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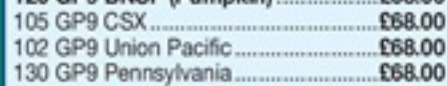
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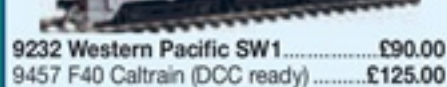
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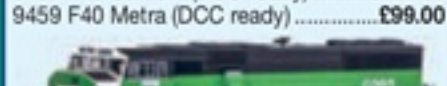
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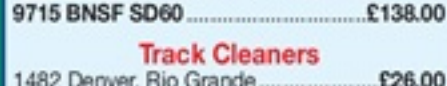
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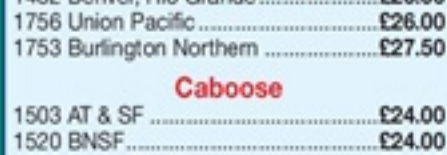
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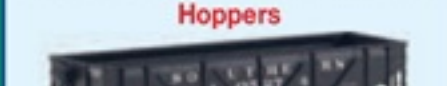
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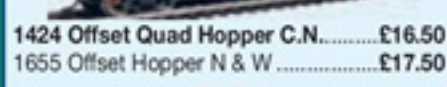
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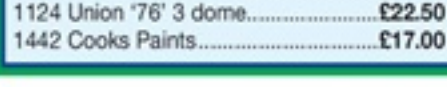
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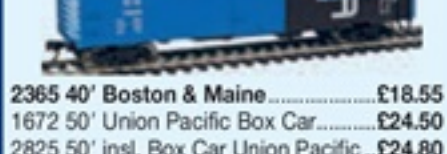
Box Cars



2045 50' BC Rail Box Car£27.50



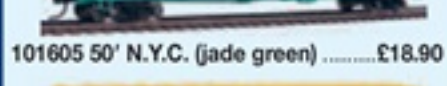
2822 50' Southern.....£23.99



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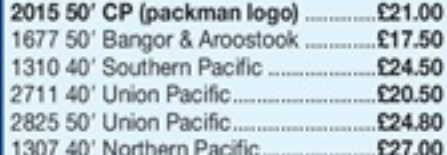
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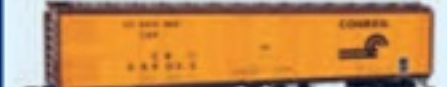
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1310 40' Southern Pacific.....£24.50



2711 40' Union Pacific.....£20.50



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1307 40' Northern Pacific.....£27.00



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Reefers



3770 50' Conrail Reefer.....£24.50



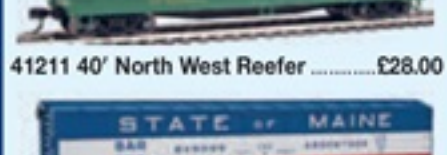
3753 50' Canadian Pacific.....£24.95



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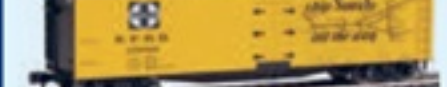
41211 40' North West Reefer.....£28.00



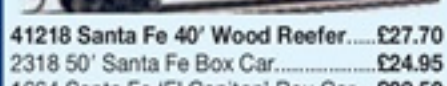
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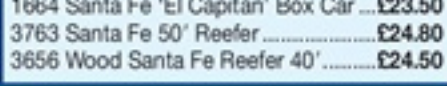
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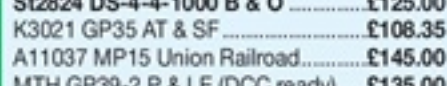
A2637 RS32 CNW.....£140.00



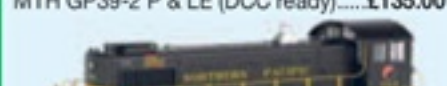
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S12824 DS-4-4-1000 B & O.....£125.00



K3021 GP35 AT & SF.....£108.35



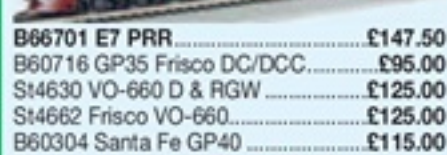
A11037 MP15 Union Railroad.....£145.00



MTH GP39-2 P & LE (DCC ready).....£135.00



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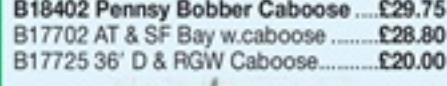
B66701 E7 PRR.....£147.50



B60716 GP35 Frisco DC/DCC.....£95.00



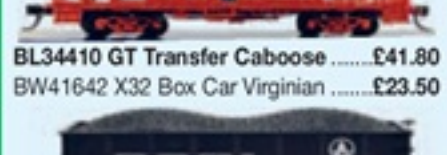
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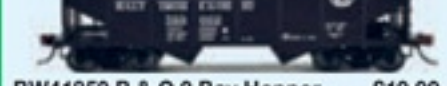
S14662 Frisco VO-660.....£125.00



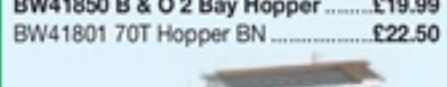
B60304 Santa Fe GP40.....£115.00



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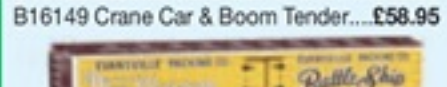
B17702 AT & SF Bay w.caboose.....£28.80



B17725 36' D & RGW Caboose.....£20.00



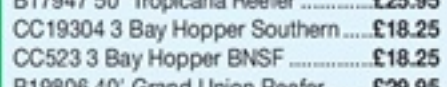
BL34410 GT Transfer Caboose.....£41.80



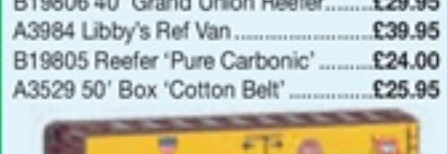
BW41642 X32 Box Car Virginian.....£23.50



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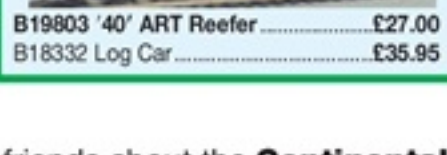
BW41801 70T Hopper BN.....£22.50



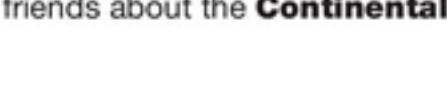
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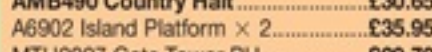
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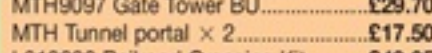
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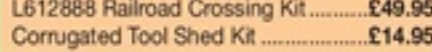
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A6902 Island Platform x 2.....£35.95



MTH9097 Gate Tower BU.....£29.70



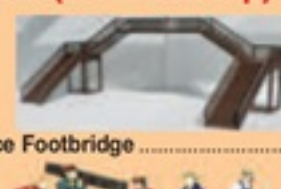
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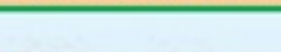
WS2747 Rail Workers x 5.....£23.50



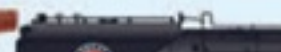
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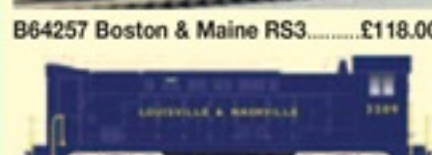
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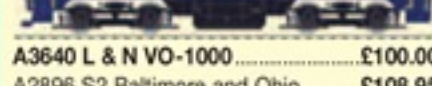
K402 FEF Union Pacific.....£190.00



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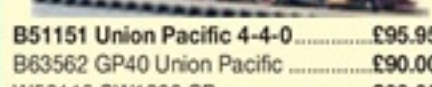
A3640 L & N VO-1000.....£100.00



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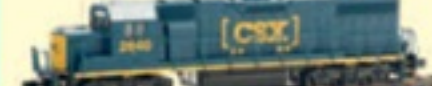
K430 FP7 A/B Milwaukee.....£160.00



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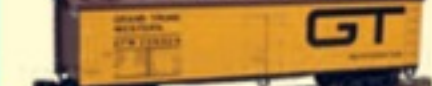
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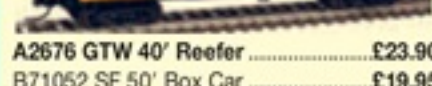
A2533 MP15 Union Railroad.....£115.00



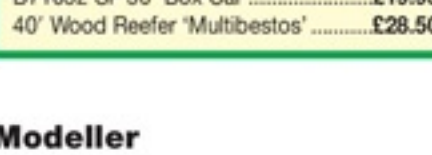
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The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple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



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



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



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

CAR SYSTEM

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



FAIRGROUND



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

TRIX



N and HO Scale Continental Specialists

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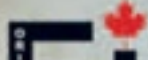
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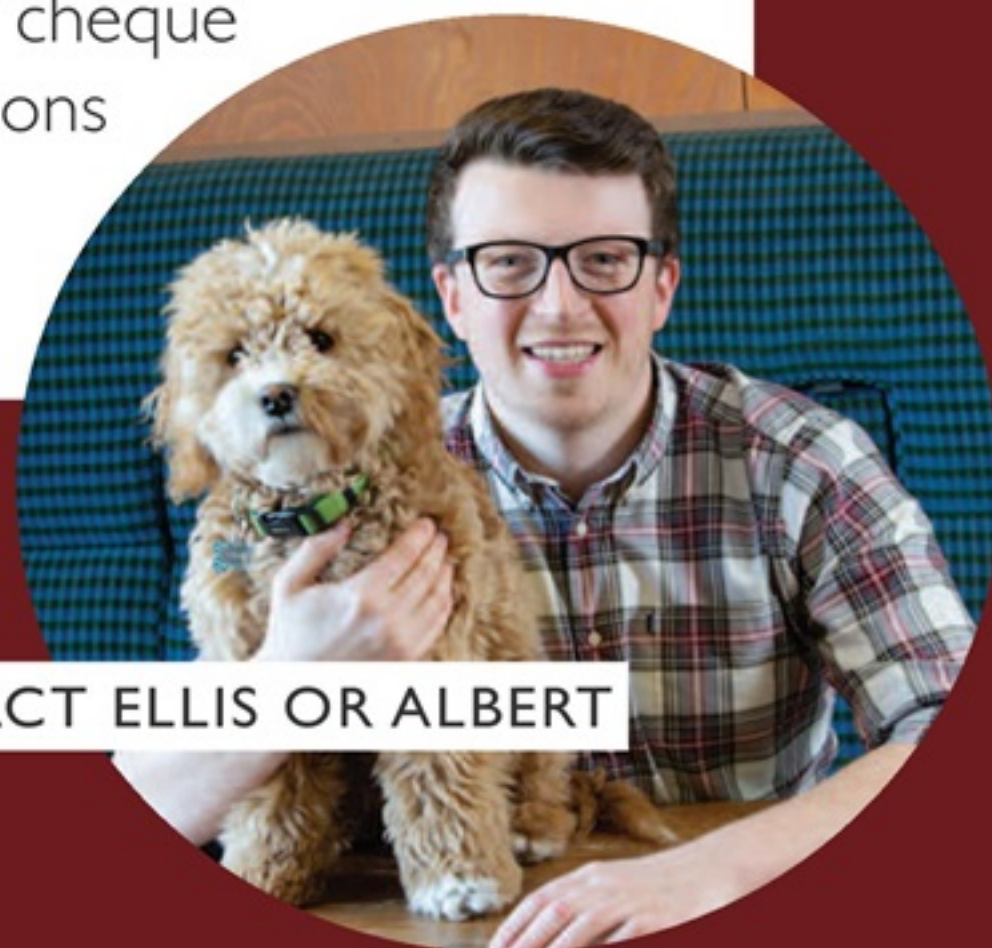
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TGV Réseau Duplex

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in June**

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- The prototype for the scale model is a train compatible with AC/DC, 601 to 612, 616 to 619. It has the No. 606 printed on it.
- The painting scheme is different with TGV Réseau consist #10-1431
- 20 car consist can be made like the real train by removing the coupler cover and using the draw bar supplied in the product package.
- Ok with DCC. 6 pin socket decoders can be installed in M1 and M2. Then CV29 of the decoder in M2 needs to be altered to exchange head and tail lights.



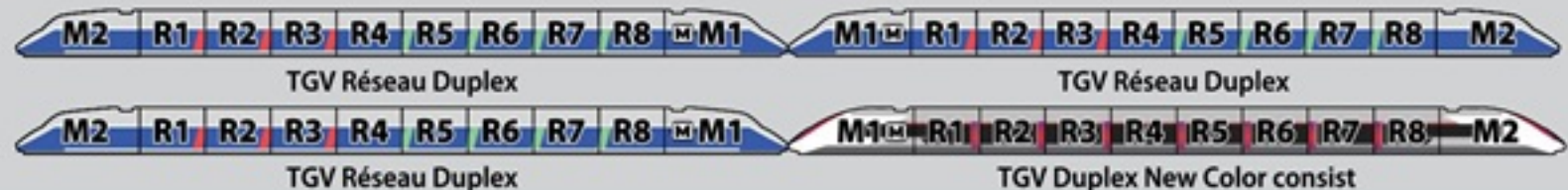
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Composition for long cars : with TGV Duplex New Color consist #10-1324 and TGV Réseau consist #10-1431

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#14-071-1 Hiroshima Electric Railway Type 200 (Hannover)

The Hiroshima Electric Railway Model Type 200 238 was donated to Hiroshima City by Hannover, a city in former West Germany, in August 1989 to commemorate the 5th anniversary of being sister cities. Initially it was operated only on the Shirashima Line but later was also being used on the Yokogawa Line. Since autumn 2018 the tram has only been used for events such as Christmas, where it has been decorated to take on a festive look every December. This very unique tram at only 66mm length compacted tram depicts the image and details of the actual car in realistic and accurate manners, gives fun on a small layout and add charming to your tram system.



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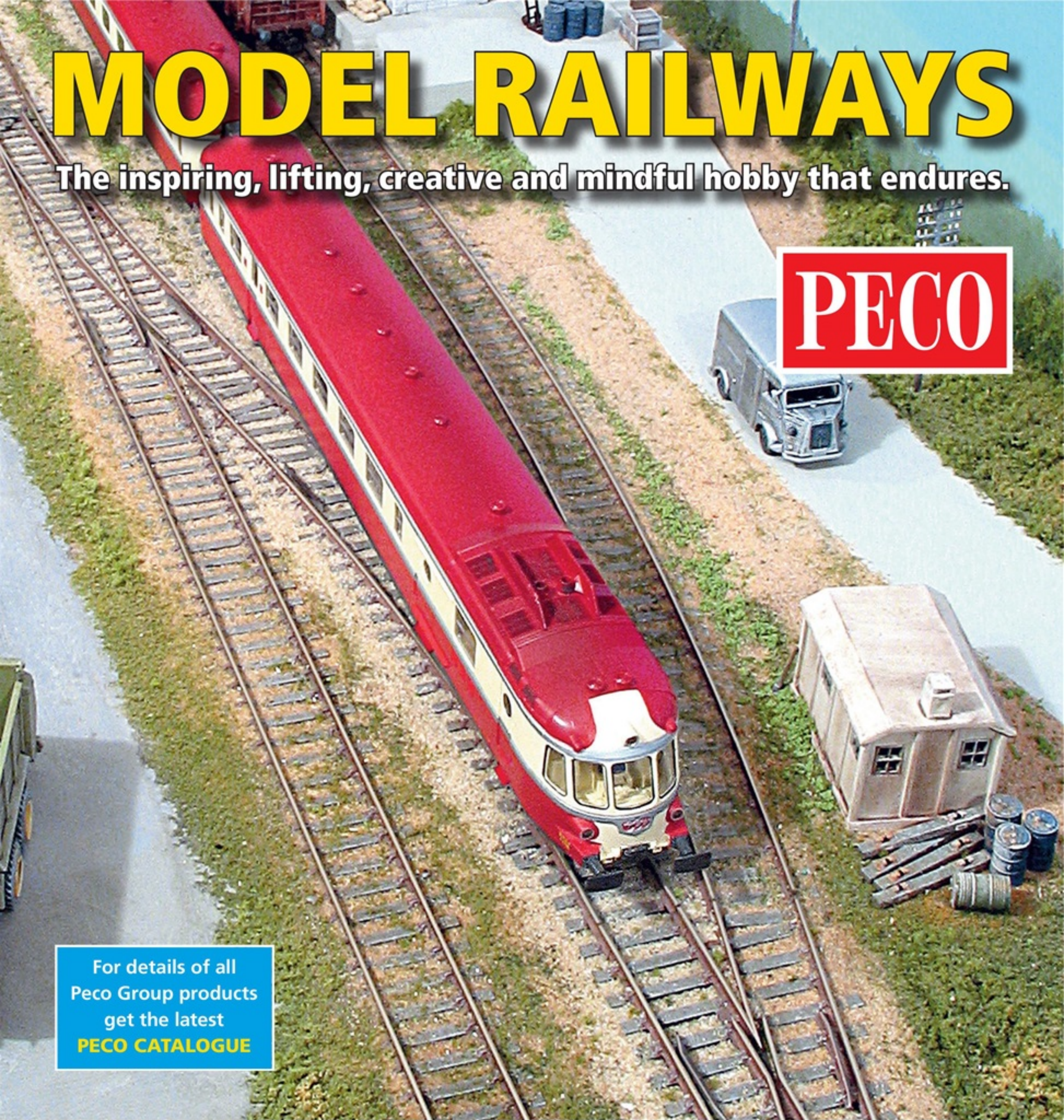
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A scene on the HO Gauge 'Marmagne' by Roger Nicholls. Photo: Steve Flint.

We thank all customers for their patience and understanding whilst production of PECO group products has been suspended, and send our hope and best wishes to everyone during this difficult period



model scene

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CONTINENTAL MODELLER

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Number 7

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RAILWAY MODELLER

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



Cover
A steam special from Genova continues north towards Marina Ligure station. Note the workers harvesting grapes in the vineyard. Photo: Len Weal.

Carry on modelling!

We hope all our readers, contributors, advertisers, and suppliers are keeping well. Once again we join in thanking health service personnel and those in essential occupations for their continuing efforts.

Good news – Peco resumes production

Manufacturing was re-started at the Peco factory from 27th April, following a complete suspension that had lasted nearly five weeks. This unprecedented action was in accordance with the Government guidance in response to the continuing Covid-19 health emergency. This was the longest period that Peco has suspended manufacturing in the more than seventy years of the company's existence.

Peco Sales Manager Steve Haynes thanked all the retailers and overseas distributors for their patience, understanding, and loyal support during this disruptive period.

It appears that while people have been confined to home, they have been modelling, and those shops and businesses that could continue to trade by mail order and on line seem to have done quite well, and were keen to replenish stocks.

The Pecorama tourist site will have to remain closed to visitors for the time being.

For further information and updates – www.peco-uk.com

The Peco Publications team continues to work from home, and we hope you will have seen little difference in the magazines. Our thanks to all those readers and contributors who have sent messages of support, encouragement, and appreciation. The increased modelling activity has also produced more article submissions – always welcome – though we were not short of material.

Although the situation does seem to be slowly improving, events in the early autumn are still in question – we recently heard that the European Railways Association show in Edgbaston will not take place as planned in September. We appreciate that organisers have to give reasonable notice, and cannot be sure what conditions will be even that far ahead, but it is nevertheless disappointing.

Stop press! More good news

Just as we were completing this issue we heard that Heljan have received for approval the first factory decorated samples of their OO9 model of the Lynton & Barnstaple Railway 2-4-2T Lyn. These feature detailed artwork appropriate to each period of the loco's career, including as delivered from Baldwin in 1898 in lined olive green with red oxide cab roof plus an undecorated black example, both of which may appeal to freelance modellers as the 8-14 1/4 C design was effectively a standard product.

Model features include a working LED headlamp, six-pin DCC decoder socket, detachable couplers, optional etched metal cowcatchers, and numerous parts specific to period and livery, including coal rails, chimneys, smokebox doors, smokebox fittings, tank fillers, whistles, and safety valves. Note that the models shown are pre-production samples and not the final approved versions; they will be subject to correction and modification before production. The models should be released late this year.



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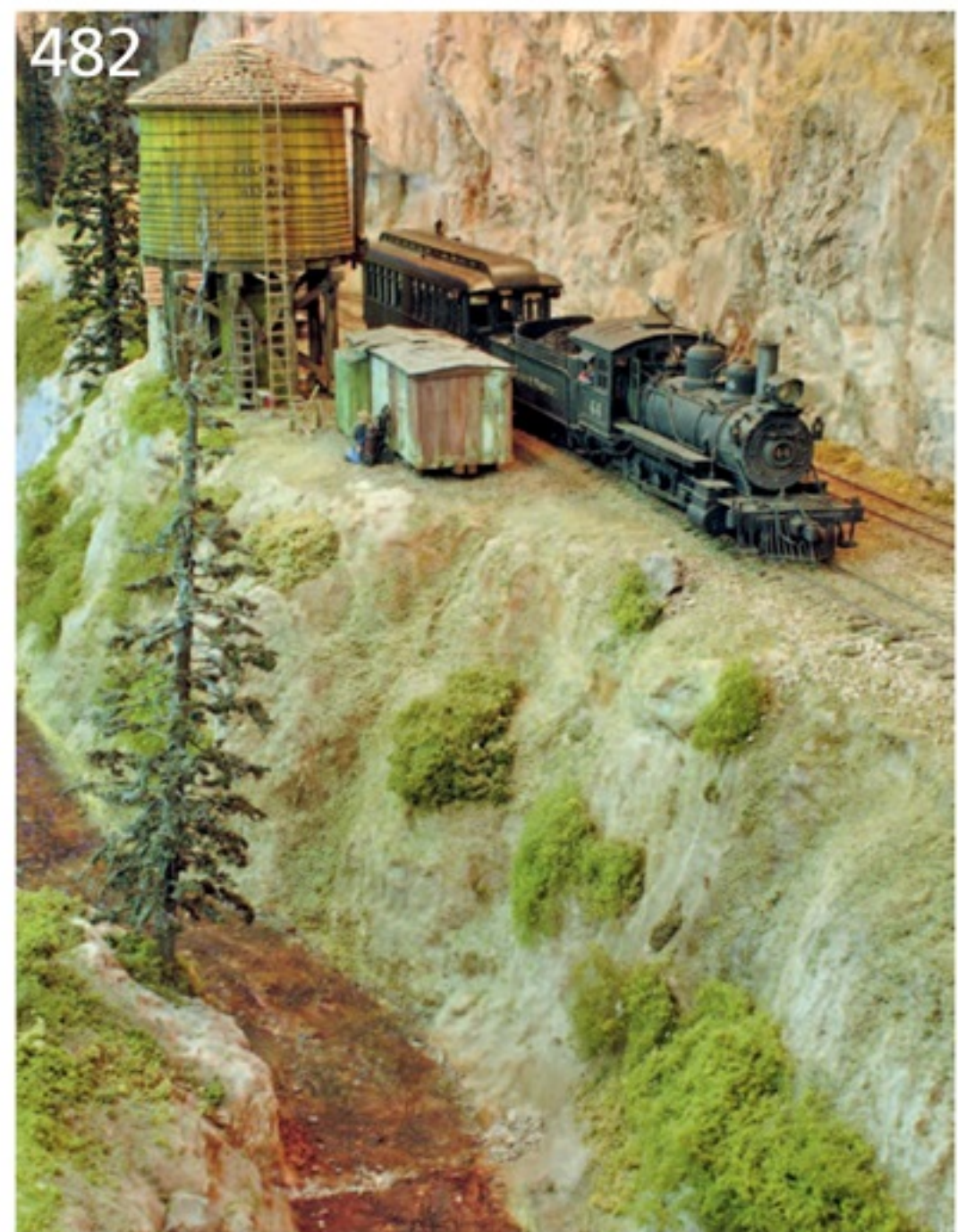
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Denis V.Reidy describes an exhibition layout now retired, set in the beautiful Cinque Terre region of Liguria in north-west Italy.

Photographs by Len Weal.

Marina Ligure

A layout with a long history, still going strong



I am often asked why I am interested in Italian railways. Apart from the very varied rolling stock and liveries used by Italian State Railways, the Ferrovie dello Stato (FS), the striking Mannesmann catenary poles, and the sheer stunning and varied beauty of Italy and the landscape, there is one very compelling reason – my parents met in Italy during the Second World War – my father was billeted in my maternal grandfather's rambling house in northern Tuscany, which was strategically placed right on the Gothic Line; it became the headquarters for the Allied forces who were chasing the retreating German army out of Italy. It was here that my parents first met and fell in love. They were married in Florence in 1946 and I was born in London in the following year.

My parents and I travelled from London (Victoria) to Florence (Firenze Santa Maria Novella) at least annually to visit relatives and friends from 1948 onwards. Travel in those days was invariably by train – air travel was prohibitively expensive for most. The rail journey from London to Florence in the 1940s and even in the 1950s could take anything up to 36 hours, often due to delays in France because the SNCF network had been heavily bombed and severely disrupted and was only gradually being modernised and electrified.

Trains in the early years were steam-hauled from Victoria to Dover or Folkestone where passengers alighted for Channel ferry boats, in later years invariably the *Hengist* or sister ship *Horsa*, to Calais. At Calais Maritime our train consisted of four or six SNCF olive-green coaches with either a *fourgon* in the same livery and sometimes a postal van in a dark burgundy with gold coloured letters displaying the word 'POSTES' to which were attached, at the end of the train, two FS couchette coaches, in the two-tone brown 'castano and Isabella' livery. One of the compartments in one of these coaches was our 'home' for the duration of our journey since the FS carriages travelled directly from Calais Maritime to their final destination at Roma Termini, via Florence.

