

CONTINENTAL MODELLER

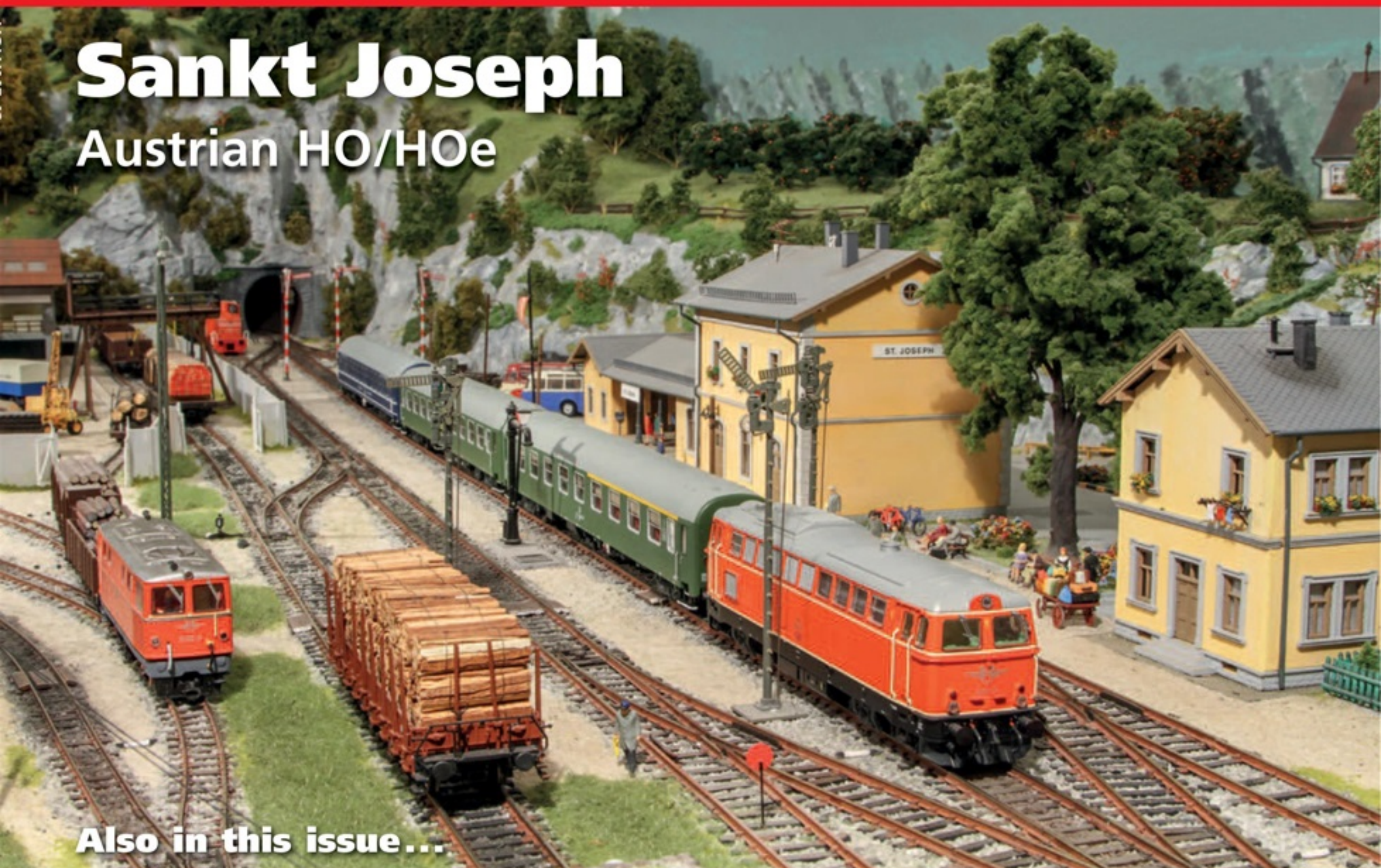
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Austrian HO/HOe



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1503 AT & SF£24.00

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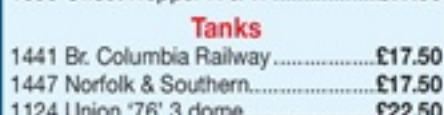


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Box Cars



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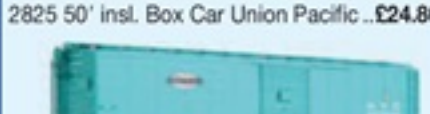
2823 50' Southern£23.99



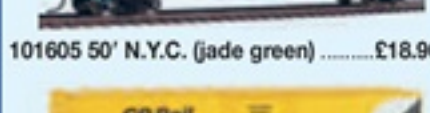
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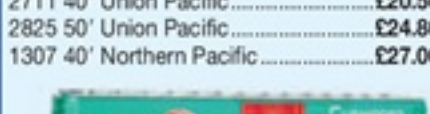
1677 50' Bangor & Aroostook£17.50

1310 40' Southern Pacific£24.50

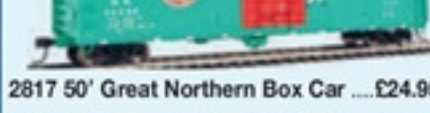
2711 40' Union Pacific£20.50

2825 50' Union Pacific£24.80

1307 40' Northern Pacific£27.00



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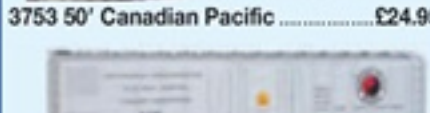
Reefers



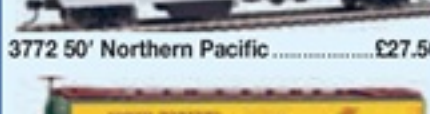
3770 50' Conrail Reefer£24.50



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41211 40' North West Reefer£28.00



1677 50' Bangor & Aroostook£17.50



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1664 Santa Fe 'El Capitan' Box Car£23.50

3763 Santa Fe 50' Reefer£24.80

3656 Wood Santa Fe Reefer 40'£24.50

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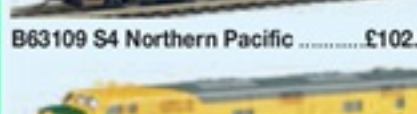


B50708 Union Pacific 0-6-0£138.00

St2824 DS-4-4-1000 B & O£125.00



B63109 S4 Northern Pacific£102.00



B66702 E7 Union Pacific£165.00

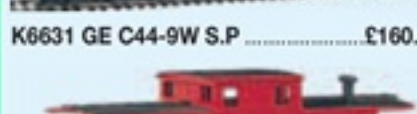
St4630 VO-660 D & RGW£125.00

St4662 Frisco VO-660£125.00

B60304 Santa Fe GP40£115.00



K6631 GE C44-9W S.P.£160.00

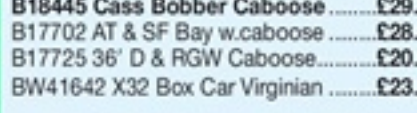


B18445 Cass Bobber Caboose£29.75

B17702 AT & SF Bay w.caboose£28.80

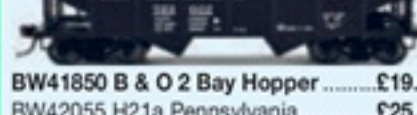
B17725 36' D & RGW Caboose£20.00

BW41642 X32 Box Car Virginian£23.50



BW41850 B & O 2 Bay Hopper£19.99

BW42055 H21a Pennsylvania£25.60



B16402 Blacksmiths Car W & A£45.00

B16149 Crane Car & Boom Tender£58.95



MTH74158 Union Pacific Box Car£28.65

B17947 50' Tropicana Reefer£25.95

CC19304 3 Bay Hopper Southern£18.25

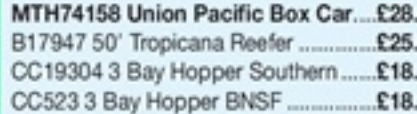
CC523 3 Bay Hopper BNSF£18.25

B19806 40' Grand Union Reefer£29.95

A3984 Libby's Ref Van£39.95

B19805 Reefer 'Pure Carbonic'£24.00

A3529 50' Box 'Cotton Belt'£25.95

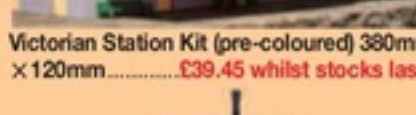


B19803 '40' ART Reefer£27.00

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



Victorian Station Kit (pre-coloured) 380mm x 120mm£39.45 whilst stocks last!



AMB490 Country Halt£30.65

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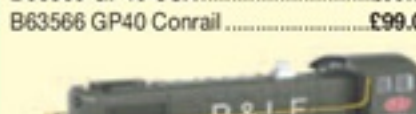


K402 FEF Union Pacific£190.00

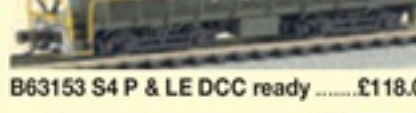


B63560 GP40 CSX£99.00

B63566 GP40 Conrail£99.00

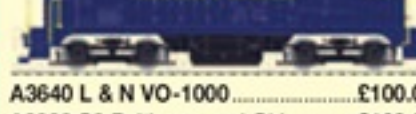


B63153 S4 P & LE DCC ready£118.00



A3640 L & N VO-1000£100.00

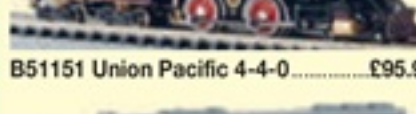
A2896 S2 Baltimore and Ohio£108.95



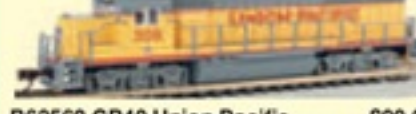
B51151 Union Pacific 4-4-0£95.95



B63562 GP40 Union Pacific£90.00



K430 FP7 A/B Milwaukee£160.00



K8931 GE ES44AC BNSF£108.00



K7035 C & NW AC4400CW£108.00

K EMD FP7 A Milwaukee Road£100.00



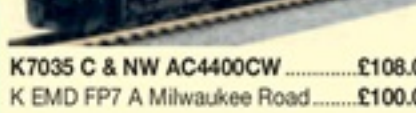
A2676 GTW 40' Reefer£23.90

B71052 SF 50' Box Car£19.95

40' Wood Reefer 'Multibestos'£28.50

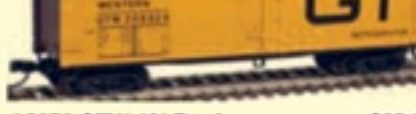


MT040 50' Union Pacific Box Car£35.00



B17857 Clark Tank£18.90

IM66302 Shell Single Dome Tank£29.95



A3195 Tank 'Eastman Chemicals'£16.90



MT410 34' Ice Reefer Heinz£33.60



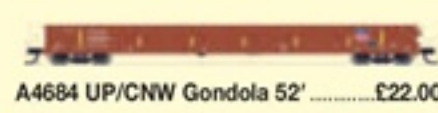
A4656 Union Pacific Coil Car£29.95



IM6522 3 Bay C & NW Hopper£27.95



A4684 UP/CNW Gondola 52'£22.00



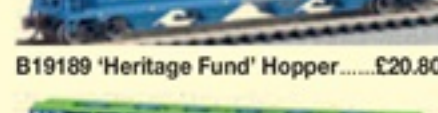
MT580 40' Box B & Aroostook£23.95



B19189 'Heritage Fund' Hopper£20.80



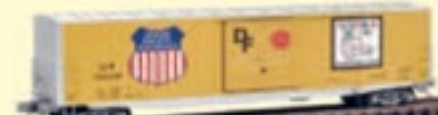
BW37847 3 Bay Hopper 'Ajax'£19.95



MT040 50' Union Pacific Box Car£35.00



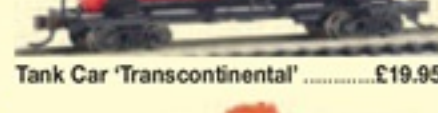
Tank Car 'Transcontinental'£19.95



B17857 Clark Tank£18.90



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A3195 Tank 'Eastman Chemicals'£16.90



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clutter to your layout.

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who want a bit more
customisation.
A range of single
figures are available
in HO Scale.



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

SCENIC MATERIALS



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



MODEL FIGURES

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



LASER-CUT PLANTS

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



DECO SCENES

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



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

CAR SYSTEM

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



FAIRGROUND



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

A Comprehensive Model Railway System

PIKO

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



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.



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



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 consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



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.



TRIX



N and HO Scale Continental Specialists

MINITRIX N 1:160 Scale

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

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



TRIX HO 1:87 Scale

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



HO 1:87 Scale C-Track

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



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marklin

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

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



Z 1:220 Scale -

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



HO 3-Rail 1:87 Scale -

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



Gauge 1 1:32 Scale -

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

Marklin Central Station 3

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



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STEP
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- ▶ The red doors in contrast with the color of the side windows are the distinctive features of the 20th anniversary model that was released in 2016.
- ▶ With the included drawbar, it is possible to combine two consists and recreate the 20-car formation that is currently used in Europe.
- ▶ You can reproduce the latest specifications with an additional antenna on the roof of cars R2 and R7.



Thalys PBKA New Color

Planned for Spring 2021!

Get it now!



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ICE4



#10-1297 / 1298
Eurostar New Color



#10-1529
TGV Réseau Duplex



France/ Paris Belgium/ Brussels Netherlands/ Amsterdam Germany/ Köln

Thalys is an international high speed train that runs between Paris and Amsterdam as PBA (acronym for Paris/Brussels/Amsterdam, which are the departure/arrival stations) consist and between Paris and Cologne (Köln) as PBKA consist. The two combined trains depart Paris and then split at Brussels for Amsterdam and Cologne respectively.

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CONTINENTAL MODELLER

August 2020

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Number 8

From the Editor

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RAILWAY MODELLER

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



Cover

A rake of Yugoslavian coaches,
part of an international train
to Vienna, has been diverted
through Sankt Joseph.

Photo: Paolo Visintini.

Situation improving?

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. That thanks may now come from our hobby rooms rather than our front doorsteps, but is no less sincerely intended.

It seems strange at a time (it is the end of June as we write) when the government is starting to ease the lockdown restrictions that we are still getting notice of cancellations or postponements of events not due to take place until much later in the year, by which time we would have hoped that things would have been back to something more like normal.

Whatever the authorities may or may not allow, the actual state of the virus situation determines the sensible course of action, and about that there can be no certainty even at such long range.

Among the major events affected is the excellent *Modelspoor* in Leuven/Louvain, Belgium, scheduled for mid-October – as it takes place only every other year, it has been postponed until 2022.

We have also heard that *Eurospoor* at Utrecht in The Netherlands, at the end of October/start of November, has taken the difficult decision to postpone for a year.

Also postponed is the Warley show at the NEC, at the end of November. To quote from the press release:

The organisers of the Warley National Model Railway Exhibition regretfully announce that, following an extensive and detailed consultation period, it has been agreed to postpone this year's show until 2021, with concern for public safety and the wellbeing of all exhibitors and supporters being central to the decision.

The Warley National Model Railway Exhibition is all about showing the best layouts, trade stands, and other exhibits to promote model railways of all sizes. Close interaction is part of the experience, particularly for younger visitors. Social distancing and other measures will mean that we cannot interact with fellow enthusiasts as we would wish.

As organisers we are enthusiasts too and it is the highlight of our year. Therefore, as you can imagine, the decision to postpone this year's show has not been taken lightly. Our concern for the safety of our visitors, exhibitors, and club members is paramount.

We considered different options, various scenarios and restrictions that could be imposed. Running an event with the current Covid-19 restrictions – such as adhering to social distancing requirements, restricting numbers attending, and dictating the direction of people around the hall – would have had a negative effect on the experience, and therefore the very essence of the show.

The Warley MRC exhibition team is very disappointed, but rest assured we will continue working to deliver a fantastic show in 2021 on 27th and 28th November.

For those who have bought advance tickets already, these will be accepted for the 2021 exhibition. However, if a refund is required, e-mail showtickets@warleymrc.org.uk or send your tickets back together with a stamped addressed envelope to: Warley MRC Exhibitions Ltd., Unit 1 F, Pearsall Drive, Oldbury, West Midlands, B69 2RA, ensuring you include the name to whom the refund cheque should be made payable.

For further information – contact the Exhibition Manager, Nigel Smith.

nigel.smith7029@btinternet.com

We fully understand the position in which organisers of shows large and small find themselves, and we do not envy their responsibility. Frustrating as it is, it is better to be prudent than to take a risk and experience problems.

Stay safe, and keep well.

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Austrian rural railways in the 1960s
reproduced in a compact layout by **Davide Raseni**.
Photographs by the author and Paolo Visintini.

Austrian idyll

An idealised scene
with standard and narrow gauge lines



My love for the railways and an interest in the history of the Austro-Hungarian empire brought me to study the develop of its amazing railway network. In particular I was fascinating by the number of lines of different gauges, different railway companies, and peculiar rolling stock. But the thing that mainly fascinated me was that at the end of the First World War, with the collapse of the state, the network and the rolling stock was split among different countries. Then came the Second World War and the Cold War but even now, despite major historical and political changes, from the north-east of Italy to western Ukraine and from southern Poland to Bosnia and Croatia, in many cases you can still catch the railway atmosphere of the 'old empire'. On some lines, the architecture of the railway buildings, the semaphore signals (some still in use after a



century!), and many other details give a 'family feeling' even though you are now travelling in different states. So for my first full layout it was an obvious choice to make a tribute to Austro-Hungarian lines.

The layout project

In 1996 I went to live in a new flat with a big room available just for my hobby, a beautiful opportunity to start my first layout. I did not want to fill the room entirely with it, due to the necessity to have place for a large work table, a cabinet to display my models, and a corner to use as photographic studio if necessary. My decision not to go overboard with the dimensions, despite the availability of space, has proved judicious, because I was able to finish the layout to my satisfaction with a good standard of detail in about five years.

Above

Due to a problem on the main line, a short rake of three JŽ coaches from Belgrade, part of an important international train to Vienna, was diverted through Sankt Joseph. We are in the 1970s; the locomotive is an ÖBB Rh2043 (a Roco model) and the coaches are Yugoslav Y type (from A.C.M.E.).

On the narrow gauge, an ÖBB Rh2095 B-B diesel shunts wagons of logs into the sawmill siding. Cut timber is transported away on the standard gauge.

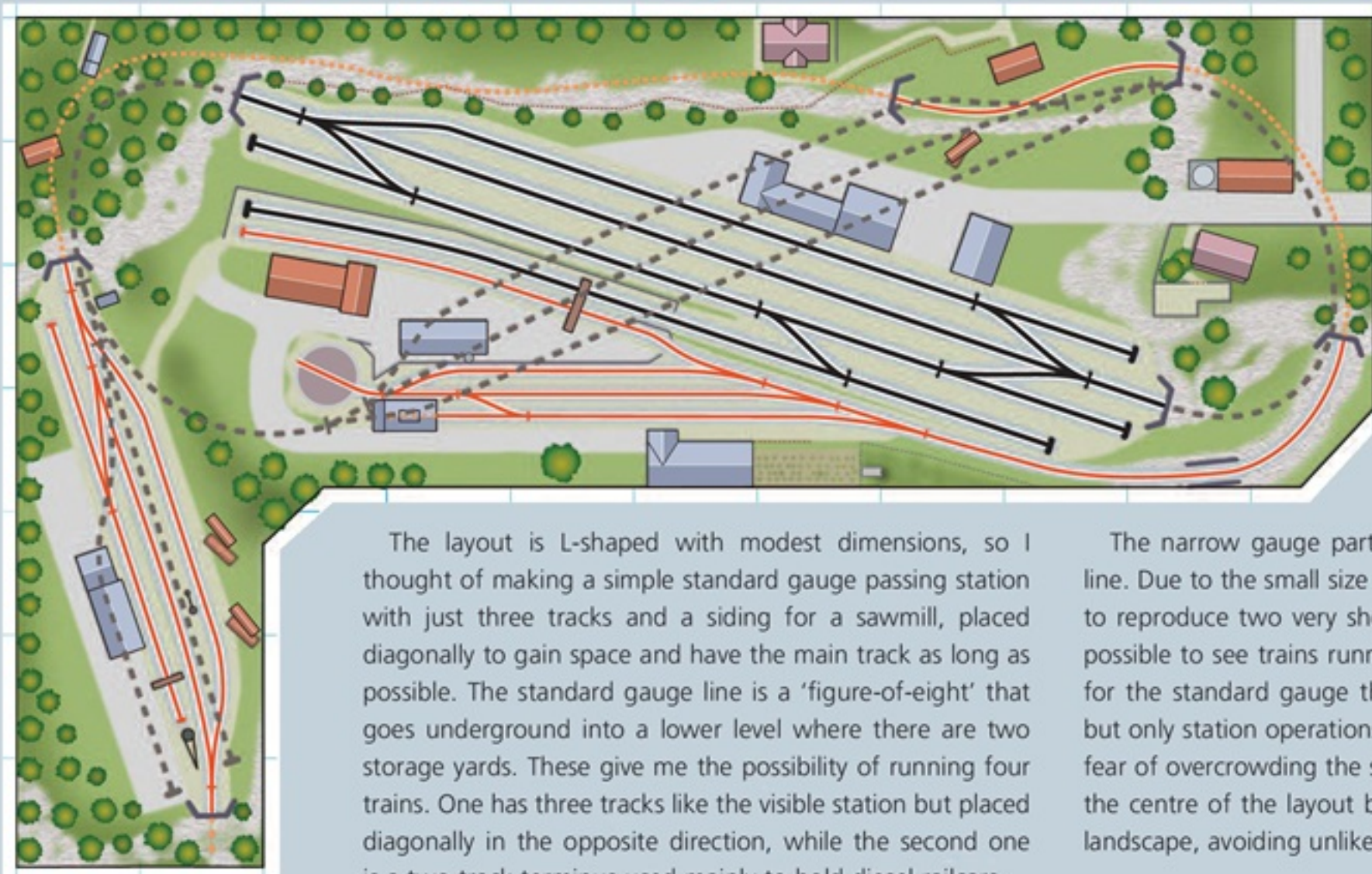
Photo: Paolo Visintini.

Left

A busy moment at the little station of Sankt Joseph.

The iron ore train is double headed with a couple of powerful *Kriegsloks* of classes 42 and 52. Working on the siding is a 'new' ÖBB Rh2065 diesel – still in green livery – with two loaded wagons from the sawmill, while a *Schienenbus* set waits on the first track.

Photo: Paolo Visintini.



Overall size 3.3m by 1.98m.
Inside L – 2.7m x 0.85m.

The layout is L-shaped with modest dimensions, so I thought of making a simple standard gauge passing station with just three tracks and a siding for a sawmill, placed diagonally to gain space and have the main track as long as possible. The standard gauge line is a 'figure-of-eight' that goes underground into a lower level where there are two storage yards. These give me the possibility of running four trains. One has three tracks like the visible station but placed diagonally in the opposite direction, while the second one is a two track terminus used mainly to hold diesel railcars.

On the scenic section, in front of the main station there is a 760mm gauge (known as 'Bosnian gauge' due to the amazing narrow gauge network built by the empire in Bosnia) terminus, not connected with the standard gauge one. This too has a siding for the sawmill.

Below

St. Joseph Lokalbahn station with a passenger train waiting to depart while a standard gauge passenger train approaches hauled by an ÖBB Rh2043 in the original green livery. Standard and narrow gauge sidings serve the sawmill. Photo: Davide Raseni.

The narrow gauge part of the layout is a point-to-point line. Due to the small size of the HOe track I have been able to reproduce two very short plain parts of the line, so it is possible to see trains running through the landscape, while for the standard gauge there are no sections of open line but only station operations due to the lack of space and the fear of overcrowding the scene. In this way the railway is at the centre of the layout but enough space remains for the landscape, avoiding unlikely features.



Right
In the sawmill yard there is a lot of activity – ÖBB shunter 2060.02 waits for the portal crane to finish loading two wagons. When they are ready, the shunter will move them to the third track in the station.
Photo: Davide Raseni.

Below right
An overall view of the layout. In my opinion a layout must also look attractive. The wooden structure was painted matt black to highlight the landscape. The central control panel is very simple and arranged with all the transformers and the push-button switches in green, reminiscent of a station master's office in an old Austrian station. An ÖBB cast metal plate enhances the appearance.
Photo: Paolo Visintini.



Below
A moment of busy traffic outside the station. The vehicles were chosen to be correct for the 1960s. The number plates are old Austrian style.
Photo: Davide Raseni.





Left

The last passenger train of the evening in Sankt Joseph. Diesel railcar 5146.201 (a model by Liliput for Dolischo) pauses for a few minutes on the main track.

Photo: Paolo Visintini.

Right

On many branch and secondary lines in Austria, the German VT98 *Schienenbus* (ÖBB Rh5045) was used, often with a matching trailer; a goods wagon or extra coach could also be attached. This is a Trix model.

Photo: Paolo Visintini.

The structure

The main structure of the frame is light pine, and was made in three parts by my friends Pietro Sedoschi and Maurizio Foschiano at their home. Then it was transported by car to my flat and finally assembled. Their help was essential because of their ability as carpenters, so I could save a lot of time and dedicate it to other work.

The three stations were built on 10mm plywood baseboards and connected with a shaped trackbed of the same thickness.

For supporting the landscape – mountains and hills – I used pieces of polystyrene and cardboard covered with sheets of newspaper, treated with thinned glue.

The entire layout was enclosed on the visible sides with 6mm plywood boards, shaped following the profile of the hills and giving a solid and handsome aspect to the entire structure.

Track, wiring, and control

For both the visible and hidden HO sections I used the robust and reliable Peco code 100 track. The points are Insulfrog and due to the large radius they permit me to gain precious space for my small standard gauge station.

For the narrow gauge line I used Roco HOe points and flexible track.

Peco point motors for both stations are installed under the baseboards. I used them for the Roco HOe points too, adapting them with good results.

The electrics are as simple as possible. The layout is wired for common return DC, with lots of sections, using Fleischmann 1V controllers and push buttons, for both standard and narrow gauge. In particular I would like to emphasise the control panel – I tried to give it the look of those found in an Austrian stationmaster's office, with a lot of buttons and control levers. It is a classic system, typical of my youth – a tribute to the happy days spent with playing with my Lima trains on the floor of my room. However, my next layout will definitely be DCC with sound.

I took care with the illumination all over the layout – there are almost fifty working lights – on the stations, street lamps, and internal house lights, using a separate 24V AC transformer.

Left

The small narrow gauge locomotive depot at Sankt Joseph, with the last two steam locos remaining on this line. As usual at the time they were coaled using wicker baskets – and strong arms!

Photo: Davide Raseni.



Left

A rich young couple in a Porsche Speedster are stopped by the police on the main road to the station in Sankt Joseph.

Photo: Davide Raseni.





Construction

In my opinion a small layout like this has to be very detailed. My experience with dioramas prompted me to work in this way, so when I had finished the main structure I proceeded in a perhaps unusual way: I started to detail the layout working from the wall at the back to the main front side. I worked 'inside' the layout for many months, working on little sections I had identified as if they were different dioramas. So at a certain point I had some zones completely detailed, even with all the accessories placed and weathered, while in other parts you could see only track on the plywood baseboard. This technique avoided repeating the same kind of task over a long period, and helped me not to be bored during the work.

The layout was completed by painting of the external sides matt black and the application of some ÖBB plates that give the whole thing a simple but elegant look.

Landscape and setting

A railway in the landscape, not landscape in the places not occupied by track – this was the motto for the layout.

The layout would be set in summer in the 1960s or early 1970s (Epoch IIIa/b – IVa).

I chose to reproduce a hilly but not too 'alpine' landscape to give the layout a central European look. The main station could easily be in Czechoslovakia, Hungary, or Yugoslavia as well as Austria. My goal was to reproduce the landscapes you can see in this part of Europe, with meadows, vineyards, and orchards cared for by farmers; localities where human

activity is in accord with nature, and the railways fit perfectly into the surroundings. Yes, I admit that I tried to transform my layout into something therapeutic, a corner of the room where you could relax your mind into an ideal and idyllic world for some minutes, especially after a busy and stressful day at work. Fortunately this seems to have worked, and it still happens every time I look at or play with the layout.

Below

A typical railway scene of the past. A lot of luggage waits on a handcart to be loaded on the next train. Some passengers are in traditional Austrian dress. Photo: Davide Raseni.





Left
 ÖBB 0-8+4 Engerth 399.04 (a Roco model) hauling a heavy load of logs emerges from the long tunnel under the church of Sankt Joseph. The driver has to brake carefully to reduce the speed approaching the station.
 Photo: Paolo Visintini.

Right
 The short scenic section of narrow gauge line between the two tunnels near the village of Sankt Joseph. The bell tower of the church dominates the scene. Note the track inspection *draisine* lifted off the line.
 Photo: Paolo Visintini.

To improve the depth of the landscape on the walls behind the stations, although I am no artist, I used powder paints to draw the outlines of different rows of wooded hills and long lines of trees. The result is very simple but quite successful, I think.

