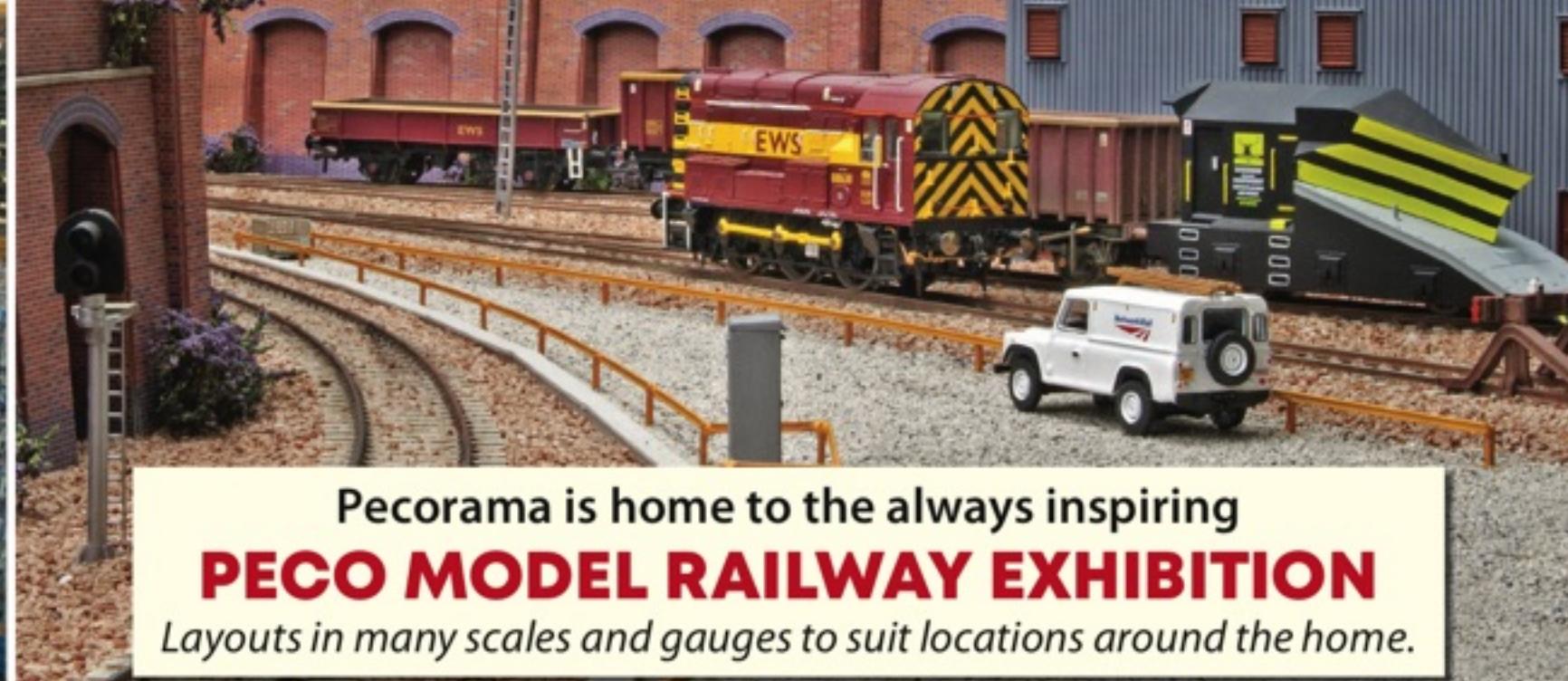
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or send an A5 SAE to: Membership Secretary: B Tozer,  
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October 26th – EXPO Narrow Gauge, Swanley, Kent

Sunday 9th February 2020 – FRS Winter Reunion, Lenham, Kent Model railway exhibition and a full programme of slideshow presentations

Membership of the Society includes a quarterly Journal, Society library and online photographic archive – apply online or write to The French Railways Society, 93 Deakin Leas, Tonbridge TN9 2JT [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)

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In November our members will be exhibiting at Kempston (2nd), Spalding (9th/10th), Gaydon (Motor Museum) (9th/10th), Royston (16th) and Arlesley (23rd). Please say Hello or they get lonely!!! Our main Association stand will be at the Warley Exhibition (23rd/24th November).