The trains from Calais Maritime to Paris were initially steam-hauled by powerful 141Rs or, occasionally, even by a splendid Chapelon Pacific, all the way to Paris Gare du Nord. Before complete electrification of the line, however, they only travelled as far as Lille, via Amiens, where electric traction took over – this was usually a BB1200 or BB1300, until steam traction was abandoned entirely when the line from Calais Maritime to Lille was entirely electrified.

Above
Marina Ligure, from the sea.

Right
A heavy goods train heading north through Marina Ligure behind Bo-Bo-Bo E.636 284 (a limited edition by Roco). This particular locomotive was involved in an accident and had its cab rebuilt; it was painted in this unique livery. Legend has it that it was nicknamed 'Camilla' after the girlfriend of one of the workmen who chalked her name on one of the buffers and so the name stuck!

After arriving at Paris, Gare du Nord, our two coaches, plus two to four SNCF coaches, plus a *fourgon*, and occasionally the postal van, would be transferred, via the Paris Ceinture line, to the Gare de Lyon from where we left for the next stage of our journey.

I have very vivid memories as a young boy of travelling in the bottom bunk of the six-berth couchette, lifting up the blind at night to catch a glimpse of Dijon, the heavy iron-ore trains and the dramatic scenes of iron furnaces and smelting works around Charleville Mézières which seemed to be Vulcan's very foundry as huge flames emerged dramatically into the black night, and later the less dramatic but very beautiful cities of Metz, Strasbourg, and Mulhouse. Things changed significantly at Basel where the whole SBB system was electrified and our train was transferred to the international platforms to take us via Lucerne, the Gotthard, Chiasso, and Domodossola to Milano Centrale. In the 1940s and early 1950s, traction on the SBB was provided by the ubiquitous 'Crocodiles' and later these were replaced by the very powerful Ae6/6 class, invariably one of the 'Kantonal Loks'.

At Milano Centrale, one of my favourite stations anywhere, with its imposing triple-arch span roof, some steam traction was still to be seen with class 625s, 740s, and the occasional class 685 express loco, mainly working the Milan to Venice line. However, most of the international routes were electrified. Traction on FS metals which pulled our train from Milan, via Bologna, to Florence and onwards to Roma Termini and beyond, were invariably entrusted to the powerful articulated locos of class E.428 and class E.626, E.636 and E.646 which even formed the principal traction for crack expresses such as *Il Treno Azzurro* (the Blue Train, resplendent in its two-tone livery).

In later years I was lucky enough to see, and very occasionally, even to travel on, some of the crack expresses, such as *Il Settebello* ('The Seven of Diamonds', because it consisted of seven coaches) and *L'Arlecchino* ('The Harlequin') which linked Milan to Naples in record time. These were eventually replaced by class E.444, in their fetching two-tone blue livery, and classes E.655 and E.656 before the arrival of the *Treni ad Alta Velocità* (TAV), Italian equivalents of the TGV.



I have calculated that my family and I have made the journey from London to Florence and back on no fewer than thirty five occasions – that is, a full seventy journeys in both directions! Small wonder then that I became 'hooked' on foreign railways, especially Italian State Railways.

The layout

Marina Ligure has an interesting history and dates back to the original layout which was owned by Ian Futers over forty years ago. If memory serves me correctly, this consisted of a typical exhibition layout on two boards of Sundeala, each measuring 4' by 18", reinforced by 2"x2" battens, on very standard wood trestles. It was a model of an Austrian terminus, with numerous loops, leading to a medium-sized fiddle yard. Full marks must go to Italian Railways Society (IRS) member Gus Basso who saw the layout at an exhibition and considered it would be the ideal start for a Society layout for the IRS which had only recently been created through the good offices of Jimmy James who placed an advertisement in CM asking like-minded aficionados of the FS to contact him.

Gus had the presence of mind to speak to Ian, and since Ian was considering selling the layout anyway, a deal was struck and Gus purchased the layout from Ian. Gus saw the layout being sited in the Cinque Terre in Liguria, which has a stunningly beautiful coastline, and the original railway, although an international route connecting the Italian capital to France, Switzerland, Germany and beyond, consisted

Above
A closer view of the town, showing the wide range of vegetation on this section of the Ligurian coastline.





Above

An Ansaldo-built D.342 diesel heads an inter-regional passenger train from Savona to Siena via Pisa Centrale and Empoli. The locomotive is an ancient Lima model with its original motor but it has always performed faultlessly.

mainly of single track, because of space constraints, with passing loops at stations. It winds its way along ledges cut into hill and mountain sides, through numerous tunnels. Indeed, some of the most isolated villages in the Cinque Terre were, and I believe are still, only accessible by train.

Owing to increasing work commitments, Gus was unable to continue work on *Marina Ligure* and in the 1970s he sold the layout to Glyn Jones, also a member of the IRS, and not to be confused with his namesake in the Swiss Railways Society.

Trackwork

Under its new owner *Marina Ligure* was soon transformed. Glyn, in my opinion a very fine modeller indeed, was responsible for most of the work on the layout. He was a keen fan of electric locomotives and he soon electrified the small Italian terminus station with Sommerfeldt FS catenary and began to relay the track on a 1/4" cork track bed. He used Peco code 75 track and a few Shinohara points which were wired up to Peco point motors which, I am pleased to say, have continued to perform very well to date. The track was loosely ballasted with N gauge ballast – a tip we were given was "always go down a scale when ballasting track – you

get a better and more realistic effect". In some places the track was bedded in plaster to achieve a more realistic 'worn' effect.

Glyn began to extend the terminus layout due south, in an anti-clockwise direction, by introducing a long, gentle curve of 3'6" radius which initially connected the terminus, via a gentle incline, to a fiddle yard, some 4" lower than the station. It was laid out in Peco code 100 track, ultimately replaced by cassettes.

Scenery

Glyn then began modelling some of the buildings on the layout from scratch following photographs of real buildings in Liguria. Indeed, his skill as a modeller was of such a high standard and was so faithful to the prototype that I remember, quite distinctly, that when I showed an Italian some photographs of the layout, he was convinced that Glyn had modelled the level crossing with the crossing keeper's house and vegetable garden (the *orto*) so accurately that he immediately recognised the building and was able to state, without a moment's hesitation, "an uncle of mine lives no more than fifty metres from that very crossing!" – a very eloquent testimony to Glyn's modelling skills.

He was assisted by other IRS members, including David Broomfield (of *Maloja* fame – see CM November 1991 and November 2007 – and also a great modeller of Bavarian railways) who built the superb model of an authentic FS goods shed and goods crane; Steve Hobbs, another talented modeller, who built the FS stone tunnel mouth portals; and myself, who made and planted some of the trees and vegetation, including a vineyard.

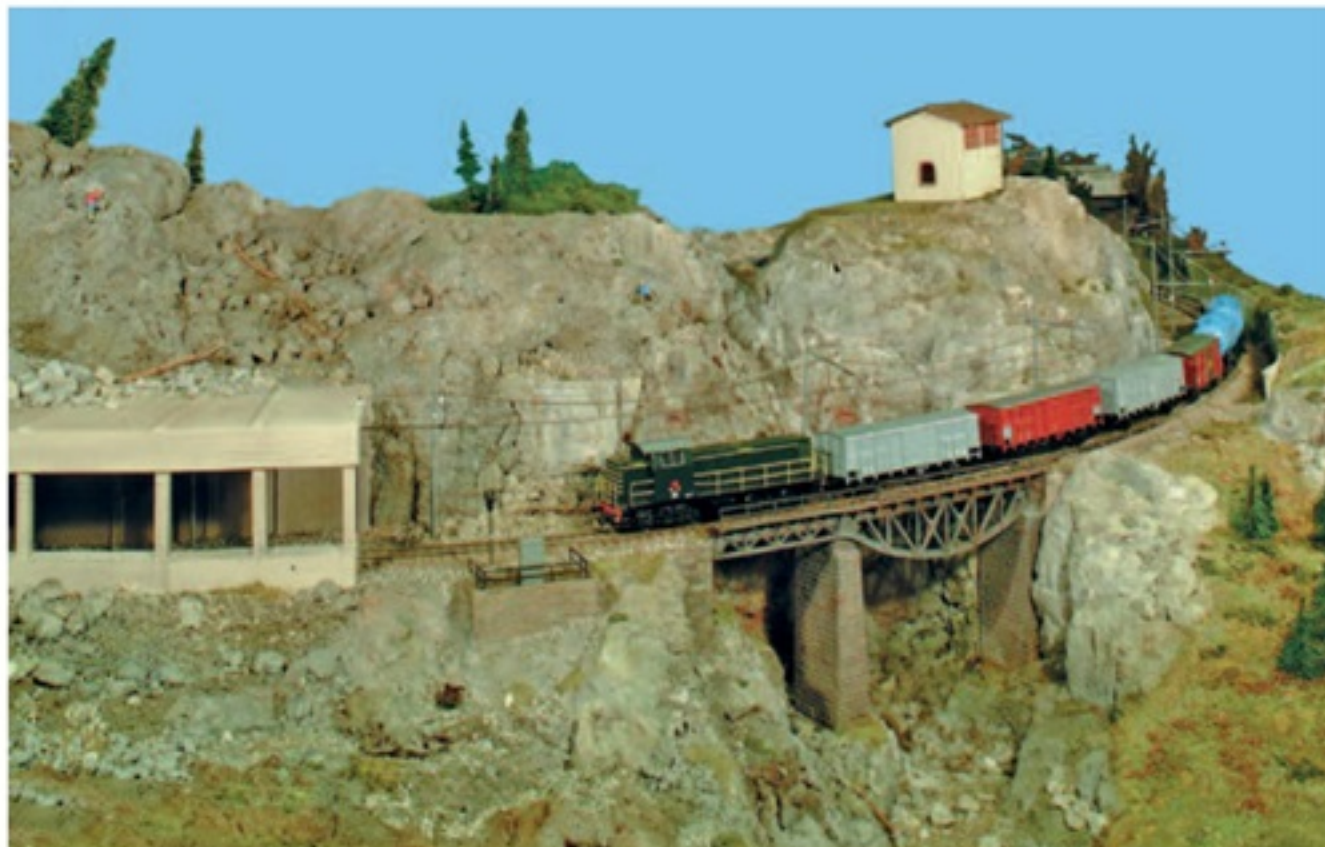
Since the layout is set during the annual grape harvest, which usually occurs towards the end of September and the beginning of October in Liguria and in nearby Tuscany, some of the deciduous vegetation is modelled showing the first autumnal tints of gold, orange, and russet appearing in the foliage. The vegetation is very varied in the coastal areas of Liguria, ranging from the Mediterranean and marine pine trees which tend to have their tops inclined towards land owing to the influence of sea breezes, to the exotic date and banana palms which are prevalent in the region, thanks to a very favourable sub-tropical micro-climate. I have found that palm tree leaves can be well represented by using crêpe paper or even the feathers from an old shuttlecock, suitably fixed with a matt varnish, and painted to reproduce the fragile and deeply cut and indented leaves (not unlike the so called "Swiss-cheese" houseplant) of these elegant trees which lend an exotic air to the whole scene and have been frequently and favourably commented upon by viewers at exhibitions who were unaware that such exotic vegetation existed so far north in Italy.

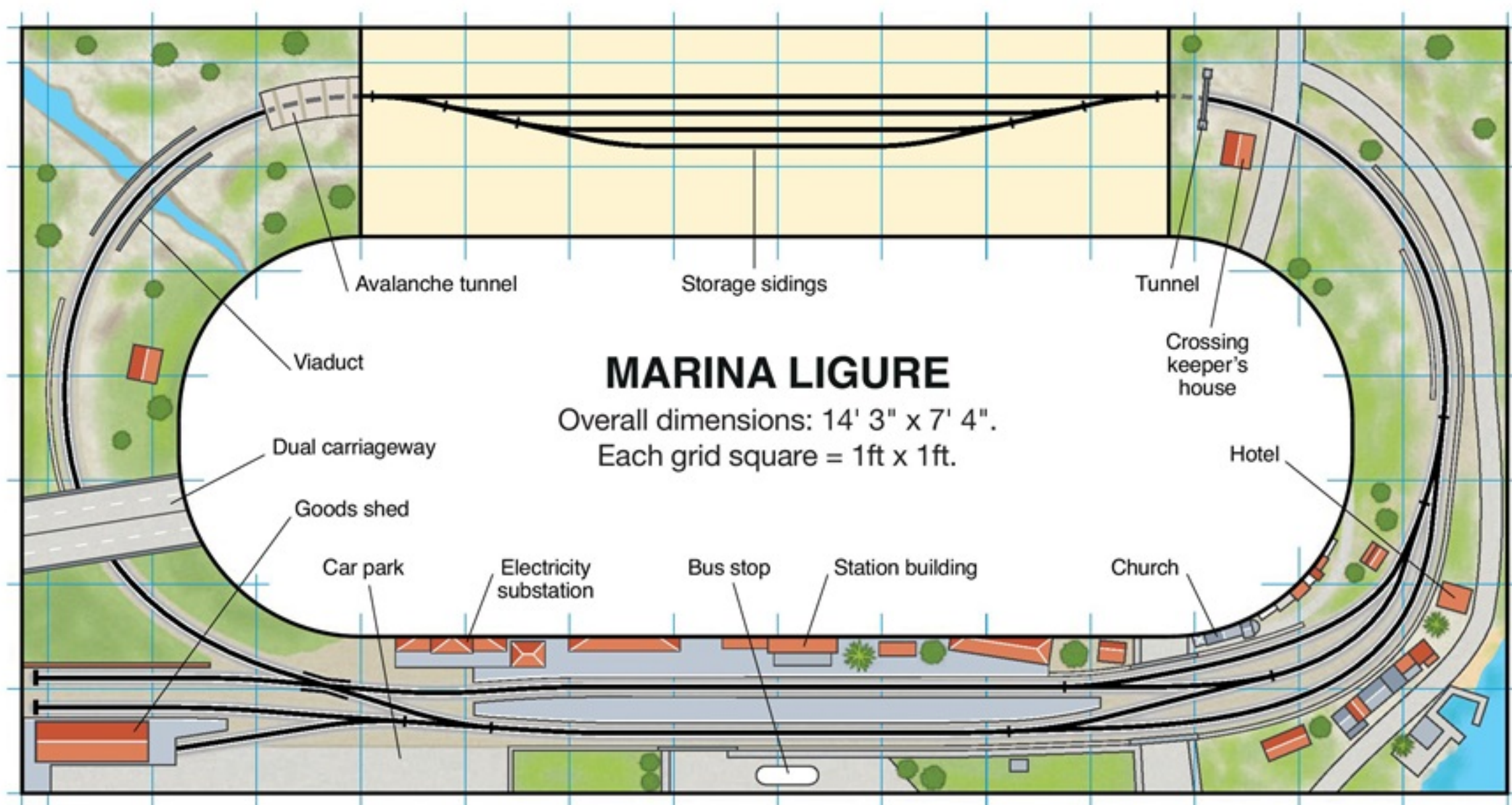
Catenary and signalling

The original catenary used on the layout was the Sommerfeldt FS style which had reinforced masts firmly anchored to the baseboard because, unlike modern practice on most exhibition layouts nowadays, whose operators invariably leave a space of a few millimetres between pantograph and wires in order to avoid friction between the two, the pantographs were constantly in contact with the overhead

Below

A class D.141 bogie diesel (brass, by Linea Model, with twin Faulhaber motors) heading a goods train.





wires. Surprisingly this did not cause any great friction on the pantographs nor the catenary.

As electric locomotives entered the tunnel(s) from the fiddle yard to the visible part of the layout, the pantographs were gradually lowered to the correct height by heavy gauge brass rods fixed on the insides of the tunnel mouth(s). This had the added advantage of making the odd spark from a pantograph, generated by a capacitor unit, seem all the more realistic, an effect which was greatly appreciated by the public, especially by younger viewers who would remain glued to the layout waiting for the next spark!

Signalling was originally kept to a minimum and was entirely home-made, following strict FS practice.

In recent years the whole catenary system, together with the signalling, are being gradually updated and replaced by the products of Vincenzo, a brilliant artisan and modeller from Tuscany, owner of Linea Model (usual disclaimer), who offers a bespoke service for the construction of correct FS signalling and catenary in brass. The models are not cheap – quality is never cheap – but authenticity is guaranteed, and they really do add that finishing touch to the layout. The finely detailed signal gantries are a case in point.

Vincenzo also produces locomotives, electricity sub-stations, and spectacular girder bridges in brass which are of museum quality. See the Linea Model website – you will not be disappointed.

Above right

A class 880 2-6-0T (Roco) heading a short local mixed train leaves the tunnel and begins the gentle climb to the station.

Right

The leading 'Terrazzina' coach was made from a brass kit. Signora Maria Riccobono's car always seems to get held up at the level crossing.





Further expansion and operation

Glyn eventually decided to extend the layout northwards beyond the station, in a clockwise direction, with another elegant, long curve over a short viaduct (a basic Faller product which was customised to represent the local limestone of Liguria) linking the north end of the layout to the fiddle yard so that a continuous run was now obtained. He designed and built all the accompanying boards and trestles himself, extending the layout to be as large as possible, taking into consideration the constraints and logistics of transporting the it to and from exhibitions. *Marina Ligure* had grown from its original two boards to eight. A cassette system was installed in the fiddle yard to accelerate the process of providing trains for the layout as speedily but as realistically as possible, since the general experience of IRS members viewing exhibition layouts was that the paying public deserved to be entertained and there is nothing more boring for the viewer to stand in front of a layout and see nothing happening. We calculated that the layout required a minimum of three operators – one to provide a constant and ready supply of trains via the cassettes, one to operate the main line from a central control panel, and one to shunt the goods yard. This kept a good supply of trains and action for the viewer, and after operating the layout in Glyn's flat,

we decided that it was ready to be exhibited and so began its numerous outings to exhibitions, mainly in the Home Counties – Croydon, Gravesend, Chatham, Eurotrack at Southampton, Carshalton, and Epsom and Ewell were all particularly memorable occasions and venues.

The reaction from the general public was very favourable indeed, due largely to the smooth running of the layout, at realistically prototypical speeds, and also by the fact that the onlookers were kept interested by the frequent variety of trains, from short local goods and passenger trains and mixed traffic trains, up to and including long international trains. It must also be said that not many if, indeed, any Italian layouts had been seen in southern England at the time so we had the novelty factor in our favour.

Many viewers had, of course, travelled to Italy and were familiar with the beautiful Italian landscape but not so many had been to Liguria so they were intrigued by the feats achieved by Italian railway engineers in constructing such an important railway line along a comparatively narrow ledge. Many thought that we had truly captured the Italian atmosphere with the pantile roofs and the typically Ligurian seaside resort complete with its bathers (most of the numerous figures on the layout are by Preiser) very well indeed. Plenty of Italian road vehicles ranging from Vespas and Lambrettas,

Above

A class E.424 heading a southbound local train formed of Corbellini coaches. The loco is an authentic model, as a limited edition, of an original at Pistoia.



Left

A ubiquitous D.214 diesel shunting the yard. The adjacent goods shed was expertly modelled by David Broomfield. One of my own efforts can be seen in the background, in the form of a brick and stone hay loft, often to be seen in Liguria and Tuscany.

Fiat 500s, Alfa Romeos, OM lorries, buses, together with authentic FS style fencing and lighting at the station, the street market, Italian *carabinieri*, both on traffic duty and mounted on horseback, and the little natural harbour with boats and nets, all helped to create an authentic Italian scene. Indeed, perhaps due to the heat generated by the arc lamps we used to illuminate it, many said they could feel the Mediterranean sun emanating from the layout.

Those who were more railway-minded said that they thought that the FS livery was principally two-tone brown (castano and Isabella) and were unaware that the FS had so many liveries and such a mixed range of rolling stock, since we endeavoured to run steam and diesel as well as electric locomotives to reflect the great variety of stock. They were also fascinated by the beautiful brass models on display in the siding opposite the goods shed and were intrigued by the three-phase electric locomotives of classes E.330, E.431, E.432, E.550, E.551, and E.554 with their double pantographs. Although these three-phase locomotives ran in Liguria, it was decided not to model them on the layout because of the complicated catenary structure required to capture the effect realistically.

Operators were delighted with the very positive and favourable reaction since it provided very good publicity for the Italian Railways Society and we increased our membership through exhibiting. Anyone who has the an interest in Italy and Italian railways should seriously consider joining the IRS – as well as publishing a superb quarterly colour magazine, *Binari*, dedicated to Italian railways, prototype and model, we meet regularly for slide shows and talks and lay-out running, run a subscription service to two Italian railway magazines, have a large library from which members may borrow, and attend many of the major shows and exhibitions with the IRS stand which always has a large assortment of models, new and secondhand, kits, videos, and publications on sale.

At exhibitions we endeavoured to run a good variety of rolling stock, just as varied as the prototype, mainly short passenger trains with a minimum of two 'Cento Porte' (literally one hundred doors) coaches to the 'Terrazzine' coaches (with open balcony railings) and 'Corbellini' coaches, with central doors, named after the Italian transport minister who suggested their introduction. Most passenger trains consisted of first to third class coaches and depict the various liveries used by the FS from the green of Epoch I, through castano and Isabella of Epoch II, *grigio ardesia* (slate grey) of Epoch III, *rosso fegato* (liver red) and grey Epoch IV, and TEE red and cream in Epoch V, plus Gran Conforto 'bandiera' livery consisting of grey overall with a broad cream band picked out with a smaller red or blue band, representing first or second class compartments respectively. We decided not to venture into the modern Trenitalia period owing to the large amount of rolling stock already available.

Many FS passenger trains, especially those operated in Liguria and Tuscany, often include a post van, a heating van, or a bicycle van.

The diminutive FS version of the Michelin railcar, in castano and Isabella (a rare Hamo die-cast model) always drew considerable interest.

Another diesel railcar which always raised admiring comments and as many questions was one painted entirely in



sliver, just as the prototype, which was used exclusively for the transport of fresh fish.

We also ran steam locos, mainly classes 625, 740, and 880 since steam was still used on the FS at this period and of course, true to the prototype, we could run historic trains which rely on preserved working steam and vintage diesel and electric locomotives for traction. It is edifying to see how many historic trains have been preserved by Italian railway enthusiasts, most of whom are volunteers, and are operated on FS metals.

We also ran railcars of classes ALn556, ALn663, ALn773, ATR410, D.214 diesel shunters and main line mixed traffic diesels D.141, D.143, D.341, D.342, D.343, D.345, and D.445, for example, as well as electric locomotives ranging from the vintage class E.626 with their fascinating working compressor pumps, beautifully modelled by Roco, which were often run double-headed to haul long, heavy goods trains towards the end of their long careers, E.428, E.645, E.646, up to and including the E.444 for express passenger service. The *Settebello* occasionally put in an appearance as did a class ETR200 and ETR228 in the attractive grey and magnolia green livery. TEE trains in the eye-catching red and cream livery, for example, the Breda-built ALn442, from Rome, and international trains travelling from the south, via Naples and Rome, were always admired, especially the CIWL dining and sleeping carriages, in their dark blue livery, lined in gold with the CIWL crest, with immaculate white roofs.

Mixed traffic trains were often run following the fondness of the FS to couple the ubiquitous F type vans, with their distinctive peaked roofs, to passenger trains, dropping off or picking up wagons at stations, with shunters delivering the wagons from the goods yard to the appropriate loop.



Above
The church of San Michele is having some restoration work carried out on the campanile – evidence of the scratchbuilding skills of Glyn Jones.

Left
The Italian answer to the diminutive *Micheline* railcar in castano and Isabella livery (a rare die-cast model by Hamo) heads north while a local bus returns to Genova.



Left
The station at Marina Ligure,
seen from the bus station.

Goods traffic consisted largely of coal, oil or petroleum, timber (either as long recently sawn logs or processed tanalised planks), marble from nearby Carrara in Tuscany, cereals, livestock, wine, ice cream, pasta, and beer, for hungry and thirsty inhabitants and tourists.

Most of the rolling stock on the layout consisted of Roco products since the Austrian firm began introducing models of FS prototypes from the late 1960s onwards and even produced models which were exclusive to the Italian market and were only available in Italy. The reliability of these models was exemplary and since they ran faultlessly at exhibitions, we tended to run Roco models as often as possible, although we did also run stock from Rivarossi, Lima, Fleischmann, Hamo, Trix, Liliput, Pocher, Jouef, Os.Kar, and A.C.M.E., and even brass models by Top Train, Fulgurex, Lemaco, and others when and where appropriate.

The phoenix arises

Marina Ligure continued to be exhibited at numerous exhibitions, principally in Surrey and Kent, for several years, but my involvement had to be curtailed due to increasing work commitments which involved travelling more frequently to France and Italy, and I had a doctoral thesis to complete.

To the surprise of IRS members, the layout suddenly disappeared off the exhibition circuit and nobody was aware of its fate. A chance reading of an advertisement in CM alerted me to the fact that an Italian layout had been languishing in the loft of the Secretary of a model railway club in Kent for several years and was offered for sale. After ascertaining that it was indeed *Marina Ligure*, I put in a bid, which was successful.

I hired a van and drove down to Kent to collect it, with the help of friends. It took four of us a considerable time to take the eight sections of the layout down from the loft and to load them carefully into the van; we then delivered it safely to my home where it now resides in a permanent, purpose-built, brick extension.

As one would expect, the layout needed the attention of a professional carpenter to replace and strengthen some of the woodworks and trestles. Brass dowels and clamps were inserted at baseboard ends in order to tighten up the gaps.

As well as needing a very good clean, I decided to rewire the layout completely since an irritating short circuit had developed at a crucial point at the south end of the station throat leading to the loops. I also began to replace the catenary, as already described.