Except for a some 'sea foam' used for a small wood and for bushes all over the layout, I used commercial trees and other vegetation by Busch, Faller, Heki, and Noch. All these trees had the trunks and branches repainted by me.

In some places I made the grass with a Noch Gras-Master, in others I used some Noch grass mats.

I am not a fan of scratchbuilding so, except for the narrow gauge loco shed, built with wood and card, I used commercial products from different ranges. I had to search a lot, choosing stations and other buildings with a generic appearance (not too German). The stations are all Auhagen kits because many of their buildings are also suitable for an Austrian or central European railway. The situation has improved a lot and it is possible to buy very interesting laser-cut kits for buildings typical of central Europe from small Czech producers.

I find commercial kits are nice to build, but all were heavily improved, with a good weathering as necessary and the addition of many details such as aerials and other wires, flowers, lights, street numbers, post boxes, and so on.

The railway accessories were all carefully chosen. The beautiful ÖBB-MÁV signals are from Viessmann, unfortunately no longer in their catalogue. Other things, like buffer stops and point levers, are by Weinert and Ferro-Train. Along the narrow gauge line there are kilometre posts and telegraph poles, all linked with thin wires; I love to create these details.

Last but not least, the road vehicles! Mainly thanks to Brekina it is possible to have a stunning collection of cars, delivery vans, and lorries from the 1960s. I have detailed them with authentic number plates from those years (Austrian or from neighbouring countries), with drivers or passengers placed inside. I find that the right choice of the road vehicles is one of the most important final touches for a layout and often this is neglected by railway modellers!

... to be continued.

Below
 A modest country house below the church. I painted the background myself – it looks simple but helps to give the scene the right depth.
 Photo: Davide Raseni.





Martin Kirkham shows how he incorporated a feature of authentic tracklaying on his latest N gauge layout *Felda* (see CM July 2020). *Model photographs by the author.*

Super-elevation

for smoother running and higher speeds

One of the things I recall from the modernisation of railways in Britain and on the Continent in the 1960s was the raising of speed limits on lines with restricting curves. This was done by raising the height of the outer rail of the track on a curve and packing it with more ballast to increase the previous levels of super-elevation to allow higher speeds. The visual effect of this increased super-elevation was quite dramatic as a train would clearly lean over much further on the newly-laid curves.

It made an impression on me at the time, and for as long as I can remember it is a feature I have incorporated when laying track on new layouts.

In this article I will explain the inexpensive and effective technique I use to achieve super-elevation of curves on my own layouts. The principles are applicable in any scale. With a little care and patience, super-elevating curves will make a difference to the realistic appearance and the running of trains.



Above
A BR110 on the constant radius section of a curve with 1mm super-elevation under the outer rail.

Below
DBAG 101 018 passes Ludwigshafen Hauptbahnhof with IC2013 to Oberstdorf, 26th August 2012.
Photo: Graham Lightfoot.





Modellers have their own preferences for fixing track. I like to glue a layer of cork onto the baseboard and let it set before laying track and pinning it into place.

Useful tools for tracklaying include pliers, track cutters, pin vice, drill bits, track set templates, and track gauge.

Once a plan has been devised I sketch it out onto the cork with a pencil or permanent marker, avoiding anything

with coloured ink which might run at a later stage when ballasting.

I drill sleepers at about 10cm intervals with a fine bit prior to pinning the track down with thin pins. This allows for fine adjustments when testing; the pins are later removed after ballast has set ready for final painting.

Above
A BR103 leans into a curve on the approach to Felda. The fast lines in the centre are supported on 1mm cork while the outer tracks have less super-elevation and are supported by thinner card.

- 1 Useful tools for tracklaying include pliers, track cutters, pin vice, drill bits, track set templates, and track gauge.



- 2 Holes can be drilled through the sleepers at regular intervals using a fine drill bit in a pin vice.



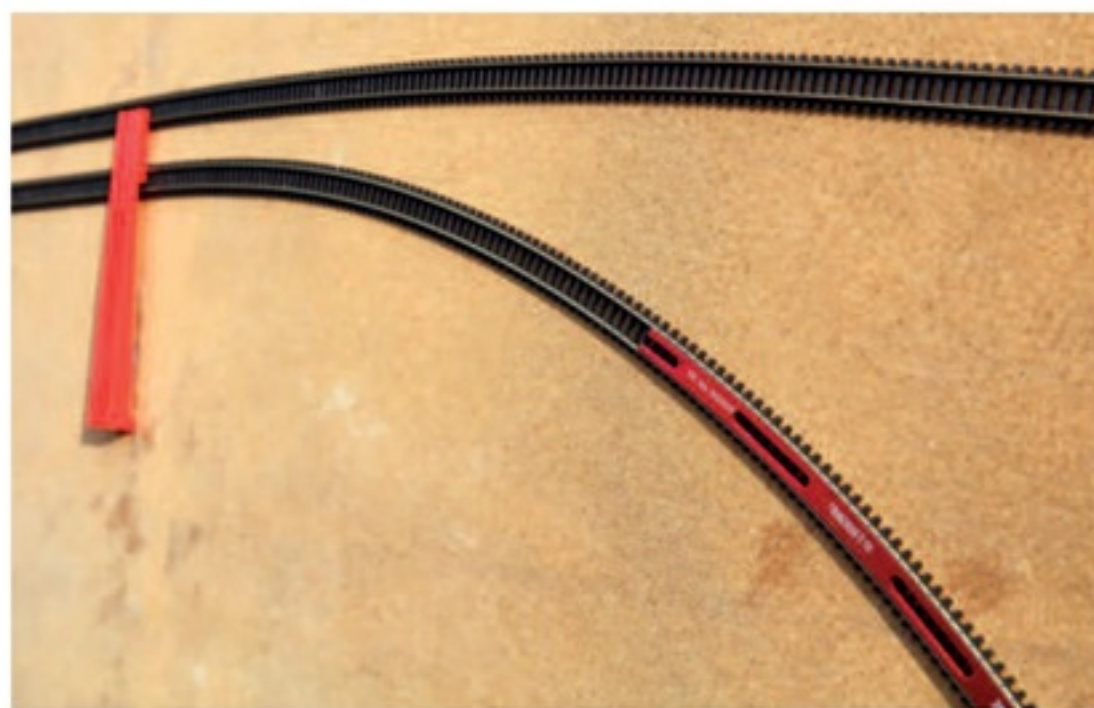
3

Straight track laid on ruled lines and adjusted against a long straight edge. A Fleischmann railing guide is used to space the tracks.



4

Curve of constant radius created with the use of a template.



5

The transition curve is the section between the straight and the curve of constant radius.



6

The gauging tool ensures there is ample space for trains to pass. Run two of the longest coaches like this to check clearance.



Classifying track geometry

I will concentrate on plain track without pointwork. At this stage I would like to make it clear that there are three types of track geometry I shall refer to.

Straight track is best laid along a ruled line drawn onto the cork underlay. After pinning, I use a long straight edge against the side of the sleepers to push the track into perfect alignment.

To space tracks accurately and consistently a gauge is essential. I like to use the Fleischmann railing guide which incorporates a space gauge to hold a new track in place alongside a fixed track while it is pinned.

Track of constant radius is the main central section of a curve and can be laid with the invaluable help of Peco 'Tracksetta' templates. Here a 24" radius template is being used to lay the inner curve. The outer curve will be pulled in and correctly spaced using the Fleischmann gauge before being pinned.

The transition curve is the section between the straight and the constant curve and is characterised by its variable radius. It is the ability to shape a transition curve which is the big advantage of flexible track over set track, though

with a little care flexible track can be used with set track to incorporate the transition.

Incidentally, it is best to avoid having any rail joints in the transition section.

The gauging tool ensures there is ample space for trains to pass. Run two of the longest coaches side by side like this to check they have clearance.

All track should be laid, tested, and if necessary adjusted before applying super elevation.

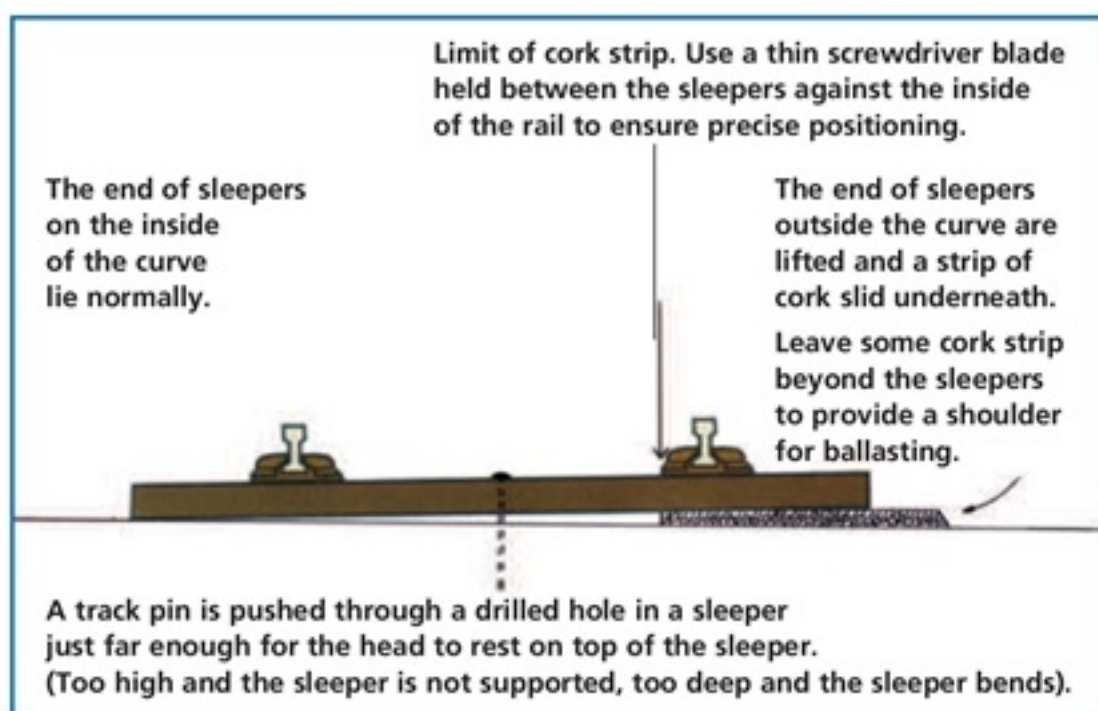
Creating the super-elevation

Various materials have been tried to create super-elevation but I find the flexibility of cork makes it ideal to support the curve.

Diagram 7 shows the arrangement of support under a super-elevated curve. 1mm thickness was found to be suitable to raise the outer rail for N; 2mm or 3mm could be applied in HO, and more in larger scales. However, an important point to make clear is that the ultimate limit is not particularly high because locos and stock should be able to stop and start without hesitation on the curve. If the super-elevation is too steep, current collection can be compromised

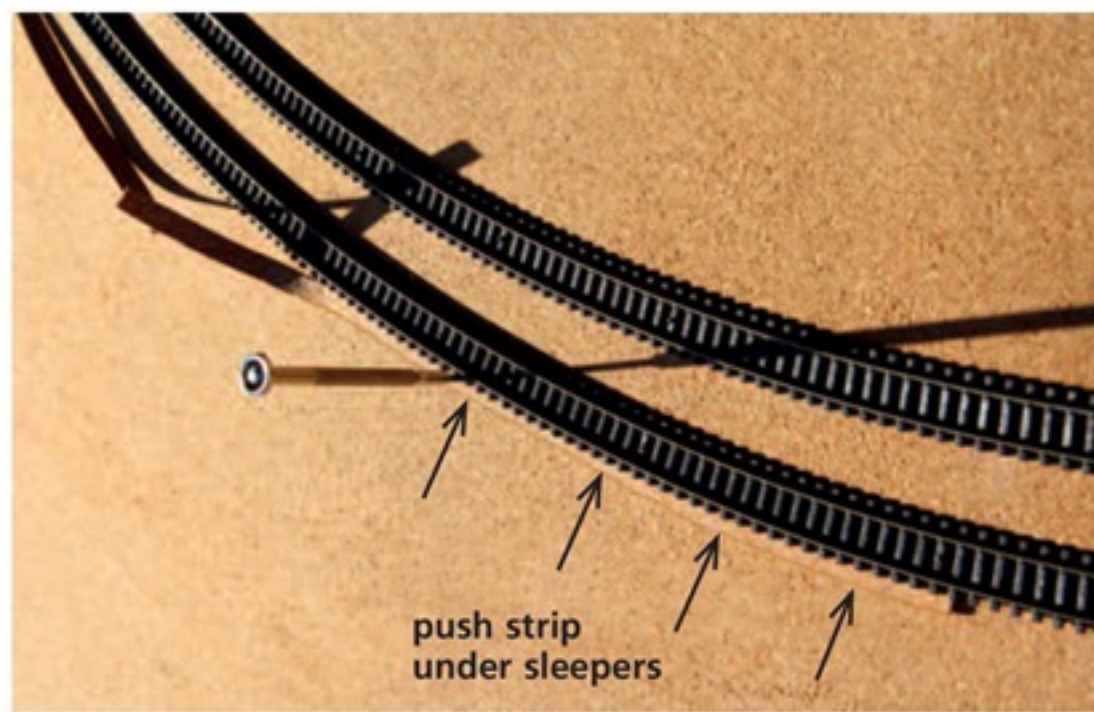
7

Super-elevation diagram.



8

Begin to slide cork strips under the outer rail of the curve.



9

A small screwdriver blade is used to ease the cork into the same position under the outer rail all along the curve.



10

With super-elevation added to the inner curve, both coaches can now be seen to lean inwards. Check this against the spirit level.



by lifting weight from the outer wheels, causing poor electrical contact and unsatisfactory running.

When ready, the track pins on the curves need to be gently eased up to allow supporting strips to be slid under the outer rail. I always begin with the simplest job, where the curve is of constant radius since the cork strip is of constant thickness. I start to slide long strips of 1mm thickness cork cut to 8mm wide under the outer edge of the sleepers. Continue to support the whole of the curve where the radius is constant in this way.

It is important for the sleepers to sit on the cork strip in exactly the same way all the way along this section: if

the cork is placed too far out, the sleepers will be lower, if the cork is too far in, the sleepers are higher. To avoid any variation, I insert the cork so that it can just be seen to have emerged between the rails. I then use a thin screwdriver blade held vertically between the sleepers to gently ease the cork outwards so the outer rail is supported in precisely the same way all along the curve, as shown in diagram 8.

Repeat this process for the section of curve with constant radius on each running line.

With super-elevation now added to both curves, it can be seen how the coaches lean inwards in comparison with the spirit level.

Super-elevation of the transition section

With the support for the constant radius complete, it is time to consider the transition sections at either end of the curve. This needs a slightly different approach as there are two factors to be considered.

Firstly, the curve here has a variable geometry so that the radius of support under the curve needs to vary too. The flexibility of the cork may make this a simple challenge, but unfortunately cork is no longer really a practical option for this.

It is the second factor that really precludes the use of cork because the thickness of support under the rail needs to vary too. Strips of cork could be used in part for this but would need to be sanded to reduce the thickness, and as it gets thinner it is liable to tear. The maximum support needed is no higher than the thickness under the section of curve with constant radius but that thickness needs to taper down smoothly on a gentle gradient as the curve opens out to a point where the curve becomes straight and there is no requirement to support the outer rail.

To make the transition support, I use card from a cereal packet and a piece of paper as the raw material. By holding a piece of card firmly over the outer rail of the transition curve with one hand and rubbing on top of the area with the fingers of the other hand where the outer rail is underneath, it is easy to make an impression of the curve I wish to support. I draw an 8mm wide strip around that impression and cut it out to make a template for that curve.

The new template can be used to draw further strips of card and paper to cut out as they are needed. Use these strips in layers cut to different lengths under the end of the sleepers to create the change in height for the outer rail. Note that taking an impression to make a template needs to be repeated for every transition section to ensure the supporting strips exactly match the geometry of each curve.

Some may find it easier to start working at the end of the transition where it is already supported by the 1mm cork and work back towards the beginning of the curve, all the time lowering in height. I find it easier to start just before the straight track begins to curve, sliding in a single strip of paper and gradually build up the height of the support using more strips of paper, then card, card and paper and so on, under the transition to gradually increase the height in tiny steps to match the 1mm cork. The gradient should be as long as the transition curve and as even as possible.

In comparison to the earlier work on the curve of constant radius, the transition section can be tricky to get right first time, but with patience it is not difficult.

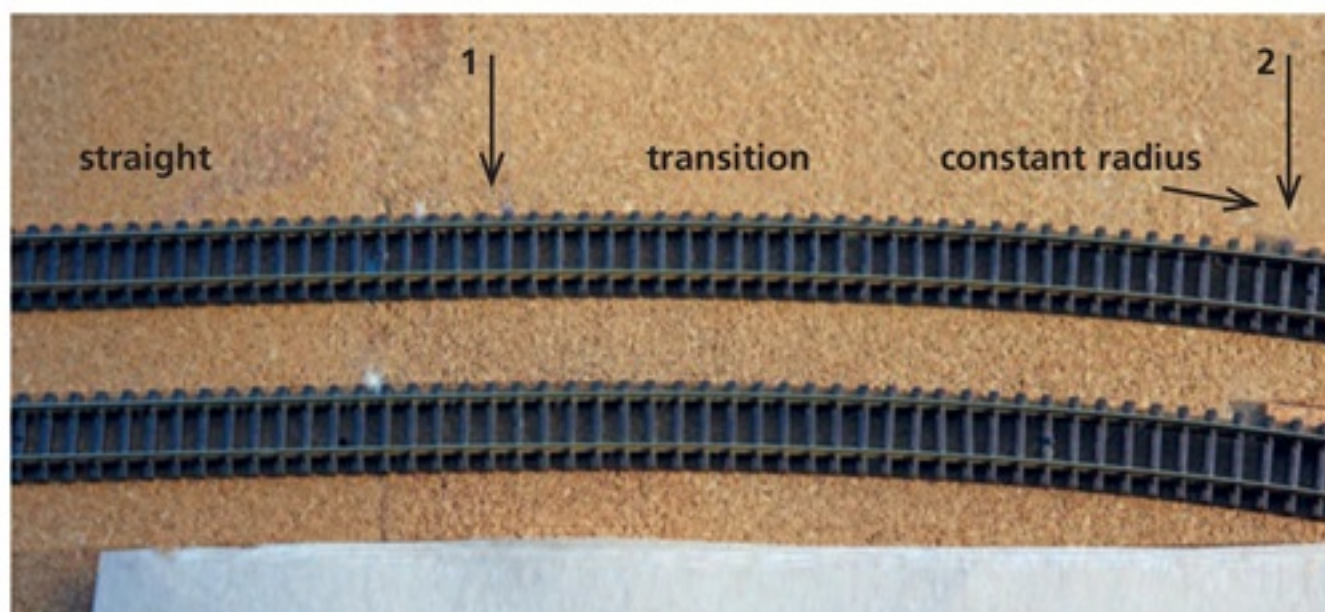
When complete, support under the outer rail should rise evenly from a point on the straight just before the transition curve begins.

From experience, I would strongly advise that before repeating the whole process for every other transition section, it is worth testing your first attempt by running trains over it at various speeds to ensure the smoothest transition from straight to curve without any hint of a snatch to the running.

This is where patience pays off in the long run as it is much simpler to move supporting material around at this stage before ballasting.

11

Three categories of track geometry – straight, transition curve, and curve of constant radius.



12

Taking an impression of the outer rail to make a template.



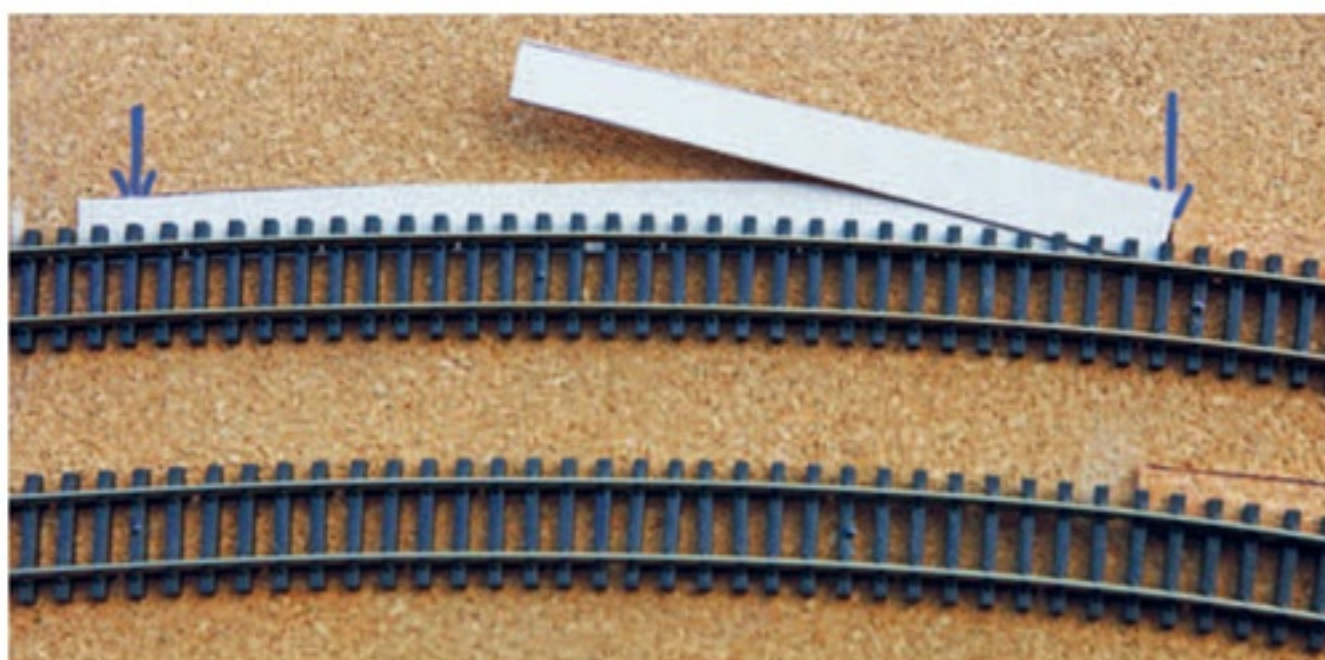
13

The template can be used to make supporting strips which are an exact match to the geometry of the curve.



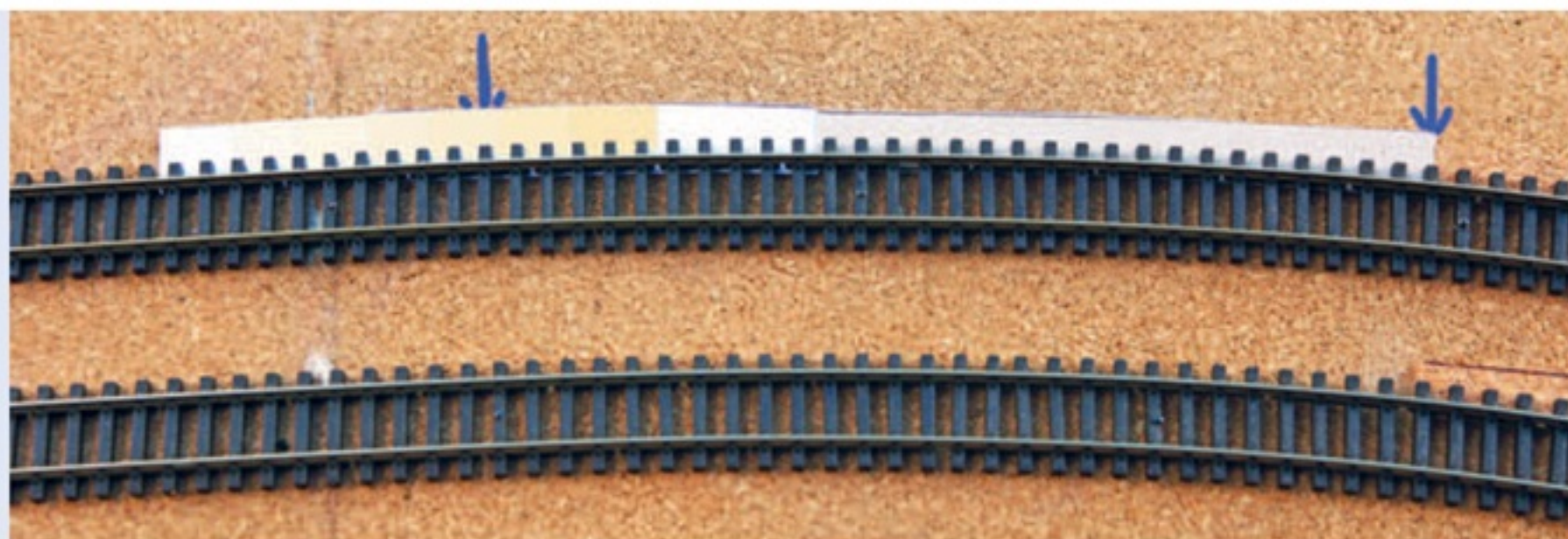
14

Use the strips of card and paper to gradually build up the height of the support under the transition to match the 1mm cork at one end.



15

When complete, support under the outer rail should rise evenly from a point on the straight just before the transition curve begins.



Once completely satisfied, go on to complete the support for the remaining transition sections. To give an indication of the task, *Felda* has twenty transition sections.

Keep testing with different types of trains and at different speeds. For this I find steam engines with a long overhang at the front the most useful as they twitch around more noticeably where there is a fault in the track.

The process of applying super-elevation is now complete.

Completion

Before ballasting I find it is prudent to brush PVA glue gently along the outside edge of all the supporting strips to fix them to the base, and let it set. This prevents any disturbance of the carefully established support during the ballasting process, as there is nothing worse than later finding the outer rail now undulates!

To finish, a few more examples of how super-elevation brings a new level of authenticity to running trains on curves.

16

Thorough testing of the super-elevation is necessary before the track can be ballasted.



17

This BR151 is starting to lean over as it runs over the transition section into a long curve of constant radius.



18

On this constant radius, the centre fast lines are on 1mm cork while the outer tracks have less super-elevation, on thinner card.



Michael Kelleher, who worked as an engineer for the Electricity Supply Board from 1969 to 2004, was eventually able to create his dream layout.

Photographs by the author.



Himmelreich

An alpine layout with many personal touches

Himmelreich was designed and built as a millennium project between 1999 and 2019. The layout measures 5m x 3.4m and has four distinct viewing dioramas: Himmelreich Nord station, Himmelreich Süd station, hydro valley, and glacial valley.

Background

My joy with model trains began in 1957, although the collection had to wait until my own boys got to a suitable age, in the mid-1980s, from which time we had great fun in sourcing our requirements while on family holidays.

Above
Springfield, the house in which the layout is situated, is modelled on the layout!

Below
Himmelreich Nord station: an ÖBB 'Transalpin' passes as a Railjet night train waits at the station; the building is a Lima item.





But the dream layout had to await lifestyle and career stability, by which time of course the task became a solo run, with admirable contributions to the mission by my wife Joan and daughter Ruth. Joan generously conceded her 'best' room to the masterpiece, and sourced resin buildings for the villages. Ruth patiently made towers for the fortified town walls and the dam, and many of the 683 trees, made of wire and green garden twine. Everything else is my own work.

The layout name came last, when all other features had been dedicated.

Construction

The landscape was built using open-frame timber benches, overlaid with webbing and with bridges and level sections built in. These were used for the storage sidings for trains as well as scenic areas (such as stations and villages).



The landscape conceals the sharp curves of some of the routes.

The landscape form webbing was made of thin linoleum strips cut to width/length, inter-woven, stapled, and supported. This mesh was clad with A5-sized pieces of paper, applied in four layers with a 'rich' mix of wallpaper paste, followed by emulsion paint (one coat vinyl-silk and one coat matt). Then sawdust grass and shredded foam shrubbery was added. These materials were coloured with diluted emulsion paints and glued in place with PVA.

Above
SBB Cargo TRAXX electric
on the Tom Kelleher Bridge
spanning Hydro Valley.

Below left
The scenery base takes
shape in Glacial Valley.

Below
Test running through
Himmelreich Süd station.





Left
Himmelreich Nord station. A Dispolok leased to the ÖBB waits with a NATO military train as a Railjet service hauled by an ÖBB Taurus passes through. A Thyssen special load has been stabled on the siding. The station buildings are by Lima, while those on the platform are modified Superquick card kits. The catenary is scratchbuilt.

Below left
The timber mill at the end of Himmelreich Nord yard.

Below
An Italian push-pull train of double-deck stock nearing Himmelreich Nord station.



The bridges across the valleys were all designed and made in house using wood, ply, hardboard, card, and plastic, cut to size as required and assembled.

The station areas used rubber carpet underlay for the platforms. Thick linoleum made the roads, all suitably painted and lined.