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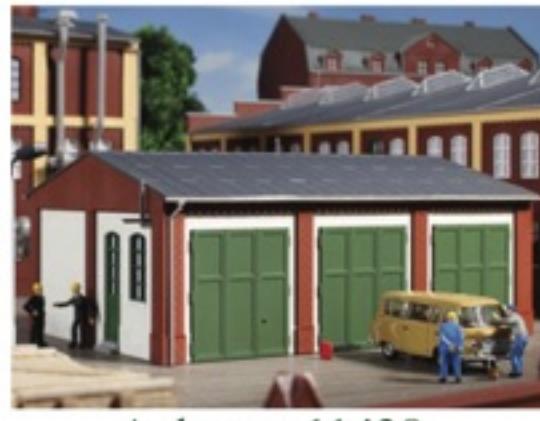
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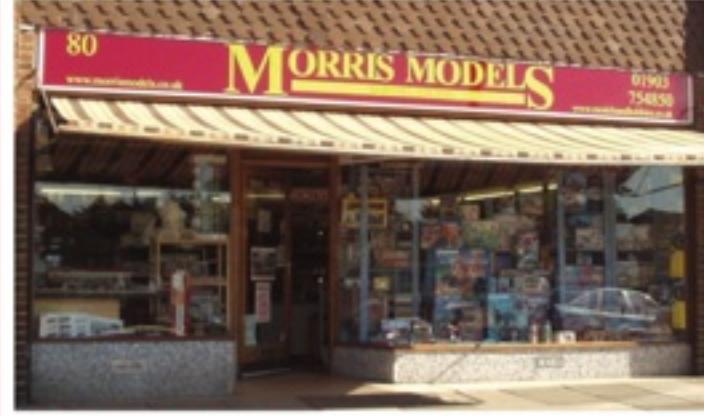
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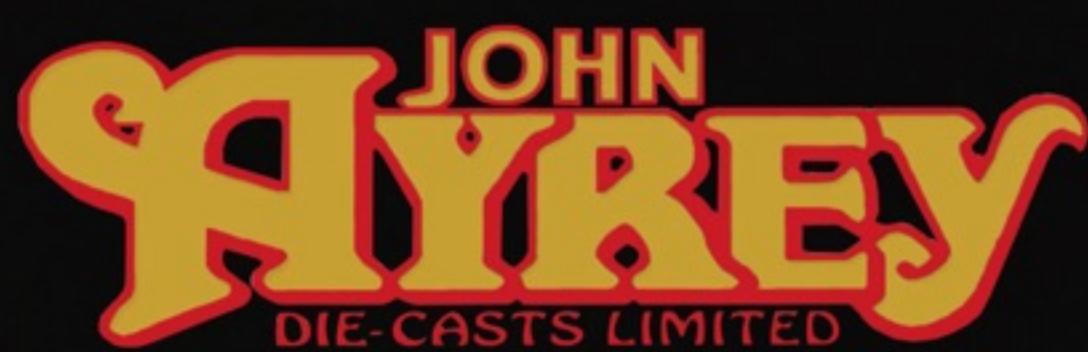
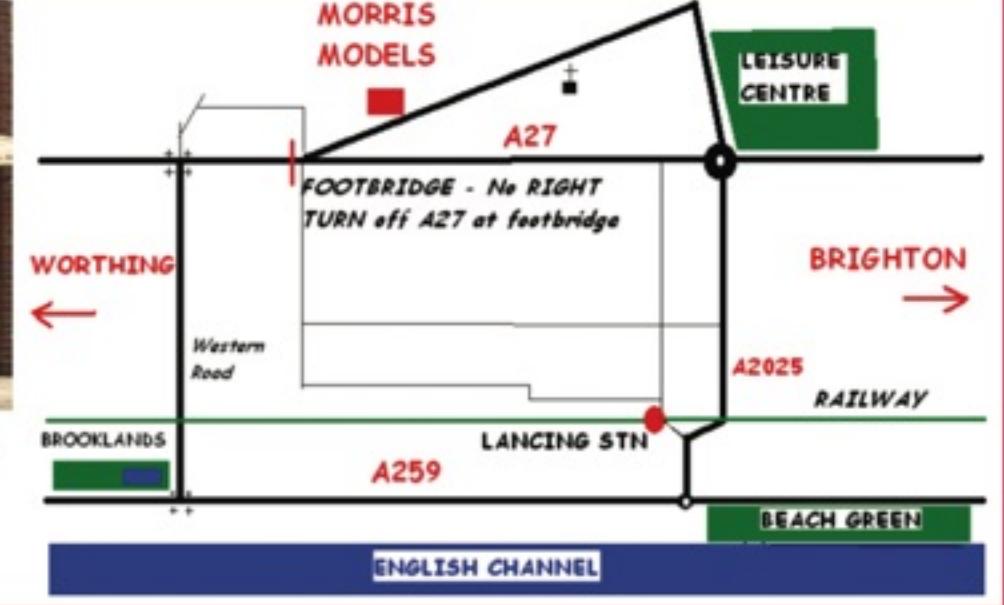


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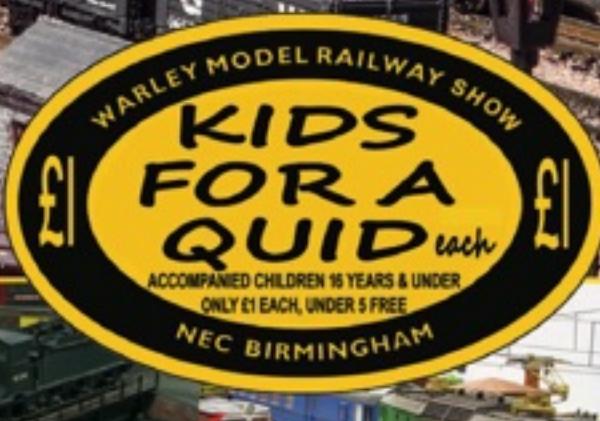
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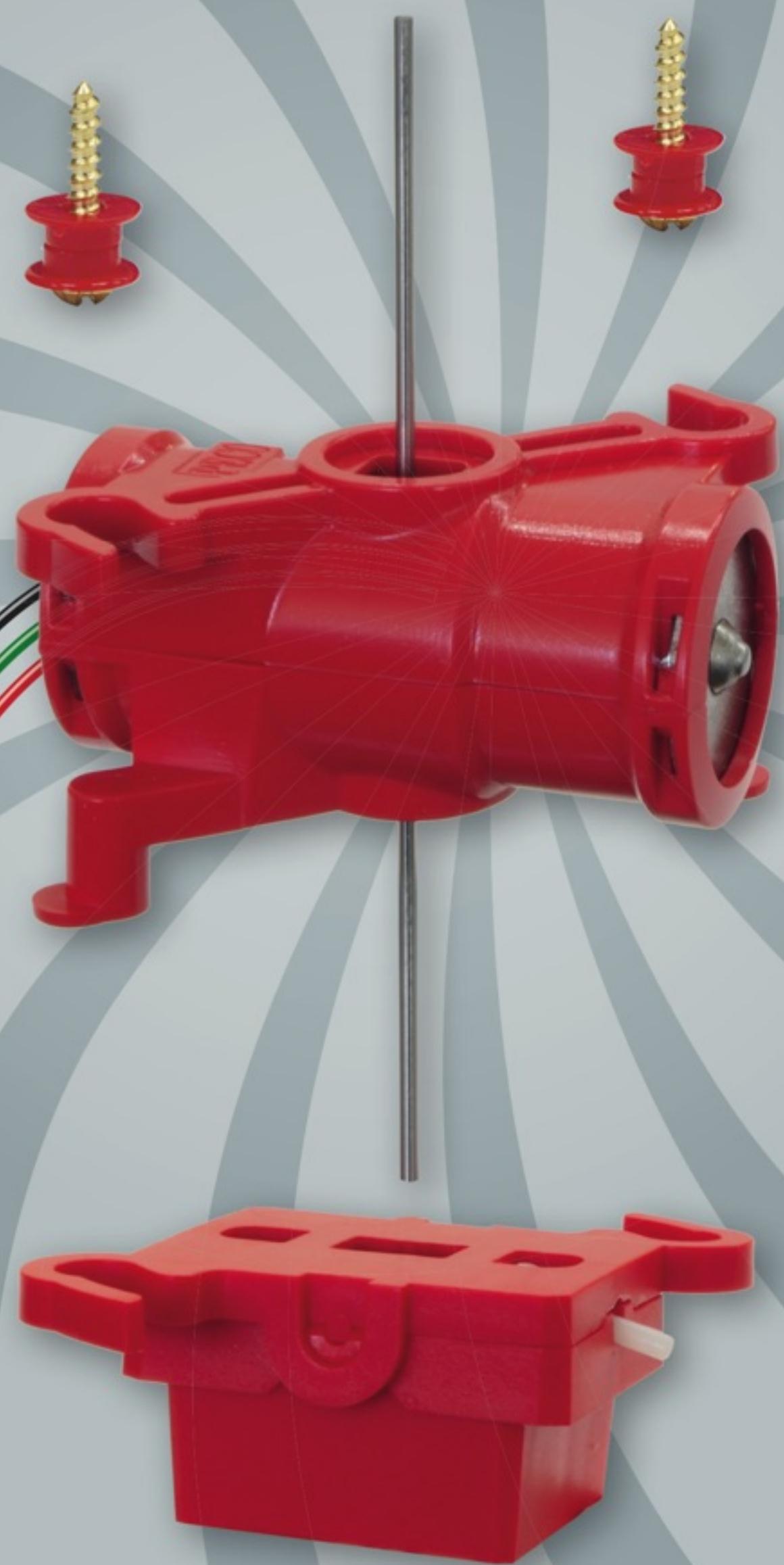
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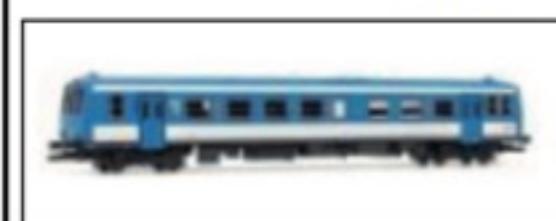