Below
An overnight express from
Paris with a rake of luxury
CIWL sleepers, diners,
and baggage vans speeds
through Marina Ligure
heading south to Rome
behind a powerful class
E.646 articulated Bo-Bo-Bo.
All stock is by Roco, the loco
being a limited edition.



I am extremely grateful to Alan Marlow and Brendan Gash, both IRS members, for much valued assistance in doing some re-alignment work and some track laying on the layout in order to make it fit for its first public outing for several years at their local club exhibition in Hillingdon. The return was met with congratulations and thanks from fellow IRS members and friends. The layout, operated in turns by IRS members including Joe Romano, Paul Hannant, Steve Hobbs, Alan Marlow, Brendan Gash, and my son Tim and I, worked faultlessly and was very well received by the general public.

I have since spent many pleasant hours super-detailing the layout by installing flower beds, working FS station lights, a telephone kiosk, water fountains with brass taps, a proto-typical cylindrical FS water tower and signal box, scale water cranes, a brick-built hay loft, more trees and foliage, and I populated the town and its market and beach with many more Preiser figures, many of which I painted myself in order to impart a more authentic Italian feel to them.

I received an invitation to exhibit *Marina Ligure* in at a specialist European show in Newmarket over a weekend and since it was in aid of a charitable cause I accepted. We had a very good exhibition, which was very well attended, and we were assisted in operating the layout by IRS members. Jimmy James came specially to see it. It was on this occasion (now some years ago) that the accompanying photographs were taken. I am extremely grateful to Len Weal for the photographs. He has a perfect eye for framing the ideal shot and can even arouse interest by showing just the end of a train disappearing out of view.

The future of *Marina Ligure*

After exhibiting the layout at Newmarket, we realised that it was increasingly difficult to transport it to and from exhibitions since it had grown to eight boards and occupied a relatively large space, and it took the at least two operators quite some time to assemble, disassemble, and transport the layout. Moreover, the fragile catenary system always needed realigning and, in some cases, became damaged in transit, so a decision was taken that it would be withdrawn from the exhibition circuit..

It has been very gratifying to see the rolling stock of IRS members working well on the layout, especially Gus Basso's artisan-built *Settebello*, together with some brass stock.

As all modellers know, no layout is ever complete! I am still working on it, adding final touches of detailing – I propose to add a covered Liberty-style canopy in brass with brass railings and stairs descending to ground level on the island platform at the station.

Modifications to the layout are proposed – I am intending to add a double slip to the goods yard and a headshunt with a third siding, to provide more goods facilities, and to avoid occupying the main line when shunting takes place.

The major adjustment will be to link the layout via a hinged girder bridge section, with a diamond crossing, to a larger, permanent layout, measuring 25' by 12' which encircles *Marina Ligure*. It is based very loosely on Basel SBB at one side of the layout, so that rolling stock from most European railway companies can be run, and consists of two dedicated digital tracks and four analogue tracks, complete



with spirals and helixes, on three levels. Trains from *Marina Ligure* will be able to leave and join the Italian side and four analogue tracks on the main layout then return after a full circuit, or more. Each circuit is just under 75' long and it is fascinating to see and operate a long slow goods train of more than forty wagons which takes several minutes to complete a full circuit before eventually being switched to the Italian section of the larger layout and eventually on to *Marina Ligure*. It is also really satisfying to run full scale length international trains of ten or more coaches at realistic speeds around the main layout before eventually being switched to run through *Marina Ligure* at a scale speed. It is equally satisfying to see a train making its way through the varied landscape, and, together with hidden storage sidings, the illusion that the trains are really travelling somewhere to their destinations is truly created.

Marina Ligure continues to give me, my family (who have constantly supported my hobby, for which I am very grateful), relatives, friends, and IRS and local railway club members, a great deal of pleasure; it is still operated almost on a daily basis, which makes the many hours devoted to working on and expanding it very worthwhile indeed.

Above

An ALn556 Breda-built rail-car – strictly an interloper as it is in the livery of La Ferroviaria Italiana, a line running from Arezzo to Stia in Tuscany, but I could not resist the livery and I justify its appearance as an enthusiasts' special.

Below

A Gr.625 2-6-0 in photographic grey livery (a Rivarossi limited edition) heading south with an inter-regional train to Pisa Centrale and Florence.



Emmanuel Nouaillier

continues his campaign to encourage detailed modelling of architecture.

Photographs by the author.

Urban doors

Vanishing scenes inspire a kind of historical record – 1

This article could well have been titled *street directory* or *in search of the past* as these small scenes are the result of what I have been trying to find for a long time by surveying towns and streets that sometimes seem to have been forgotten by people. As the years went by, and certainly as I got older, I realised that my approach had a double significance: while I was looking for real situations to inspire and inform my modelling, I was also recording something of the vanishing urban scene for posterity, both in the (almost incidental) photographic record and by the models that resulted. These became known to a wider audience through articles in various modelling magazines; they aroused the interest of modellers, partly because of the treatment of an unusual subject and partly due the particular techniques I adopted, adapted, and developed further to reproduce architecture in miniature with realistic detail.



Initially I would reproduce a whole building, or even a group of structures, some intended for use on railway layouts or dioramas, primarily in 1:87, but as I became more and more interested in the small details, and how to replicate them, it was logical to concentrate on smaller sections, and to try larger scales – zooming in, as it were.

Here is a survey of some recent work.

1

On certain national roads in France, formerly 'holiday' routes for decades, certain ghosts of the past sometimes offer superb examples which inspire modelling. This painted rendered wall and door are very evocative.



2 and 3

In similar vein, and certainly appealing to me as modelling subjects, two doorways with signs that recall past business activities, one painted onto a cement panel, one as an applied metal sign. I have previously demonstrated methods for reproducing such typography. I have since worked to perfect the technique and created models based on both these doors.



4

I came across this exceptional situation which would certainly delight lovers of vintage objects with a massive Chocolat Menier enamel sign, remarkably still in place in 2019. The structure is a wonderful example of the genre for those who love this type of atmosphere and I was immediately prompted to model it. As usual I adopted the main theme and added a few personal touches.



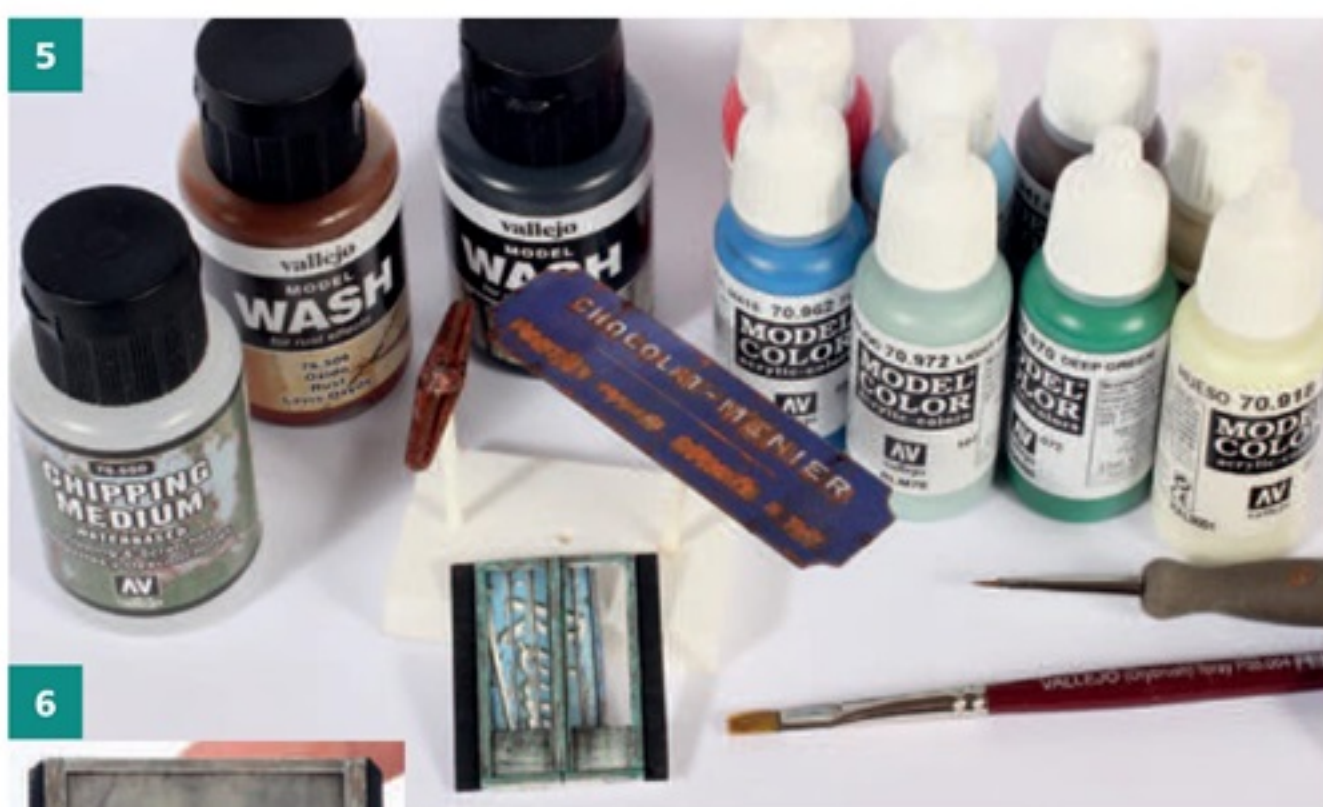
7

The large door was completely revamped to create a modified look with its motley panels. I took the opportunity to imitate a graffiti 'tag' based on a real example, using a fine brush.



5 and 6

5



6



5. In addition to the usual preparation of the façade using featherboard and plaster, I tried to imagine other details (masonry anchor, makeshift panels, etc.) to include as well as the advertising sign, to enhance the effect without spoiling the original atmosphere.

6. Of course the front door was also the subject of my attention, especially with regard to the weathered wood. I took the opportunity to add a small enamel plate (printed with pigment inks from a high definition image file).

8

The finished façade with all its equipment in place. It was worked over in my now usual way using AK Interactive chipping fluid and Vallejo acrylics, as described in previous articles.



9

This shop front was one of the models I was working on as part of my demonstration stand at the Modelspoor exhibition in Leuven in October 2018. It seemed logical to include it here to show how it was finished. After the show, it was treated as usual with an enamel primer before going further into the colouring.



11 and 12



11



12

10



The large door with the underlying painted advertisement was the main element motivating this project, and demanded a lot of care. I spent a lot of time and energy to achieve the rusty appearance. The advertisement was done according to the method previously described for advertising on walls.

11. The door may be the focus but the rest of the façade is not left out; all kinds of details are added, such as remnants of advertising posters, carefully placed to enhance the painting.

12. The foundations and pavements must not be neglected and I take pleasure in systematically adding different insignificant everyday effects and objects to give life to the whole. Here a heap of dirt in front of an opening, there remains of torn posters. Larger scales allow more possibilities which will be much more apparent to the spectator than in 1:87 or even 1:64.

13. The completed scene. Note the final touches of scratchbuilt detail, like the empty wine bottles lying around and the metal can pitted with rust.



13

14 and 15



I became particularly interested painted wall advertisements – unlike a metal or even a wooden sign they cannot be removed and saved. Once they have faded and decayed, or the building has been renovated, they are gone for ever.

So I developed techniques for reproducing them. Here, an 'Olida Ham' advertisement has been truncated to give an impression that this modest section is part of a larger whole. The underlying wall was treated with different AK products to simulate the effects of damp.

15. The different metal and wood surfaces of the doors were an opportunity to add a very wide range of detail of all kinds, which might at first seem trivial or even futile ... but all eventually contribute to the realism of the presentation. Here, reproducing of old pasted-on stickers adds to the texture.

16

Although the ground surface is a very small part of this scene, it was weathered with great care and detailed with a whole bunch of different elements, some commercial, others scratch-built. Working in larger scales opens up almost unlimited scope in this area; a lot of details intended for military modelling can be 'diverted'.



17

The finished scene.

I try to photograph the results of my work in natural lighting, which really highlights all the patient work that goes into them. I also try to place them as if I were photographing the real thing.



18



18

Ultimately, the scenes created like this are framed to be hung or freestanding, ideally illuminated by a spot or reading light with a cool colour temperature.

19

I had the opportunity to put this perfect mode of presentation into practice to present the entire collection at an art fair in 2019. Not perhaps the usual outlet for structure models, but they were well received alongside other artworks.



Yann Monbaron reports on an extensive layout built for Pierre Denis, the third in series of increasingly ambitious installations on the same theme. This second instalment features the present layout.

The Albula line

A classic section of the metre gauge Rhätische Bahn

Ustaritz – third house, third layout

The layout at Crespières was barely finished when Pierre decided to move because all his plans to extend the house were refused. The trains and certain elements of the scenery were packed away. But he was not discouraged because he was already planning an even more realistic layout, based on the Albula valley.

He found a house in the south of France which had a basement of around 100m². The room had a half-wall dividing it in two. In the first part he located Filisur station, the Landwasser viaduct, and two modules depicting the Brombänz and Bärentritt viaducts made by Ueli Tschärner, a Swiss craftsman. The second part accommodates the line from the Albula helical tunnel to Muot with the Maliera avalanche protection galleries plus the Rugnux tunnel and its covered gallery as well as the Albula I, II, and III viaducts.

Pierre could not see himself working on this layout at all, and therefore had to find people for each area of construction. What would have been easy enough in the Paris region became difficult 800km further south.

Pierre began to design the layout, helped by an acquaintance who drew all the track plans for him as well as the trackbed and the wooden structure. Then it all had to be made and assembled. Unfortunately Pierre was now starting to get discouraged because it had taken much longer than he thought, and he regretted having started such a big project. Fortunately, he got to know three people who volunteered to help him with the bulk of the structural work, which was particularly important since the landscape is mainly mountainous. Things started to take shape with one person specialising in plaster making rocks, and another making trees. By word of mouth, the author of these lines was recruited for the wiring and all the technical part, as well as programming the operation and the trains. Another person took care of the general scenery, as well as covering the whole thing with grass, 'planting' some 1,500 trees, and installing the small scenes which give life to the layout. Two specialists were involved with the installation of the overhead catenary.

The model was gaining momentum, and the period of discouragement that had made him doubt ever seeing a train running on the layout was soon no more than a bad memory.



Above
The modules by Tschärner representing the Bärentritt and Brombänz viaducts.



The operating concept

The idea is to have two large hidden storage yards at the ends of the layout each with two groups of five track storing trains ready for departure. Trains leave from the north to go to the south, and vice versa. At the centre of layout is Filisur station, with four platforms. It is a junction, receiving trains coming from the northern hidden storage and the track coming from the Landwasser viaduct, then leaving on the Albula line.

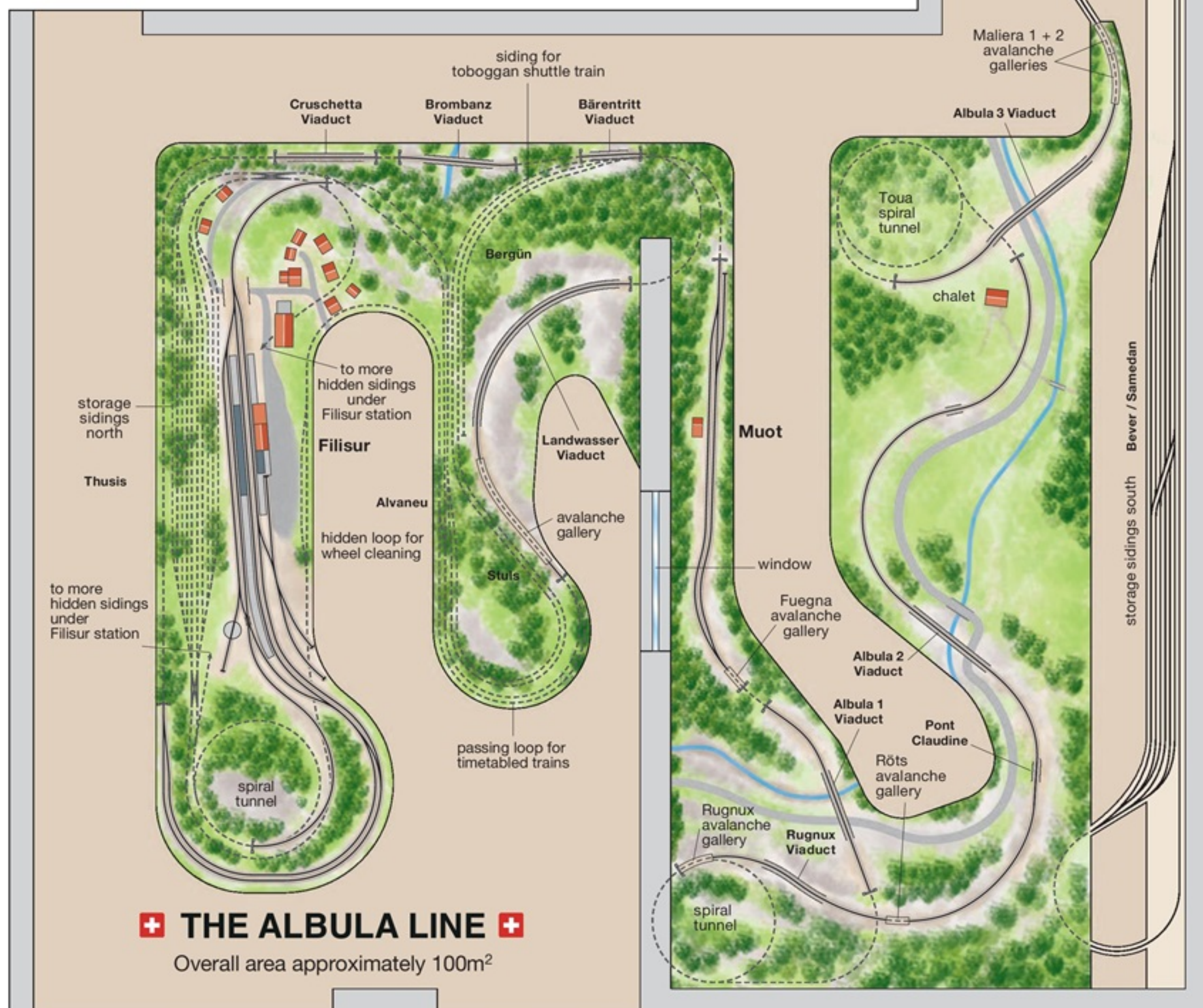
From Filisur three directions are available: south to Samedan (uphill); north to Thusis; and north to Davos.

In the direction Samedan, the line climbs up slightly and goes through the (hidden) stations of Stuls and Bergün on double track to allow passing. After Bergün it returns to a single track to enter Muot station, which does not serve passengers but allows trains to cross. The single track then attacks the long climb of the Albula with the passage of the Albula 1, 2, and 3 viaducts to finish with the Maliera covered gallery.

To go from the altitude of Muot to that of Maliera, two helical tunnels of four turns each are necessary. Passing Maliera, the train enters the complex of hidden southern stations (Bever and Samedan) which is used to reverse trains as well as a storage for about ten trains. At the exit of the complex, the trains descend to where they came from.

Trains leave Filisur station and enter a tunnel, reappearing on a succession of two scenic modules reproducing the Bromptanz and Bärentritt viaducts. This is a departure from reality because these locations are not immediately after Filisur. Then the train crosses the well-known curved Landwasser Viaduct, which is indeed near Filisur station. Then the train runs into the north hidden storage complex with the tracks representing the stations of Thusis and Chur. There is a loop that allows trains to turn round.

The other possible destination is Davos. Trains are hardly visible on this section, because as soon as they leave Filisur station they enter a helical tunnel which takes them to the northern hidden storage complex. One of the particular operations on this section is the shuttle between Davos and Filisur. The north storage has two tracks reserved for these shuttles. In Filisur, if the shuttle option is activated, the train waits a few moments and leaves for the north storage. Other types of train cross at Filisur station and then attack the Albula gradient.





In the hidden storage, all the tracks are unidirectional, and the trains are all stored facing in the same direction, ready for departure.

Construction took around seven years, and about twenty people were involved in all. The official end of the work was in April 2016, on the day of Pierre's 70th birthday.

Substructure

The production of the basic structure was entrusted to a carpenter who did all the cutting and the construction of the supports.

Thanks to the preliminary drawings made on computer by Philippe Cousyn, who designed the layout, the arrangement of the boards carrying the track was clear in advance.

In view of the large area to be covered, a fibreglass shell was chosen. A light structure was necessary to support the lattice at strategic points. Once it was laid, it was covered with the fibreglass cloth and then brushed with resin.

Scenery

The locations reproduced on this layout are very wooded and required a large number of trees. In order not to have too

Above and above right
Muot passing station.

Inset
The electricity supply frame.

Right
Trains passing at Muot.

Below left
A train of Pullman coaches waiting for a cross at Muot.

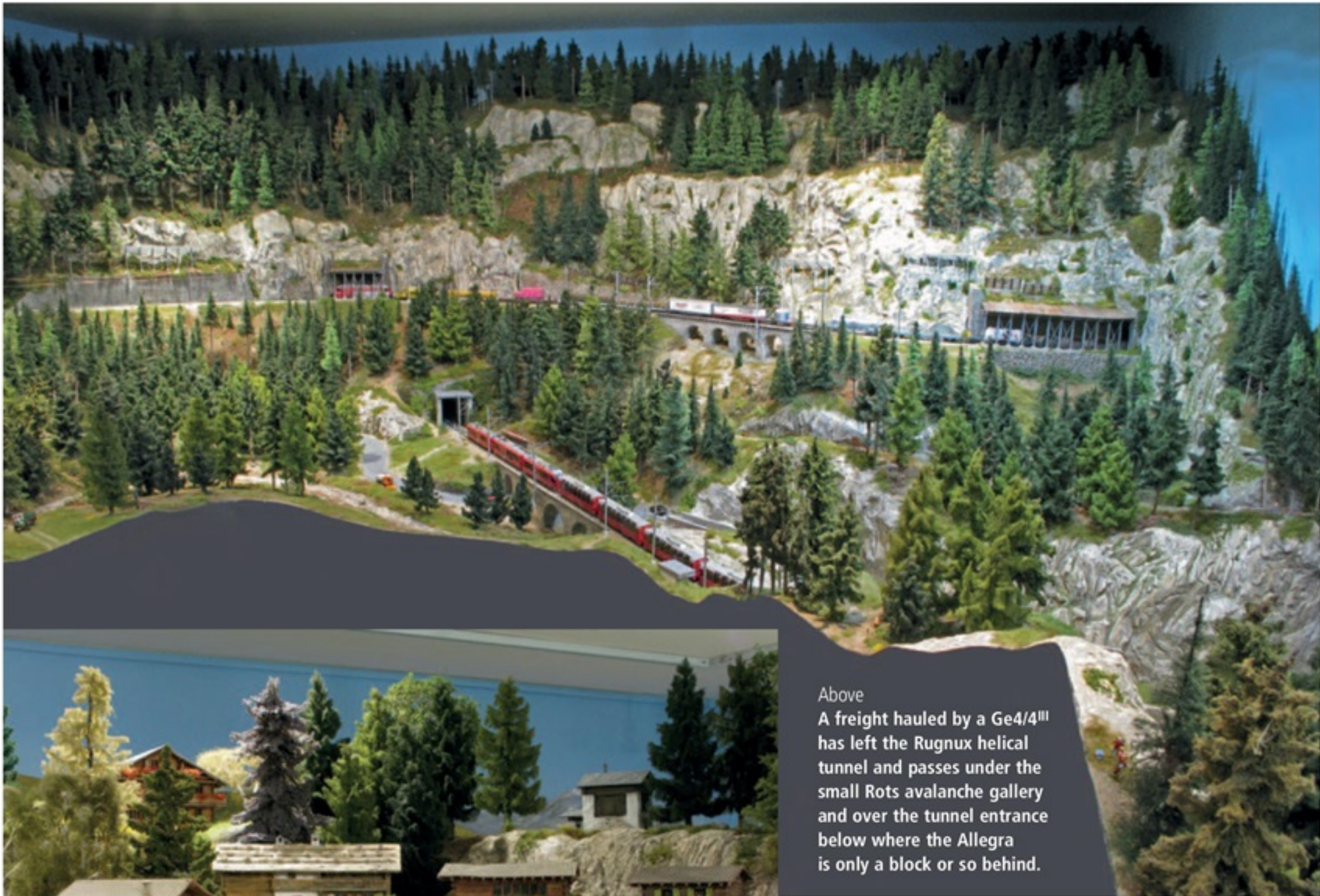
Below
Muot station building.





much uniformity by choosing a single supplier, it was decided to vary the sources of the vegetation. So there are trees from Sylvia Décor, Faller, Heki, Uwe Teichmann, and others. In total, more than 1,500 trees have been installed.





Above
A freight hauled by a Ge4/4^{III} has left the Rugnux helical tunnel and passes under the small Rots avalanche gallery and over the tunnel entrance below where the Allegra is only a block or so behind.



Most of the grass was done using the Noch electrostatic system.

The track was ballasted with the usual mixture of white glue, water, and washing up liquid.

Structures

All the buildings come from Swiss or German craftsmen producing small series. Each one represents the typical architecture of the Graubünden region.



Above
A hamlet of typical chalets on the ridge above Filisur.

Left
The farmer's wife comes out to greet two townspeople on holiday in the mountains.

Right
Ge4/4^{III} with a timber train passing the approach signal at Filisur. All the signals are correct for their locations.



Signals

The signals were obtained from Microscale, who produce authentic Swiss-style colour light signals to order. It was thus possible to obtain the signals with the specific features, such as the number of lights, the auxiliary signal, the exact identification plate, or the electrical box attached to the mast.



Above
ABe8/12 Allegra unit hauling
a train of panoramic coaches
over the Landwasser viaduct.
The tunnel takes the line
through the wall and into
the next part of the layout.