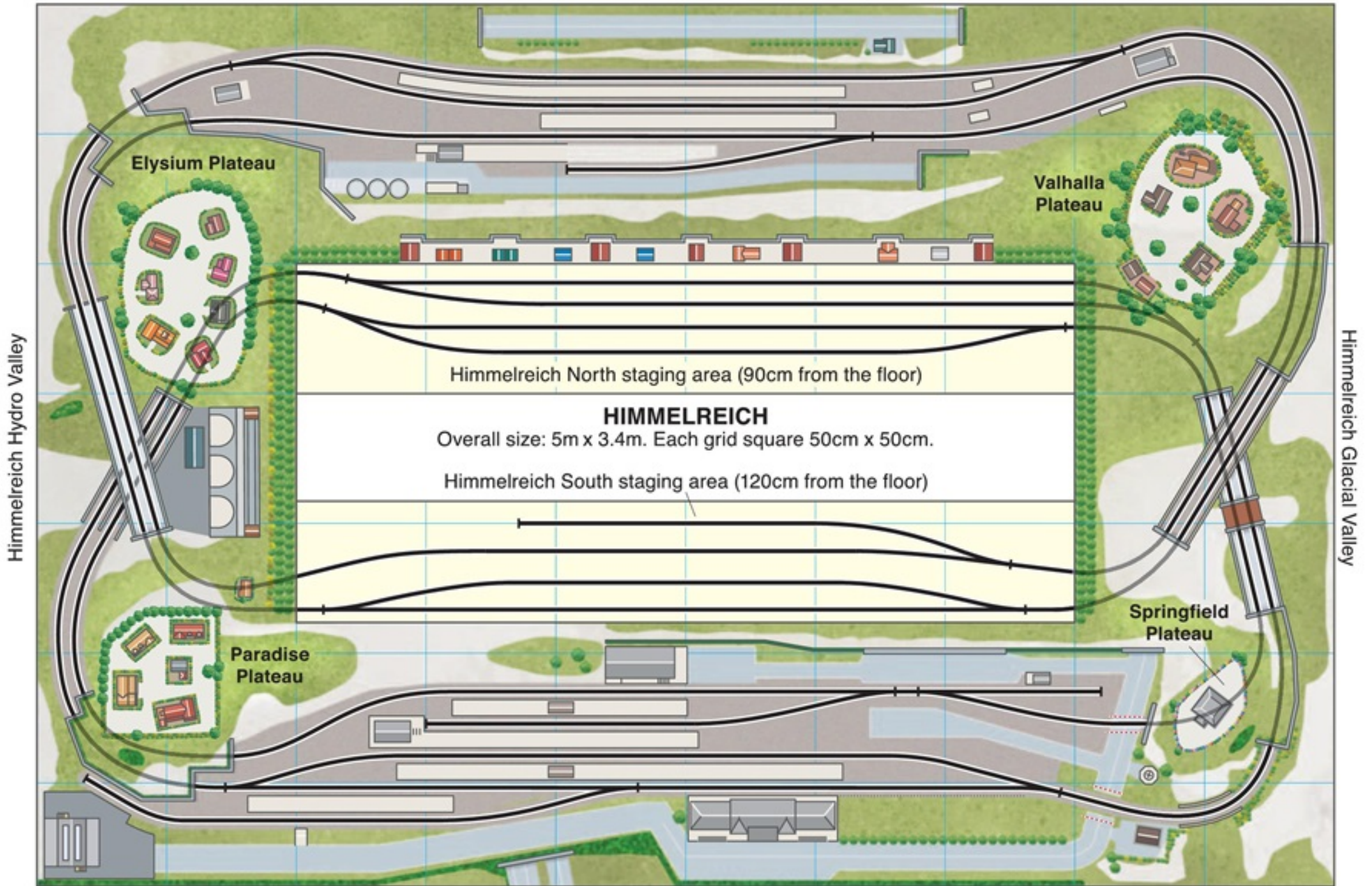
Code 100 flexible track was used, laid with the aid of Tracksetta templates.



Left
The Michael Donovan bridge, dedicated to my grandfather who served in the Irish Guards and was killed in action on 27th October 1914 at the battle for Polygon Wood in Ypres. He was just 27. His name is on Panel 7 of the Menin Gate Memorial to the Fallen in Ypres, and on the Cenotaph in Cork City. On the layout he is also remembered on the nearby memorial cross (right).



Himmelreich South (120cm from the floor)



Himmelreich North (90cm from the floor)



Left
Each corner of the layout
is crowned with a village
– this is Elysium.



Right
The Valhalla plateau.



Left
A vision of Paradise.



Right
As all these cameo scenes
are versions of heaven,
it seem only right to include
Springfield, the house in
which the layout is located.



Left
Himmelreich Süd station is under the walls of a fortified town. A veteran ÖBB Rh1089 'Krokodil' arrives with a freight, passing a Montafonerbahn electric railcar set.

Above
SNCB/NMBS series 23 electric with *Trans Europ Express* stock.

Below
A special load train hauled by a HUSA BR189 electric.

Ballast was home-sifted dry quarry sand, carefully laid, and fixed with diluted PVA. The colour was then unified with Fencilife.

Catenary was installed on all visible trackage – it is all scratchbuilt, made up of metal parts soldered together. This involved making all the lineside masts, bridge masts, station spans, support brackets, insulators, and the catenary support and contact wire sections. In all there are 180 catenary spans, of various lengths, made of soldered copper wire; 126 single post masts; 4 bridge double masts; 8 four-track span station portals; and 17 three-track span station portals.

The layout has thirty-one tunnel portals – nineteen rail, nine road, two motorway, and one canal. They are all named after classical composers.

Below
Passing the oil depot is the *Swiss Fromage Express* with its distinctively liveried restaurant car.

Below right
A vintage ÖBB local train of four-wheeled coaches hauled by a Rh1670 1A-Bo-A1 electric. The station building is by Lima.





Above
Himmelreich Süd east signal box east was scratchbuilt.

Left
The west signal box west was adapted from a Superquick kit.

Below
A French postal train pulls into Himmelreich Süd station.

Operation

Trains are run on 12V DC analogue provided by Roco controllers, which also supply 16V AC for the point motors and various LEDs.

The points are operated either through Lima point switches or home-made probe and stud contacts, and a block control panel.

Each track block has a dual feed from a push/pull switch on this panel. These switches are historic – they came from the Maryborough (Portlaoise) 38kV ESB/Siemens power station, part of the original 1927 Shannon scheme, when it was retired. They were cleaned up, colour coded, numbered, mounted on drilled Perspex, and connected to the track blocks and routes.

Up to sixteen trains can be set up in the storage sidings; most running sessions use eight trains.

The rail routes are on two levels with four continuous circuits and automatic operation with forty-eight blocks.

The routes are colour-coded for clarity. They are of different lengths: black 20.80m, red 15.53m, blue 17.42m, and green 15.21m.



Left
The central operating space, with historic switch panel (*below*).





Left
Glacial Valley.
The bridges are named in memory of my wife's parents Bill Cahill and Mai Nolan. There are nameplates and family crests on the bridges. An ÖBB Rh2045 diesel propels a snow plough over the Bill Cahill bridge as a long French freight hauled by a CC14000 crosses the Mai Nolan below.

Right
Hydro Valley.
The bridges here are named for my parents, Tom Kelleher and Maureen Donovan. Again there are nameplates and crests on the bridges. An Italian E.626 Bo-Bo-Bo is seen here with a freight on the Tom Kelleher bridge.

Right
ÖBB Rh1010 with a freight approaching Zipoli tunnel.



Left
SBB Re6/6 with a goods train on the Bill Cahill bridge.

Right
Swedish Da 1-C-1 electric with a timber train.

Below left
BR189 leased to SBB Cargo heading a 'rolling road' train.

Below right
Bodensee-Toggenburg Be4/4 Bo-Bo with Red Cross train.





Above
FS E.656 'Caimano' with oil tanks passing the dam. The towers are named for my German Shepherds, Jake and Sam.

Below
SBB Re4/4I with a short freight.



Below
ÖBB Rh1670 and freight on the Tom Kelleher bridge passes over a Montafonerbahn local train at the tunnel station.

Below right
FS E.645 and fuel tanks on Maureen Donovan bridge.



Peter Marriott examines a common freight in Switzerland, and other European countries.
Photographs by the author unless noted otherwise.

Timber transport

Part 2 – improving proprietary wagon models



Various models of timber carrying wagons are available in HO and increasingly in Z, N, TT, and O as well. – hardly surprising for widely used standard types. I will consider just a few of the past and present HO models which are suitable for carrying logs and timber products. Not all of these models are currently in production, but those which are not are often available from secondhand dealers.

Some have been issued in specific timber-carrying variants, and there are some dedicated vehicles; for example, the Laaps⁵⁶⁵ twin four-wheel stake flat was produced by Liliput; these wagons have been used in Austria, France, Germany, and Switzerland.

Most of the commercially available models do not usually come weathered or carrying loads, unless as part of a special set or limited edition. It is easy to improve their appearance by adding a realistic load and fastenings.

Left
 SBB Eaos wagon at Erlenbach im Simmental, 8th May 2010.



Above
 A Liliput HO Eaos wagon straight out of the box.

Below
 The load: two layers of twigs on a false floor 6mm below the lip.



Above
 Twigs were cut to length.

Below right
 Nearly complete, with some weathering, a load, and most of the straps in position.



Above
 Securing straps were carefully cut 1mm wide from thin card.





Modelling wagon loads of timber

For a load of logs, collect a selection of twigs, ideally only those that are nearly straight. Cleanly cut off any side shoots as near to the main stalk as possible using a sharp craft knife and a cutting board. Cut the lengths with a new blade rather than leaving a ragged edge; where the twigs are of larger it may be best to use a small saw to cut through them rather than a craft knife. Even twigs that are slightly bent can be used as loads by choosing the straightest parts.

Make up the load by fixing twigs around a piece of polystyrene or hard foam. The advantage of this is that you do not have to use so many for each load, and the foam centre saves in weight.

In real life, timber wagons are always rather dirty and often damaged by frequent loading and unloading. To make the models look more realistic, some weathering is essential.

In addition, some visible form of securing the load is needed to make them look complete. Cut thin strips of insulation tape or cardboard using a steel ruler and a sharp craft knife to represent the strapping. These can be in various colours, including black, blue, grey, red, and yellow.

Below

The level of the load was built up with pieces of thick card.



Above

SBB Eanos wagon at Göschenen in May 2009 with securing straps holding the logs in place.

Left

A Roco Ealos-t (with raised ends) as it comes. There are detailing parts to be fitted. The supplied load of logs sits too low, and the wagon looks too clean!

Top right

The Ealos-t after fitting the yellow details representing the hooks for the straps on one side. These push-in parts are best handled with a small pair of tweezers.

Above right

On the other side, red parts represent strap tensioners. The pieces of masking tape will create the effect of new patches of paint.

Right

The wagon was sprayed with acrylic paint from an aerosol – the strap connections are less apparent and the patches of new paint stand out. The bogies were weathered by dry brushing and chalks.

Below

Securing straps added as before. More are needed so that each log has one at each end.





Above

A type Snps wagon as part of a mixed southbound freight at Göschenen in May 2009. Note the red straps within the double stanchions holding the logs firmly in place.

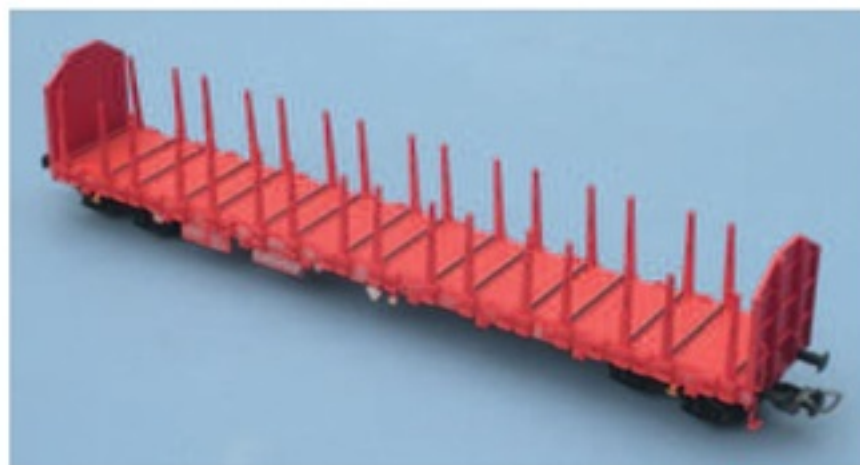
Below

A loaded Sps wagon at Interlaken Ost station, June 2009. The debris around the track is bark that has fallen off the trunks during loading.



Below

A Fleischmann HO Snps wagon as it comes, without a load.



Above

A Piko HO Roos bulkhead end stake wagon as bought. A wagon would only look this clean on its first day in service – the model needs some weathering to look more realistic.

It takes about an hour to weather a wagon and add a load and strapping, but the results are worth while. This does not include drying times for the various adhesives, paint, and dyes.

Below

Painting the floor dark grey and overall weathering makes it look much better. The markings were slightly distressed with a glass fibre brush to tone down the appearance.



Below

The Piko Roos wagon with a load of logs made from small twigs stuck together with white glue. The securing straps over the logs are still to be added.





Log loads

Some good ready-made log loads are made by a number of companies, including Lädguter Bauer and Duha.

However, it is easy, economical, and enjoyable to make loads yourself. Collect twigs from your garden, a local park, or on a woodland walk. Pieces measuring up to 5mm across are good for HO. It is best to work with twigs that are fully dry – leave them in a warm room or the airing cupboard before cutting them.

Cleanly cut off any side shoots as near to the main stalk as possible using a sharp craft knife and a cutting board. Cut the lengths with a new blade; where the twigs are of larger it may be best to use a small saw rather than a craft knife.



Above left
Collect different sized twigs.

Above
It is best to collect only reasonably straight twigs. They should be trimmed to give the end a clean cut. This pile of 'logs' took about 30 minutes to cut.

Keep any loose pieces of bark left over to represent the debris around the sidings.

An empty wagon with bark remnants and bits of tree on the floor can be an eye-catching feature – remember that for all the loads, there have be empties in the other direction! Removable loads is one solution, but this can be awkward because of the straps, and the empties should show some signs of debris.



Left
A bundle of cut twigs held together with white glue makes a suitable load for a stake wagon.



Right
The resulting log load in place on a wagon.



Left
This load was made using a piece of foam as the core. Fewer twigs are needed, but unless the end is disguised in some way a load like this must be used on wagons with full ends, like the Roos.

Right
The logs are not only useful on wagons, but also stacked waiting to be loaded. The long grass was 'planted' using a commercially available electrostatic applicator.





Planks

Various manufacturers produce ready made piles of timber in the popular scales. Some of these look more realistic than others. The plastic planks by Faller (ref.180589) definitely look better when painted and weathered. In my view, real wood is best.

Noch produce laser-cut wood piles (ref.14210) and piles of planks (ref.14212). There is a subtle difference – the planks have straight sides as if cut to size in the sawmill while the wood piles have slightly wavy edges as if these are the rough planks straight from the tree. These kits are easy to assemble, though do require a little patience – it takes about 15 minutes to make each pile of five planks. No painting is needed.

Real wood cut to scale is a good way of making your own pile of planks, whether you start with commercially available scale lumber (more common in America), basswood (better grain than balsa), the left-overs of laser-cut wood kits, or simply wooden coffee stirrers (fine for larger planks, or in larger scales).



Left

The recently introduced Noch Laser-Cut kits for wood piles and stacks of cut timber in HO.

Right

The timber lengths are cut from the backing. A cutting mat, a sharp craft knife, and some white glue are all that is needed. Cutting through the attaching tag on the frame is easy as long as your knife is sharp!



Above left

Faller HO pack of plastic planking and other parts.

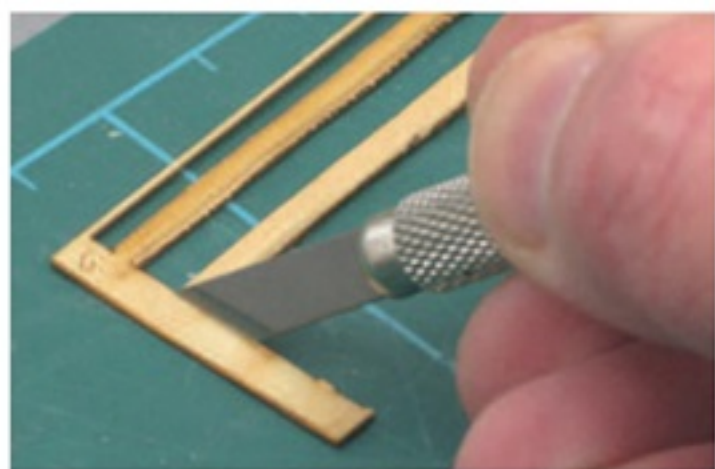
Above

Stacked plastic planks on a side loading platform.



Below

The number in the top left corner of this sheet indicates that this will be the top layer of timber.



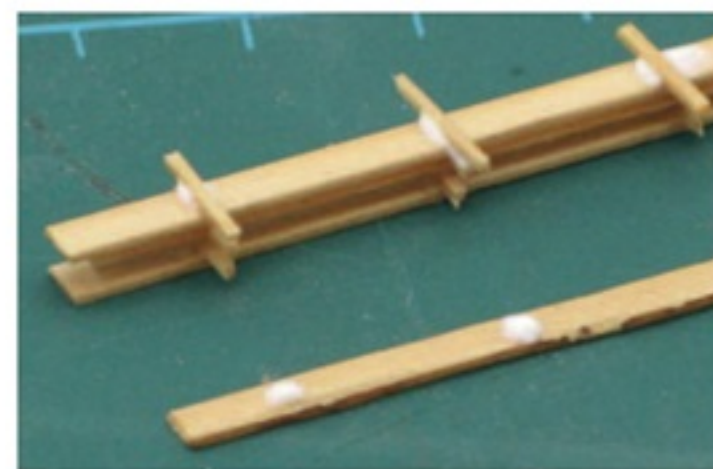
Below

Two of the planks next to the pieces of the spacer pieces that will be at 90° to the length of the pile.



Below

A small dab of white glue or contact adhesive holds the pieces of wood together.



Left

A small rural timber yard with the completed stacks of cut timber from Noch kits.

Right

Electrotren HO SNCF Res lowside with side stakes carrying a real timber load.





Left
A timber carrying lorry
with rear mounted crane.
loaded with rather large logs.



Right
Lorry with trailer carrying
a load of cut timber
at Erlenbach im Simmental.



Left
A parked trailer
with a load of logs.



Right
A Herpa HO log carrying
Mercedes lorry plus trailer,
with plastic logs, as it comes.



Right
A Mercedes lorry built from
a Kibri HO kit. The vehicle
has stanchions for carrying
logs and a crane for loading.



Left
Wiking Unimog and trailer.



Left
Moving logs from a stock pile
to a trailer (just visible
beyond) with a mobile grab.
These machines are also used
to load railway wagons.

Road vehicles

Road vehicles play an important part in bringing logs to the railway, and loading, so should form part of the scene.

Vehicles suitable for handling logs can be obtained from a variety of sources. Kibri have some specific plastic kits for log carrying vehicles: these include Mercedes Benz trailer lorries for long logs and MAN lorries with a matching trailers for carrying shorter logs.

Other European manufacturers of motor vehicles suitable for forestry applications include Busch, Rietze, and Wiking. Viessmann produce moving lumberjacks and a grabber with moving parts which would add life to a timber loading scene.

A Volvo log loader is available from Atlas in HO and Motorart and Cararama in HO and 1:50. The grab on the vehicle can be opened and closed and the arm raised or lowered for positioning.



Left
A Volvo L180C mobile crane
in HO by Motorart with
a grab that can be opened
and closed, and raised.



Right
The Herpa model seen above
after fitting the detail parts,
some paint and weathering,
and with a real wood load.



Mission creep

– or lack of imagination

Bill Longley-Cook reports on progressive developments to his garden railroad since it was featured in the August 2018 edition.

Photographs by the author.

A look back at the narrow gauge short line portrayed in the August 2018 edition of CM makes me realise how much our garden and the railroad have developed. For both, particularly the construction of the railroad, it has been a case of 'learning by doing'. The principle that the railroad should enhance the garden has held good. The idea of using a water drainage pipe for a tunnel has been discarded, and a number of other aspects have been incorporated which were way outside the design brief! I thought that all the changes might be of interest.

The main line is now sixteen metres long. Additions made include a kick-back at Rockery Ridge ore tipple, a depot at Walkabout Gap, and an engine terminal in the garden shed. Along with the additions, the passing loop beside the garden seat, now named Lepa in honour of La Trochita (Argentina), has been lengthened to 1.7m to improve operability.

Rockery Ridge

A four-foot-long tunnel had been planned for the rear of the rockery to allow plants to grow over the line of rail. On testing, the concept of using a piece of rainwater drainage pipe for a tunnel bore was found to be faulty due to problems with securing the trackbed insert to the pipe, the track to the insert, and overall clearance.

Above

K-36 #486 tackles the 4% grade to Rockery Ridge with a revenue freight.



So, in the spring of 2019 before plants started to grow, the pipe was dug up and replaced with a timber box. The roof of the box was hinged, to allow for clearance of wind-blown debris and any creatures who might have taken up residence, and the track was laid down before installation.

Ore tipple

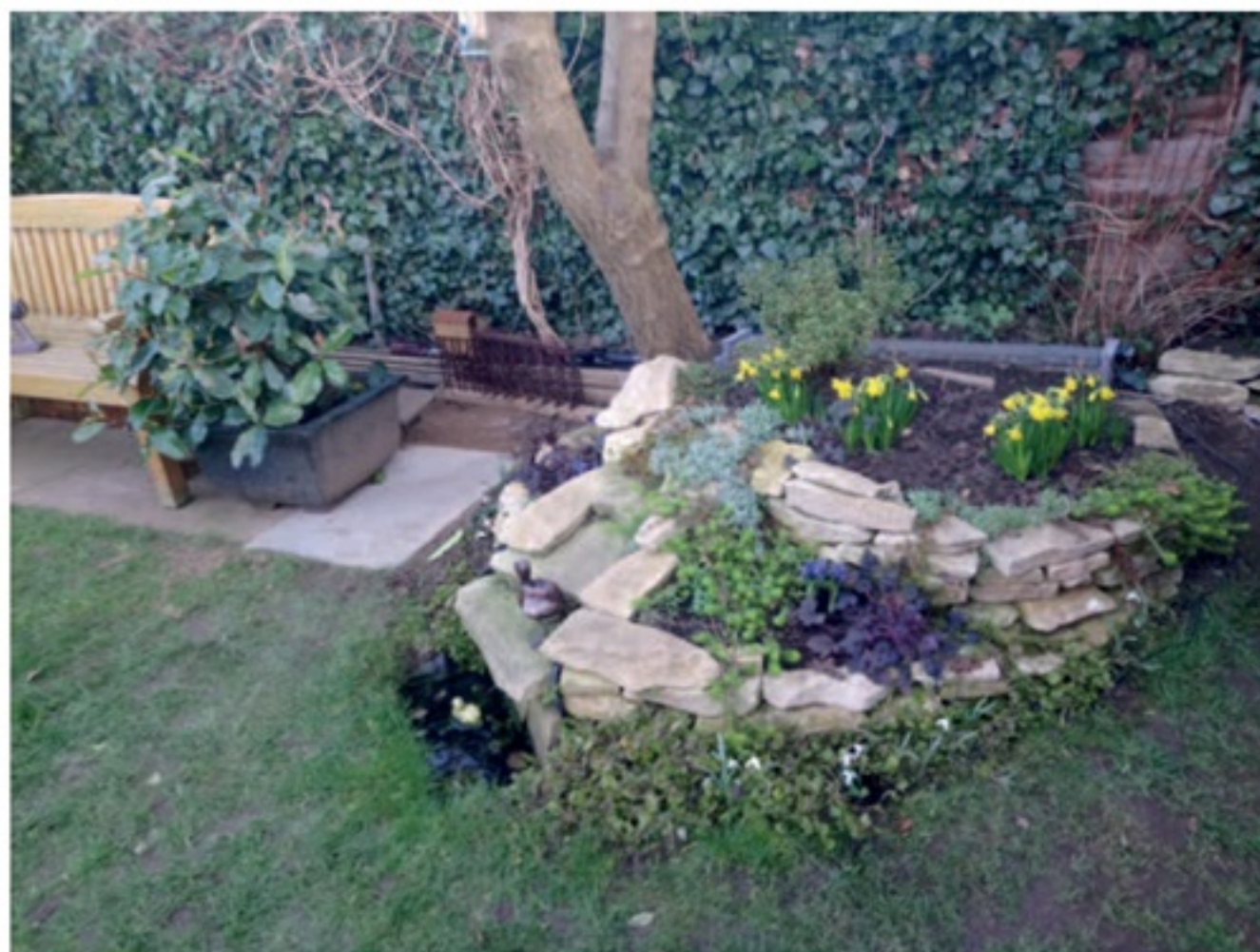
The prime purpose of many narrow gauge railways is to carry material from mines or quarries to a port, smelter, or interchange siding. For Christmas 2017, my true love gave to me ... an ore tipple. More precisely she gave me a cardboard box full of pieces of wood, which, when assembled, formed an ore tipple.

Simon Cox of Kitwood Hill Models has done a lovely job on this, although I enhanced it by adding extra side bracing and Grandt Line nut, bolt, and washer (NBW) mouldings.

It was the successful completion of this kit that really blew the specification for the railroad in our garden!

The next challenge was to work out how the mine output (the nature of which still has to be determined as the full ore trains only run well after dark) was to be trammed from the adit up to the tipple.

Having built two trestles for the indoor layout (see CM September 2018), the answer was to build another one, but this one was a bit bigger! It is actually 2'6"/760mm long and up to 9"/230mm high. Once again it was out with the strip wood, used matches, lengths of wire, wood stain, glue, and



packs and packs of NBWs (this time from Tichy) to build it!

Fourteen bents later, and innumerable NBWs fitted, here is the completed trestle. A rack rail was added to the tipple feed track to assist the mine loco to climb the steep grade from the adit. The tramway uses 12mm gauge track (On18).

Above
Rockery Ridge,
with the new tunnel behind
and the ore tipple in place.



Above left
A mixed train heads into
Rockery Ridge Tunnel.
Note the grade difference
between the main line
and the tipple sidings.

Above
Ore tipple at Rockery Ridge.
The small mine cars and
the Grandt Line battery loco
were re-gauged to On18.

Left
The trestle has rack track to
surmount the steep grade.
The two-bay hoppers
are Bachmann, re-lettered
to Mid-West Mining.

Right
Ore tipple by Kitwood Hill –
not quite finished.





Above

Walkabout Gap. K-27 #463 prepares to take the mixed down to Donkey Corners. Track to Cat Shed on right.

Below

The dark corner revitalised with shade-loving plants.

Below right

Walkabout Gap, looking east towards Rockery Ridge.

Walkabout Gap

The top corner of our garden, behind the shed and overhung by a hedge and some trees, was always a piece of waste land. Nothing seemed to grow there, even grass, so we concentrated our efforts on more fruitful areas of the garden and our allotment (vegetable patch). However, the principle that the development of the railway should enhance the garden was not forgotten. We needed another siding to accommodate the growing collection of rolling stock, and to do that here we needed to raise the ground by up to 12".

I had already begun extending the railroad in the shed, so having completed the woodwork for the track leading to the bridge which would be necessary we built a small retaining wall fronting the path, installed drainage, and backfilled the resulting void up to the level of the trackbed.

We returned from visits to various flower shows in the north of England clutching shade-loving plants, and the transformation happened! More planting is planned for this year.





To build the bridge I purchased obechi, rather than bass, strip wood as I did not fancy having one of my precious – and rather heavy – locos tumble 12" onto the slabs of the garden path. On test, with #486 and #490 running together, the bridge timbers did not move. The bridge siding, reduced in height so that the trains could be seen through the lattice, and the corrugated roof were painted red, like Red Bridge near Stowe, Vermont, to prevent the operator tripping over the bridge during switching.

Into the Cat Shed

Steam locomotives require regular servicing and maintenance. With a growing fleet, thoughts turned to the construction of an engine terminal. A space was available on a shelf in the garden shed, which also provides accommodation for our two cats, so planning, and consultations with the cats, commenced.

Jumping the gap to the Cat Shed

The level of the shelf supporting the layout in the Cat Shed was determined by the head room required for the cat 'nests' (baskets) underneath. The elevation of the base of the track at the west portal of Rockery Ridge was fixed from the big dig through the rockery. All now that was required was a simple curve to take the track from portal to the access to the shelf in the Cat Shed. However, the ground sloped down from the tunnel portal towards the shed, and management decreed that the path beside the shed should be crossed by a removable single span bridge.

In October 2018 we went to Vermont to see The Fall (the autumn colours) and the covered bridges. At Walcott we discovered a covered railroad bridge! The lattice truss Fisher Bridge on the St. Johnsbury and Lamoille County Railroad no longer carries any traffic but is still available to photograph and measure. It is 103' long so at a scale of 1:48 our 600mm long model is just seven scale feet short of the real thing.

For this section of our short line, with two fixed end points, at different elevations, three metres apart and a 90° curve, with a minimum radius of 760mm, some careful surveying, and repeat surveying, was required to ensure the top of rail ended up in a position which allowed the track gang to connect it up! There were some nasty minutes when I doubted my ability to do this, but knowledge (perhaps cunning) gained at The School of Mines forty years ago saved the day.