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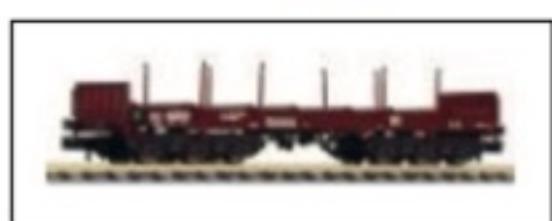
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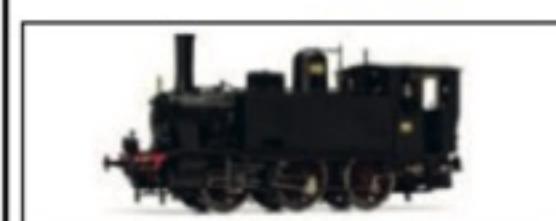
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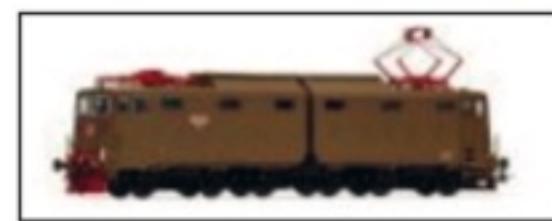
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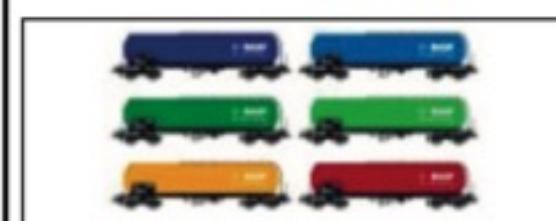
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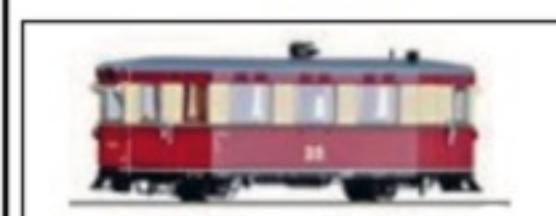
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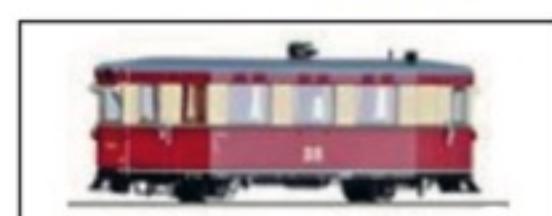
