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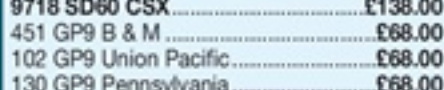
10426 GP9 Montana Rail Link£138.00



20403 GP9 BN (S & DCC)£165.00



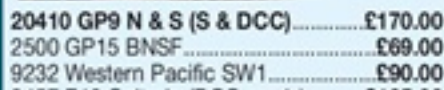
9718 SD60 CSX£138.00



451 GP9 B & M£68.00



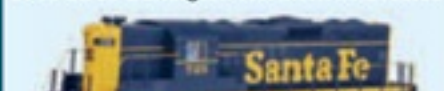
102 GP9 Union Pacific£68.00



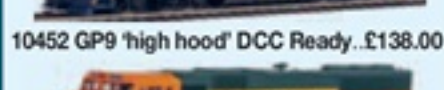
130 GP9 Pennsylvania£68.00



20410 GP9 N & S (S & DCC)£170.00



2500 GP15 BNSF£69.00



9232 Western Pacific SW1£90.00



9457 F40 Caltrain (DCC ready)£125.00



9713 SD60 Burlington Northern£138.00



10452 GP9 'high hood' DCC Ready£138.00



9716 BNSF SD60£138.00



20354 SD50 CSX (S & DCC)£180.00

Track Cleaners

1482 Denver, Rio Grande£26.00

1756 Union Pacific£26.00

Caboose



1503 Santa Fe£24.00

1520 BNSF£24.00

1502 Union Pacific£24.00

1505 CSX£24.00

Flats

104511 ACL 50' Pulpwood£21.50

104505 MP 50' Pulpwood Flat£21.50

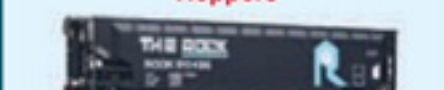


1603 Union Pacific Flat Car£17.00

1462 D & RG Flat Car£17.00

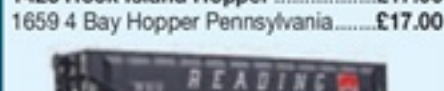
1601 Burlington Northern Flat Car£17.00

Hoppers



1423 Rock Island Hopper£17.00

1659 4 Bay Hopper Pennsylvania£17.00



1422 4 Bay Hopper Reading£16.50

1655 Offset Hopper N & W£17.50

Tanks



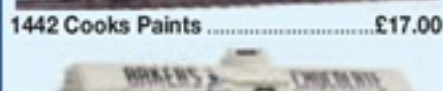
1124 Union '76 3 Dome£22.50



1441 Br. Columbia Railway£17.50

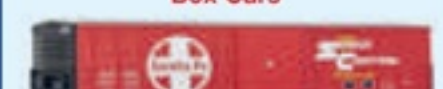


1442 Cooks Paints£17.00

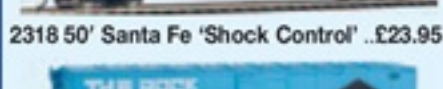


1615 Bakers Chocolate£17.00

Box Cars



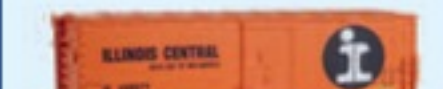
2318 50' Santa Fe 'Shock Control'£23.95



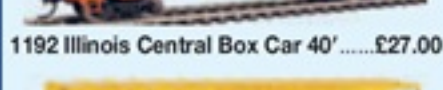
W1199 Rock Island 40' Box Car£27.50



1192 Illinois Central Box Car 40'£27.00



2015 50' CP (Packman Logo)£21.00



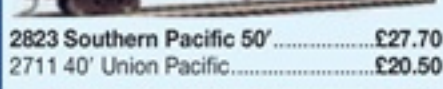
2823 Southern Pacific 50'£27.70



2711 40' Union Pacific£20.50



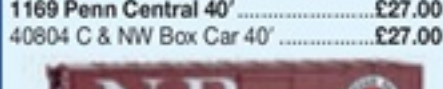
1169 Penn Central 40'£27.00



40804 C & NW Box Car 40'£27.00



1198 40' Northern Pacific£27.00

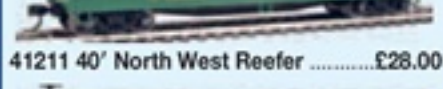


1163 GN 'Big Sky Blue' 40'£27.00

Reefers



41211 40' North West Reefer£28.00



41218 Santa Fe 40' Wood Reefer£27.70

Opening Hours

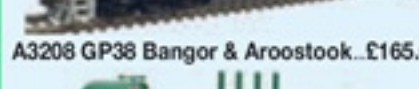
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A3208 GP38 Bangor & Aroostook£165.00



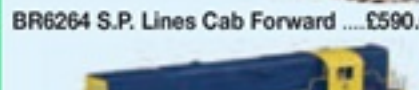
BW24805 SMS 4-4-1000£130.00



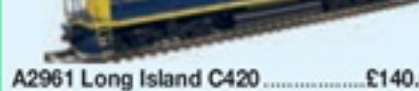
BR6264 S.P. Lines Cab Forward£590.00



A2961 Long Island C420£140.00



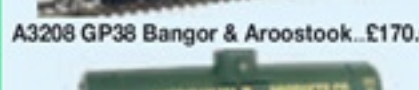
B50708 Union Pacific 0-6-0£138.00



A3208 GP38 Bangor & Aroostook£170.00



B17813 American Maize tank£25.95



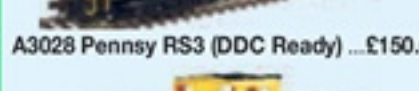
S14630 VO-660 D & RGW£125.00



A3028 Pennsy RS3 (DCC Ready)£150.00



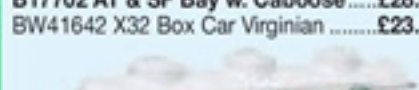
B17702 AT & SF Bay w. Caboose£28.80



BW41642 X32 Box Car Virginian£23.50



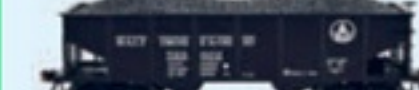
B17137 Quaker state 3 dome tank£24.40



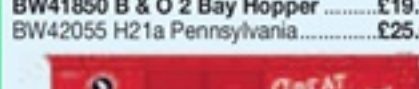
BW41850 B & O 2 Bay Hopper£19.99



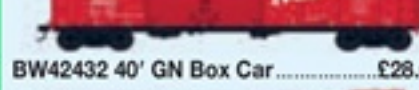
BW42055 H21a Pennsylvania£25.60



BW42432 40' GN Box Car£28.60



A3984 Libby's Ref Van£39.95



B16402 Blacksmiths Car W & A£45.00



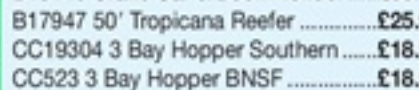
B16149 Crane Car & Boom Tender£58.95



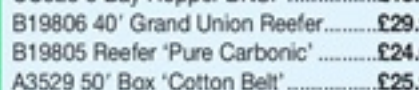
B17947 50' Tropicana Reefer£25.95



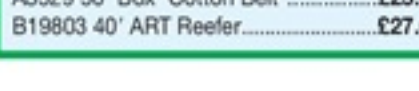
CC19304 3 Bay Hopper Southern£18.25



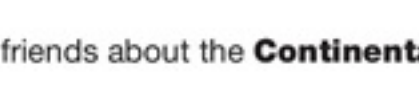
CC523 3 Bay Hopper BNSF£18.25



B19806 40' Grand Union Reefer£29.95



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)