Above
Under construction – notice the deflection caused by the weight of the loco (5½lbs) with only one girder in place.

Above
The link from Walkabout Gap into the Cat Shed, with the removable bridge in place. Pairs of pattern makers dowels at both ends align the track and ensure smooth running.

Above right
The bridge is a combination of Fisher and Red Bridges, with a longitudinal vent to clear steam and smoke. Corrugated 'iron' roof from Kitwood Hill; obechi stripwood from SLEC (UK); scribed siding from Mt. Albert.

Right
The engine facilities within the Cat Shed.





Above left
Sides and base fabricated
for the coaling tower.
The windows and door
are from Kitwood Hill.

Left
The back of the coal tower,
fully detailed even though
it will never be seen!

Above right
The big 2-8-2s overhang
the ends of the 65' diameter
turntable, but this is
prototypical.
Stall #1 is on the left.
Note the lawn mower
behind the roundhouse.

Below
The coaling tower
and sand house in place.



There is a loop and, currently under construction, an extension beyond the turntable in Stall #1 of the roundhouse into the mower storage space.

Photos of Denver and Rio Grande Western engine terminals are dominated by the coaling towers. Having built the ore tippie, it seemed possible to use several parts (a chute, a gate, doors, window frames, and stairs) from Kitwood Hill to aid construction of a coaling tower. Much time was spent looking at photos of the tower at Gunnison, Colorado, and determining how the thing actually worked. Working drawings were produced, which led to templates and then cutting and sticking of wood.

The back of the tower faces the wall of the shed, so once installed no one can see this aspect, but I still wanted it to be right. Grille beams on the coal drop were cut from scrap N gauge rail. Kibbles (coal hoist buckets) were scratchbuilt from styrene sheet, the stairwell is from Kitwood Hill, the handrail stanchions from Shapeways. The sheave wheels and hoist winches, buried inside the top and bottom houses, are from two Ratio OO locomotive hoists.

There is an unconnected 'high line' to serve the coaling tower and sand bunker.

Other facilities provided in the terminal are a sand plant and tower, from Korber Models, and a 65' diameter turntable, from Kitwood Hill.

With an ash pit and a water tank, the locos have their fires cleaned, are serviced, watered, and coaled and sent on their way with prototype efficiency.

Being indoors there is a chance to indulge in a little scenic detailing.

To finish off the engine terminal, a four-stall low relief roundhouse has been built to the north of the turntable against the chip boarding 'wall' which separates the layout shelf from the lawn mower store. The roundhouse is really located far too close to the turntable pit, but it does make a good scenic break.

The doors for the roundhouse are from Kitwood Hill and it was on the advice of Simon Cox that the structure was expanded from three to four stalls, giving a much more satisfactory result.

The original plan was that all the stalls would be dummies, but the temptation to make Stall #1 capable of storing a locomotive proved to be great to resist, so the track is being extended into the mower storage space.

A depot for Walkabout Gap

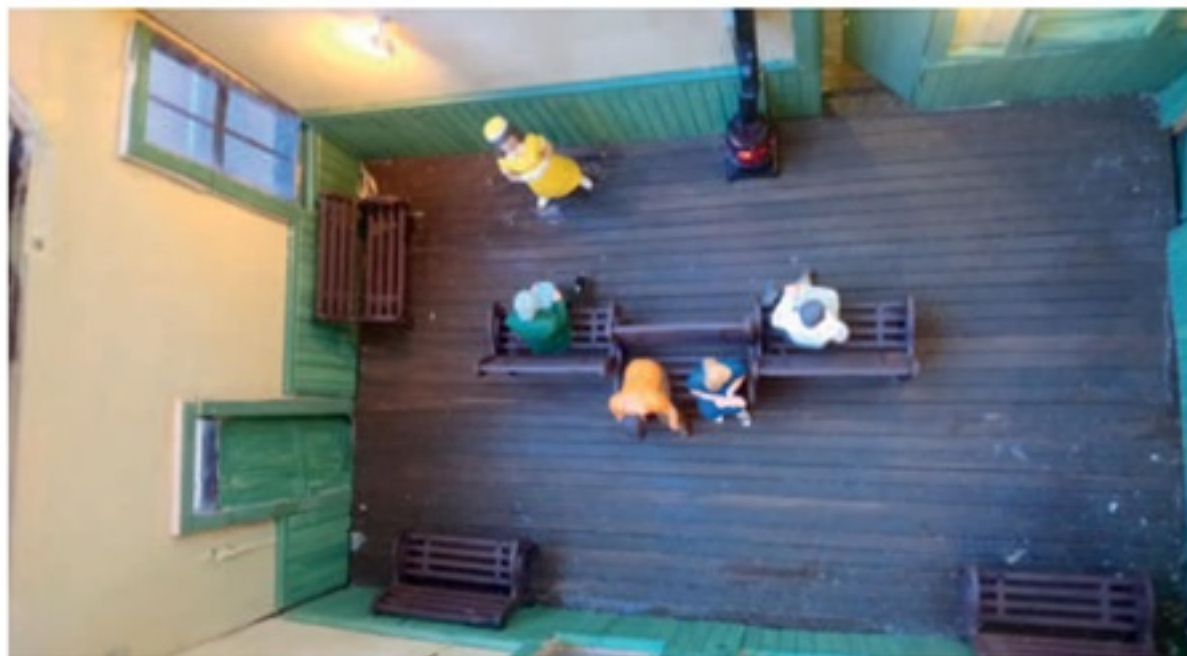
Track remains outside in all weathers, but buildings and structures live indoors and are put out when trains are running. The number of buildings and structures therefore has to be limited. The depot at Donkey Corners is also used on the indoor layout. There is a freight house at Donkey Corners, the tipple and trestle at Rockery Ridge, and Cat Creek Bridge. And that was going to be it! Then I purchased a very beautiful kit of the Pagosa Springs combine #215 from LaBelle Woodworking.

With a passenger service operating, albeit provided by a mixed train, it seemed logical that there should have a destination. From pictures of the D&RGW, the depot at Crested Butte, Colorado, cried out to be modelled. Even better, Crested Butte municipality has not only recently refurbished the building but was happy to send me their architect's drawings for the re-build.



The carcass of the depot and internal walls was cut from 3/32" bass wood sheeting. The external walling, floors, and wainscots were cut from Mt. Albert scribed timber.

Above
Walkabout Gap depot.
Carol and William seated.



My depot, whilst based on the building at Crested Butte, has significant differences, so it had to have a different name. Thinking about possibilities, I came up with 'Walkabout Gap', derived from a combination of 'Wagon Wheel Gap', a depot on the standard gauge D&RGW Alamosa to Creede branch which was featured in the March 1988 edition of *Model Railroader*, 'Walkabout Creek', from the film *Crocodile Dundee*, and the path behind the fence at the end of the tracks, along which we walk to the hills.

In the distant past I had built dolls houses for my daughters so this project has been a trip down memory lane. Building has taken place, sporadically, over about eight months.

Shingles, on roof and gables, are from Grandt Line, as are the windows, doors, and chimney stacks.

The depot is lit with battery-powered LEDs and the stoves in the waiting room and freight shed 'burn' bright with red LEDs. The wiring looms remind me of the cables I used to have on my N gauge layout which I thought I had forsaken.

The building is equipped with 1:48 scale dolls house furniture; the walls of the upstairs rooms are papered, and it has a fully fitted kitchen and bathroom. Beds and soft furniture are covered with fabric offcuts from Carol's patchwork. There are benches in the waiting room, and beer barrels and boxes of car parts in the freight shed.



Above and below
Walkabout Gap freight shed.





The Goose is now galloping!

In the 1930s the Rio Grande Southern railroad, which operated a 3' gauge line between Ridgway and Durango through the San Juan Mountains in Colorado, built seven railcars. These cars, known colloquially as 'Galloping Geese', were used to transport mail, parcels, light goods such as cream, and the odd passenger.

As one who enjoys collecting exotic railroading equipment, and having completed rotary snow plow OM (see CM, December 2019), a Goose started to feature on the acquisition wish list. Goose #6 is a Pierce-Arrow job; I have photos of it on the trestle at Ouray, and particularly like it. It was originally an O gauge product by MTH RailKing, but now runs on a the chassis from a secondhand Hornby OO British class 20 Bo-Bo diesel plus, under the cab, an ex-LMS steam locomotive pony truck. Like all the steam locomotives, it is battery powered with radio control. I added a bell, an air compressor, and a three-chime horn from Precision Scale Co.



Top

The mixed to Walkabout Gap with K-27 2-8-2 #463 on the point, reefer #67, stock car #5928, and gondola #1551 loaded with pipes, tailed by the Pagosa Junction combine #215 (above) painted in 'Aspen Gold' and rolling on San Juan Car Company On30 trucks.

Below left

The railroad operates all year round. New acquisition K37 2-8-2 #490 (the locos get larger and heavier!) with rotary OM on a frosty morning.

Below right

Rotary snow plow OM tackles the North Yorkshire snow.



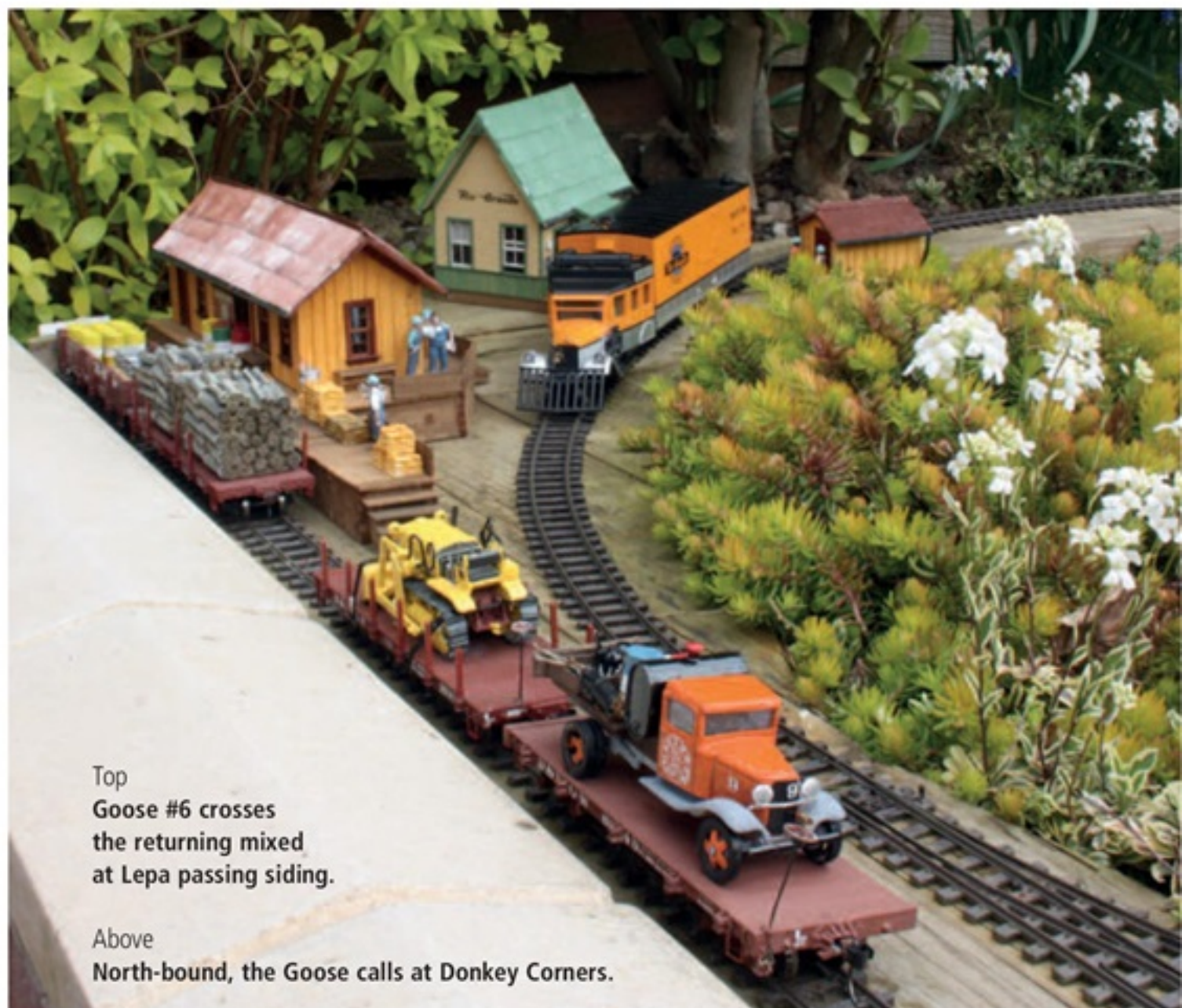


Sources

- ore tipple, turntable, roundhouse doors, etc. – Kitwood Hill Models
www.kitwoodhillmodels.com
- sand house – Korber Models
<https://mrmuffinstrains.com>
- Pagosa Springs combine #215 – LaBelle Woodworking
www.labellemodels.com
- NBWs – TichyTrain Group
www.tichytraingroup.com
- SLEC
www.slecuk.com
- Dolls house furniture and fittings
www.janeharrop.co.uk
- LED lights
www.smallscalelights.co.uk
- Grandt Line (now San Juan Details)
<https://sanjuanmodelco.com>
- 7mm Narrow Gauge Association
<https://7mmnga.org.uk>
- Precision Scale
www.precisionscaleco.com
- Crested Butte Mountain Heritage Museum
<https://crestedbuttemuseum.com>
- Town of Crested Butte
www.crestedbutte-co.gov
- Fisher covered railroad bridge
<http://americanbyways.com/fisher-covered-railroad-bridge>

What next?

No modeller will ever admit that their layout is complete. However, garden railways take this journey to a further dimension. Like the real thing, they require constant maintenance and the words “permanent way” appear to be a bit of a misnomer. Leaves and other debris fall on the track, plants grow onto the line of rail, creatures (cats?) do their thing at night, and even the best pressure-treated timber appears to distort over time. Small un-sprung wheels do not take kindly to wobbly track! One day’s successful operation does not mean the next will go well. As financial advisors caution “past performance is no indicator of what the future may bring”



Top
Goose #6 crosses
the returning mixed
at Lepa passing siding.

Above
North-bound, the Goose calls at Donkey Corners.

Tim Mulhall shows how he augmented some excellent coaches with a convenient LED light bar from TrainTech.

Photographs by the author.

Simple coach lighting

Easy to use,
and an effective result

Like many modellers, I have quite a few coaches in use on my layout or ready for use on a future planned layout. I remember when my daughters were very little, they loved having the room lights turned off and seeing trains with lights run in and out of tunnels on a little layout I built.

With evenings free during the lockdown, I settled down to recreate long trains with illuminated coaches once more.

Having been involved with designing a coach for a model manufacturer, I knew that a traditional lighting unit which picked up power from the track would bring challenges.

The lights would take power needed to run the locos, and the friction of supplementary pick-ups on each bogie would add considerable drag to the train.

Retro-fitting lights in older stock, I would also have to install suitable pick-ups and find channels for the cables from the pick-ups to the lighting.

So I decided to look at other options based on my skills, level of interest, and time available!

I decided to try some LED light bars with two built-in features – firstly, a movement sensitive switch, meaning the lights operated when the coaches started to move, and switched off several minutes after they became stationary; secondly, a watch battery as a power source, meaning the LED light board was completely self-contained.

Over the last few years, and thanks to work commitments, using the sleeper service between three of my employer's offices in Europe was cost effective and improved my productivity. Having enjoyed several services, I decided to add both Thello and ÖBB NightJet trains to my layout. My most recent 'treat' to myself was a set of ÖBB NightJet coaches by LS Models, so these seemed a perfect choice for this light system.



Opening the coaches

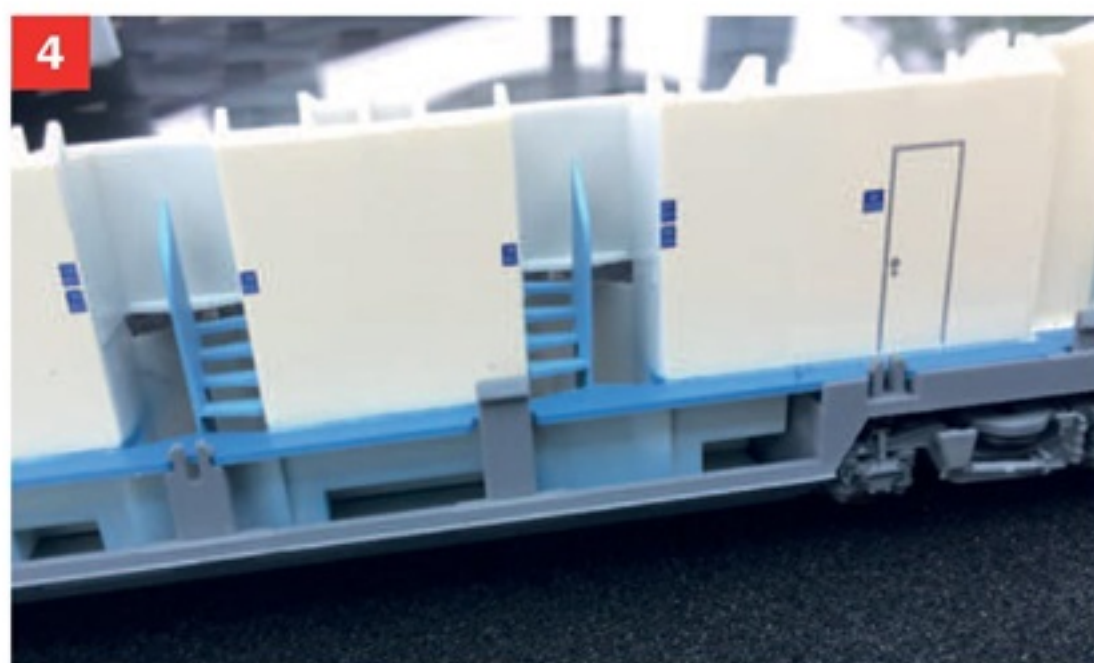
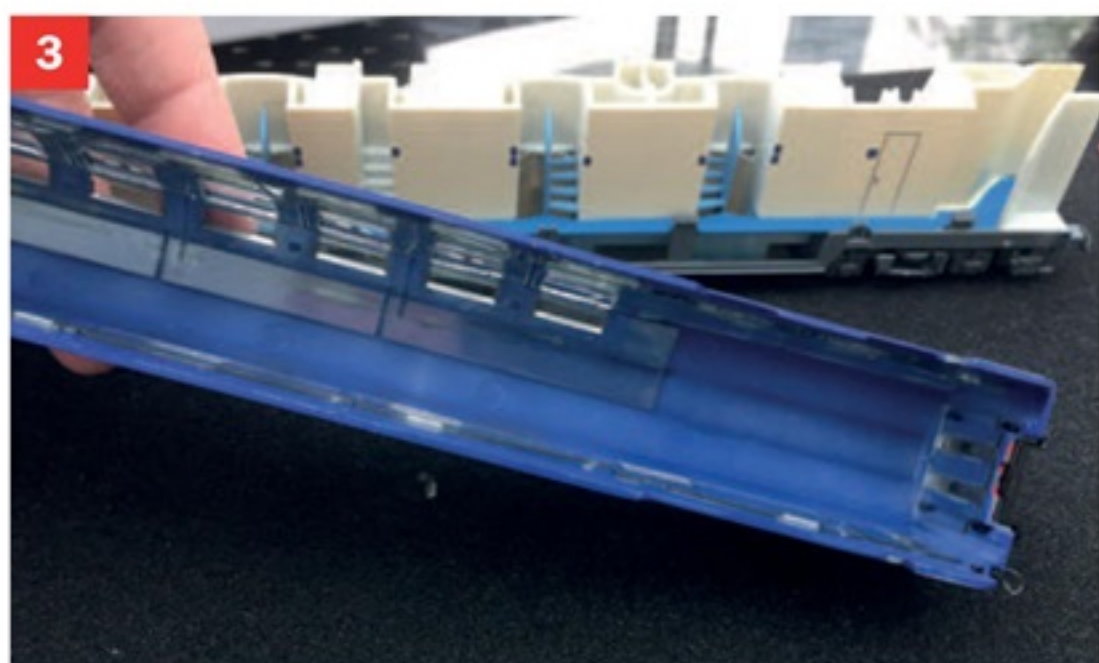
Most manufacturers seem to rely on a body which clip fits onto a chassis. You need to pull outwards both sides and gradually move the gap created towards each end, where the end of the chassis should drop out of the body. Repeat at the second end and you have chassis, interior, and body separated. To avoid scratches and gouges, I use a firm hand grip to ease a tiny space in the middle of the body length, then use some spare business cards to keep the gap open.

I usually paint the interiors of my coaches and add some figures. But the finish of these NightJet coaches was superb and I decided to leave them untouched!

1. Pieces of thin card are ideal for inserting carefully between the body shell and the chassis to release the hidden plastic clips which hold them together.

2. With the clips disengaged, the chassis and interior will drop away from the body shell.





3.
With the clips disengaged, the body can be removed.

4.
The interior of these coaches does not need painting.

5.
The TrainTech CL2 LED light bar, with battery holder to left.

Fitting the lights

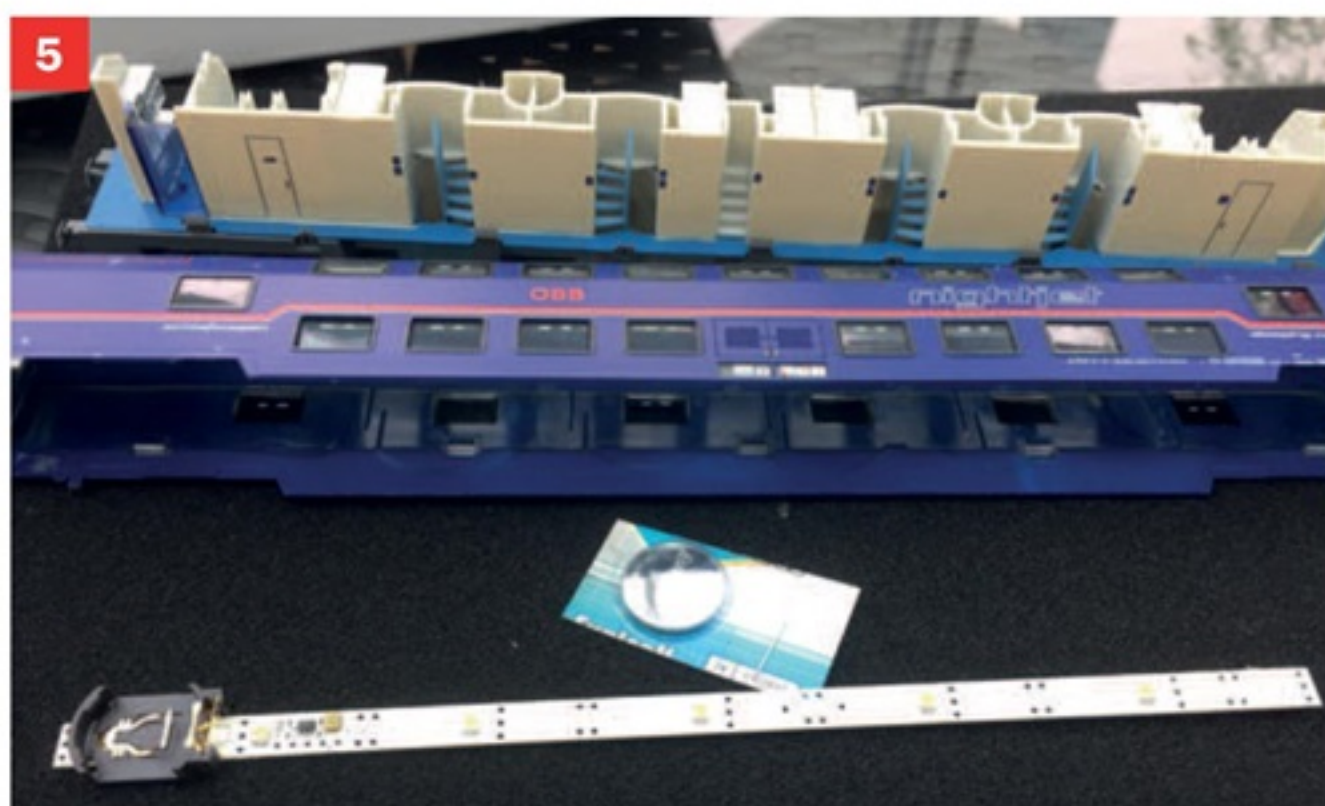
With the body placed safely to one side, I checked the options for positioning the LED lights and the battery – although the light bar is small, the battery is often a tight fit, and the choice of what to illuminate with the LEDs can change depending on the location of the LED bar.

A quick test fit is required. Slide the body shell back on and make sure it does not catch.

As luck would have it, in this case there were two 'fit' problems.

1. The battery sits too high and interferes with the body shell.

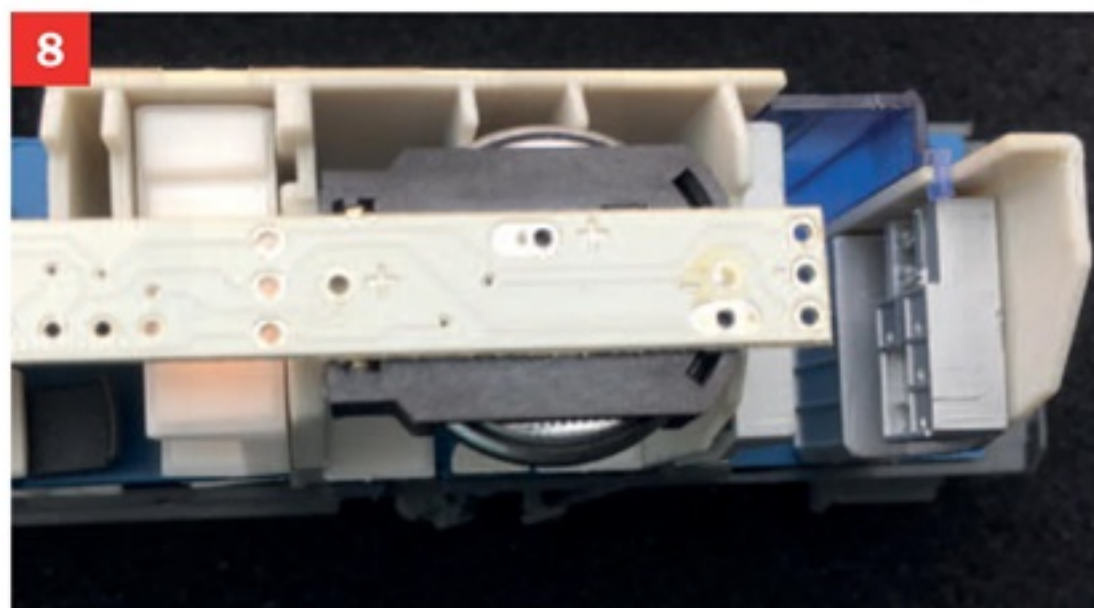
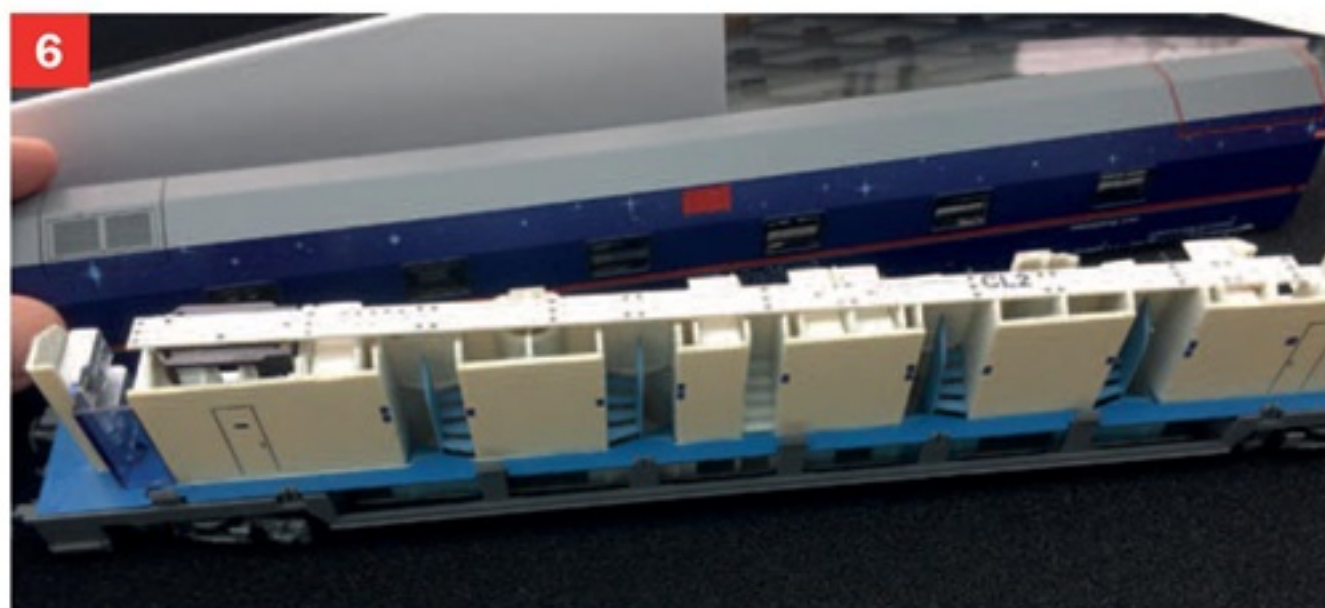
2. There is no 'straight' path along the top of the interior to lay the light bar. This means the body refuses to fit back onto the chassis.

