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VOLUME 42

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Swiss HOm

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102 GP9 Union Pacific £68.00

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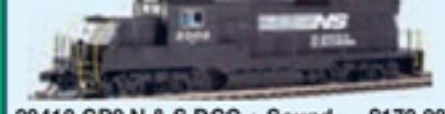


2503 GP15 CSX £69.00

2500 GP15 BNSF £69.00

9232 Western Pacific SW1 £90.00

9457 F40 Caltrain (DCC ready) £125.00



20410 GP9 N & S DCC + Sound £170.00



9713 SD60 Burlington Northern £138.00

9716 BNSF SD60 £138.00



10353 SD50 CSX DCC ready £138.00

10361 SD50 Union Pacific £138.00



9936 F7 Burlington Northern £138.00

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1482 Denver, Rio Grande £26.00

1756 Union Pacific £26.00

1753 Burlington Northern £27.50

Caboose

1520 BNSF £24.00

1502 Union Pacific £24.00

Flats

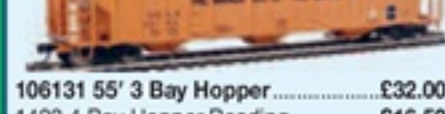
104511 ACL 50' Pulpwood £21.50

104505 MP 50' Pulpwood Flat £21.50



1463 Flat Car TTX £17.50

Hoppers



106131 55' 3 Bay Hopper £32.00

1422 4 Bay Hopper Reading £16.50

1655 Offset Hopper N & W £17.50

Tanks

1441 Br. Columbia Railway £17.50

1447 Norfolk & Southern £17.50

1124 Union '76' 3 dome £22.50

1442 Cooks Paints £17.00

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Box Cars



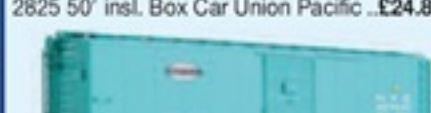
40168 40' Wood Box Car £27.70

2823 50' Southern £23.99

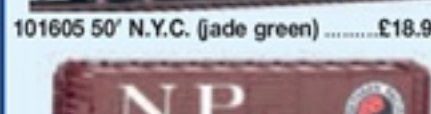


2318 50' Santa Fe 'Shock Control' £23.95

2825 50' insl. Box Car Union Pacific £24.80

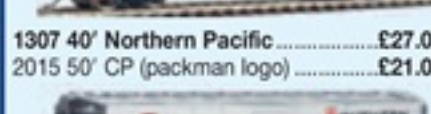


101605 50' N.Y.C. (jade green) £18.90



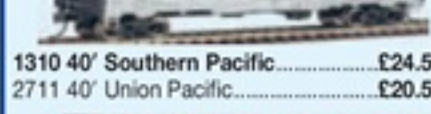
1307 40' Northern Pacific £27.00

2015 50' CP (packman logo) £21.00



1310 40' Southern Pacific £24.50

2711 40' Union Pacific £20.50

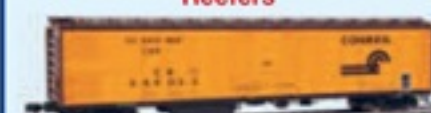


2817 50' Great Northern Box Car £24.95

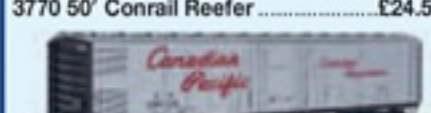


1163 40' Box Car Great Northern £27.50

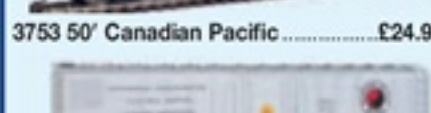
Reefers



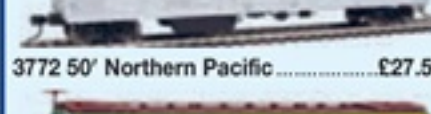
3770 50' Conrail Reefer £24.50



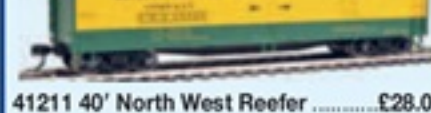
3753 50' Canadian Pacific £24.95



3772 50' Northern Pacific £27.50



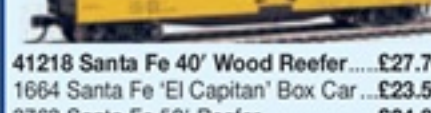
41211 40' North West Reefer £28.00



41218 Santa Fe 40' Wood Reefer £27.70

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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BR4433 Pennsylvania K4 (1936) £550.00



51404 C & O 4-6-0 DDC and Sound £355.00



B50708 Union Pacific 0-6-0 £138.00

St2824 DS-4-4-1000 B & O £125.00



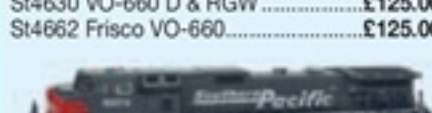
B51610 0-6-0 Baldwin Loco Works £130.00



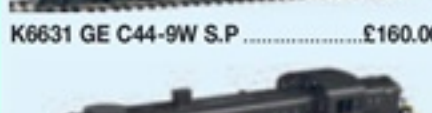
B66702 E7 Union Pacific £165.00

St4630 VO-660 D & RGW £125.00

St4662 Frisco VO-660 £125.00



K6631 GE C44-9W S.P. £160.00



A3028 Pennsy RS3 (DDC ready) £150.00

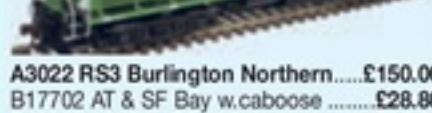


A3022 RS3 Burlington Northern £150.00

B17702 AT & SF Bay w.caboose £28.80

B17725 36' D & RGW Caboose £20.00

BW41642 X32 Box Car Virginian £23.50



BW41650 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

B17947 50' Tropicana Reefer £25.95

CC19304 3 Bay Hopper Southern £18.25

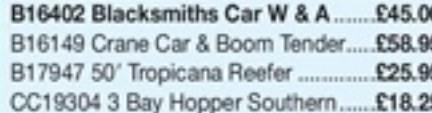
CC523 3 Bay Hopper BNSF £18.25

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 £42.45 whilst stocks last!

A6902 Island Platform x 2 £35.95

MTH9097 Gate Tower BU £29.70

L612888 Railroad Crossing Kit £49.95



DPM951 Heier Kite Co. £58.40



Lattice Footbridge £26.95



B33165 12 Seated People £16.50

B45978 Water Tower £25.70

AMB494 Dry goods store (laser cut wood) £46.20

A6916 Steel Water Tower £44.10

B45979 Coaling Tower £31.20

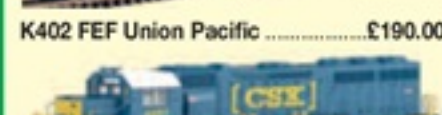


Broadway 4824 EMD F3 A/B Southern Pacific (S & DCC) £395.00

American N Gauge post & packing £3.99

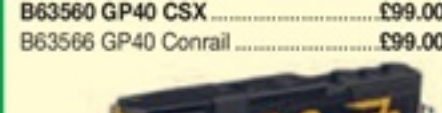


K402 FEF Union Pacific £190.00



B63560 GP40 CSX £99.00

B63566 GP40 Conrail £99.00



A3754 GP30 D & RG £120.00



A3640 L & N VO-1000 £100.00

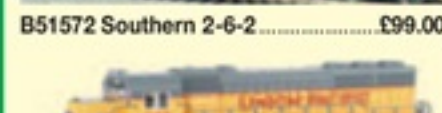
A2896 S2 Baltimore and Ohio £108.95



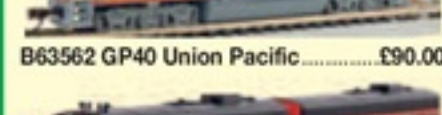
B51572 Southern 2-6-2 £99.00



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

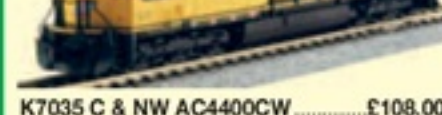
K EMD FP7 A Milwaukee Road £100.00



A2676 GTW 40' Reefer £23.90

B71052 SF 50' Box Car £19.95

40' Wood Reefer 'Multibestos' £28.50



B17857 Clark Tank £18.90

IM6302 Shell Single Dome Tank £29.95

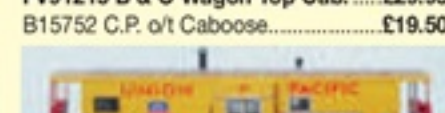


A3195 Tank 'Eastman Chemicals' £16.90

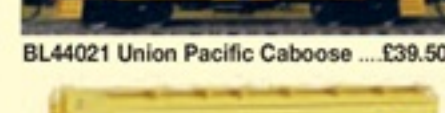


FV91215 B & O Wagon Top Cab. £29.95

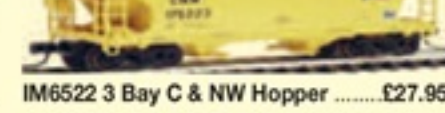
B15752 C.P. o/t Caboose £19.50



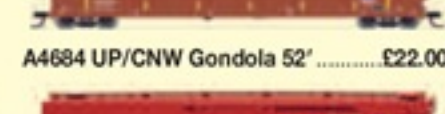
BL44021 Union Pacific Caboose £39.50



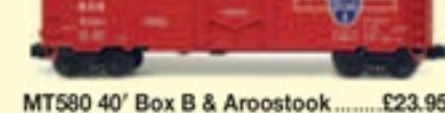
IM6522 3 Bay C & NW Hopper £27.95



A4684 UP/CNW Gondola 52' £22.00



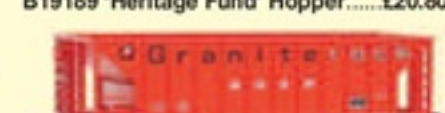
MT580 40' Box B & Aroostook £23.95



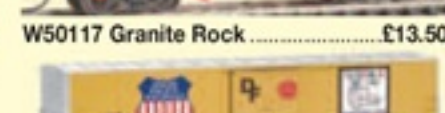
B19189 'Heritage Fund' Hopper £20.80



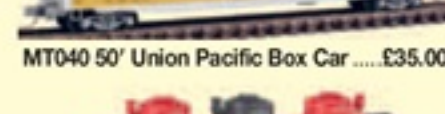
W50117 Granite Rock £13.50



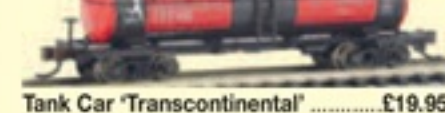
MT040 50' Union Pacific Box Car £35.00



Tank Car 'Transcontinental' £19.95



B17857 Clark Tank £18.90



IM6302 Shell Single Dome Tank £29.95



A3195 Tank 'Eastman Chemicals' £16.90



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

CAR SYSTEM

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



FAIRGROUND



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

TRIX



N and HO Scale Continental Specialists

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



A selection of other scales
useful to architects and
modellers are also included
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Useful scenic items and accessories
are also available, allowing you to add
the realism of street furniture and
clutter to your layout.

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



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

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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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.

KATO Rhätische Bahn Series

Coming February 2021

Bernina Express

New Logo



Photo by: Axel Bozier ©Rhätische Bahn

#10-1655 Rhaetische Bahn BERNINA EXPRESS with New Logo Basic Set (3 Car)

#10-1656 Rhaetische Bahn BERNINA EXPRESS with New Logo Add-on Set (4 Car)

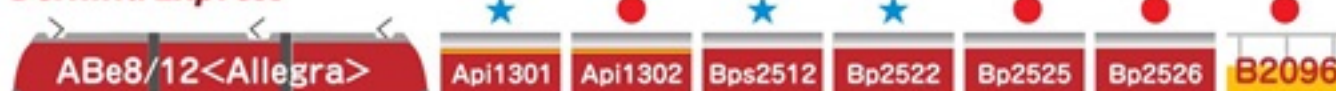
Introducing a new set in post-2018 colours including an Open Panorama Passenger Coach!

- This new livery depicts the 35008 formation
- Interior lighting available separately
- The bodyside lettering is in both German (right side) and Italian (left side) when the seats are facing forward
- Minimum Radius R150
- Close couplers on all coaches
- Includes 2 x 'Bernina Express' destination boards

Photo by: Axel Bozier ©Rhätische Bahn

Consist

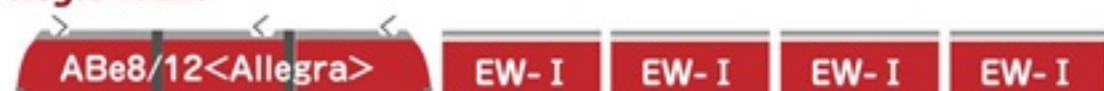
Bernina Express



★ **#10-1655** Basic Set (3 Car)

● **#10-1656** Add-on Set (4 Car)

Regio Train



Extra Train



Open Panorama Passenger Car



Photo by: Axel Bozier ©Rhätische Bahn

#5253 Rhaetische Bahn Open Panorama Passenger Car B2097

A model of passenger coach B2097

- Bodyside lettering is in German (right side) and Swiss Romansh (left side) when the seats are facing forward
- Minimum Radius R150
- Close and Standard couplings supplied

Passenger figures



#24-224

6 Figures
in Clamshell Blister

ABe 8/12 Allegra



#10-1273 Rhaetische Bahn ABe8/12 "Allegra" 3-Car Set

Featuring set 3508, named 'Richard Coray'

Re-run

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SL-8300 Code 83 Flexible Track

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NEW Code 83 #6 Unifrog Turnouts

SL-U8362 Code 83 #6 Left Hand Turnout



UNIFROG



UNIFROG

SL-U8361 Code 83 #6 Right Hand Turnout



ALSO ARRIVING SOON...

NEW Code 70 #6 Right and Left Hand Unifrog Turnouts

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DRG Ferryboat refrigerated wagon

**TT
Scale**



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ARNOLD

HN9722

DRG, 2-axle ferryboat refrigerated wagon
Gfhks, "English & Dutch Meat Company" livery,
period II

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Other model variants available

SNCF Diesel Locomotive BB 566455



Jouef

HJ2376 / HJ2376S

SNCF, diesel locomotive BB 566455 in blue/
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FS Electric locomotive E402B



Rivarossi

HR2767 / HJ2767D

FS, electric locomotive E402B, livery in original
state, period V

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RENFE/SNCF Tren Talgo "Elipsos"



Electrotren

E3284

RENFE/SNCF, Tren Hotel Talgo "Elipsos", set of 6
coches, period V-IV

£ 174,99

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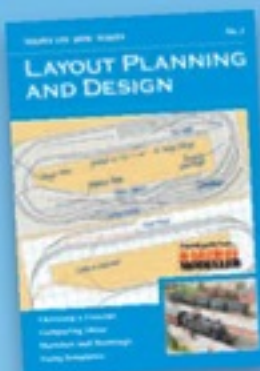
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CONTINENTAL MODELLER

November 2020

Volume 42

Number 11

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RAILWAY MODELLER

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

NOVEMBER 2020



Cover

To update his 1913 period model of Neuburg on the metre gauge Rhätische Bahn to 2013, Jim Finlayson built a parallel second layout, with the latest stock including Allegra units.

Photo: Rebecca Flynn

Not the NEC!

We would normally have used this column in the November issue to draw attention to the show organised by the Warley club at the National Exhibition Centre and highlight the considerable number of overseas prototype layouts that should appeal particularly to our readers, often with several being brought from the continent specially for the event. As well as listing all the attractions, we would have had some complementary articles in the magazine.

Not this year, of course. Like so many other events, large and small, in our hobby and beyond, such a gathering is not practical under current conditions – and, it seems, with the threat of a 'second spike' just as some restrictions were being eased – may not be for some time to come, not least due to uncertainty: exhibitions require a lot of advance planning.

Swiss Railways Society – 40th anniversary

We congratulate the Swiss Railways Society on its 40th anniversary.

One particular focus of the Warley show this year would have been a significant section devoted to Swiss layouts as part of the celebrations, and we had planned a feature to mark the anniversary by concentrating on the layouts that would have been present.

It is now intended to present the same collection (as far as possible) at the Warley show next year, so we decided to hold that coverage and instead compile a suitable feature from our 'archive' with a look at some notable Swiss layouts in a representative range of scales and gauges. Making the selection proved quite a challenge, due to the volume of material available! Swiss railways have long been a major element of continental modelling, and our content. Our Swiss Special (still available) could easily have been twice the size, and indeed is among the candidates for a second volume at some stage.

We did, however, decide to go ahead with the article about the layout that was planned as our Railway of the Month, *Neuburg 2013*.

Our thanks to modeller Jim Finlayson and photographer Rebecca Flynn for undertaking a photographic session under social distancing conditions to make this possible – indeed their collective determination to proceed considerably influenced our decision.

Those who model Swiss railways are well served with commercial models, in various scales and gauges, from major manufacturers through to smaller specialists, some generally available, others exclusively for the Swiss market and either little known or hard to find – this is just one area where membership of the society is an advantage.

Appropriately, several new Swiss models are reviewed in this issue. We would like to claim this was good planning, but it is more matter of good fortune!

The delivery of products has been affected by the virus situation worldwide, and many new items have been delayed, but this month we have quite a bumper crop.

Whether this will continue is another question. We are aware that a number of significant new recent releases from major European manufacturers do not seem to have been generally available through UK outlets. Even 'mainstream' products are now being made in limited quantities, in response to advance publicity soliciting pre-orders (from distributors, retailers, and customers) and only just enough are produced: there is no need for reviews to encourage sales of specific models if the batch is pre-sold – and in some cases over-sold. It does not make economic sense to generate demand which cannot be satisfied.

Further, it appears that the UK is regarded by some of those manufacturers as a minor market – despite the clear evidence of much interest here in overseas railways, in the form of so many specialist interest groups such as the Swiss Railways Society, and indeed the existence of CM.

3a

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Mike Roualle describes his new Austrian HO & HOe layout, set in a location which could have had rail connections involving a junction on a secondary standard gauge route and a connection to a narrow gauge branch line.

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730 SWISS RAILWAYS SOCIETY – 40th ANNIVERSARY
 Martin Fisher, current Secretary, marks a major anniversary. An 'exhibition within an exhibition' was planned for the Warley show at the NEC in November, but the corona virus situation has made this impractical: instead, it should take place next year.

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752 KALKA – SHIMLA – 2
 Ranjeev C.Dubey continues the guided tour of his room-filling HOe layout which reproduces several sections of this famous narrow gauge hill railway. This time: Dharampur loops and Dharampur station.

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Jim Finlayson describes the second stage of his Swiss metre gauge exhibition layout project.

Photographs by Rebecca Flynn.

Neuburg – 2013



A wayside station on the Rhätische Bahn brought up to date

The *Neuburg* project is unusual. My aim was to create two working layouts depicting the same location but separated by a hundred years, a bit of imaginary time travel! Each layout is self-contained, and the years depicted are 1913 and 2013. Throughout the design and build process the theme has been "the same but different", seeking to show changes over time, some quite stark and others quite subtle.

For me a large part of the pleasure in the project for me has been researching the history of the Rhätische Bahn (RhB), the Albula valley, and the social history significantly influenced by the railway.

The location is completely fictional, but the layouts incorporate individual buildings and features based on prototypes in the region and changes based on developments which have occurred over time.

The 1913 version was built first – logically – and was featured in the CM Swiss Special in November 2018.

The story

Somewhere in the Grisons region of Switzerland might have been the small village of Neuburg with its station on the RhB. It is a classic three platform station which initially had a locomotive servicing facility.

Below
Ge6/6^{II} No.706 St.Moritz
pulling a mixed freight
through as the westbound
passenger service waits.





Above
The station from the west,
with the cement transfer
facility in the foreground.

A large part of the economy has been driven by tourism with visitors to the nearby Grand Hotel using the station. To attract the English crowd, the 1913 Bradshaw's Guide states "the hotel is surrounded by pine forest and has tennis courts, its own toboggan run and skating rink, along with tea parties". The hotel was amongst the first to offer guests the opportunity to see the Alps from a hot air balloon, but with the passage of time this has been replaced with helicopter charters. The area still enjoys two distinct tourist seasons, winter sports and summer walking.

Switzerland recognised that tourism could make a significant contribution to the economy of the alpine region and many initiatives were undertaken to attract high end tourists. The RhB in co-operation with two other railway companies introduced the *Glacier Express* in 1930. After the Second World War, the RhB continued to build on attracting high end tourism and purchased four luxurious Pullman cars which were surplus on the Montreux Oberland Bernois.

The advent of mass tourism has created some conflict between the desire to develop tourist services and the agricultural use of the valley floors (relatively flat) which remain important in food production, so there is congestion in specific locations but as is often the way in Switzerland, working compromises have been achieved.

The railway continues to work a substantial freight service and operates car transporters on some routes.

Recent development has seen the introduction of structured footpaths and adventure trails with scenic viewpoints to give greater access to the natural beauty of the area to tourists, linked to UNESCO world heritage status. Clearly the road network has been developed to meet modern traffic requirements, including the station access and parking, as well as further residential buildings for the local population, and an extension of the chapel.

The most obvious transformation on the railway was the introduction of electric traction and the associated overhead



Below
Passengers having alighted
from the Allegra unit
wait for their connections.



power infrastructure. The absence of naturally occurring coal in Switzerland prompted a rapid move from steam to electric traction as a result of the First World War when imported coal became very scarce. Electrification in this region, using hydro-electric power, was completed by 1922.

More recent changes have seen realignment of the track and construction of higher platforms with underpass access rather than allowing passengers to cross the tracks.

The old loco shed now houses the infrastructure support team and the turntable has been lost but a new siding added to allow access to a temporary cement silo which supports the expansion and upgrade of the hydro power plant. This allows bulk cement to be brought in by rail, held in the local silo, and transferred the short distance to the construction site by road.

The inspiration

If you are fortunate enough to travel in Switzerland, you cannot help but admire the scenic grandeur and be amazed by the way the railways are constructed – clinging to ledges, spanning chasms, and running through tunnels of all shapes

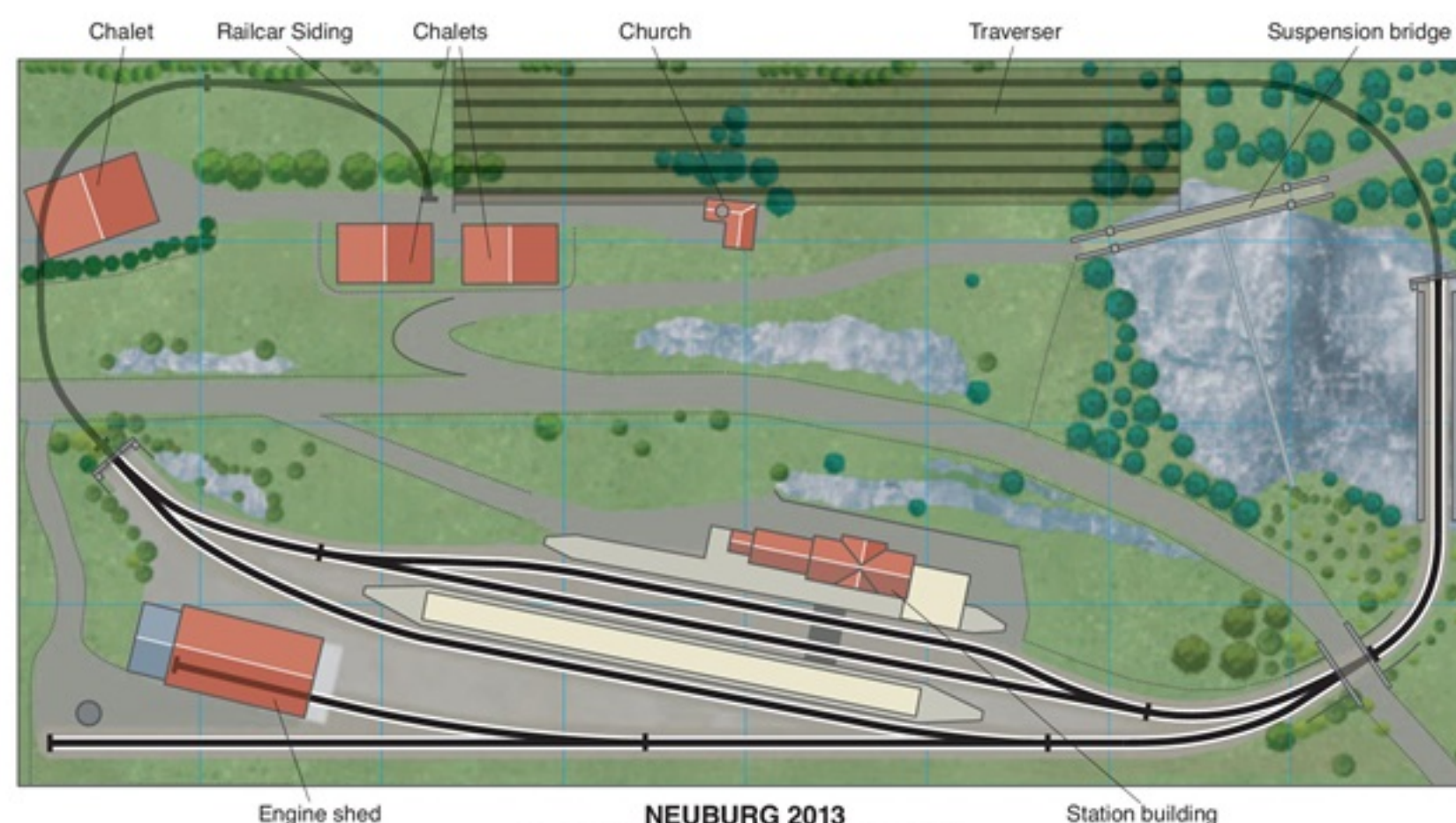
and sizes. In particular, these aspects of the RhB in the Grisons canton captured my attention. This interest was refined after visiting the Albula Museum and understanding some of the social and railway history of the area. I was also intrigued by the early steam motive power.

Another piece of the jigsaw giving me inspiration came from Miniatur Wunderland in Hamburg, but not the model railway – rather a series of dioramas depicting a section of the Berlin Wall. Each diorama, about a metre square, shows the same location with evolving events from the end of the war, through the building and demolition of the famous wall. It is almost like a three-dimensional stop frame.

From this evolved the idea of building layouts in a similar vein, depicting the same location in different time periods. It had to meet my own requirements, specifically, it had to be Swiss, scenic with a vertical component to the scenery, and it had allow me either to sit back and watch trains run or be more proactive in operating them. Each layout also had to be compact enough to allow me to build them with the level of detail I sought in a reasonable period of time, as well as being capable of transport for public display.

Above
The station, yard, and surrounding area in 2013.

Below
Ge4/4^{III} No646 in 'Buga' advertising livery with the *Classic Alpine Pullman Express* stock crosses a regional train as the Air Zermatt helicopter passes overhead.



NEUBURG 2013
Overall size: 8' x 4'. Each grid square: 1ft x 1ft.





In the broadest sense, choosing the years was always about the split between steam and electric traction and led to selecting 1913 for the first layout. This allowed the use of the widest variety of steam locomotives the RhB ever had. From that starting point, I selected 2013 as the period for the modern version as it shows the most dramatic changes and is conveniently advanced by one hundred years.

Although the location is fictional, it seeks to capture the feeling of the Grisons canton in the east of Switzerland. The RhB is essentially a single track main line with passing loops either where the topography allows or at intermediate stations.

The track plan for 1913 bears more than a passing resemblance to Bergün in 1903, with the loco facilities and turntable, along with passing loops to allow through traffic, and a modified headshunt to fit the layout dimensions.

2013 is based on the current Bergün configuration with the loco facility having become an infrastructure support depot and the turntable removed. The museum sidings have been omitted.

Baseboards

Baseboard construction uses traditional methods – a combination of 3" x 1" and 2" x 1" softwood with plywood facings and formers for the scenery. To achieve depth in the scenery there are two frames vertically separated, base and higher level, with the track being at the higher level.

Each layout splits into three sections for portability, each board having an open crate for transport to protect the model.

The track base is plywood and open plan to allow for scenic detail above and below track level.





Behind the viewing area there are significant differences between the layouts. After construction and wiring of the 2013 layout, a period of test running quickly identified that copying the 1913 fiddle yard was inadequate. Basically, most of the trains running on the 2013 layout are a lot longer than on 1913 and the fiddle yard was too short! This required a fairly major redesign at the back of the layout to incorporate a 1.2m long traverser, difficult as the baseboards are only 0.8m wide; the traverser has ended up being a separate

module spanning two boards and is located with three over-centre clips. The design had to allow the traverser to operate in the space below the scenery which made a practical limit of six roads.

For transport and storage, the detached traverser is rotated through 90° and stored in the space under the station on the centre baseboard.

As the fiddle yard in the 1913 layout and the traverser in the 2013 layout are behind and below the scenery, LED light-

Above
The old locomotive shed now serves as a store and workshop for the infrastructure support.

Above right
Looking down on the station from the new chalets on the hillside.

Left
Schöma-built Tm2/2 No.119 was scratchbuilt using a 3D-printed chassis and styrene bodywork cut on a Cricut Maker.

Above right
An area in the car park has been set aside for the community recycling bins.

Right
A good idea to have a family picnic while waiting for your train. Ge4/4^{II} No.623 also waits as a freight rolls through.

CONTINENTAL MODELLER





ing strips are installed under the hillside to let the operators see what is going on in the bowels of the earth.

The left board on each layout has four screw-on height adjustable legs and is self-supporting. To erect the layout, two trestles support the baseboard while the legs are fitted and adjusted to take account of any floor unevenness. This provides a support for the second and third boards which have two legs each.

The backscenes have evolved from experience of exhibiting 1913, starting as off-the-shelf commercial photographic scenes which were not completely typical through an interim self-printed but authentic Swiss scene which has now been



commercially printed onto signboard with some subtle editing between the two. Jet vapour trails and a hilltop radio/TV transmitter appear in 2013.

Curtains and lighting using SMD spots behind a pelmet complete the public presentation.

Scenery

A significant part of the visual effect of these layouts is the height of the scenery, which aims to be representative of the landscape of the region. Construction is by shaping aluminium mesh between plywood formers, covering the mesh with plaster bandage and finally a coloured plaster skim. Rock faces are a Heki foil product which is shaped over the



Right
The original building remains at the heart of the station despite the overhead catenary, full platforms, canopies, restaurant and bar, and even indoor toilets!

mesh and attached with a hot glue gun. It is then blended into the adjoining area with plaster. Some paint highlighting, real stone, and detailing produces a pleasing result, along with the Noch viaduct and tunnel mouths.

Significant changes to the landscape between the two models include the addition of a new hiking path with a pedestrian suspension bridge over the gorge, the pipeline associated with the hydro-electric plant, and new housing.

Below
The powerful Allegra units are beginning to take over from loco-hauled trains.



Trees are made by various techniques, pines by twisted wire with string and texture mounted on lengths of florist's bamboo, painted and textured to give the effect of a trunk. Others are wire armatures bound with florist's tape, the canopy created with teased felt and dressed with foliage.

Meadows are created with static grass blended to give tonal variation and sprinkled with a modicum of bright colour to create the meadow flower effect.