... to be continued.

Martin Kirkham tells how a second layout was developed in part of his garage to accommodate a collection of stock spanning several eras.

Photographs by the author.

Felda

A convincing German town scene in a modest space

Origins

O Felda is the product of the motivation to provide a home for a large collection of stock which had been stored for several years following a house move. The new layout could be built almost entirely using recycled material

and would take less than half the floor space of an earlier layout project in a pleasant, well lit, and carpeted corner of the garage. The construction used one of the pair of tables of the old layout which was built with a frame of 7cm x 4cm timber and a 15mm thick plywood top.

Right

The old castle has a large outer ward which now acts as a venue for festivals and serves as a parking place for tourist coaches.

Below

A class 111 arrives with a double-deck regional set in the attractive but short-lived banded mint green livery.





Whilst the layout is entirely free standing and in theory portable, it is no lightweight but built to last! The timber used in the construction means that it is enormously strong and together with the thick plywood top gives the impression that the whole structure has been forged in one block. It could be carried through the garage door and loaded onto suitable transport for exhibition but it was never built for that, and is too heavy to be moved other than with a team of strong helpers.

There is 1.1m of clear working height underneath giving plenty of room. This may be of interest to someone who hesitates to start thinking that somehow a layout would waste valuable space: the size and robust construction was meant from the start to make a large practical storage utility underneath that neatly provides room for a lawn mower, many and various power tools, hand tools, a large stock of household paint tins, brushes, etc., – and an 8' Christmas tree!

The town

After a lot of research and planning, Felda came to life, a medieval town with the remnants of defensive walls and a castle. Felda is a thriving tourist area with several guest houses and hotels. A conscious effort was made to provide a wide range of shops and services and there is everything from hairdresser to grocer, travel agent to photographer, some with quite elaborate window displays.

The Vollmer, Faller, Pola and Heki buildings are kits for older style town houses with a few attractive half-timbered structures. It was the intention that the buildings would be lit and I find it useful to line the inside with kitchen foil during construction to avoid light transmission through the walls or roof when illuminated.

A section of the outer town wall has survived over the years and this is repeated in the Faller backscene which has views of similar town walls. The ancient defensive fortification of the town utilised the natural steep rocky terrain with an inner chain of towers and curtain walls to protect the outer ward of the castle. Access is through the gatehouse



which opens out onto the large area of the ward which would have once contained several buildings to support the garrison including a granary and storage for wagons, stables, and blacksmith. This is used today as a parade ground for festive occasions and historical re-enactments. The town has a proud heritage with historic buildings and landscaped gardens populated with several hundred Preiser figures.

Landform

For convenience, the landform was created using a jig saw for cutting large contour sections from the old baseboard plywood top. These are set at different heights to provide flat areas to place the large number of buildings planned. DIY filler was used to smooth out the landform and painted with acrylics.

The grassed areas are a mix of Gaugemaster grass mats and my first serious use of electrostatic grass using products from Greenscene. The results were very pleasing and I certainly learnt a lot from the exercise for future use on my OO layout (*Sonning*, see RAILWAY MODELLER October 2018 and October 2019). Most of the trees were made up from Greenscene products with road surfaces and decorative cobble areas from Busch.

The grounds of the Grand Hotel include a decorative fishpond built up with coats of varnish. After several layers had dried, representations of ornamental fish were painted on before further layers were added. Eventually a realistic appearance of depth was formed.

Track plan

Sufficient storage capacity for stock is always desirable on any layout but on such a modest sized plan as this, reasonable and accessible off-stage storage would leave quite a small modelled area. As a consequence of this restriction I applied a space saving concept I have used before which I term 'modelled storage.' The station was designed to give the layout its necessary storage. Each track through the station has two electrical sub-sections, allowing two shorter trains to park nose to tail if required. The crossovers on the opposite side of the layout give operational flexibility by enabling a train to depart from any platform and arrive at any platform in either direction.

However, from the beginning the intention was to create a town with a railway and not simply a railway with a few buildings. The use of scenic features including a large number of buildings broke up the appearance of what is essen-

Above left
The restaurant, photographer, and music shop are typical of the variety in town.

Above
The opulent Grand Hotel, with its landscaped grounds and ornamental pond, is one of several hotels to be found in Felda.

Below left
Buildings and trees were carefully arranged to give a real sense of depth to the view and to make the railway an integral part of the whole scene.

Below
The pond at the Grand Hotel is well stocked with Koi.





Felda Overall layout size 10' x 4' 3". Each grid square = 1' x 1'.

tially the oval of the track plan so that it blends comfortably into the surroundings.

Track laying

Peco code 80 flexible concrete sleeper track is used throughout with only live frog large and curved radius points, all recovered along with point motors, switches, and controllers from the previous layout.

Before any track laying began, the whole surface of the baseboard was covered in 3mm cork sheet both as an essential surface on which to lay track and elsewhere,

after painting, to provide open areas for buildings and other scenic features.

Curves are the key to any successful track plan with the largest radius possible to be used for both points and running lines. All track was lightly pinned into place with full use made of Peco curve templates to ensure optimum alignment and a Fleischmann track gauge for spacing. One feature the keen-eyed visitor is quick to notice is the way trains smoothly lean into the curves, because the track has been super-elevated which I will explain in more detail in a separate feature in a future edition.

Below
Super-elevation of curves
is an integral part of the
track laying and will be the
subject of a future article.



Once the track had been laid and thoroughly tested by hours of running and point switching and after any necessary fine adjustments made, the ballasting could begin. The edge of the ballast shoulder was marked out on the cork and then cut with a sharp craft knife at an angle to create a chamfered edge. Careful study of DB prototype photographs showed buff coloured ballast was often found. From the Woodland Scenics range, a really fine grade of buff coloured ballast was chosen to be the main component of a blend with a mix of other colours.

Careful inspection of the baseboard from above and below led to any holes, such as those drilled for wires to pass through, being plugged before the ballast was applied and so avoid later anguish where ballast and glue pour through onto the carpet below!

To apply the ballast I was able to use the Greenscene N gauge ballasting tool for the first time which certainly helped to speed things up and resulted in a very neat job. Dilute PVA was applied in the time-honoured manner with the obligatory drop of washing-up liquid. With this project I

Below
Felda operates most of the time in Epoch V (late 1990s) but with different stock is easily transformed into the 1970s or 1980s (Epoch IV).



was probably too cautious and sparing with the amount of PVA as I was not satisfied with the strength and solidity of the ballast even after it had a week to set so that a further application of PVA was necessary.

Once the ballast had set satisfactorily, the track pins were removed. After research among large numbers of German prototype colour photographs, the sides of the rails were painted in a typical dark rusty brown and later an orange/brown wash of thinned acrylic paint was applied to stain the track and ballast roughly to a width between the sleeper ends.

Control

Felda is operated on 12V DC with the operator being able to select either feedback or inertia control to best suit the running characteristics of the train. To simplify the wiring there are no electrical track section switches with all isolation performed by the points. Peco point motors operate the points via a capacitor discharge unit controlled by Fleischmann push-button switches.

Colour light signals are fully automatic with manual override using Fleischmann relay units actuated by reed



switches buried in the track. Every loco/train has a magnet underneath to operate the relays and signals automatically as they pass over the hidden reed switches.

Experience from building a complex layout many years ago which had just about every electrical gadget going had been an education for me as I made a number of elementary errors in that the underside of the layout was a wiring free-for-all with little or no organisation. That experience taught me the need to be prudent in what goes on underneath any layout when wiring. Everything I have built since has the wiring planned in advance and on *Felda* several labelled Fleischmann power units supply current for accessories and all wire connections are made with terminal blocks. Wiring is colour coded and all equipment, point motors, wiring runs, and terminals are labelled underneath the layout for easy identification. A chart is displayed underneath the layout to act as a key to explain it all clearly.

Catenary

The catenary masts were bought some years ago from the Arnold range which I find are a sensible compromise which works very well in N. The masts are nicely detailed but the overhead 'wires' are fine thread. It gives the needed representation of overhead wiring in this scale but is forgiving and damage resistant when access is needed to the track or stock. The cross spans between the tower masts are made of wire and can be easily unclipped to give access for any major track maintenance underneath, or indeed to allow a camera to be placed at track level. It can be argued that the overhead wires in this scale would be near invisible anyway and while the Arnold system inevitably gives a simplified representation, the 'wires' are seen to be what they represent. To work on this system, electric locos have to have the movement of a pantograph restricted to an appropriate height to prevent it being damaged by hitting supports. This is quite straightforward to achieve by sliding plastic strips to act as packing pieces under the base of the sprung mechanism though some of the older style pantographs have commercially produced metal strips designed to slide into place.





Below

A class 221 draws away from platform 1 with a semi-fast and is about to run alongside the castle walls.

Above

Local passenger traffic predominates through Felda and that is usually loco hauled push-pull. An exception is this 420 unit at platform 1.





Above
A 103-hauled Inter-City working leans into the curve in front of the town walls.

Below
A trick of the light!
A tiny bulb flickers when a magnet under an electric passes over a reed switch concealed under the track.

One feature which excites the visitor are 'sparks' from the pantographs achieved by tiny battery-powered 3V blue bulbs which are glued to the ends of several of the overhead wire hangers. Using the magnet under a loco which switches the signals, a reed switch is accurately located in the track at a position close to a mast with a bulb. The object is to synchronise the passing of an electric loco's pantograph to light the bulb the moment it passes underneath. The effect is most realistic as the bulb does not merely blink on/off but has a momentary pulsing action. The system is only 'live' when electric traction is running and sections are switched off for the passage of steam or diesels.



Trains

It is many years since as an experienced modeller I was introduced quite by chance to German N and I still recall its sheer quality came as quite a shock – these trains did not just run, they glided effortlessly. One improvement I have made relates to an aversion for rubber traction tyres going back to my Hornby Dublo days. Most of my diesel and electric locos have had their tyre-fitted axles replaced with plain metal wheels to ensure good electrical contact at all times. They are still very capable of hauling anything asked of them and the change is well worth while.

A variety of coaches have been fitted with pairs of red LEDs at one end to provide tail lighting for all passenger sets. There are also several carriage formations fitted with interior lighting to enhance night-time operation.

Local passenger traffic predominates through Felda along with some longer distance workings and freight. Stock can be changed over to represent the late steam era/green passenger stock of the early 1970s through Era IV to the much more colourful modern stock from Era V in the 1990s. Most items are from Fleischmann though with some very nice models from Minitrix and Arnold. It is possible to run almost any length and type of train from ICEs to intermodals but on a modest-sized layout like this it is the shorter trains like three and four coach push-pulls that are most effective.

Conclusion

I have been very pleased with the results of *Felda*. Above all it runs very reliably and fulfils all the objectives of the original aim in providing a home for a collection of stock, in truth far too large for the layout, while at the same time being sufficiently compact to free up useful space in the garage. It really comes into its own in hot sunny weather as it is such a relaxing environment to operate in with the garage door partly open giving natural lighting and a gentle breeze.

Right
Extensive use was made of grass mats, with fibres from left-overs collected and recycled using an electric grass applicator to blend colours perfectly.



Below
Platform lights from Brawa have proved very useful, with the pin mount allowing them to be easily removed when cleaning the track.

I would like to thank my friends – Dot for making the stylish curtains which surround the base of the layout to give

a fine finishing touch, and Richard for help in applying the backscene.





Peter Marriott examines a common freight in Switzerland, and other European countries. Following instalments will look in more detail at how this traffic can be authentically modelled. *Photographs by the author unless noted otherwise.*

Timber transport

Part 1 – introduction



Stand on any Swiss main line station where freight passes through and it will soon be clear just how much timber is being transported by rail. With over one third of the land area of the European Community covered with trees the movement of logs, sawn timber, and paper products is big business for Europe's railways.

Swiss forests cover 30% of the country and each year they extend by 50 square kilometres, especially in the Alps, foothills, and the Italian-speaking region. About three-quarters of the forests are public, the remainder privately owned, and in total they yield around 8.6 million cubic metres of raw timber each year. The forestry and timber industries employ around 80,000 people. Forestry involves around 12,000 companies, mostly small and medium-sized enterprises, often in rural areas where there are fewer alternative employment opportunities.

Softwoods like spruce and fir make up over 90% of processed timber.

Above
The huge timber facility at Donat Ems.
Photo courtesy SBB Cargo.

Left
SBB Re4/4 11317 at Spiez with two stake wagons loaded with logs on 31st August 2010.



Switzerland's forests provide a renewable natural resource with their ecosystems being a source of food and shelter for wildlife. In addition forests attract tourists who like outdoor pursuits, and of course they supply oxygen for us all.

Products derived from trees include logs, sawn timber, paper, laminates, cardboard, chipboard, plywood, bark chip-pings, telegraph poles, railway sleepers, and more.

The life cycle of production of commercially managed forests is plant, grow, fell, plant, grow, and fell again. This

Above and below

One of the main sawmills in the Simmental valley is Reinhardt Holz AG at Erlenbach, adjacent to the station on the Spiez to Zweisimmen line and extending for over half a kilometre. The company specialises in dealing with fir and spruce and has been in business for over 70 years. The timber comes primarily from nearby forests. The complex has a fully automated cutting system with a large storage yard and drying facilities. Solar panels have been installed on two of the warehouse roofs. 31st August 2010.





cycle creates patchwork forests with various types of trees at different stages of their development. This cycle means that first the felled trees and subsequently their products need to be transported. In Switzerland, as with other European countries, farmers and foresters have managed Alpine forests for centuries using methods suited to the local conditions. Their forest management regime, adopted in the 19th century, only permits the cutting of trees that can be replaced.

Moving timber and wood products by rail

Logs are moved from railheads near the forests to sawmills and pulp mills.

Logs and cut timber are moved to timber merchants and chalet builders.

Paper from pulp mills is moved to distribution centres and to newspaper printers.

Products such as wooden fencing, MDF, particleboard, chipboard, and others are moved from factories and producers to distribution centres.

SBB Cargo carries around 2.6 million tonnes of timber products including pulp, timber, wood chippings, paper, waste paper, and chemicals every year. Logs are generally carried in open wagons and stake wagons, cut timber on flat wagons, while rolls of paper carried in Hbbillns and Habbillns sliding side vans.

Above
Logs being stored and dried at a sawmill at Därstetten in the Simmental valley.

Right
Cut timber and planks at the Därstetten sawmill.



The forestry cycle

The forestry cycle usually follows a regular pattern:

- preparation of the ground for the seedlings. Where the ground is level (on valley floors or the lower slopes) a tractor and plough may be used to turn the ground. Planting the seedlings may still be done by hand.
- thinning the forest – more trees are planted than will be needed. Poorer quality trees will be removed.
- felling the trees, which can take between 40 and 150 years to reach maturity before they are suitable for being harvested.
- removal of the felled trees, with mechanical grabs and road vehicles taking the logs from the forest along dirt tracks to transshipment points on main roads or to railway sidings.

Below left
Planks and smaller pieces of cut timber on pallets at the Därstetten sawmill.

Below right
Logs ready to be cut and a stack of split staves at the Därstetten sawmill. Four views – 5th July 2011.



One typical example of a rail customer is Kronospan, located in Menznau in the Canton of Lucerne, producing chipboard and laminates; it consumes huge quantities of timber, much of which is transported to the premises by rail. The plant has around 400 employees producing 370,000m² of particleboard annually, which equates to around 60 wagons per day, and 210,000m² of MDF/HDF board annually, representing 35 wagons per day.

Rolling stock

SBB Cargo has about 12,000 wagons in service, and is investing in the modernisation and renewal of the fleet over the next few years. The improvements will include low-noise brake systems and special-purpose wagons.

Generally logs are not allowed to protrude above the stakes on flat wagons by more than half the log's diameter without being secured. Logs with a diameter of more than 70cm have to be secured individually.

When loading beech, oak, or timber from wet storage, the maximum load weight can be easily exceeded by the weight of the water within the logs.

Some of the wagons most commonly used now for the transport of logs include:

- Eaos / Ealos / Eanos: bogie open wagons that hold up to 81m³, used mainly for standard lengths of logs up to 4m. These widely used wagons are suitable for carrying all kinds of other goods, including steel rods, coal, scrap, sugar beet, stone, rock, and bundles of newspapers.

- Snps / Sps: bogie flats with a load area of over 50m², for timber up to 19m long. These wagons have fixed stanchions or stakes on each side, and a robust tie-down fastening system. They are good for carrying for non-sensitive goods such as timber, industrial pulpwood, sawn timber, and boards, as well as pipes, steel and concrete beams, and steel mesh. The minimum length of the loads on these wagons is 3m.

- Rs: bogie flat wagons used for long and short wood transport, with stanchions or stakes on each side, raised end bulkheads and tie-down fastenings. Loading of tree trunks is usually permitted without additional securing if the wood is loaded only to the height of stakes. The stanchions are movable and so can be adjusted to suit the lengths of the stacked logs.

Top right

SBB Cargo Am842 011-9 (a Vossloh G1000BB diesel hydraulic) shunting a bogie bulkhead flat at a facility apparently handling smaller diameter logs. The other number, D100 003 SR, is that applied by the Italian rail authorisation body Cesifer. Built in 2007 and delivered to Angel Trains, this locomotive was leased to SBB Cargo until 2010, and spent time in Chiasso. It was subsequently leased to various Italian users.

Photo courtesy SBB Cargo.

Above right

A mixed freight including Eanos opens and Snps stake wagons loaded with logs at Göschenen on the Gotthard line.

Right

Mixed sizes of logs on two Sps stake wagons at Spiez station. The logs are usually cut to suit the spacing of the stakes. Typically a 19m long wagon with eight stakes per side will carry three stacks of logs.



Les Fordham describes his latest project, representing a rural break of gauge location between New South Wales and Victoria.

Photographs by the author.

Yanga

A country station where two state systems meet

As Australia developed, the adjoining states – then separate colonies – did not manage to standardise on a common rail gauge. In the 1850s, as each state looked at building railways, meeting those from another administration was a long way off, and the problems which would be created where they met were not appreciated.

Because of the vast distances in Queensland and Western Australia, those states decided to build railways to 3'6" gauge because of the cost. New South Wales and Victoria initially decided on a common gauge but after changes to their engineers confusion took charge and New South Wales built to standard gauge while Victoria built to broad gauge, of 5'3". To confuse matters further, South Australia built some lines to the same gauge as Victoria and some to 3'6". Now there are three different gauges in South Australia after some routes were standardised in the 1970s, and the interstate line to Melbourne was standardised more recently.

It is a pity the early railway builders had little thought for the problems that they were creating for modellers 150 years later!



Modelling background

My modelling started over sixty years ago when I lived in New South Wales. As there were virtually no ready-to-run models then, a lot of time was spent modifying kits and scratchbuilding to create models of local prototypes. Many hours were spent cutting down Airfix mineral wagons to make local S truck opens.

After 40 years living and modelling in New South Wales I had collected a good selection of models to build a layout, then in 1989 a change of employment and lifestyle led to a move to South Australia, and ultimately to a change in my modelling prototype.

Above

In the broad gauge bay is a Victorian Railways Walkers class 153 railcar while at the standard gauge platform a New South Wales CPH railmotor stands ready.





Above
Here a NSW 620/720 two-car diesel set provides the connection with the VR Diesel Electric Rail Motor (DERM) just visible beyond. 30T class 4-6-0 No.3038 was one of those rebuilt for use on country branch lines from 30 class 4-6-4 tanks made redundant by Sydney suburban electrification.

Small layouts

Over the years there have been many smaller layouts that not only provide an interesting scene but also have reasonable operating potential. Many modellers have developed interesting layout designs and track plans in small spaces. Iain Rice's books on layout designs have been a source of many interesting ideas. One benefit of the small layout is you can build something within a reasonable time, from baseboard construction through track laying to the electrics, operation, and the scenery. The other benefit is that (if you can avoid the collecting bug) you do not have to buy so many locos and items of rolling stock.

Over the years I have enjoyed building small layouts, and after a senior moment recently I decided to build a small scene that was basically where a standard gauge New South Wales line interchanged with a Victorian Railways broad gauge line.

In real life that might have involved dual gauge track and points, but in model form that was not required because Australian manufacturers produce New South Wales standard gauge and Victorian Railways broad gauge models all to run on HO 16.5mm track, though there are some keen modellers of Victorian and South Australian railways who do model using the correct track gauge.

Left
The VR DERM waits patiently as NSW Goodwin-Alco 4803 shunts venerable S and K four-wheel wagons to the transshipment platform. 48 class diesels replaced the last steam on branch lines.



Right
A convenient cross-platform connection, from VR DERM to NSW 620/720 railcar set.



Why Yanga?

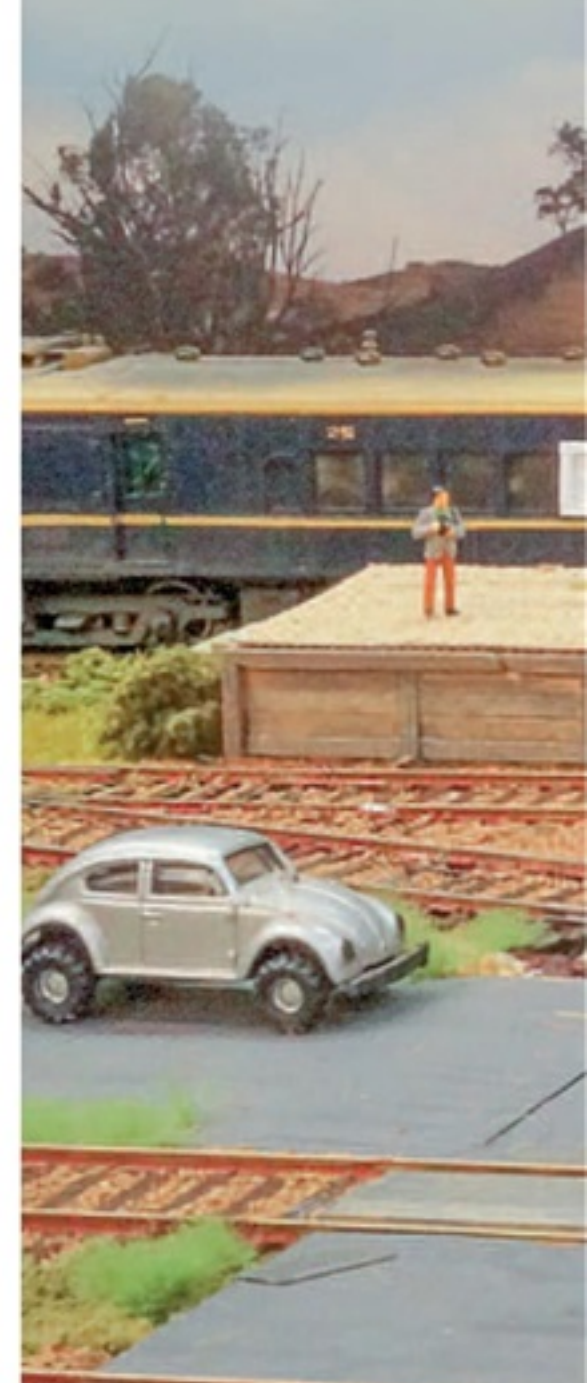
Yanga was a large homestead and station about ten miles east of Balranald in New South Wales and about ninety miles west of Hay, 467 miles south-west of Sydney. In all directions the country is flat and dry, with long distances between any towns with reasonable populations. The climate is harsh, with long hot summers and long breaks between rain. At its peak this was one of Australia's largest sheep and cattle properties. The large shearing shed could hold 4,000 sheep under cover and employed forty shearers. Paddle steamers were able to navigate the Murrumbidgee River in good times to take the wool bales downstream for export. With the opening of the railway, cattle, sheep, and wool were despatched from here to market. The whole area and the many buildings now form part of a large national park.

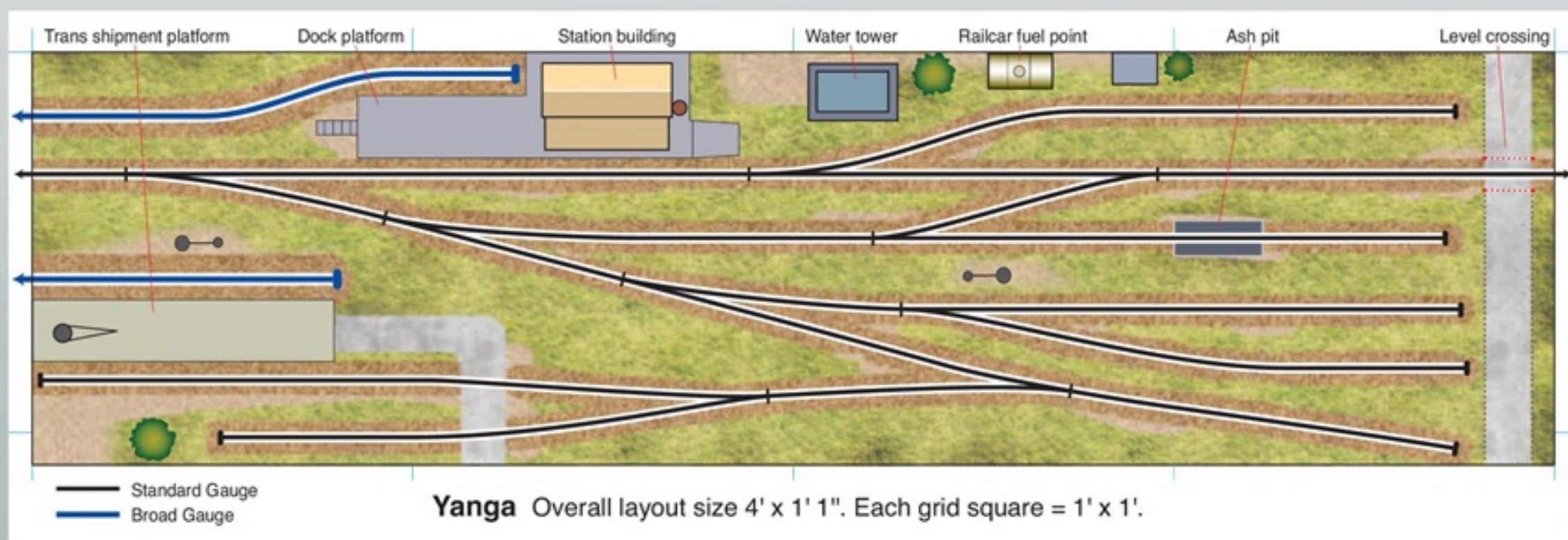
The premise for this layout was that the New South Wales Government Railways extended their line from Hay to Yanga to meet up with a Victorian Railways branch from their Balranald line. Both the Balranald and Hay lines have long since closed as the distances and traffic offering could no longer sustain them.