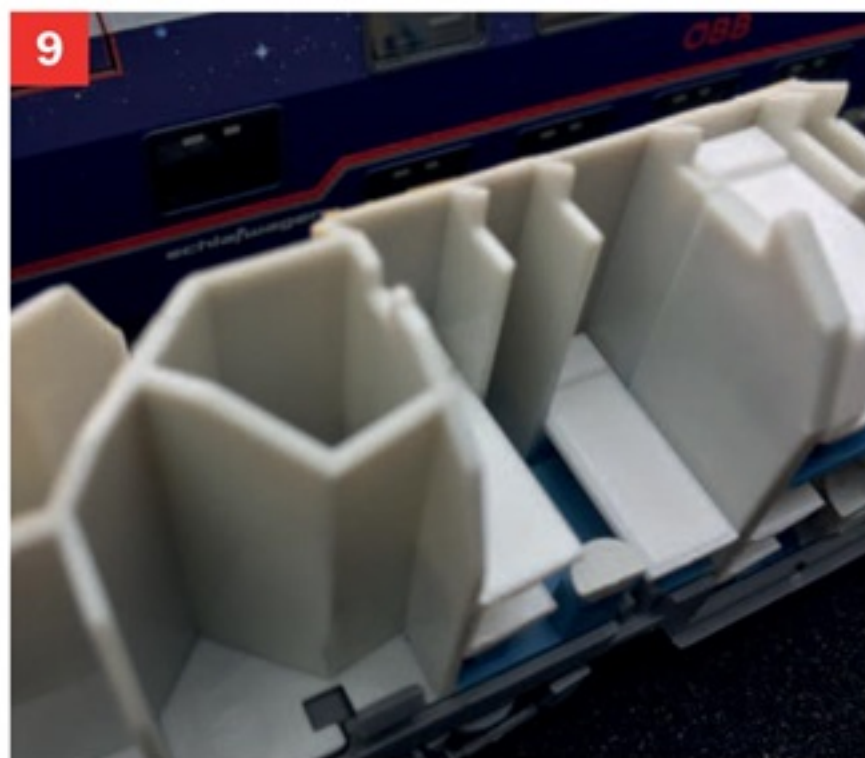


6.
Check the fit, and the alignment of LEDs and compartments.

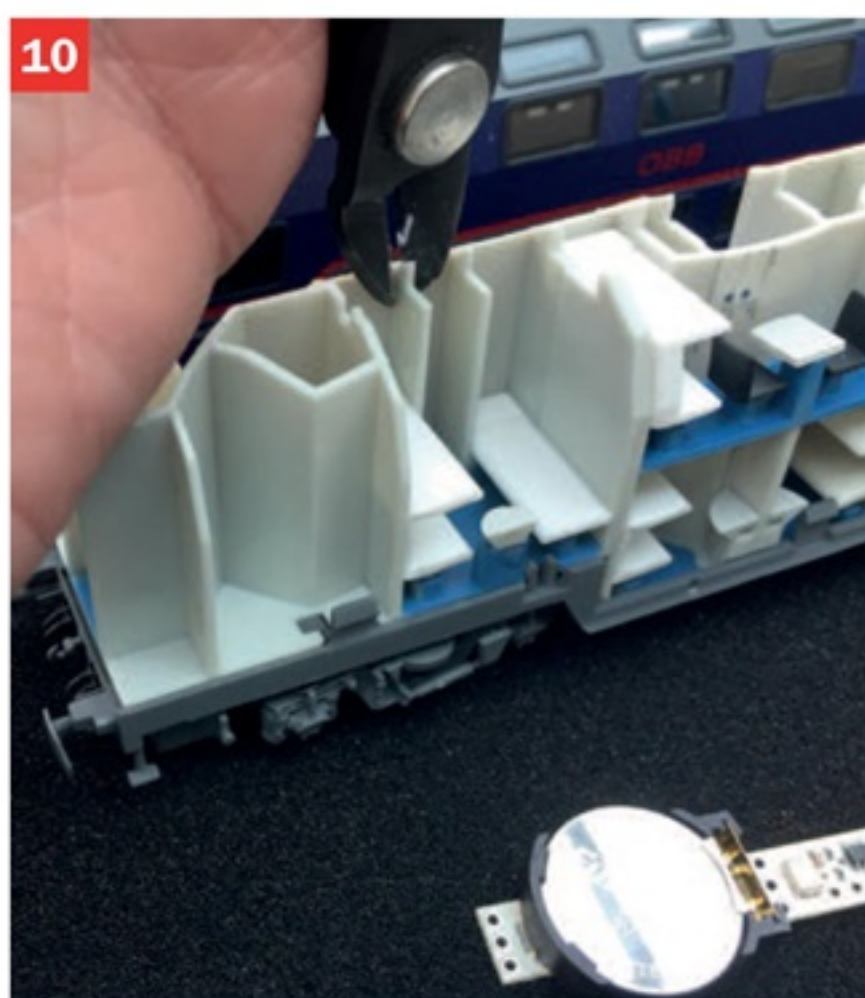
7.
A quick test fit is required – slide the body shell back on and make sure it does not catch.

8.
The battery will not fit low enough, and the circuit board sits on top of the interior supports for the roof.





9.
The two uprights
in this compartment are
too tall to clear the battery.



10.
The best way to modify them
is with sharp side cutters,
first vertically ...

11.
... and then horizontally.

12.
The trimmed uprights
now allow the battery to fit.

13.
The light board in place;
the battery fits neatly
in the end compartment.

Time for some small alterations!

First, to let the battery fit properly, I needed to remove the top 4mm of two uprights in one sleeper compartment:

Next, by reducing the height of the same supports, the entire circuit board could run along a narrow trench along the tops of the interior.

With both alterations made, there should now be enough space.

With the changes made, I added the battery to the LED light bar, checked it was working, and installed it. Just to keep it in place in case I ever tipped up the coach and caused the light bar to move.

The body snaps back down, no obstructions this time!

Normally, the light bar with its evenly spaced LEDs provides good illumination inside the entire coach, including the vestibules. With the number of partitions and separate compartments inside a sleeping coach, that is not possible. However, by choosing where the LEDs were placed I managed to illuminate the corridor and two sleeping compartments – we have some late night owls enjoying a good book, I suspect!





The set includes five coaches, so I repeated the process with the others. As there are three different types of coach body, this creates a nicely varying set of illuminated coaches.

I used the TrainTech CL1 Automatic Coach Lighting, Cool White, LED light bar for these modern coaches. For older stock I have used the CL2 Warm White version.

14. Replace the body shell ...

15. ... ensuring it does not catch and the fixing clips are properly re-engaged ...

16. ... and test!

Below
Three coaches from the set with LED light bars fitted.





Garden and garage



Once you have accidentally bought the right house, you can hope to have a railway running from the garage into the garden. But you need to seize opportunities. Well, I was sitting in the car in the school car park in the pouring rain, waiting for my wife to finish work, and looking at a big pile of cast-out stage-boards which the children had used for years for nativity plays. Suddenly I saw layout baseboards. My garage was soon full of them, with no place for the car. So I had to build a layout.

The first job was to get the height right. Also to get it level from the garage up the slightly sloping garden – I used a long hose and buckets of water.

Then how to start? I realised that the best approach was to begin by bashing three holes in the walls through the utility room and toilet into the garden. I just had to get that correct and all would be well.

From then on, it was plain sailing: using the boards for the garage layout; making a removable wooden track-bed through to the garden, lining the holes in the wall as I went. Outside, I built a 10' wooden section on a met-post, and a little closable 'bird-box' to protect the exit to the garden.



One way to build a model railway – **Philip Morgan** has a layout which runs from the garage out into the garden, and hosts by turns a varied collection of French and American stock. *Photographs by the author.*

Several years later I got a professional bricklayer to do the concrete block-work for the railway in the garden. I shifted many tons of blocks, cement, rubble, top-soil, and decorative stone, from the drive to round the back of the house. My wife and I agreed that the railway must be well-landscaped. I am lucky that we are on chalk on the top of the South Downs, so nothing moves!

Track layout

There is no plan as such with this article but the 'aerial' views show the track layout, inside and out. I never did anything more than back-of-the-envelope sketches when building the layout! Though, in the garden, I did lay out the concrete blocks for the bricklayer on the line of the trackbed: it looked like a mock-up of Stonehenge!

The railway runs out from the garage through the utility room and then the toilet into the garden, where there are four holding loops leading to a double track circuit, with curves of nominal 7' radius, but varying. Trains run in both directions on both tracks from the garage terminus, in order to run in either direction on the circuit.

Left

The track plan is simple – a basic double track oval linked to the layout in the garage. On the short section between the two viaducts there is a crossover.

Above

The link to the garage consists of four long tracks which act as holding loops. The Paris–Orléans Pacific is a former Fournereau model, and the 1930s P-O coaches are Lima conversions. On the other line is an 030T by ETS.

Right

The entry to the house had to be well protected from the weather. An outdoor power point is conveniently located to supply the control stand.



Below

The linking tracks go through the outer wall and then pass through the toilet (*inset left*) and utility room (*inset right*) before finally emerging in the garage (*below right*).



Garage terminus

Whilst there is some scenery, the terminus is designed for operation, so the space is filled with trackwork. To improve its appearance, the track plan was designed, wherever possible, not to be parallel to the edges of the baseboard – I hate that! So the double tracks from the curved passenger platforms depart to the garden at a slight angle across the baseboard till they reach the tunnel mouth.

There are four roads for freight and five for passenger working. In addition, there are three headshunts/sidings, a loco depot, with a turntable large enough for a Pacific, plus five short sidings on 3' curves for the dockside. Crossovers



Left

The locomotive dépôt is situated just inside the garage. The turntable is large enough to accommodate a Pacific.



Above
The station concourse, populated by appropriate period figures, with French stock at the platforms.

Right
The extensive yard and terminus in the garage.

Below right
The passenger platforms are protected by an overall roof, here hosting American stock.

Below
A driver's view approaching the passenger platforms.

Bottom right
The port, with a Clyde Puffer and a Thames sailing barge.



at the entrance to the terminus give access to all roads. In addition there are three run-round loops. All trackwork is fully used when operating.

Scenery in the garage

I am interested in impressions, not accurate detail, which is impossible in the garden anyway. So the garage backscene is artistic, not realistic, and is designed to be 19th century French or American. The port buildings were all mock-ups that I then strengthened and painted. The 1:48 scale models of the Clyde Puffer and the Thames sailing barge were made in Asia. They must have operated across the Channel – and also, of course, on Lake Michigan.





Above
Paris-Orléans Fourquenot 121
(a model from the famous Uzès layout)
with P-O coaches from John Boyle kits.

Right
État 030 Boer (built by Bob Lovell)
with P-O coaches (by Richard Allenden).



Below
État 230 Highland 'Castle' copy (from a Lochgorm kit) with CIWL coaches.
The État had fifty of these North British-built locos, the Highland only nineteen!



Construction

The garage baseboard uses pre-constructed block-board units. On top is spray-painted cork and mainly Peco track, most being secondhand. There is no ballasting.

Most of the garden layout is on concrete blocks (all cut in half to smooth curves). The building was professionally done, level and super-elevated. I designed and built the two viaducts with trackbeds of 9mm plastic, supported by met-posts. Posts and trackbed are shrouded in 2mm plastic sheet to form the arches and piers. The trackbeds were covered in best quality roofing felt. It is quite true to say that these real viaducts are the only ones in the world where neither the arches nor the piers perform any useful purpose.

All external track (Peco) was bought new, to maximise working life. It too is not ballasted. It is not fixed to the trackbed but held loosely in place by copper hooks cemented into the gaps between the concrete blocks. This and the use of only curved track, ensures the whole layout expands and contracts on the radius of the curves.

Points were originally Peco, but have been changed to tailor-made curved Marcway points, as this gives much smoother running: anything in the garden that smooths operation is essential.

Both my models and high quality models will run happily on the layout, inside and out.

Cleaning

The garden layout only needs the normal rail cleaning, with the usual cleaning block. This is because it is over 2' above the lawn. All bird droppings dry in the sun and can be flicked off; the residue is washed off by the rain! The many leaves that fall also dry and the wind blows them off! The track is too high to get dirt splashed on to it. The super-elevation also drains off grit, etc. There is no ballast to collect debris.

Electrics

The layout is DC: there is too much to change to move to DCC. John Shaw designed the electrical system and showed me how to wire it. He also very kindly built the controller for outside and the communication system between inside and out.

Garden loops and circuit

Each track emerging from the garage runs into the loops for storing trains, and on which visitors can assemble trains. They run to each side of the circuit, with crossovers to enter and exit the inner circuit.

Two viaducts and garden landscaping and planting complete the garden layout.

Operation

Trains run from the terminus to the loops. They are then selected for running on the two circuits.

About ten locos, twenty-five passenger vehicles, and twenty-five freight vehicles are needed to operate the layout. Much more than this causes congestion.

The distance between the garage and the garden is about 10' which can be used as storage for four short trains or two longer ones. In winter, it is used as a very fiddly fiddle yard.

A lot of time is spent shunting the terminus: placing arriving vehicles in sidings, turning locos and some stock, and marshalling trains for departure.

... to be continued.



Top

Paris-Orléans 230 (ex-Rivarossi Casey Jones) with Marescot coaches on the link section.

Above

Visiting Nord 030 and goods train (all models built by Derek Lucas) on the viaduct.

Below

The portable control stand for use in the garden. The overall layout length is 74' – garden oval (7' nominal diameter) 18'; loops 23'; toilet/utility room 10'; garage, including port extension 23'.





Yann Monbaron reports on an extensive layout built for Pierre Denis, the third in series of increasingly ambitious installations on the same theme. This third part concentrates on Filisur, and considers some technical aspects.

A classic section of the metre gauge Rhätische Bahn

Right
Filisur, seen from the ridge above the line on to Muot.

Below
Filisur station, seen from the Davos and Chur end.







Right
A special train hauled by a Ge6/6i 'Crocodile' waits on Track 4 to cross a regular service train. The station at Filisur has been modelled using the simpler track plan which resulted from the extensive rationalisation carried out over several months in 2003.

Left and below
The passenger building at Filisur station.



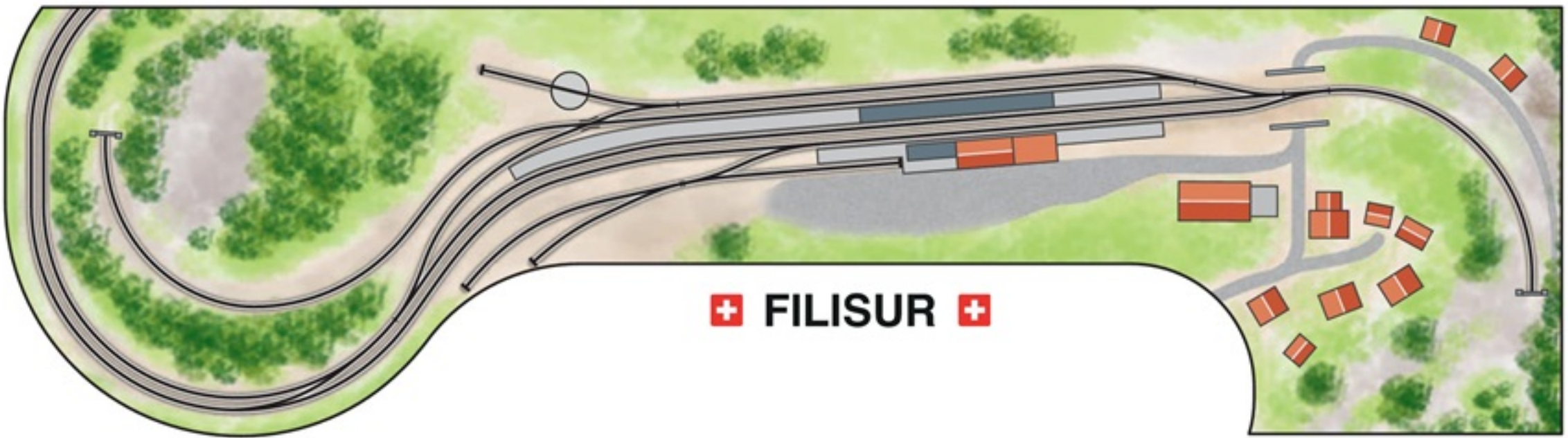
Above
The location of Filisur station and the Landwasser viaduct.



Left
Be quick, the *Glacier Express* is already here!

Below
A regional service about to depart. Bon voyage!





Below
The terrace is a good place
to enjoy a nice local beer.

Right
Many bicycle excursions are
possible from Filisur station.





Above
Beyond Filisur station,
space only allowed
an evocation of the village.

Left
Surrounded by hens,
the farmer is repairing
his mower in the farmyard.

Below
The inhabitants of the
village are busy maintaining
their vegetable gardens.

Above
The main street leading to
the village of Filisur.



Right
It must be hard work
gardening on such a slope!



Above
The layout of the village may be fictional but the famous Hotel Grischuna at the end of the platform has been modelled accurately.



Right
Trackwork in progress at the Muot end of Filisur station – extending the double track as far as the landscape allows to increase line capacity, as has already been done on the route to Chur at the other end of the station.



The technical aspects

It was planned from the outset to operate digitally with a computer. The choice fell on the ECoS central unit by ESU. This was due to the user-friendliness of the graphical interface thanks to its touch screen, but also for its reliability and its capabilities.

Unlike the previous layout, where all the electronic elements (decoders, feedback modules) were grouped at the main console, it was decided to create panels throughout the layout.

For accessory decoders and feedback modules the choice was Littfinski (LDT) products for their reliability, universality, and ease of supply.

The track occupancy detection is carried out by the traditional current consumption, monitored by RM-GB-8-N modules. The occupancy information, via the s88, is fed directly back to the computer via the HSI-88-USB interface.

The previous layout used WinDigiPet but the experience was not very conducive, so it was decided this time to use TrainController 8 Gold as the rail traffic management software.

The operating philosophy

The twenty or so trains available in the storage yards all have names (Bernina Express, wood, goods, etc.).

On the computer screen, a window has several buttons organised in two columns: the trains parked in the south storage (Samedan and Bever) and those in the north storage (Davos and Thusis). Each track has an assigned train, so the operator chooses which train to start. A light indicates whether the train is going up or down. Once the button is pressed, it remains pressed, which means that the train continues running. For example, the train leaves from the north storage, does the whole circuit (which takes about 15 minutes), but as soon as the button is set to OFF the train will stop the next time it reaches its assigned block in the corresponding hidden storage.

The left part of the window allows you to manage the Davos shuttles between Filisur station and the two dead-



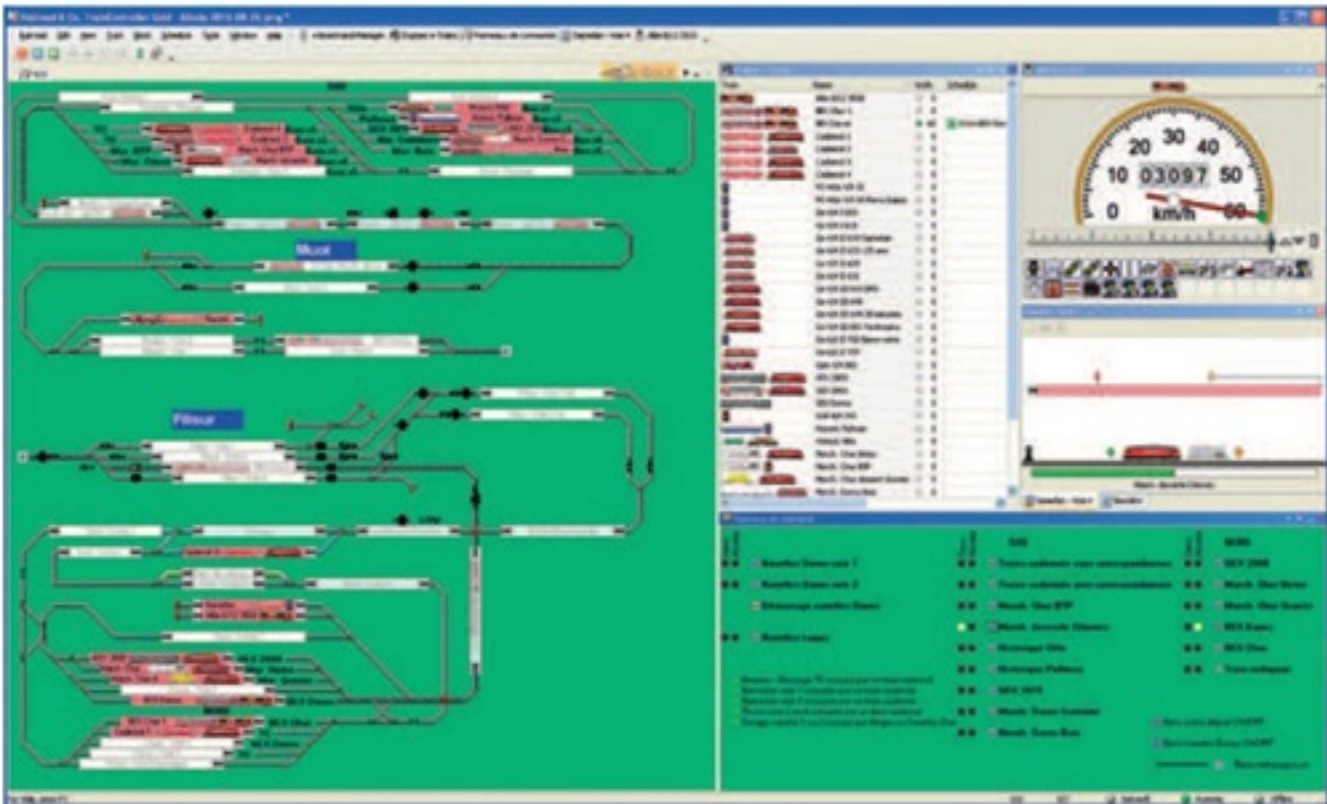
Above
Filisur electrical panel: at the bottom, transformers for the power supplies and boosters. Vertical: feedback modules above and decoders for the point motors below.

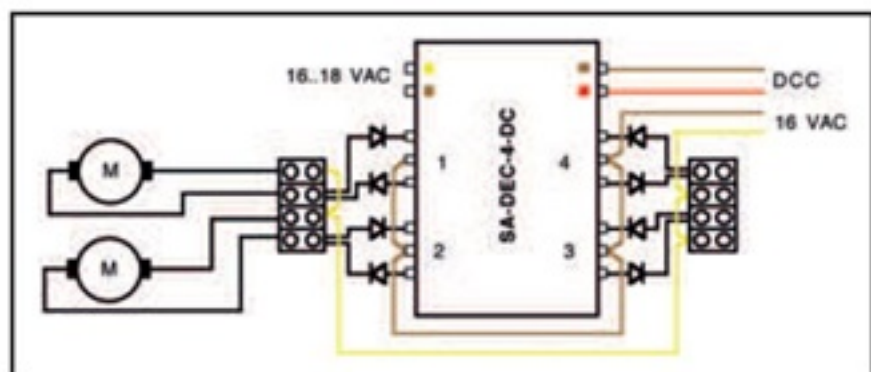
end siding tracks in the hidden north complex. There is the choice of activating either one train to make round trips or two trains if the two buttons are activated, in which case they alternate.

In the winter, the road between Preda and Bergün is closed and becomes a toboggan run. In order to return the sleds and sledgers to the start, shuttle trains are run between these two stations. This operation can also be reproduced on the layout. A hidden dead end siding just after Muot and before the south storage allows these round trips as well as the holding the toboggan shuttle train.

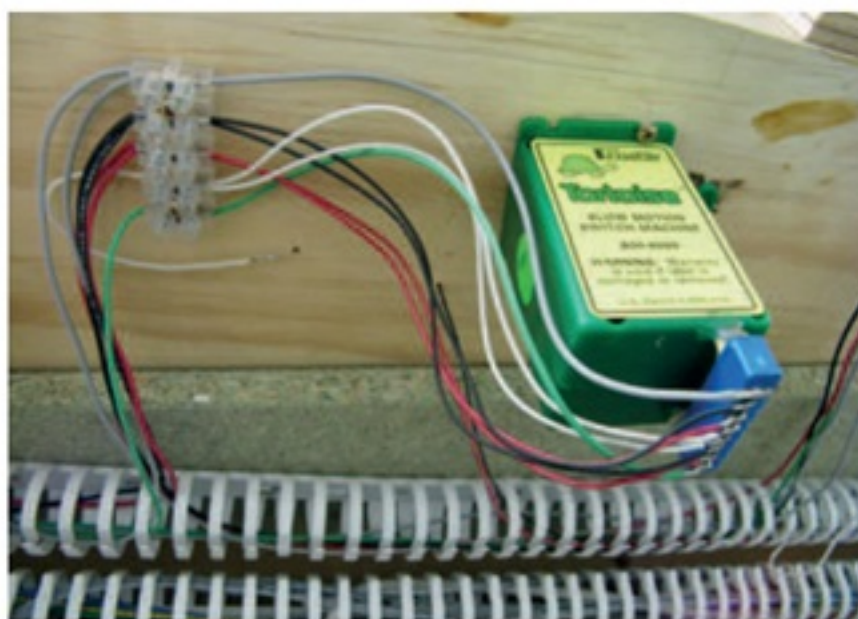
Above
The computer screen and keyboard with the ECoS unit on a shelf under Filisur.

Below
The main control screen, and the train selection panel.





Left
The wiring diagram for the Tortoise point motors.



Right
The switches on a Tortoise wired in parallel to a screw terminal block.



Right
The screw terminal to ribbon cable adaptor under a signal – the fine individual feeds are soldered to heavier wire within the black shrink wrap.

(<http://www.vsdm.ch/2917/produkte>) were used. They were installed near the wire outlet under the signal and connected by screw or solder terminals. A connector with flat cable then takes over with 10 or 15 conductors in one plug. At the electrical panel, the flat cable is separated wire by wire, stripped, and connected to the terminals of the LDT signal decoder.

Tortoise point motor control

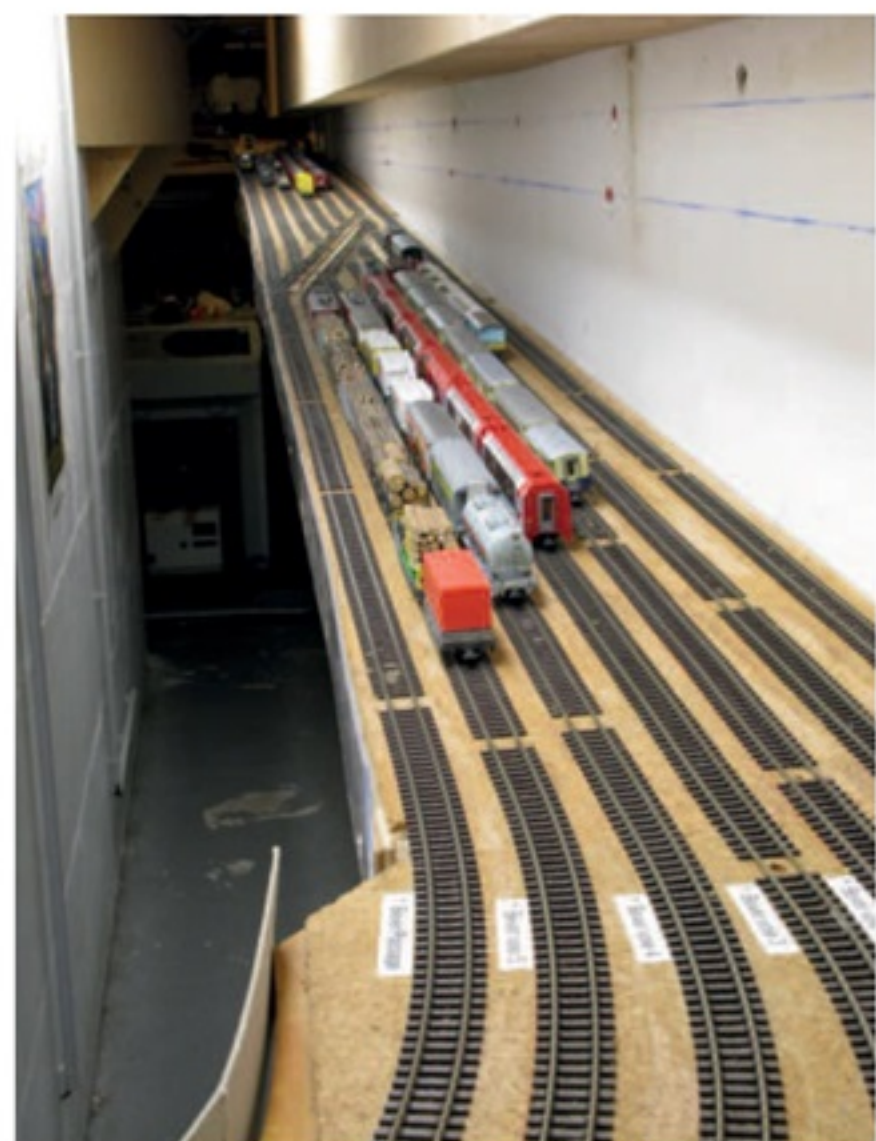
There are several ways to control Tortoise point motors. Littfinski (LDT) M-DEC decoders are not suitable because they cut the power after 10 seconds and the Tortoise needs to be kept on permanently to ensure that the point blades are held over. The choice was a simple SA-DEC-4-DC bistable relay switching decoder and a diode assembly. This circuit must be supplied with AC power. It uses the principle of powering the motor only with positive current to make it turn in one direction and with negative to make it rotate the other way.