Roads, paths, and station yard are finely crushed stone in 1913 and a more refined representation of asphalt in 2013 using cork track underlay painted, detailed, and weathered.

Reference photographs have been invaluable in determining details such as fencing, rock fall protection, telegraph poles, etc., which are quite different between the periods and do have a different look to their British counterparts.

Buildings and ancillaries

All the buildings bar one (the 1913 chapel) are scratchbuilt based on prototypes. Since appearing in the CM Swiss Special the main station building in 1913 has been replaced with one more prototypical for the area and entirely 3D-printed. It takes Stug/Stuls as a basis as it is a typical RhB standard design. Google Street View allows a full view of the whole station complex, the front from a Google camera mounted on an RhB train and the rear from a walking camera on the Albula Adventure Trail.

Similarly, the 2013 loco shed, new chalets, and revised chapel have been printed but using appropriate materials. These have been interesting projects in themselves using real wood and stone filaments, as appropriate, to get natural texture and colour into the buildings.



Above
New housing has retained much of the chalet style of the traditional buildings. The vapour trails in the sky are another feature which illustrates the new date.

Accessories which add depth to the model are a variety of modified kits and scratchbuilt, 3D-printing being used quite extensively. Each has been chosen based on research and photographs. For example, the Model T Ford is midnight blue as, contrary to popular opinion, black only became an option in 1913! The Saurer brewery truck is based on a vehicle at the Saurer museum and is modified from a Jordan Mack truck kit. The Kuoni horse-drawn wagon is scratchbuilt based on a photograph from the history page of the Kuoni Transporte website and by 2013 has been replaced with a Mercedes Actros lorry in their current livery. Possibly my favourite vehicle is the 1913 dog cart for milk deliveries, but I cannot find reference to a modern equivalent and was

Below
Ge4/4^{II} No.623 Bonaduz passing under the ugly concrete bridge extension to carry the widened road.





tempted to add a tanker to the back of the post bus! The period hotel coaches are brass and whitemetal kits with detailing from Artitec and Weinert. In the modern period Herpa, Rietze, and Wiking provide the transport.

To construct the overhead catenary, Sommerfeldt products from their RhB range have been used along with their 'profi' overhead wire which is 0.5mm diameter. Once toned down from shiny copper to a dull brown, the finer diameter gives a very realistic impression. Once into the tunnels, the overhead wire is replaced with a section of rail held by gantries at about a 10° angle which allows the pantographs to be fully released at the rear of the layout.

The complexity of the overhead led me to 3D-print a number of height and width gauges to construct it as accurately as I could. In this respect, the steam era wins every time!

Above

Opening the area for tourists included bridging the gorge for the walking trail.

Below

Ancient and modern: Ge4/4^{III} No.646 and the Classic Alpine Pullman Express crossing the gorge.

Rolling stock

Almost all stock is proprietary, coming predominantly from Bemo, with some Ferro Suisse, STL, and D & R, but I have one scratchbuilt loco – and plans for more.

For the 1913 layout, all three types of steam loco which RhB used are represented: G3/4 (2-6-0T), G4/5 (2-8-0) and Mallets – G2/3+2/2 (2-4-4-0T) and G 2/2+3/2 (0-4-4-2T) along with a self-propelled rotary snowplough G2x3/3 (0-6-6-0).

Coaches and wagons are of the period; balcony coaches, both four-wheeled and bogie, baggage vans, and a variety of open and covered goods wagons with appropriate loads. The rolling stock had details added and is lightly weathered to contribute to the effect.

The 2013 layout is served by Ge4/4^I, 4/4^{II}, and 4/4^{III}, Ge/6^I (the famous Crocodiles) and 6/6^{II}, along with various tractors and the new 'Allegra' 8/12 multiple units.

Coaches and wagons are mainly modern bogie stock with some shorter intermodal container wagons and cement silo vehicles, again detailed and lightly weathered.

Just occasionally, a heritage train or the Bernina snowblower may escape from 1913 to 2013 for everyone's enjoyment.

Experience from exhibiting has shown that minimal handling of the stock is desirable, and a system of cassettes has been introduced for storage and transportation of complete trains. This not only minimises handling but significantly speeds up the process of set up and dismantling at exhibitions.



The process makes use of the traverser on 2013. A train is held on the first track of the traverser which is then drawn out from the layout. Hinged brackets are swung out from the baseboard adjacent to the traverser into which the cassette drops and is electrically connected with jack plugs. Once the traverser and cassette are aligned, the train is simply driven onto the cassette. A foam block is placed behind the train to secure it in position.

It is planned to add a similar feature to 1913 by way of creating an additional siding which would actually be a cassette.

Sixteen cassettes fit exactly into a Christmas tree storage box for transport.

Control and electrics

The layouts are DCC with locos using a variety of decoders fitted, either aftermarket or factory-fitted; a couple have sound. Control is by a Bachmann Dynamis Ultra and RocRail software running on small laptops. Each layout is completely electrically independent as they are usually exhibited on their own but share a single WiFi router that hosts a dedicated private network. This allows control either directly by the laptop, WiFi-enabled tablets, or other mobile devices.

The original Bachmann handsets remain useful as backup using their infra-red line-of-sight capability in the event of any WiFi problems. There are two IR receivers, one above the backscene and one at the back under the scenery of each layout so that coverage is maintained all round.

Each layout has a track power bus, with dropper wires at every rail join, and a separate accessory bus. All wiring passes through aircraft type plugs and sockets at the baseboard joins. Accessory control decoders are either ESU Switch Pilots or ServoPilots as I felt the guaranteed compatibility between these and the Bachmann Dynamis (which is rebadged from ESU) was one less complication to worry about.

The points in the public viewing area are operated by underboard servos but those out of sight by surface mounted Peco point motors.

The uncoupling ramps and loco shed doors are also servo operated and, on 2013, micro-switches control lighting effects associated with them.

Peco HOm track has been used throughout.

The turntable (also Peco) in 1913 has a Meccano motor and gearbox wired to the motor functions of a fixed loco decoder mounted under the baseboard. The lighting function from this decoder is used to control LED lights in the station, engine shed, chalet, and church. A separate accessory controller is used in 2013 as there are more lighting effects. The layouts also incorporate ambient sound and selectable sound effect clips, including the brass band, station bells, and announcements, using Bluetooth speakers under the station.

Conclusion and thanks

Building these layouts has been a challenging project, with several thousand miles covered, literally. Research into the period, the social history, and the features needed to capture the detail has been very interesting.

Constructing the layouts has also been a learning curve, being my first venture into DCC, and the use of servos, not to mention LED and SMD lighting, together with a range of materials and techniques I had read about but had no experience of using. I also developed CAD skills for 3D-printing.



I have received positive feedback from those who have seen the layouts, and I feel I have achieved most of the objectives.

I could not have done this without the unwavering support and encouragement from my family, and especially my wife Margery, who has accompanied me to Hamburg, Filisur, Bergün, Davos, St.Moritz, and all points in between while conducting research.

Membership of the Swiss Railway Society has also been very helpful, as has the Railway Museum Albula at Bergün – their bookshop and willingness to answer e-mails with obscure questions written in poor German were very helpful with details for 1913. Also thanks to the RhB for permitting me to use their copyright logos.

Particular thanks are due to Euan Mitchell and Barry Pinkerton, who have literally moved mountains for me and shared the operating sessions, Gerald Burnett in helping to put this article together, and to those organisations who invited me to exhibit.

Above
An Allegra on the viaduct
watched from the viewpoint
on the walking trail above.



Below
A rare wild brown bear finds
the new penstock in its way.

Josh Backhouse shows how he took a quintessentially British structure and adapted it for use on an American HO diorama.

Photographs by the author.

Freight depot

A novel re-purposing of a structure kit

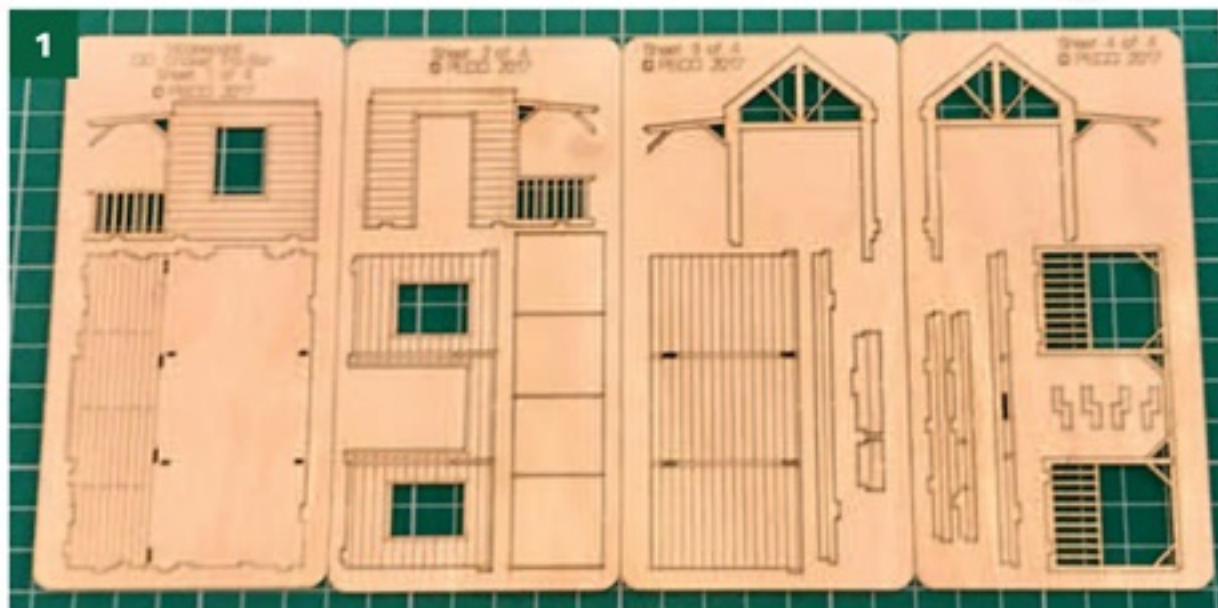
When I saw the Peco Model Scene 4mm scale kit for a cricket pavilion, it struck me that the laser-cut wooden structure could easily be turned into a western depot for a diorama I am currently making.



Step 1

Firstly, Vallejo Model Air 'White Grey' was diluted and applied to all the wall components. I just used water mixed 1:1 to thin out the paint. I made sure not to overload the brush and dabbed off any excessive amounts using a paper towel. Do not worry about any warping here – as long as you keep the parts on the frets whilst applying the light paint layers there will be very little to no warping.

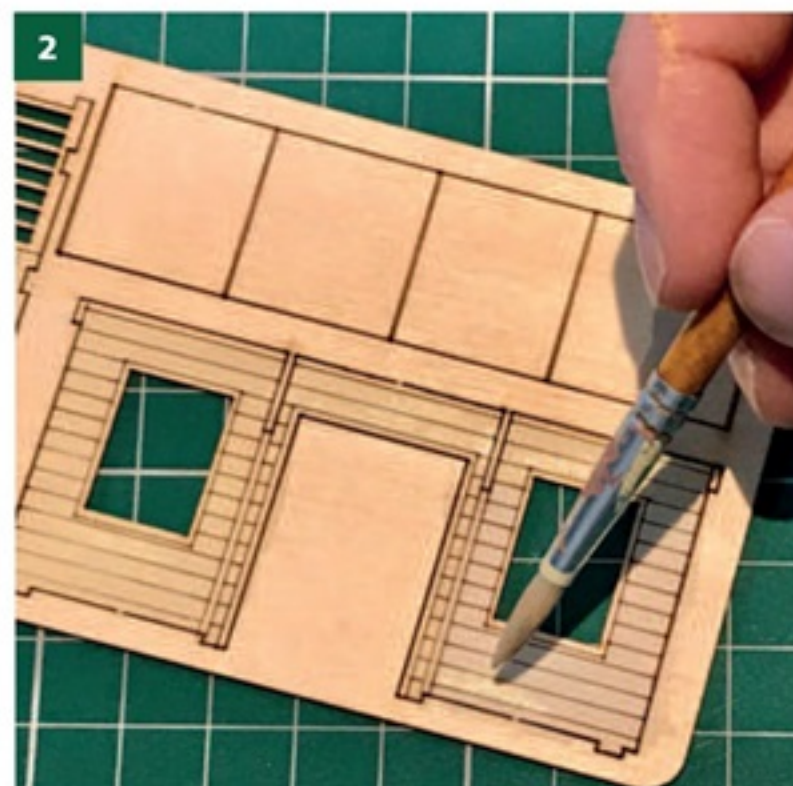
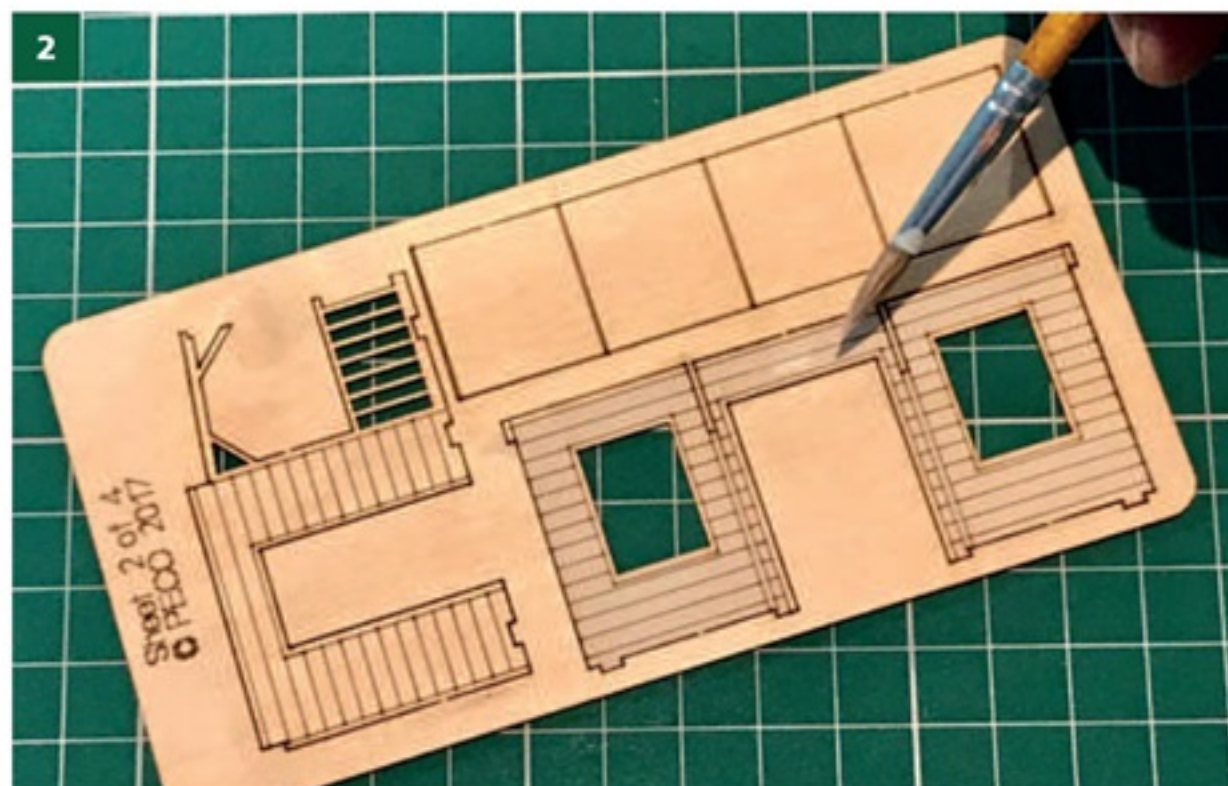
(Parts 6, 9, 10, 11)



Step 2

For the next layer, I mixed three different paints, again about 1:1. I used Vallejo 'Dark Flesh', Model Air 'White', and Model Air 'Light Gull Gray'. I diluted this mix slightly with water again. The aim was to try and achieve a light beige colour. Again, this was applied to all the main wall sections.

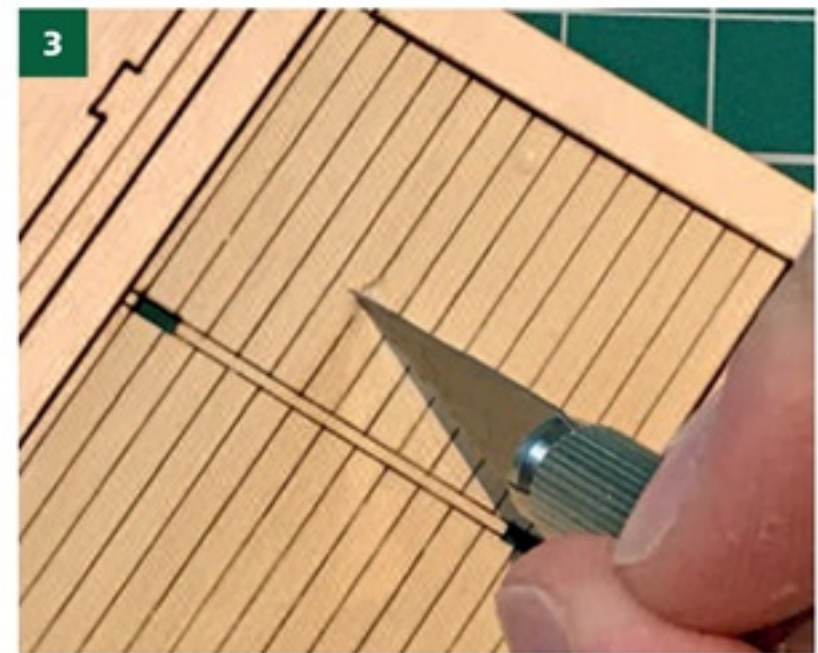
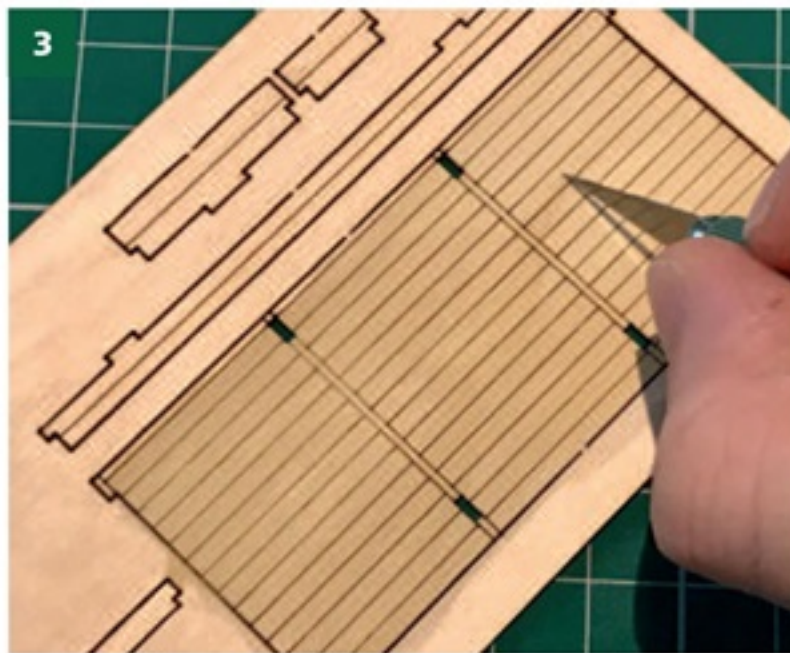
(Parts 6, 9, 10, 11)



Step 3

Next, I used a craft knife to lift up a few of the wooden boards to give the building a slightly older look. The best way to do this is to slice carefully down an individual board, making sure not to cut through the entire piece, and then slip the blade underneath and lift lightly. A fresh sharp blade is best for this.

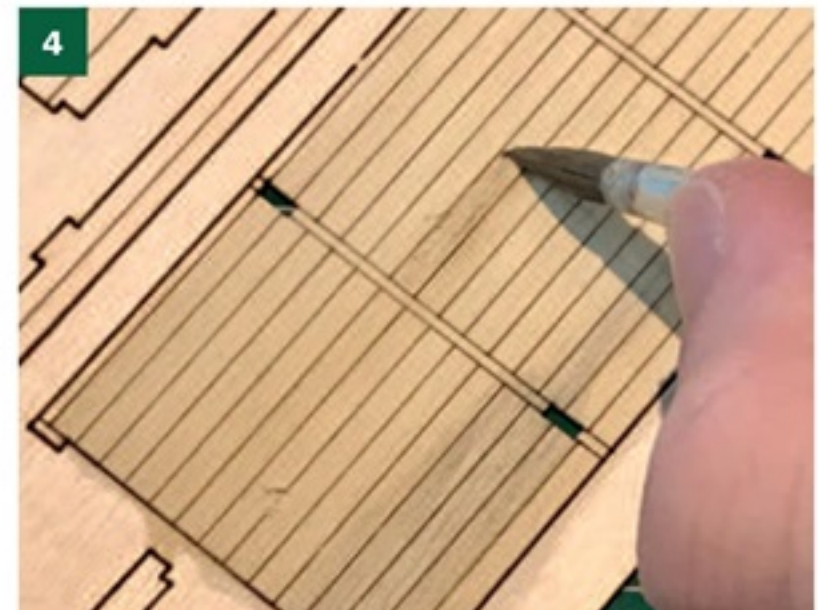
(Parts 6, 9, 10, 11)



Step 4

Using a heavily diluted mixture of Model Air 'Light Gull Gray' and 'Nato Black', I darkened up a few of the boards. I also used a mix of Vallejo 'Saddle Brown' and 'White', again diluted with water, for some further colour variations. Try not to introduce any patterns here, the aim is to apply at random.

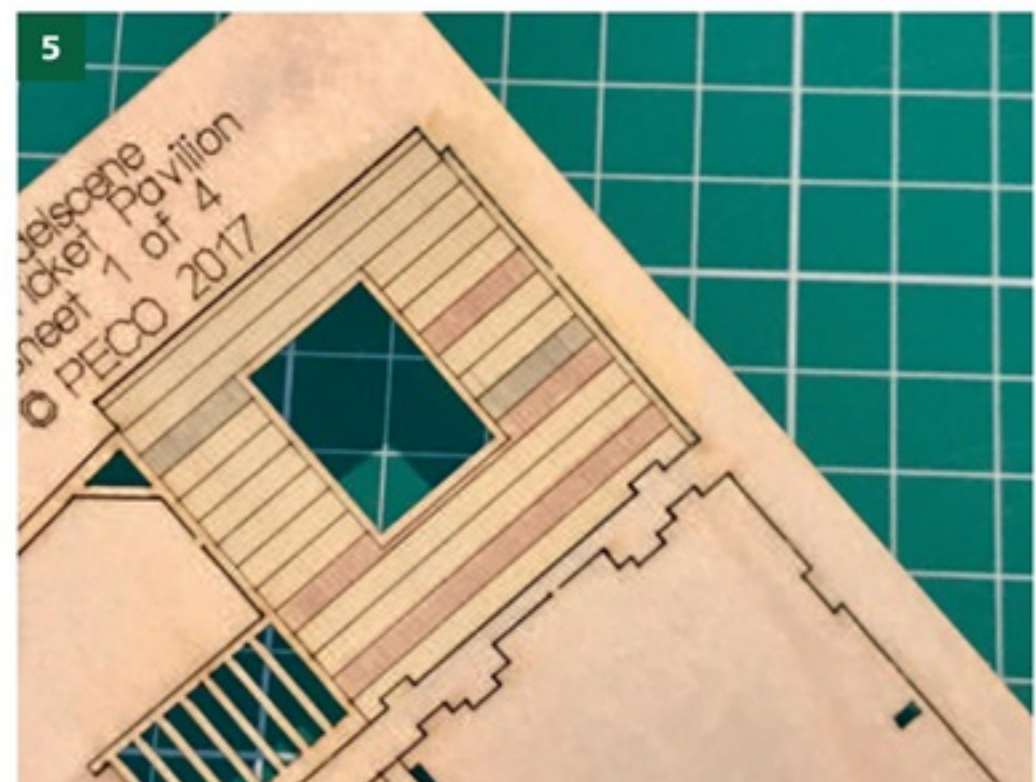
(Parts 6, 9, 10, 11)



Step 5

I used some 'Gamboge' craft paint, essentially a dirty orange colour, mixed with white to get a very light cream colour. Once again, this was diluted with water, this time at one part paint to two parts water. I applied this final coat of paint over all the wall sections to blend all the previous applications together.

(Parts 6, 9, 10, 11)



Step 6

To create what is essentially a stain for the foundation parts and main decking, I used Vallejo 'Oiled Earth Wash' mixed with some Vallejo 'Intermediate Green'.

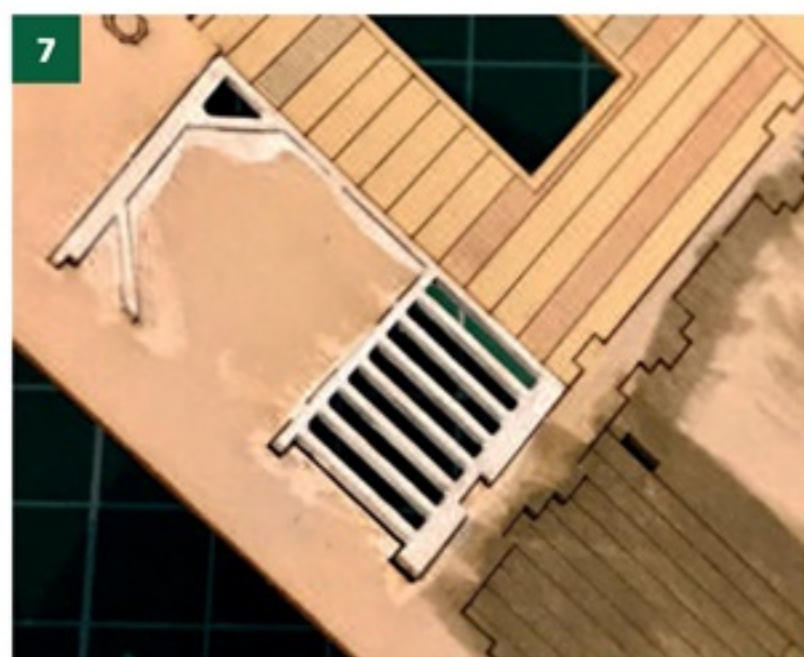
A tip here for section 1 on the instruction sheet (the main floor of the building) is to make sure you darken up all the edges. I used the foundation stain to do this. This ensures that no bare wood parts show through once you begin assembling the structure.

(Parts 1, 2, 3, 4, 5, 14, 15)

Step 7

Next, I applied Vallejo Model Air 'White' directly to all the railing sections. Make sure you get in between the posts!

(Parts 7, 8, 9, 10, 12)

**Step 8**

Lightening Vallejo 'Intermediate Green' with some Model Air 'White' I carefully painted all the wood siding. Note that some of the siding is hidden on the edges of the parts, making it difficult to paint whilst still on the frets, so it is a good idea to keep this colour mix handy for touching up these parts later on.

(Parts 6, 9, 10, 11)

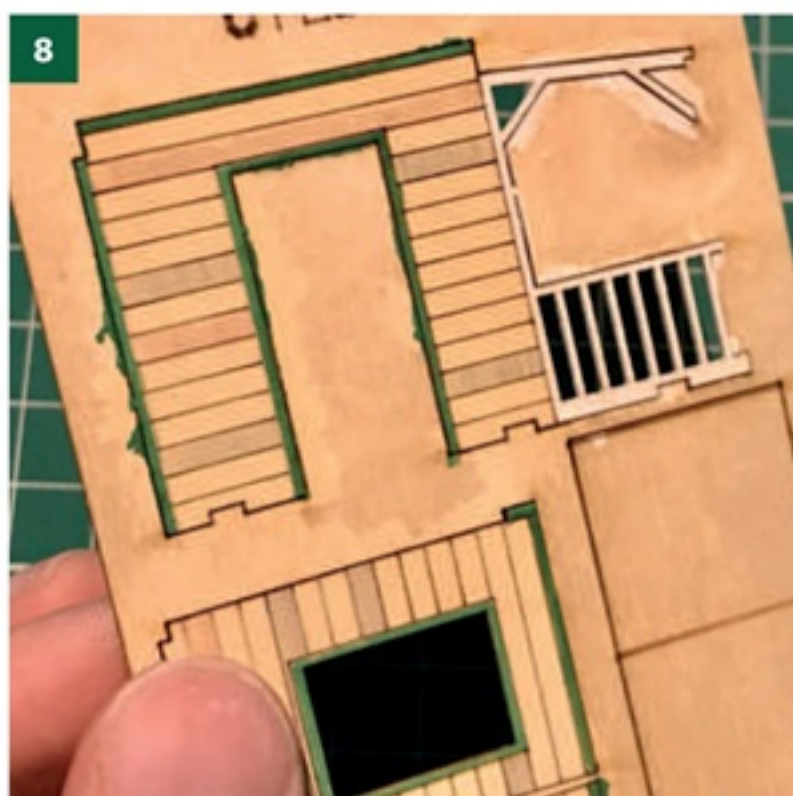
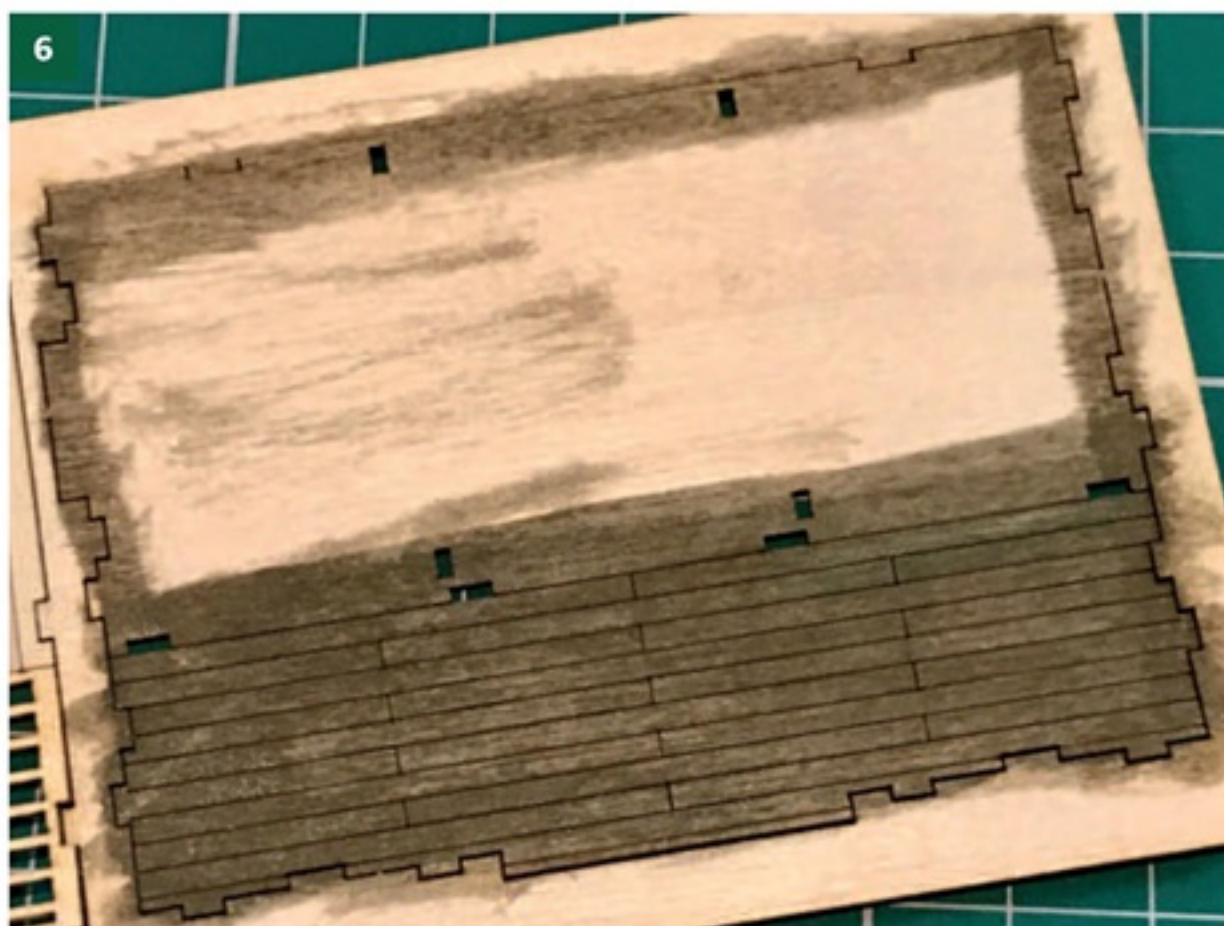
Step 9

I used pastel chalks and a small short-bristled paint brush to apply some weathering, using mainly brown, black, and a little bit of green for the main outer sections, and black, white, and grey on the decking and foundations.