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B33165 12 Seated People£16.50

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



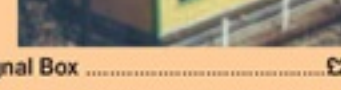
Lattice Footbridge£26.95



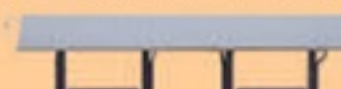
Signal Box£27.95



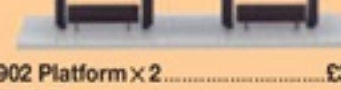
A6902 Platform x 2£35.95



AMB49 Company House (laser cut wood)£29.65



A6916 Steel Water Tower£44.10

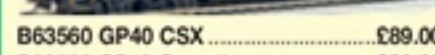


B45979 Coaling Tower£31.20

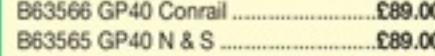
American N Gauge post & packing £3.99



B63560 GP40 CSX£89.00



B63566 GP40 Conrail£89.00



B63565 GP40 N & S£89.00



A3754 GP30 D & RG£120.00



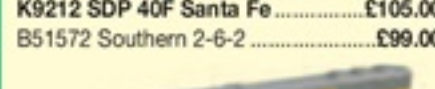
K9212 SDP 40F Santa Fe£105.00



B51572 Southern 2-6-2£99.00



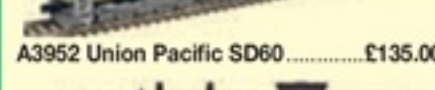
A3952 Union Pacific SD60£135.00



RP35 GMD-1 CN 1400£150.00



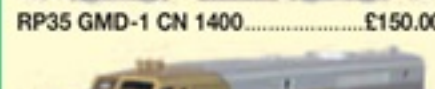
K053 PA1 AT & SF DCC£150.00



FV513 Coal Gondola 'Fayette Power'£27.50



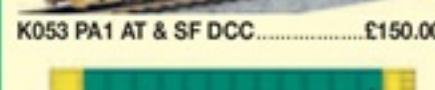
MT580 40' Box B & Aroostook£23.95



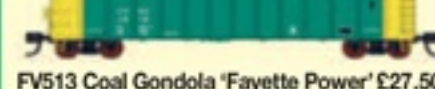
A4684 52' UP/CNW Gondola£22.00



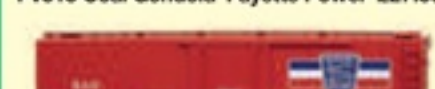
A2540 50' MKT Box Car£22.68



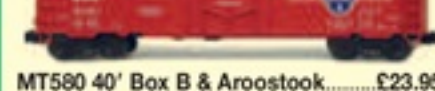
B145654 85' Str. Obs Undec£120.00



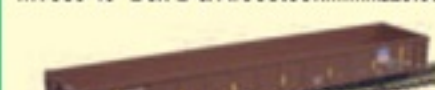
B14754 85' Str. Coach Undec x 2£120.00



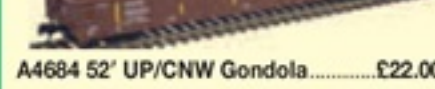
B14654 72' Baggage Undec£120.00



A2780 40' Finlay Premium£16.25



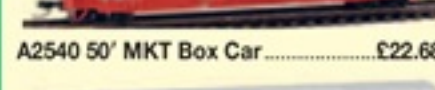
A2848 Maywood Station£30.15



W3240 Clarksville Depot£32.00



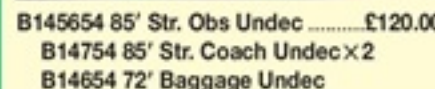
MP1546 Holland Iron£19.95



W3823 Wooden Coaling Tower£29.95



W3235 Waltons Lumber£31.50



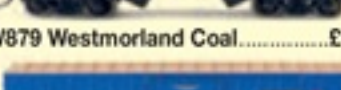
W3201 Water St. Freight Term.£33.95



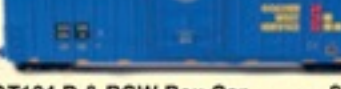
MP1550 Twin Diesel Loco Shed£31.50



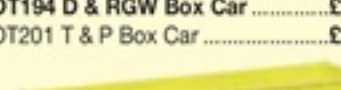
BW879 Westmorland Coal£16.80



WOT194 D & RGW Box Car£25.40



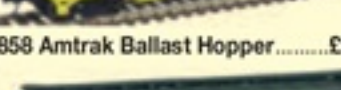
WOT201 T & P Box Car£25.40



A4858 Amtrak Ballast Hopper£26.95



A4158 C & NW Stock Car 40'£23.50



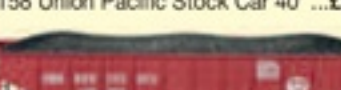
A4158 Union Pacific Stock Car 40'£23.50



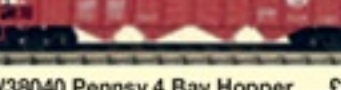
BW38040 Pennsy 4 Bay Hopper£22.50



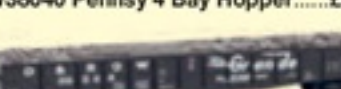
MT311 D & RGW Gondola + Load£30.95



A2676 GTW 40' Wood Reefer£23.90



A3202 Single Dome 'Exxon'£16.90



A2780 40' Finlay Premium£16.25



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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A Comprehensive Model Railway System

PIKO

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



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



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



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



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



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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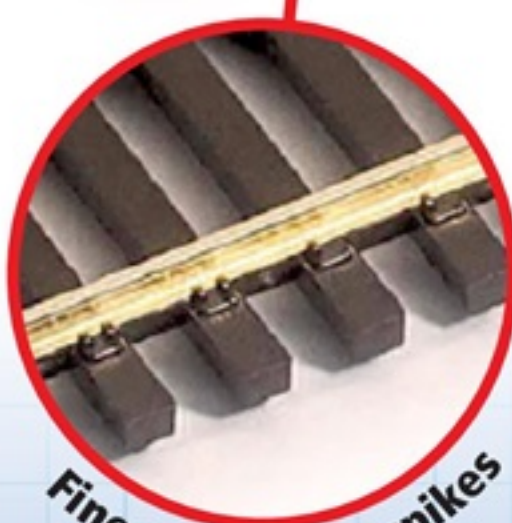