Making dual gauge track and points was not my strong point, so I settled on having a simple broad gauge connection of a back platform road and a goods siding to the transshipment platform without any physical connection to the standard gauge tracks.

As any actual dual gauge stations are about 600km from where I live, I have relied on researching the prototype in books. Also, the dual gauge yards have long since been rationalised and removed in the name of economic

Below left
Vintage New South Wales
CPH Rail Motor No.6
ready to set off for Hay.





Left
4711 arrives with the weekly goods as tractor X208 shunts a livestock wagon. The locally designed 47 class rode well but were plagued by reliability problems.

Below
Now the main line is clear, 3038 will be able to make up its mixed train.

progress. Train Hobby have produced a number of books devoted to different state systems, with series on locomotive classes, regional areas, and specific lines, with many photos of stations. These books provided an excellent source of information on buildings and structures, colour schemes, platform construction, other pieces of infrastructure, and basic scenery.

Design requirements

As I did not have a great deal of space, I was limited to a baseboard 5' long and 15" wide.

My usual approach is to list the important features I wanted in the layout and then start to move track and points around on the baseboard to decide what fits where. This way I can ensure the run-round loop and the release track are long enough, and the sidings are reasonably easy to shunt.

The basic requirements were:

- a run-round loop.
- a coach or railcar stabling siding.
- a locomotive siding.
- goods sidings.
- a transshipment siding between the gauges.
- a broad gauge dock platform for VR railmotors.

The era that I wanted to model was when the railways were in the process of introducing diesels to the distant country areas, and NSW CPH railmotors and the two-car diesel sets were still providing country passenger services.

At this time a lot of four-wheel wagons were still in use: short trains look more believable with four or five four-wheelers than two bogie wagons.





Above

A whole train in one coach!
The long ACX provided first and second class sitting and sleeping accommodation for remote branch line services. The model is by Austrains.

Construction

The baseboard is MDF sheet, covered with a layer of IKEA cork tiles, painted an earth colour. A backboard is fixed to the rear and both ends of the baseboard to provide some rigidity to the structure. The backboard was painted a blue sky colour before a backscene was added. The self-adhesive backscene was mounted on a card backing which was then cut to the width of the printed backscene. This was then glued to the MDF end and back boards. This was much easier than trying to mount the backscene directly to the layout and allowed the whole scene to be curved into the corner.

Track

I had a number of Shinohara code 70 points from a previous layout attempt and a few lengths of track. On the earlier project I found that Shinohara code 70 points were not compatible with Peco code 75 track.

The track and points were glued onto the baseboard and held in place by weights until the glue had set. The cork under the point throwbar was removed before the track was laid and a DPDT slide switch was used to change the point as well as provide any switching required. A section of plastic tube was run in the cork from the point to the switch and brass wire connected to both to operate the point throw.

In the loco siding two sections of a Peco inspection pit kit left over from a previous layout were let into the baseboard.

Once all the track was laid, it was tested to ensure it worked electrically before more work was undertaken. All points were operated in both positions, and then a locomotive was used to test all of the track. (It is amazing how everything can be running, then you change a set of points and everything stops, though the offending point does not seem to be any way to connected to what you are doing!)

One of my layout building skill shortages is track across baseboard joints. As the Victorian railway activity will be more limited, I decided to use Peco loco lifts to move the DERM (Diesel Electric Rail Motor) and the few freight wagons that would be required.

On the New South Wales section which forms the main operating part of the layout, there was only one cross board connection to install and connect to a number of cassettes. I used two bulldog clips across the joins in each set of rails of the adjoining tracks so once the glue had set they were in perfect alignment.

Control

The layout is operated with an NCE DCC Powercab, connected to a panel set into the front fascia. This allows the NCE equipment to be used on more than one layout. The power input socket is on the back of the panel so the same power supply can be used on more than one layout.

I have found the NCE Powercab a very useful controller for my grandchildren to use. Once they have keyed in the locomotive address, it is easy to tell them the direction and speed required.

Ballast and scenery

Once I was happy with the track and electric operation the track was ballasted with a N gauge Woodland Scenics ballast which was fixed in place with the usual mixture of PVA glue, detergent, and water, applied with an eye dropper.

The rail sides were then painted rust colour to cover the shine of the nickel-silver rail.

With the track ballasted and painted, it was possible to fill in the scenery with different Woodland Scenics products, such as ground covers, coarse foam, and different clumping

Below

The VR Walkers class 153
(imported from Britain) and the locally-built NSW 620/720 sets were both attempts to operate lightly-trafficked lines economically in the face of increasing road transport competition.





materials. A couple of MiniNatur coloured grasses were then added to some areas, and some static grass was applied in others. Static grass helps create the overgrown look of many of the out of the way stations.

Structures

The station building is a model of a New South Wales Government Railways Pc2 prefabricated concrete slab station building. This type was used in many country areas as a kit of parts could be despatched to the site in a few wagons and erected by semi-skilled workers. As timber was not readily available in some distant country areas, concrete construction was reasonably quick and easy to erect, and very

resistant to the elements and termites. The New South Wales Government Railways used this type of construction for station buildings, signal boxes, signal relay rooms, 'out-of' sheds, goods sheds, toilet blocks, and enginemens' barracks.

A Dapol water tower provides water for the locos, via a Uneek NSW water column and a Trainbuilder Victorian water column. Uneek buffer stops, level crossing signs, and point levers, as well as a number of Peco buffer stops have been used. A GEM yard crane is mounted on the transshipment platform.

A small oil tank and accessories are located at the coach and railcar siding to refuel the NSW rail motor and two-car diesel train as well as the X200 tractor.

Above
The SHG van provided basic passenger accommodation, plus space for parcels and the guard, on goods trains.

Below
Tractor X208 moving some recently arrived wagons into the sidings. These four-wheel shunters were built using parts from the bogies of withdrawn AD60 Beyer, Garratts.





Above

Stabled on the left, the HCX 'dogbox' brake van offers passenger compartments as well as space for the guard and 'out of's' (small parcels). The model is by Austrains. 3038 will not only replenish the tender but also fill the water gin (parked beyond) for its long return journey.

Train services

In such areas the services provided by the NSW Railways varied quite considerably. On many lines there would be a railmotor service on two days each week, and then a mixed train with more or less passenger accommodation, in some cases being more of a goods train with a passenger vehicle attached – simply a compartment or two in the guards van. Most of the year there would be a general goods train, but when required dedicated livestock or grain trains could be run. In some areas small four-wheel rail buses ran every fortnight to pay the staff.

On lightly trafficked lines, VR used Diesel Electric Rail Motor (DERM) railcars which could pull a couple of wagons. Other lines were served by the class 102 and 153 Walker railcars. These provided a very economical way to serve out-back lines. Goods trains with passenger accommodation and general goods trains were operated as required.

Below

A welcome sight for staff – the fortnightly NSW pay bus (an Auscision model).



Rolling stock

Australian modellers are not (yet) as well catered for as their British counterparts, although the situation has improved, and the quality and detail is generally far superior now than when I started modelling. Most models are produced in China, and if you do not obtain them when they are released – or indeed order them when they are announced – then you might not be able to get them later. Also, many of the wagons are sold in packs and it is often not possible to buy a single wagon – hardly ideal for this type of project.

When my prototype interests changed, I had sold off most of my New South Wales rolling stock, so now I had to locate the few pieces of stock I needed. As the layout is compact the amount of rolling stock required was not that extensive.

NSW locomotives and railmotors

The New South Wales steam locos include a 30T class 4-6-0, a 32 class 4-6-0, and a 50 class 2-8-0 (all Bergs brass models dating from the 1970s).

The diesels are a 47 (Trainorama) and a 48 (Auscision), plus an X200 shunting tractor (IDR Models). For a model with small diameter wheels and short wheelbase, the X200 runs exceptionally well – it is fitted with a DCC decoder and a stay-alive unit which helps it to run without stuttering much better than some of the larger engines.

The passenger vehicles are an HCX 'dogbox' brake, a CR composite, an ACX branchline sleeping car, a CPH railmotor (Bergs brass), and a 620/720 two-car diesel set (Eureka).

The ACX branch line sleeping cars were attached to mail trains departing Sydney and were detached at junction stations to be conveyed to their destination by mixed trains. These coaches catered for all types of passengers, with twelve first class in two compartments, sixteen second class in two compartments, and four two berth sleeping compartments – a complete passenger train in one coach!

For a creative and prolific modeller like **Charles Insley**, providing locos and stock for an unusual prototype is as much a pleasure as a challenge. The layout on which they run was featured in the November 2019 edition.



Locomotives for *Ulvaryd Strand*

Motive power for a Swedish 60cm gauge line

One of the disadvantages of the modelling more esoteric narrow gauge prototypes is that you cannot really use ready-to-run material. The advantage is that you get to scratchbuild, or adapt: as has been noted in other contexts, I am an incurable scratchbuilder, so one of the attractions of modelling the locomotives of the Swedish 60cm gauge lines, other than their innate appeal, was that I get to scratchbuild!

The other attraction, and the one that drew me to Sweden's 60cm lines in the first place, was that I could use some of the locos and stock from my French HOe layout *St.Etienne-en-Caux* (CM October and November 2010, and January 2011). This has been true to an extent. In fact, only one of those locos – one of my Decauville Mallets – is a regular performer on *Ulvaryd*. By coincidence, the first of my pair of Mallets, which I had based on *Pithiviers* from the Tramway de Pithiviers à Toury (and which had a rather more substantial cab added to the very nugatory Decauville provision), was also a dead ringer for *Råa* from the Helsingborg-Råa-Ramlosa Järnväg (HRRJ).

Some of the rolling stock from *St.Etienne*, in particular my kit-built Decauville bogie coaches, and some of my kit-

bashed Egger coaches, do make regular appearances on *Ulvaryd*, but most of the stock for the layout is bespoke.

It is not strictly true that there is no ready-to-run Swedish OO9/HOe, since the green Hartmann edition of the Minitrains Deutsche Heeresfeldbahn 0-8-0T 'Brigadelok' is actually Swedish, representing *Emsfors* (Hartmann 4183/1919) currently preserved on the Ohsabanen at Oks Bruk. The OSJ also has a preserved 'Brigadelok', also named *Emsfors*! This meant that I had at least one type of loco I could use straight from the box, so to speak. Currently, *Ulvaryd* has two of these models, one in green, one in black.

1. Orenstein and Koppel 30hp 0-4-0T

This was the first model built for the line, and is a Narrow Planet mixed-media O&K kit fitted onto a Minitrains Krauss 0-4-0 chassis. The kit consists of a 3D-printed body with etched nickel-silver overlays for the roof, cab front, and cab rear, with a mix of etched and 3D-printed detailing components. Mine differs slightly from the standard kit in that the 3D-printed body is a one-off version with longer tanks and resembles *Smedjebacken* (O&K 11970/1929) from the Ohsabanen.



Above
DFB 'Brigadelok' 0-8-0T,
Hartmann 4183 of 1919 –
Minitrains r-t-r model.



Left
Orenstein & Koppel 0-4-0T –
Narrow Planet body kit
on Minitrains Krauss chassis.





Above
**Munktells 0-4-4-0T+T –
body from various elements
on Minitrix BBII chassis.**

2. Munktells 0-4-4-0T+T

This loco is the pride of the line, and is based on Kosta Lessebo Järnväg No.1 Kosta, a Swedish copy of the original Decauville Mallets of the 1890s (such as the pair that ran on the HRRJ). It shares a chassis with one of my French pair, from the excellent, expensive, and rare Minitrix N Bavarian BBII class. As with the French pair, the basis for the body was the Minitrix body, brutally hacked about to remove the cab and boiler fittings. To this core a shell made from plastic sheet, strip, and tube was added. The steam and sand domes were made from plastic tube and sheet, while the chimney is from an old Eggerbahn 'Western Union' loco. The tender is from a Minitrains Fiddletown & Copperopolis loco, modified by removing about 2-3mm from the lower edge of the body. It is not an exact match for the tenders that ran with the Munktells locos, but close enough.

Unlike most of the locos on the layout, which are black, this is in bright green livery, inspired by a fantastic model of Kosta constructed in 1:45 scale by Swedish modeller Tobias Ljung.

3. Helsingborg Engine Works 0-4-2T

This model was inspired by seeing a photograph of the prototype in Lennart Welander's book on the HRRJ. It is, in fact, a very heavily modified GEM *Dolgoch* kit; it has had its side tanks lengthened, its cab modified, and a whitened metal chimney with the characteristically Swedish turbine spark-arrester (from Narrow Planet) added. The model sits on a Minitrains 'Fiddletown & Copperopolis' 0-4-0 chassis, with dummy rear pony wheels; the length of the Minitrains chassis means that fitting a functioning rear pony truck was not feasible.

4. Fletcher-Jennings 0-4-2ST

This was prompted by a pair of Fletcher-Jennings 0-6-0STs built for the Ulricehamn Järnväg, one of which, *Sten Sture*, is preserved (although now with side tanks rather than its original saddle tank). Although these were built for an 802mm gauge railway, they were compact machines that bear a strong resemblance to Tal-y-llyn locos. The connection was made for me by seeing another modeller on a model-

Right
**Helsingborg 0-4-2T –
heavily modified
GEM *Dolgoch* body kit
on Minitrains F&C chassis.**



Right
**Fletcher-Jennings 0-4-2ST –
modified Bachmann *Skarloey*.
Photographs by the editor.**





Left
Motala Works 2-4-2T –
Narrow Planet body kit
on Minitrains F&C chassis.



ling forum modify one of the Bachmann "Thomas" range *Skarloey* models by grafting on the cab from a Minitrains Bagnall wing tank; this immediately called to mind the pictures I had seen of *Sten Sture* in original condition. A Bachmann *Skarloey* was duly sourced and the craft knife readied. The Tal-y-llyn cab was removed and a new cab fabricated from plastic sheet. The face was prized off the smokebox and a spare smokebox front and door (a Chris Ward 3D-print, I think) added. At the same time I used plastic strip to widen to footplate over the driving wheels to match the width of the cab and buffer beams. The final touch was a Swedish chimney from Narrow Planet.

5. Motala Works 2-4-2T

This model was inspired by my favourite Swedish 600mm gauge loco, the Motala 2-4-2 *Virå*, formerly of the Stafsjö Järnväg but now preserved at Mariefred. To me, this loco, and its now vanished sisters, are the definitive Swedish

narrow gauge loco; long, with a low-pitched boiler and a tall cab but a short driving wheelbase. The overall package should not work aesthetically, but somehow it does; this loco is completely charming!

This model is not an exact copy (although I have since built a more 'scale' version), but was adapted from a Narrow Planet kit for a freelance Beyer-Peacock 0-4-2, inspired by an unskirted non-tramway version of the larger Glyn Valley 0-4-2 and designed to fit on the Minitrains Fiddletown & Copperopolis 0-4-0 chassis. The modifications were relatively limited: the footplate and boiler were extended forward (a characteristic feature of the Motala 2-4-2s and 2-6-2s was that the smokebox was well ahead of the cylinders) and new boiler fittings added; the inevitable Narrow Planet chimney, and a boiler-mounted sandbox fabricated from plastic strip and section. Dummy pony wheels were added fore-and-aft, so although the model looks like a 2-4-2, mechanically it is an 0-4-0.



Left
Motala Works 0-6-0T #1 –
modified Roco HF110C.



Left
Motala Works 0-6-0T #2 –
modified Roco HF110C.





6. Motala Works 0-6-0T

Actually a pair of locos, both based on the excellent Roco Heeresfeldbahn HF110C 0-6-0 tank loco.

The first is a very quick conversion, done just before the layout's debut in November 2018. The original plastic cab and bunker were removed and a new more Swedish style cab made from plastic sheet and strip. The front buffer beam was replaced, and a Narrow Planet chimney substituted for the Roco one.

The second conversion is more involved, since it involved shortening the tanks so that they finish behind the smoke-box. Once that was done – a couple of saw blades later! – a new cab was made and the same modifications as the first one applied.

Above
Lightly modified Roco
HF110C 0-6-0T+T.

7. HF110C 0-6-0T+T

This is a more-or-less unmodified Roco model. I replaced the chimney with a slightly taller one, raised the cab by about 3mm along its bottom edge, and skinned the roof with plastic sheet to raise the roof line.

8. Steam railmotor

This, as the eagle-eyed will be able to tell straight away, is a modified Eggerbahn Rhein-Sieg-Eisenbahn Gesellschaft railcar. I picked it up something like twenty years ago, having always loved and coveted the Eggerbahn model. It ran on my Welsh layout *Maesog* (RM April 2005) before the mechanism expired and it was retired to the 'do something with one day' box. Having seen other modellers successfully re-energise these models with the new generation of Minitrains mechanisms, I decided to do likewise, using the Minitrains Krauss/Bagnall mechanism. This involved modifying the fixing point for the mechanism inside the body of the steam unit and cutting away part of the underframe of the coach/saloon section to clear the cylinders and valve gear. Using the Minitrains Gmeinder diesel mechanism – identical other than the absence of cylinders and valve gear – would have been easier!

9. Diesel railcar

Astute readers will spot the origins of this model. It is a Meridian Ashover coach body mounted on a Bachmann N GP40 chassis. Two of the side windows at the driving end have been filled with brass mesh to represent the engine compartment, and a circular side radiator added to one side.

Further locos have since been built – more in due course!



Left and below left
Steam railmotor –
Eggerbahn re-motored
with Minitrains mechanism.



Below right
Diesel railcar – modified
Meridian Ashover coach kit
on a Bachmann mechanism.





Echoes of the Black Canyon

An essay in Colorado 3' gauge mountain railroading



Charles Oldroyd describes an innovative exhibition layout conceived by **Paul Stapleton** and incorporating a number of novel effects to recall a now lost line.

Photographs by Derek Shore.

Once upon a time a talented modeller called Paul Stapleton, a member of the Twickenham club, conceived the idea of building a tribute to the Denver & Rio Grande Western's heroic narrow gauge empire. Born out of a railfan experience riding along a narrow ledge backed by a cliff face in Ecuador, he realised this could just as easily be one of a number of sites in Colorado and would present an ideal scene to display passing trains.

One such location presented itself in the shape of the Black Canyon, through which the river Gunnison runs. Partially flooded in the 1930s behind a dam, it had supported a regular passenger service and been an essential link for coal, timber, and livestock movements in spring and fall. This would permit the running of passenger and a wide variety of freight trains.

Left
C18 class 2-8-0 #315 descending the canyon with a train of tank cars. Most D&RGW tanks were single-dome but there were also three with twin domes. The loco is former Florence & Cripple Creek *Elkton* dating from 1895.

Right
'Galloping Goose' #3 with the later passenger body built by Wayne fitted from 1945. The model is by Precision Scale and was converted from On30 to On3.

Above

Colorado & Western 2-6-0 #22 climbs the canyon with a stock car special. These ran seasonally – cattle and sheep were moved from the valleys to the high pastures in spring for fattening and brought back in the fall to be taken to market. Note the 'beartrap' spark arrestor on the chimney, designed to prevent lineside fires.





Above

The whole of the scenic section. It consists of a single track with a passing loop and a spur against an impressive backdrop of sheer cliffs with a drop to the River Gunnison in the foreground.

Below

Former Crystal River outside framed 2-8-0 C21 #361 crosses the River Gunnison. The loco was built by Baldwin in 1900 (works number 17717) as Crystal River RR #102; it was acquired by the D&RG in 1916 as #431 and renumbered to D&RGW class C21 #361 in 1924. The two C21s (#360 and #361) were the heaviest motive power allowed on the line. This is a Balboa Craftsman series brass model, re-motored and fitted with DCC sound.



Paul writes:

"One of the greatest inspirations for my layout was a visit to the home layout of master modeller Brian Coldicott, who modelled the D&RGW in On3. He amazed me with his use of sound and lighting effects – day/night, moonlight, thunder and lightning – all in the controlled environment of a darkened shed. So, I set out to copy his ideas, but in an exhibition layout. Could I manage it? Only time would tell, but now I had the ideal name for the layout – Echoes of the Black Canyon. Ideal, because the word echoes can have two meanings – literally, as in the echo of steam whistles bouncing off the canyon walls, and figuratively as an echo of a time and place now hidden forever under millions of gallons of water. So, I had the layout name: now all I had to do was build it!"

And build it he did. Three plywood boxes formed a stage, complete with roof and ends. Bolted together, they contained a single through track with passing loop and siding, complete with lighting and sound effects.

Loco sound (in those pre-digital days) was by the highly regarded Pacific Fast Mail system whilst the night/day and thunderstorm effects were with manually flashing bulbs and a Sony Walkman connected to a large speaker.

The cliff face backdrop was constructed from expanded polystyrene covered in plaster, with the rock surfaces hand-carved and washed over with dilute poster paints. Strategically-placed mirrors at each end of the scene cleverly extend the image of the canyon beyond its actual length. It looks very effective, but the three modules are incredibly heavy.

Originally presented on substantial metal stands linked with industrial trunking support rail, the layout looped back at each end to a fiddle yard. The whole setup was incredibly strong, but difficult to transport and laborious to erect. It was later revised to use a 6' train turntable at each end, but this made for a very long layout of which only half was scenic.

After attending only a few shows, including Keighley, where I saw it many years ago, the layout went into store where it stayed for around ten years.

In the meantime, I had visited Colorado, ridden on the remains of the D&RGW narrow gauge, and fallen for it in a big way. I bought some On30 stock with the intention of 'doing something one day'. However, I was aware that 16.5mm track does not equate to 3" in 1:48 (quarter inch to the foot) and that 3/4" (19.05mm) track (On3) is used for authentic narrow gauge in America.



Above
 Railmotor #3 waiting
 on the passing track.
 'Galloping Geese' carried
 both passengers and freight
 on the poorly-supported
 Rio Grande Southern RR
 in its later years.
 A number of these units
 survive on tourist railroads
 in Colorado and California.



Right
 Colorado & Western mogul
 #21 is about to cross
 the River Gunnison heading
 down grade. The model is
 a Japanese brass import,
 re-motored and fitted
 with DCC sound.



Left
The water tank area, with some maintenance evidently in progress. Built of wood and bound with wire, the obvious seepage will become a curtain of icicles in the winter. A stock train has just taken water.

CONTINENTAL MODELLER

Left
 Outside frame 2-8-0
 now D&RGW class C25 #375
 waits on the passing track
 to cross another train
 coming up the canyon.
 Built by Baldwin (works
 number 21757) in 1903
 as Crystal River RR #103,
 it was acquired by the D&RG
 in 1916 and numbered 432;
 renumbered #375 in 1924.

Right
 Working up the canyon,
 C21 #361 enters the loop.
 Note the prototypically tight
 clearance to the right.

Below
 'Galloping Goose' #3
 passes ex-Crystal River #375
 waiting on the loop.
 Note the cabside curtains
 needed to protect the crew
 from the harsh Colorado
 winter weather.





Above

Colorado & Western 2-6-0 #22 prepares to get under way again with the stock car special.

Below

#361 enters the Black Canyon and begins the climb. The canyon may look as if it extends beyond the tunnel mouth, but is actually a reflection in a strategically-placed mirror.



Then, Paul's storage facility needed to be cleared and so he advertised the layout for sale in the Slim Gauge Circle's magazine. By now, you can probably tell where this is going! A large van was duly driven south and the layout came back north to Keighley with some of the stock.

As the three scenic modules were so heavy, the first thing was to mount them on wheeled frames at viewing height. These were fabricated from 1" square steel tube and not only support the three sections of the 'stage' but also provide storage for three fiddle yard boards of equal size and sectional return curves. These were constructed from ply and are supported by wooden trestles.

San Juan code 100 On3 track and points were used to create the storage tracks in the fiddle yard and the curves to the scenic area.

Meanwhile I had acquired one or two On3 locomotives and some rolling stock. The locos were fitted with decoders by that well-known guru of all things DCC sound, Mick Moignard.

The layout in its new form made its public debut at an open day at the Keighley club, but it was only a qualified success. The San Juan points, which had been used in preference to anything handbuilt in the interests of speed and reliability, proved to be flimsy and scarcely DCC compatible. Locomotives either stalled or shorted on the blades, whilst the spring loading was also anything but reliable, some not working straight out of the packet. We staggered to the end of the day feeling somewhat dejected. The original part of the layout had performed well but the new trackwork clearly left a lot to be desired.

A programme of rebuilding the San Juan points with new tiebars and insulation breaks to ensure they would work followed, operated using Fulgurex slow action motors bought secondhand. This transformed reliability and we now have six full-length storage tracks plus two kick-backs, capable of holding enough stock to keep the public entertained.

The original thunder and lightning effect was one operator's full-time job so it has been replaced with a Broadway Limited module which provides synchronised sound and flashing lights using LED strips. A separate 'woofer' beneath the layout provides the bass and volume necessary in an exhibition hall. The mains voltage night/day lighting effect on a timer remains for now but the phasing out of incandescent tubes used may mean this also has to be replaced.