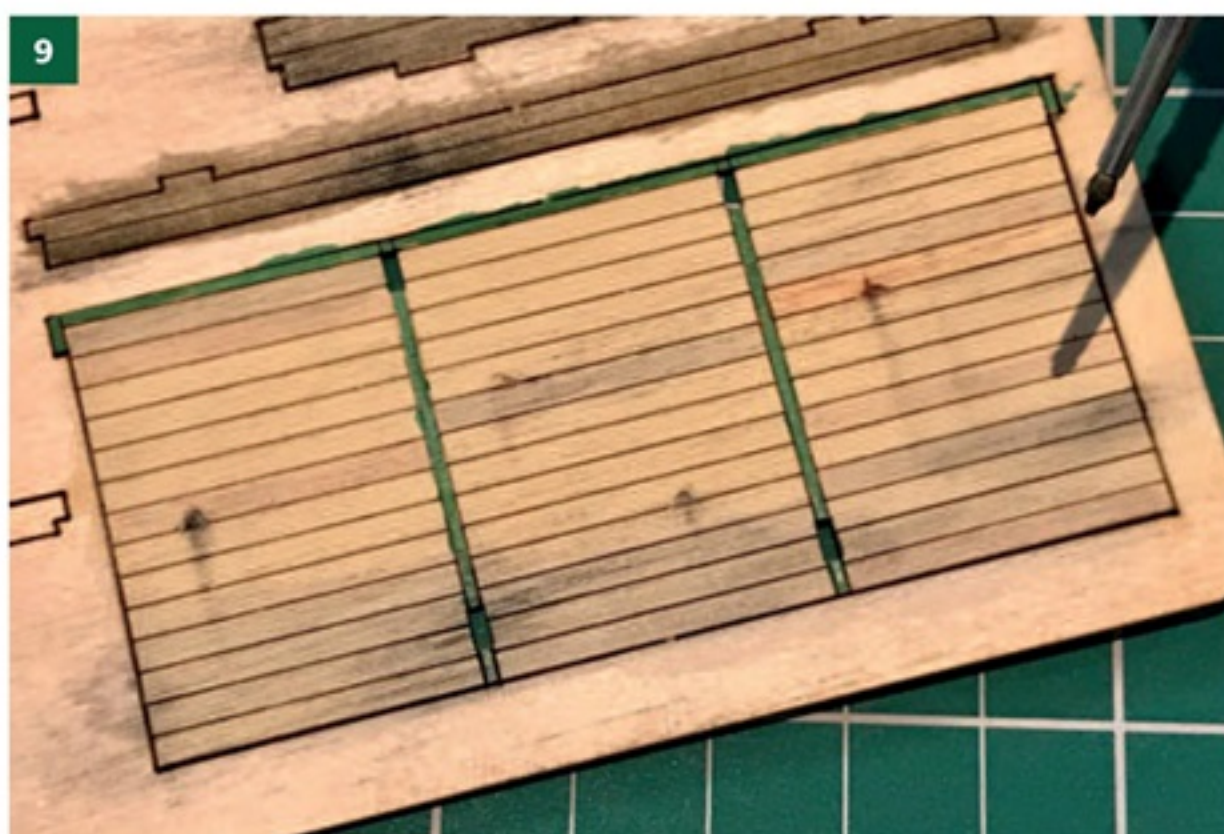
The success of this step comes down to your own preferences as to how beaten up you want the building to appear, and this is what requires the most artistic creativity.

Unless you plan on handling the building quite a lot, I find it is unnecessary to seal in the weathering with any kind of dull coat – the pastels are naturally very adhering and are unlikely to come off.

A little tip: use a little bit of black underneath the boards you lifted earlier and create a light streaking effect downwards to imply damp leakage.

**Step 10**

I primed the plastic castings using Rustoleum matt white primer, mixed Vallejo Model Air 'Light Gull Gray' and 'White Grey' together and applied it to the windows using an airbrush. This gave a faded off white look.



Step 11

Now it is finally time to remove the parts from the frets and begin assembly. Simply use a sharp craft knife to remove them carefully.

The best kind of adhesive for assembly is white sticky tack glue, which is basically a very thick PVA.

I recommend lightly weighing down the foundation and main decking parts as they cure.

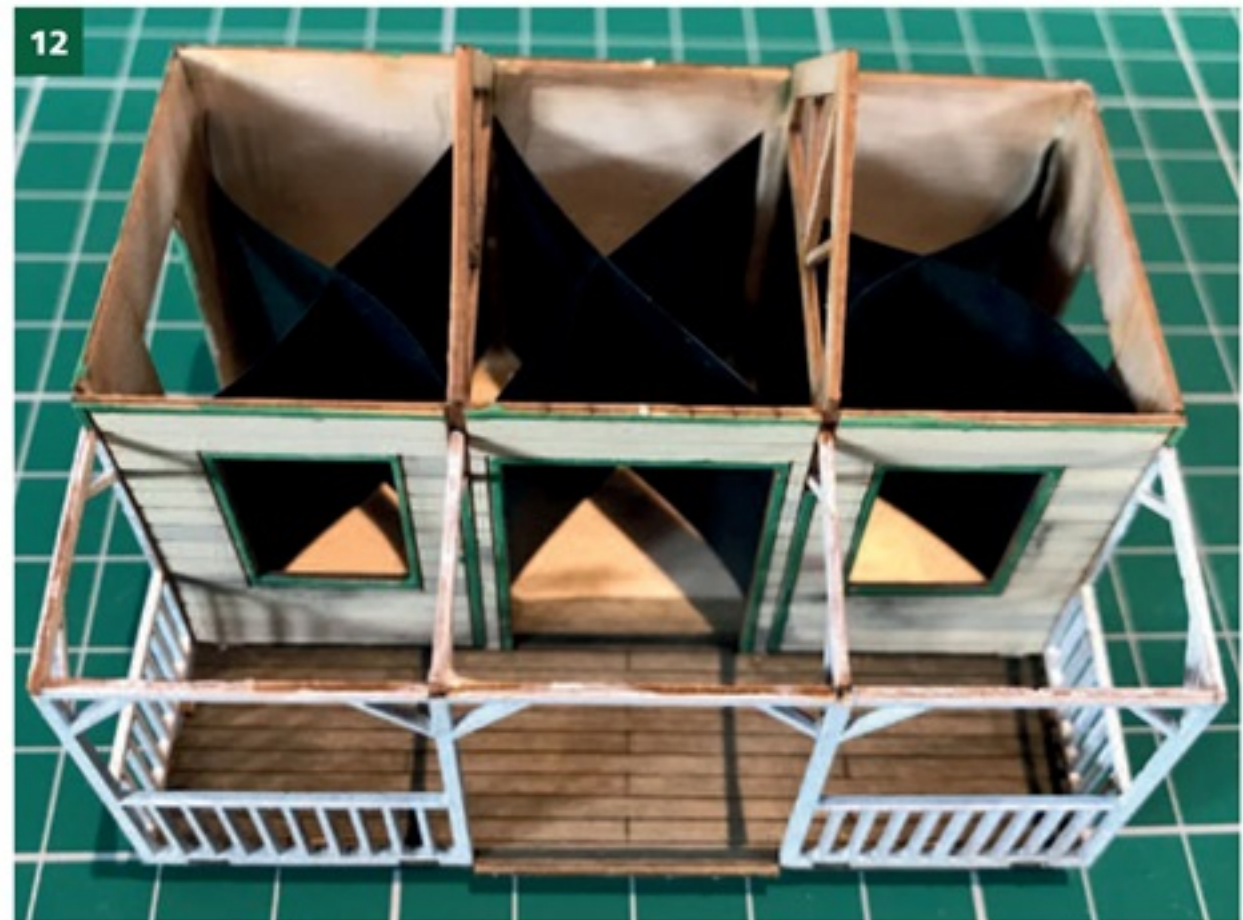
Make sure not to glue over the insertion points for the interior walls underneath part 1!

After this section has dried, it is a simple matter of following the instructions provided to assemble the building in the correct order.



Step 12

Once you have your building glued together, measure the inner dimensions of each three interior sections and cut out some black craft paper (I used 220gsm) to block the light. Simply slice down the halfway point of two pieces, slot them together and insert them inside from corner to corner. Doing this greatly improves the look of your building.



Step 13

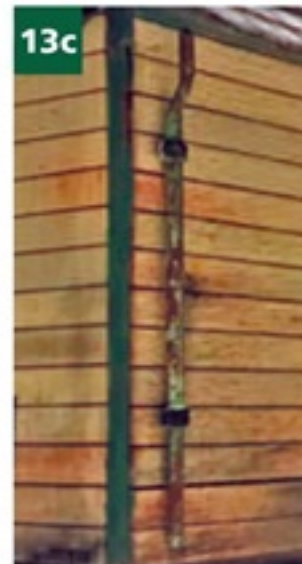
a. For the doors, I mixed Vallejo 'Saddle Brown' and 'White'. For the best results when using an airbrush, make sure you build up the coats of paint gradually.

I applied the door handle colouring (Vallejo 'Silver') using a toothpick.

Use the plastic packaging for the window and door glazing. Measure, cut to size, and then glue in place using a very light amount of plastic cement or superglue (I used Tamiya Plastic Cement).

b. I wanted the side window to be a ticket counter, so I cut out the bottom bars and did not place any acetate behind it.

c. Using the same green mix as before, I applied it to the drainpipes. Any brown or dark orange (I used Vallejo 'Saddle Brown') can then be stippled lightly onto the pipes to simulate rusting. Finally, I used Vallejo Model Air 'Nato Black' for the iron brackets.



Step 14

For the wood shingle roofing, I downloaded a free seamless texture from sketchuptexture-club.com (it is free to sign up and you get ten high quality downloads a week).

I inserted the image into a Word document, sized it up approximately, and pasted it a number of times to create a seamless template and then printed it out onto matt white sticky-backed paper.

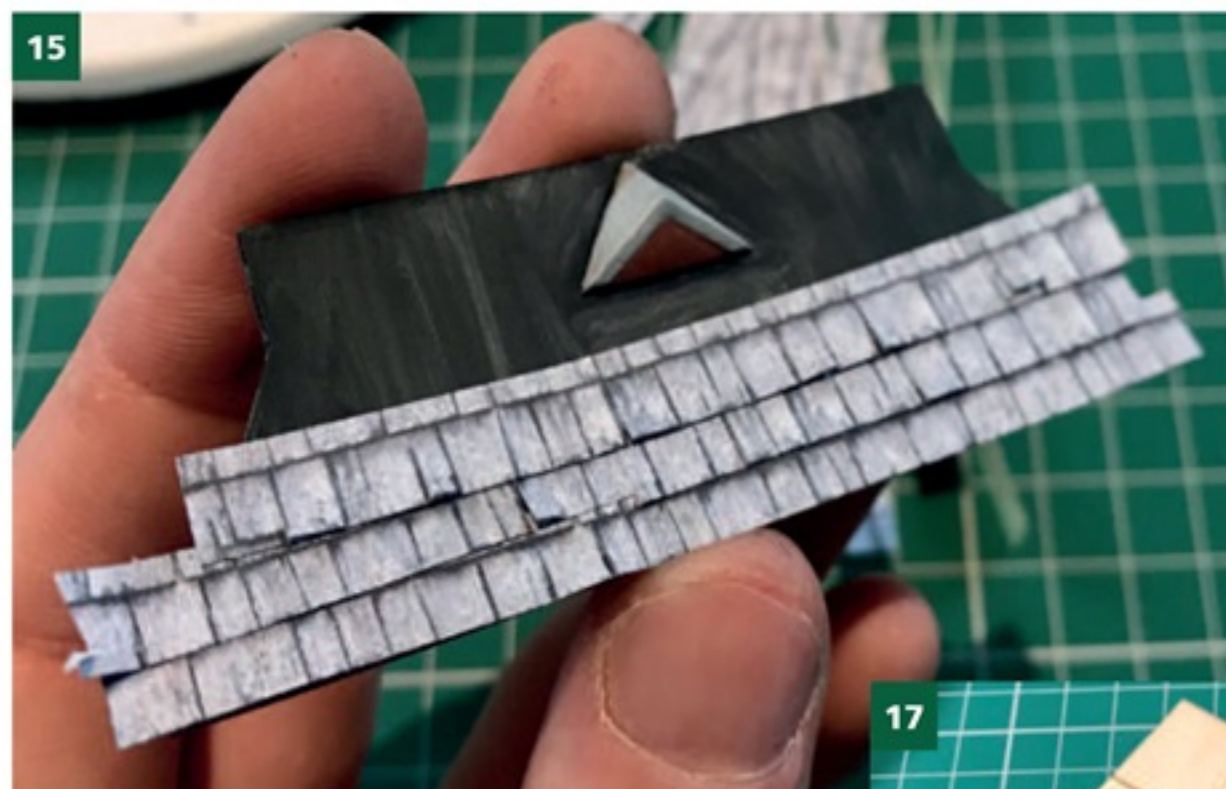


Step 15

I painted the front faces of the roof parts with Vallejo 'Saddle Brown' and the dormer peaks with Vallejo Model Air 'Light Gull Gray'. To make sure none of the plastic showed through underneath my roofing paper, I applied a coat of black craft paint to the rest of the roof.

Next, I cut the paper into strips, making sure to leave a little bit of overhang on each to account for the strips overlapping one another. Then I sliced the individual shingles (taking care not to cut the paper in half). Once the backing is removed, the strip can be applied to the roof, then individual shingles can be teased up using a knife for a more three-dimensional effect, which I found to be highly effective.

Glue the roof sections together – I found superglue worked best.



Step 16

Finally, I used some angled styrene, painted brown, as capping, secured with superglue.



Step 17

For the veranda roof, I used some card (a cereal box would work) and sprayed it first with Tamiya 'Metallic Black' and then speckled lightly over that with Tamiya 'Titanium Silver'.



Step 18

The card was cut into 1cm strips and then 120 grit sandpaper was used to roughen it up and remove some of the colour for a weathered look. Then strips were simply glued onto the veranda.

As an extra step, more of the pastel chalks were used to weather the roof, windows, and doors.



Step 19

I designed my own signs in the computer and printed them out onto the same matt white sticky-backed paper as used for the shingle roofing.

For the depot sign, I stuck the paper onto some of the leftover wooden fret and cut it out before using superglue gel to fix it onto the roof.



The result



I added some more details using extra castings, and also built a platform out of styrene, painted to look like wood.

I enjoyed putting this kit together. It is high quality and good value. I hope Peco produce more versatile wooden structures like this.



Mike Roualle describes his latest Austrian layout.
Photographs by the author.

Moos ÖBB

A junction and interchange
between standard and narrow gauge

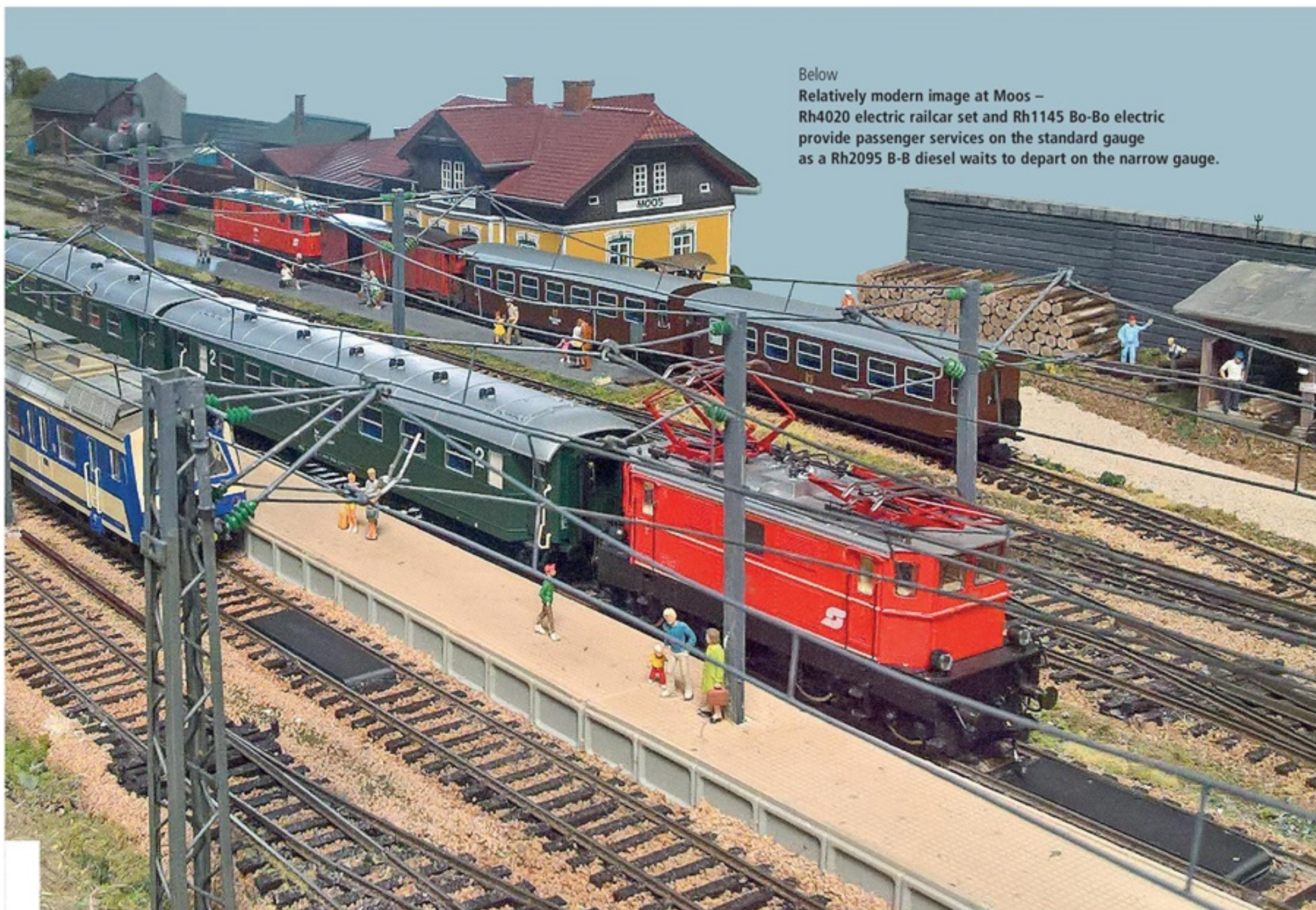
Readers might remember *Klapping* (CM October 2018) which was constructed so that I could make more use of the ÖBB stock from my previous layout, *Michaelerplatz* (CM August 2013).

As *Klapping* had been on the exhibition circuit for a while, I had been thinking it was time to start planning a new layout, sticking to my standard criteria of it being light, easy to move along with the rolling stock plus another operator, and able to fit into my Skoda Yeti.

I could have built another terminus station, but years ago I had a rural through station with a narrow gauge feeder line and had always had a yen to go back to that concept.

I had a copy of *Austrian Model Railways Track Plans* published by the Austrian Railways Group in the UK which proved useful in my planning.





Below
Relatively modern image at Moos –
Rh4020 electric railcar set and Rh1145 Bo-Bo electric
provide passenger services on the standard gauge
as a Rh2095 B-B diesel waits to depart on the narrow gauge.

Left
Turning back the clock –
Rh52 2-10-0 and Rh93 2-8-2T
arriving together at Moos
with main line and branch
passenger trains.

I was intrigued by a plan for a closed junction station
called Pirawarth in the Weinvertel in lower Austria, which
would become the basis for Moos.

The setting was to be a secondary electrified route running
between Horn in the east across to Zwettl in the west, with

the narrow gauge running down to Krumau am Kamp, and
a diesel branch to Huf.

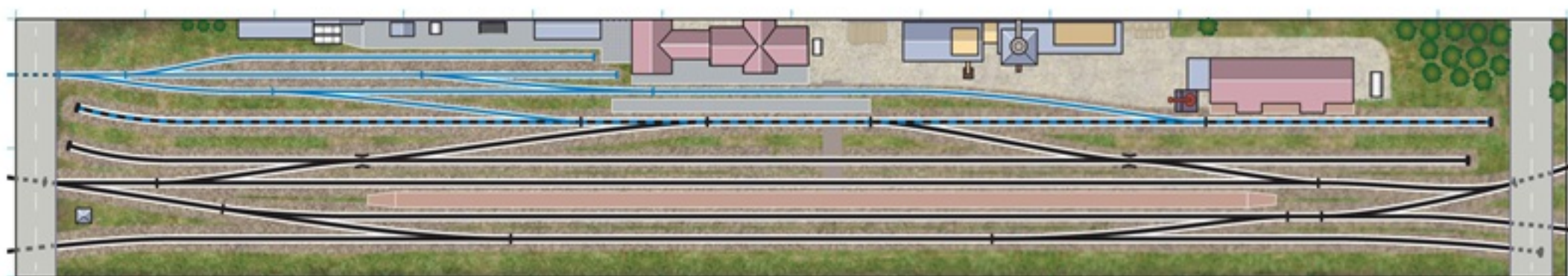
Whilst the station plan itself was fine and I could fit it
into the footprint of the new layout, I felt that it needed
to be slightly tweaked in order to add a narrow gauge line.



Above
A classic U class (Rh298) 0-6-2T
arrives on the narrow gauge.



Above
Moos operates as a junction
for the standard gauge
as well as connecting
with the narrow gauge.



Moos Overall size of scenic section 12' x 2'. Each grid square = 1' x 1'.

Looking through the book I espied the pages covering Klaus (see CM December 2017) on the Pyhrnbahn and thought there was a distinct possibility of marrying the two together in some way. I had in stock a fair bit of Tillig narrow gauge and dual gauge trackwork, so a germ of an idea started to dawn.

The places mentioned above are real. Moos does exist, but not where I have modelled the layout, and it did not have a railway: The towns of Horn and Zwettl do have stations; but they are not connected directly. Krumau exists but never had a railway, and Huf is a figment of my imagination.

Construction

The layout consists of six 3' x 2' boards plus two 1' x 2' boards. Each board is constructed of seasoned 2" x 1" timber with ply tops for the trackwork, each joined together by two pattern maker's dowels plus two sets of bolts, washers, and wing nuts. I have also re-used the same sawhorses (available from a well-known DIY store) which I used for *Klappung*

and added several extra single legs for stability as the baseboards are now wider than the sawhorses.

Trackwork

The track is Peco code 75 with electro-frog points plus Tillig dual and narrow gauge, though the narrow gauge points are from Peco as they function better than their Tillig counterparts, which have no springs.

I used the Woodland Scenics underlay again to deaden the rumble.

The Peco track was all brush painted with Railmatch paint. The Tillig track comes in a burnished colour which requires little attention.

All the trackwork was ballasted using Greenscene N gauge ballast of various colours using their ballasting tool. The points were done with a small spoon, a brush, and a steady hand. The layout was then sprayed with a PVA, water, and washing-up liquid mixture, but I used a syringe around the pointwork).



CONTINENTAL MODELLER

Catenary

This is from the Sommerfeldt range, however this time due to the location and the backscene height, I opted for the smaller metal post masts with a few of their smallest tower masts in appropriate positions. The masts and running wires were all primed with car etch primer and then sprayed with a coat of Halfords grey primer.

Many people think that catenary is a taxing aspect, but once you understand the logic it is in fact an easy item to install. A word to the un-initiated work out the spacings in relation to the pointwork (and sub-baseboard bracing) to avoid unfortunate problems. The running wires come in a series of standard lengths: it is a simple matter of cutting off the ends and fitting them between your masts. On previous layouts I have had to put in many more fittings to each mast. The single and dual arm masts make your life a lot easier as a result. Obviously you still need to work out the position of the running wire which deviates roughly 1mm-1.5mm off the centre and again I used my standard ploy of an old coach bogie with an upright and a cross piece set on the top. The position of the widest and the narrowest pantograph was then marked on the single and dual arms of the masts and then the running wires were carefully soldered in position. I then had to add the pull-offs and tensioners – these do work, so careful assembly is required!

You need to make the wires running across the baseboard joints easy to fit – as purchased they come with a vertical



Above
An old electric railcar passes under the road overbridge providing a scenic break at the left hand side.

wire at each end; these need to be removed. The bottom running wire needs to be shaped as a hook – make sure this is longer than it needs to be in case of expansion. The upper wire simply slides into the locating hole at the top of the mast. Remember to weather the pull-offs and any insulators you have added.

I do get asked at exhibitions whether the catenary is live. Whilst I have done layouts with working catenary, it is a very messy business as you need to use graphite grease to aid the running and so the answer is no.

Electrics and operation

The control is analogue. Once again I have used the plastic boxes available from Hobbycraft as control panels, though this time I had to use two because of the number of points

Below
Main and branch line trains in the station together make a convenient connection for the narrow gauge.





and switches and the fact that there are three standard gauge and one narrow gauge fiddle yards.

There can be a maximum of two trains in operation at any one time. The operator on the left-hand side of the layout would normally depart/arrive trains from his two fiddle yards to the station and occasionally run through to Horn. Branch trains from Huf stop and can either terminate here, continue through the station to Horn, or return towards Zwettl.

The right-hand operator normally deals with the narrow gauge from Krumau and arrivals/departures to Horn, plus

any shunting on the standard and dual gauge. Vans of various types flow through the station, some of which go up the branch and some end up at the light industry through the road bridge to the right.

Both control boxes have Capacitor Discharge Units in them for the Peco point motors, and sockets for my trusted KPC (non-feedback) controllers.

The Tillig points have their own transformer as they use a Fulgurex style of motor and cannot be operated on the same transformer as the Peco ones.

Above
Narrow gauge goods traffic is still enough to require a dedicated station shunter.

Below
The ÖBB acquired DB V100 B-B diesels secondhand and put them into service classified Rh2048.





I could have gone down the DCC route but having so much stock it would have proved costly, and if I need a new operator at short notice its far simpler to teach someone with a DC handset.

Scenics

Having extra width has helped and this time I decided to use traditional overbridges across the access to the fiddle yards – the one at the right-hand end is single lane with heavy infestation of shrubs and bushes. I used one of the materials available from Noch for the road surface, cobbles – it was easy to put it down on the wooden sub-frame of the bridge, and then I put a stripe of PVA glue down the centre of the road and added a mix of Greenscene scatter.

The bridge at the left-hand end of the layout is a traditional two lane road bridge. I used some more Noch items for this (probably left over from *Michaelerplatz*). I added Busch paving to either side of the road.

The buildings are from various manufacturers. The sawmill is from the Auhagen range. The goods shed had previously appeared on another layout, and I think it was a Faller kit. The platforms are from two sources. The island platform is

made up of Faller platform sides with plasticard for the concrete setts on top. I had to lower the access to the platform and used a rotary cutter to gently sand the Faller sides down and then used filler to get the shape correct. The narrow gauge platform came from Vollmer.

The station buildings themselves came from a short run of buildings which were produced by Bachmann. I have not seen these available in the UK and I obtained them from a well-known haunt for European modellers in Innsbruck, Rainer Modellbahnen – if you are visiting the town it is well worth a visit; I challenge anyone not to be tempted to come away with something!

The remaining buildings and accessories came from my rummage box, and were nearly all purchased at various model railway exhibitions across the UK. It is amazing what you can pick up. Other people's 'junk', when modified and re-painted, often turns into absolute gold dust.

Shrubs are from the Heki range, and various bits of railway detritus have been added together with people and vehicles – I was happy to pick up a Steyr tractor, which were prevalent all over the country. The yard crane came from parts left over from a Kibri vehicle kit.

Above
The Rh2095 B-B diesels were a successful attempt to modernise narrow gauge traction from the 1950s.

Below left
The sawmill.

Below
The crane was assembled from left-over Kibri parts.





I have added various touches and have weathered and bedded in buildings to get the more natural look and feel. The secret of course is not to over-do it.

Backscene

Backscenes for me have always been a bit of an issue – there are some beautiful commercially available ones, but none appeared to be suitable for the area I was modelling, and they are not cheap.

The other consideration was that the backscenes would need to be removable to get the layout into the car.

So I decided to paint my own. I have three books by Eduard Sabmann published by Eisenbahn Kurier concerning Austrian railways. These are all colour photo albums which cover steam, diesel, and electric locos and rolling stock in various settings across Austria, and were especially useful for inspiration. Having examined the books it became clear that there was a greater diversity of buildings than I had expected and that I would need to take care not to use something as my template for the buildings which would be out of place in the Weinvertel. I ended up painting two backscenes, one for each end of the layout. One is simply rolling hills, while on the other I added three buildings (a house, a barn, and a church) to a similar scene. I then painted a spinney of trees onto the backscene and then added some sea-foam trees

which I had purchased from Noch. I am quite pleased with the overall result.

Trains and operation

The whole idea is to introduce the public to the railways of Austria and to have fun while doing it.

I have a wide range of rolling stock available for the layout, so I can run it in various eras.

My preference is for the end of steam with diesels and electrics starting to take over. I have made some careful acquisitions and have a range of locomotives at my disposal of all three types.

The branch is worked by the ubiquitous railcar and trailer or four-wheel green coaches behind one of the steam locos, and a Rh5070 single car unit. The main line has mixture of green coaches of various types plus Schlieren orange & cream stock and the more modern 4020 electric railcar.

The narrow gauge has a variety of stock sourced from many companies – the Krumau Eisenbahn has so far failed to repaint all its stock into its own dark green!

As Moos has not yet appeared at an exhibition it will take a while to get used to its foibles. A small junction station,

Above
Rh52 2-10-0 *Kriegsloks*
continued in to be used
in Austria until 1976.
This one has a cabin tender.

Below left
The sawmill has a good stock
of timber to be processed.
The Steyr tractor is
an authentic local detail.