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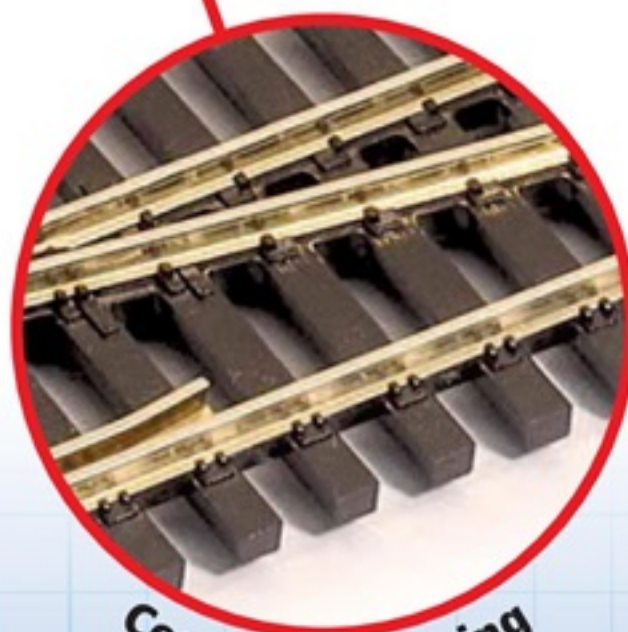
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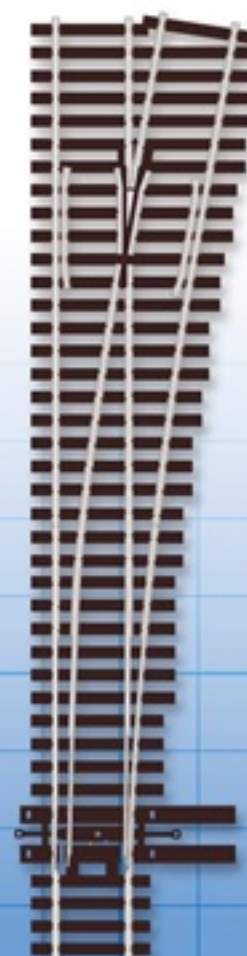
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March 2021

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Number 3

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RAILWAY MODELLER

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



Cover

A scene on *Die Kleine Rote*.
Rhätische Bahn electro-diesel
Gem4/4 801 *Steinbock*
coming from Cavaglia with a
train of tank and stake wagons
approaches Alp Grüm.
Photo: Gerard Tombroek.

News, but not from Nürnberg

At the time of writing, we should be in Nürnberg for the annual Spielwarenmesse, the major international toy and hobby trade fair, gathering information for our customary comprehensive report on the new items for 2021 announced and (with luck!) displayed in the model railway section.

Not this year, of course.

The event has been postponed until July. However, this revised timing does not suit the usual sequence of product announcements, gathering orders, planning production, manufacturing, and delivery during the traditionally busy for retail autumn and pre-Christmas season, so (according to the news recently published in *eisenbahn magazin*) most of the model railway companies who would normally exhibit have decided not to do so (only a few were as yet undecided but on balance unlikely); instead they plan to publish their new items programmes at the usual time.

Some were very quick to send information to the press, to dealers, and to post it on line; others released details to the press with an embargo on publication date; many have timed the releases to when the Fair would have been. Actually, a couple of companies have allowed the lack of a show appearance to give them a little leeway ...

So, while it would have been pleasant to visit Nürnberg in summer, without the need for such warm clothing, it seems that will not occur.

However, we will be able to bring you news of the product plans in the next issue, though not under the banner of 'Nürnberg report'. And we will of course be dependent on information and images supplied, without the ability to chat with the manufacturers, get details, raise queries, inspect the samples, and photograph the models ourselves.

So this week, instead of keeping fit by constantly tramping around the exhibition hall, collecting brochures, perusing display cabinets, and ferrying samples to be photographed, requests for information have been sent out by e-mail from the 'comfort' of the home office. Simple, but nowhere near as satisfying.

Our internet connection has been humming, as it were, with the large volume of data sent back as a result – though by no means all the companies have responded; some may simply assume material can be derived from their websites.

With no Peco stand as a base for our operations, we may also miss out on those smaller concerns who do not exhibit but regularly visit the Messe knowing that representatives of the model railway press from around the world will be there. Many have learned to call in to hand over information and show their samples for attention in our small photographic studio (a.k.a. cloakroom and store!). Naturally, all those known to us have been invited to submit information.

So, we will do the best we can, but it will not be the same. How could it be, without the annual 'dose' of those distinctive little local sausages?! (We know you can probably find them in one of the German supermarket chains, but it is not quite the same without the atmosphere of your favourite *Kneipe*!)(And we are not revealing ours!)

The virus situation has of course caused significant delays to production and delivery schedules all over the world, and its effects are likely to be felt for some time to come, so we expect to find even more products than usual held over from the previous year, and estimates of availability may be even more flexible than usual, quite understandably given the difficulties of supply, staff shortages, and diminished attendance at shows and in shops to promote demand and generate revenue.

Even with the very welcome roll-out of vaccines, it seems it will still be some time before we get back to normal. In the meanwhile, try to stay safe and keep well.

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Henk Scherpenzeel reports
on an ambitious Swiss metre gauge layout
which recreates scenes on the Rhätische Bahn.
Photographs by Gerard Tombroek.



Die Kleine Rote

The Little Red One – 1

When railway modellers think of Switzerland, we think primarily of the railways and only secondly of the beautiful landscape with its imposing mountains. The metre gauge railways in particular stimulate our imagination. With their sharp curves but long trains, these are the ideal prototypes for a layout. It is no wonder that so many modellers are attracted to modelling Swiss, and in particular the Rhätische Bahn. Among them are Paul van Westrhenen, Bart Verkruijssen, and Henk Scherpenzeel from The Netherlands who are working together on a large RhB layout in HOM.

The RhB has served the canton of Graubünden for around 130 years. Because of the current livery for the rolling stock, it is affectionately called 'the Little Red One' – though "little" is a misnomer as the network has a total length of almost 400km. It connects with the standard gauge lines of the SBB in Chur and Landquart. The RhB also has a connection to the Italian Railways (FS) in Tirano (Italy). In Disentis the RhB joins the metre gauge the Furka Oberalp Bahn. Together with the FO and the Brig-Visp-Zermatt Bahn (BVZ) (since 2003 unified as the Matterhorn Gotthard Bahn, MGB), the RhB operates the famous *Glacier Express*.

Above
Gem4/4 801 Steinbock
with a freight train between
Cavaglia and Alp Grüm.

Below
Works diesel Gmf4/4 243
has descended from Alp Grüm
on its way to Tirano.
The wagons are loaded
with basalt, which is reduced
for ballasting the track.