Trains can now move up and down the Black Canyon day or night, rain and shine, but the return curves cry out to be scened. I am planning a mining scene with another siding or loop at one side and a long, curved trestle on the other which will become separate modules in their own right.

Longer term, the track layout of the fiddle yard just happens to be a simplified form of Gunnison, minus the roundhouse. This would prototypically sit outside the current footprint in one of the rear corners but it could conceivably be mirror-imaged to fit the space inside the layout. We'll see.

In the meantime more locos, mainly imported brass models, are being fitted with DCC decoders and re-motored where necessary, and gaps in the rolling stock roster are being filled.

If you would like to see the layout in operation, check the Keighley MRC website (<http://www.keighley-mrc.org.uk>) for its next appearance at an open day or exhibition.



Below

C18 #315 descends the canyon with a train of tank cars. The profile of the layout is clearly visible where the trackbed is on a ledge between the canyon walls and the River Gunnison. The prototype of this locomotive is now preserved and runs on the Cumbres & Toltec Scenic Railroad in Colorado and New Mexico.



Warren Miller continues the description of his layout, a flexible generic setting built to accommodate a range of rolling stock from around the world.

Photographs by the author.

The romance of rail travel

A layout with a difference – 2

Buildings and infrastructure

Prior to starting the layout, I had collected an assortment of buildings over the years, mainly because of their individual attractiveness and the enjoyment of constructing and weathering them. Most are kits by Jouef or MKD, the style of which particularly appealed to me. They are certainly French, but without any strong regional identity. Some Auhagen buildings are also visible, along with Metcalfe kits and a couple of Australian signal boxes. An impressive water tower by Bachmann dominates the loco shed. (The side of the water tank that is not normally visible is painted with the identification 'Jaipur Junction', and the tank can be reversed when I am running Indian Railways stock). The loco shed itself is an adaptation of a Faller arched station roof, heavily modified to resemble the Eveleigh loco shed that served Sydney terminal in steam days. Truly an eclectic collection. Do they form a cohesive model environment? Probably not architecturally, but in their placement, they provide a plausible town centre, with some light industry, adjacent to a fairly busy main line station, which is also served by two branches. The station itself is the Jouef 'Grand Gare', a building with imposing bulk which is based on that at Bayonne.

Below The narrow gauge track at the shed hosts a Darjeeling Himalayan Railway B class 0-4-0T (from a Langley kit) and a C class Pacific (from a Backwoods Miniatures kit).



Left

A Darjeeling Himalayan train leaves the shed compound past a sign that is a photographic reproduction of one at Siliguri Junction. The model is not based on the Siliguri Junction shed, although in fact you can find a combination of broad and narrow gauge there.

Right

One of the few authentic scenes on the layout! Radeburg station (Auhagen) sees the arrival of a train hauled by a Bemo 2-10-2T. It is a delightfully detailed model, but a frustratingly erratic runner; despite plenty of weight and ten driving wheels, the wiper pick-ups are not so effective.



While the landscape is mostly fictional, there are a couple of vignettes which reflect real situations: The narrow gauge terminus is the Auhagen kit of Radeburg station, which is very suitable for my Bemo HOe 2-10-2T, and not far away the narrow gauge entry to the shed area is based on the Darjeeling's fenced entry to the depot at Siliguri junction.

There are two level crossings with lattice gates of French style, scratchbuilt from brass strip, and an ungated crossing of the main road by the narrow gauge branch, which only sees infrequent services. The rolling gates of the largest crossing are probably a little too large to have been operated manually by a crossing keeper, but they look the part.

The passing loops/fiddle yard at the back of the layout have simple platforms which provide staff access to the loco depot. The footbridge is a good representation of an Indian structure, adapted from Pola and Auhagen kits.

The question of signals remains unresolved. More than anything else, signals generally convey a clear national identity, and given my desire to avoid representing any specific country, I have done without them to date. And indeed, on many railways, no signals are seen over considerable distances.



Above right

Along the narrow gauge branch, the DHR train crosses a minor road at a (typically French!) crossing.

Right

The road approach to the locomotive depot indicates an Indian location, although the signal box in the background is definitely Australian. The water tank has been turned around to show the side bearing the 'Jaipur Junction' identifier – this normally faces away from the viewer when other trains are being operated.





Trains in the night

I am attracted to operating trains in a simulated night setting, but a train with lights running around an otherwise darkened layout creates a very limited impression of a railway at night – effective lighting of buildings and streets is needed to capture the atmosphere, and it seems few modellers give this much attention. With the advent of LEDs and provision of lighting in many ready-to-run models, it is a shame not to provide a suitable night-time setting to enjoy these to best effect. I have installed a variety of lights for this purpose. The street lamps and station lamps are inexpensive unbranded (Chinese?) items, incorporating 6 volt incandescent bulbs. They are powered from 12v, two in series. Some buildings have detailed interiors visible through the windows; in these a 12v lamp is built in, at a suitable ceiling location. Buildings with small windows or no interior detail are simply lit by placing a street lamp inside.

The locomotive shed had special treatment. To capture the dim gloomy effect inside a shed, I used tiny 1.5v incandescent lamps (Miniatronics ref.72-001-05), with nine lamps wired in series and run from 12v. The effect is quite good, but of course if one lamp fails, all will go out. However, they have a claimed life of 1,000 hours, and additionally are being run slightly under their rated voltage, so this should not be a problem.

For the lights under the awning of the main station, incandescent bulbs would have been too bulky, so I used a passenger coach lighting set of warm-white LEDs (from ANE) and glued them under the awning, with the wires running down the support columns to a miniature plug/socket under the platform. The lighting set included two red LEDs for tail lamps, and these were used as warning lamps on the buffers at the station. The lighting is wired so that the circuits for

Above
The middle of the layout.
In the centre background
a German narrow gauge train
arrives at the terminus,
and in the main station
a Bugatti autorail (Jouef)
steals the show from
the Darjeeling C class 4-6-2.



building lights, street lamps, and lights on railway facilities can be switched independently for different effects. (And you thought wiring a railway alone was complicated!)

Operating the layout in 'night mode' has a lot of attractions and for me it captures something of the romance of rail travel at night. Another attraction is that any shortcomings of the scenery etc. are not apparent in the dark – imagination can take over!

Locomotives and rolling stock

Over the years I have acquired locos for a number of reasons;

- as a memento of railway travel I have enjoyed, particularly overseas (e.g. Darjeeling and German narrow gauge).

- kits, or adapting proprietary models, which I enjoy for its own sake as much as for the resulting loco. I have a good number that are kit-built or semi-scratchbuilt.

- ready-to-run models, some of which are just so attractive or unusual that they have found a way into my collection.

Locos and stock could be broadly grouped by geographic origin. I have a fleet of Indian locos and coaches, mostly 'kit-bashed' from proprietary models, which have been described in past editions of CM. As I am resident in Australia, the railways of New South Wales are well represented with locos from the last decades of steam, including many DJH kits. A visit to South Africa in 1971 ensured a lasting fascination with the railways of that country, and Lima and DJH as well as some South African produced kits have enabled me to re-visit the SAR in model form.

European railways are also covered, France being represented by a collection of Jouef and Hornby Acho models. A visit to Spain a few years ago added a nice Mabar diesel and some Electrotren coaches.

I also have a stock of older Hornby, Triang, and Hornby Dublo, all dating from years past when the only r-t-r models available in Australia were British, though these rarely get a run now. The list could go on...

One of the more unusual elements are some British HO models, which can be run in a correct relationship to the HO models from Europe and elsewhere. Lima's early British HO models are quite nice when detailed and fitted with scale wheels and Kadee couplers, and even the ancient HO coaches by Playart/Jouef look good, if a little short. But pride of place goes to a brass HO 'Flying Scotsman' by Samhongsas of Korea. It is beautifully factory painted, and even has a working inside cylinder! This can correctly be run with a New South Wales 38 class Pacific, as they travelled together during the Scotsman's visit to Australia in 1988/89.

Operation

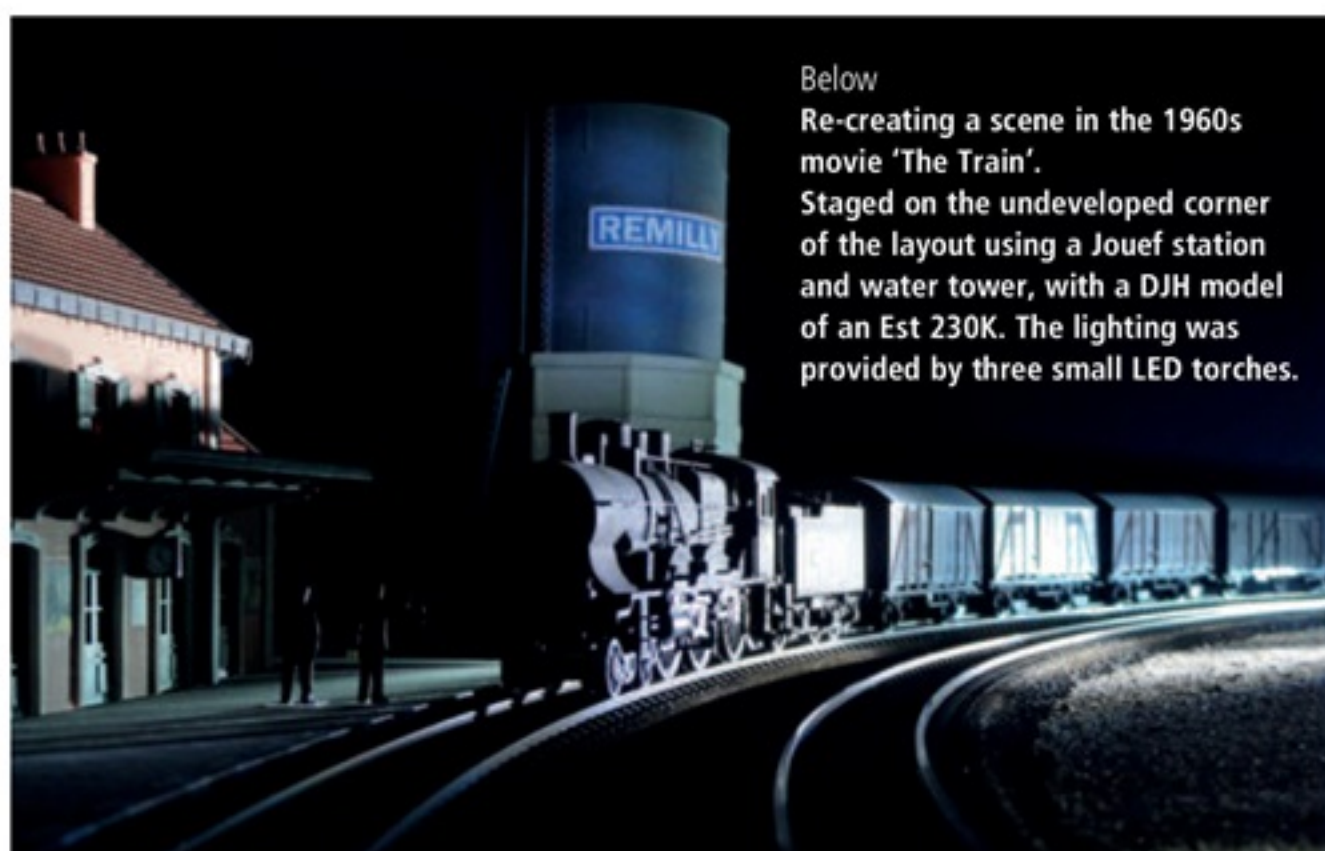
With such a disparate collection, I tend to avoid operating conflicting models together. The trains may look a little at odds with the scenic setting, but I do not want to see an SNCF Pacific running next to an Australian 4-8-2. I normally 'theme' the layout (for periods which may be hours, days or weeks) by operation of trains of a specific country). Typically I will provision the loco shed with four or five locos, and build up five or six trains in the loops, all being stock that

Left

The water tank has been re-positioned to provide a backdrop for a portrait of my WP class (adapted from a Rivarossi model) which was described in the January 2004 edition.



Above
The lighting under the canopies gives a fair impression of a station at night, with deep shadows and pools of light. Here a Jouef X73713 autorail, which has very good LED interior lights and headlights, is about to depart.



Below
Re-creating a scene in the 1960s movie 'The Train'. Staged on the undeveloped corner of the layout using a Jouef station and water tower, with a DJH model of an Est 230K. The lighting was provided by three small LED torches.



Below
A New South Wales class 38 Pacific ready to depart. This was staged with a small LED torch side lighting the loco; the rest of the lighting is from the lights installed on the layout.



Left
The NSW *Caves Express* bursts onto the bridge, hauled by an unrebuilt 35 class 4-6-0 (Austrains).

Below left
A South African GMAM Garratt (from a DJH kit) takes a passenger train across the gorge. The coaches are from South African-made resin kits.

Below
A NSW 36 on the main line, a NSW 45 class Alco diesel on the single track, and at the rear a DHR train. The bridges are by Faller and Auhagen.

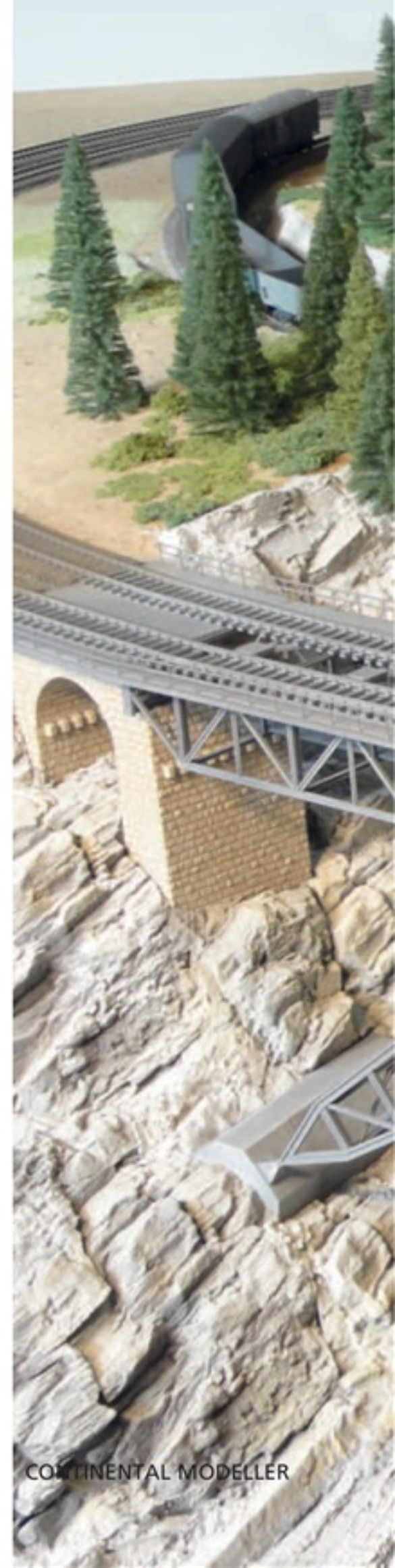
could reasonably be seen together (with a bit of license with regard to period). Suburban trains or multiple units may be included, but still pertaining to the same country of origin.

There is no attempt to run timetable operation or simulate actual services. This is inescapably a demonstration layout for trains to be put through their paces. The loops allow alternate operation of trains on each circuit, and light engine movements to and from the shed provide variety. The narrow gauge line is of course an independent operation, and is used for either the Darjeeling stock or German narrow gauge.

Photo shoots

One unusual aspect of operation is the occasional 'photo shoot'. This goes rather beyond the traditional idea of model railway operation.

I enjoy photography and find it interesting occasionally to set up temporary scenes on the layout for miniature photography. With compact digital cameras and small LED torches for illumination it is possible to create quite realistic scenes. The use of a graphics program like Photoshop helps remove any 'rough edges'.



One corner of the layout has only had basic ground cover added, with no further scenery at this stage. With the temporary addition of suitable buildings, vehicles, and scenics, this location can be used for photographic purposes with scenes that I do not wish to establish permanently on the layout.

The future

I am happy with the performance of locos, rolling stock, and track, but there is certainly scope for improvement in the scenery and control system. A suitable backscene is a priority, and I really should alter the track power to a common return system. The landscape scenics could be improved, but this will be an evolutionary process. In the meantime, the layout continues to provide a medium to re-visit the railways of my travels and enjoy my wide ranging accumulation of trains from many countries.



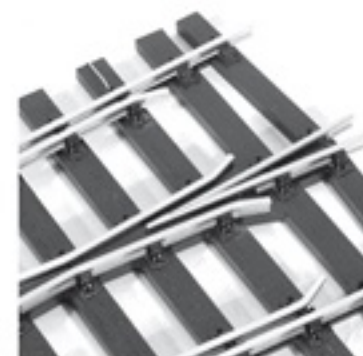
Above

Australia's most famous train of the 1930s, or indeed any period, was the Victorian Railways *Spirit of Progress*, here headed by the stylish streamlined Pacific S302 'Edward Henty'. The loco is from a DJH kit, the coaches are Powerline, with a baggage van from a resin kit.



Reviews

Evaluated by our own specialist staff



HO

SNCF X2400 *autorail* new from Jouef



The French X2400 *autorail* (diesel rail-car) is perhaps the perfect 'train in one vehicle' – first and second class passenger accommodation, plus space for baggage and small goods – make it as useful to modellers as in real life.

Seventy-nine of the 27m long units were built from 1951 to 1955. They were capable of carrying twelve in first class and fifty-six in second.

There are two sub-classes: 2401 to 2469 have two Renault 517G engines of 250kW (340hp) output, while 2470 to 2479 have two Saurer engines with 235kW (320hp) output, with a consequent weight difference. They have a top speed of 120km/h.

The class was first allocated to Limoges and the lines of the Massif Central, often with XR8000 trailers. The X2400 was quickly joined by the X2800, equipped with only one engine, but more powerful. Due to the greater maintenance costs, the class was moved to Rennes. The arrival of the X2100 and

X2200 *autorails* precipitated the retirement of the X2400, the last going in 1989. Twelve have been preserved.

Jouef currently offer several versions in model form: all in the classic red & beige livery, with either beige or red roof, with or without exhaust deflectors, with different numbers and dépôt allocations.

Our sample represents X2439, which has a beige roof, exhaust deflectors, and was allocated to Rouen – Orléans dépôt, appropriate for Epoch III (ref.HJ2360).

The main colours are dense and even, with a sharp border.

The markings are very clearly printed, with details such as the metallic door handles and frames around the lights.

The model has a plastic body, to scale length, and accurate according to published dimensions and photos. It has good moulded detail – note, for example, the radiator grilles on the roof – and is enhanced with many added

parts – exhaust deflectors, exhaust grilles, lift rings, ventilators, bright metal handrails on all doors, door steps (with textured treads), buffers (with detailed housings), brake hoses and dummy scale couplings.

The only optional parts provided are coupling hooks without links, for use if working model couplers are required.

Glazing is flush, with silvered centre bars in the passenger compartments and even the small handle on the cab side droplights. The windscreens have the characteristic 'clear view' discs. Although the parts list shows the windscreen wipers as separate components, they are in fact formed as part of the outer cab front windows and neatly painted black.

The interior is detailed only above the seat backs, with seats suitably coloured in each class compartment. The model comes with internal lighting (by LEDs) as standard. This invites the fitting of some passenger figures, but there are no instructions for dismantling the model.

The cabs are not detailed (beyond a simple cover plate inside the windscreen); motor and electrical wires and connectors are visible through the windows at each end.

The underframe is cast metal, enhanced with several added plastic and etched metal components (grilles, tanks, brake reservoir cylinders, toilet outlet, etc.).

The bogies have well detailed side frames, with added suspension components and brake shoes in line with the wheel treads. The disc wheels (NEM profile) have blackened tyres and painted centres.

Drive is by a self-contained power bogie with a five-pole motor in the baggage section, through worms and reduction gears. If the top speed is rather high, the model runs smoothly and quietly and is controllable across the range. Current is collected from all wheels.

The white head and red tail lights, using LEDs, are directionally-controlled.

Two traction tyres fitted, to the outer driven wheelset; the model weighs c.320gr, so should be capable of hauling a trailer, as per prototype.

Close-coupling mounts are provided on the frame; NEM362 pockets and standard couplers are supplied for used if required.

The models are also available with factory-fitted DCC sound and for three-rail AC.

A very typical vehicle with a long career which should therefore be at home on many layouts, nicely reproduced by Jouef.

Manufactured for

Jouef (Hornby Hobbies Ltd.),
Enterprise Road,
Westwood Industrial Estate,
Margate, Kent, CT9 4JX.
www.hornby.com

PRICE £161.99.
With DCC sound £270.49.





At the InnoTrans exhibition in 2010, Siemens presented the 'Vectron' Bo-Bo locomotive concept to replace the successful Eurosprinter and Eurorunner designs, which no longer met current specifications. AC, DC, and multi-system (MS) electric variants were proposed, taking advantage of modular construction on a common platform, with ancillary equipment options to suit operator requirements. A diesel variant (DE) followed, and more recently a dual mode machine has also been added to the range.

The Vectrons soon proved popular with private operators and leasing companies: so far around five hundred have been built. Clients include Mitsui Rail Capital Europe (MRCE) with 56, European Locomotive Leasing (ELL) (43), Railpool (14), and Unicredit Leasing, Inc. (8). DBAG has not ordered any but does lease them as required, and DB Schenker Rail Polska has twenty-three DC machines for freight traffic in Poland. Private operators include boxXpress (8) and the Bern – Lötschberg – Simplon, with fifteen.



Märklin/Trix have recently released a model representing Bern – Lötschberg – Simplon 475 403-2 in the current bls cargo 'Alpinist' livery.

The main colours are dense and even, and well defined, with all markings and the complicated graphics very clearly printed.

The metal body shell is accurate, according to published dimensions and photos, with neat grilles on the roof and cab door handles moulded in place.

Separately-applied detail parts include the pantographs, insulators, roof cabling and switchgear, aerials, and horn cluster on the roof, plus wire grab handles, steps over the buffer beam, and buffer heads.

The windows are flush fitting, with neat black frames.

The cabs have interiors, with detailed control desks.

No extra parts are provided for the modeller to fit.

Between the bogies, the underframe has been enhanced with added equipment, different each side.

The bogie side frames are very well detailed, moulded in good relief, with sand pipes in line with the wheel treads, and added shock absorbers and cab door steps.

The mechanism uses the standard arrangement of a central motor with a flywheel in a cast metal frame, driving via cardan shafts to reduction gearing powering both axles in each bogie. All wheels collect current.

Running is smooth, quiet, and controllable across the speed range, from walking pace to a realistic maximum, governed by the built-in decoder.

There is one traction tyre, on one inner wheel, which with the weight of c.400gr ensures good pulling power.

A minimum radius of 358mm (R2) is recommended.

The working triple white head and twin red tail lights are illuminated by LEDs, and change according to the direction of travel. They can be separately switched under digital control, as can the cab interior lights.

The model comes fitted with a dual DCC/mfx digital decoder with operating sounds and individual functions such as the horn (high and low, both either normal and short), blower, air compressor, release of compressed air, squeal of brakes, buffer clank, and couplers engaging and uncoupling. Inertia can be switched off and a shunting speed range engaged. Access to the functions will depend on the controller used.

The fine metal pantographs are sprung to follow the contact wire if required but there is no provision for current collection from the overhead.

The model has NEM pockets on close-coupling mounts. Märklin couplings are fitted.

Manufactured by

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

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

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

PRICE ref.22095 RRP £225.00.



Siemens Vectron diesels new from Hobbytrain



Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in South Korea, is a model of the 2.4MW (3,200hp) diesel electric variant of the Siemens 'Vectron' Bo-Bo family, as a DBAG class 247.

The finish is good, with all markings neatly printed. The red loco represents 247 904-6 (one of four hired to DB Cargo since 2017 for use around Halle), the white 247 502-8, a 'design study' in InterCity livery.

The model is accurate according to published dimensions, and well detailed. The top radiator fan grille and side vents are etched additions, over moulded equipment within. Nose and cab door handrails and cab door handles are moulded in place and neatly picked out in silver. The horn clusters on the roof are added parts.

The glazing fits flush, with the windscreen wipers printed on and cab door windows mirrored; the cabs have interior detail.

The bogie side frames are moulded with good relief detail, with brake discs on the wheel faces.

The mechanism is built around a split frame cast metal chassis, carrying a central five-pole motor with twin flywheels which drives all axles via worms and

reduction gears on the bogies. Current is collected via axle bearings on all wheels.

Operation is smooth and quiet, with good control across the speed range. Running in of half-an-hour in each direction at three-quarter power is recommended. Two traction tyres are fitted, one on each outer axle. With a weight of 77gr, tractive effort should be ample.

The printed circuit board within has a Next-18 (NEM 662) socket for a digital decoder. Sound-fitted models are also available, using ESU Lok-Sound digital decoders.

Instructions for dismantling and decoder installation (in German and English) are included.

There are working directionally-controlled LED white head and red tail lights. In analogue mode, these LEDs

at either end can be isolated (for use in multiple consists or with a driving trailer) but this has to be done by removing the body and physically moving the LED boards in the sockets.

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

Manufactured for

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

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

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

PRICES
ref.H3107 red DC £160.00.
ref.H3108S IC DCC sound £250.00.



new version of Harz railcar from Tillig

New from Tillig is a further version of their successful model of the four-wheel diesel railcar built for the metre gauge Gernrode Harzgerode Eisenbahn (GHE) in 1933 by Dessauer Waggonfabrik, as originally numbered T1.

It was renumbered VT 133 522 by the DRG and became 187 001 in 1970. It was overhauled in 2010 and is now part of the Harz historic collection.

Similar vehicles were constructed for other narrow and metre gauge lines.