Below
The goods shed is served
by a dual gauge siding.





Above
The standard gauge lines diverge and disappear into the storage sidings under the main road bridge.

with a limited goods yard and a narrow gauge feeder, plus the fact there is dual gauge track and a line to light industry on the other side of the station, should lead to us getting tangled in knots. Remembering that the branch line is not electrified may make for some interesting operation.

Initially I had thought that the person on the left-hand panel would be doing most of the standard gauge movements; the right-hand position was meant to run the narrow gauge and shunting movements, but with the height of the fiddle yard backscenes that proved impractical, as too much time was being taken up asking your fellow operator to set a particular route.

As co-operation is required between the operators within the station as the line is a single track, I have opted for the following: the left-hand operator organises arrivals and departures from his two yards into the station; ensuring on arrival at the station that the relevant sections are turned off. If the train is continuing from Moos to Horn, then the right-hand controller arranges for the departure. In a similar vein, arrivals from Horn are controlled by the right-hand panel into

the station. The sections are turned off, then the left-hand control takes over, departing to either Zwettl or Huf. This seems to work well.

Occasionally a freight will run through the station area from either end, with the co-operation of the other operator. Pick-up freights run from either end, some vans being deposited within the goods shed and others being shunted under the bridge to an area of light industry and a small petrol storage area.

The narrow gauge from Krumau can be operated by either panel, but it's easier for the right-hand driver to take the lead.

Couplings on the goods stock and most of the coaches are Kadees; however, some of the locos cannot have these fitted due to various constraints so some of the standard loop couplings will be in evidence.

With the stock available I can change the era, and as the layout is suited to any time since the 1970s when doing a two or three day event I can change eras for each day.

Below
The backscenes had to be removable for transport, and were hand painted.



Conclusion and thanks

The Austrian Railway Group's range of books has been a real incentive to me to learn about other parts of the country with which I was unfamiliar.

During the lockdown the *Klapping* crew have been asking me how things have been proceeding, and I have tried to update them via my Facebook page. I will add more photos to my website in due course.

I am not sure when the layout will appear at an exhibition as next year I already have potentially seven bookings for *Klapping* and two for *Michaelerplatz*. – assuming the shows happen at all. Any more and there would be the risk of divorce!

Useful websites

www.austrianrailwaygroup.co.uk
www.carpendersparkmodellers.org.uk



SWISS RAILWAYS SOCIETY

Celebrating its 40th anniversary

Martin Fisher, current Secretary, marks a significant anniversary.

An 'exhibition within an exhibition' was planned for the Warley show at the NEC in November, but the corona virus situation has made this impractical: instead, it will take place next year.

Photographs as credited.

The Swiss Railways Society (SRS) was formed in 1980 to bring together those interested in Swiss railways, both prototype and model. The SRS was founded in the United Kingdom and to this day the majority of its members (just over 1,200 at the end of 2019) live in Britain but over 130 are in other parts of Europe or further afield, notably the USA and Australia; indeed there are 18 members living in Switzerland itself, many of whom are in a position to publicise the Society.

The Society's original focus was on Swiss railways but over time the remit has broadened to cover other forms of public transport in Switzerland and, of course, the scenery. Indeed, there are many members whose technical knowledge of railways is slight but who love Switzerland in general and use public transport to see what the country has to offer the visitor.

Below
SBB stock old and new
on the *St.Nichlaus* HO layout
built by Roger Ellis,
current Chairman of the SRS.
See CM November 2013.
Photo: editor.



CONTINENTAL MODELLER

Right
Mountain metre gauge:
the HOm *Rhätia*, set on
the Rhätische Bahn and
modelled by Paul Steedman.
See CM November 2010.
Photo: editor.



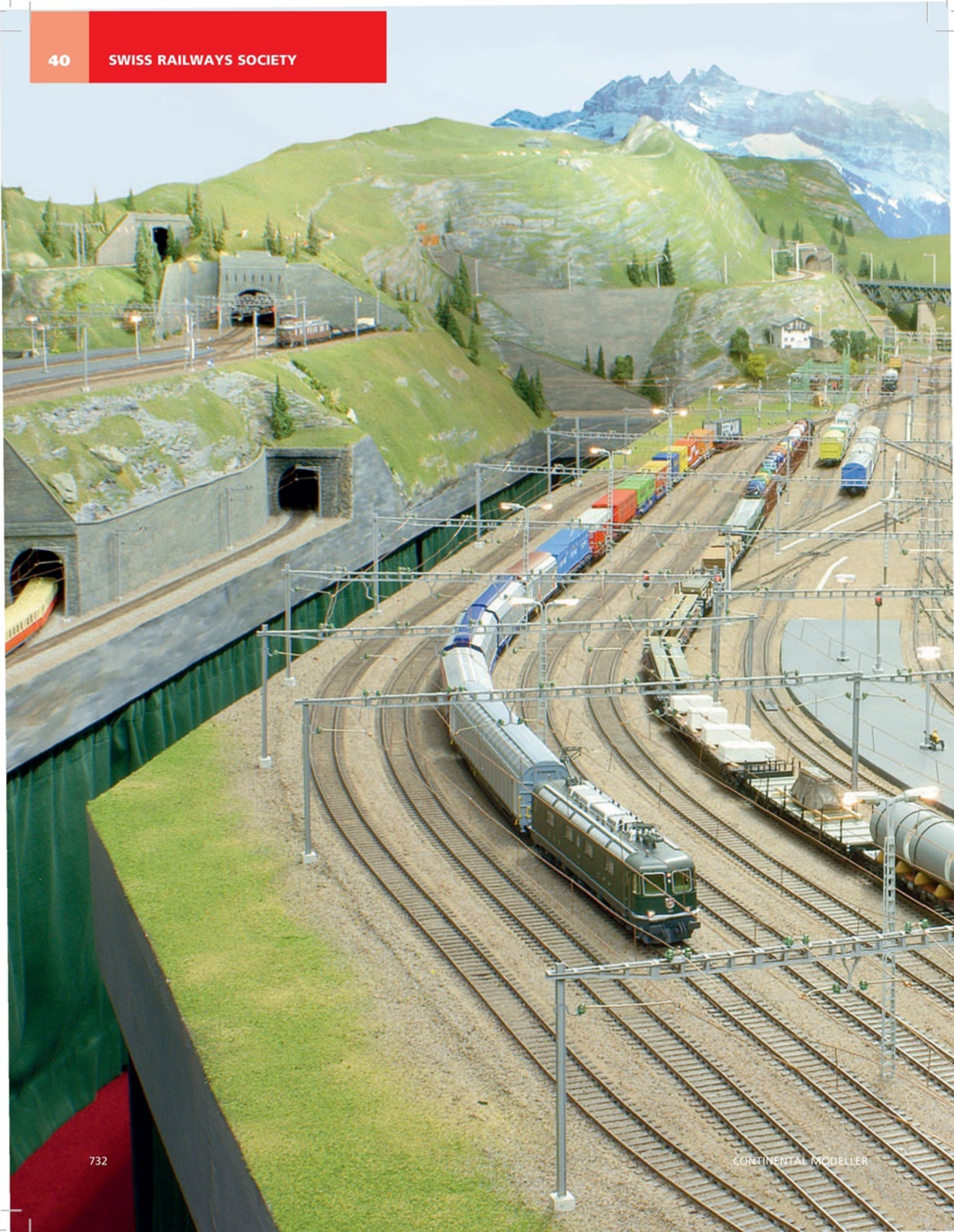
NOVEMBER 2020

The Society does not itself build and maintain model railways but several members model Swiss railways. Some have layouts which are displayed at model railway exhibitions around the UK and so help to promote both the SRS and Switzerland.

The most popular gauges are HO, HOm, and N but others such as G and Z can also be found. Some layouts are based closely on real locations while others are fictitious, sometimes based on a route that was proposed but never constructed.



731



Below

A model as breathtaking as real Swiss scenery:
Brig as re-imagined in HO by Andrew Cook,
surely one of the great layouts of any prototype
but sadly now dismantled. See CM December 2009.
Photo: Steve Flint.

Below

The Rhätische Bahn is justly popular as a modelling subject – the metre gauge lends itself to limited spaces, and the scenery is attractive. This is *Surselva* (H0m) by Jonathan Collinge, especially notable for its prototypical signalling. See CM January 2011 and December 2011.

Photo: editor.



Right

Many people model Swiss in N: this is the award-winning *Zweitesfeld* by Steve Tinsley. See CM March and May 2014.

Photo: Derek Shore.

Below

A classic Ge6/6i 'Crocodile' on *Untermütten*, another H0m RhB layout by Dave Howsam. See CM April 2012.

Photo: Steve Flint.

Over the years there have been a few tours to Switzerland run by groups of SRS members, sometimes on a fairly informal basis where participants join or leave the main itinerary at their discretion. Some of these tours have featured pre-arranged visits to locomotive depots and other railway

installations which, obviously, SRS members cannot do in isolation. Most members travel privately, whether in a family, individually, or with a friend.

All members receive the *Swiss Express* quarterly magazine, now in colour and A4 format. It provides information, photographs, and easily understood technical data about new developments, as well as historical articles, not just on railways but other forms of public transport too. Details of SRS sales items are included.

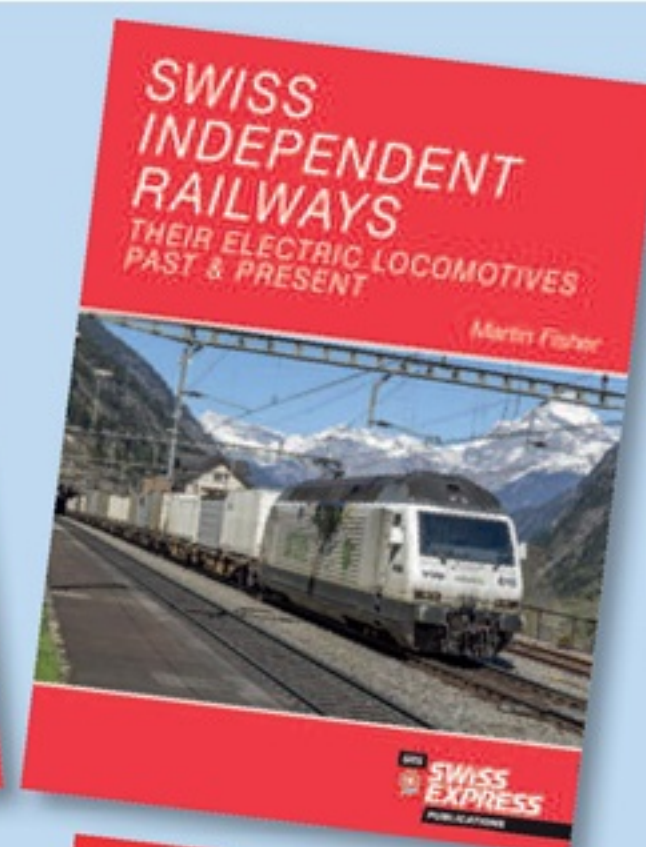
Over the last ten years the Society has also produced a series of books about Switzerland, all reviewed in CM as they appear – and as revised and updated. There are currently seven travel guides (A5 format) which between them cover the country, plus a series of larger (A4 format) books about subject such as SBB electric locomotives past and present, trams and trolleybuses, the lakes, and the various forms of public transport up the mountains. A much-expanded and more detailed book about Swiss Postbuses was published in April 2019. The latest book, on Swiss independent railways electric locomotives past and present, was published in April this year, as a companion to the volume about SBB locos. These books are also available to non-members – details of those currently available may be found at

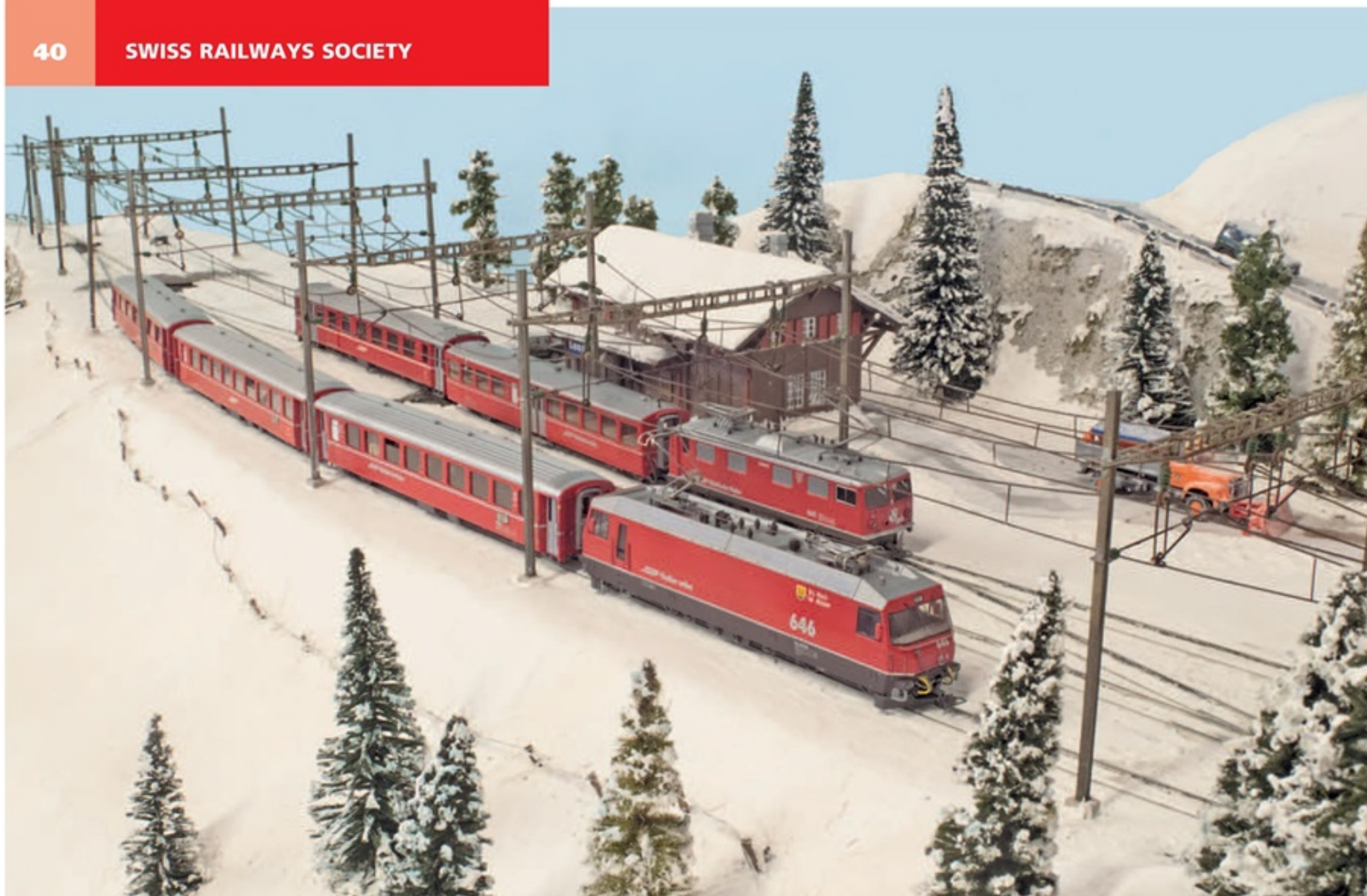
<https://swissrailsoc.org.uk/shop/>





Above
In September 2011 a party from the Society
visited the control centre for the Lötschberg Base Tunnel.
Photos: Glyn Jones.





The SRS has a number of local branches where members meet, mostly monthly, and listen to talks or look at photographs usually about Switzerland. There are presently active branches in London (King's Cross), Bristol & Bath (meeting in Bath), East Midlands (Derby), Manchester, West of England (Newton Abbot), the West Midlands (Kidderminster), and Yorkshire (meeting in south Leeds).

The Society holds an Annual General Meeting each spring (usually April). The location varies but is often in Derby, as it will be in 2021. The formal AGM is run in conjunction with an exhibition with model railways and trade stands – mostly books, DVDs, and model railway equipment.

The Society was re-constituted in 2017 as a Company Limited by Guarantee. Activities are broadly governed by the

Above
It would not be Switzerland without some snow! Mervyn Kendall and Louis Watkins 'winterised' their RhB HOm layout Lenz. See CM January 2017. Photo: editor.



Left
With no indigenous coal, Swiss railways adopted electrification early, and some of the loco designs lasted a very long time. A classic Ce6/8 'Crocodile' is seen on the Perrapswil HO layout by Dave Howsam. See CM April and June 2004. Photo: Steve Flint.

Right
Z offers scope for scenery in a relatively small space, as *Switzerland on the move* by Chris Atkinson shows. See CM July 2013. Photo: editor.

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Memorandum and Articles of Association, a copy of which is provided to new members on joining. The general administration of the Society is handled by a management Board comprising up to ten directors.

For further information visit the Society's website www.swissrailsoc.org.uk

It has details of Society membership as well as information about all SRS activities, details about the Board, the latest news we have on developments in Switzerland, and an on-line shop for buying the Society's sales items.

Above
A full length *Glacier Express* approaches Disentis/Müster on the magnificent HOm layout created by David Yule. See CM June 1995.

Photo: Len Weal.



Giles Barnabe has converted and extended his exhibition layout for home use.

Photographs and drawings by the author.

Beyond Puerto Paseo

A new beginning

There came a time when it was decided to retire my On30 layout *Puerto Paseo* (featured in CM May 2015) from the exhibition circuit. Thoughts therefore turned to the possibility of converting the layout for permanent use at home, with the ability for up to three operators to be involved in a running session. A survey of the room where I do my modelling showed that with a re-arrangement of the furniture (and the modification of a tall cupboard into two low units) a baseboard could be built around three sides of the available space. Moreover, the wide bay window sill could also be used while the rest of the layout could be supported by, or cantilevered off, the remaining furniture.

Some pencil and paper scribbling produced a plan that was pure fantasy, and too large for the available space. It did, however, crystallise the features necessary to operate the timetable that had been devised for the terminus.

A set of train movement graphs had already been produced to show what, in theory, happened to these trains beyond the confines of the terminus, and this proved to be an essential planning tool for the extension as it showed where services would meet other opposing trains, and thus helped shape the layout of the other stations that were to be modelled.

Above
An Este railcar, bound for Arenal, runs into Paseo San Juan.

Below
The morning passenger arrival at Puerto Paseo needs a quick turn-around. The saddle tank is about to add two wagons to the train and will then depart.





Just outside the terminus, Paseo Ciudad – a small inner-city station – needed a loop where a light locomotive or a railcar could pass another train, while a little further down the line Paseo San Juan would need to deal with the city's freight and also provide locomotive facilities for the terminus.

Beyond here several stations would be omitted, but there would be room for Arenal to fit on the window sill. This station marks the limit of local services out of Puerto Paseo and is also the junction where the FC Este and the FC Centrale y Oeste meet, the latter having running rights into Puerto Paseo. Both these factors meant that this station would have to be modelled, but beyond here a pair of fiddle yards would represent the rest of the island.

The old fiddle yard baseboard would be stripped of all track and become the site of Paseo's docks with the main line passing by in the foreground.

Above
2-6-0 No.19 brings the daily freight from Ciudad Nueva into Puerto Paseo while the dock authority's diesel waits to take the arriving wagons to the port.

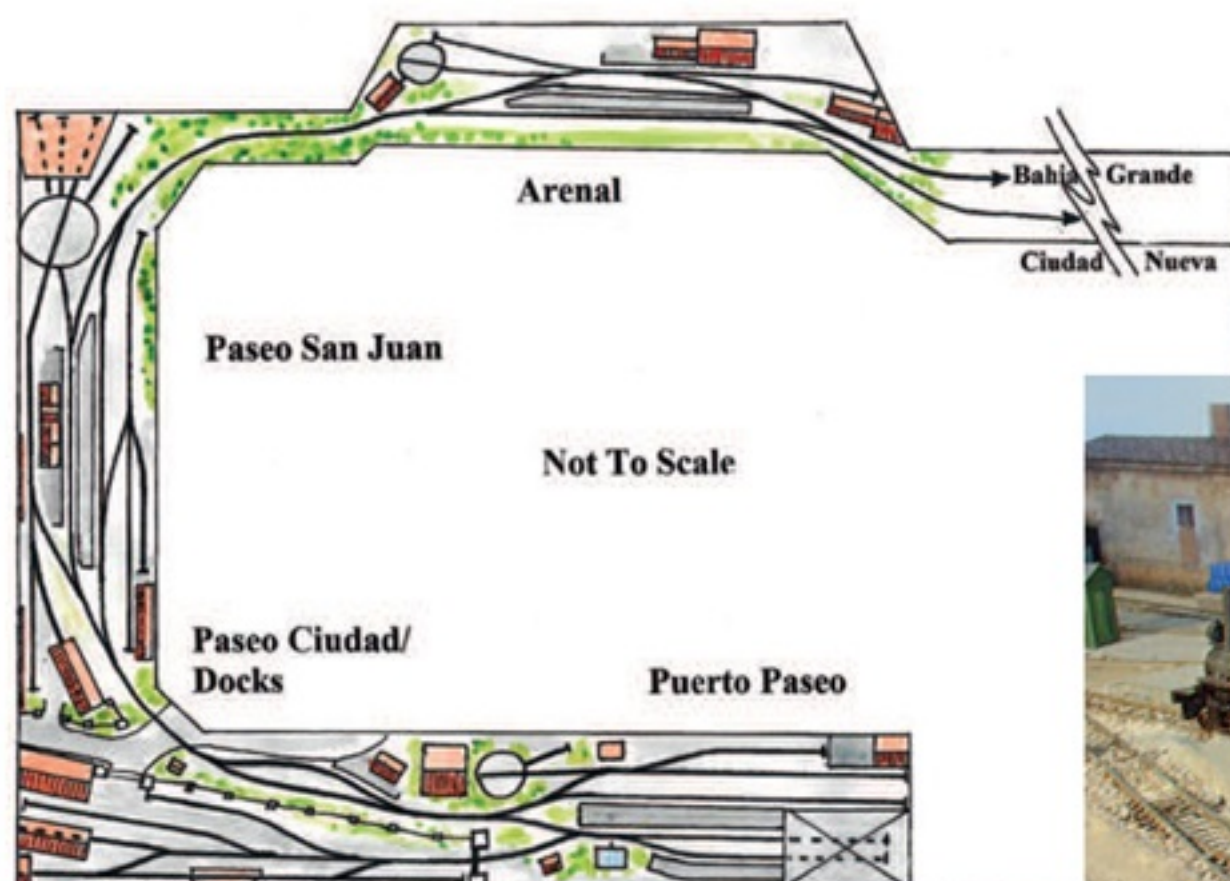
Work begins

Once the furniture had been re-arranged, the terminus was soon in place, supported between a bookcase and a chest of drawers, with the bonus that smaller layouts could be stored on racks beneath the main baseboard.

However, one job that proved to be more work than anticipated was the moving of the control panel from one end of the baseboard to the other. Main wiring feeds had to be provided from the opposite end and this became a virtual re-wiring of the original scheme. In addition, the new panel was to be fixed to the adjacent bookcase so new power looms needed to be made up. I have used male/female choc-block connectors between the panel and baseboard and on the inter-board joins to allow for any future house moves, while the baseboards are built in portable sections for the same reason.

The dockyard tracks were laid out and solenoids connected, set above the baseboard to allow for any repairs or adjustments. Once they were in and tested, most of the area was paved with card, while a wall around the harbour was provided. This has been made as a demountable structure using foamcore board washed with thin plaster and painted in diluted weathering colours: the main watch-tower provides cover for a couple of solenoids,

Below
2-6-0 No.19 with log wagons in Paseo San Juan station.





Left

A light loco runs through Paseo Ciudad heading for the depot at San Juan.

Below

Road traffic builds up at the level crossing in the Calle del Puerto.

while the ends of each wall section have a protruding fin of balsa which engages in a slot in the side walls of the adjacent tower. This provides emergency access to the point motors and general access to the harbour tracks – for track cleaning purposes, for instance. When the walls were first tried in place, they seemed too prominent, so they were slightly lowered and a degree of ruination was added, with some of the walls' rubble interior construction visible in places and with some partially collapsed sections to add interest.

Dockside equipment

Daily mineral trains feature in the timetable, so thought had to be given as to how they were to be unloaded and the ore transferred to the ship featured on the backscene. After a couple of false starts, a design emerged based loosely on the loco coaling towers found in the USA. The model is again built of foamcore board and balsa strip, and is finished to look like a concrete structure.

Other dockyard buildings include a customs shed, a weighbridge, and a small warehouse. The smaller buildings



around the site cover some of the point motors, but one solenoid is hidden under a pile of cargo partially covered by a tarpaulin. This was shaped from a piece of kitchen foil, lined



Left

Just after 4am the mail and the newspaper train passes Ciudad station. An Este loco shortage has resulted in the use of a diesel hired from the Norte. As usual with a parcels train, the vehicles are a motley collection – the yellow one is the mail sorting van.

CONTINENTAL MODELLER



with paper so as not to short-circuit the solenoid's wiring.

The dockyard is essentially a small layout within the larger one and is normally worked by the Puerto operator. However, at a couple of slack periods in the day at Arenal, the operator there can transfer over to the docks to prepare trains to be shunted along the harbour tramway to the terminus, while Puerto is fully occupied by station work. As the ore loader sits across one side of the run-round loop, the time that the ore train is in the dockyard is kept to a minimum, but with co-operation between the Harbour Authority's engine and the Paseo station pilot, shunting can usually continue without too much difficulty.

The four dead-end sidings are able to hold some eighteen vehicles so even working at 50% of siding capacity the area adds substantially to the traffic on the railway.

Paseo Ciudad

Opposite the dockyard gates, the hostel for the railway staff used to be a low-relief building hiding the main line's departure into the fiddle yard. Now, it has been expanded and forms a small complex with the original building housing the top three members of the local station staff, as well as a general dining room and kitchen. A separate dormitory block is provided for the more junior staff and visiting train crews. This building came about after the local control panel was moved from its original place on top of the baseboard and cantilevered off the fascia, thus exposing the connectors for 24 wiring circuits, which could not be moved and needed a cosmetic cover.

Next to the staff hostel is Paseo Ciudad station, loosely based on a small French metre gauge halt photographed some years ago.

Paseo San Juan

The main line leaves Ciudad station on a sharp curve and crosses a busy road on the level, also the site of a baseboard join. At first the track was cut along the baseboard edges – never a good option where the rails cross at an oblique angle – and after some unsuccessful testing a new method was put in place. This uses a Peco Setrack curve, complete with ballast and a timber roadway, to cross the gap, with a fish-plated joint at one end, and the other end soldered to a printed circuit board sleeper held in line by small screws, enabling the section to be removed if the baseboard needs moving; jumper wires maintain the electrical feed on either side of the resulting gap.



Above

A view of the docks with a wagon-load of drain pipes on the weigh-bridge. The heap of cargo beside the diesel hides a point motor. The ore loader is on the left.

Below

CyO No.19 returning to Puerto Paseo to collect the daily freight train to Ciudad Nueva.



Above
Paseo San Juan goods shed.
In the foreground is one of
the wooden point levers.
Below
After the level crossing,
the line passes between the
goods and carriage sheds.

The road crossing the railway serves an entrance to the dockyard and the city suburbs can be seen beyond.

The line now enters a walled compound and runs alongside a shed that is the home of one of the railcars, beside which is another siding. These lines connect with the rear loop track that runs behind the station to reach the locomotive depot. Here, the company's locomotives are main-



ISLA BLANCA



tained in a semi-roundhouse while visiting engines from the FC CyO and FC Norte are kept out in the open.

Recently another line has been laid around the far side of the shed, but as the curve here is very sharp it is limited to 0-4-0s and small railcars, or for parking coal wagons and service wagons.

The loco shed takes its main inspiration from the FC Olot – Gerona, but with cast iron columns between the tracks based on a structure at Denia; it is yet another foamboard structure.

The turntable was scratchbuilt using a small 'lazy Susan' mechanism for the pivot, attempts at enlarging a Dapol turntable having failed to take the weight of the large Bachmann Moguls.

Other features in the loco yard are the coaling stage, loosely based on the one at Palma, Majorca, but here set on a platform to make life easier for the crews, and a water tank which was made from half a shampoo bottle set on top of part of a broken pepper grinder.

The station building was produced by cutting up an ancient Tri-ang station to form the platform frontage. Extra height has been added at the top and bottom of the original walls, and new doors provided to the waiting room and station bar. Sides and the back of the building are foamcore, and a wash of thin plaster covers this variety of materials to resemble the roughcast finish typical of many rural Spanish-built lines. A new roof has been made from Wills pantiles, with the railway's Traffic Office situated in an attic with a birds-eye view of the station. This was made from the upper part of a Tri-ang signal box whose lower walls form part of the station's toilet block.

Behind the station is a two-storey low-relief structure with a gallery running the length of the first floor. This is the railway's administrative headquarters and was made from the longer walls of two more Tri-ang stations, giving all the railway buildings a similar architectural style.

San Juan station yard has two main running tracks with a further small loop which provides access to the goods yard from either direction. A shunting engine can therefore easily be deployed to add or detach wagons from passing trains, without having to use the train engine, which saves a little time in a busy timetable.

The city background is a collage of pictures from Cuba, which provide a good Spanish colonial appearance, although some of the railway's workshops and administration buildings are of Venetian origin!

One unusual feature of the station is its wooden point levers. As a home layout, it was felt that manual points would suffice for future development, as well as making the wiring much simpler. Accordingly, simple wooden levers made from lolly sticks or coffee stirrers protrude through the baseboard, with a wooden block and a miniature screw below the surface providing the pivot. These activate wire-in-tube connections to the turnouts. Simple but effective.

Train workings

The timetable originally drawn up for use at exhibitions was used as a basis for working the new layout, but some new circumstances have needed changes: with the docks and San Juan station now fully modelled, it was obvious that a three-minute walk from San Juan station would bring a pedestrian

Right
Picking up some wagons
in Paseo San Juan yard
for the morning Mixed
to Bahia Grande.



to the new dock gateway. Accordingly, the dock trains were suspended as the journey by rail had been timed at fifteen minutes; this provided some bonus space on the station tracks at San Juan and some useful gaps in the timetable. At the same time the opportunity was taken to provide some extra traffic, and the railway is now a 24-hour operation. A night goods has been added to the timetable as well as a second minerals train, originating on CyO territory, which arrives in the early hours of the morning and returns after the Este's early passenger services have departed. An evening Mail train now runs from Bahia Grande to Puerto Paseo and returns in the early morning with newspapers and mail for the interior of the island.

The timetable includes some 'occasional' trains, running only on certain days of the week or at holiday weekends. To cater for these, I am working on a system – theoretical at present – to designate which day of the model week it is. If six different timetables are written out (say: Monday,

Tuesday, Thursday, Saturday, Fiesta, Sunday) the throw of a die before the start of an operating session would show which version to use. Monday and Thursday are 'basic days', Tuesday has slight changes, while Saturdays and Sundays have fewer or no goods workings. This is also true of Fiestas – where a two day timetable would need to be worked through in order to get the extra coaching stock to the correct place to start the holiday services, while on both days the last trains run significantly later in the evenings.