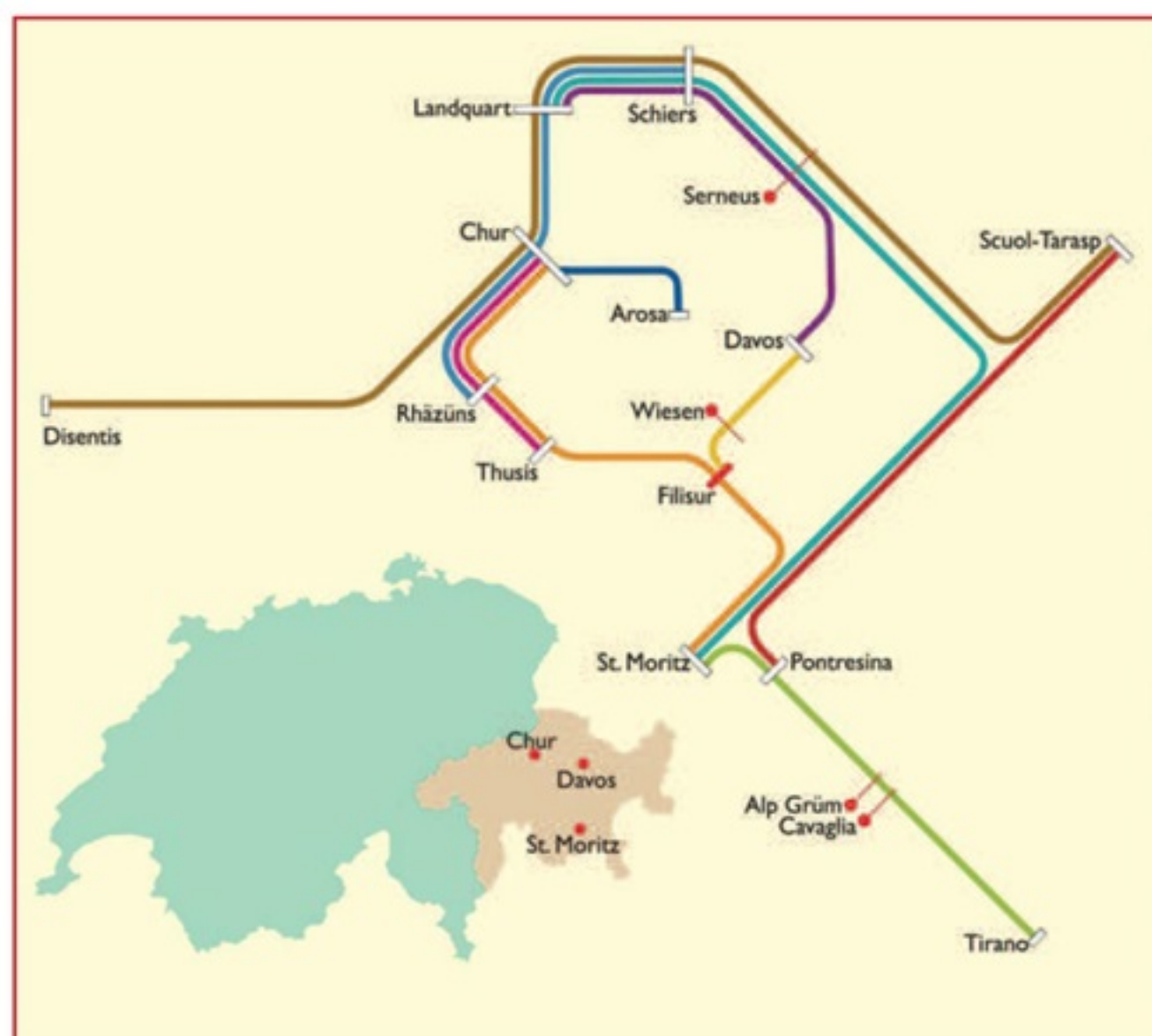




Above
Electro-diesel Gem4/4 801 *Steinbock* climbing towards Alp Grüm with a train of tank and stake wagons. The speed on the steep slope of almost 7% is not high. The Bernina Bahn is all adhesion and does not use rack.

Below
The Rhätische Bahn network in the canton of Graubünden connects 102 stations/halts. Alp Grüm, Cavaglia, Filisur, Wiesen, and Serneus stations have been recreated on the layout.

Until 1998, the RhB network consisted of three sections. The main system was electrified at 11kV 16.66Hz. The Chur – Arosa branch line was run on 2,400 Volt direct current until 1998, but since then has been converted to use the same supply as the main network. Only the Bernina line from St.Moritz over the Bernina pass to Tirano still has a different overhead system, at 1,000 Volts DC.

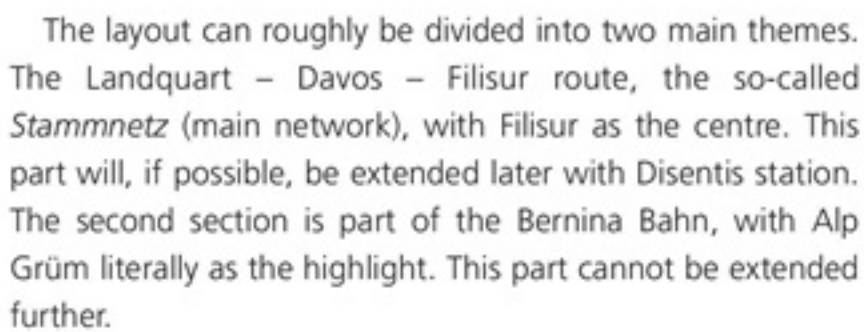


Layout shape

It had long been a wish of Paul van Westrhenen to build a large Swiss layout depicting the RhB, so when a beautiful space of almost 70m² became available he started his version of the 'Kleine Rote' in HOm (1:87 on 12mm gauge). Around Christmas 2013, Paul convinced Bart Verkruijssen and Henk Scherpenzeel to help with this ambitious project.

Below
Along plain track, the overhead on the Bernina line only has a contact wire – so-called tram suspension. To avoid masts being placed very close to each other on the sharp curves, a wire is stretched between them and pull wires draw the contact wire towards the centre of the track. The masts must be braced due to the horizontal forces.





After the first leg of the U was landscaped and both stations were finished, a connection to a sawmill and cement trans-shipment siding were added. The U was further

Above
South of Alp Grüm the track
goes below the building
after the tight curve.
The walking path is shorter
and crosses the track later.
A popular day trip is to go up
by train and walk down.





Above
The *Bernina Express* passes a maintenance train, behind diesel locomotive D2 (Gmf 234.02 *Engadin*), at Alp Grüm. The station is 180cm above the floor; in reality it is 2,091m a.s.l.

expanded, giving the layout a tongue-like shape that runs through space like a snake. One of those headlands now contains part of the Bernina line with the stations of Cavaglia and Alp Grüm.

Below that section are two nearly identical sets of storage sidings, each with nine tracks. One serves for the trains that run on the main network and the other stores the trains for the Bernina line. Although the models can run over the entire layout, this is done very rarely to reflect the separation

between the routes due to the different power supplies.

It soon became clear that the layout was too complex to control with analogue DC. Digital control and automation was therefore an obvious choice. The iTrain system was chosen. The points can also be operated 'manually' from a switch panel, with the mouse handset, or with the ECoS central controller.

Locomotives without decoders had them fitted by Joop Verseput of DCC Decoder Service.