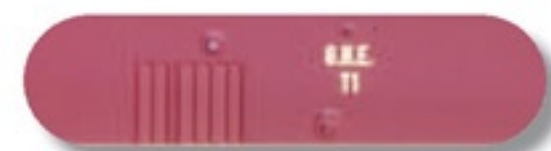
The Epoch II markings are clearly printed; the main colours are dense and even, with clear separation, sharp lining, and door handles neatly picked out in silver.

The plastic body is nicely detailed with moulded louvres and vents, beading and rivets. (The exploded diagram in

the instructions reveals there are two alternative bodies and three roofs, to cater for prototype variations.)

The shell is fitted with flush glazing and as much interior as the mechanism will allow, including curtains.

Added components include the exhaust, vents, whistle, windscreen wipers, top headlights, door handrails, and footsteps.



The cast metal underframe is detailed with main components cast in medium relief, and added plastic axles and leaf springs.

The model is powered by a can motor with two flywheels; both axles are driven, and all wheels collect current – no traction tyres are fitted. The model runs smoothly and quietly, with a realistic top speed.



Fourdees have recently released another new ready-to-run narrow gauge locomotive. It is based on the two substantial 2-6-4 tanks built by Manning Wardle (works numbers 1564 and 1565) in 1902 for the 2' gauge Avontuur branch of the Cape Government Railways, classified Type A and initially numbered 1 and 2, later NG31 and NG32 after union in 1910 and the formation of South African Railways.

Obtained for construction of the line, which at its peak extended for over 170 miles, these tank locos were latterly used in line service. Later they were transferred to the Hopefield branch. Both were withdrawn from service in 1929 and scrapped.

The model has three small variations from the prototype – the addition of a second (trailing) sandbox behind the dome, and the omission of the toolbox on the back of the bunker and the unusual railing around the front deck (both relatively easy to add if desired).

The model is offered in a choice of three freelance liveries – lined green (ref.41-151), lined crimson (ref.41-152), and lined black (ref.41-153, *illustrated*).

The base colour is sprayed with good coverage and a satin finish, with the black (satin and matt) areas and details (buffer beams, flycranks, brasswork, pipework, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. The etched brass plates are by Narrow Planet.

Fourdees models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines; the highly detailed body also employs etched metal panels and many separate fittings. The cab interior is fully equipped and painted (based on information from contemporary Manning Wardle products), and there is flush

glazing in the spectacles and side windows. The cab roof can be removed, to appreciate the detail and fit crew figures if required. The imitation coal in the bunker can also be removed if it is wished to replace it with real coal.

A spare regulator lubricator is provided in view of the vulnerable location of this part on top of the dome; the whistles on the cab front appear equally susceptible to damage.

It would be an interesting challenge to fit a working light to the large lantern atop the smokebox!

The complete body is ingeniously held onto the chassis by four small clips, completely concealed but easily accessible from below if separation is required for maintenance.

Like other Fourdees locos, the model is built on a proven Graham Farish N gauge class 08 diesel outside framed chassis, with custom-etched metal motion parts added, along with the front truck and rear bogie.

The rear bogie mounting arm is pivoted both at the chassis and over the bogie to provide flexibility.

The model runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use.



Note this is a large loco – the model is 105mm long over buffer beams, 32mm wide, and 40mm tall.

The minimum recommended radius is 305mm (12").

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

The couplings are the standard Peco GR-102, in NEM pockets, mounted on the pony truck and bogie. The height matches Peco stock perfectly.

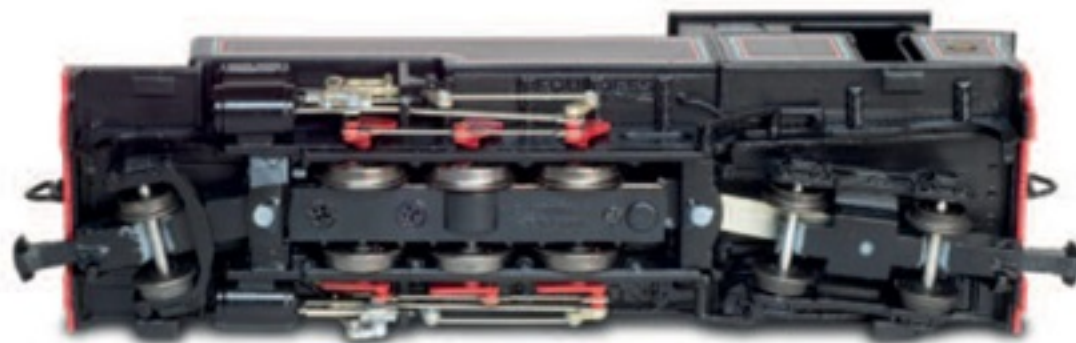
The model comes smartly packaged in the now customary collector's stout dark green card box with a protective

sponge insert. The included glossy booklet has general information on British-built locomotives for colonial narrow gauge railways and specific details about the Avontuur and Bagnalls built for the Darkhazineh line in Iran, serving oil fields. Several models already produced by Fourdees also have colonial connections. A separate leaflet provides operating instructions.

Manufactured by

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

PRICE
ref.41-151/23 £369.50.
Insured & tracked UK post £10.00.



There are two headlights (correct for the period) and a single tail light, directionally controlled. The model also comes with interior lighting, and an 18-pin NEM 662 socket for a digital decoder, with a SUSI interface for a sound module.

If required, there are regular narrow gauge couplers which slide into detachable mounts; these are secured to the frame behind the buffer beams by shouldered self-tapping screws (supplied) which allow some side play.

The model will also offered be for HOe (9mm gauge).



Manufactured by

Tillig www.tillig.com

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

PRICE ref.02944 £215.00

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Edited by Martin Knaden

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The latest special from MIBA is concerned with the operation of model railways.

Of course, the fact that trains move – and in a rather more predictable manner than, say, radio-controlled road vehicles, boats, and aircraft – is one of the characteristics of a layout. It is more than just a background for our models; it is a setting in which they can run.

But is this operation based on prototype practice? After all, if you are counting the rivets, the train's journey should make more sense than just from the fiddle yard to the visible scene and back!

The initial article in this collection explains the different types of operation, from the very first beginnings to the modern track change operation of today's main lines, with a look at the basics of signalling and block working. These topics are developed in more detail in subsequent sections, considering signals and interlocking technology in the prototype and how it can be recreated or imitated in model form, using mechanical, electrical, and electronic means. There is even consideration of what to do when the signalling system fails and paper train orders must be used.

A further feature demonstrates that the core of railway operation is the timetable.

Another section encourages the modeller to develop a concept for the layout so that operation is considered as part of the planning process, though it seems to be applied to mostly to larger installations. There is even a feature on how many people are needed for a sensible division of tasks on various sizes of layout.

A chapter which explains the simplified regulations for branch line operation (in Germany) and its adaptation to the model will resonate with many modellers with limited space.

In contrast, we are shown how the operation at a Fremo modular meet is organised – from the basic planning through the creation of the operating schedule (timetable) to the issuing of commands for train drivers and station supervisors and the handling of key technologies, such as the fast clock and using telephones (of various types) to communicate between operators.

If you want to make things a little easier, you could adopt the suggestion of colour codes to mark the destinations of freight wagons following a card system which will be familiar to those accustomed to American practice.

The collection is enhanced with articles giving examples of more unusual operations: on steep sections, with and without banking locos; and the use of transporter wagons for carrying standard gauge wagons over metre and narrow gauge lines, in the Harz, in Saxony, and in Austria.

It concludes with an article which describes the differences between the tramway and railway operating rules in Germany – interesting for places like Karlsruhe and Nordhausen with combined light rail systems.

All thirteen articles are substantial and detailed, occupying between four and twelve pages, mostly six or eight.

It will be noted that most are not aimed at the simple single station to storage yard type of layout, though the principles can be generally applied.

They are intended to simulate traffic realistically on larger multi-station layouts, especially at modular meets, not unreasonably as few individuals have the room for huge home layouts with several stations.

There is a lot about Fremo – not surprising as one of the contributors, responsible for several of the features, is currently president of that association.

Some of the illustrations show large collections of modules for operating sessions which are a hallmark of Fremo meets; it makes you realise how much advance planning, and to what level of detail, goes into these. For some, this seems to have become the main aspect of their involvement in the hobby. These meets are not public exhibitions, and the modules are not set up for optimum display – they generally do not use backscapes (to facilitate access) and rarely have lighting. Their builders believe that authentic operation



complements high quality modelling. But the approach may not be for everyone.

The work is illustrated by over 200 photographs, most in colour, with some historic black & white, all well reproduced on good quality paper, supported by a number of drawings and diagrams plus several facsimile reproductions of original operating documents.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours. There are some summary information panels, and occasional use of tinted backgrounds to define separate sections for clarity.

Reasonable German will be needed to most from the text, but the high pictorial content makes it worthwhile. While most of the subject matter is German, some of the material could have wider applications.

The issue includes ten pages of advertisements; most are for other MIBA and VGB publications, but some promote relevant suppliers and retailers.

So if you want to run your model railway realistically, you will find plenty of suggestions in this special edition.

Modellbahn-Kurier Special 32 Faszination Spur 1 – Teil 13

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

295mm x 210mm 90pp

Softback €16.80

ISBN 978-3-8446-1946-1

German text ref.1946

This thirteenth edition of the series devoted to model railways in Gauge 1 begins with 'Schöne Württembergerin', a detailed look at the new BR18¹ Pacific locomotive from KM1. As well as photographs of the model there are black & white images of the prototypes in service, ranging from 1931 to 1953.

Eleven pages then describe and illustrate more of the latest models in Gauge 1. Items featured include the V320/BR232 diesel-hydraulic from Märklin, the E16/BR116 electric from KM1, and a Bavarian PtzL3/4 (BR97¹) 0-6-2T rack tank engine from Fine Models.

In 'Von Vierheim nach Vierling' Michiel Stulp describes how he converted his layout (recently featured in CM) to represent a rail-served furniture factory. Close-up views clearly show all the fine details.

The 'Veranstaltungskalender' page lists all the Gauge 1 events to be held in Germany from March to July 2020. However, due to the COVID-19 situation it is now likely that all of these have had to be cancelled or postponed.

'Damit es past: Flexgleise', by Ralph Zinngrebe, looks at the best ways of laying flexible track.

'Der Blick auf die Wand' by Kai-Werner Fajga describes and illustrates the internal detailing of a

Märklin model of a VS98 railbus trailer.

The next chapter, 'Styroporschneider', another from Ralph Zinngrebe, explores a hard foam cutter from Proxxon.

'Backstein mit System' by Frank Mäule describes and illustrates scratchbuilding a brick industrial building.

In 'Modern Talking', the new 2.4GHz hand controller/navigator by Massoth is described and illustrated by Heiko Herholz. As well as photographs there are computer screen images.

'Irgendwo im Ruhrgebiet' by Ralph Zinngrebe and Frank Zarges describes and illustrates the building of a curved railway bridge on a layout based in the Ruhr.

In 'Gleisunterbau in Eins', Ralph Zinngrebe continues his account of obtaining the right trackbed for laying Gauge 1 track and the materials used, started in the previous edition. Clear photographs and three scale drawings show the correct track spacing and ballast shoulder dimensions.

In 'Auf den Inhalt kommt es an....' Kai-Werner Fajga and Hans Wunder show how they achieved realistic looking wooden crate loads for open wagons.

The penultimate feature, 'Endstation' by Frank Zarges explains how he constructed a sleeper-built buffer stop. A list of all the materials used is given and the photographs include views of the prototypes.

The final section is 'Nebensache Feldbahn', in which Marcel Ackle introduces his new diorama, with close-up photographs and a track plan. The second part of this article will be in *Modellbahn-Kurier* Special 33.

This is another very handy reference work packed full of advice and inspiration for Gauge 1 modellers; however, a good knowledge of the German language will be required to get the best from it.



There are numerous advertisements from model manufacturers, from the likes of KM1, Märklin, Wema-Bahnateiler, Asoa, HEGOB Modellbahn, Stangel, Steiner Modellwerke, Zimo, Bünnig Modellbau, and Fine Models. There are also a few advertisements for model shops in Germany and for other books, magazines, and DVDs from Eisenbahn Kurier Verlag.

Loco-Revue – Hors Serie 72 6 Réseaux, 4 Thèmes

Edited by Alexis Avril

Éditions Loco Revue

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

www.locorevue.com

297mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

The latest special from the leading French model railway magazine *Loco-Revue*, dated April 2020, offers expanded coverage (compared to articles in the regular magazine) of six interesting layouts.

As the title suggests, they cover four themes – and offer four ways of ‘promoting the passion’.

They are:

a forestry layout in HOe, just 1.3m x 0.8m, by Christophe Deblaère, sixteen pages;

La vallée de la Dheune, HO, Epoch III-IV, non-electrified main line in Burgundy, 12.9m x 2m, by the Châtenoy-le Royal club, fourteen pages;

La Bouille-Moulineaux, HO, Epoch V-VI (though can be back-dated), single track branch terminus and industrial sidings, 8m x 2.5m overall, by the Seine club, eighteen pages;

Lo dépôt de Limouzi, HO, Epoch IV to VI, loco depot and main line, 8.4x x 2.5m overall, by the ACML87 club from Limoges, twenty pages;

Le dépôt des bleues, HO, Epoch V-VI, diesel depot, 3.15m x 0.65m (visible section), by the CMFC 58 club, fourteen pages;

Le dépôt de Sainte-Maxime, O, Epoch IV, diesel and electric shed, three 1.6m long modules, one 1.6m wide, the other 0.8m, by François Decante, twelve pages.

All bar the HOe layout employ Digital Command Control, to different degrees, and all (we were interested to note) use Peco track.

The presentation is clear and straightforward, with restrained use of different fonts and colours for the chapter titles and subheadings. Layout details (name, theme, period, scale/gauge, size, track, control, etc.) are summarised in a panel on the title page. There are occasional tinted panels with supplementary details, and a few tips or points of interest highlighted on tinted circles. The text for several of the features is in ‘interview’ format, which can seem artificial.

The photos are all in colour and well reproduced, mostly large, on good quality glossy paper. But this is not just an album of large layout photos - there is a fair amount of background information and going behind the scenes to show how certain specific features were achieved, perhaps with a novel approach or technique. We also get (seemingly obligatory) portraits of the modeller or club members responsible.

For each layout there is a track plan, to varying levels of detail.

This is an interesting and informative collection. A passable knowledge of the French language will help to get full benefit but the high pictorial content makes the collection worth a look for any modeller of the French scene.

The book includes just two pages of advertisements.



Kursbuch der deutschen Museums-Eisenbahnen 2020

Compiled by Sabine Ressel & Sebastian Werner

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

210mm x 140mm 194pp

Softback €7.90

ISBN 978-3-8446-6840-7

German text ref.6840

This handy guide to museum railways in Germany is published by Eisenbahn Kurier in collaboration with the Verband Deutscher Museums- und Touristikbahnen (VDMT). The core of this work are the timetables of all active museum railways, along with information about the route, location, access, operating days, prices, a

summary of the motive power in use, and contact details. Over two hundred and twenty are listed. Almost all entries include a QR code which will connect appropriate devices to the relevant internet site.

The information is arranged Land by Land, roughly from north-west to south-east. An overall map at the start explains the regions, then specific locations are noted on a map at the opening of each regional section. A comprehensive contents list also aids finding any specific line. Lines which cross a state border are listed only once, under the principal location.

The work is illustrated with occasional photographs, placed in relevant places to balance the content; some are black & white, some colour, but all have been well reproduced on good quality paper. The presentation is straightforward.

There are advertisements for other EK publications and from many of the lines and institutions featured, distributed through the book, placed as far as possible



where relevant.

Basic German will be adequate to understand the information, which is essentially all in tables.

In short, packed with useful information, for planning railway visits in a particular area or checking to see what may be nearby and when it will be operating, and amazing value for the amount of data presented.

This year's edition was of course prepared and published before the Covid-19 situation imposed travel restrictions in Germany, as elsewhere.

Lake Luzern and the surrounding area

Compiled by Martin Fisher

Swiss Railways Society

Sales, Glyn Jones, Alpiglen, 13, Welland Close,

Dalebrook, Burton-upon-Trent, Staffordshire,

DE15 0AG.

www.swissrailsoc.org.uk

210mm x 148mm 56pp

Softback £7.00

ISBN 978-1-9162968-2-4

Now available is an updated version of the SRS Swiss Travel Guide No.4 which covers the Lake Luzern area. The first edition was published in 2012, and since then there have been several developments in this part of Switzerland, not least the opening of the Gotthard Base Tunnel. This second edition maintains the A5 format but has been thoroughly updated and enlarged with more pages and many new photographs. There are more references to places to visit and more websites quoted so the reader can easily research additional information as required.

As before, the guide deals with a much wider area than just Lake Luzern and its surrounding towns, villages and mountains. The area covered extends to Zug and Einsiedeln to the north, the eastern part of the Emmental in the west, the Klausen Pass in the east, and

up to the Brünig Pass, Mount Titlis, and Göschenen in the south.

After defining the scope, with the aid of clear map, the introduction includes advice on getting to the area by air, rail, or road, and provides useful information about rail fares and ticketing.

The information is then presented in convenient sections: Luzern itself; Lake Luzern (the Vierwaldstättersee); south to Engelberg; southwards via the Brünig; west towards Bern and the Emmental; north towards Basel and Zürich; eastwards – the route of the Voralpen Express; and the Gotthard route.

The booklet is lavishly illustrated with 178 photographs, all in colour, simply presented, and well reproduced. Some are from the author and other Society members, some from official sources (tourist offices, etc.), and many from the internet, given the difficulty of being in the ideal location in ideal conditions at the ideal time. All are informatively captioned, with credits where necessary. The handy pocket size inevitably means that the impact of these attractive images is necessarily restrained.

The work is rounded off with some general information, including a selection of hotels in the area which have been used by Society members.

Two appendices provide a selected bibliography and notes on the classification of Swiss locomotives and multiple units.



Finally there is a page of information about the Society, advertising their other publications; the back cover is an advertisement for the Hornby International brands (Arnold, Lima Expert, and Rivarossi) which include Swiss models.

A very useful guide for any traveller planning to visit the region, especially if making use of rail transport.

For postage costs, and details of credit card payment, contact – sales@SwissRailSoc.org.uk



Eisenbahn Video-Kurier 144

EK-Eisenbahn-Videothek DVD c.60+60mins ref.8544 €19.80

Ludmilla-Lokomotiven im täglichen Einsatz

The main topic of this programme is a look at the Russian-built 'Ludmilla' diesel-electric locomotives in daily service. Coverage begins with scenes of various DB Cargo orient red machines on freights, filmed from the lineside, including 232 230-3. A Bordeaux red-liveried example is also shown on a long train of vans, plus another in this livery filmed in the snow on a mixed freight.

A passenger train behind Bordeaux red 232 040-6 is seen, plus another in this livery seen leaving Reichenbach (Vogtland) on a suburban service formed of Deutsche Reichsbahn green coaching stock. This is followed by film of 232s in DB Polska red & white filmed from the lineside on a variety of freights, including 232 005-9, the oldest 'Ludmilla' still in existence, and further scenes of freights worked by DB Cargo loco in traffic red (*Verkehrsrot*), including some seen from the air.

At the Ausbesserungswerk in Cottbus, 233 478 and 233 322 are seen undergoing overhauls and receiving new Kolomna power units. 233 322 is later seen at Brandenburg Hbf., and at the head of a heavy train of bogie open wagons.

Another *Verkehrsrot* example is then seen from the lineside, and 4,000hp 241 697 is seen running light at Bw.Nossen and later at the head of a heavy train of bogie tank wagons. Further scenes of this train were shot from the lineside before we see the Bordeaux red 132 088-6 at the head of a long train of yellow ballast hoppers. Further scenes of this train were filmed from inside the cab as well as from the lineside; the loco is also seen later, running as 232 088, on a train of bogie tank wagons.

More DB Polska 232s are seen from the lineside on container trains, followed by a Bordeaux red example at the head of a train of DR orange & beige *Stadtexpress* coaches, and Bordeaux red 132 334-4 on a train of logs. Finally, privately owned 'Ludmillas' are seen at work on a variety of different duties, including Bordeaux red 132 004-3.



Elektrischen Nahverkehrstriebzüge

EK Eisenbahn-Videothek DVD c.58mins ref.8483 €19.80

A large number of class 420 electric multiple units were in service for decades on the Deutsche Bundesbahn Rhein-Ruhr, Rhein-Main, Stuttgart, and München S-Bahn networks, but around the turn of the century they were replaced by classes 423 – 426. During the last few years these have been expanded with newly developed types from several manufacturers such as the FLIRT, KISS, Talent 2, Coradia Continental, and TWINDEXX. This programme takes a detailed look at all of these in service, including scenes filmed at main works.

The coverage begins with scenes of the latest units in service with DB Regio today, filmed at stations and from the lineside. This is followed by film of the earlier 420 units, from the lineside, in the latest traffic red colour scheme. At Korntal a set is seen arriving and departing, with further scenes filmed from on board one of these trains showing the passenger accommodation. At Frankfurt (Main) Hbf. an S7 S-Bahn working is seen provided by 420 801 with further scenes of this service filmed from the lineside against the backdrop of the city's high-rise buildings.

We next look at the Alstom/Bombardier-built class 422 units. At Bochum Hbf. one of these is seen arriving and departing on a DB Regio working, with further scenes filmed from the lineside, on board the train showing the passenger accommodation, and from inside the cab.

Classes 423 – 426 were first introduced in 2000. At Hannover Hbf. we see a pair of 424 units coupling up and later departing with an S4 S-Bahn service. Further scenes show the passenger accommodation inside these trains and some were filmed from the lineside. In München, class 423 units are seen at work, including one on a service to Freising, with others seen from the lineside.

Class 425 and class 426 units are then covered, including film at Reutte in Tirol station and from the lineside on the line towards Garmisch-Partenkirchen. At Schlierbach (Kr.Schwalm-Eder) two class 425s are seen passing, and another, 425 074, was filmed from the lineside. At Bochum Hbf. a 425 unit is seen departing, followed by scenes of class 426 units at Erwald Zugspitzbahn station and along the line between Garmisch-Partenkirchen and Reutte in Tirol.

Brand new units of classes 442, 1442, and 2442 are then seen being lowered onto the Jakob bogies at the Bombardier works, with further scenes of them undergoing test runs. 442 818 is seen on a DB Regio service bound for Trier Hbf., with further scenes at this station and from the lineside. 442 625 is seen leaving the Bombardier

The next subject looks at the BR155 Co-Co electric freight locomotives on a range of different goods services, filmed from the lineside in a variety of different liveries, including original Bordeaux red, orient red, and traffic red. Locomotives seen include 155 083, 155 099, and 250 137.

The next topic examines electric loco-hauled passenger and freight services along the Elbe Valley, and features Czech classes 371 and 372 and Deutsche Bahn classes 143, 146, and 189. Among those depicted are 143 932 at Krippen and 146 031, both working DB Regio services formed of double-deck coaches.

Following this we see 0-8-0T 99 331 on a photographic mixed special train on the 900mm gauge Mecklenburgische Bäderbahn Molli line from Bad Doberan to Ostseebad Kühlungsborn. Scenes were filmed from the lineside, on the approaches to Heiligendamm and Bad Doberan, on the footplate, and from the air.

In *Erinnerungen* section we see preserved Krupp-built DR Pacific No. 01 118 at the head of a series of different enthusiasts' specials before being taken out of service in August 2019, including some scenes in the Mosel Valley and on the Schiefe Ebene incline. Footage at the steam festival in Dresden shows 01s on shed. Archive black & white film shows 01s at Leipzig Hbf. in the 1930s.

Among the subjects covered in the *Bahn News* section are the end of BR120 electrics on Inter-City services, and diesel operated passenger services over the Vogelfluglinie.

The final *Rückblick* section offers archive colour film showing the building of Deutsche Bundesbahn Pacific 10 001 at Krupp in Essen.

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 clear and informative.

Trailers for other DVDs from Eisenbahn Kurier Verlag last for about 5 minutes.

The *Bonus* section features Video-Kurier 72 which includes: 'The Black Forest (Schwarzwaldbahn) yesterday & today'; '100 years of the Prussian P8'; 'The return in preserved service of 18 316'; 'On the way to the scrapyard – the BR140'; 'Dampflokromantik 1989 – around Berlin with 18 201'; *Bahn News*; and a look back at rare footage of tram cars.

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

factory, with further film of these units on services around both Berlin and Köln. At Porz (Rhein) a 442 is seen arriving and departing, with further scenes filmed from the lineside. At Mittenwald a 2442 unit is seen arriving, bound for München, with further scenes filmed from the lineside. In Zossen 442 633 is seen arriving and departing on a DB Regio local service, with further scenes from the lineside, including 442 819, and silver-liveried S-Bahn unit 1442 185 is seen arriving and departing with a service at Elster (Elbe) and 1442 883 and 1442 120 are seen in this colour scheme in Leipzig.

Next we get black & white archive film of early electric units in the 1930s, including classes ET85 and ET89. Some scenes in colour from the 150 Years of German Railways parade in Nürnberg in 1985 are also included. A preserved DB ET65 unit in crimson red livery is seen departing from Göppingen, with further scenes of this unit filmed from the lineside climbing the Geislinger Steige. There is archive colour footage of a DB four-car class 432. Further black & white film, from the 1950s, shows DB ET30 and ET56 units in action.

Moving back to more recent times, we visit the Linke-Hoffmann-Busch works where we see the body shells of new sets for DB Regio, including class 440s. 430 170 and 430 512 are also seen. At Backnang, 430 025 is seen on a Stuttgart S-Bahn S3 working. Further scenes of this train are filmed from the lineside and on board the train itself. 430 061 is also shown on another S3 service bound for Stuttgart Airport and another is seen bound for Herrenberg on an S1 working.