If needed, more variety could be created with the additional use of a twenty-sided die to create special circumstances that might affect traffic: a goods wagon with a hot box needing to be set out en-route and necessitating a fifteen minute delay; wet weather calling for either shorter trains or double heading; a locomotive failure requiring the use of a spare engine, or even a 'blue sky' day when nothing goes wrong. The proportion of incidents to trouble-free running would probably be about 40/60 in the latter's favour.



Right
With the mail loaded,
the postal railcar waits for
a clear track through
San Juan station.
This service includes limited
passenger accommodation
to Bahia Grande.



Left
No.4 brings a Mixed from
Bahia Grande into San Juan.

Locomotives and rolling stock

All this has caused a re-think in the locomotive department, and two new steam engines are planned for the FC Este. Both are large tank locomotives and the first, a 2-6-0T based on a Belgian design by St.Leonard has recently been constructed.

The other Este locomotive will be a British-designed 2-4-2T, using a modified Collett 14xx chassis.

Another 'new' locomotive is No.1, which has been re-converted from one of the Victorian-era engines I made for *Salop Street*, my 1860s-era OO layout which has been sold. The original body donor was a Hornby Dublo class R-1, and this has had its tanks extended outwards and a new cab has been added. The mechanism is a re-geared Hornby 0-4-0, and the locomotive will be the station pilot at San Juan, where it is the shed foreman's pet. Meanwhile, one of the small tender-tank engines has been retired.

On the FC CyO a diesel has been provided for the night mineral working, as it can stay at the terminus while the hoppers are down at the port being unloaded. It will be joined by another steam locomotive whose body, from a Christmas toy train set, is to be converted to a tank engine and powered by a Lima 'Small Prairie' mechanism.

Night-time shunting in the port will be the province of yet another diesel shunter (a Plymouth conversion) while the steam engine is serviced overnight. This locomotive now uses a Terrier six-coupled mechanism with improved running characteristics, while the old four-coupled chassis now resides in the minerals diesel, as this has less shunting to do.

The development list also contains a couple of railmotors: a stores/tool van has been completed by the marriage of a Yesteryear van and a Jouef diesel mechanism, while another Lima diesel chassis seems likely to become a railcar belonging to the CyO.

The new trains have also needed a good deal of extra rolling stock to be added to the wagon fleet, and a start has been made on converting a large number of old OO models and underframes that have been accumulated by purchases from the bargain bins at exhibitions and eBay job lots. The fact that most goods vehicles were unbraked is being addressed, and several of the new wagons have been turned out with brake cabins or open seats for the brakemen.

Some new wagons match previous examples, while others are shorter than before and are assumed to be older wagons, the advantage being that trains can be made up of more wagons and still fit the passing loops.

New types have also been included – flat wagons (including a heavy machinery wagon on a bogie chassis) and tank

Below
The crew prepare to refuel
No.7 at the coal stage.



Right
FC Este and CyO trains
crossing at San Juan.



wagons having made an appearance. The latter are a miscellaneous collection and include one to supply drinking water to rural stations on the line in times of drought, plus petrol and oil carriers. Some of the latter are lettered for the island's nationalised oil company, Gasoblanca.

Once the layout's extension reaches Arenal station, a local food processing factory may require deliveries of chillies, potatoes, and milk by rail, so more styles may emerge later.

New passenger vehicles mainly cover rolling stock for the nightly parcels service, and include a bogie van belonging to the FC Norte and a Post Office sorting carriage for mails picked up en-route, although a passenger brake/third has also been produced. There are still enough parts in stock to build another three coaches, while the three vehicles from the dockyard works train are being re-deployed: the smallest coach has become a brake van with a birdcage look-out, while the thinner coach with balcony ends will be repainted green as a railcar trailer. The other tramway-style coach is scheduled to become the CyO railcar.

The future

Timber, track, and points are in stock for the further extension of the railway to Arenal, a location with a more rural feel, and the junction where the CyO meets the FC Este. The local operator will be slightly less busy than those at the city end of the line; however, Arenal's duties include turning and stabling the railcars between runs and the shunting of passing trains as well as looking after the fiddle yard and the occasional need to assist with shunting at the docks, so even here there will be plenty to do. If there are gaps in the day, the new railcar can shuttle in and out with CyO services connecting with passing Este trains.

What is clear is that the further expansion of Isla Blanca will keep me busy for some time to come, not least because present circumstances mean that I shall be operating solo for some time, and another method of train operations – hopefully temporary – will need to be devised.

Below
Fiesta morning with a
full house at San Juan depot.
From left to right:
Sentinel No.12, Este No.5,
the dockyard shunter,
and outside a rare visitor
– a Norte diesel
from an excursion train.



Jacques Poré updates a venerable Jouef model of a diesel railcar, a type not yet available as a model to current standards yet suitable for many layouts.

Photographs by the author.

X4900 re-engineered

Improving a useful three-car diesel *autorail*

Jouef introduced a model of the X4900 three car diesel *autorail* some forty years ago; as with the prototype, the model was derived the existing EAD X4300-4500 two car unit with new mouldings only required for the intermediate trailer body.

These attractive railcars, well reproduced by Jouef, were primarily used on lines in the Alps and in Normandy, but also elsewhere, so they are likely to be of interest to many modellers, especially as they can be found quite easily second-hand.

Until Jouef get round to updating their model, I offer some simple modifications which will not only transform its operation but also make this elegant railcar more attractive on your layout.

The modifications proposed revolve around two kits offered by I-PROD (www.iprod-ho.com):

- a re-powering kit (ref.KAC021), which includes the new motor well as a piece of black resin that will cap it, and of course the instructions.

- a lighting kit (ref.KEC028) which provides working headlights and separate red lights;

as well as the instructions, it contains two printed circuit boards, each with four 2mm diameter warm white LEDs and four red LEDs with a diameter of 1.8mm. Coloured wires are included, but you may need to replace some of the supplied wires with longer ones as the kit is a general item suitable for various models, not specifically tailored to the X4900.

(It is also for use in the Jouef RTG turbotrain as well as for other models such as the EAD X4300-4500 double railcars).

To make dismantling simpler in future, as part of these modifications to make the body easily removable I connected the drive unit with two pairs of miniature connectors. I also through wired the train line to connect the three vehicles electrically, thus ensuring optimum current collection and distribution.

While undertaking the re-engineering and the installation of head and tail lights, I took the opportunity to add lighting in the passenger area and place some travellers on board. A driver was also necessary, and to camouflage the otherwise rather visible light circuits I installed a simple reproduction of the driving desk.

The process is best explained in a series of photos.



Below
The X4900 as offered by Jouef, as a set of three vehicles – two driving ends X4923 and X4924 and intermediate trailer XR4912.

Above
The modified model, in use on my layout.





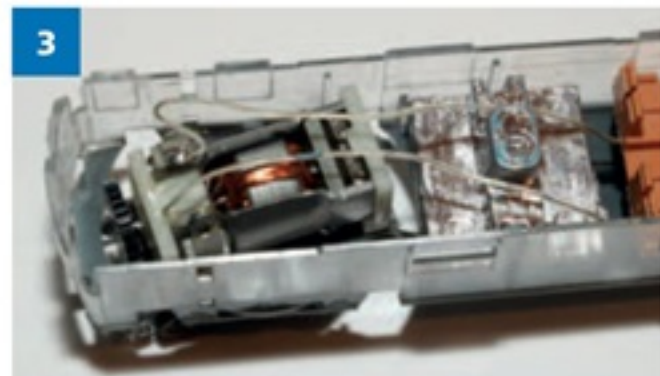
1. One of the power cars as it comes: an elegant body equipped with a classic Jouef motor bogie. Even forty years after its release, it still looks good though it does not meet current technical standards. The motor unit is camouflaged behind frosted windows.



2. The body was removed from the chassis by inserting slim wooden ice cream sticks each side from below to release the retaining clips, taking care not to scratch the plastic.



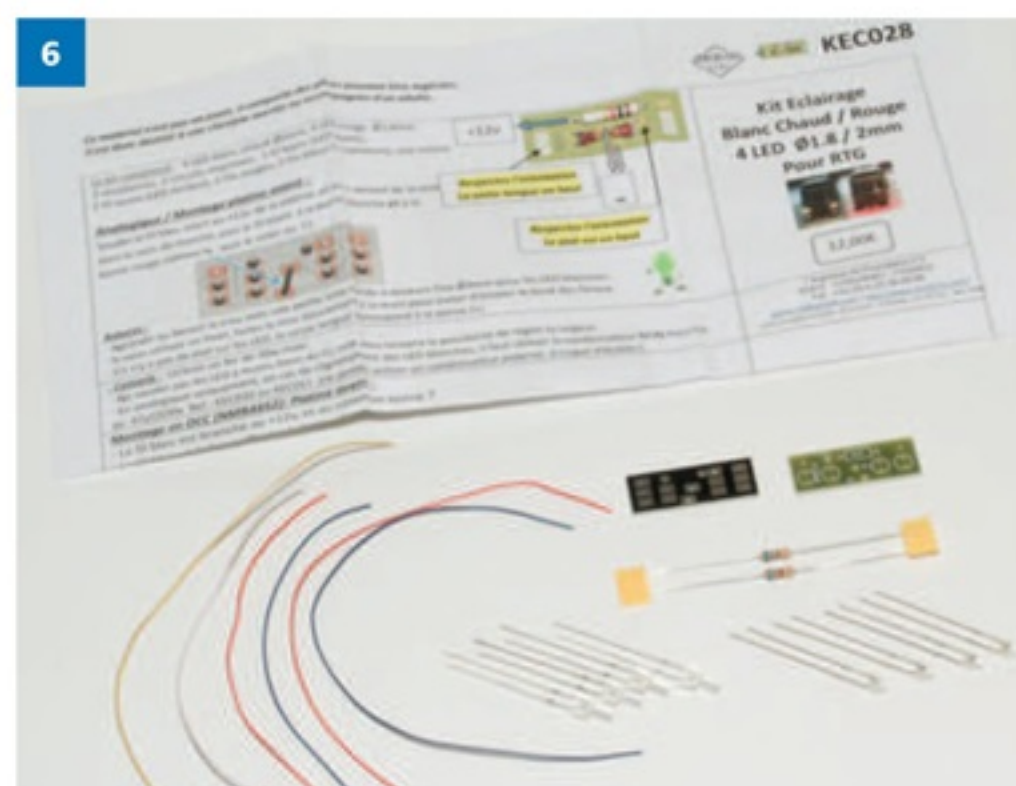
3. The interior of the chassis at the front. From front to back (left to right here): the motor, the weight, the interior fittings, and the wires to the pick-ups on the rear bogie. The motor bogie is installed with the gears just behind the windscreen, the larger of the two gears at the top. These drive gears at the outer end, and the symmetrical inverted T weight will be modified during this re-engineering.



5. The re-powering kit (ref.) KAC021 from I-PROD as supplied, with the new motor, the black resin piece which will hold it, and instructions.



6. The I-PROD kit (ref.KEC028) contains four 2mm diameter warm white LEDs and four 1.8mm diameter red LEDs. It is intended for the Jouef RTG turbotrain as well as other models such as the EAD X4300-4500 double railcars.





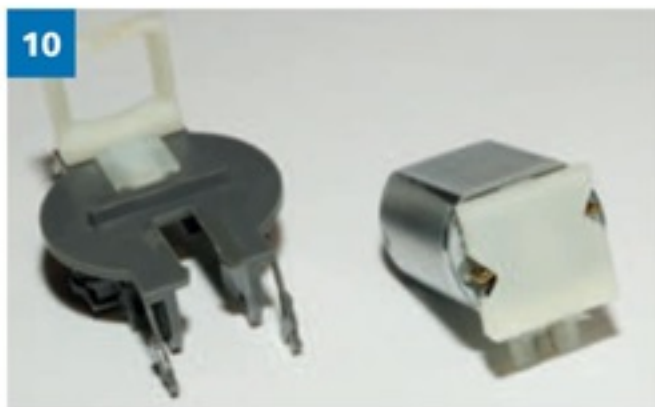
7. Underside of the original motor bogie, with the axles and the layshaft with two worms dismantled. The layshaft projects at one end to fit the gear wheel.



8. Top of the power bogie, with the original motor removed. To do this, one of the two white L-shaped pieces was moved using a small screwdriver.



9. To accommodate the new motor it is necessary to cut two V-shaped notches for the connections.



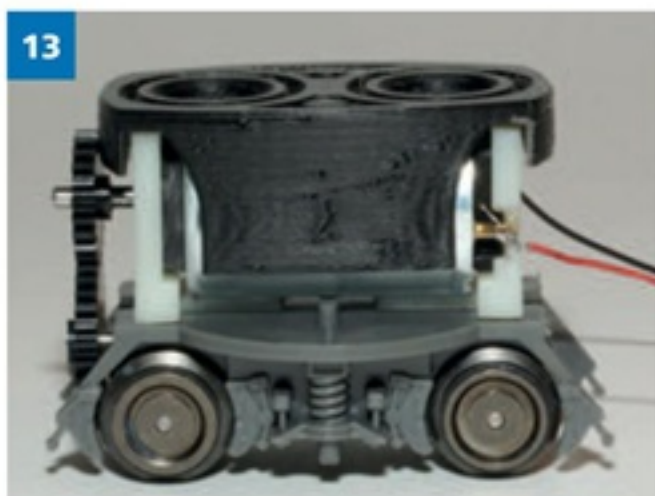
10. The L-shaped piece for holding the motor on the bogie frame attached to the motor. Note the two notches cut for the terminals.



11. The new motor installed on the bogie frame, the two white L-shaped pieces being tightened in their respective places. On the right, the cap.



12. The front of the motor bogie, with wires soldered to the motor terminals and the cap in place to check clearance.



13. Side view of the motor bogie showing how each terminal and its connecting wire are inserted. The two black gears have been reversed from their original positions: the small gear is now at the top.



14. Modification of the glazing at the front: a vertical cut has been made to remove the front of the glazing, to recover all three panes of the windscreen.



15. The modified motor bogie installed in the chassis for testing. The front of the glazing must be trimmed so that the large black transmission gear, now at the bottom, does not touch the frame.



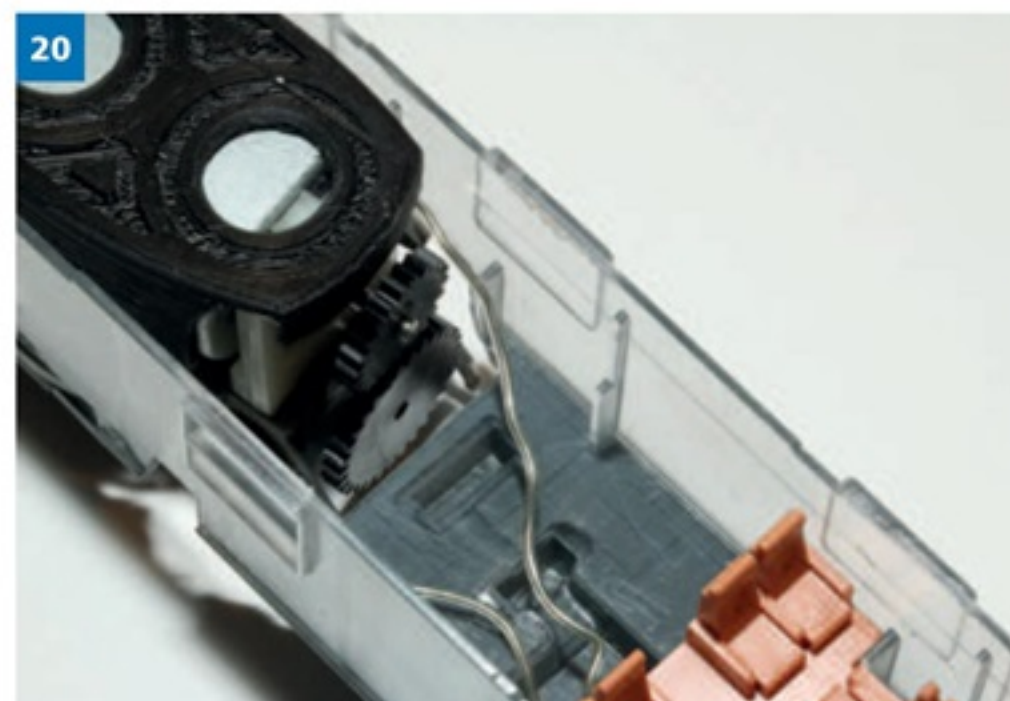
16. The salvaged windscreen can eventually be fitted permanently to the body, though it is best to do this after the work to fit the working head and tail lights

17. Installing the LEDs, 1.8mm for the red tail lights and 2mm for the headlights. The holes are drilled by hand with a pin vice, taking care not to damage the detailed light surrounds moulded on the body. A 1mm or 1.2mm hole was drilled first as a guide in the centre of each light housing, then enlarged in stages to 1.9mm for the tail lights and 2.1mm for the headlights.





18. As this stage I realised that with the transmission gears at the front of the power bogie, as originally, it was impossible to accommodate the LEDs. So I decided to re-position the bogie with the transmission inside, that is to say toward the centre of the chassis. This meant modifying the base of the chassis: two saw cuts are visible here.



19. The underside of the chassis: the saw cuts at either side are joined by a cut across the vehicle to remove 4-5mm of plastic to give clearance for the gears.

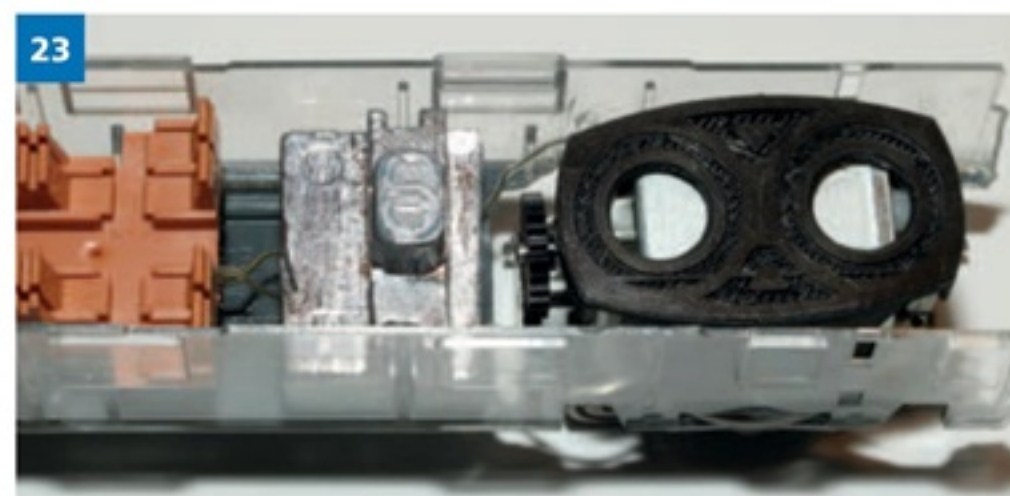
20. The power bogie reversed in the chassis, with ample clearance for the gears. Even when the bogie is at maximum rotation, the gear does not come into contact with the frame.



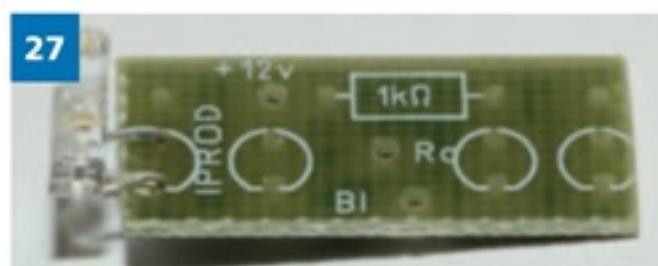
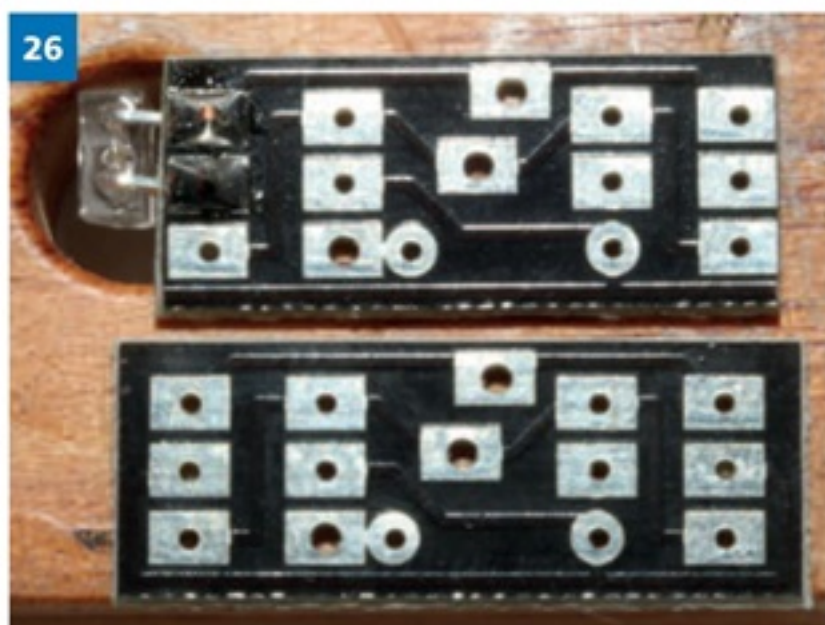
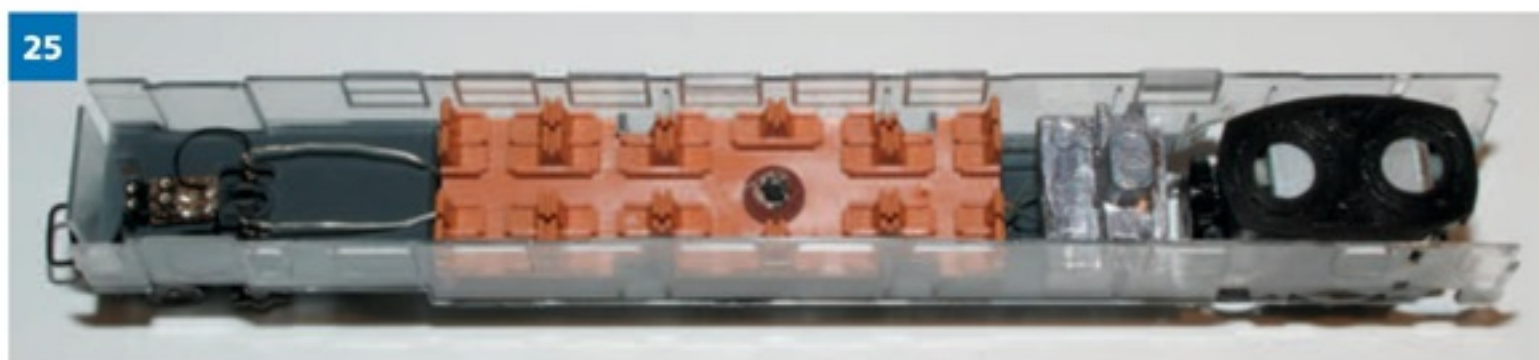
22. With the opening in the frame enlarged, the ballast weight is now too large and must be cut down on one side. I used a small modeller's saw, changing the blade twice: lead clogs and significantly wears the teeth of the saw blades!

23. The weight back in position, clearly shortened on one side.

24. The motor bogie installed in the chassis, reversed compared to the original. Note that the front glazing has been completely removed.



25. The entire chassis with modified motor bogie in its new orientation.

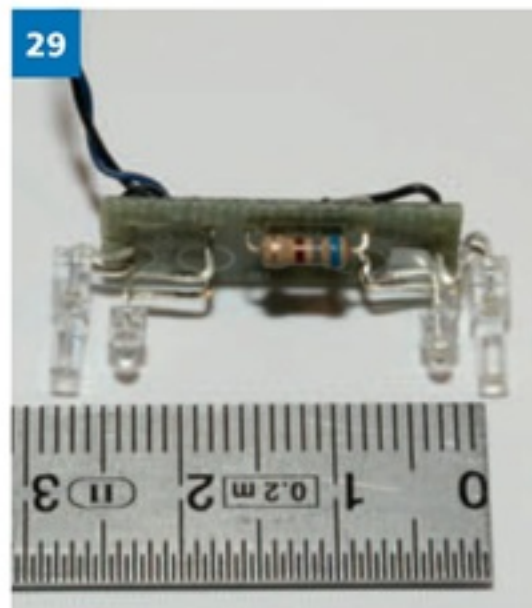


26. The soldering side of the two small printed circuit boards supplied in the light kit.

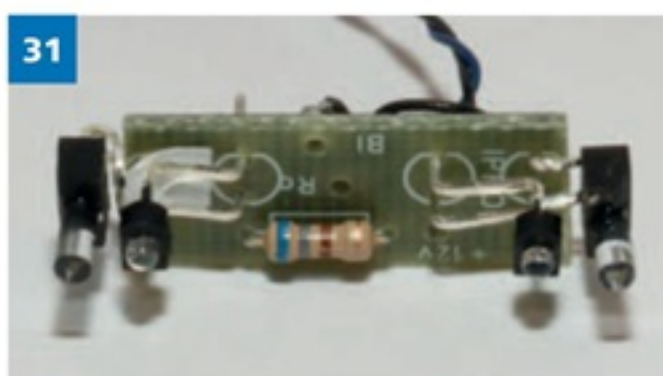
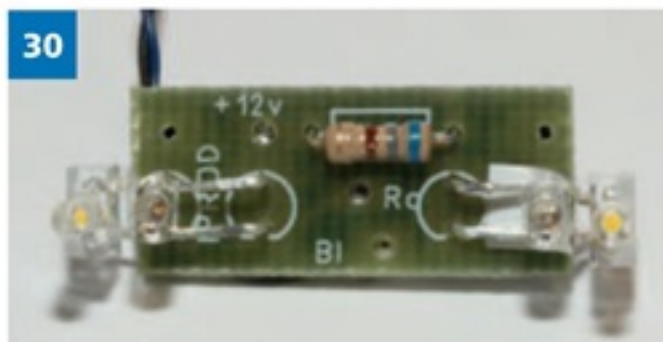
27. The component side of a light PCB. A white LED has been installed with its connections S-shaped in order to have the correct spacing between the headlights, and to have the rear of the LED as close as possible to the PCB so it can be as close as possible to the front of the body.



28. With the PCB held in place by the two white LEDs, a ruler was used to measure how far the red LEDs will have to protrude from the board to meet the inside of the body.



29. A ruler was used to check the spacing – 28mm between the headlight centres and 21mm between the red lights.



30. The board now has the two red LEDs in addition to the two white, as well as the current limiting resistor and the two wires connecting to the pick-ups on the non-powered bogie.



32. The PCB with the white LEDs for the headlights (characterised by a yellow dot) outside and the red tail light LEDs inside. The connection tails were bent into an S shape to obtain the exact spacing in the body.



33. With the body off, I took the opportunity to install some passengers – Preiser figures from various sets of 'seated travellers'.

34. The circuit board for the lights was too visible from outside. To make a mask from black paper, the shape was determined with a template.

35. The driver was stuck to the paper 'console'. The wood block was used to keep the figure level while the glue set.

36. The driver is clearly visible from outside.



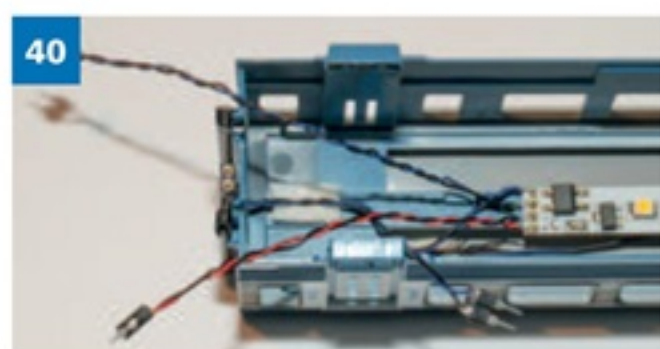
37. A lighting strip (in this case from Lapierre Modélisme or Limousin Modélisme) was fitted to illuminate the passenger section. It can be cut to length with small pattern cutting pliers. I held it in place under the roof with double-sided tape.

38. Three pairs of connecting wires ending in a mini-connector (made of two pins from an integrated circuit support) were soldered to the strip: two wires to connect to the pickups on the wheels; two wires for linking the three vehicles of the X4900, here not yet equipped with the mini-connector; and two wires to connect to the anti-flicker capacitor (in the event of imperfect rail-wheel contacts) which is mounted on the chassis.



39. The anti-flicker capacitor for the interior light strip was held with double-sided tape at the rear of the chassis. It will be connected to the strip, under the roof, via a mini-connector.





40. Connections from the lighting strip to the corresponding terminals on the frame.



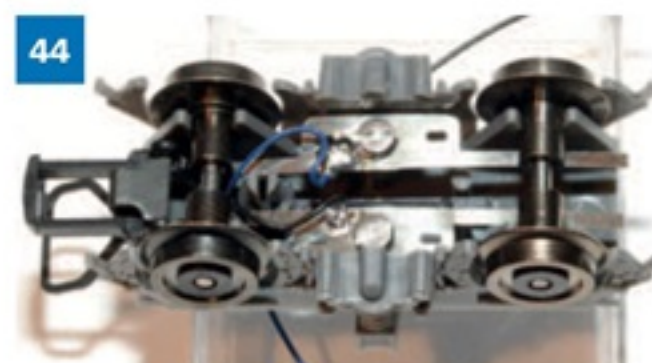
41. To provide power for the lights in the trailers, pick-ups must be fitted to the wheels. I chose a product from CDF (ref.8045810). It is necessary to cut two of the wipers in half, as the X4900 bogies have both wheels on each axle isolated by centre bushes.



42. It is easier to install the wipers if one of the wheelsets is removed from the bogie.



43. The two wipers in place. The screws are from Octant; or they could come from your spares box.



44. Soldering wires to the trailer bogie pick-ups.



To re-assemble the X4900 the body, with lighting in the passenger section and working head and tail lights, is simply positioned on the modified frame, and pushed on little by little, until it snaps into place.

Left
The end of the modified X4900 with headlights on.

Right
The end of the modified X4900 with tail lights on.

Below
The modified X4900, fully illuminated.