Right
The station building at Alp Grüm is quite substantial given the remote location. In addition to RhB offices, the buildings also house a hotel and restaurant. From the sun terrace there is a magnificent view, with the huge Palü glacier to the west. The station building was made from a resin kit by Art & Web Modellbaukunst. Bart painted and finished it on the basis of photographs.





Left

While the *Bernina Express* is waiting to leave for Filisur, Gmf4/4 234.02 *Engadin* (D2) enters Alp Grüm station. Avalanche galleries prevent the tunnel entrances from getting blocked with snow.

Right

The *Bernina Express* has just left Alp Grüm and rounds the tight curve. When the front of the train is on the straight, the driver can look back from the cab to the last coach. This unretouched photo shows some of the Train Safe cassettes which both store and display other trains ready for use on the layout.



Left

The south end of Alp Grüm. The station has been modelled exactly to scale. In the yard, where goods and livestock are loaded, there used to be a turntable for steam locomotives; this is no longer necessary with electric traction. The *Bernina Express* has almost reached Alp Grüm. The Allegra ABe8/12 unit is powerful enough to haul up to eight coaches on this gradient, and sometimes even a few freight wagons. These railcar sets are now the main motive power on the Bernina line.

Background

The layout is housed in a modern commercial building. The walls of the beautiful clean space are painted a neutral warm white and Train Safe portable showcases with a diverse collection of trains are mounted on some of them.

The layout is free-standing and does not have a valance or backgrounds, as the peninsula design would not prevent you from seeing at the back of the valance from some viewpoints. The builder believe that backscenes would disrupt the illusion of depth rather than enhance it, and anyway backgrounds are hardly necessary as most of the mountains rise far above eye level. The highest protrudes 206cm above the floor and on top of that there is a forest of pine trees about 20cm tall. Also, photo is simply two-dimensional and has a limited viewing angle.

The cloudy skies in the photos were created with Photoshop to conceal the ceiling panels with integral LED lighting, which you can ignore when you look at the actual layout but in photos tend to spoil the illusion of the endless mountain landscape.

For the same reason, in some views where the modelled landscape ends abruptly, it has been extended.

Bernina Bahn

The layout is so large that we will describe it in instalments, beginning with the Bernina line. The railway is named after the Bernina Massif, a mountain range with peaks of more than 4,000m and the Bernina Pass at 2,328m. On this section of the layout, the track climbs in curves, through many snow galleries and tunnels, from Cavaglia, 130cm above the floor, to Alp Grüm station, which is 180cm above the floor, with a real gradient of 6.5%. The powerful Bemo model locomotive have no problem with that, just like the real things.

Alp Grüm is a passing station on the single track section. It is located at an altitude of 2,091m south of the Bernina Pass and is the last station in the Romansch/Swiss German-speaking part of the country.





Cavaglia station is more modest. On the north side of the station is an electrical building of the Brusio power plant and the Café Ferrini. We are clearly entering the Italian speaking part of Graubünden. The track plan of Cavaglia station, the buildings, and the front of the area has been modelled to scale. The valley is actually much wider. However, there is no space for this, but the aisle partially compensates for this.

Above
There are three tracks by Cavaglia station building with the rectifier building and signal box next to it. The station is located at the beginning of a valley that extends all the way to Italy.

Right
Diesel works locomotive Gmf4/4 234.02 Engadin (D2) runs into track 3 of Cavaglia station with ballast hoppers.

Below
Railcars ABe4/4 55 and 52 enter the north of Cavaglia station from Alp Grüm. The terrace is part of Café Ferrini, and it is clear that the official language here is Italian.





Below

The post bus has brought passengers and is waiting for the next train to return to the valley. The plastered façades, gutters, wooden trim, red tile roofing, and entrance to the accommodation on the first floor are characteristics of the station at Cavaglia. The building still exists but is now privately owned.





Above
Gem4/4 801
just arriving at
Cavaglia station
with a goods train.
The small building
at the end of the platform
on track 1 is an old coal shed.

Below
On the siding is Xe4/4 23201
(ex ABe4/4 48, dating from the 1930s)
which is now used as a works vehicle.





Above and right
Works diesel Gmf4/4 243 leaves Cavaglia heading south towards Italy.

A sawmill is located at the end of the aisle, with a siding connected to the Bernina line accessible from the storage tracks. The track curves in the tunnel from the line to Cavaglia.

Below

The sawmill location is completely fictional, determined by the available space. Electric shunter Ge2/2 162 has just brought a wagon loaded with tree trunks while the men inside continue their work undisturbed. The sawmill used to be powered by a water wheel but nowadays with an electric motor.



Roberto Macchi shows how he fitted not only a DCC decoder but also the loudspeaker and a stay-alive capacitor into a small Hornby Rivarossi model.

Model photographs by the author.

Gr208 shunting tractor

Getting digital sound into a diminutive model

A bit of history

The shunting tractors of classes 206, 207, and 208 as well as the later 210 and 211, commonly known in Italy by the nickname of *Sogliola* (sole), were manufactured in Italy under licence from the German Breuer company by Antonio Badoni of Lecco (ABL). The first tractor was delivered in 1931 and they remained in production, in the various series, until 1952.

The nickname *Sogliola* was applied to them because of their typical shape: the single central cab is narrow and vertical, occupying very little space between the rolling stock it is moving, and indeed the overall length of the machine was restricted. It was intended for shunting in small railway yards, in depots, in civil and military installations; it was easy to control and therefore suitable for universal use.

The classes 206, 207, and 208 have almost the same dimensions and characteristics; they differ only in the motor and the total weight in service, the 208 being 1t (approximately 20%) heavier.



Above

A class 208 tractor at Verona locomotive depot in 1983.

Photo: Donato Rossi.

Other pictures of this type of tractor can be seen at:

www.photorail.it/forum/index.php?action=gallery;cat=129

Below

The finished model in use on the layout.





Above right
Rivarossi 2018 catalogue
illustration of HR2722.

Above
The Hornby Rivarossi model
just removed from the box,
with the instructions,
the adaptor for installing
a decoder with a six-pole
plug (NEM 651), and a few
additional detail parts
(in the plastic bag)
including a nice replica
of the real coupling hook.
A bolt from below into the
frame holds the model in
a cardboard scene depicting
an industrial environment.

Several hundred units were built, and they were used by the Italian Ferrovie dello Stato (FS) until the 1980s. They were also acquired by numerous private companies for handling wagons on industrial sidings, and some specimens are still in service.

Various types of petrol or oil engine were supplied by Fiat: 83kW and 77kW Fiat 366, 55kW Fiat 355, and 51kW Fiat 326. The transmission was a chain drive and crown gear with a four-speed gearbox. Both axles were driven, and the wheels were only 500-600mm diameter. These characteristics gave a very modest top speed of 30-40km/h but this was quite sufficient for the purpose for which the vehicle was intended.

During 1942 Badoni supplied forty type IV to the Regio Esercito (Italian army) engaged in operations in North Africa. They were registered as FS 4172 – 4212. Eight of these were lost when the ship that was carrying them was sunk. The army nickname for them was 'sardine box' or 'travelling wardrobe'.