**Roco 73077** HO Gauge DB  
BR112 309-0 Electric Loco -  
DCC Sound £242.95



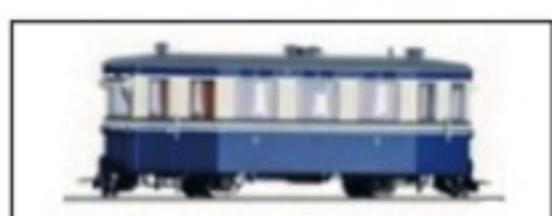
**Roco 73796** HO Gauge  
CSD T679.1294  
Diesel Loco £161.95



**Tillig 02940**  
H0m Railcar DR  
£189.95

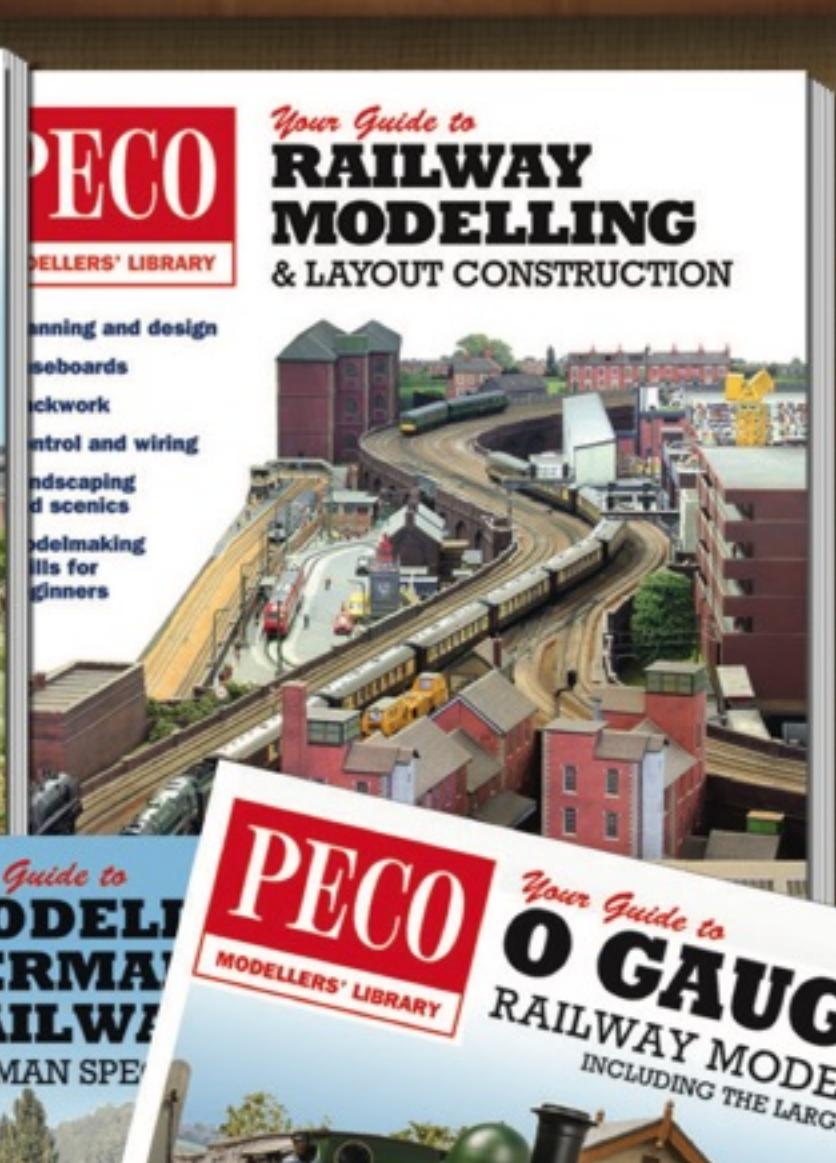
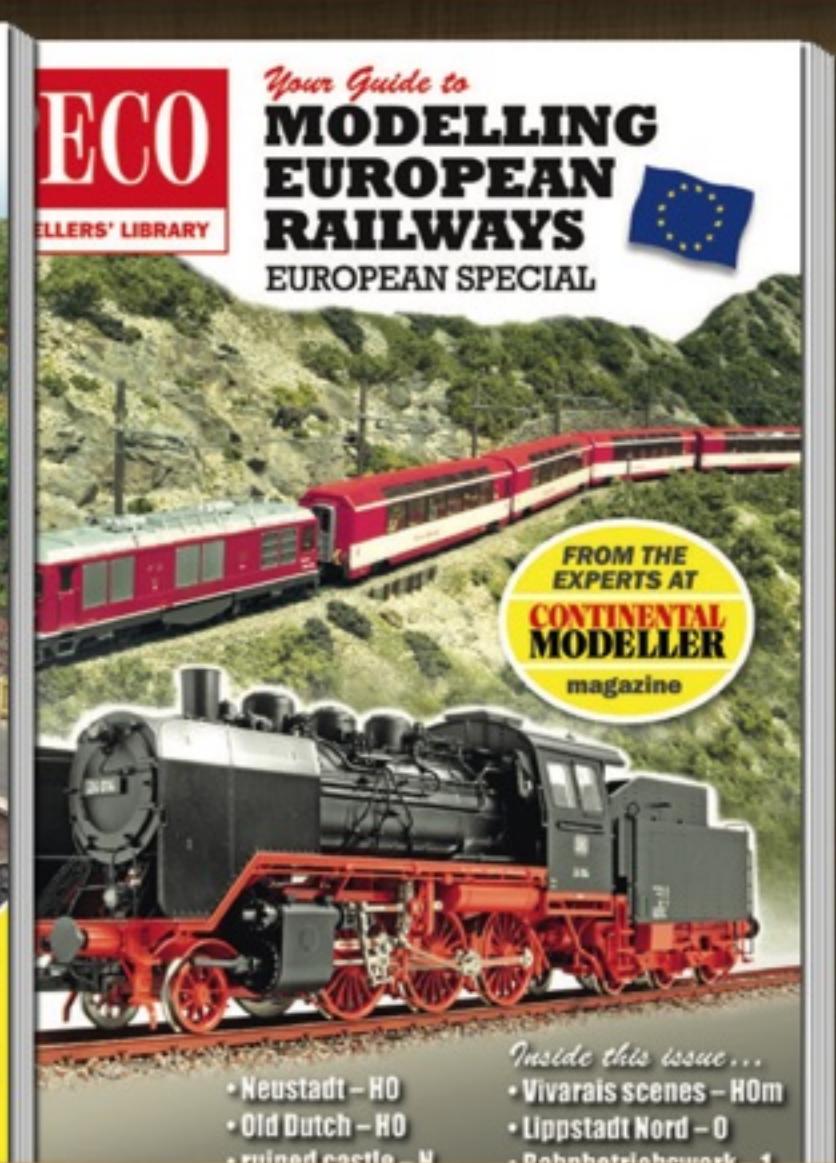
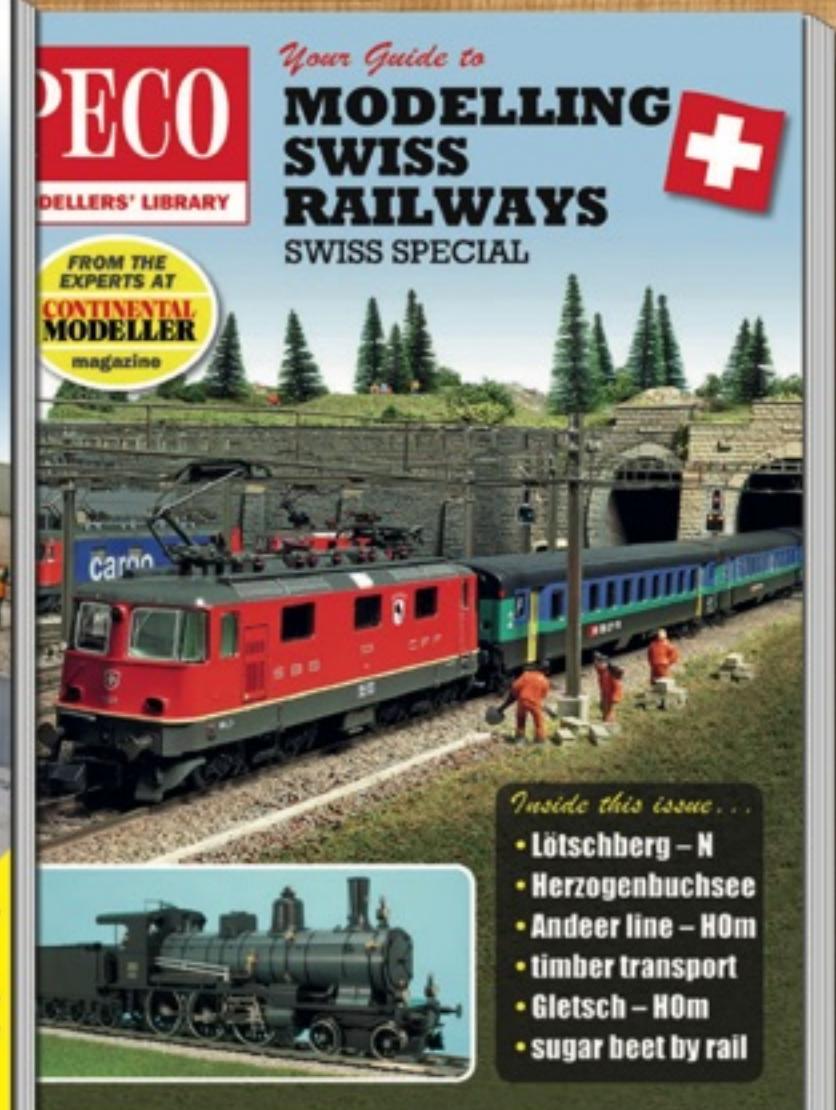
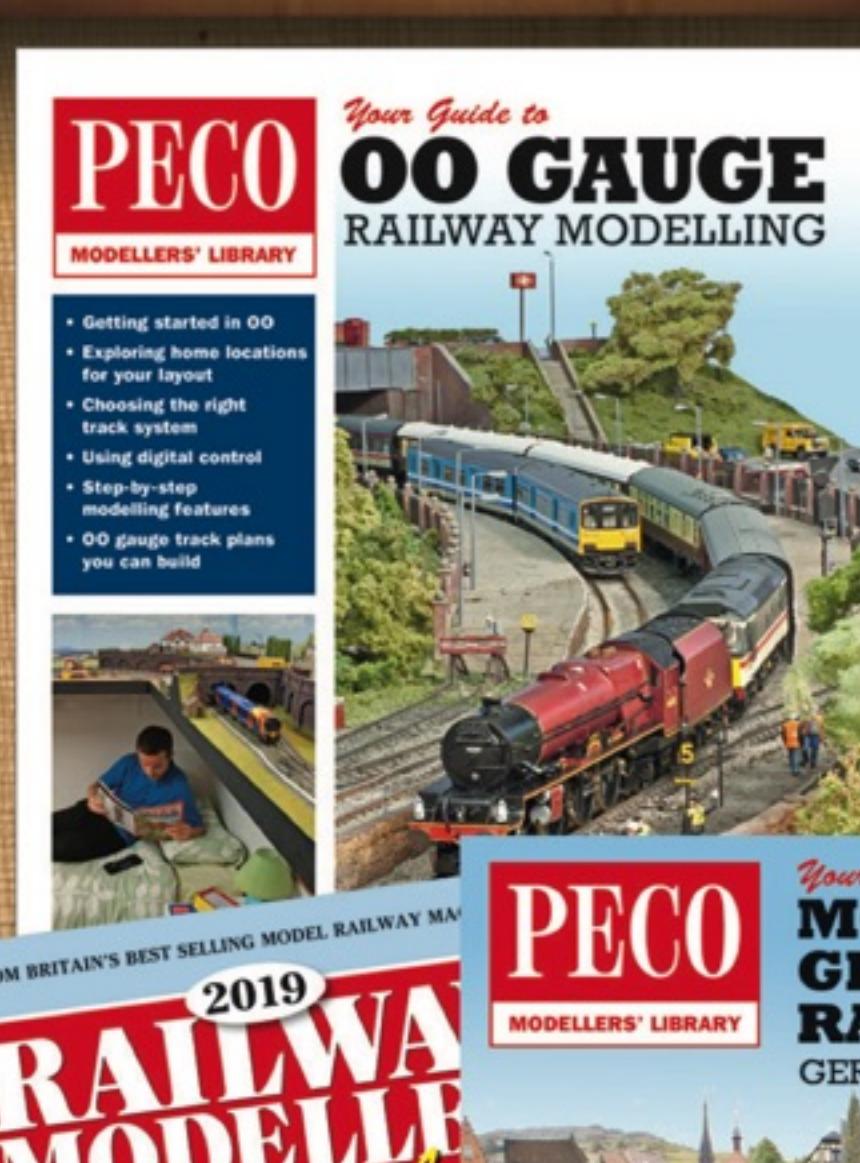
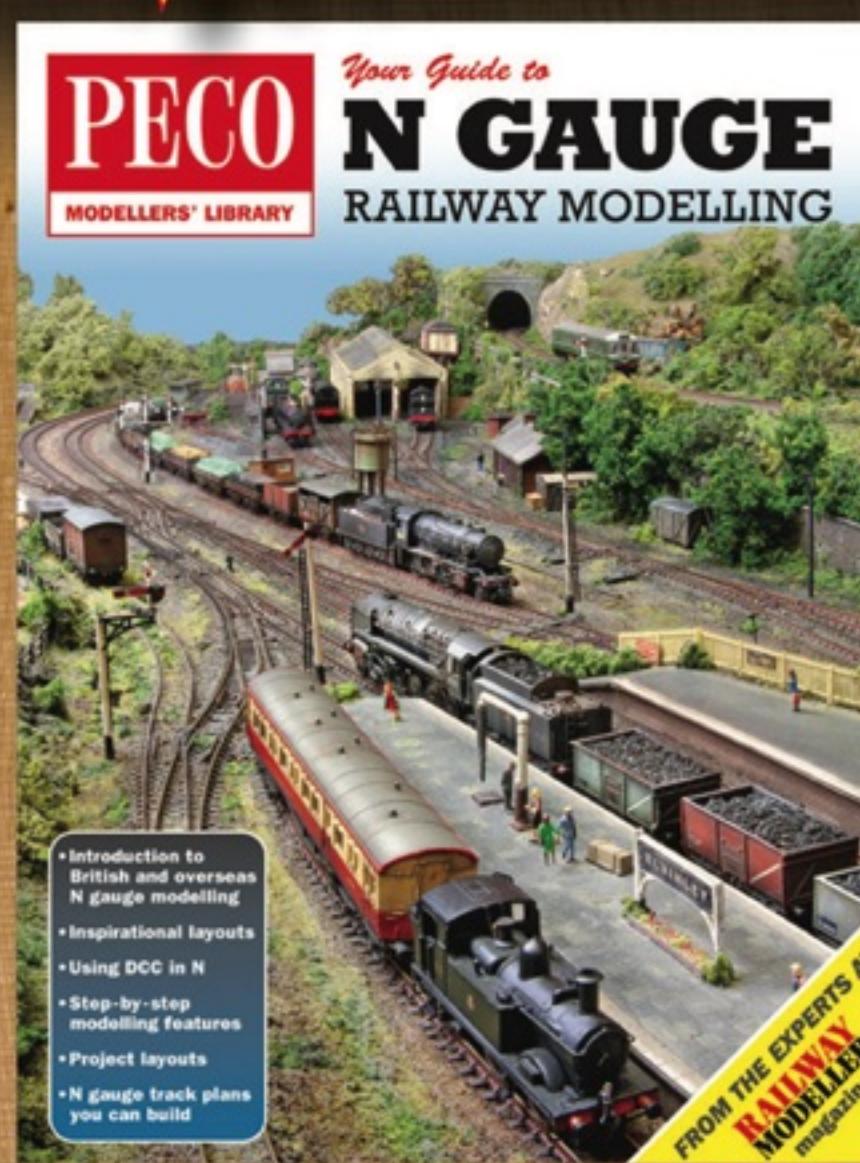


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1425X SNCF Stake wagon with wheel sets load ... £2.00

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2641 DR 130 maroon, diesel	£35.00