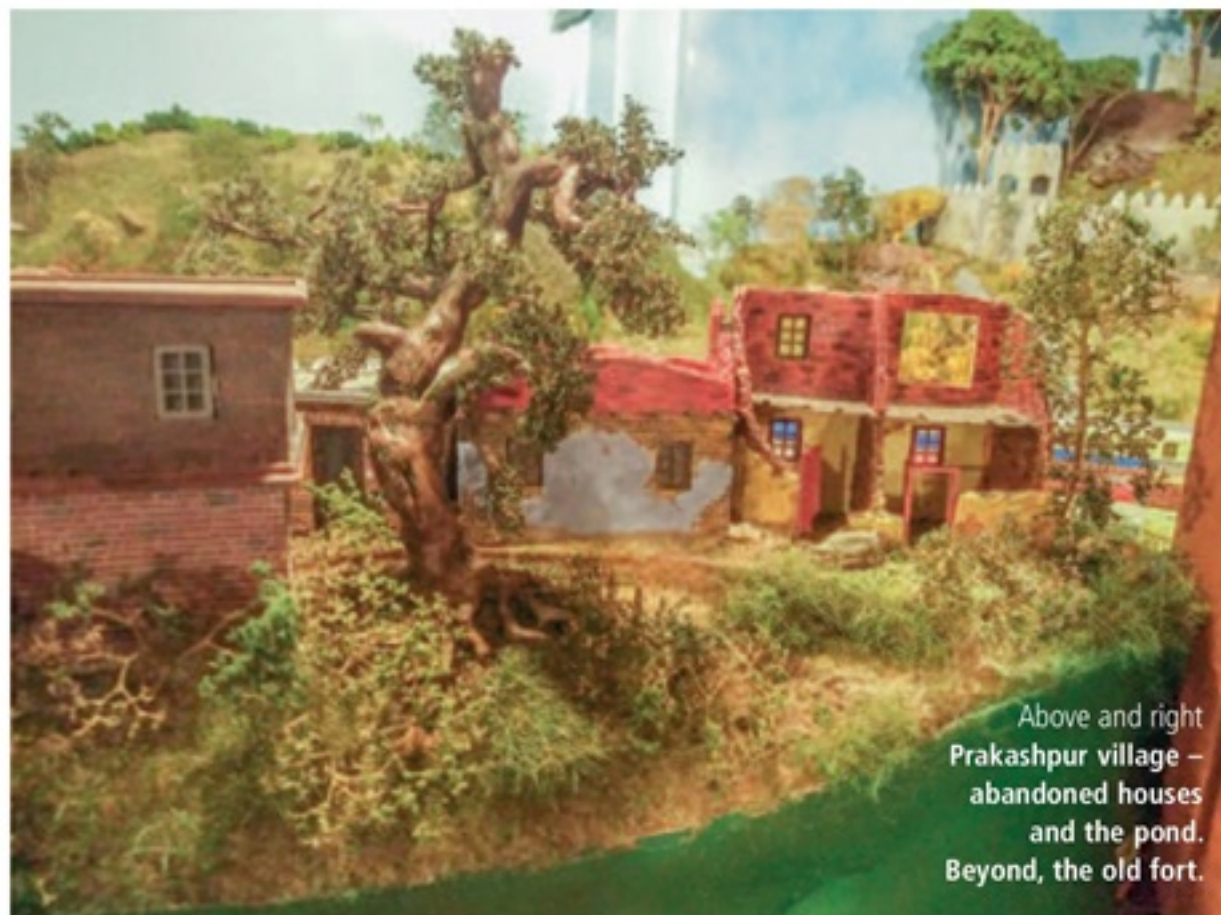
Ranjeev C.Dubey relates how his aim to reproduce part of this famous narrow gauge hill railway gradually expanded and eventually took over most of the allocated room.

Part 2: the village, the loops, and Dharampur. Continued from the October issue.

Photographs by the author.

Kalka – Shimla

Part 2: the abandoned village, Dharampur loops, and Dharampur



Above and right
Prakashpur village –
abandoned houses
and the pond.
Beyond, the old fort.

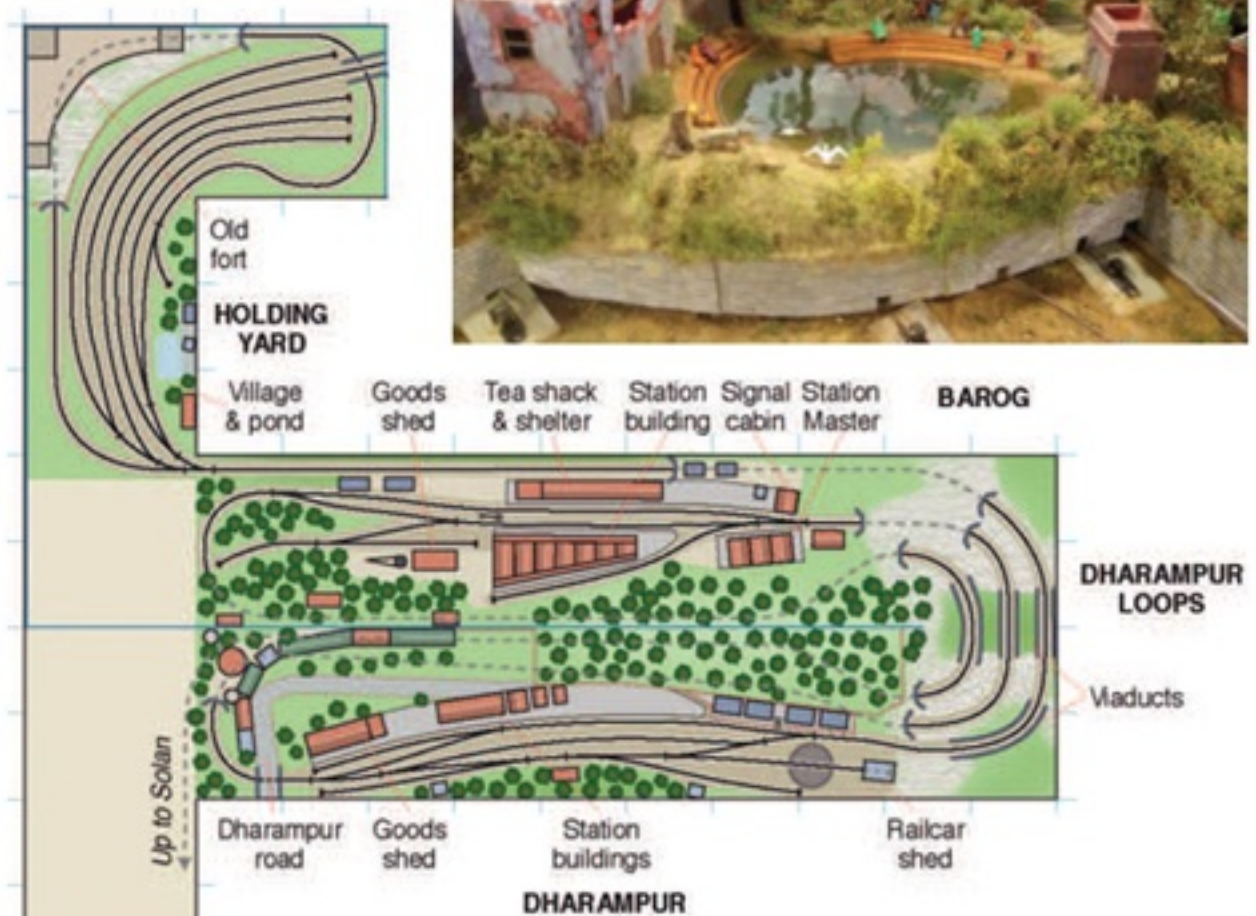


The fort and the village

Once out of Kalka, the track runs through a holding yard. This is a transitional area to the next module covering most of an external window. I needed off-stage storage tracks for surplus stock and locomotives but I landscaped it and added two items of interest.

First is the small hill fort, modelled on the historical one at Kangra, 200km north of Kalka. Of this, I will say little since I have already been told that I have my structural engineering all wrong! This is a removable scenery module sitting on top of a hidden return loop so I will fix its problems some day when the mood takes me.

I have also built one of the derelict Punjab villages one could see along the border after the devastation of India's partition in 1947. This same destruction occurred again along the border during the 1971 war with Pakistan, but that was a year after my layout date! My interest in building this layout element had more to do with presenting the commonly seen synthesis of decaying classical pre-Mughal architecture with under-funded indigenous rural architecture of the 1970s.





Above **ZDM3 No.156 on passenger and No.158 on goods on the loops below Dharampur.**

Below **Railcar No.14 approaches the top of Dharampur loops.**

The track now makes a run for the hills. The layout arrangement compelled me to run the track in front of Barog station (which is actually further up the line) but it was possible to depress the lower line and it is not really obtrusive.

Koti is the first station of great interest on the prototype. I have a hundred pictures of the station hammered by a landslide, the resultant chasm crossed by temporary trackage. That would have been something to depict but I could not afford the space.

Of course, it is impossible to not model the reverse loops below Dharampur station. I did not want to invest so much space so I incorporated the essential flavour of the scene into the layout design. If you sit at one spot and ignore the stations in between (which you will not see anyway), you can imagine yourself trainspotting on the prototype.



Below **Railcar No.6 at the top of the Dharampur loops.**



Above **Railcar No.5 on the lower level.**



Above
A panoramic view of
Dharampur station.

Left
Railcar No.11 coasting
into Dharampur.

Right
ZDM3 No.158 pulls a freight
into the loop.

Dharampur

Dharampur, the first major station on the line, is a beautiful typical KSR station some 25km north of Kalka. Built on a curve below the main habitation, it has two passing loops, a goods siding, a railcar shed, a turntable, and all the charm you would want in a raj railway station. I built mine more or less true to prototype. I had to cut down the size of the scratchbuilt station building but the goods shed is accurate as are the other platform structures. I chose to model the small railcar shed at the southern end of the station but did

not have the courage to model its turntable. Instead, I settled for a cut-down Peco N turntable, hoping no one will notice.

I am especially proud of the rudimentary privy located next to the turntable. It looks a lot like the prototype, an effect achieved by dabbing acrylic paint on it with a piece of cloth and then adding cracks using a fine point felt pen.

Below left
Repairing the road bridge
near Dharampur station.

Below
ZF-1 2-6-2T No.119
passing the goods shed.





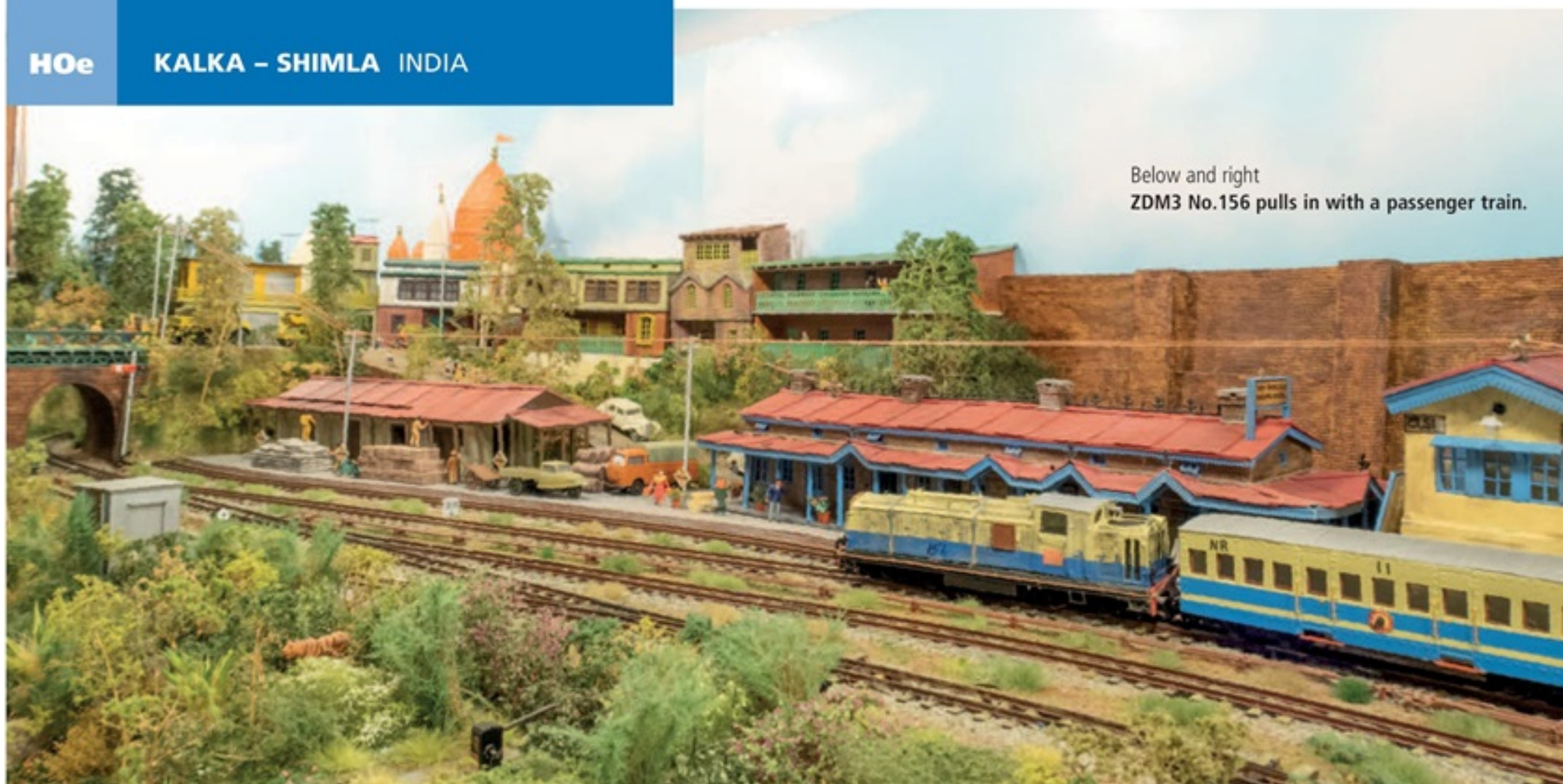
Above
Railcar No.4 passes over the inspection pit in the main line.



Right
The full extent of Dharampur station, with a goods in the loop.

Below
ZDM2 No.130 climbs into Dharampur station,
passing the turntable and loco shed.





Below and right
ZDM3 No.156 pulls in with a passenger train.

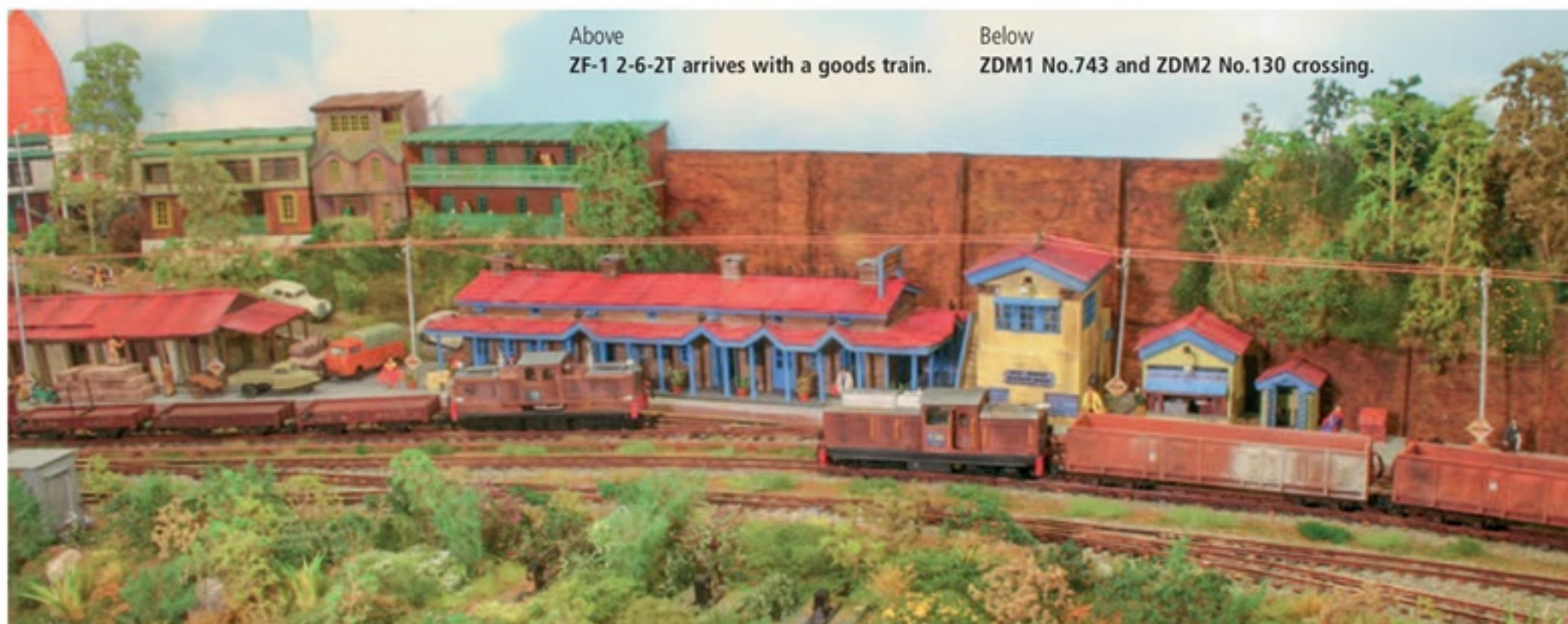


Dharampur lost its goods siding in the 1990s and you will now find a small park there. Also changed is the old stone bridge across the tracks at the north end of the station. I have pictures of the old bridge from 1988 and pictures of a temporary bailey bridge over the old bridge from another visit in the early 1990s. I chose to show this temporary bridge even though I know this occurred twenty years after my layout date, not least because it revealed something of local railway practice.

Onwards and upwards

Layout design required me to loop the line around and behind Dharampur village and begin its ascent from the lowest level of the layout. Hidden trackage is a fearful matter, a disaster waiting to happen, but there was no way around it. I have compensated by making both the village and the high retaining wall behind the station removable. The line now passes through the middle level of the Dharampur loops to arrive at the most evocative station on the entire line: Barog.

... to be continued.



Above
ZF-1 2-6-2T arrives with a goods train.

Below
ZDM1 No.743 and ZDM2 No.130 crossing.



Left
The separate toilet block.



Right
Staff houses above the line.



Below left
Adjacent to the signal cabin
is a chai stall.

Below
ZDM3 No.159 sets off with
the fruit special, with four
louvred vans at the head.



Reviews

Evaluated by our own specialist staff



N

ÖBB Rh4010 electric train set new from Jägerndorfer

Recently released by Austrian specialists Jägerndorfer is their long-awaited brand new model (made in China) of the ÖBB Rh4010 electric train set.

Originally, three sets were procured in 1965 for the *Transalpin*, which had run between Vienna and Zurich since 1958. They replaced the Rh4130 four car sets, which could not meet the demands of international express trains.

The six car set consisted of a powered end car, a second open, a second compartment, a dining car with two second class compartments, second and first class compartment cars, and a driving trailer with a first class open saloon. The power cars had no passenger accommodation, just luggage space and a guard's compartment.

The original livery (sapphire blue and ivory, with red-rimmed headlights) contributed to the high level of awareness.

In 1977, they were replaced on the *Transalpin* by locomotive-hauled trains of the new Eurofima coaches, but continued to be used for expresses within Austria. They were withdrawn through the 1990s, but the last remained until 2008.

The power cars had a peak power rating of 2,500kW and a top speed of 150km/h. They were the first ÖBB electrics to use thyristor-controlled electric brakes, and to be fitted with single-arm pantographs – this was necessary because of the limited space available on the roof, as a large area was needed for the air-cooled braking resistors.



The model conforms closely to published dimensions. The body shells are plastic, with the various grilles and panels neatly formed; added parts include the roof cabling, insulators, and switchgear, as well as the pantographs. These are lightly sprung but not wired for current collection.

Delicate brake hoses and dummy scale couplers are provided accessories, even though these parts are already fitted.

The package includes no instructions.

The cab interior is detailed, windows are flush glazed, with wipers moulded in place and neatly painted silver.

The bogie side frames have good relief detail.

The mechanism is based on a cast metal frame which carries a central can-type motor with twin flywheels, driving all axles through reduction gears in the bogies. There is pickup from all wheels. The power car weighs just 66gr, and to ensure good pulling power traction tyres are provided on one inner wheel of each bogie.

Operation is smooth and quiet, with good control across the speed range from a crawl to a reasonable maximum.

LEDs provide directionally-controlled white head and red tail lights.

Both power car and driving trailer are noted as having a NEXT socket for a digital decoder. A DCC sound fitted version is also available.

Standard couplers are fitted in NEM pockets on close-coupling mounts on the frame throughout the rake. Two extras are provided if required for the ends of the set.



The sets were linked by Scharfenberg central buffer couplings, with normal buffers and couplings at the ends of the set, so up to two ordinary coaches could be attached as extras or, if the power car failed, the train could be hauled.

Our sample represents set 014, in original condition with Epoch III livery and markings, with a class 7110.3 dining car.

The finish is good, with the main colours even, and all markings nicely printed, though the difficulty of masking the blue around the complex shape of the end (with lights and other awkward projections) has resulted in some fuzziness. This is more apparent in unkind close-up photos than on the layout!



Manufactured for

Jägerndorfer
Bundesstraße 20,
A-2563 Pottenstein, Austria.
www.jaegerndorfer.at

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

PRICE ref.74110 £540.00.



The Re4/4^I Bo-Bo electric was first ordered in 1944, with a specified top speed of 125km/h, enough power to handle increasing train weights, an axle load of just 14 tonnes, and the capacity to operate in multiple or with control trailers. SLM supplied the mechanical parts, with electrical components coming from MFO, BBC, and SAAS.

The first batch of twenty-six delivered from 1946 in green livery had end doors and corridor connections. Only the first six came with the multiple unit connections, but these were later fitted to all locos.

The second series did not have end doors and a through gangway, and had a different style of ventilators.

Originally, 401 to 450, they were renumbered 10001 to 10050 after 1965.

Four locos (33, 34, 46, and 50) were painted in TEE red & cream livery and equipped with 1,950mm wide contact strips (to DB and ÖBB standards) for international working. Others also had the wider contacts for working to Lindau.

The red livery was applied from 1984.

They were gradually withdrawn in the late 1980s and early 1990s, but some survived with private operators, and 01 and 44 are now part of the SBB Historic fleet.

New in the Expert series from Piko is an excellent model of this significant type, exclusively for the Swiss market in the first instance. It is accurate in most dimensions and details, according to published data and illustrations.

The colours are dense and even, and all markings are clearly printed, identifying the machine as 10018. The number is only printed, not in raised letters like the SBB – CFF, no doubt to allow several versions. Metallic beading separates the body colour from the frame.

The body boasts subtle moulded features, with neat louvre panels. The upper row of louvres should be slightly higher – more gap between the panels, less to the cantrail – but this is minor.



Separately added details include the cab door handrails (yellow plastic), windscreen wipers, fall plates, multiple unit connectors, buffer beam grabs, and the insulators, cabling (the orange is perhaps rather bright!), and switchgear on the roof. The roof grilles are etched metal, as are the small steps on top of the buffer shanks – a nice detail.

The pantographs are fine, with narrow contact strips, and sprung, but not wired for current collection from the overhead.

The windows have flush glazing and there is interior detail in the cabs.



Corridor connections, snowploughs without cutaways, dummy scale couplings, brake hoses, and electrical connectors are provided for the purchaser to fit, the latter in place of the working couplers if the model is only to be displayed. All fit perfectly – firm, but not too tight, and no need for adhesive.

The bogie sideframes exhibit very crisp moulded features, axleboxes and springs, with added details such as the brake shoes (in line with the wheel treads). Behind the frames, the spoked wheels are visible.

The underframe is very well detailed with the major features cast or moulded in place, enhanced with added small components such as controls, switches, and guard irons.

The model has a cast metal frame carrying a can-type motor with two flywheels, driving both axles in both bogies via cardan shafts and reduction gearing.

To maintain a prototypical small clearance between body and bogies, the

sideframes are only allowed to rotate but within them the gear towers move independently and can pitch fore-and-aft to follow track undulations – ingenious. Current is collected by wipers on all wheels.

Two traction tyres (one on each inner axle) and a weight of c.400g (for a unit just 170mm long) ensure more than enough pulling power.

Performance is extremely quiet, smooth, and controllable, with the top speed a little higher than the prototype but within NEM tolerances.

The head and tail lights change according to the direction of travel, 3+1 in proper Swiss style; in DC they need about 4 volts to illuminate. Under digital control, the lights can be switched separately, including those in the cab and machine room, to give all possible prototype combinations.

The model has a NEM 658 PluX-22 socket for a digital decoder, with provision for also installing a loudspeaker.

DCC sound and AC versions are also offered.

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

The minimum radius recommended is 358mm.

Another first class offering from Piko.

We can expect a green livery version later in the year, and no doubt other variations in future.

Manufactured by

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

PRICE ref.96870 ChFr 299.00.





In co-operation with VEB Lokomotivbau elektrotechnische Werke 'Hans Beimler' in Hennigsdorf, in the 1950s the Deutsche Reichsbahn began development of a 'universal' locomotive, designated E11. It was soon realised that separate passenger and freight versions would be necessary. The design principles were based on Swiss experience in the 1940s, with axle hung motors in bogies. It had been hoped to acquire electronics under licence from West Germany but this proved impossible. The development work led to two trial locos, E11 001 and 002. They fulfilled expectations and after a few necessary improvements, series production of the E11 for expresses and the E42 for freight and secondary passenger services began in 1962 and 1963 respectively. The two test locos were added to regular stock and by 1966 had been adapted to match production machines. In all, 96 E11 and 292 E42 were built in batches by 1976. With computer numbering they became classes 211 and 242 and could be seen all over the DR electrified network. It was only with the advent of the BR243 and then the political changes that led to the amalgamation of the DR and DB that the 109 and 142 (as they were under the unified numbering) gradually began to be phased out. However, some are still

operated by private railway companies. 211 001-3 (E11 002) has been preserved and can be seen in the DB Museum at Halle/Saale.

The model is one of the main new items from Brawa this year, delivered on schedule, and in their usual fashion it is offered in several variations – no doubt with more to come. We illustrate E11 002 in Epoch III green after modification and an early production BR242 in Epoch IV Bordeaux red.

The finish is excellent, in accurate colours, with precise lining and all markings neatly printed. The metal plates (where relevant) are printed, not in relief.

The model is very accurate, according to published dimensions, and the plastic moulded body shell has grilles, panels, and ribs neatly represented. These machines have four pairs of louvre panels each side (horizontal or vertical) and stiffening ribs on the sides of the frame. Early units had an apron below the buffer beam, but these caused problems in operation and were removed.

The fine handrails on the ends and by the cab doors are separate parts, as are the horns, windscreen wipers, side windshields, and cab steps.

All windows fit flush, and the machine room interior is represented.

The roof has all the electrical equipment present, with very fine pantographs.

The buffer beams are detailed with grab handles. Brake hoses (with hand-coupled cocks), dummy scale couplings, and electrical connectors are provided so either end can be set up for operation or

display. There are also alternative buffer beams without the coupler cutaway.

The bogie side frames are formed with good relief. The brake shoes are in line with wheel treads.

The wheels are spoked, and have fine flanges.

The chassis is cast metal and carries a five-pole can motor with twin flywheels driving all axles via cardan shafts, worms, and reduction gearing in the bogies. The result is a model that runs smoothly and quietly.

There are traction tyres on one inner wheel of each bogie, and with a weight c.345gr haulage capacity should be ample.

The minimum recommended radius is 360mm.



There is no provision for current collection from the overhead.

The directional head and tail lights work using LEDs and are separately switchable in digital mode; one end can be isolated by tiny switches on the internal printed circuit board.

The cabs and equipment room are also illuminated, and similarly switchable.

The DC model has a Plux-22 socket for a digital decoder, and is also prepared for sound installation. Versions are available with a sound decoder from D&H factory fitted.

Standard couplings are supplied to fit in the NEM pockets flexibly mounted on the bogies. Because the pocket is made of the same plastic as the bogie, the red version is rather prominent without a coupler or accessories to mask it. Paint may not easily adhere to this plastic.

The model is delivered securely packed in a wrap-around plastic carrier, and comes with a good illustrated instruction booklet.

Once again Brawa deliver a state-of-the-art model with great attention to detail, finish, and performance.

Manufactured by

Brawa, Remshalden, Germany.
www.brawa.de

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

PRICES
DC €239.90.
DCC extra €379.90.





The rebuilding programme in the 1950s which resulted in the *Umbauwagen* (-3yg and -4yg six-wheel and bogie coaches) enabled the Deutsche Bundesbahn to overcome the post-war shortage of local stock while new building schemes were initially limited to the development of express coaches. Only after this did the DB have the capacity for developing new local coaches, classified n. The steadily growing demand for this type of traffic and the fact that the six-wheel rebuilds in particular were only designed for a short life led to the first prototypes of the new coaches appearing in 1958.

To reduce dwell times at stations, instead of the usual end entrances the doorways were positioned approximately a third of the way along the coach as double entrances with hinged folding doors.

Three basic types were created – first class in the middle and two large second class areas either end (AB4nb), three large second class areas (B4nb), and two large second class areas and a luggage compartment plus driving cab (BD4nf).

Aluminium, normal steel, and corrugated panels were tried but it was finally decided to use stainless steel (V2A) for series production. This did not need to be painted to protect against corrosion, and the sides were polished below the windows with a so-called 'peacock eye' or fish-scale pattern. This distinctive pattern, along with the silver finish, quickly earned the nickname "Silberlinge".

Except for a few examples fitted with lightweight Minden-Deutz bogies, the n coaches were fitted with MD42 bogies with conventional block brakes. Later MD43 bogies with disk brakes were used.

The basic design proved so successful that between 1960 and 1980 around five thousand of these coaches were constructed by different manufacturers as well as at the Karlsruhe and Hannover workshops.

The extremely cramped driver's space in the original BD4nf driving trailer was less than ideal, and it was soon nicknamed the 'rabbit hutch' by staff, leading to discontent and safety concerns. As a result, Karlsruhe works rebuilt the end, producing a vehicle with a full cab, with no access through to the next coach.

From the mid-1980s, the DB started to modernise coaches that were in some cases already twenty years old, at Hannover works, among others. Revisions included new sliding windows



with plastic frames, and the banded mint green livery. Subsequently many of the modernised coaches were repainted in traffic red.

The driving trailers were also modified. The two designs introduced earlier were only suitable for either diesel or electric traction, depending on the control panel installed. A new cab was designed at Wittenberge works, based on the standard DB cab (e.g. BR 111) so that the driving trailers could be deployed with greater freedom. Numerous 'rabbit hutches' and also Karlsruhe versions were converted to the Wittenberge type. In order to meet the demand for push-pull trains, regular second class coaches

(i.e. without baggage area) were also included in the conversion programme.

Brawa announced their new model of these numerous, widely used, and long lived coaches as part of their 2019 programme. Slightly confusingly, some are now noted as 'new mould 2020' but shown as already sold out, with re-runs expected in the third quarter of 2020, in addition to further versions (primarily new numbers) which were listed in the 2020 programme. Of course, what is sold out at the factory may still be available from a retailer.

The Brawa models are very highly detailed, and reflect the differences over time, outside and inside. The realistic

representation of the polished pattern is particularly impressive. The roofs even show the weld seams. They are naturally modelled to scale length, making an imposing presence, but small features like the see-through etched metal shutters' steps are just one of the many separately-applied parts which are indicative of the attention to detail.

Variant-specific differences include the style of windows (with aluminium or plastic frames), the presence of a type G150 alternator, and the type of bogies (MD42 with block brakes and MD43 with disk brakes).

For each period Brawa offer a driving trailer (one of three designs, as appropriate), a composite, and two different seconds, in Epoch III silver, Epoch IV silver, Epoch V banded mint green, and Epoch VI traffic red.

All can be obtained with factory-fitted interior lighting; the model has an interface with soldering points (for a decoder). The driving trailers come with working directionally controlled head and tail lights, and (where appropriate) illuminated destination boards; interior lighting is of course an option, and they are also available with a decoder fitted.



Manufactured by

Brawa, Remshalden, Germany.
www.brawa.de

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

PRICES

Coaches – €69.90,
€84.90 (with lights).
Driving trailers – €99.90,
€114.90 (with lights),
€124.90 (with decoder).