The Hornby Rivarossi model

A few months ago, a friend of mine gave me one of the Hornby Rivarossi models of these shunting tractors as a gift, specifically ref.HR2722 which represents a machine used by the Aluminium Rheinfelden company located near Basel in Switzerland.

Hornby Rivarossi first produced this model in 2008, and this version was new in the 2018 catalogue. (See review in CM June 2009.)



Right
The variants of the model
reviewed in CM June 2009.



The tractor is well reproduced with many small details, and with working headlights. The length over buffers is just 31mm.

The support crosspiece for the wagon buffers tilts as in reality and below, in the rest position, you can see the jack for increasing the adhesive weight.

The very compact dimensions of this model made it necessary for the motor and electronics to occupy almost all the space in the cab normally available to the driver, so everything was concealed with a curtain, one of the few less realistic aspects of the model.

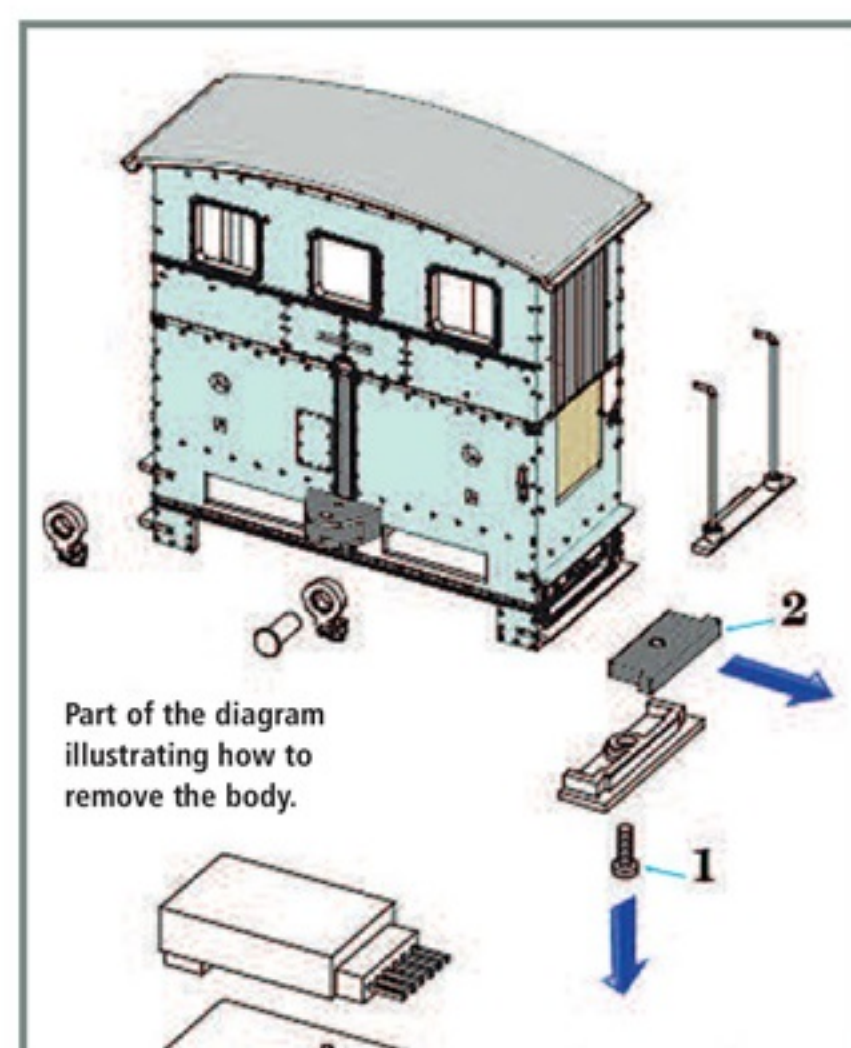
Concept

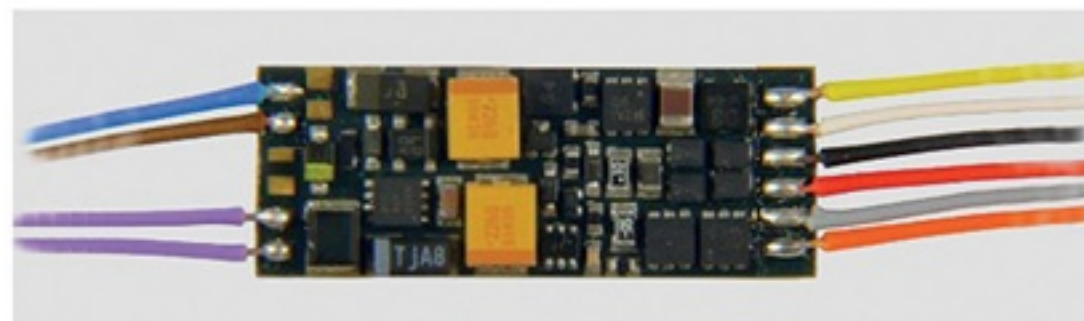
After reading the instructions and looking for comments and videos on the web about how the model works and how some conversions to digital have been achieved, I started to evaluate how to do this.

Almost all of my locomotives have a sound decoder and the idea of equipping this small shunting tractor with the same functions appealed to me a lot.

As a preliminary, I started by opening the loco, unscrewing the two screws (1) under the steps for access to the cab and then removing the two inserts positioned just above the first step (2).

Lifting the cab reveals the top of the mechanism (printed circuit board and motor).





Feasibility assessment and choice of devices

Everything is small in this nice HO model. It has been designed with a socket for the installation of a NEM 651 (six pin) decoder.

I realised immediately that the available space was really, really limited. So I took the internal measurements and started looking for available components which would be suitable candidate not only for digitalising the model but also with sound, obviously with regard to performance and realism. The main components to find were the decoder, the loudspeaker, and some capacitors to ensure a minimum reserve of energy in case of poor pick-up.

The main limit for the decoder is the internal width of the cab, which is only 10mm at the base and decreases to 9.5mm at the top where there are the plastic strips of the windows, applied from inside.