Making the frog polarisation more reliable

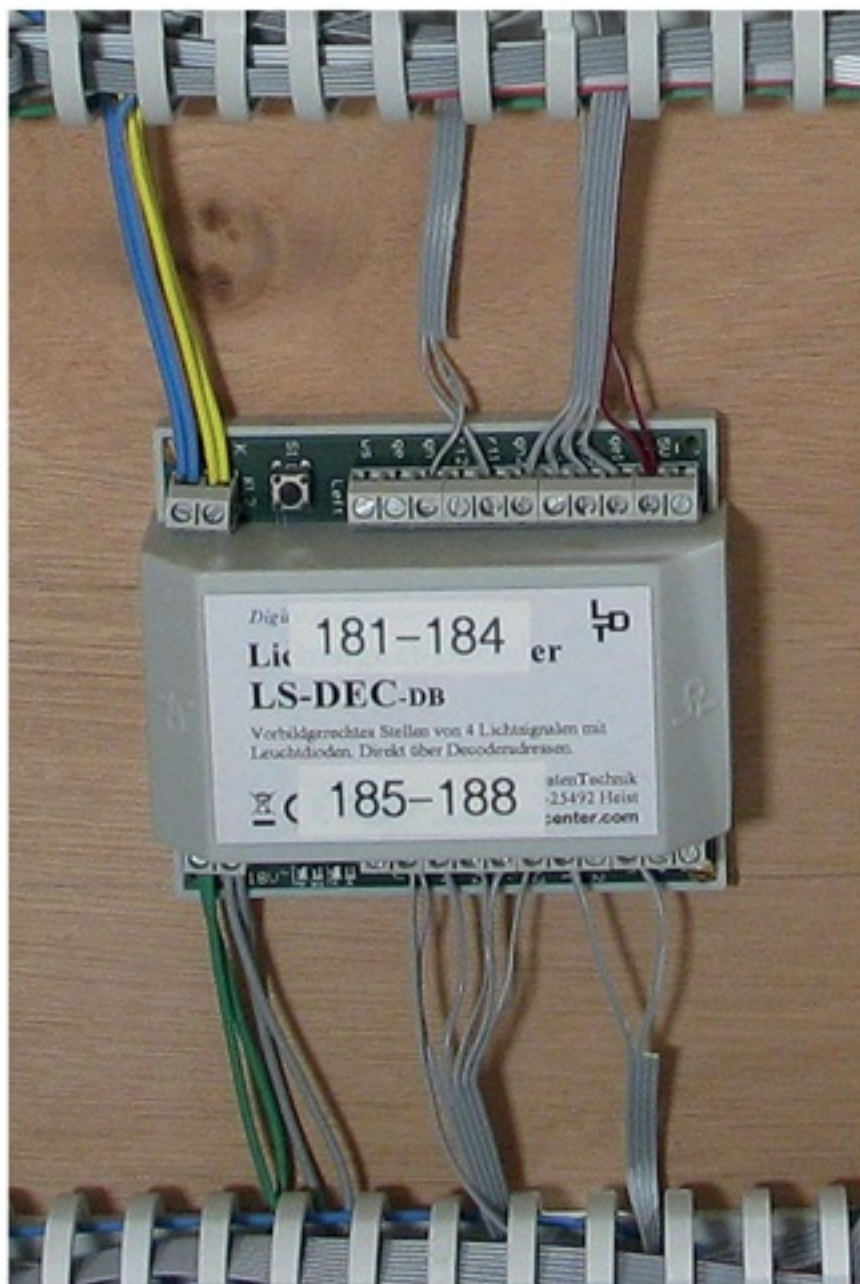
Tortoise point motors have two change-over contacts, which simply slide on the printed circuit board. Unfortunately this is a weakness as in the long run it can wear. Usually one contact is used for the frog polarity and the second is unused. To protect against a possible defect in the first contact, the second change-over contact is wired in parallel, so if one has a problem the second still provides a supply to the frog.

Signal wiring

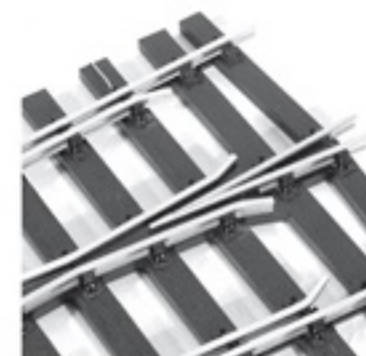
Depending on the type of signal, various wires must be connected to the decoder. To simplify this, small 10-pole (ASB10) or 15-pole (DSUB15) interface circuits sold by the Verein Schweizerischer Digital Modellbahner (VSDM)



Right
The ribbon cables divided for connection to the decoder, which is clearly labelled.

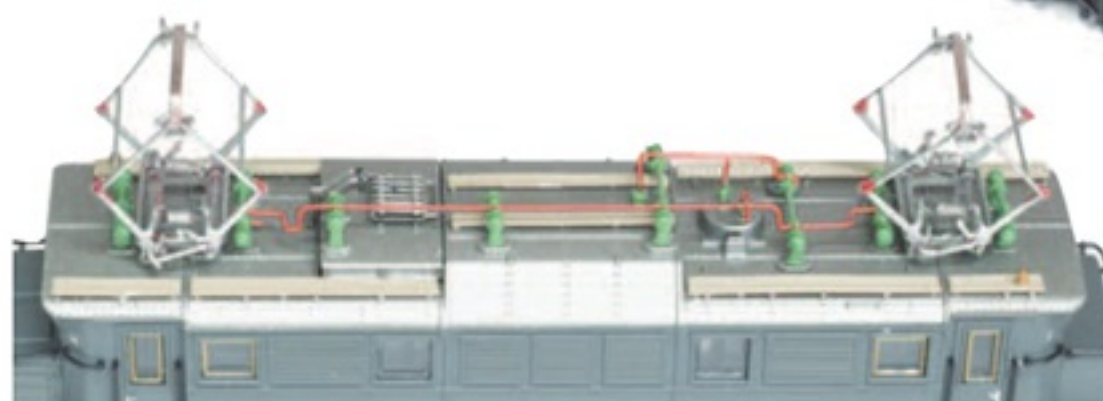


Left
Behind the scenes – the south storage sidings, representing Bever (nearest the camera) and Samedan.



N

new version of German E17 electric by Hobbytrain



New in the Hobbytrain range is a further version of the E17 1-Do-1 electric, in Deutsche Reichsbahn Gesellschaft grey with markings for late Epoch II, complete with the imperial eagle emblem.

In 1927, the DRG ordered thirty-eight E17 electrics for medium-duty express trains. They were the first express locos with this wheel arrangement. They were intended for use in southern and central Germany and were initially assigned to Munich and Leipzig. From 1933 they were also based at Stuttgart and Ulm.

Some were allocated to the Silesian network. After the Second World War, twenty-six passed to the Deutsche Bundesbahn and two to the Deutsche Reichsbahn. The DR machines were retired in 1968, while the last DB loco (by then numbered 117 106) was not withdrawn until late April 1980.

The model measures 100mm long over buffers and as can be seen is excellently finished, with clearly printed markings.

Each version has appropriate details depending on the period (chassis, bodywork, fan grille, insulators, pantograph, etc.).

Other added parts include the roof walkways, switchgear, lanterns, bonnet handrails and grabs, door handrails and

cab steps, and electrical connectors.

There are basic cab interiors, and flush glazing with fine metallic frames where appropriate.

Optional parts provided include an emergency ladder (carried on the underframe), replacement lanterns (as those fitted are fragile and vulnerable if the body is removed), two smaller buffer heads (in case the large ones fitted foul the working model coupler), and spare couplers.

The underframe is also highly detailed, with traction motors and suspension represented, and a simulation of the motors on the wheel faces.

The model is powered by a five-pole can motor with flywheel; only two axles driven (at the rear end) and it is recom-

mended that for heavy loads or steep gradients these should be at the back. To assist haulage there are two traction tyres (on both wheels of the outer driven axle), and the weight is c.70gr.

Current is collected by wipers on the back of all drivers and the pony truck wheels.

The loco has two working front lights (directionally controlled) but no red rear light, correct for the period.

The model has a NEM 662 (Next18_ socket for a digital decoder, and is prepared for sound with solder connections for a loudspeaker, though to fit one a weight must be removed.

Standard couplers are fitted in NEM pockets on close-coupling mounts on the frame which also help to 'steer' the trucks. The minimum recommended radius is 220mm.

Manufactured for

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www.lemkecollection.de

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The Deutsche Bundesbahn class 210 consisted of eight locomotives intended for express trains. They were unusual in that an additional gas turbine engine was installed to provide extra power when needed. This made it, at the time, the most powerful four-axle German diesel loco.

The V160 B-B diesel hydraulics placed in service from the 1960s were originally designed for medium-duty mixed traffic work. For more demanding applications, such as express passenger and heavy freight trains on difficult non-electrified routes (such as Munich to Lindau), the DB wanted an enhanced performance version of these locos, and considered the concept of a V160 with a gas turbine as a booster. The turbine had the advantage of low weight and small size – important if it was to be within the standard body.

Because the turbine would only be activated when additional power was required (such as accelerating from speeds above 25km/h and on inclines) the high fuel consumption was not so significant. The turbine output drove an additional stage in the hydraulic transmission. This was successfully tested in V169 001 built in 1965 (after 1968, 219 001).

However, the DB decided that the successor to this loco should have a more powerful gas turbine and the AVCO Lycoming T 53-L13 was selected, as it was being used in the Bell UH-1D helicopter used by the Bundeswehr. Klöckner-Humboldt-Deutz was making the engines under license, and was able to maintain the turbines.

Apart from the turbine and transmission modifications, the 210 is basically identical to the 218, with the same twelve-cylinder MTU MA 12 V 956 TB 10 diesel engine, the same electrical system, and broadly the same chassis.

However, the 3,700hp 210 was geared for a higher maximum speed (160km/h) and so had an additional hydrodynamic brake. The exhaust for the turbine on the roof was the main distinguishing feature.

The class went into operation between the end of 1970 and the end of 1971; all eight were allocated to Bw.Kempten. Duties included trains such as the *TEE Bavaria* and heavy expresses on the line between Munich and Lindau.

On 23rd March 1978 the turbine in 210 003 failed catastrophically with a broken blade while working at full power. As a result, all the turbines were inspected, and some were found to have signs of fatigue; these were exchanged by 13th October. But on 31st December 1978 a compressor impeller broke and cut a fuel line, starting a fire. Although this was quickly extinguished and the loco not seriously damaged, the DB had to stop using the turbines and investigate. It was found that the frequent restarting of the turbines was shortening their lifespan compared to the continuous use in helicopters.

More frequent maintenance and replacements, coupled with the high fuel costs, meant that the locos became uneconomic, so it was decided to remove the turbines; between 1980 and 1981 all were converted to conventional engines – the rebuilds were designated 218.9. The converted locos initially stayed at Bw.Kempten and were used on the same duties as other 218s. From 1983, they were allocated to Bw.Braunschweig, and from 2001 to Stendal. All were withdrawn between 2004 and 2006, and later scrapped.



Fleischmann have recently released a brand new model of this interesting class, which according to the packaging is made in Romania: loyal fans of this iconic German brand need have no worries that quality has been compromised.

The model is in the classic wine red livery with Epoch IV markings.

The finish is excellent, with the main colours dense and even, sharply distinguished, with neat 'metal' beading as well as door handles and window frames.

All the markings on 210 003-0 are very clearly printed, right down to the depot allocation and operational data – though you will need a magnifier! Note too the blue Krupp maker's plates.

The moulded plastic body shell is correct in dimensions and details, with all features such as grilles, louvres, and panels accurately represented. There is flush glazing, with frames and wind-screen wipers neatly printed black, and cab interiors.

Added parts include the turbine exhaust, fully detailed with internal surfaces, diesel engine exhaust panel, the door and nose handrails, the light surrounds, and the buffers.

Supplied for the modeller to fit are optional accessories – dummy scale couplings, brake hoses, and electrical connections: these are very finely moulded in black plastic, a tight fit, and will require a keen eye and a steady hand! Also provided are lower buffer beams, to fix in the coupler pockets if a working model coupler is not required.

The bogie side frames exhibit good relief detail, with suspension components and sandboxes formed in place; the cab steps are added.



A detailed plastic fuel tank enhances the underframe.

The metal chassis carries a three-pole open frame motor with flywheel, which drives to all four axles. There are two traction tyres (on one inner wheel of each bogie, diagonally opposite) which with a weight of 75gr should ensure pulling power in keeping with prototype loads.

The unit runs smoothly and quietly, and is responsive across a realistic speed range, from a crawl at c.1.5v to the prototype's 160km/h maximum at c.9v.

It has triple white LED headlights and twin red tail lights which change according to the direction of travel, and lighting in the cabs, which is separately switchable under digital control. The lights each end can also be isolated manually by small switches on the internal printed circuit board. This also carries a Next18 decoder socket. The model is also available with digital sound.

The model comes fitted with Profi-couplings in NEM 355 pockets on close-coupling mechanisms on the frame. Standard couplers are supplied as an alternative.



Manufactured by

Fleischmann
Modelleisenbahn GmbH.
Plainbachstraße 4,
A-5101 Bergheim, Austria.
www.fleischmann.de

PRICE
ref.724210 DC €169.90.
ref.724290 DCC sound €254.90.





As part of the autumn 2019 programme, Tillig have produced a new version of the Pw4ü bogie baggage van with raised cupola lookout with DR Epoch III markings. (A DB version is due this year.)

The standard express train bogie baggage van design dates back to 1928.

More were built in 1936/37, using fully welded construction. With a total of 346, this was among the most numerous baggage vans for express trains.

The vehicles were equipped with four sliding doors, two each side. The load area was c.40 m².

They ran on Görlitz III bogies.

The main colour is even, with a well defined black waist band, and the markings are clearly printed, even down to the small data in the recessed solebar. The door handles are neatly picked out in silver.

The plastic body has good moulded panel details (including the dog box doors) and the beading and rivets are not too prominent. Separate parts include the baggage doors and top runners (though the doors do not open),



the corridor connections, the footsteps, and the buffers.

A host of detail parts are provided for the modeller to fit, including cupola vents, retracted corridor connections, end handrails, shunters' grabs, baggage door handles, brake shoes, brake hoses, dummy scale couplings, and coupling hooks, moulded in either black or grey plastic. Some of these parts need to be secured with a drop of adhesive.

The model has flush glazing, with simulated bars behind the windows in the baggage area.

The underframe has the main components and brake gear moulded in medium relief.

The bogies have good axlebox and spring detail, with the generator added to one bogie frame.

The pivot is off centre, to reduce the swing behind the steps.

The model rolls freely on blackened metal disc wheels, insulated with plastic centre bushes; the projecting stub axles run in metal bearings to supply the optional interior lighting.

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

The model comes well protected in an expanded foam insert within a card tray box which would large enough to accommodate an HO model!

Models of this standard clearly demonstrate the potential of TT.



Manufactured by

Tillig Modelleisenbahnen GmbH,
Promenade 1,
D-01855 Sebnitz, Germany.
www.tillig.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.13395 £44.45.



New from German scenic accessory specialists Busch is a handy kit for modern crowd control barriers.

The pack includes sixteen moulded plastic sections 24mm long, making 360mm in all. The barriers are 12mm high. Red warning stripes are neatly printed on one side only.

The bases have multiple holes to allow flexible arrangement. The barriers are held firmly with a simple push fit – no adhesive is required, and they can be dismantled and changed as desired.

The kit comes in a standard box intended to hang on a product display; it is much larger than necessary.

Manufactured by

Busch,
Heidelberger Straße 26,
D-68519 Viernheim,
Germany.
www.busch-model.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.1013 £9.08.

Minitrains have recently delivered a brand new model, representing a typical Henschel 0-4-0 enclosed steam tram.

It is reminiscent of the classic Eggerbahn item, but much finer.

The model measures 46mm long (over body), 27mm wide, and 38mm high (rail to top of chimney). The wheelbase is 17.5mm.

It is initially offered in three variations – either undecorated (as illustrated) or as special limited editions with plates for the (standard gauge) Gooische Steam Tram (GS) (ref.2071) or with later (post 1930) GoTM plates (ref.2072).

The model has a moulded plastic body, with separate roof and skirt. Added parts include the lamp bodies and lenses, and boiler detail within.

The lights do not work.

The mechanism follows the proven formula: the can-type motor is mounted vertically in the cab, topped with a balanced flywheel, driving both axles through a worm and spur gears. The motor is hardly visible within the enclosed body when the loco is on the layout. Current collection is by wipers on the back of all wheels. The model runs smoothly and quietly, and is responsive to the controller, with a sensible top speed. Thanks to a machined brass weight, it is quite heavy for its small size (c.50gr), which assists with electrical contact and pulling power. The wheels have blackened tyres, and there are no traction tyres.

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

There are no instructions for dismantling the model.

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

A machine with a certain character which will no doubt be welcomed by narrow gauge modellers.

Open-sided coaches

Minitrains have also produced a new model of a Decauville-style *baladeuse* or open-sided bogie coach.

The model measures 84mm long (over coupler pads), 24mm wide (over footstep), and 33mm high (rail to roof). The bogie wheelbase is 11.5mm.

It is initially offered in two colour variations, with either red & white or blue & white valances (which are made as separate parts).

Other features include a planked floor, neat slatted seats with armrests and uprights, and brake pillars with handles on the end panels.

The bogies are based on the common four-wheel skip chassis. The models roll freely on blackened metal disk wheels on pinpoint axles insulated both sides with plastic centre bushes.



We understand all these new models are being produced in Germany.



Manufactured by

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

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

PRICES

Loco –
ref.2070 €134.90/c.£125.00
ref.2071 GS plates
€144.90/c.£135.00
ref.2072 GoTM plates
€144.90/c.£135.00.
Coaches –
refs.5197 blue / 5198 red
each €34.90 /c.£32.50.
(NB £ price depends on
exchange rate.)

Polish type 401Ka high capacity bogie van new from Piko

New from Piko in the Expert range is a model of the type Gags-t high capacity bogie van as used in Poland, where it is classified type 401Ka, with distinctive wider doors.

Between 1951 and 1954, bogie vans with wooden sides were built in the DDR, based on the earlier Bromberg design. However, they were somewhat shorter, with a load space 14.42m long giving an area of 39.2m². They were built with and without a brakeman's cab; some of those without had end doors. Many were fitted with through pipes for steam heating.

They were often used to carry grain, for which they had loading hatches in the roof.

At 190mm long the model is exactly to scale.

Our sample carries Epoch V PKP markings, all very neatly printed down to the smallest data on the ends as well as the sides, with the running number 195 2 754-9.

The plastic body has the reinforcing ribs and door detail moulded in place, and is augmented with added handrails, grab handles, roof access ladder, walkway, and filler hatches.



On the underframe, the shunters' steps, brake handwheels, brake rodding and pipework, and buffer heads are added components, while the brake cylinder and air reservoir are moulded in medium relief, with brake controls neatly picked out on the side frame.

Brake hoses and dummy scale couplings are supplied to be fitted by the modeller.

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



treads. The model runs freely on blackened disc wheels on pinpoint metal axles, insulated one side by a plastic centre bush.

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

Minimum radius recommended is 358mm.

Another example of Piko's interest in authentic models for the Polish market.

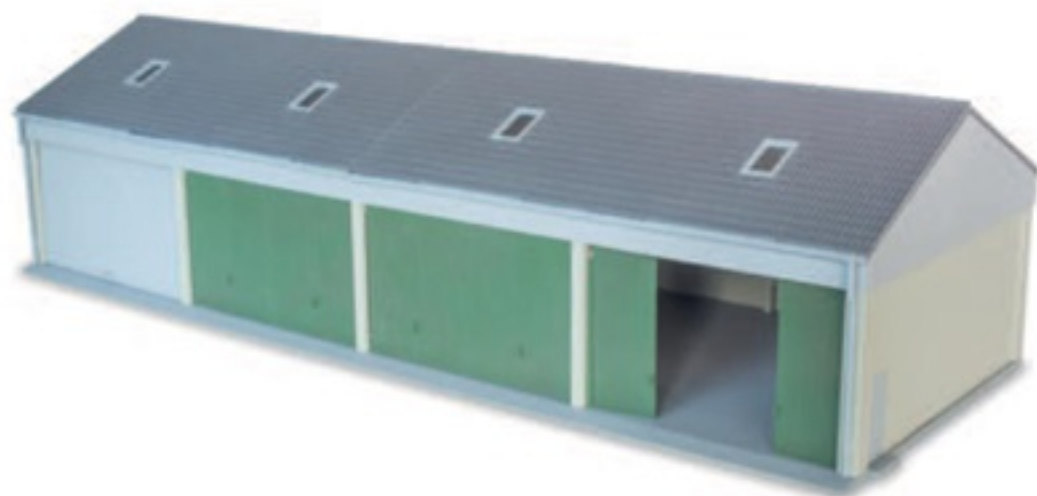
Manufactured by

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

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

PRICE ref.58470 £39.50.

clip-together kit for large vehicle garage new from Kibri



Kibri have produced a kit described as a military vehicle garage which might find a use as a store, workshop, or factory unit in other applications.

The plastic parts are moulded in seven different colours – five shades of grey, khaki, and dark green, plus clear glazing, on which the window frames are printed in black.

The example illustrated has not been painted.

The components are finely moulded, with a good level of detail, and the feeds are not very thick, so can be easily cleaned up. Most are on edges that will not be visible, but may affect the fit, so it is essential to take time to file them back.

The large angled roof sections are impressive one-piece mouldings with the feed on a central ridge tile, which is worth some care to remove.

There is virtually no flash, and the parts go together very well.

A major feature of this kit is that most parts clip or press together, with no need for adhesive. As well as avoiding any glue residue, this accelerates con-

struction. However, it does not necessarily mean that the structure can be dismantled – the location pins, etc., are not designed to be undone. Most hold very firmly; the loosest fit are the long glazing strips in the rear wall.

For the windows in the roof, the glazing holds the frame in place.

Gutters and downpipes are included, and even these are press fit – take care not to distort the downpipes. The downpipes are in fact duplicated, and one of the mouldings in each set has the feed on the front – so it is better to use the others.

Built as intended, the finished structure occupies an area of 330mm x 120mm; its height is 92mm.

The instructions are in the form of a sequence of clear 'exploded' diagrams on three A4 sheets, with the parts numbered, so there should be no language difficulties. Numbers moulded on the parts or adjacent on the sprues allow easy identification.

Construction is presented in three major steps. Note the parts in step 2 are numbered above those in 3 – follow

the steps in order rather than the part numbers.

Not shown in the diagram are the modern roller shutter doors (parts 12), on the left in our example; four are provided, enough to equip all the openings if required. These and the full older type doors (parts 20) will move in the runner channels so can be opened 'up and over'. Only two of the old type are supplied, along with single doors (parts 21, 22, handed) which it appears are to be glued into the runner channels (optionally in the open position) for two of the openings. There are also four single matching door panels (parts 23) but no indication of how they are to be used.

The kit is graded as level two on Kibri's three level system (one, beginners; two, experienced modellers; three, professionals). That may be a somewhat severe assessment – apart from the matter of the doors, it is not difficult.

Liquid solvent is recommended where adhesive is required.

Adapting the structure might be possible, but would require significant surgery.

Sheets of suitable signs are available to be downloaded from the Kibri website (dekoboegen.kibri.de) to be printed and cut out by the builder.

No frills – perhaps as befits a military installation – but quite a lot of building for the price.

Manufactured by

Kibri
Viessmann Modelltechnik GmbH
Bahnhofstraße 2a,
D-35116 Hatzfeld-Reddighausen,
Germany.
www.viessmann-modell.de

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.18906 £36.32.



Auhagen have produced a kit for a small brick-built structure intended for use as a central switch room for their electricity transformer sub-station.

The major parts are derived from their ingenious modular 'Bau-Kasten' system for industrial buildings, so the structure lends itself to adaptation or extension using these components. As the panels are interchangeable, it does not have to be assembled exactly as shown.

The plastic parts are moulded in nine different colours – four shades of grey, brown, red and beige brick, red, and white, plus clear glazing; the window frames are printed in black.

The example illustrated has not been painted.

The clock access ladder is laser-cut from black card.

Clear foil is provided for glazing the window in the door, and there is a printed sheet to mask the interior if required.

The components are very finely moulded, with a good level of detail, and the feeds are not very thick, so can be easily cleaned up. There is virtually no flash, and the parts go together very well. Many of the larger pieces have locating pins or sockets to ensure precise alignment.

Note that the internal roof of the veranda does have a particular orientation as it has locating blocks for the brick support pillars which are not shown on the diagram.

There is no means of locating the circular vent (if that is what it is) on the roof – it is worth drilling a suitable hole in one of the ridge tiles.

Gutters and downpipes are included, along with accessories such as exterior wall lights, switch panel, emergency tools, and a large clock (with ready printed faces). The kit includes standard sprues for the accessories, so there are some spare parts.

Built as intended, the finished structure occupies an area of 143mm x 66mm; its height is 100mm.

As usual, the instructions are in the form of a sequence of clear 'exploded' diagrams on both sides of a folded A3 sheet, with the parts numbered, so there should be no language difficulties. Numbers moulded on the sprues allow easy identification of the parts. Construction is presented in ten steps.

Liquid solvent is recommended as adhesive.

Manufactured by

Auhagen GmbH,
OT Hüttengrund,
D-09496 Marienberg/Erzgebirge,
Germany.
www.auhagen.de

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.11459 £25.00.



Recently released by German scenic accessory specialists Busch are additions to their range of 'action sets': this title does not indicate that the accessory is animated, or even that it could be, but rather that it depicts a scene with some kind of activity.

The figures and accessories are either moulded in coloured plastic, with very little flash, or come neatly painted to a basic level of detail.

Some assembly, if no more than removal from sprues, may be required.

Each set comes with a standard box to hang on a product display or dispenser, which is much larger than required.

First we have a woman putting out the rubbish, with three large 'wheelie' bins (in different colours) and four rubbish bags (two grey, two blue) which must be trimmed from sprues. They



might also benefit from some suitable 'weathering'. ref.7874, £11.35.

Next there is what is described as 'retrieving game with dogs' – one walking with a stick in its jaws, one running to fetch the stick its young owner is about to throw. ref.7896, £11.81.

Finally, there is a modern Deutsche Bundespost postman with a small four-wheel delivery cart in matching yellow livery. ref.7888, £12.26.

Note the figures do not have bases and will not stand independently.

Manufactured by

Busch,
Heidelberger Straße 26,
D-68519 Viernheim, Germany.
www.busch-model.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICES in text.

Eisenbahn Journal 1 x1 des Anlagenbaus 1/2020 Laden und Liefern Transporter, Lieferwagen und Kleinlaster

Compiled by Thomas Petz

VGB Verlagsgruppe Bahn GmbH
Am Fohlenhof 9a
D-82556 Fürstenfeldbruck, Germany.
www.eisenbahn-journal.de
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Softback €15.00
ISBN 978-3-89610-753-4
German text ref.6820021

Motorised transport came to the fore during the 'economic miracle' years in West Germany – only in rural areas did some transport continue using animals. In cities, vans with approximately the same footprint as a large car became the norm, of which the Volkswagen T1 was the most prominent. However, similar types were produced by companies such as Ford, Hanomag, and Fiat. If the carrying capacity was too small then heavier goods vehicles from manufacturers such as Mercedes-Benz, Magirus, and Opel had to be used. This publication takes a detailed look at all these vehicles in model form, predominantly for Epochs III and IV, but also some more modern types from around 1990. How to improve the appearance of various models with painting, weathering, and super-detailing is also covered.

The first feature, 'Einfach selbst beladen' (4 pages) looks at the various types of open platform lorries which required loading and unloading manually, with different loads, e.g. timber, crates, and garden refuse.

'Vom Laster in die Bahn' (6 pages) looks at the detailing of a goods shed, with step-by-step photos showing the work, together with a list of materials and tools used – standard for all these features.