Rhätische Bahn open platform coaches new by Bemo

With their new models of the Rhätische Bahn open balcony second class bogie coaches numbered B 2245 to B 2247, Bemo have closed an important gap in range of stock available to represent nostalgic services and charters behind both steam and vintage electric locos in Graubünden. But they have to earn their keep, so between May and October 2018 they were often part of the scheduled 'nostalgic' shuttle trains between Davos and Filisur, and they were noted on this again in mid-September this year.

Announced as new tooling in the 2019 programme, the model were released in July 2020 – and are well worth the wait.

They were built for the Arosa line in 1928 and were therefore equipped with a protective rod on the roof until they were converted into 'nostalgic' vehicles. The present numbers date from 1956. The coaches are modelled without corridor connections.

Rather than issue one version at a time, Bemo have produced all three numbers at once: B 2245 (ref.3235 145), B 2246 (ref.3235 146), and B 2247 (ref.3235 147). (B 2245 is already noted as being in short supply.)



The period shaded lettering is very nicely reproduced, and the small markings in the recessed solebars are very clearly printed. The notices on the end walls have not been forgotten.

Practically the only added fittings are the roof ventilators – note the detail on the sides of these small parts. The fine balcony railings and supports are a separate sub-assembly, with fall plate added.

The coaches boast a complete interior, and the full droplight windows have handles moulded at the top edge.

The electrical connectors (cable and socket), brake hoses, and buffer beam infills are provided for the modeller to

fit. These latter are slightly too large and either they or the gap in the buffer beam will need trimming at each end. In contrast, the brake hoses are a loose fit and will need a drop of adhesive.

The instructions are in German, French, and English, illustrated with diagrams.

The underframe is well detailed, with battery boxes and brake gear, plus queenposts and truss rods in resilient plastic.

The bogie sideframes are formed in deep relief, with excellent representation

of the primary and secondary suspension, and the axleboxes.

The models run freely on blackened metal disc wheels on pinpoint axles, insulated one side by plastic centre bushes.

Standard model couplings are fitted on long extensions from the bogies.

The models are noted as having been designed in Germany and made in China; they come in a new style of shaped plastic inner packaging, better protection than the previous simple folded card or expanded foam.

Manufactured by

Bemo
Stuttgarter Straße 59,
D-73066 Uchingen, Germany.
www.bemo-modellbahn.de

PRICE each €97.95.

Swiss version of wine wagon new from Tillig

New from Tillig is a variant of the type P four-wheeled wagon carrying two large barrels, horizontally mounted, used for the transport of wine. It has a new Swiss style brake house, of planked wood construction, with a round-topped roof.

The wagon is used by Nicolas Masson of Rivesaltes, and has SBB Epoch II markings; the shaded lettering is neatly printed, and there are fine markings within the recessed solebars as well as on the end of one barrel and the brake house.



The top platform and access ladder, steps, support frames (etched metal), platform railings, and tool box are separate parts – as indeed are the two large barrels, and the brake house with the handbrake column and projecting handle housing.

The underframe is nicely detailed, with the main components moulded

in medium relief. The brake shoes are added, in line with the wheel treads. The spindly buffers are especially notable.

The model rolls freely on blackened metal disc wheels, insulated one side with a plastic centre bush.

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

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.76762 £35.91.



Like their prototypes, Tillig have updated their models of two Harz metre gauge coaches, a coach and a half baggage, with new 'bus' type windows, as installed during the substantial rebuilding programme of the mid-1980s. In 1995 the bogies were modernised and fitted with roller bearing wheelsets. These long vehicles originated on 750mm gauge, and were transferred and regauged to metre in the 1950s.

Coach KB4i 900 496 was one of thirty-three built by Linke-Hoffmann-Busch in their Bautzen and Werdau factories in 1929 - 1932 as standard types 14.5m long and 9m between bogie pivots to the order of the DRG for the narrow gauge lines in Saxony. Between 1952 and 1956 ten of them were transferred to the Harz.

Baggage KBD4i 902 201 has had an even more varied existence. It too began as a 750mm gauge standard LHB coach but was not only regauged but also converted with baggage space. In 1955 it was allocated to the Gera-Pforten - Wuitz-Mummsdorf line. When passenger traffic ended there in late 1956, it went to the Spreewald system. When that

closed in 1970, it was moved to the Harz. It was modernised in 1987, but retained the original roof.

Both vehicles are still in use, with equipment updated over the years.

Our samples carry DR Epoch IV markings; the models are also offered with current Harzer Schmalspurbahnen (HSB) markings.

The red-beige livery is well done, with sharp definition between the main colours, and clearly printed markings.

The models have a full interior and flush glazing. The roof is a simple clip fit, so adding passengers should be easy.

The body sports separate handrails, moulded in coloured resilient plastic, and end balconies with very fine features, including added brake hoses and electrical connections; the gates and fall plates are fixed. The handbrake is correctly only at one end.

Detail parts supplied include (more) brake hoses, centre buffers, dummy scale couplings, and coupling hooks. These fit easily but firmly into holes in the buffer beam without the need for adhesive. Note that when fitted these parts may impede the working of the

model coupler.

Regular narrow gauge couplers are fitted on the bogies; standard NEM 358 pockets are supplied as alternatives.

The underframe is also nicely detailed, with main components and brake gear moulded in medium relief.

The bogies have subtle rivets, plus good axlebox and spring detail. The brake shoes are added, in line with the wheel treads.

The models roll freely on blackened metal disc wheels, insulated one side with a plastic centre bush. Interior lighting is an option, so these wheelsets can be used to pick up from opposite rails.

The model comes in very secure clear plastic 'bubble' packaging, within a card tray box.

The coaches are also offered for HOe (9mm gauge).



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

PRICES
ref.13983 coach £45.00.
ref.13946 baggage £45.00.



New from Auhagen is a kit for some typical former East German street lights. The type RSL1 lights were a part of the street landscape in the DDR from the 1960s onwards. Mostly mounted on concrete poles, they still illuminate streets and squares in many towns and municipalities today. The *Rundscheibenleuchte* get their name from the discs made of curved textured glass held by metal brackets. Ideal for residential areas, parks, or streets.

The pack will make eight.

Each consists of just three parts – the post (moulded in a buff coloured plastic to represent concrete), the lamp (clear), and the shade (dark grey).

The parts are cleanly formed with no flash, and only need to be trimmed carefully from the sprues.

As usual, the instructions are in the form of a simple 'exploded' diagram.

The parts fit together well. The locating pin under the shade is an easy push fit into the top of the post, but the 'glass' will have to be stuck to the underside of the shade. It sits neatly on the rebate.

Liquid solvent is recommended as adhesive.

The visible height is 64mm. The fixing spigot is 8mm long and 1.9mm diameter.



A simple accessory, but one of those characteristic details which gives a touch of local authenticity.

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.41661 £12.70.?

N

new version of Vectron electric from Hobbytrain

Since its presentation at Innotrans in 2010, the Vectron from Siemens has developed into a best seller – over 750 have been delivered to more than thirty customers in some seventeen countries, and there is still no end in sight.

Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in South Korea, is a new version of the Siemens Vectron Bo-Bo electric in the second 'Alpiner' livery used by SBB Cargo International well beyond the borders of Switzerland (Epoch VI).

The finish is good, with all markings neatly printed.

The model is accurate according to published dimensions, and well detailed. Nose and cab door handrails and cab door handles are moulded in place and neatly picked out in silver. The horn clusters, insulators, and switchgear on the roof are added parts. The pantographs are very fine, and sprung, but not wired for current collection from the overhead.

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

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

The mechanism is built around a split

frame cast metal chassis, carrying a central five-pole motor with twin flywheels which drives all axles via worms and reduction gears on the bogies. Current is collected via axle bearings on all wheels.

Operation is smooth and quiet, with good control across the speed range. Running in of half-an-hour in each direction at three-quarter power is recommended. Two traction tyres are fitted, one on each outer axle. With a weight of c.75gr, tractive effort should be ample.

The printed circuit board within has a Next-18 (NEM 662) socket for a digital decoder. A sound-fitted model is also available.

Dismantling and installation instructions (in German and English) are included.

There are working directionally-controlled LED white head and red tail lights. In analogue mode, these LEDs at either end can be isolated (for use in multiple consists or with a driving trailer) but this has to be done by removing the body and physically moving the LED boards in the sockets.

R2 (225.6mm) is the minimum radius recommended.

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



Manufactured for

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

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

PRICE ref.H3007 £165.00.

HO

new scenic accessories by Busch

Busch have been busy with new additions to their extensive range of scenic accessories. In all cases the parts are nicely moulded, with very little flash. Some assembly, or at least removal from sprues, may be required. The figures come neatly to a basic level of detail where the plastic is not already coloured.

ref.1379 lumber yard £8.17

A large stack of long tree trunks and branches that have already been sawn and stacked ready to be loaded.

The larger logs are moulded with small residual branches – many of which had become detached in the packaging.



ref.7762 wheelsets £9.08

Ten axles and wheels have just been unloaded and are going to the appropriate department for assembly. Alternatively, these could be treated with Busch rust spray (ref.7010) to represent old wheelsets exposed to the weather.

The tread and flange profile of these moulded plastic items is not very realistic, but the axlebox detail is good.



There are also some new 'action sets. This title does not indicate that the accessory is animated, or even that it could be, but rather that it depicts some kind of activity.

ref.7901 car fire £17.26

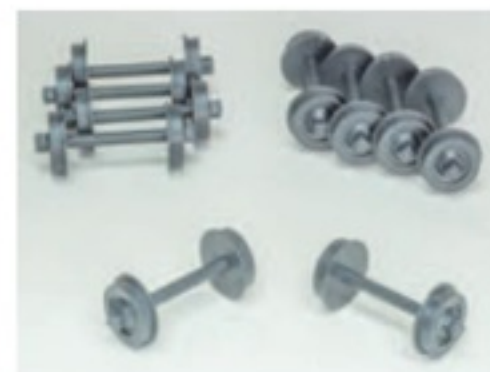
An estate car with the bonnet up and 'smoke' (made with fibres) billowing forth. The driver is using a rather large fire extinguisher.



ref.7905 window fitters with glass transport trailer £18.17

A large pane of glass (it is there, honestly!) is being delivered, carefully carried from the trailer to the site, perhaps to effect a repair or equip a new build.

These items all come in a standard box to hang on product display/dispenser, which is much larger than required.

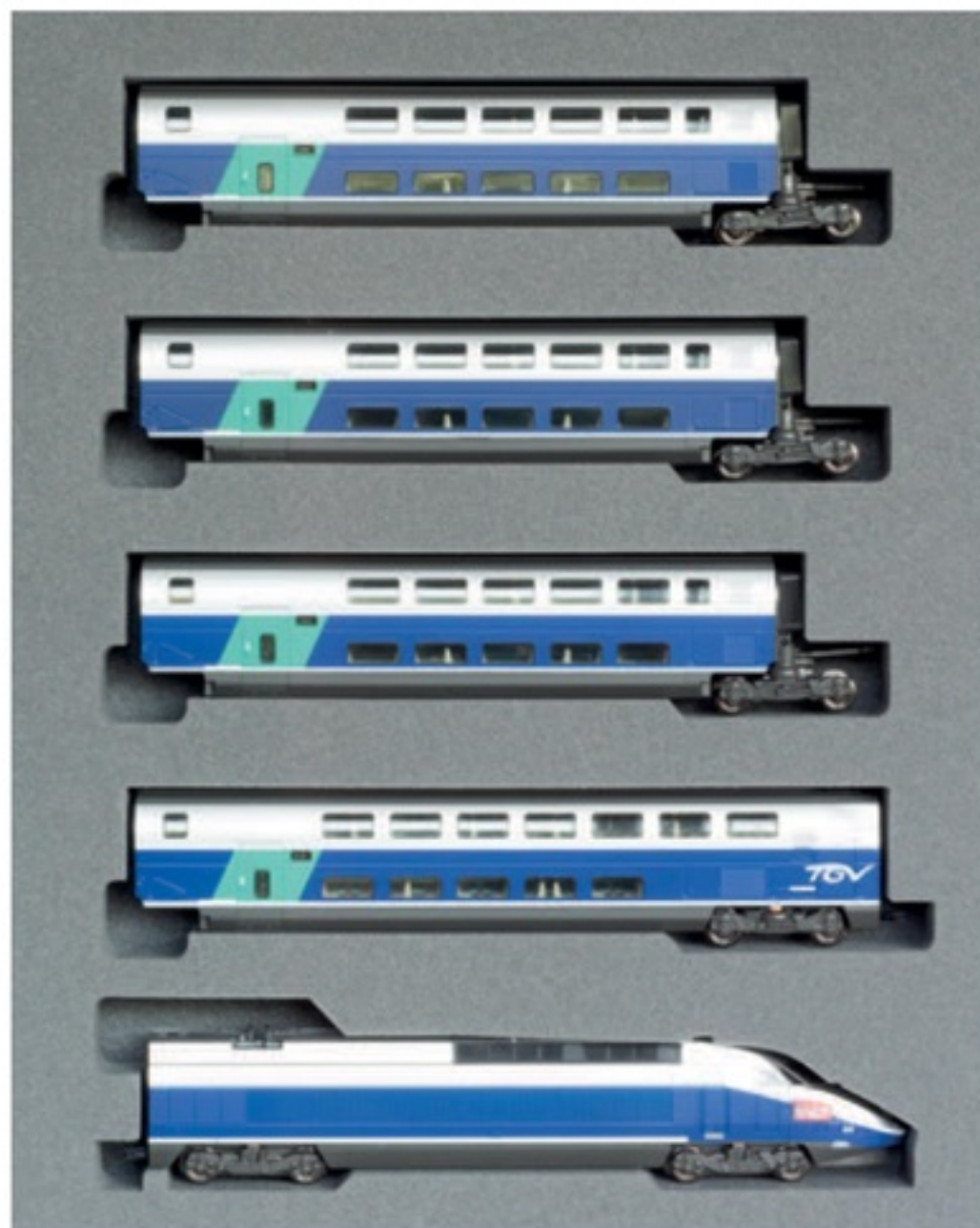


Manufactured by

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.



The TGV Réseau Duplex sets were created when, instead of ordering brand new trains, the coaches of nineteen regular Réseau sets were used to make up the TGV POS (Paris - Ostfrankreich - Süddeutschland) trains for the new LGV Est, which opened in 2007, powered by thirty-eight new tri-current power cars, based on the Duplex variant, which were suitable for running on the German and Swiss networks. These coaches were renovated and became the series 4400, the sets being numbered 601 – 619.

The spare Réseau power cars, with some aerodynamic adjustments, were combined with nineteen new sets of eight double-deck coaches, identical to the original TGV Duplex (series 200). The livery is the same as other Duplex consists. These sets are all maintained at the Technicentre South-East Europe depot.

This 'tinkering' allowed the SNCF to maintain the pace of delivery of Duplex coaches, which was considered a priority to increase capacity on the high speed routes.

The sets are made up with three first class coaches, a bar car, and four second class coaches.

Kato are making a model of these ten car trains just as in real life – by combining their existing Duplex coaches and the angular wedge-shaped Réseau

power cars, with the bodywork slightly modified.

The plastic body shells have the panels, grilles, and louvres moulded in place. The only added parts appear to be the plastic pantographs and the few associated insulators and cabling, along with the rear diaphragm and the nose cap over the coupler.

The finish is excellent, with dense and even main colours separated by sharp lining. The few markings are finely printed – the SNCF 'carmillon' logo, TGV graphic, set number, and class designations.

The coaches have flush glazing and interior detail.

They are connected by close-coupling links which move independently of the common bogies. The high level corridor connection forms part of the bogie.

The bogie sideframes are nicely detailed.

Performance is excellent, as one might expect from Kato, thanks to a five-pole motor with two flywheels driving all wheels of the powered unit. A significant weight of 102gr plus two traction tyres (on one inner wheel of each bogie, diagonally opposite) ensure it can move the whole train. Current collection is from all wheels, and the maximum current draw is quoted as 0.42A.

The power cars have working triple head and twin tail lights, using LEDs, which change according to the direction of travel.

The models are DCC ready – both power cars have NEM 651 six-pin sockets for decoders. When two sets are linked the decoder in the rear power car should be changed to reverse the head and tail lights.

The coaches are prepared for the installation of LED interior lighting kits (refs.11-213 or 11-214) - pick-ups and diffusers are already fitted.

The overall length of the ten car set is 1,267mm.

If that were not impressive enough, the real trains are often run in pairs, with others of the same type or Réseaux and Duplex sets, and a twenty car consist can be reproduced with these models, by removing the cover from the coupler at the front of the power car and using the drawbar included in the package. In this configuration, it is best to have both powered cars coupled together in the centre of the combined train. The lights on these cars can be switched off by inserting the dummy plug provided into the socket on the printed circuit board.

The minimum recommended radius is 192mm, and the maximum gradient 4% (1 in 25).

The models are delivered in two of the 'book' style presentation cases characteristic of Japanese models, within a card wrapper. They are packed in order, but the consist is also shown in the accompanying illustrated instruction leaflet (with text in Japanese and English).

Manufactured by

Kato (Sekisui Kinzoku Co.Ltd.),
Tokyo, Japan.
www.katomodels.com

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

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

PRICE ref.10-1529 £390.00.



Loco-Revue Hors Serie 74 Métamorphosez votre matériel roulant!

Edited by Alexis Avril

Éditions Loco Revue,
BP 30 104, F-56401 Auray Cedex, France.

www.locorevue.com

297mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

The latest special from the leading French model railway magazine *Loco-Revue*, dated August 2020, might be translated 'transform your rolling stock!'

It deals with detailing steam, diesel and electric locomotives, railcars, coaches, and wagons to make them more realistic. Have you got older models which now seem to have too little detail, far from current standards? Do not hide them away!

This selection of articles previously published in *Loco-Revue*, carefully updated, will show you how to bring these models up to date and easily customise them using specific kits or readily available basic materials.

In all there are twenty features, grouped into five main sections, each prefaced with an impressive double-page single photo.

Steam locos: enhancing the Jouef Junior budget priced 030TJ (six pages); a new look for the Liliput 140C (6 pages); creating a 141E using older Jouef components (four pages).

Diesel locos: improving the lamps and logo on a Piko 040DE (three pages); adding etched details to a Jouef C61000 (four pages); correcting the minor faults of the Minotrix BB67400 (five pages); fitting etched railings, plates, and new horns to the Jouef BB66400 (four pages).

Electric locos: customising a Roco BB16000 to represent a specific machine (three pages); upgrading a Jouef CC21000 (six pages); detailing a Piko N BB26000 (three pages); some simple improvements for the Jouef 2D2 5500 'Waterman' (two pages).

Autorails: detailing and weathering a Mabart N ABJ4 (three pages); bringing an Electrotren X2440 to current standards (five pages); updating and detailing a Roco X2800 (six pages); adding detail to the Jouef (formerly Lima) X2200 (four pages).

Coaches and wagons: creating a DEV Inox second baggage from a second (five pages); fitting interior details to Jouef DEV couchettes (three pages); enhancing and weathering an old Jouef bogie van (three pages); superdetailing the Klein Modellbahn E71 bogie open (five pages); upgrading Jouef bogie hoppers (seven pages).

As can be seen, these are all relatively short and eminently practical. Many concern improving older models which may be found secondhand quite economically. Most of the projects are HO, with a couple in N.

The features come from a number of contributors, including Denis Fournier Le Ray, Gérard Meilley, José Dunogean, Aurelien Prevot, Laurent Cailier, Jean Canevet, Jean-Pierre Dereux, Vincent Burgun (whose layout has been in CM), Bernard Bransol (of ACML87, featured last month), and Grégoire Kessedjian (whose layout was in the CM French Special). Some of these are LR staff or regular contributors. Some are responsible for just one article, others for two or three.

All display a high standard of modelling, which tends to encourage rather than deter.

The collection is illustrated with more than 250 photos and diagrams, many in easy-to-follow sequences. Both the step-by-step and finished model photos are technically competent and clear; all are in colour and well reproduced on good quality glossy paper.



The presentation is clear and straightforward, with restrained use of different fonts and colours for the chapter titles and subheadings. There are occasional tinted panels with supplementary details and lists of tools and materials for each project, plus a few tips or points of interest highlighted on tinted circles.

This is an interesting and informative collection. A fair knowledge of French will help to get the full benefit but the high pictorial content makes it worth a look for anyone modelling the French scene.

The book includes just two pages of advertisements.

Eisenbahn Journal Special 1/2020 Baureihe 39 (preußische P10)

by Konrad Koschinski

Verlagsgruppe Bahn GmbH, Am Fohlenhof 9a,
D-82256 Fürstentfeldbruck, Germany.

297mm x 210mm 92pp

Softback €12.50

ISBN 978-3-89610-755-8

German text ref.542001

The latest in the occasional series of A4 format special editions from *Eisenbahn Journal* magazine is concerned with the BR39 2-8-2, former Prussian P10, designed with eight coupled wheels with a diameter of 1,750mm for heavy express passenger trains in hilly terrain.

In 1919, the Prussian Central Railway Office in Berlin initiated the development of a heavy passenger and express train locomotive for heavily graded routes that the Prussian State Railways had long been missing. From 1922 to 1927, six locomotive factories delivered a total of 260 units of what was initially designated P10, later classified BR39, to the Deutsche Reichsbahn. It had a lot in common with the G12, G8², and G8³ freight locos, which were already characterised by extensive standardisation of components. The P10 also prefigured the appearance of the later DRG standard designs, and employed a number of structural features that would be adopted, though the Belpaire firebox was not. The complex shape of the grate, along with insufficient air supply and a poor induced draft system, caused problems.

After the Second World War, 152 end up with the Deutsche Bundesbahn. Withdrawals started in 1958, but the last was in use until January 1967.

The Deutsche Reichsbahn fleet in East Germany grew to 84 by March 1957 through additions from Poland in 1955/56 and the refurbishment of machines that had been set aside for many years. They came to be concentrated in Saxony. As part of the reconstruction

program between 1958 and 1962, they received new high-performance boilers with significantly higher output and were re-classified BR22. The first of these was withdrawn in 1966, the last in September 1971.

The DB remedied the steaming problems with design changes, while the DR undertook substantial reconstruction around a standard newly-developed boiler. Documents from Raw Meiningen show that the locos formerly noted as frame donors actually supplied the running gear, whereas the frames generally came from other P10s. This EJ Special lists the actual donors for the first time, and sheds light on why the 'cheating' occurred, correcting previously published 'official' records.

With its almost inexhaustible steam generating boiler, the Reko-P10 surpassed the performance of the original by far. The DB modifications also resulted in a second, if short, period of success.

The well-researched text describes background to and development of the design, the technical details, and service career. It explains simply the problems of construction that prompted the DB to change the design and the DR to rebuild it.

A chapter is devoted to the few used abroad, in Belgium, France, and Austria, and as PT1 in Poland.

There is a list of all class 39 and 22 locos.

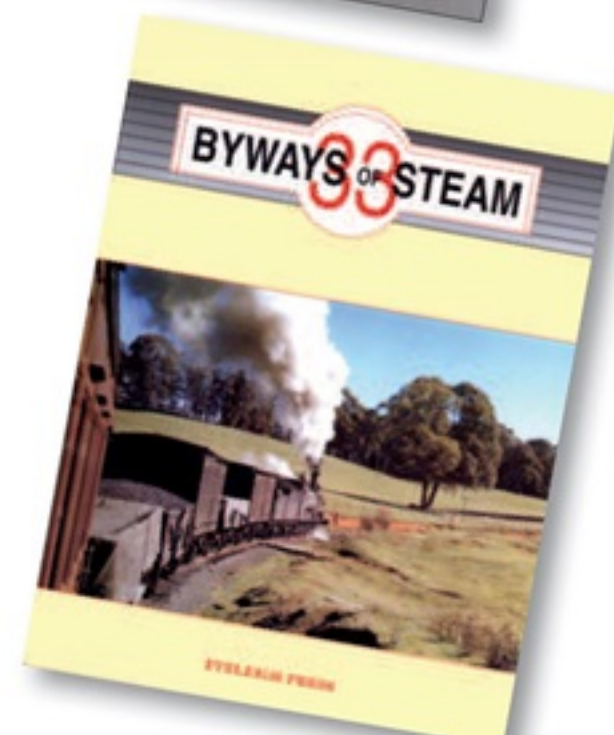
The work is illustrated with over 140 photos, the majority in colour but augmented by historic postcards and archive black & white images, all well reproduced on high quality glossy paper. As usual, some impressive double page images preface the main coverage, and there several full single pages.

Some excellent scale drawings are also included.

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

While not as comprehensive as a conventional class portrait, it should more than satisfy many enthusiasts and modellers.

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



EK-Aspekte 43 DB Lokomotiven und Triebwagen 2020

Edited by Jörg Sauter

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 68pp
Softback €12.80
ISBN 978-3-8446-1922-5
German text ref.1922

The latest edition of the 'Aspects' series, dated for the fourth quarter of 2020, once again offers an annual analysis of the allocation of all DBAG locomotives and railcars, electric and diesel, owned and leased, as at 1st July 2020.

After an introductory four-page essay which looks back at significant railway events and technical developments of the previous year, the major part of the publication is simply a listing, class by class, of all units with their present allocation. Machines allocated to DB subsidiary companies and operational historic locos are also listed, along with nominally withdrawn units still in use with specialist departments and now classified as 'plant'. There are interesting summaries of classes withdrawn from certain depots, or newly allocated to others.

Apart from this factual information, which will no doubt interest future historians as well as present enthusiasts wishing to work out where to find specific types, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, most taken within the last year or so (the earliest from March 2019, the latest as recent as July 2020). All are in colour, well reproduced on good quality glossy paper. The photos are presented large, taking half a page, which allows detail to be examined. The majority of the views show trains in context, from industrial settings to scenic landscapes, all over the country. Traffic red livery dominates, of course, but there are some specials, advertising graphics, and historic colour schemes to add a little variety.

The work is only concerned with DB stock and does not include private operators, so while it is a comprehensive guide to current DB motive power, it is not a complete handbook for anything you might see – or might want to try and see – on German rails.

No technical details of the classes are provided.

The factual nature of the data and the strong pictorial content make this worthwhile even for those who read little German.

The book includes five pages of advertisements for other EK publications – magazines, books, DVDs, and calendars.



Die S-Bahn in Berlin Eine Reise durch die achtziger und neunziger Jahre

by Konrad Koschinski, Michael Krolop,
and Oliver Sydow

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
210mm x 300mm 152pp
Hardback €39.90
ISBN 978-3-8446-6864-3
German text ref.6864

With the fall of the Wall thirty years ago, the S-Bahn network in Berlin suddenly regained its original significance. This photo album takes the reader on a journey through the 1980s and 1990s showing both the divided and the re-united network in the eastern and western parts of the city.

Following the two-page foreword with network map the first chapter is 'Die Stadtbahn-West und die Wetzlarer Bahn' (pages 6 – 27). The photographs feature S-Bahn units of classes 275, 276, 476, and 477/877 covering the period 1981 – 1995.

The second chapter (pages 28 – 41) is 'Die Stadtbahn-Ost und die Schlesische Bahn'. The photos cover the years 1985 – 1999, plus one which is strictly

outside the period in 2003. The later class 480 units make an appearance.

The third chapter, 'Die Ringbahn', (pages 43 – 66) features photos of the all-red livery class 485 units and one of the so-called 'Panorama-S-Bahn' unit, rebuilt from class 477/877 130 and 477 105 in 1999. The years covered span from 1979 – 2002.

This is followed by 'Die Nordsüd S-Bahn' (pages 66 – 101) which covers the period 1980 – 1999. Many of the photos show trains running near the Berlin Wall, including between Wittenau and Wilhelmsruh.

The fifth chapter 'Die Wannseebahn, die Stammbahn und die Berlin – Potsdamer Eisenbahn' (102 – 123) covers the period 1980 – 1993. Among the photos are two of the silver liveried prototype class 480 units 480 001/501 and 480 002/502.

The sixth chapter, 'Hamburger und Lehrter Bahn, Spandauer Vorortbahn, und Siemensbahn' (pages 124 – 133) shows classes 276, 475, and 477. The period covered is 1980 – 1999, but one photo from 2000 is also included.

The penultimate chapter is 'Die Ostbahn, die Wriezener Bahn, und der Aussenring' (pages 134 – 142) presents photos from 1984 to 1997 showing S-Bahn units of classes 275/475, 276, 277, and 477.

The eighth and final chapter (pages 143 – 152) is entitled 'Die Görlitzer Bahn und die Flughafen-S-Bahn' and features photos from 1983 – 2001.



This is an excellently produced compilation of 152 colour photographs covering an interesting period in the history of railways in Germany's capital city. All the photographs are of excellent quality with detailed captions. A reasonable knowledge of German will be required to get the best from the text.

Byways of Steam – 33

Eveleigh Press

P.O.Box 345, Matraville,
New South Wales 2036, Australia.
www.eveleighpress.com.au
249mm x 184mm 188pp
Softback A\$50.00 + p&p
ISBN 978 1 876568 48 1

It has been more than two years since the publication of the previous volume in this respected series on the railway history of New South Wales, so this new edition is more than welcome. It contains three major features which are all concerned with activity in the south of the state, plus a shorter addition to the material on Lithgow which was featured at length in previous volumes.

The first article is the next in Ray Love's continuing survey of the steam locomotive depots in New South Wales, looking at depot No.27 Cootamundra (87 pages). Located on the Main South about half way between Goulburn and Albury, on the border with Victoria, Cootamundra was a major junction. Trains in both directions on the main line faced challenging climbs, with rolling hills to the north and the rugged

Bethungra Range to the south. To the west a branch wandered over the wheatfields to Temora and beyond, with a long cross country link to the western main line at Parkes. Heading south was the lightly-laid branch to Gundagai and Tumut, later extended by a branch from Gilmore to Batlow and Kunama.

Because of the very varied traffic requirements of these routes, Cootamundra hosted the widest variety of steam locomotive classes anywhere in the state, from the small and antiquated 19 class 0-6-0 to powerful AD60 4-8-4+4-8-4 Garratts. This is reflected in the photographic coverage. (A handful of diesels and railcars also creep in ...)

The next article 'zooms in', as it were, on the out-depot of Tumut (35 pages). This branch, with its steep gradients, sharp curves, small locomotives, and short trains could be an ideal prototype for modelling.

The third main feature is Out of Goulburn – firing days (46 pages), which continues documenting the railway career of R.K.Brown, working out of Goulburn depot from 1954 as he progressed through the ranks to become a fully qualified driver. His recollections are a revelation as to the real working conditions on the footplate, far from glamorous, long hours, and really hard work.

The book concludes with a further part of the loco depot article looking at No.23 Lithgow (12 pages), adding information and photos which have become available since the initial information appeared in *Byways* 31 in 2017. There is a double-page foldout which shows the track plan of the depot in 1935 on one side and 1947 on the other.

The production team have, as usual, sourced an excellent selection of relevant illustrations, from railway archives, historic collections, and individual enthusiasts. Most of the photos are in black & white, except for the covers and ten pages within (dating from 1954 to 1961); all are reproduced as well as the originals will allow on high quality glossy art paper. The colour images mostly relate to the Cootamundra article.