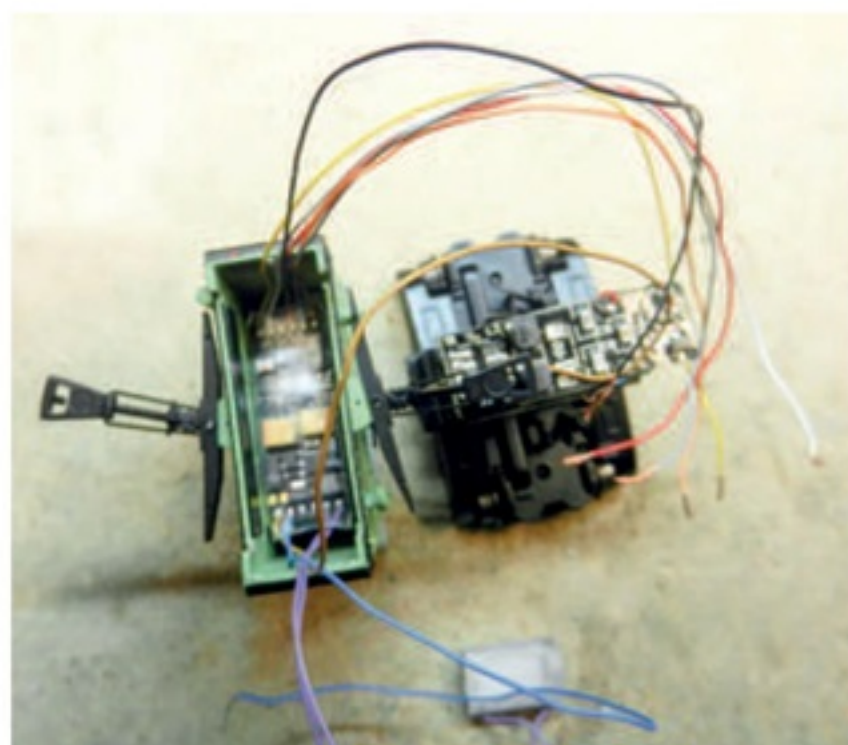
As I was very familiar with ESU and Zimo decoders, I began by considering products from these manufacturers.

Decoder: ESU produces the LokSound V5 58823 (21mm x 10mm x 3.8mm) while ZIMO has the MX 649 (23mm x 9mm x 4mm).

Speaker: the only speaker suitable for this loco is the 1mm x 8mm rectangular 'sugar cube', rated at 1-1.5W with 8 Ohm impedance. Both ESU and Zimo decoders are provided with this type of speaker, including the dedicated small resonance box, but it is worth checking the overall width.

Capacitors: tantalum types are essential. I used two 220µF 25V, each measuring approximately 7.3mm x 4mm x 4mm.

Considering that the decoder would have to be positioned above the motor, at the level of windows, I opted for the choice that gave hope for an easier installation: the Zimo MX 649 with wires already soldered (since there is no space for a connector), including the two wires for the buffer capacitors.



Above left
Catalogue illustration
of ESU LokSound V5 58823.

Above
Catalogue illustration
of Zimo MX 649.

Left
Checking the Zimo decoder
would fit inside the cab.

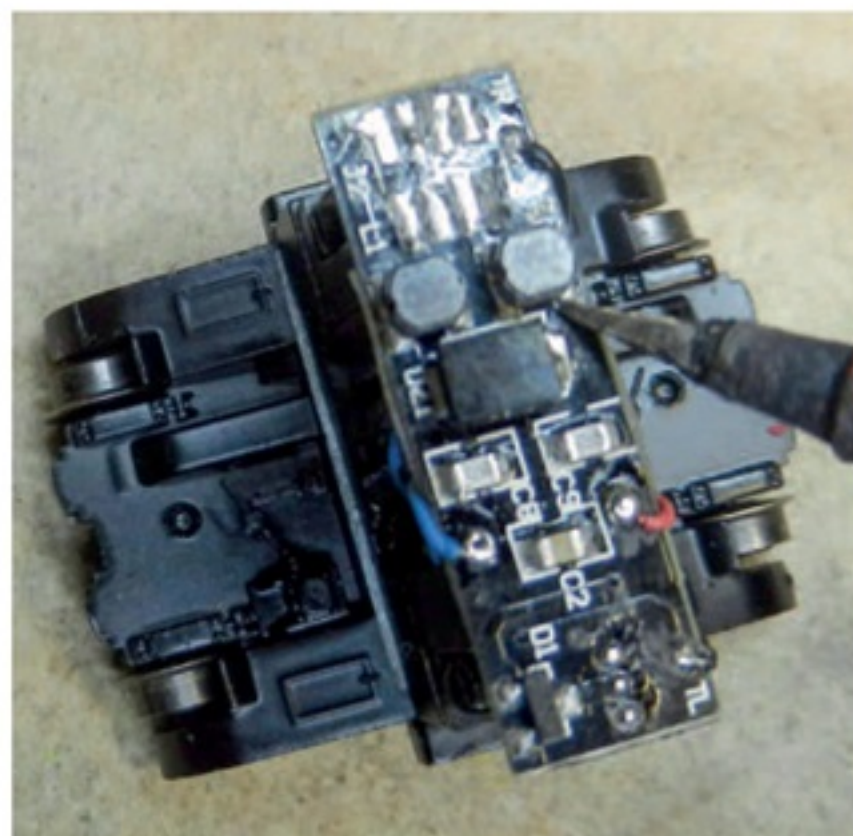
I bought the decoder with the loudspeaker from Modellismo Portigliatti, who loaded into the memory the genuine sounds of the Fiat diesel engine installed on this type of Badoni locomotive.

Once I had all the various components, the first thing was to check that the decoder would fit in the space available inside the cab.

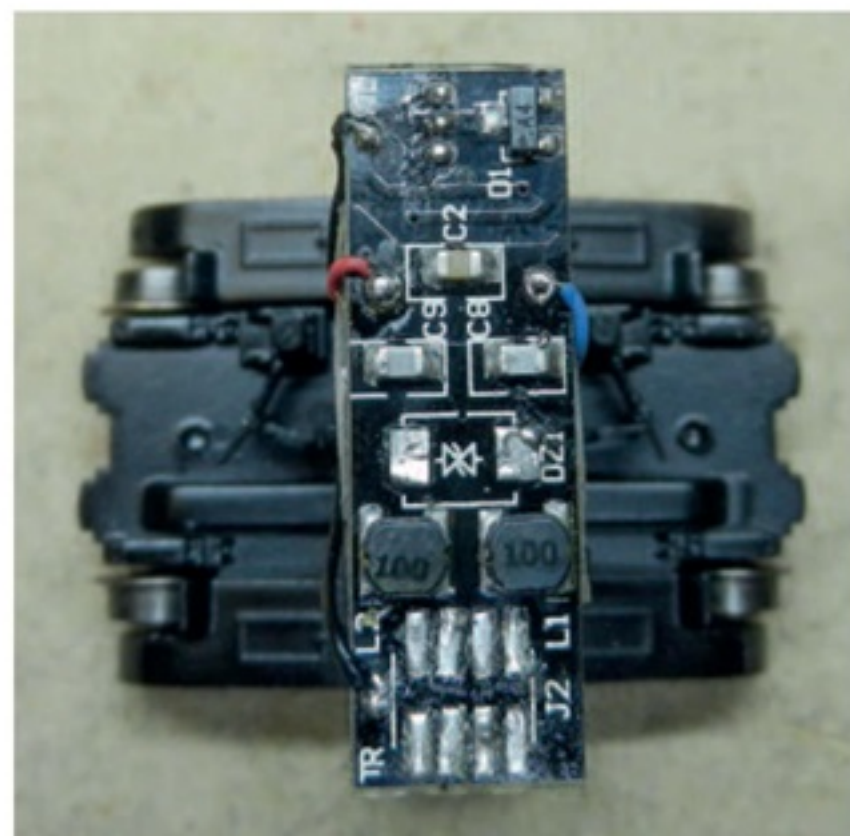
Preparation

I then started creating the maximum possible space for the new components. The first operation was to carefully remove, using a low power soldering iron and with the help of a powerful magnifying glass, everything not necessary on the printed circuit board, beginning with the socket for the decoder.