Class 1440 units are then seen operating local services around Wuppertal Hbf., including 1440 810, and in Bavaria 440 524 is seen arriving and departing from Wörnitzstein. This is followed by scenes of 429 units at work. At Lacken one of these is seen arriving and departing on a DB Regio service, with further film from the lineside and at Sassnitz.

Next we watch FLIRT class 1428 units around Münster and Mannheim. Südwest-Express (Süwex) white-liveried examples are also seen at work around Koblenz and Boppard, including scenes filmed on board these trains and from the lineside along the banks of the rivers Rhein and Mosel.

The programme ends with a look at the double-deck TWINDEXX class 445 units filmed from the lineside, at Bamberg 445 051 is seen on a service to Frankfurt (Main) Hbf. and at Würzburg Hbf. 445 062 and 063 are observed. In Schleswig-Holstein in the north 445s are seen in the Nahverkehrsverbund Schleswig-Holstein's grey & green livery, including 445 016 arriving at Kiel Hbf., with another departing the terminus on a service to Hamburg.

The commentary, which is only in German, is clearly delivered and informative. There is some background music, but it is not too intrusive.

The DVD is rounded off with approximately five minutes of trailers for other programmes in the Eisenbahn Kurier series.



German Steam East and West 1969-1971 Unique Productions DVD c.45mins ref.UTD001 £16.99

all over Germany.

The programme begins in East Germany, at Saalfeld, setting the scene with socialist slogans on several railway buildings. Trains are seen from the road overbridge; the commentary claims there was no problem with rail photography from public places, but we suspect they were lucky! In several sequences at stations and shed, other enthusiasts are seen – presumably other members of the group.

Several classes are observed, including BR44 2-10-0 (not 2-10-2, as stated in the commentary), BR65 2-8-4T, BR95 (former Prussian T20) 2-10-2T, BR01⁵ rebuilt Pacific (also slightly mis-described), BR38 (former Prussian P8) 4-6-0, and BR41 2-8-2. A Russian-built 'Ludmilla' diesel is also observed on a long freight.

We move on to Neustadt (Orla) behind a BR65 hauling double-deck stock; here, as in many locations on the DR, the station supervisor is female.

Next stop is Gera, and then we find ourselves in Aue to follow a train hauled by a BR58 (again the commentary slips in respect of the class description) former Prussian G12 three-cylinder 2-10-0; the train is chased by car, but the destination is not stated.

We then follow a BR86 2-8-2T to Bärenstein, and the train is subsequently seen on the viaduct before Cranzahl station. Here there is an interchange with the narrow gauge; after arriving with a well-loaded train, *Neubau* standard 2-10-2T 99 1785 takes water, and the n.g. train is followed to Oberwiesenthal.

We then jump to another narrow gauge interchange, at Wolkenstein, where IVK Meyer compound 99 1586 is preparing to depart. It is interesting to see the lower part of this line, from the lineside and from the train. The upper end of this line is now preserved as the Pressnitztalbahn. There is a view of the famous photo location curve at Schmalzgrube (which now looks very different with tree growth and new buildings) before we get to the terminus at Jöhstadt. Four locos are seen on shed.

The scene then shifts to West Germany, to the yard at Aachen, where a couple of BR55 (former Prussian G8) 0-8-0s are seen, relegated shunting. We note trains hauled by BR50s passing by, and a VT98 railbus, before visiting the shed where locos observed include a BR52 with a cabin tender and a BR78 (former Prussian T18 4-6-4T). A modern BR23 2-6-2 is seen with a train of 'Silverfish' coaches, so representative of the DB.

This programme shows steam traction in daily use on both sides of the German border, under quite different circumstances at this period: in the west, the Deutsche Bundesbahn was pursuing a policy of modernisation, rapidly replacing steam with diesel and electric locomotives; in the east, the economically restricted Deutsche Reichsbahn was still committed to steam for many workings, on standard and narrow gauge – modern traction was still in the minority. These contrasting situations were of equal interest to enthusiasts like Wilf Watters and friends

who undertook excursions to take film and photographs

Moving on to Aalen, we glimpse a Härtsfeldbahn metre gauge diesel railcar in the background but no comment is made.

At Tübingen we find a BR64 2-6-2 at the head of a train of *Umbau* (rebuilt) coaches, a BR38 paired with tub tender, a V100 diesel, and a BR44 (unusually) on a passenger train, to Heilbronn, as well as another BR23 with Silverfish.

On a misty morning at Münster we witness 012 Pacifics on express workings; a BR624 railcar and a V200 diesel are also glimpsed – now just as historic, and just as interesting to many, as the steam locos!

At Rheine, one of the last strongholds of steam, before electrification pushed further north, we see 42s and 44s around the station before venturing out along the lineside, and visit a shed (not identified). Salzbergen is the next visible location.

On another occasion, we find the group near Koblenz, travelling by minibus this time, making their way along the Mosel valley before electrification where BR44s are seen at speed, singly and double-heading the famous iron ore trains.

It is quite a leap from there to Bebra, practically on the west/east border, with the loco depot adjacent to the station. Köf II and III diesel shunters seen, and a V60 0-6-0 diesel is shunting – indications of things to come. A DR 01⁵ Pacific is seen on shed, then coupling on to a Frankfurt to Warsaw train. We then get some lineside footage, in the rain.

Finally it is back to the Rheine – Emden line, with trains seen from the lineside and at level crossings.

The coverage of east and west is roughly equal.

The material was filmed mostly in fine weather, all in colour, and the picture quality is good for its age. Camerawork is steady, and the clips are of reasonable length.

The commentary is clear and generally informative, though a couple of place names are mis-pronounced (in one case deliberately, for 'humorous' effect), a couple of small slips in class descriptions were noted, and the western section is sparse latterly. (On the positive side – if you have nothing to say, best to say nothing!) Different voices present the eastern and western sections.

Old maps are used briefly to start each section, but are only representative – the specific locations featured are not highlighted.

Where it is audible, the sound seems to have been recorded on location.

There is some frankly irritating backing music in places, no doubt to cover where the original sound was too distant or lacking.

The original footage is credited to Online Video.

The material seems to have been filmed with the intention of being more than just a record of the trips; the result is a cut above a collection of enthusiast clips.

The cover features some excellent colour photos from the Online Transport Archive.

Film and photos from this period, especially in colour, and particularly from East Germany, are rare enough and many fans will be delighted to see this, with plenty of authentic atmosphere to inform modelling.

This DVD is available from Unique Productions, 3, Merton Court, The Strand, Brighton Marina Village, Brighton, BN2 5XY. www.uniquebooks.pub



Die Baureihe 5280

EK-Eisenbahn-Videothek DVD c.58mins ref.8497 €14.80

The BR52 2-10-0s were constructed quickly and economically for war service, intended to have a life of just five years; over 7,000 were built by 1945. In the west, the Deutsche Bundesbahn withdrew their 52s quickly, but on the Deutsche Reichsbahn they remained a valuable type for freight. At the end of the 1950s the decision was taken to modernise the class. In RaW Stendal, two hundred were reconstructed and received new boilers. As a result they were reclassified 52⁸⁰⁻⁸². The rebuilt locos proved their worth and remained in service until the

1980s.

This DVD uses numerous historical film sequences, partly from DR archives, to show the history of these locomotives in service with DR as well as those now saved for posterity and seen at the head of enthusiasts' specials.

The film begins with lineside scenes of a preserved 52 pulling away at the head of a heavy train of containers, followed by 52 8154 on a train of hopper wagons. At Dresden Altstadt another 52 is seen on the turntable. Further film shows more 52s at work, including 52 8038 at the head of an enthusiasts' special.

There is black & white film of 52s in earlier times, with some scenes in the snow. Archive colour film is then seen showing 52s on heavy freight workings; 52 8100 is one of those featured.

We next see 52s on freights, including 52 8055 in the snow. Later this loco is seen on an enthusiasts' special, and later still at Winterthur in Switzerland after conversion to oil firing and other improvements.

This is followed by further film of 52s in action at the head of freights, filmed from the lineside and on the footplate. At Gerwisch a passenger train is seen arriving and departing behind 52 8087, with further scenes of this working filmed from the lineside and the footplate. In Salzwedel 52 8134 is seen on a train of six-wheeled DR

green coaches filmed from the lineside. 52 8075 is shown being coaled and watered on shed, with further sequences filmed from the footplate and looking up at the smokebox from an inspection pit. Next 52 8117 is shown from the lineside at the head of a train formed of both DB and DR coaches. We see this train as it passes through Berlin-Charlottenburg, on arrival at Berlin-Zoologischer Garten, and departing Berlin-Friedrichstraße.

52 8120 is then seen at the head of a train of DR green bogie suburban coaches, so too 52 8029 on a similar working, with further scenes of this train filmed from the lineside on the outskirts of Rostock. 52 8039 is seen on a freight, followed by 52 8047 moving off a depot turntable and later at the head of a photographic freight train formed of bogie hopper wagons in the snow. Next 52 8080 takes another photographic freight, and 52 8184 is seen being turned and later from the lineside on yet another chartered freight. Further enthusiasts' specials are seen, including some double-headed workings. A 52 is seen departing Oberhof (Thüringen) station in the snow, with further scenes of this working filmed from the footplate, with another such service at Bebra. At Berlin-Schöneweide a number of 52s are seen stabled, including guest locomotive 52 8131, which is seen moving off shed and onto the depot's turntable.

The programme ends with further scenes of 52s on freights, including one hauled by 52 8079 which is passed by Pacific 18 201 in green livery on a special. 52 8195 is later seen departing with another special, followed by scenes in the snow of double-headed 52s on a heavy train of bogie hopper wagons, the leading locomotive being 52 8154.

The commentary (only in German) is clear and informative.

Very little background music is used allowing the viewer to hear the sound of these locomotives at work to good effect.

Around five 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



DB BR210 diesel with gas turbine new in N from Fleischmann

Fleischmann advise that currently being delivered is the brand new N gauge model of the Deutsche Bundesbahn BR210 diesel-hydraulic locomotive with auxiliary gas turbine.

As an experiment to increase the power of the successful V160, eight of those under construction by Klöckner-Humboldt-Deutz were fitted with AVCO Lycoming T53-L13 turbines. From 1970 these locomotives were classified BR210.



Daily duties included the *TEE Bavaria* express between Munich and Lindau.

The model has directional LED lighting; the front lights can be switched off completely or partially using a DIP switch, and the cab lights can be switched separately in digital mode. The model has a Next-18 socket for a decoder, and can be obtained with DCC sound factory fitted.

www.fleischmann.de

More Austrian narrow gauge ballast wagons in HOe by Ferro-Train



The workshops at Waidhofen a.d. Ybbs created the first of these ballast hoppers on a Busch/Bautzen six-wheel chassis, from a flat wagon with side stakes (type Sm/s). This conversion was taken up by the main works in St.Pölten, and a total of eight were built.

Three were stationed on the Ybbstalbahn, four on the Mariazellerbahn, and one on the

Pinzgauer Lokalbahn, where it still exists as SLB Xs 581. One was used for a time on the Waldviertel lines.

The hoppers were painted grey, except for numbers 91 200-0 and 91 207-6, which were black. All the chassis are black. The chute underneath is usually rusty.

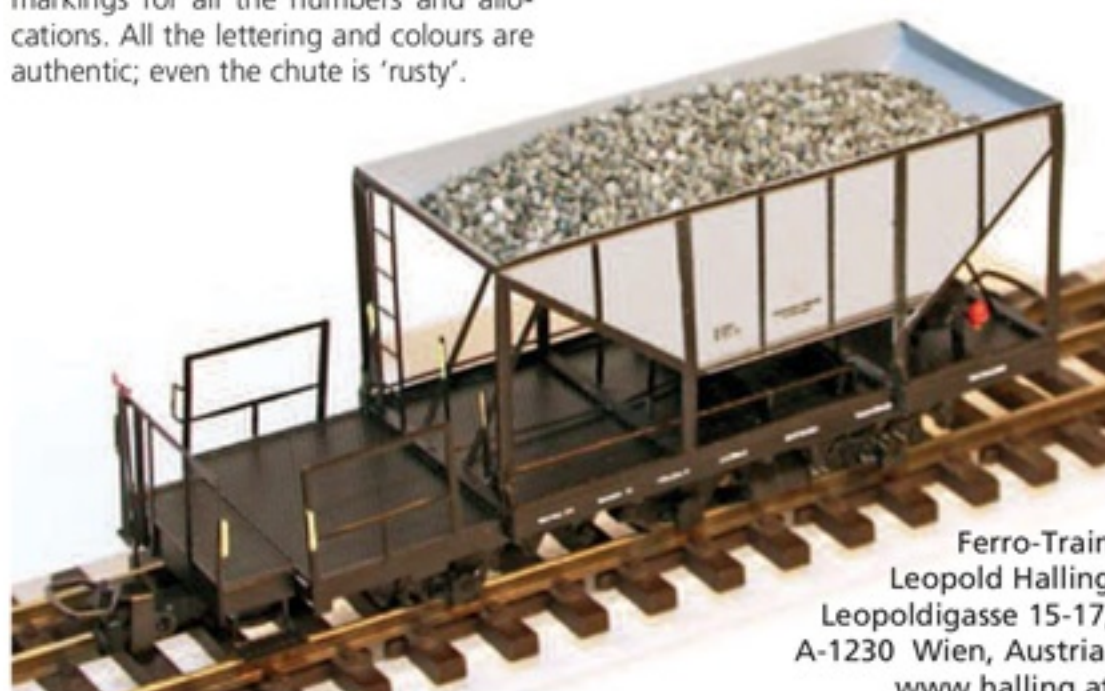
Ferro-Train have recently produced a new batch of their popular model.

The extremely detailed model has brass superstructure on a plastic chassis with a movable centre axle.

Ferro-Train offer the model with markings for all the numbers and allocations. All the lettering and colours are authentic; even the chute is 'rusty'.

The models cost €131.00 each.

Ballast loads are available at €8.50 each if ordered as an extra at the same time.



Ferro-Train
Leopold Halling
Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at

Indian Railways kits in 1:87 new from Pegasus Designs & JBM



Pegasus Designs & JBM have produced a number of 1:87 scale 3D-printed kits of various Indian Railways prototypes.

Currently the range includes narrow gauge stock in HOe (9mm gauge) and

broad gauge vehicles (on regular HO, 16.5mm). Locos, coaches, and wagons are available. Examples include the large modern WDP4 Co-Co diesel and a BVZ1 bogie brake van on broad gauge, and the NDM6 four-wheel diesel used on the Darjeeling Himalaya and Matheran narrow gauge lines.

The models are highly detailed – locos have cab interiors, for example.

The narrow gauge locos are powered using Tomytec mechanisms while the broad gauge are driven by custom-built motor bogies from *Locos'n'Stuff*.

Some basic modelling tools and additional parts (from widely available brands such as Tomytec, Kato, Kadec, etc.) are needed complete some of the kits – a list is provided in the product descriptions.



Many more kits are planned covering common narrow, metre, and broad gauge prototypes. New designs are uploaded frequently. Suggestions for more Indian kits are welcome, as well as models based on prototypes from other countries, e.g. Sri Lanka, Malaysia, etc.

For more information, contact Pegasus Designs & JBM by e-mail:

designspegasus@gmail.com

The kits can be purchased through their Shapeways shop:

www.shapeways.com/shops/pegasusdesigns

New version of Rhätische Bahn Ge4/4^{II} in Nm from AB-Modell



The Ge4/4^{II} is still currently the largest class of locomotive on the Rhätische Bahn (with 23 units). The locomotives can be used all over the AC network and are found on freight, regional, express, and fast trains, sometimes double-heading.

AB-Modell's model of No.618 with the coat of arms of Bergün/Bravuogn was released in autumn 2019 has now sold out; it will be replaced by the same number but with large Rhätische Bahn full wording on the sides.

The model is to 1:160 and only available for 6.5mm gauge.

As before it is powered by a Faulhaber motor with a large flywheel, mounted in a milled brass chassis. To optimise the running characteristics, a Zimo MX616 decoder is installed as standard but factory-set to be best suited to analogue systems.

Micro-Trains N narrow gauge couplings are fitted.

A special feature are the raised coats of arms and community names of Bergün/Bravuogn.

Details include the additional sockets for multiple unit control and even the contrasting handles in black. The rounded corner windows are individually made of curved foil, to eliminate the 'magnifying glass' effect. Handrails are free-standing and the grille covering the brake resistors is an open etch. The fine pantographs have no electrical function.

The limited edition model will be delivered in a sturdy box, with detailed instructions and certificate, and is priced at €874.00.

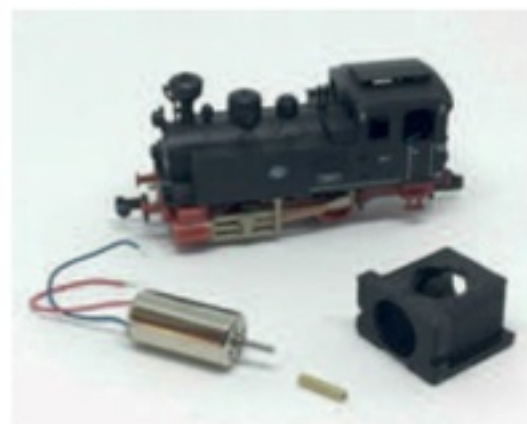
AB-Modell, Anja Bange Modellbau, Im Stuckenhahn 6, D-58769 Nachrodt, Germany. www.n-schmalspur.de

More remotoring by Tramfabriek



Tramfabriek has increased the range of kits for replacement coreless motors with one suitable for the well-known Fleischmann N ref. 7000 0-4-OT.

The motor and mount should be quick and simple to install; no special tools are required. Full instructions are provided, and shown on the website.



The kit costs €25.50.

Tramfabriek, 2, Locken Cottages, The Walk, Eton Wick, SL4 6LN. <https://tramfabriek.nl>

Vale Allan Trotter

We were sad to hear of the passing of Allan Trotter, Vice-Chair and Newsletter Editor of Southport MRS, on 30th April 2020. Born in Helensburgh, Allan moved to Southport after marriage to Ruth and early retirement from BT. A prolific railway photographer and railway modeller, for many years he organised Model Rail Scotland. His record of contemporary and overseas railways can be seen on Eastbank MRC, the virtual model railway club which Allan maintained with friends, which also records the many layouts that he built and exhibited, often collaborating with David Black. He was involved with three

American layouts (*Pennsburg*, *Mythia*, and *Andersonville*, which featured in CM November 2009) as well as the South African *Magersfontein* (February 2004) and *Tavola*, his Italian layout (May 1993), which will appear (lockdown permitting!) at the Southport exhibition on Saturday 7th November at All Saints Hall, Park Road, Southport, PR9 9JR.

Allan was great company with a wry take on life and his friends will long remember his spirited and authentic Scots rendition of the Selkirk Grace on Burns Night before his health declined.

Thanks to Jim Ford of Southport MRS for the above.

Coming next month

out 16th July

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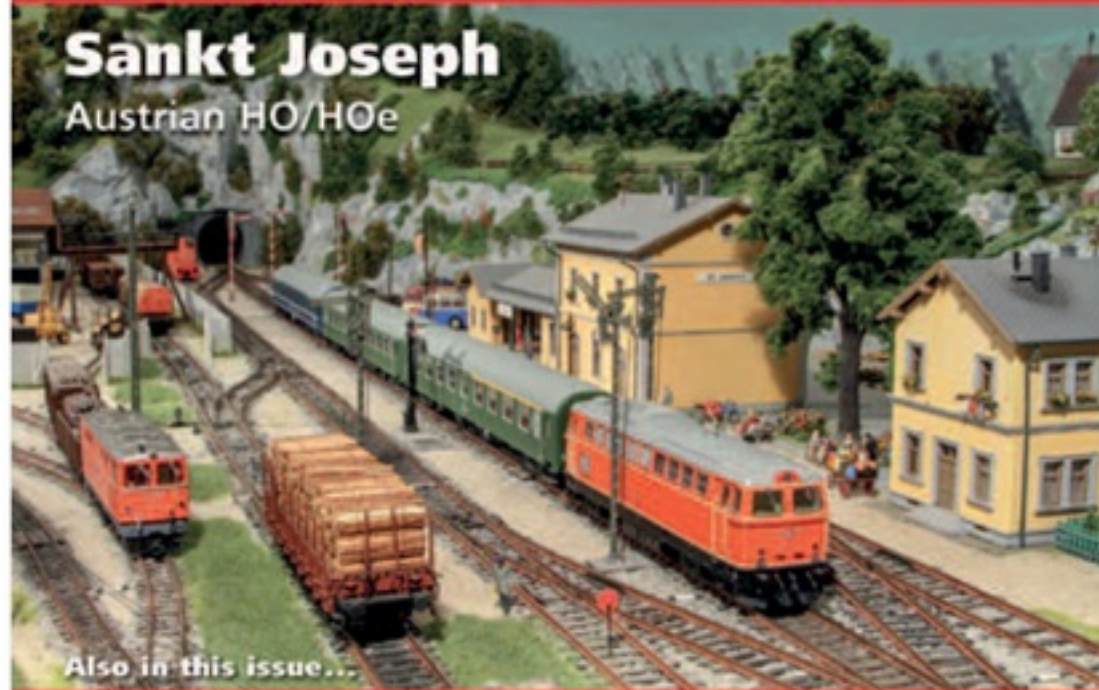
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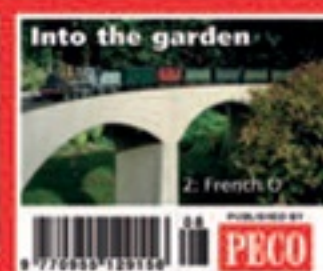
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Sankt Joseph

Austrian HO/HOe



Also in this issue...



• Sankt Joseph

An idealised scene with standard and narrow gauge lines: Austrian rural railways in the 1960s reproduced in a compact HO/HOe layout by Davide Raseni.

• Himmelreich

An alpine HO layout with many personal touches: retired electrical engineer Michael Kelleher was eventually able to create his dream layout.

• Into the garden – 1

Bill Longley-Cook reports how his US On30 garden line has developed since it was featured in August 2018.

• Into the garden – 2

Philip Morgan has built an extensive O gauge layout which runs from the garage into the garden and hosts a varied collection of early French and American stock.

• Super-elevation

Following the feature on *Felda* in this issue, Martin Kirkham explains the inexpensive and effective technique he uses to achieve super-elevation of curves, applicable in any scale.

... and much more!

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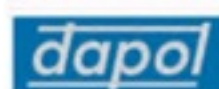
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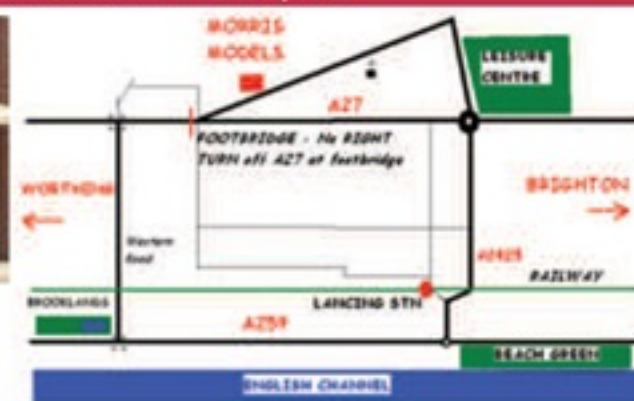


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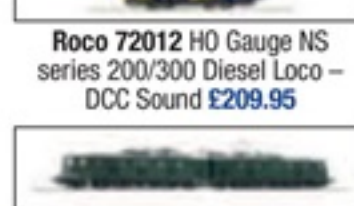
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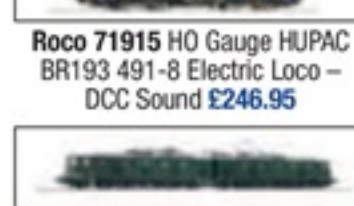
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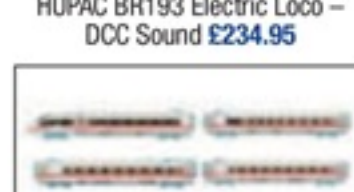
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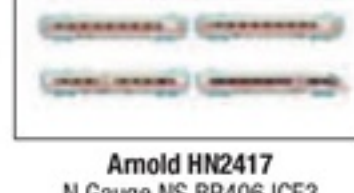
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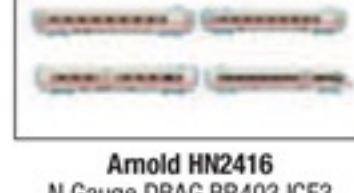
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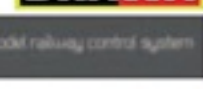
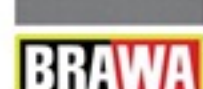
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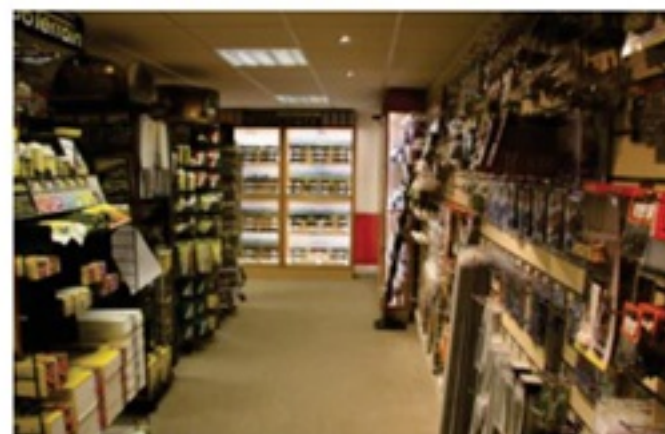


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