In 'Facelift für den Veteranen' (4 pages) ways of improving the appearance of a model of a Hanomag

L28 lorry and a Magirus S300 van are described and illustrated.

'Die Nachkriegsalter' (6 pages) looks at models of post-war lorries and vans, with details of each type, including the Büssing N.A.G. 5000S (1945-1950), the Citroën 2CV 'Fourgonette' (1951-1978), and the Mercedes-Benz L319 (1956-1968).

In 'Unter der Haube' (5 pages) the detailing of a lorry with open bonnet is described and illustrated.

'Abschied von der Haube' (8 pages) looks at the new types of delivery lorries and vans without the traditional bonnet which were introduced from the 1960s, including the Mercedes-Benz LP608 (1965-1984), the DAF F700/F800/F900 (1975-1985), and the Volvo F4/F6/F7 (1975-1987). There is also a look at the Opel Blitz lorries and vans covering the period 1930-1975 and the Multicar (1956-today).

In 'Umzug mit der Spinne' (4 pages) a Willi Betz T2 lorry and VW Bulli van from Herpa are super-detailed and given a furniture load using a brass kit of parts from Weinert.

'Zum Wirtschaftswunder gehören Transporter' (7 pages) looks at well-known VW and other types of delivery vans over the period 1949-1996, including the Borkas 1000 (1961-1991), the Fiat 238 (1967-1977) and the Mercedes-Benz T1 (1977-1995).

'Ein König wird geboren' (3 pages) features models of the VW type T1 to T5 vans covering the period 1950-2013.

Four pages under the title of 'Der Firmenwagen' show how a Herpa model of a white Mercedes-Benz Sprinter van is customised to carry the name of a tool company, with step-by-step photos.

'Sprinter und Transit' (8 pages) shows more delivery vehicles covering the period 1965 to the present day, including the Ford Transit, VW Crafter, and Mercedes-Benz Vito.

'Für Straße und Schiene' and 'Der Unimog – ein Allround-Vehikel' (8 pages) looks at the various types of Mercedes-Benz Unimog vehicles covering the periods 1946 to the present day.

The final feature (6 pages) is entitled 'Wenn der Postman ...' and shows with step-by-step photos how



a model of a Mercedes-Benz Sprinter van in the colours of the parcel handling company DHL was super-detailed, complete with open rear doors showing the parcel load.

This is a very well-produced and invaluable reference for anyone wishing to add realistic looking vans and lorries to a layout. Whilst a good knowledge of the German language will be required to get the best from it, the pictures (over 250, all well reproduced, and the majority in colour) clearly show the modelling methods and illustrate what can be achieved.

A few pages are devoted to advertisements of other VGB publications, and there are some for relevant model manufacturers plus selected model shops in Germany and Switzerland.

Swiss independent railways – their electric locomotives past & present

Written and compiled by Martin Fisher

Swiss Railways Society
Sales, Glyn Jones, Alpigen, 13, Welland Close,
Dalebrook, Burton-upon-Trent, Staffordshire,
DE15 0AG.
www.swissrailsoc.org.uk
297mm x 210mm 180pp
Softback £16.00
ISBN 978-1-9162968-1-7

This substantial new book from the SRS follows logically from their excellent coverage of SBB electric locomotives (see CM July 2018).

It describes all the electric locomotives used over the years right up to the present day by independent railway operators. These are often described as privately-owned, and although some are many are at least partly owned by local government, and the federal government also has a stake in one or two cases.

Thirty railway companies are featured (several of which are amalgamations of various smaller operators) plus eleven modern open access operators and five locomotive leasing companies.

Some 70% of the railways in Switzerland are standard gauge, and the SBB is responsible for 80% of that, so it can be appreciated that independents have a very significant role.

They are presented in alphabetical order. Each sec-

tion has a descriptive text, and there are several tables of comparative dimensions.

Like the previous book, it outlines the evolution of Swiss electric locomotive design from the very earliest experimental schemes through to the most recent designs. Both standard and metre gauge railways are covered. In the case of metre gauge lines particularly, the distinction between locomotives and shunters and/or railcars can be blurred so these are included where they clearly have a 'main line' role as locomotives.

There is inevitably some slight overlap with the SBB as some types were common, or similar, or changed hands, both from and to the national concern.

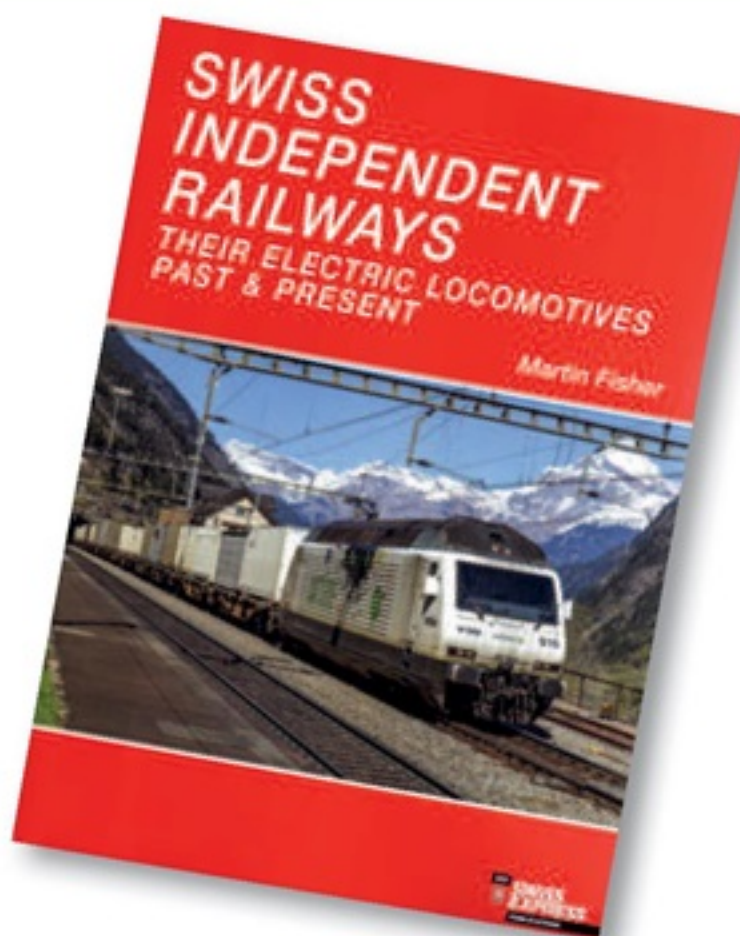
This book does not provide complete fleet lists – these are available elsewhere – but aims to show the locomotive types.

The account is copiously illustrated with photographs, from rare historic black & white through to contemporary colour, simply presented, and very well reproduced. Most are from the author and David Stevenson, plus other Society members, but some (naturally) were drawn from archives and official sources, and some from the internet. Every photo is informatively captioned and (where relevant) credited.

Two clear schematic maps in the introduction show where in the country the lines are located, in two sections – west and east.

The work is rounded off with appendices on publications listing all current Swiss locos, the classification of Swiss motive power, an explanation of the manufacturer abbreviations, and a selected bibliography. There is a detailed index, occupying two pages.

It concludes with a page advertising other Society publications, while the back cover promotes the



Switzerland Travel Centre.

The author is to be congratulated for encapsulating such a large and complex subject in a palatable and attractive form. Highly recommended.

The price quoted above does not include postage and packing; for rates, and details of credit card payment, contact – sales@SwissRailSoc.org.uk

Modellbahn-Kurier 53 Digital 2020

EK-Verlag GmbH

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

280mm x 210mm 94pp

Softback €12.50

ISBN 978-3-8446-1755-9

German text ref.1755

This new publication in the modelling series from Eisenbahn Kurier is concerned with digital control systems and components, and is in fact the next in sequence since last year's digital round-up, although there have been other modelling specials devoted to Gauge 1 in the meanwhile.

The contents include brief reports of recent new products (4 pages) and a summary of new digital items from Roco, expanding the Z21 selection (2 pages), plus more detailed reviews and consideration of specific products (though you sometimes have to read quite a lot of the article to realise what it is): the new Smart Programmer device from Piko (3 pages); the fifth generation of LokPilot and LokSound decoders from ESU (3 pages); the SD-32 servo decoder from Tams (2 pages); Modulbooster 2 (which has a CAN-bus connection that allows more versatile connection to controllers such as the Märklin/Trix Mobile Station (4 pages); the µCon system – control software and related devices from Bühler Elektronik (now owners of the LDT, Littfinski, range)(6 pages); using ESTWJ software with the DrS2 control

panel from Erbert/SMF, as applied to a specific layout (6 pages); the Qdecoder (a dedicated accessory for signals where more than just two aspects are required) as applied to one station, Mühlenroda-Süd (5 pages); and the ZUSI 3 train simulator (6 pages).

The potential of the SUSI (Serial User Standard Interface), designed to connect sound modules but since developed to do more, is explored in connection with the new Uhlenbrock Digitest module (4 pages).

There is a feature on LEDs, with consideration of the various types available and their uses, in locos and stock, in scenery and effects, and for lighting the layout (8 pages).

Other articles deal with fast decoder configuration with RailCom (6 pages); using an Arduino in railway modelling (4 pages); motorising the Faller container crane (3 pages); and a look at the work of the electronic signal training school at Berlin Technical University and its large HO layout (5 pages), with a detailed account of all the digital equipment used.

There are also articles telling the forty year story of Zimo (5 pages) and marking twenty years of Tams Elektronik (4 pages).

Overall, an interesting mix of background information, practical applications, and product analysis, well illustrated with photos, screen shots, and diagrams.

There is the equivalent of just over ten pages of advertising, most for other EK publications but with some for relevant digital products.

This should be a useful reference both for anyone already familiar with digital operation and those con-



sidering it for their layout, helping to keep abreast of latest products and developments. However, a good knowledge of the German language will be required to get the most out of it as much of its content is technical in nature.

BAHNEpoche Issue 34 – Spring 2020

VGB Verlagsgruppe Bahn GmbH,

Am Fohlenhof 9a,

D-82276 Fürstentfeldbruck, Germany,

www.bahnepoche.de

300mm x 225mm 100pp

Softback €12.00

ISSN 2194-4091

German text ref.302002

In the Spring 2020 edition of this quarterly magazine looking back at the 'classic' days of the railways there is again a wealth of interesting and varied articles, some quite brief, built around over 150 illustrations.

'Umratshausen wo?' by Siegfried Wanner looks at the branch line from Prien to Aschau (KBS 952), one of the first branches in Bavaria, and in particular the station at Umratshausen Ort. Photos show passenger services at this location over the years.

'Der Gelegenheitseisenbahnfotograf' by Armin Schmolinske looks at the photographic work of Werner Woska.

More substantial is 'Die Staatsbahn für die deutsche Republik' by Andreas Knipping in which the author looks at the everyday scene on the railways in Germany before and after the First World War. Included are facsimiles of Deutsche Reichsbahn banknotes from the years of hyper-inflation 1922-23.

'Die Wacht am Rhein der Doughboys' by Ekkehard Martin gives an account of the checkpoint at Niederbach on the border between the Rheinland and Prussia in 1921 which after the First World War was controlled by American soldiers.

In 'Mammut, Wisent, Büffel und Elch' Dirk Endisch examines the 2-10-2 tank engines used on the steeply graded line from Halberstadt to Blankenberg in the Harz region. There is a map of the railway network of this area, scale drawings of the locomotives, and extracts from timetables and documents.

'Der südlichste Bahnhof Deutschlands' by Wolfgang Fiegenbaum looks at the southernmost station in Germany, Oberstdorf.

'Zum 1.Mai 1938 in Friedberg (Hessen)' Wilfried Kohlmeier gives an account of celebrations to mark Tag der nationalen Arbeit (National Workers Day). As

well as photos there are copies of passes and tickets.

'Zwei in einer großen Stadt' by Lutz Jordan considers the comedy film of that title shot in Berlin with many scenes on the city's S-Bahn.

In 'Kein Schlussstrich' featureds copies of official documents dating from August 1935 to 1943 leading up to and during the Second World War. These include papers issued by the National Socialist regime and the Deutsche Reichsbahn.

'Kondens-52 im Krieg (1943/44) und in Cottbus (1947-51)' by Robin Garn tells the story of the BR52 steam locomotives with condensing tenders during the Second World War and afterwards. Featured are extracts from official DR documents, plus one dated 16th September 1947 from the locomotive builders Henschel & Sohn in Kassel.

In 'Kaiser und Kaiserin in Pahlevi 1955 in Hamburg', Andreas Knipping looks back at the visit to Hamburg in February 1955 of the Shah of Persia and his wife Soraya; the newscast was screened in German cinemas before the start of the main film.

'Bist du dumm und stark?' by Wolfgang Avermarg recounts his days on the footplate and also sometimes as a fitter and coal loader working at Bw.Eisenach in the late 1950s and early 1960s.

In 'Ei, das bin ja ich', Wilfried Kohlmeier presents the second part of his article with black & white photos of the railway scene around Frankfurt/Main-Bonames in the mid-1960s.

Next is an article by Hendrik Bloem and Fritz Wolff entitled 'Nuldrei: Der notwendige Versuch einer Bewertung', the third and final part of a series about the BR03 Pacifics. There are details of a record run with a BR03 from Hamburg Altona to Bremen in 1966.

In 'Plötzlich standen Kohle-01 auf unserem Hof' Ralf Göhl, Bernd Köllner, and Robin Garn take a look back to 1980 at Saalfeld (Saale) when coal-fired BR01 Pacifics were unexpectedly allocated to this DR depot. There is a list of the locos concerned as at 1980/81, plus extracts from driver Köllner's diary some official railway documents.

'Unser täglich Dampf 2019' by Armin Schmolinske looks at the daily steam-hauled services in 2019 on seven narrow gauge railways across Germany, the Rügensch-Bäderbahn Rasender Roland (RüBB), the Mecklenburgische Bäderbahn Molli (MBB), the



Harzer Schmalspurbahnen (HSB), the Sächsisch-Oberlausitzer Eisenbahngesellschaft (SOEG), the Sächsische Dampfeisenbahngesellschaft mbH (SDG) Fichtelbergbahn, Löbznitzgrubd bahn, and Weißeritztalbahn., with a table of supplementary data.

'Nahn dran. Güterverkehr heute. Ad hoc und kein Blick zurück' by Hendrik Bloem considers how goods traffic on the railway has changed over the years.

The final feature, by Christian Eilers, is entitled 'Neulich ... fiel mir ein Spruch aus der Schule ein' and explains how this railway photographer got a feel for taking unusual detailed shots of steam locomotives.

This magazine includes a number of advertisements for other publications from VGB, as well as for books published by SOEGmbH Verlag in Zittau.

Included with this publication is a 54 minute DVD from the Rio Grande range entitled Saalfeld – Das große DR-Dampflok-Mekka., making this a very good value package.

SWR Eisenbahn Romantik

Ausgabe 1/2020

VGB Verlagsgruppe Bahn GmbH
Am Fohlenhof 9a,
D-82556 Fürstenfeldbruck, Germany.
www.vgbahn.de
295mm x 230mm 116pp
Softback €7.90
German text ref.402001

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

There are articles on railways from around the world, including a journey on the luxurious 'Golden Eagle Danube Express' from Istanbul to Budapest, a look at St.Pancras and Kings Cross stations in London, as well as this city's science, bus, and transport museums, the 'Velay Express' metre gauge line in France, and a ride behind the South African Railways Class 26 steam locomotive *The Red Devil* No.3450. In Germany there are articles on the Museumsbahn Merzig – Losheim in the Saarland, the Deutsche Bahn's main works at Bremen (which closed following the overhaul of diesel-hydraulic 218 105 on 19th November 2019), Berlin's Technical

Museum, the Muldentalbahn from Rochlitz to Göhren, plus a report on this year's Spielwarenmesse (Toy Fair) in Nürnberg. As well as numerous photographs (over 200, the majority in colour) there are detailed maps showing the routes covered.

A complete list of all the SWR *Eisenbahn Romantik* television programmes for the period April to June 2020 is included, along with a listing of railway events in Germany, complete with a map showing their locations and website addresses. Of course, this was prepared long before the Covid-19 restrictions.

There are some advertisements, including for rail-tour operators FarRail Tours, IGE-Erlebnisreisen und Reiseservice GmbH, and Die Eisenbahn Erlebnisreise. Books, magazines, and DVDs from VGB are also promoted.

Included with this magazine is a 137 minute cab ride DVD entitled *Bernina Express* from the Rio Grande series, making this is a very good value package which should prove popular with all those with a broad interest in railways across the world. Although a good knowledge of German will be required to get the best enjoyment from it, the wealth of photographs and accompanying maps clearly show the reader the locations covered.



Eisenbahn-Kurier Special 136 Die Bahn im Einsatz für die Montanindustrie – Kohle und Erz

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
295mm x 210mm 98pp
Softback €12.90
ISBN 978-3-8446-7029-5
German text ref.7029

The coal and steel industry and the railways are closely linked. The railways made it possible to transport the necessary raw materials, coal, coke, and ore in large quantities for processing in the power plants, coking plants, and steelworks, as well as to deliver the steel and products made from it. And the railway was and is an important customer: coal for steam locos at the time, and still for power generation, steel for the construction of locomotives and wagons, rails, bridges, and structures. To this day railways play an enormous part and this richly illustrated special shows the way in which raw materials were transported and introduces the vehicles that were specially procured for coal and steel, from the Reichsbahn to the present day.

'Durch ein Jahrhundert – Montanverkehr im Wandel der Zeit' shows different types of motive power (steam, diesel, and electric) on heavy coal, coke, and ore trains dating from the 1930s to the present day.

In 'Wagen für Massentransporte – Vierachsige Selbstentladewagen im Wandel der Zeit' the different types of wagons for the bulk transport of coal, coke, and ore are illustrated and described. There is a table listing all the types used by Deutsche Reichsbahn and Deutsche Bundesbahn from 1924 to the present day.

'Industrielle Revolution – Die Montanindustrie im rasanten Wachstum' looks at the rapid rise in the coal, coke, and steel industry in Germany, particularly around the Ruhr Valley.

'Zeit der Hochindustrialisierung – Deutsches Kaisersreich wird zur Wirtschaftsmacht' considers the changes to the German countryside from being a mainly agricultural economy to an industrial one after unification in 1871.

'Aufwendige Entladung – Offene Zweiachser für den Kohleverkehr' examines the numerous four-wheeled open wagons that were used for coal before the introduction of the self-discharging hoppers in the 1920s.

'Grundlagen der Montanindustrie – Rohstoffvorkommen und Standorte in Deutschland' includes a map showing the locations of mines and works for coal, ore, and steel in Germany, France, The Netherlands, Luxembourg, and Austria as at 1937.

'Radiker Wandel – Die Folgen des Versailler Vertrages' examines how the Treaty of Versailles in

May 1919 affected heavy industry in Germany after the First World War.

'Ein neuer Wagentyp entsteht – Die vierachsigen Versuchswagen der DRG' looks at the background and development of the new four-axle self-discharging hopper wagons which were introduced at the Seddin Exhibition in 1924.

'Erzgrube Staufenstollen' features black & white photos and a track plan showing the stations of Geislingen West, Geislingen (Steige), and Eydtal, with a detailed look at the ore mine at Staufenstollen in Baden-Württemberg.

'Wagen für den Montanverkehr – Die vierachsigen Serienwagen der DRG/DRB' illustrates the series production four-axle wagons for coal, coke, and ore. Black & white photos show a variety of different types built by firms such as O&K, Krupp, MBAG, and Talbot.

'Auf den Weg nach Europa – Wiederaufbau und Montanunion' tells how following the Second World War, the mining industry recovered and grew under the 1951-formed Montanunion.

'Standardisierte Einheitswagen – Die 75m³-Selbstentladewagen der DB' takes a look at the standard self-discharging bogie hoppers.

'Wege des Montanverkehrs – Ausgefeilte Logistik für die Wagnumläufe' looks at how the new self-discharging wagons were used to make the carrying of coal, coke, and ore as efficient and as economic as possible. There are copies of telex messages from the Bundesbahn Direktion Stuttgart in 1956 and 1957, and an excerpt from *Die Bundesbahn* magazine of 1959 showing the routes worked using wagon types 00t, KKt and Ok.

'Gewollt, und nicht gekonnt – Kohle und Stahl in der DDR' looks at the coal and steel industry in the former East Germany, and is followed by 'Selbstentladewagen der DR – Neubauten aus RGW-Ländern' the Deutsche Reichsbahn's new self-discharging bogie hopper wagons.

'Kohle und Stahl in der Krise – Der Niedergang der Montanindustrie' tells of the decline of Germany's coal and steel production, leading to the end of mining of hard coal in 2018 and the reduction in steel production to just a few manufacturers. Photos show the steel works at Völklingen, Duisburg-Meiderich (closed in 1985) and the mine at Ahlsdorf.

'Der "lange Heinrich" – 4,000t-Erzüge ins Ruhrgebiet' features the famous heavy ore trains from Emden to Rheine which were booked to be hauled by double-headed oil-fired BR043 locos during the final days of steam on DB. There are lineside views of these trains in colour as well as a shot of locomotives on shed at Bw.Rheine.

'Die Sechssachser kommen – Neue Wagen für den Erzverkehr' describes and illustrates the DB's new six-axle hopper wagons for ore, introduced at the beginning of the 1970s.



'Hütte Krupp-Mannesmann – Stahlriese in Duisburger Süden' has photos of the steel works in the south of Duisburg, the second largest in Germany.

'Lebensader der Montanindustrie – Der Hansaport im Hamburger Hafen' gives details of the Hansaport Hamburg, after Rotterdam the most important handling centre for the import of iron ore and coal in Europe. Of special note is a photo of the two robot shunting locomotives from Vollert and Windhoff.

'Montanindustrie heute – Steigende Produktivität für das Überleben' gives details of the growing production of steel, now an even more important part of the German economy since the end of hard coal mining in December 2018.

'Wagen für größeres Volumen – Die jüngste Generation Großraumwagen' takes a look at the latest high capacity bogie hopper wagons ordered by DB at the beginning of the 1980s which remain in service today with Deutsche Bahn AG, now in the traffic red (Verkehrsrot) livery.

The final section, 'Nachschub für die Stahlwerke – Ganzzugverkehr von den Häfen zu den Werken', looks at the long block trains of coal and ore carried now by DBAG.

This is a highly recommended work on an important part of railway operations with a wealth of detailed information and photographs.

There are a number of advertisements for other Eisenbahn Kurier publications and DVDs, and one from Fleischmann and Roco showing their range of models in N and HO of coal and ore hopper wagons.



Akkublitz und Zigarre

EK-Eisenbahn-Videothek DVD c.58mins ref.8484 €19.80

Railway use of battery-powered vehicles is not new in Germany – it dates back to 1895. Initially in 1907, and then from 1926, the Wittfeld units of classes 581/582 and 615/616 were placed in service. After the Second World War five of these vehicles were still in existence on the Deutsche Reichsbahn in East Germany, finally bowing out of regular service in 1968.

In the west, the Deutsche Bundesbahn introduced the new types ETA176 and ET150 (from 1968, classes 517 and 515 respectively).

This programme takes a look at the history of battery-powered railcars in Germany with fascinating scenes of the so-called 'Limburger Zigarre', the class 517, and the 'Akkublitz' class 515 on the DB, as well as numerous historic film sequences of earlier types.

The coverage begins with archive colour scenes of a DB ETA 150 unit in crimson red, followed by archive film of a 517 unit passing an ocean blue & beige-liveried 515. At Hahn-Wehen station we see another 517 arriving and departing on a service to Wiesbaden, with further examples filmed from the lineside.

Preserved ETA 176 001 is shown in Lichtenfels awaiting restoration, and we then see further colour archive film of a crimson red 515 and a 515 with 815 trailer in ocean blue & beige, with further sequences filmed from the cab.

At Bad Schwalbach a 515/815 pair is seen in ocean blue & beige livery, followed by views of preserved 515 011 in crimson red at the Bayerisches Eisenbahnmuseum (BEM) in Nördlingen. Further archive film shot from the cab of a 515 is then featured, with some scenes on board showing the passenger accommodation.

515 and 815 trailers are also seen in the later turquoise green & grey livery with Nokia advertising. At Wanne-Eickel shed, 515s and 815s are seen stored out of use.

The next section offers archive black & white stills of the earliest examples of battery-powered railcars, and there is colour film of preserved battery railcar 090 802 in green at a festival in Warsaw.

Further black & white stills show other early railcars, plus some colour film of one in use on a private railway. Preserved examples awaiting restoration are also shown, most of which are sadly in a poor state of repair. This is followed by black & white film showing ETA 150 railcars in service, filmed from the cab and from the lineside. In Dortmund an ETA 150 is seen in the 1960s, followed by colour film of an ocean blue & beige 515. At Limburg shed we see 515 and 517 railcars stabled, including some having the batteries recharged.

Further archive colour film shows 517 railcars from the lineside in the 1970s and 1980s. Further 515/815 sets are shown in crimson red, ocean blue & beige, and turquoise green & grey colour schemes, filmed from the lineside and from the cab.

There scenes of a 515 being converted to diesel operation for the Regentalbahn, and a battery electric shunter is seen in action on the S-Bahn network in Berlin. The small ASF battery shuttles used to move locos around are then shown. Surprisingly, however, there is no mention of the DBs battery powered shuttles (classes 381 and 382).

We then see a new style of tramcar in Mannheim which can run on battery power or from the overhead catenary. Future battery powered vehicles from companies such as Stadler and Bombardier are then shown, including some publicity material from these companies.

The programme ends with more archive colour film of 515/815 railcars in service in ocean blue & beige livery prior to their withdrawal from service in the 1980s, including some scenes filmed in the snow at Bad Schwalbach.

The narration (only in German) is clearly delivered, and very informative, as usual.

Very little background music is used, mainly at the start and finish.

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

ModellEisenbahner SPEZIAL Erzgebirgsbahn

by Helge Scholz

VGB Verlagsgruppe Bahn GmbH,
Am Fohlenhof 9a,
D-82256 Fürstenfeldbruck, Germany.
www.vgbahn.de

300mm x 225mm 92pp
Softback €12.50

ISSN 0026 7422
German text ref.942001

The Erzgebirgsbahn (EGB) is one of the six Deutsche Bahn AG regional networks. The 217km long system links the Mittelsachsen area, Zwickau, and the Erzgebirg district with the city of Chemnitz. This *ModellEisenbahner* special offers a history of the EGB, covering the lines, motive power, and services provided and how this developed into an innovative railway today, with a look behind the scenes also included.

'Fahrt frei für die Erzgebirgsbahn' includes a map of the network as at 2019, with a detailed account of the current services provided worked by BR642 diesel railcars. This is followed by 'Damals und Heute' which tells the history from the time of the Royal Saxon State Railway (k.s.Sts.E.) to the present day. Maps show the routes – Glauchau – Gößnitz, Chemnitz – Adorf, Buchholz – Schwarzenberg, Weipert – Annaberg, Annaberg – Flöha, Johanngeorgenstadt – Schwarzenberg, Schwarzenberg – Zwickau, and Reichenhain Landesgrenze – Flöha.

'Daueraufgabe Obersanierung' gives an account of the continuous work to maintain and improve the permanent way.

'Wilischthal oben und Wilischthal unten' describes the work to the track and the replacement of a bridge on the Zschopautalbahn in September 2018. Track plans of the station at Wilischthal as at 1910 and 1967 are included.

The trains currently used on the EGB, the Siemens-built class 642.0/642.5 diesel units, are then described and illustrated. Photographs include close-ups of the articulated Jakob bogies, the driver's control desk, and

the roof section. Two tables show technical details of the vehicles and list the names carried. Also featured are ex-Deutsche Reichsbahn diesel-hydraulic locomotives 202 646-6 and 202 885-0, which work engineers' trains, and 218 430-7 which was hired in from Mühlendorf to work passenger services with a driving trailer in lieu of the usual Class 642 unit as well as weed killing trains.

'Auf Betriebsfahrt zum Boxenstopp' is an account of a journey from Chemnitz Hbf. to the depot at the site of the former RAW Chemnitz aboard 642 234, with views from the driver's cab, at the fuelling point, and passing through the washing plant. Other 642s are shown undergoing maintenance, with close-up views of wheelsets and bogies.

'Alles aus einer Hand' tells the story of the EGB plan to deploy twelve rebuilt 'Hybridzüge' under the EcoTrain project of the Forschungs- und Technologiezentrum Chemnitz (FTZ). These will be powered electrically via a diesel generator and a lithium battery.

'Per Mausclick ...' and '... und Muskelkraft' looks at the digitalisation of the EGBs signalling as well as the old manual semaphore types.

In 'Hallo Kollegin!', female employee Jana Toth describes and illustrates her work as a signal technician. One of the photos shows her at home with her HO layout!

'Eine Idee wird zum Erfolg' relates how the EGB became such a popular railway to visit in all seasons of the year. Photo included three steam-hauled specials. The sub-section 'Vereine' recounts the formation of the railway enthusiast club Sächsische Eisenbahnfreunde e.V., with views of the Schwarzenberg Eisenbahnmuseum.