The captions are detailed and informative, relating the image to the context. Maps, track plans, and diagrams support the text.

The collection is rounded off as usual with acknowledgements and references for each section.

As we have noted before, the *Byways* series is remarkable for the combination to archive analysis, technical detail, and personal reminiscences which provide a rounded picture of the railways far beyond both the historian's dry record and the enthusiast's ideal.



Eisenbahn Video-Kurier 146

EK-Eisenbahn-Videothek DVD c.60+60mins ref.8546 €19.80

EUROPA-Lokomotiven

The main topic of this DVD are the EUROPA locomotives, the Deutsche Bahn multi-voltage Bo-Bo electrics of classes 186, 188, and 189, the Vectron (193), and the Austrian Rh1216 'Taurus'.

The programme begins with scenes filmed from the lineside of class 189s at the head of freight trains, followed by 186s and 188s on similar workings, plus some film of Vectrons on both freight and passenger services.

Archive colour film then shows Deutsche Bundesbahn multi-voltage electric

E410 001, the first of five of this class introduced in 1966. 184 111 and 184 003 are then shown, in the post 1968 EDV numbering system, the latter in the DB Museum branch at Koblenz-Lützel.

Further 189s are then seen from the lineside on freights, with some scenes filmed from inside the cab, including crossing the border from Germany into the Czech Republic. This class is also seen working into The Netherlands and in Poland.

In the Elbe Valley a 186 is seen on a freight followed, by a Metrans-owned loco on a container train. Further 186s are seen on the Brennerbahn between Austria and Italy and on a container train in Switzerland. Examples in service with PKP Cargo in Poland are also shown, followed by DB Cargo 186 323 running light, 186 330 filmed from the lineside on a freight working, and Austrian Federal Railways 1216 021 departing from München Hbf. on a passenger service formed of ÖBB stock.

Further film shows 1216s from the lineside on the Brennerbahn, and ÖBB Railjet passenger services are seen hauled by these locos, filmed from the lineside. Examples in service with private operators in a variety of liveries colours are observed from the lineside on freight. A PKP unit is seen on an Inter-City service, followed by Siemens Vectrons filmed from the lineside on freight and passenger workings for a number of different operators, including PKP and Czech Railways. A Captrain Vectron is seen hauling gas tank wagons, and in Switzerland an SBB Cargo International example passes on a container train. Further DB Cargo Vectrons are shown on freight workings.

The next section takes a look at Pacific 001 180 on a test run. There is an interview with the loco's driver, and it is then seen departing on a train of six-wheeled DB

stock, filmed from the lineside. At Nördlingen the train is seen departing. Later scenes filmed from the lineside show 001 180 at the head of a heavier train formed of DB bogie coaches.

Next we mark 125 years of the Rügensch Kleinbahn. 0-8-OT 99 4011-5 is seen hauling a passenger train into Binz LB station then 2-10-2T 99 1784-0 arrives from the opposite direction. This train is shown departing, and we are shown archive black & white film at Putbus. At Göhren another passenger train is seen, with further footage taken from the lineside and on board the loco.

The next subject examines the new LINK diesel railcars in service with Deutsche Bahn. 631 001 is seen on display at the InnoTrans exhibition, and further scenes show these trains in service, filmed from the lineside and at Bredelar station.

Next we take a look at Alstom Prima electrics at work in Germany. At Krippen one is seen at the head of a long train of tank wagons. Others are observed at Bad Schandau in the Elbe Valley, along the banks of the Rhine and Mosel, and in the Saarland. At Trier one is seen on a train of bogie tank wagons.

The *Erinnerungen* section has film of a photographic freight worked by the Ulmer Eisenbahnfreunde steam loco 75 1118 in the Fränkische Saale, shot from the lineside, with some footage at Grafendorf station.

In the *Bahn News* section a visit is paid to the DB Museum in Nürnberg, with scenes of electric E44 001 and streamlined steam locomotive 05 001.

The final *Rückblick* section offers colour film of class 171 electrics in green, in Bordeaux red, and in traffic red working freight and passenger services on the Rübeldandbahn, with its unique power supply.

A certain amount of background music is used on this production, but it is not too intrusive and mainly restricted to the archive material.

Trailers for other DVDs from Eisenbahn Kurier last for about five minutes.

In the 'Bonus' section, *Video-Kurier 74* is featured and this includes: a look at the Mosel Valley line yesterday and today, the Kirnitschtalbahn – the smallest tram operation in Germany, the class 1216 multi-voltage Taurus electrics from Siemens, the UEF's 58 311 back in service again, memories of the DR V180 diesel-hydraulics, and DB V200s on the Vogelfluglinie.

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



Henschel – Lokomotiven aus Kassel

EK Eisenbahn-Videothek DVD c.58mins ref.8496 €19.80

Von DRACHE bis TRAXX

They have been building locomotives in Kassel for more than 170 years. In 1848 Henschel produced their first locomotive, *DRACHE*, for the Friedrich-Wilhelms-Nordbahn. By 1900 more than five thousand locomotives had been built at their factory in Kassel and the firm has become one of the most successful builders of railway motive power in the world, producing such types as the streamlined tank engines for the Lübeck-Büchener Eisenbahn (LBE) and the Henschel-Wegmann train. Works number 25000 was completed in 1941. Since the 1960s the

factory has been owned by a number of different companies. In 2001 it finally passed to Bombardier Transportation and it has continued to supply successful locomotives to many customers, particularly the TRAXX series.

This programme tells the story of this famous company using both historic and current film, showing their products in service, in works, in locomotive depots, in museums, and with preserved railways.

It begins with scenes of the preserved *DRACHE*, followed by Deutsche Bundesbahn class E10 (later 110) electrics in service, including E10 121 and 110 004-9. This is followed by examples of other DB locos produced by Henschel, including classes 111, 216, and 218.

Archive film then shows inside the works with steam, diesel, and electric locos under construction. In the company's museum Herr Thomas Stange shows the vast collection of archive material, followed by scenes of modern TRAXX electrics being built and undergoing tests. There are aerial views of the factory and further scenes inside the museum, where Herr Helmut Weich shows some of the exhibits.

Then there is archive black & white film showing not locomotives but lorries being built. Colour material then shows steam locos built by Henschel, including 38 2383 dating from 1919. This now preserved loco is also shown from the lineside. A preserved Henschel-built BR94 tank engine is also seen working hauling Deutsche Reichsbahn suburban stock, followed by other preserved steam locomotives that were built by Henschel, including 01 153-1, 044 389-5, 44 404, 45 010, and 85 007.

Back at the museum Herr Andreas Giller shows original drawings of the many classes built by Henschel over the years. We then see brief film of DB class 151 electrics on freights filmed from the lineside, first in ocean blue & beige and later traffic red, followed by archive black & white film of the Henschel-Wegmann train filmed from the lineside and at Berlin's Anhalter Bahnhof.

The bomb damage sustained by the factory is then shown in archive black & white sequences, followed by its rebuilding after the war. Examples of the post-war steam locos built there are then shown in colour, including preserved 023 042-5 at Darmstadt-Kranichstein and 66 002 at Bochum-Dahlhausen. Archive colour film is then shown of steam locos built by Henschel for export, followed by views of the 4,000hp DB diesel-hydraulic locomotive 232 001-8 departing München Hbf. on a passenger service. Further scenes were filmed from inside the cab, and the loco is also seen in use with private companies, including Wiebe. Henschel diesels for China are shown leaving the factory and then the first of the DB class E03 electrics is seen being rolled out of the works, followed by scenes of the series production unit in service filmed from the lineside at the head of express passenger trains in the 1970s.

The DE2500 class 202 diesel-electrics are then shown in archive colour film sequences. 202 002-2 is seen on static display in the grounds of the works and 202 003-0 is seen on display in the Technical Museum in Berlin.

We then see film of the DB's prototype and production series class 120 electrics in service, including 120 122-7 in traffic red livery on an Inter-City express at Wanne-Eickel Hbf., and ICE power cars are shown under construction. Other products from Henschel are also shown – lorries, trams, and helicopters. Further scenes of the *DRACHE* are also shown, plus 44 481 dating from 1942.

Archive colour film is then shown of the experimental Transrapid train, with scenes of similar units in use in China. This is followed by film of Henschel diesel shunters built for private companies, including Volkswagen at their plant in Emden, and on the Hespertalbahn, and the powerful 'Blue Tiger' main line diesels.

The programme ends with aerial scenes of the Henschel factory and TRAXX electrics filmed working passenger and freight services filmed from the lineside.

The commentary (only available in German) is clearly delivered and informative.

Around five minutes of trailers for other EK DVDs follow the programme.

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



Die Baureihe 101

EK Eisenbahn-Videothek DVD c.58mins ref.8489 €19.80

Die InterCity-Lok der Deutschen Bahn

The first class 101 electrics were handed over to Deutsche Bahn AG from the builders Adtranz in Kassel in 1996, and by 1999 145 had been delivered, gradually replacing the work previously handled by the iconic class 103s. The 220km/h class 101s have proven their worth, after initial teething troubles, and are the mainstay of loco-hauled Inter-City (IC) services on Germany's rail network. This programme

charts the story of these locos, many of which have been adorned with advertising.

Apart from numerous scenes of class 101s on IC services, there is film of these locos on regional passenger services between Nürnberg and München, as well as some on freight duties.

The programme begins with scenes of 101s seen from the lineside on both IC and Euro-City (EC) services, one of which is double-headed. 101 001-6, the first of the class, is seen at Berlin-Südkreuz and another is seen arriving and departing on an IC service, with further scenes filmed from on board the train and from the lineside. Other 101s are seen filmed from the lineside at the head of EC services formed of Swiss SBB coaching stock, including at Horb, and 101 034-7 is seen arriving at Stuttgart Hbf.

At Köln Hbf 101 012-3 is seen departing on an IC service with further scenes of this train filmed from the lineside. Along the Rhine Valley further IC services hauled by 101s are seen, with further sequences also filmed on board these trains. 101 110-5 is one of the locomotives featured, and 101 120-4 is seen at Boppard. 101 003-2 is noted at Hamburg-Eidelstedt depot and others are seen undergoing maintenance. We next move on to Berlin-Rummelsburg and see 101 133-7 and 101 135-2. Later 101 133-7 is seen leaving the yard with film shot from inside the cab and we see the loco coupling up to IC coaches.

Still of the experimental 12X locomotive 128 001-5 are shown, followed by film taken at Adtranz in Kassel of brand new 101s. 101 071-8 is then seen at the head of an IC service followed by further scenes of IC services. At Probstzella an IC service

passes through the station with a 101 at the rear. Further IC services in the hands of class 101s are then seen from the lineside along *Neubaustrecken* (new high speed lines), including some on Inter-Regio trains.

Moving to Berlin, a 101 is seen along the Stadtbahn on an IC service and others class are then shown unusually on freight services. At Hamburg Hbf. 101 131-1 is seen with a Metropolitan service with matching silver-liveried coaches. Further scenes are filmed on board this train and another is seen on arrival at Köln Hbf. The train is later seen filmed leaving the station from inside the cab of the driving trailer (*Steuerwagen*). Further IC services in push-pull mode are then shown, from the lineside. At München Hbf. a 101 is shown departing on an IC service while at Berlin-Rummelsburg film from inside the cab of a 101 shows it entering Berlin Ostbahnhof.

Moving south we see 101s on the Regionalexpress services between Nürnberg and München, including sequences at Nürnberg Hbf. This is followed by more 101s on IC services in the Rhine Valley, including on board showing the passenger accommodation and bicycle storage space. A push-pull IC with a 101 at the rear is seen arriving and departing Traunstein, with more IC services filmed in Bavaria and on the 'Rollbahn' south of Bremen.

We next see 101 112-1 in *Rheingold* livery arriving and departing on an IC service at Berlin Ostbahnhof. Further scenes from the lineside show 101s sporting all-over advertising. Back at Berlin Ostbahnhof, a 101 is seen departing the station with an IC service to Amsterdam CS, with further sequences filmed from inside the cab as it calls at Spandau. The train is filmed departing from the platform here. More IC services seen from the lineside take us to Dresden Hbf. In Hamburg Hbf. a 101 is seen arriving on an IC service formed of Czech stock, and 101s are seen at Hamburg-Dammtor and Hamburg-Altona stations. At Frankfurt (Main) Hbf. 101 105-5 is seen departing the terminus on an IC service, with further scenes filmed from the lineside. Another 101 is seen arriving on a similar working. Moving to Berlin again, further 101s are seen on IC services and then 101 050-3 is shown undergoing repairs at Werk Dessau. At Heidelberg Hbf. a 101 is seen passing through with a goods train, and the programme closes with 101s on IC services seen from the lineside.

The commentary (only available in German) is clearly delivered and informative.

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

Around five minutes of trailers for other EK DVDs follow the programme.

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



Raritäten aus den Bahn-Archiven – 9

EK-Eisenbahn-Videothek DVD c.58mins ref.8436 €19.80

Von der V60 zur V200

Railways have long produced films about their operations, either for advertising or for staff training. EK-Verlag has seen countless rolls of film from four decades of railway activities on the Deutsche Reichsbahn in East Germany, and has selected the best.

The programme begins with black & white material showing diesel locos of classes V200 and V180, then steam loco 38 217 is seen moving onto a depot turntable, followed by a V60 0-8-0 diesel shunter, with further scenes showing electric E42 002, another V60, and a class

41 and 01 steam locos.

Colour film then shows a V180 diesel on double-deck suburban coaches, followed by further black & white material depicting scenes filmed on narrow gauge lines and on the footplate of a standard gauge steam loco. We see standard gauge steam locos on shed being watered, coaled, and serviced. Then more colour film is shown of a V200 diesel on a freight, with some scene from inside the cab. In a workshop a power unit is seen being lifted into a V180 diesel, followed by views of a female driver at the controls of a *Steuerwagen* (driving trailer) on a push-pull local passenger train. Further scenes taken inside a workshop show the building of double-deck coaches at Görlitz. Out on the line a *Ferkeltaxe* (piglet taxi) railbus is seen, so too diesel unit VT18.16.07, followed by a V60 0-8-0 shunter, a V100, a V180 on double-deck stock, while V100 017 is shown coming to a halt with a local passenger working.

Locos for export are then featured (in colour), followed by a V200 running light. Further members of this class are seen on freight services, and there is black & white film of the inside the compartment. A V200 is seen being started up and V200 007 is shown moving off shed.

Black & white film shows the construction and opening ceremony of Berlin's Südring (southern ring) railway line, followed by scenes of V60 012 running light at the dockside in Rostock.

Colour film then shows the Karl-Marx locomotive factory at Babelsberg, Berlin, where V60 diesels are being built. Back at Rostock a V60 is seen shunting banana vans at the dockside, and there is more black & white film of these locos shunting and operating light goods workings.

The smaller V15 0-4-0 diesel shunters are then featured in colour, in the original pale blue and later orange liveries, and a V180, with Epoch IV number 118 077-7, is seen on a depot turntable. The loco sports the so-called 'Sparanstrich' (literally, 'saving livery') without the usual bodyside stripe.

This is followed by colour and black & white scenes of track laying, the manufacture of concrete sleepers, and track testing vehicles. At the Leipzig Exhibition site colour film from the early 1960s shows VT18.16.01 plus a V180 and a V60. Further V180 diesels are seen working local passenger services, many of which are formed of double-deck stock. Among the locomotives featured is V180 004.

Black & white film sequences show V180s running as 118 filmed from the lineside, plus scenes inside the cab. Further colour film shows these locos on local passenger services formed of double-deck stock, then black & white material shows new 118s leaving main works, then more colour film of them on freight services.

Black & white film shows steam locos undergoing repairs and track laying gangs at work, with engineering projects such as new bridges and the installation of overhead catenary. Further freights are shown in colour, then it is back to black & white for some of steam-hauled goods, including some scenes shot at large marshalling and container handling yards.

The programme closes with black & white scenes of further passenger and freight trains, with some sequences filmed from inside signal boxes and on the footplate of steam locos. Repairs to the track are also featured.

The commentary, which is only available in German, is clearly delivered and very informative. There is some background music (complete with DDR socialist propaganda songs) but this is quite relevant.

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

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

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News

Information from CONTINENTAL MODELLER



H0 container crane from Faller



Faller have announced the availability of a new version of their impressive model of a crane for handling containers between rail, road, and water. This version is based on a prototype by DSD Hilgers Stahlbau GmbH in the bayernhafen freight centre in Nürnberg (ref.120291 €289.99).

The kit contains over 900 parts in four colours, foil for glazing, a sheet of printed signs, and full instructions.

The assembled model measures 420mm x 347mm x 263mm. It has moving parts and can be made to work with the 'drive set for container crane' (ref.180290).

A track extension pack (ref.180291) is also available.

www.faller.de

Nm RhB Ge4/4^{II} from AB Modell



AB Modell are now delivering another Nm model of a Rhätische Bahn Ge4/4^{II} with advertising livery, the third this year, depicting No.622 with 'Hakone' lettering. The RhB has been in partnership with the Hakone-Tozan Railway in the Japan since 1979. Ge4/4^{II} 622 has carried this livery since 2010.

The 1:160 scale model is only available for 6.5mm gauge track (Nm).

The model appears as at the time of repainting, without the additional multiple control sockets on the ends.

The rounded corner windows, which are made individually of bent foil and do not cause a magnifying glass effect.

Fine details include separate hand-rails and an open grille over the brake resistors.

The delicate pantographs have no electrical function.

The model is driven by a Faulhaber motor with a large flywheel, mounted

in a milled brass chassis. To optimise the performance, a Zimo MX616 decoder is installed as standard, factory-set to best suit analogue systems.

Couplings are by Micro-Trains.

The model is a strictly limited edition, delivered in a sturdy box, with detailed instructions and certificate.

The plain red version of No.622 is still available.

Models ordered before the end of May are now being delivered. Customers within the European Union will benefit from the 3% VAT reduction in Germany, which will be passed on in full.

New orders of this hand-made model are subject to a delivery time of 12 to 18 months. (ref Nm-224.2, €869.00.)

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



New French structures and accessories by Cités Miniatures

New from Cités Miniatures are two buildings in very typical Parisian Haussmann style, either four-storey (BV-019-3-HO) or four storey plus attic (BV-019-3 + C-HO) with either a brick or plaster façade.

Like most large kits, the interior is optional and sold separately.

The version with attic and mansard roof has been reworked with more detail than shown on the pre-production sample.

The stone gable ends from these structures are now available separately.

The range of textured walls has two new items: large rubble stone for retaining walls in HO, and the 'irregular stone' already offered in HO is now also available in N (refs.ED-007-HO / N).

Metal lockers for changing rooms are typical of many industrial establishments in France and elsewhere. Available in HO and O (refs.ED-125-1-HO / O).

Cités Miniatures

145 Avenue Henri Ginoux,
F-92120 Montrouge, France



www.cites-miniatures.com



New Canadian diesel projects in HO announced by Rapido

Rapido Trains have announced two more projects to model distinctive Canadian diesel locomotives in HO.

Canadian Pacific RS-18u

Starting in 1980, CP put all of its remaining MLW RS-18s through a rebuild programme, and they emerged classified RS-18u numbered 1800 – 1868.

The rebuild included new chopped short hoods to improve visibility, full tri-colour class lights on both ends, a new front number board assembly above the cab windows, and an improved uncoupling lever design. Technically, the dynamic brake and 251B engine rated at 1800hp remained the same but the engine and trucks were overhauled, wiring renewed, heating systems improved, new windows, better cab insulation, and revised control stands.

With a new lease of life, the RS-18u worked everything from main lines to branches and yard services across the CP network, but predominantly in Ontario, Quebec, and the eastern provinces.

CP retired the entire fleet in the mid-1990s, but many units continued to earn their keep in short line and regional service in Canada and the USA. They found

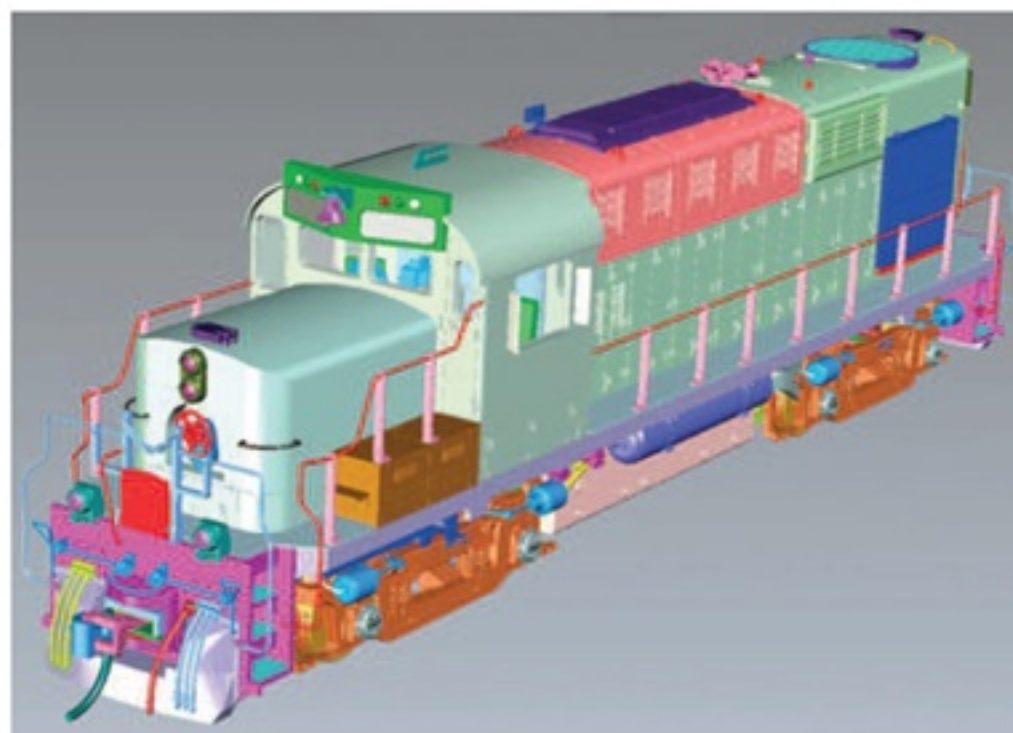
their way to various railways in Canada, including the Société du chemin de fer de la Gaspésie, New Brunswick East Coast, Ontario Southland, Ottawa Central, Quebec-Gatineau, and the Chemin de fer Sartigan. Others worked on various US roads, including the Adirondack Scenic, Bath & Hammondsport, Buffalo Southern, Cuyahoga Valley, Minnesota Commercial, and Western New York & Pennsylvania Railroads.

The model has been accurately designed using a 3D scan of a real RS-18 plus measurements from an active RS-18u. Compared to the existing RS-18 model, the chassis and shell have been completely redesigned for easier access and disassembly.

The model will have operating headlights, rear lights, ditch lights, an illuminated cab control stand, and fully operating tri-colour class lights front and rear.

It will have Rapido's innovative dead straight metal side handrails with plastic stanchions, and unparalleled underframe detail including traction motor cables and other piping, re-railer, and many other separately-applied parts.

Road number specific details will include correct battery box louvers.



The cab interior will be highly detailed with control stand, seats, and back wall panels.

The model will be factory-fitted with Macdonald-Cartier couplers at the correct height.

As usual there will be DC (with 21-pin socket) and DCC sound option, the latter using an ESU LokSound decoder loaded with accurate sounds recorded from a real Alco 251B prime mover.

Canadian National RSC-14

CN originally purchased a total of 225 RS-18s. In the 1970s they needed to replace the underpowered and aging RSC-13s, the challenge being the lightweight rail of many branch lines throughout the Canadian maritime provinces of New Brunswick, Nova Scotia, and Prince Edward Island.

The solution was to equip thirty-eight of the RS-18s with A1A trucks salvaged from withdrawn RSC-13s. This was done

at CN's Moncton Shops in 1975 and 1976. The refitted RS-18s were classed as RSC-14s (as their 251B prime movers were downrated from 1,800 to 1,400hp) and were assigned to Charlottetown, Moncton, and Halifax. A slump in traffic in the spring of 1989 left fewer than fifteen in service, restricted to yard or transfer work following the decision not to equip any RS-18s and RSC-14s with new safety systems then required on main line locos in Canada. The last RSC-14 was withdrawn in September 1993.

Today only two units remain in Canada - CN #1754 is preserved at the Salem & Hillsborough Railroad in New Brunswick, and CN #1762 is parked at the former station in Kensington, Prince Edward Island.

The model will share the same specification as the RS-18u, with features including road number specific inter-cooler detail.

www.rapidotrains.com

Latest from American Z Lines

The ALCO RSD-5 is available in Chesapeake & Ohio livery. Prototype details include Phase I body, body mounted number boards, ALCO Trimount trucks, single headlight, two single air horns, lengthwise exhaust, and 800 gallon fuel tank. Two numbers are offered, 5575 and 5580.

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

The ALCO RS-3 comes as a New Haven machine, with Phase I body, body mounted number boards, ALCO AAR trucks, single headlight, two single air horns, transverse exhaust, and 800 gallon fuel tank, in a choice of three numbers – 523, 529, and 530.

The EMD GP38-2 is now available lettered for the BNSF, with a choice of two numbers: 2087 and 2100.

The model is fitted with a standard DCC-ready PCB board, AutoLatch™ couplers, and optional pilot or plow.

Gunderson MAXI-I sets are available with BNSF markings with the 'herald' logo. Sets are available either empty (four numbers) or with five 40' containers, with a choice of Matson or MSC (two numbers each). Supplies of the sets with containers are limited. The packaging has slots for ten 40' containers.

The models have a metal chassis with etched metal details and add-on parts.



Ztrack Distribution
www.ztrack.com



They are fitted with roller bearing trucks and AZL Auto-Latch™ couplers.

Review of MIBA publication

Roy Wood writes:

Another excellent issue of CM arrives via the ether – I have the on-line edition!

I was especially interested in the review of the MIBA publication *Mehr Wagen wagen* which I ordered and downloaded almost immediately.

I have downloaded several of the excellent MIBA publications as e-books and I thought it might be useful to summarise my experiences as they might be useful for others.

Navigating the MIBA site is easy. Each book listed allows a preview of the first few pages – I have found that very helpful.

The ordering process is relatively straightforward, especially if you are used to purchasing on-line. You need to create an account and log on. I paid via Paypal and that was easy enough.

The only problem I had was that my UK address did not fit the expected German format, but perseverance paid off.

Once logged in and the book paid for, the download process is clear, straightforward, and very quick.

The book arrives as a PDF superimposed with 'Personalisiert für Roy Wood' and my name appears in small print at the foot of each page!



The review rightly says that reasonable knowledge of German is useful. My German, while improving, is not up to translating whole chunks of text, but copying and pasting text into Google Translate is extremely effective. While you would not want to do the whole book like this, it is really useful. That is where the e-book scores over a printed one, in my opinion.

New from Ferro-Train / Halling



StMLB VL16 in HOe
Austrian narrow gauge specialists Ferro-Train have produced a very special variant of the Steiermärkische Landesbahnen diesel VL16, representing the loco as operated by Club U44 on the Feistritztalbahn for the past few years. If a steam loco was not available or could not run due to fire risk, the diesel was called on as a reserve – even though it was not in pristine condition externally. It has been modelled with all its stains and rust is produced at the request of several customers.

Other numbers and liveries, including undecorated versions for freelance layouts, are still available. €308.00

Hannover Niki tram in HO
The Niki-de-Saint-Phalle-Promenade is a shopping centre with many small shops and snack bars in central Hannover, created in the 1970s and renamed in

2002 in honour of the internationally renowned French-Swiss painter and modernist sculptor Niki de Saint Phalle, who has adorned the Hannover cityscape with her popular 'Nana' figures.

TW6 tram No.6226 was decorated in the artist's style to promote the shopping centre as it runs through the city.

The models represent a further milestone for Halling. The challenge of accurately implementing the brightly coloured artwork was met by using high-precision digital UV flatbed printing for the first time on a large scale for tram models.

Powered €295.00,
unpowered €255.00.

Ferro-Train / Leopold Halling
Leopoldgasse 15-17,
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www.halling.at



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Davis Travis wanted to model a snow scene in N and chose a station on a non-electrified secondary line in the mountains of Austria.

• Urban decay

Emmanuel Nouaillier shows detailed structure modelling can be both artistic endeavour and historical record.

• Hamsart

A small rural wayside station in the Belgian Ardennes – Peter Van Gestel built a layout in HO with a lot of character and interesting possibilities for authentic operation.

• Jasper

A major yard high in the Canadian Rockies: John Kabesh suggests this scenic setting would be a good prototype for those with enough space to build a large layout.

• Stock for Santa Águeda

Martin Petch has continued to develop the motive power and rolling stock for his Portuguese HO layout since it was featured in the August 2017 edition.

... and much more!

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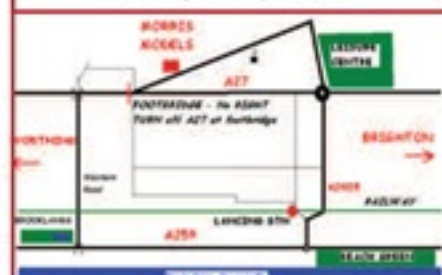
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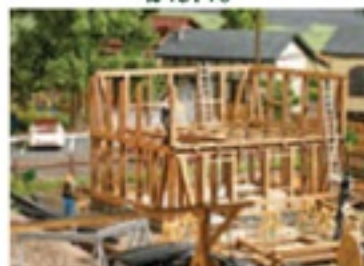
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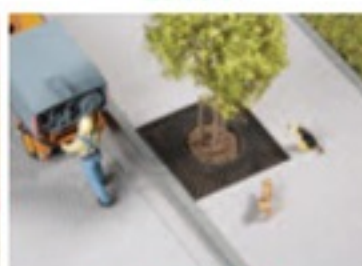
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18044 Beer Benches + Tables	£5.00
18051 Backsone 'Oberdorf' (290x45cm)	£10.00
18058 Streetlamp set	£4.00
18059 Straw Bale Figures	£10.00
18061 Hay Harvest - haycocks, rows of hay raked together, Ray trailer, scythes and accessories	£12.00
18066 Inn and Shop Signs (44 pieces)	£12.00
18064 Door Drive Unit	£22.50
18065 Lighting Fixture, LED, warm white	£2.50
18066 Compressor (with motor)	£12.50
18068 2 x Flashing Lights, red	£2.00
18040/3 Fried Sausage Booth (no box but complete with instructions)	£5.00
215-668/2 Station Furniture	£5.00
NOCH	
01730 Grass Tufts (105)	£7.50
13623 Steam Heating Coupling set: Stand + 3 x couplings + 1 x clutch	£5.00
14102 Reeds	£4.50
14140 Water Lilies	£4.50
14132 Ivy	£4.50
14116 Hollyhocks (10 plants)	£4.50
14118 Rambling Roses (6 plants)	£4.50
14136 Buttercup (18 plants)	£4.50
14128 Evening Primrose (18 plants)	£4.50
14162 Hay Wagon (new cut 45)	£5.00
14143 Covered Hay Feeding Trough (2)	£3.00
14817 Beer Garden Accessories	£3.00
58040 Tunnel Entrance ICE, double track	£7.50
66058 Universal Platform 3 sections 271x83x11mm	£3.00
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56137 Lighting for D Deck Drivers coach	£12.00
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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.