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2170 DR B66 2-8-0	£45.00
2110 DR B66 2-8-0	£45.00
2411 DR E94 000 electric, green	£48.00
13616 DR 1st/2nd TEE, red	£10.00
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6956 Double Pole Reverse switch Relay	£3.00 (1)
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6755 MSF Trafo Controller/Transformer	£35.00 (4)
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6812 Twin Digital	£20.00 (1)
6852 Twin Digital receiver accessories	£27.50 (6)
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26150 TR150 Transformer	£45.00 (1)
21030 LH30 Extra hand control for use with Compact	£45.00 (1)
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60300 Compact DCC controller	£45.00 (1)
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01172 IC Flatcar with added pipeline, orange	£38.00 (2)
03335 SOO Line Bulkhead flat with Gold Bond packs load	£38.00
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01852 C-10 Hopper #22, black	£30.00
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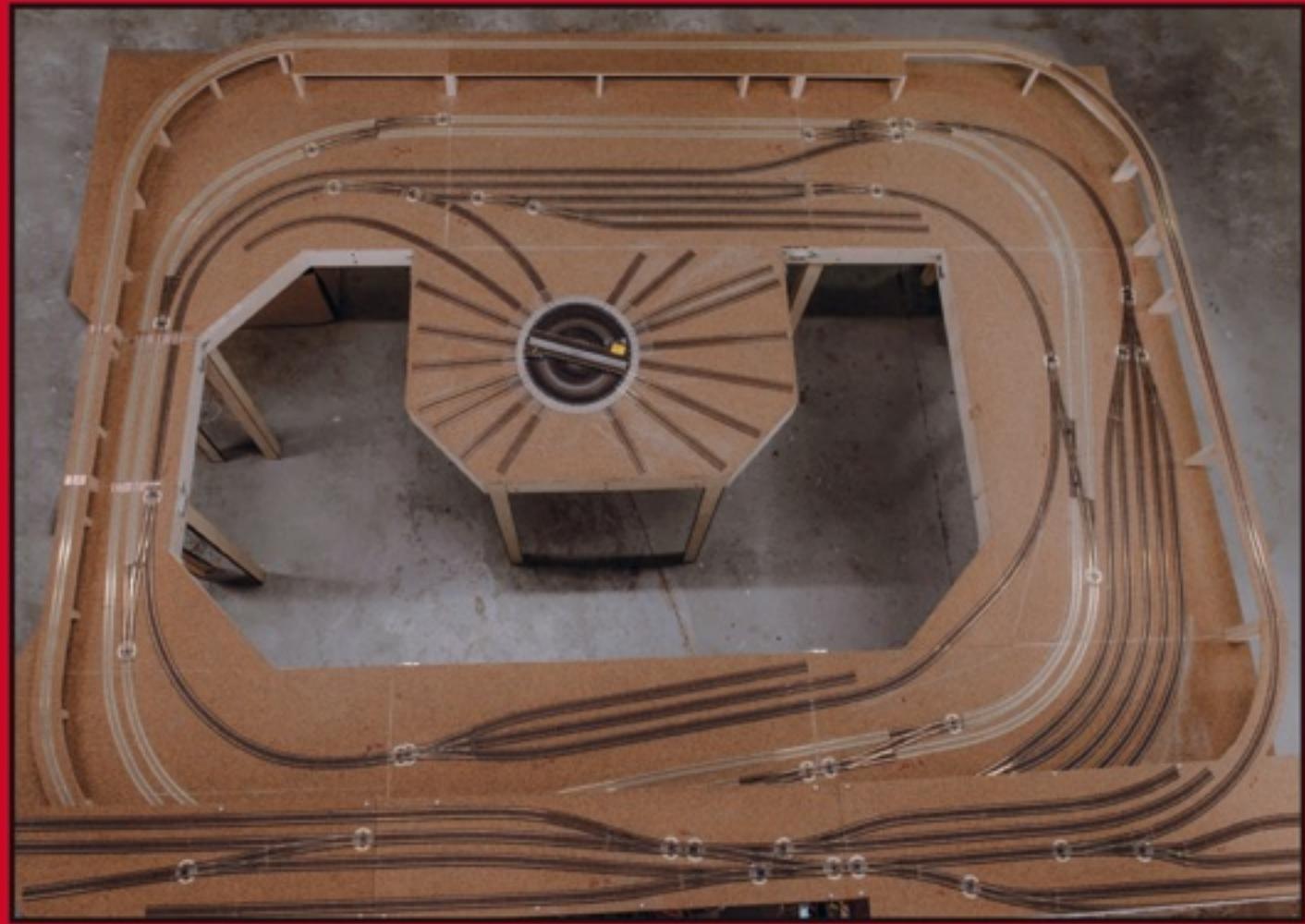
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35990 DR 2nd Bogie, green	£135.00