'Mit der Erzgebirgsbahn zum UNESCO-Welterbe' follows a family on a train journey across the UNESCO world heritage area from Pockau-Lengefeld.

'Schienenhafen – Chemnitz Süd & Co.' looks at the goods traffic over the EGB, with is a list of the routes and businesses served.

'Teamwork über die Grenze' covers the cross-border rail traffic between Germany and the Czech Republic on the sections Cranzahl – Vejprty (Weipert) and Johanngeorgenstadt – Potucký.



The final chapter gives an account of tests carried out by DB Netz AG and the EGB on the Buchholz – Schwarzenberg line.

This is a nicely produced publication with a wealth of information. Although a good knowledge of the German language will be required to get the best from it, the abundance of top-quality photographs (over 150) adequately shows the railway's history and present day activities.

Included is a 45 minute DVD entitled 'Erzgebirgsbahn – modern und nostalgisch'.

A number of advertisements for other books, magazines, and DVDs from VGB are featured while the rear cover carries an advertisement for the EGB.

Note this magazine has proved so popular that the print version was sold out by the time our review copy arrived! You may still find copies on shop shelves.



French awards for Hornby International models in HO and N



Hornby International were delighted to learn that two of the group's recent releases had gained prestigious *Le Rail d'Or* (Golden Rail) awards from *Le Train* magazine in France – the Jouef HO SNCF 141R coal burner with DCC sound, and the Arnold N bogie pressurised gas tank wagons.

We will have reviews of both these models in the next issue.

The 141R is already out of stock at Hornby but might still be found on dealers' shelves; the tank wagons are readily available.

www.hornbyhobbies.co.uk

Electrotren reveal progress on new railcar model in HO

Electrotren have released some CAD images to show progress on their new HO model of the RENFE 596 series diesel railcar, due for release next year.

This will be the first in new 'Hobby' range which seeks to simplify some elements of the model to offer a product at a keener price point without sacrificing too much in the way of detail, either physically or in decoration. The 596 series, with their sparse interiors and lack of external detail, were deemed to be an ideal prototype to launch the range.

At the end of the 1970s, RENFE commissioned the construction of a series of FIAT diesel powered trains that were manufactured in Spain by CAF and Babcock & Wilcox; these three-car sets were delivered between 1982 and 1984, forming the 63 units of the 593 series.

Due to the poor reliability of these vehicles, mainly due to problems with the mechanical transmission and gearbox, all of the units were either decommissioned or sold by 2009.

From the decommissioned units RENFE built a new series of single unit railcars, the 596 series, by using the two outer cars of each three-car unit and adding a new driving cab at the end that lacked one.

The new vehicles had improved transmissions, particularly with regard to the system that coordinated and synchronised the gears. The passenger compartment of each vehicle was heavily modified, with all the work being carried

out at MIT RENFE TCR (now Integria), in Valladolid.

The first six retained the look of the 593s, but later units had a new fibre-glass fairing fitted that gave them a more modern appearance.

The 596 series have mainly performed Regional and Regional Express services, on low-demand lines (such as Granada to Linares-Baeza, La Coruña to Ferrol, La Coruña to Monforte de Lemos, Madrid Chamartín to Soria, and Zamora to Puebla de Sanabria) or have been used as reserve trains on lines subject to a greater demand, such as Lérida to Puebla de Segur, Murcia to Cartagena, and Sevilla Santa Justa to Osuna. Currently the services performed by these units are Murcia to Cartagena, Zaragoza Huesca to Canfranc, and Vigo to Valença do Minho. They are also used as reserve units on the Vigo to Pontevedra service.

Electrotren has previously made the three-car 592 series, a unit built to the same design as the 593 series, but by MAN, and which introduced more reliable hydraulic transmissions than the Italian, but this is the first time that a 596 series has been modelled.

With the 596 series being designed to be able to operate in two or three car sets, Electrotren have created a flexible coupling system using a working Scharfenberg coupling, which allows for easy connection to another vehicle.

With that in mind, each livery will be available with two different numbers.



The models will be DCC ready and have been designed for fitting a sound

decoder, as well as having operational directional lighting.

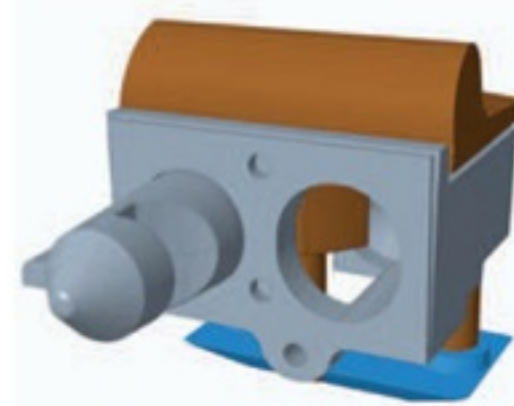
Three different livery versions of the RENFE 596 series are planned, each with two different running numbers:

HE2500A/B represents the original version following refurbishment.

HE2502A/B represents the 'Regional' livery, perhaps the most striking of the three.

HE2504A/B represents the current livery of these units, as used by RENFE Operadora.

www.hornbyhobbies.co.uk



LGB plan special limited edition Harz locos to mark 65 years



In the 1950s, the Deutsche Reichsbahn purchased new metre gauge locos to supplement outdated motive power especially on the Harzquerbahn but also other metre gauge lines. The design was a development of the *Einheits* machines (99 221 to 223) delivered in the 1930s.

To mark sixty-five years since the introduction of the BR99²³⁻²⁴ 2-10-2T on the Harz system, LGB plan a special limited edition model numbered 99 236 as currently in service, with authentic colouring and Epoch VI markings.

The massive model measures 550mm over buffers. All five driving wheelsets are powered by two powerful ball-bearing equipped Bühler motors, and the model is equipped with a dual protocol mfx/DCC decoder with many light and

sound functions, including headlights changing with the direction of travel, cab lighting, and separately switchable running gear engine lights. The whistle and bell can also be triggered by trackside reed switches, even in analogue mode. It comes with a smoke generator with exhaust synchronised to wheel rotation, plus cylinder steam. The superstructure has lots of applied details, with a fully equipped cab with doors that can be opened. A sheet of transfers with replicas of the signs applied for the special trips to mark the 65th birthday of the locomotive is included.

Autumn delivery is expected and advance ordering is essential.

Ref.26817 €1,990.00.

www.lgb.de

Alco RS-3 new from American Z Line

American Z Line (AZL) is excited to announce a new body style in the form of the Alco RS3 diesel locomotive.

The model features a 7.5mm coreless motor, dual flywheels, traction tyres, built in pilot, directionally controlled LED lights, and body mounted couplers (with the coupler box screwed in place).

The first release will be Northern Pacific. Prototype details include a phase III body, corner stacked number boards, nose mounted bell, three-chime air horn mounted on the cab roof, crosswise exhaust, 1,400 gallon fuel tank, and Alco AAR trucks. Three road numbers are offered – #859, #861, and #862.

<http://ztrackdistribution.com>



New French loco shed kit from Cités Miniatures



Over the past few months, several new products have been added to the Cités Miniatures range.

Among them is a brand new model of a two track saw-tooth roof loco shed which was strongly inspired by the La Chapelle workshops in Paris, but also by other similar works, such as the railcar workshops in Nevers, for example.

Note that the building was designed from the outset with electrically operated doors.

Due to its very standard architecture, by simply changing the ends, the kit could be adapted for other purposes, railway or industrial.

The HO version is four sections long; the N has seven as standard, but the kit can be supplied with the walls cut back to five or six modules at no extra cost.

There are also some new industrial doors and window frames:

- four-leaf metal rail doors (HO).
- shed windows / skylights with 2 x 9 panes (HO and N).
- shed windows (2 x 7 panes) (N) (already available in HO).



– standard size windows (11 x 22mm) with south-west style wooden shutters (two rows of louvres instead of only one) (HO).

Cités Miniatures

145, Avenue Henri Ginoux,
F-92120 Montrouge, France.
www.cites-miniatures.com

Halling re-issue Sóller trams in HO

The 3' gauge Ferrocarril de Sóller has been operating from Palma to Sóller since 1912. In the early days, the railway was mainly used to transport agricultural goods from Sóller, especially oranges, but unsurprisingly now tourist transport is the main role.

At the same time as the construction of the railway from Palma to Sóller, construction began on the 5km connection planned from Sóller to Port de Sóller. The Tramvia de Sóller was electrified from the start at 600 volts DC via overhead line. It owes its existence to a law on the construction of small railways in

Spain, which only provided subsidies if a line was longer than 30km. Since the route length from Palma to Sóller was only 27km, it was decided to build the tramway an extension to bring the total route over the limit. For this reason, the tramway had the same gauge and wheelset dimensions as the main line.

All the power cars and trailers are bi-directional, but the doors can only be opened on one side.

The new Halling models of the Tramvia de Sóller cars are based on numbers 20 to 24, which were acquired from Lisbon and adapted to local conditions.



Many of the small details of the prototypes, such as the different doors, have been lovingly reproduced. Replicating the barrel roof would unfortunately have been too complex for a small series model, and so the roof of the Lisbon model was used.

The models are offered fully equipped in two versions, with four different numbers. For all those who want all four numbers, there is a package deal!

The first edition of these models was many years ago and sold out quickly.

The re-release is also a small production run, so if you are interested do not wait too long to order!

Singly powered models cost €179.00 and static models €145.00. The sets of four are €685.00 and €555.00 respectively.

Ferro-Train

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Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at

New decoder from SoundTraxx

SoundTraxx have a new product, the Tsunami2 Plug And Play Eight Function Decoder (TSU-PNP8, US\$115.95).

The TSU-PNP8 is a universal factory board replacement sound decoder suitable for use in many manufacturer's diesel models, such as those made by Atlas, Athearn, Bowser, Kato, and InterMountain Models. It is suitable for a wide variety of HO and S scale models.

It includes a connector to allow a CurrentKeeper to be added easily to maintain performance over dirty track and switches.

Two additional function outputs have been added to the existing TSU2-PNP design using the same lighting circuit and processor pins added for FX7 and FX8. Lighting outputs are compatible with 12-14V bulbs, 1.5V bulbs, or LEDs with external resistors.

The TSU-PNP8 also features functioning locomotive brakes, train brakes, and more than two million sound combinations. There is a large choice of selectable sound effects including prime movers (up to 12), bells (12), air horns (40+), and more!



Tsunami2 decoders are equipped with a 32-bit processor that provides enough power to support 28 functions, 16 polyphonic sound channels, 50 individual sounds, and more than 20 lighting effects.

As well as high quality sound, these decoders offer precision motor control,

brilliant lighting effects, and the first Reactive Diesel Dynamic Digital Exhaust for more authentic operation.

SoundTraxx digital sound decoders follow NMRA Standards and Recommended Practices. They are designed and manufactured in Durango, Colorado. www.soundtraxx.com

New book on German freight

Garth Ponsonby writes:

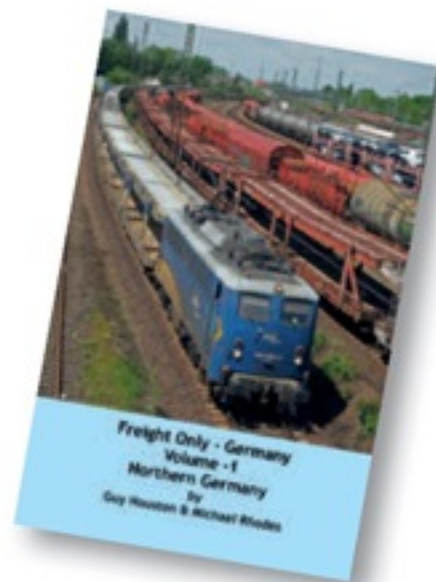
"I would like to bring to your notice a new book in English about German railways. It is called *Freight Only – Germany*, and is stated to be Volume One.

It is described as "a detailed guide to railway freight traffic in northern Germany, concentrating on the popular and accessible 'hotspots' around Hamburg, Bremen, and Hannover. The book contains over 30 pages of tables with sample freight timetables as well as details of the major marshalling yards at Maschen, Osnabrück, and Seelze".

The authors are Guy Houston and Michael Rhodes. Guy spent over nine years working in Germany, and says he has never seen anything similar there – otherwise he would just have purchased it and saved himself the trouble!

The purpose of the book is to explain to both novices and experts where and when freight trains operate in northern Germany. The authors have created lots of timetables for various busy locations, and these are broken down by type of traffic. There is also lots of narrative and photographs – the aim is to help people identify the trains.

The book (ISBN 978 1 714 92229 1) is available in print, 114 pages, 230mm x 150mm, with a flexible high-gloss cover (£17.99) and also as a PDF to download (£8.99). Guy recommends the book over



the PDF as the photos, text, and tables work better over two pages side by side.

It can be ordered from:

<https://www.blurb.co.uk/b/10124565-freight-only-germany>

There is a preview of the pages, with some available to view, including tables and illustrations. This gives an excellent idea of the whole thing.

If it is successful, there may well be another volume – the initial purpose is to find out what interest there might be.

There are not many books in English covering the more technical operating aspects of German railways, so this venture is very much to be encouraged in my view."

New issue of AJRM

We were delighted to receive a new issue (No.13) of the *Australian Journal of Railway Modelling* (ISSN 1326-2742) edited by Stephen Ottaway.

The format is unchanged (275mm x 210mm, 52pp, A\$15.00) and the quality is as high as always. The magazine has the byline 'Capturing the essence of the railways', and achieves this with carefully observed prototype background information and high quality modelling.

The focus of attention is New South Wales, and while dealing with specific examples, some of the techniques would be more widely applicable.

The lead article (8 pages) is an account by Peter Hearsum of his HO layout Burrowa, a country branch terminus in the south of NSW, with all elements very carefully observed and modelled. At 9m long it is a good size but not huge, and has a wonderful feeling of space – as well as looking suitably parched!

Other features include: trucking yards (for livestock) in NSW (12 pages); platform scales (3 pages); a service stand for rail trikes (3 pages); modelling rivets, using various methods and materials (5 pages); manual point operation, adapting proprietary switches (2 pages); painting the wonderfully detailed Andlan 3D-printed figures (very timely as we currently have samples to review!)(4 pages); cleaning loco wheels the easy way, by fitting a power connector adapted from a decoder socket (2 pages); modelling uses for non-slip mats (1 page); and preserving a record of your layout for posterity – beyond having it featured in a magazine, of course (2 pages).

As can be seen, the subjects are varied, but all the work shown here is not only of a high standard but also



presented in a way that is encouraging.

The Point of View column compares the editor's experience of visiting a specialist exhibition in the UK with the typical Australian event, while the Editorial comments on the corona virus situation – a sober reminder that this is world-wide and long lasting.

The magazine is supported by five pages of advertisements from specialist suppliers catering mainly for the local market.

Anyone who appreciates quality modelling, well presented, whatever the prototype, should find something of interest here, while for those interested in New South Wales it is essential reading.

Given the occasional appearance of the magazine, subscriptions are no longer offered but the next issue – whenever it happens – can be pre-ordered, with the incentive of free postage (within Australia).

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• Luxor Sugar Cane Valley

An agricultural line on the fertile flood plain of the Nile – Samuël de Zutter and Valentijn van der Haegen chose an unusual theme for their Oe exhibition layout.

• Sankt Joseph

Davide Raseni completes the account of his Austrian HO/HOe layout which combines a narrow gauge branch and an interchange with the standard gauge.

• Polish builders

Peter Kornicki explains how he was motivated to model some village structures with a family connection.

• Timber transport

The third and final part of Peter Marriott's series shows how he created a small loading scene in HO making use of proprietary items and natural materials.

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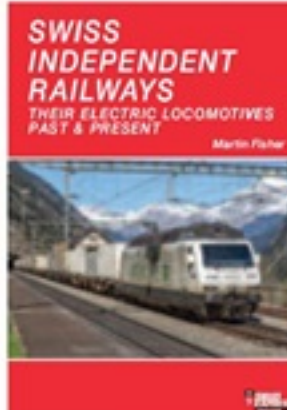
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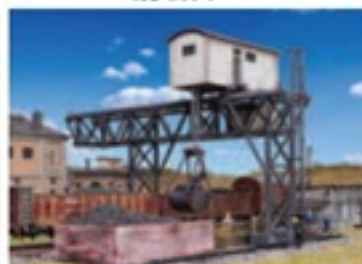
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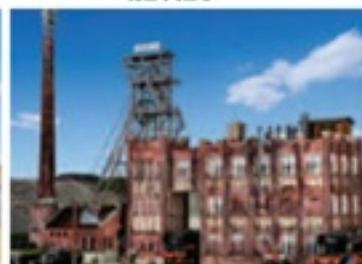
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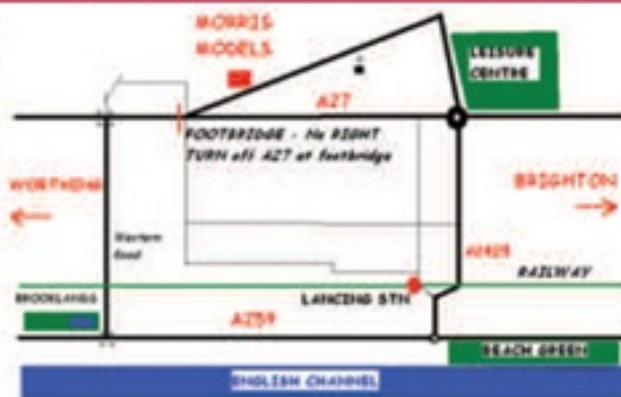
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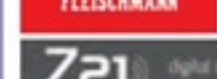
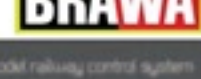
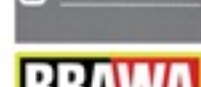
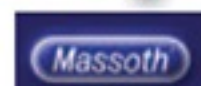


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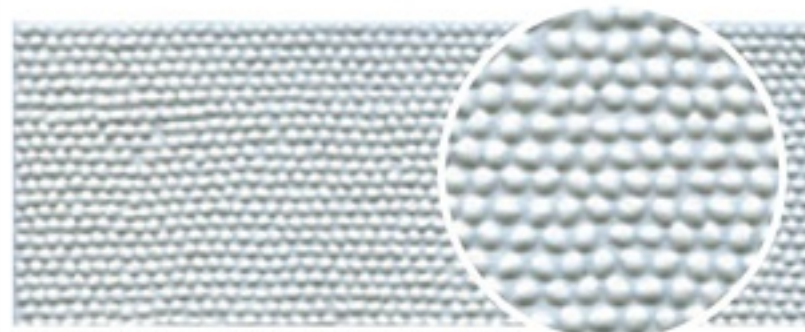
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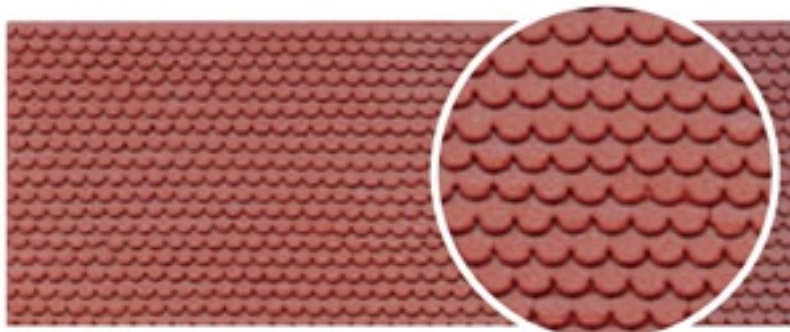
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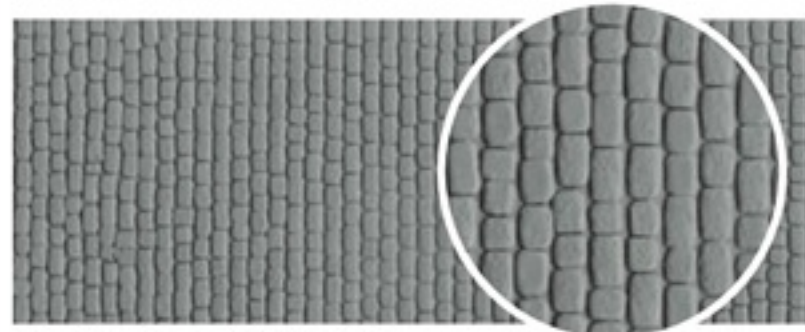
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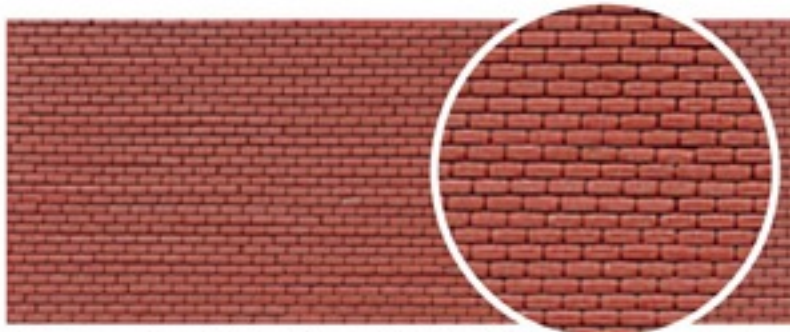
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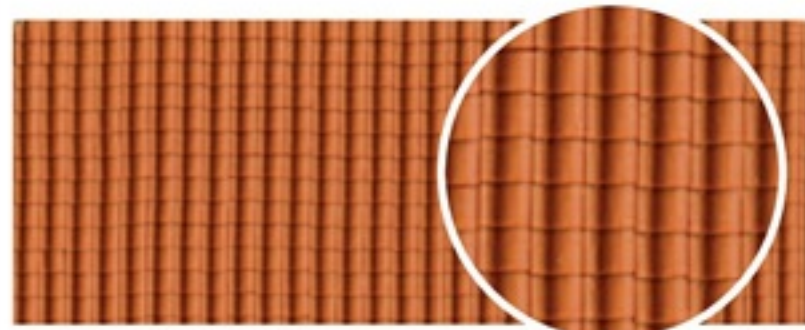
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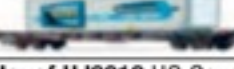
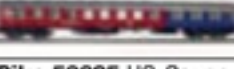
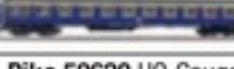
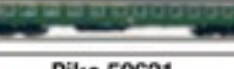
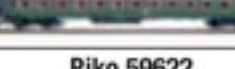
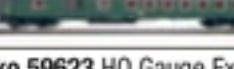
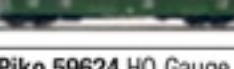
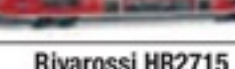
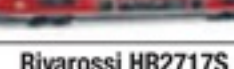
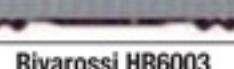
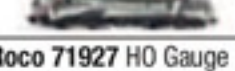
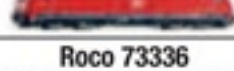
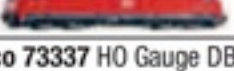
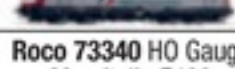
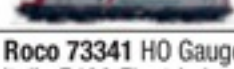
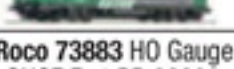
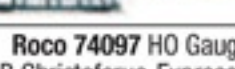
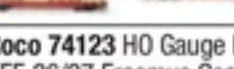
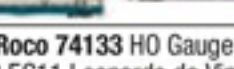
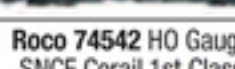
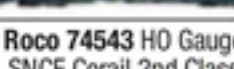
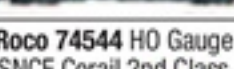
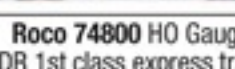
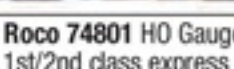
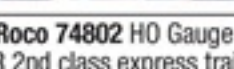
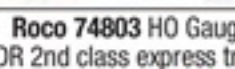
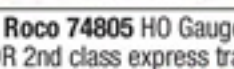
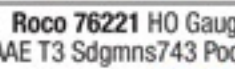
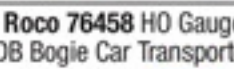
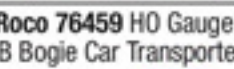
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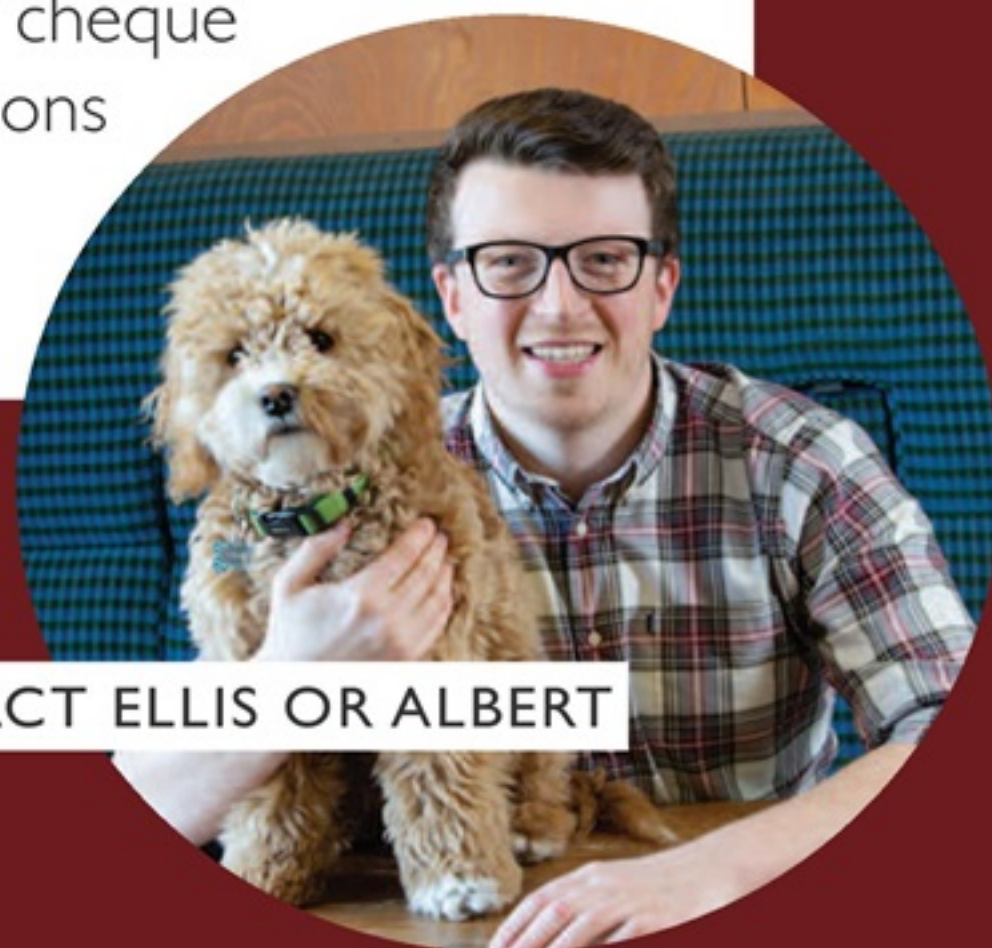
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MM014

25 Piece Essentials Tool Set



This fantastic set contains all the essential tools needed to get started with plastic model kit making and model railway projects, whilst also being ideal for small DIY tasks or repair jobs. The set is supplied in a robust aluminium case which both protects the tools and keeps them organised ready for the next use.



Set includes:

- Snipe nose pliers • Side cutter • No. 1 knife • No. 5 knife
- 2 x No. 11 blades • 2 x No. 18 blades • Saw blade • Flat diamond file
- Bent nose tweezers • Sharpening / Sanding block
- 5 x Sanding sheets (120 grit) • A5 cutting mat • Watchmakers AWL
- 3 x Watchmakers Phillips screwdrivers (No. 00, 0, 1)
- 3 x Watchmakers Slotted screwdrivers (No. 1.0, 1.8, 3.0)

Also available in our **MODELMAKER** range:

MM01

Helping Hands
& Magnifier



MM013

LED Head Magnifier with 5 lenses



MM017

Low Temperature
Glue Gun



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Roco



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ROCO - Your full range supplier

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60

ROCO has been your loyal partner in the world of model trains for more than 60 years! Our railway models are available in the H0 and H0e track gauges, no matter whether you are interested in historical steam locomotives or modern multiple unit trains. Of course ROCO also offers everything that goes along with your model trains. Our innovative Z21 controls enable a classic operation with a hand control unit or via a smartphone or tablet. The ROCO Line track system offers a wide and diverse range of options to design your setup.

H0: Steam locomotive class 58, DB



Item Nr.: 71922

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- Anniversary model - „60 years of Roco“
- Unique edition in special packaging and classic design

The **Z21** -System



H0e: Steam locomotive Mh.4, NÖVOG



Item Nr.: 33272

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Item Nr.: 33273

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- Precise realization of the Mh.4 in the current operating state
- Model with colour-contrasted boiler rings

If you would like to find more about our Z21-Systems, then please visit our website: www.Z21.eu



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ROCO products are available from your local model shop, or in case of difficulty, direct from www.gaugemaster.com

www.rococo.cc
www.Z21.eu