31675 RHB 1st green bogie, coach	£165.00
31340 (32340) RHB Train Maintenance coach, brown x 2	£135.00
34250 RHB 4wh open sightseeing coach, with passengers, yellow	£135.00
40813 RHB van, yellow	£85.00
46810 RHB van, De Post, brown	£75.00
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02836 DR V2 diesel, black	£38.00
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13310 DRG 3rd bogie recess door, green	£12.00
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Railbox ACF 50' Ribside Box #10036, yellow/weather	£15.00
133 VTR Box Car, green/weather	£15.00
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30120 Peug Pot van, green	£45.00
40043 4wh Control box	£75.00
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51790 EPL control box	£30.00 (3)
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RHB A12323	£60.00
BV2 Bogie van, brown/silver/door, open brake end	£40.00
BV2 Bogie van, brown/silver/door, open brake end	£40.00
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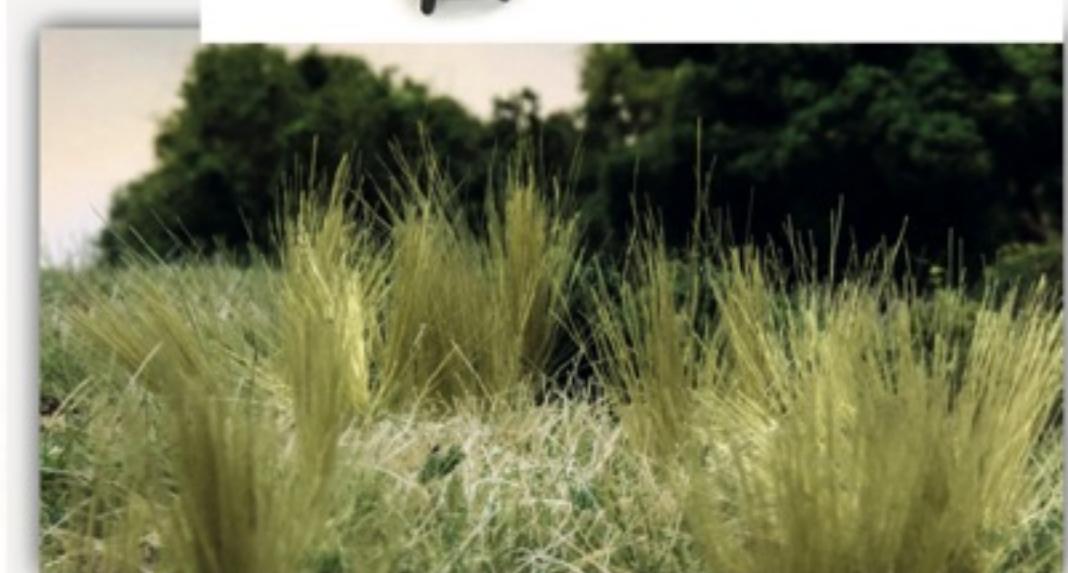
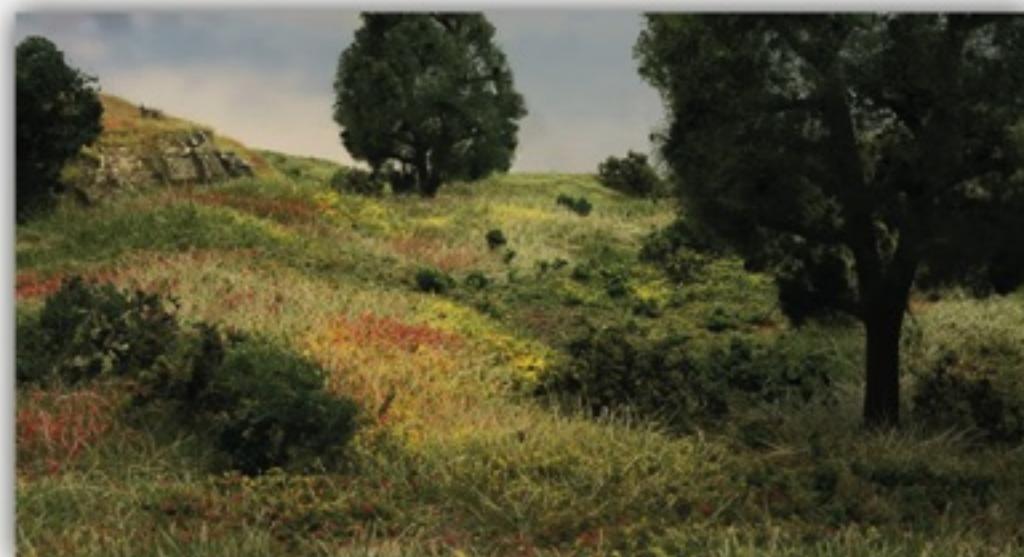
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