Then I removed, one by one, the components for analogue operation – the zener diode, the two inductors, and the other small capacitors that are installed to filter out possible radio disturbances generated by the electronic switching and sparks from the motor and pick-ups (disturbances which, given the minimal size of the motor and the progressive replacement of analogue devices with digital ones in our homes, are increasingly becoming negligible).



Left
Carefully removing
the components
related to analogue control.

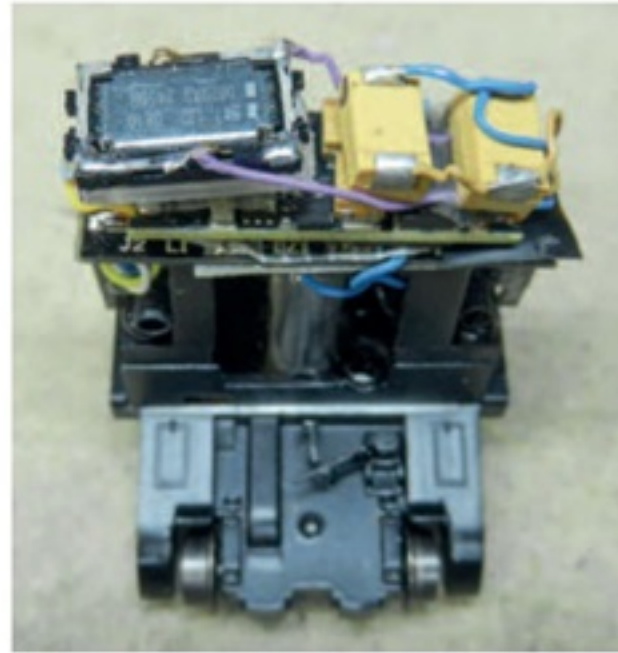


Right
The analogue components
have been removed.



Above

The wires from the pick-ups are soldered to the TR (track right) and TL (track left) connections. The blue and red wires go to the motor.



Above right

Decoder, speaker enclosure, and buffer capacitors in place.

Top right

The roof was carefully removed and weight added.

Installing decoder, speaker, and capacitors

First I checked the installation of the decoder, which must be positioned horizontally, above and parallel to the printed circuit board. I therefore shortened the wires to reduce the bulk of the long cabling, leaving enough length to be able to solder them on the pads vacated by the connector.

The right and left rail pick-ups were soldered to one of the two solder pads where the inductors had been, which were connected to the wheels.

After that I bent the wires (kept as short as possible) and positioned the decoder over the p.c.b. I shortened the two (violet) wires for the speaker and soldered them to the speaker contacts, keeping the speaker in place with the plastic resonance box resting on the plastic wrapping of the decoder.

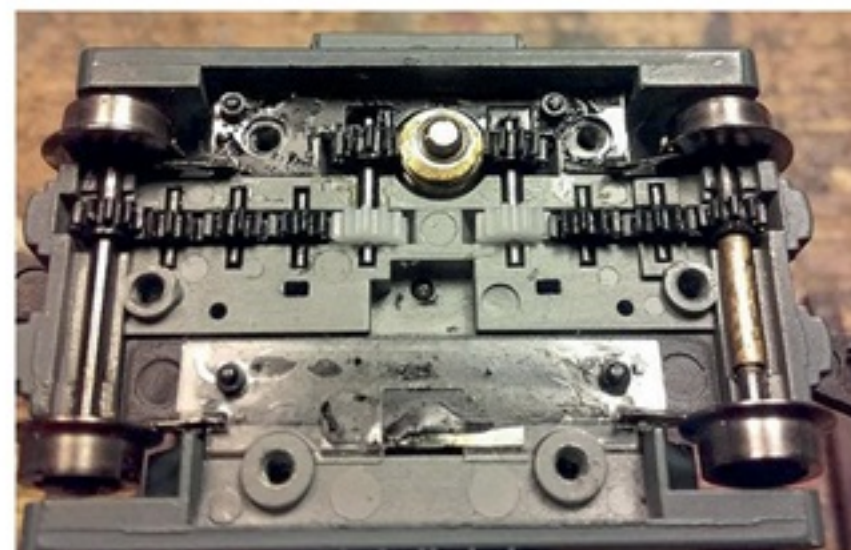
Then it was the turn of the two capacitors, connected in parallel. They are positioned above the decoder, next to the speaker.

Testing

A preliminary test was done by placing the tractor, without the cab replaced, on rollers. First the decoder address was read, then the motor and sound functions were tested – with positive results.

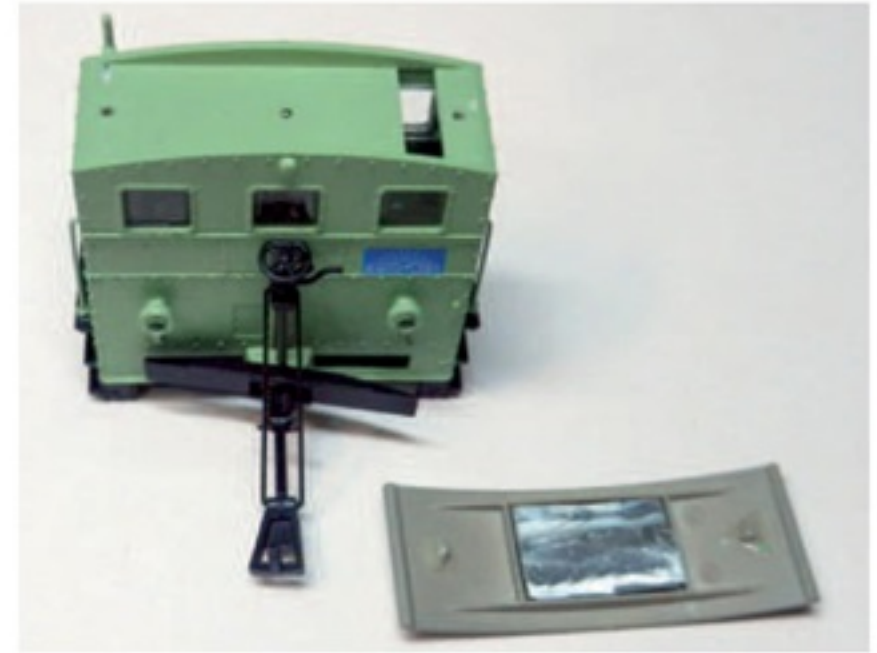
The functions available on the sound decoder are:

- F0** headlights
- F1** sound: engine ignition, acceleration/deceleration, braking, shutdown
- F2** coupler clank
- F3** shunting mode (half speed, no inertia)
- F4** whistle
- F5** point crossing
- F6** point squeal



Right

The four contact wipers may benefit from being adjusted to give better pick-up.



Re-assembling the model

Keeping the speaker and decoder aligned with the p.c.b., I tried to reposition the body, but there was no way to slide it all the way back into place. It was just a bit short.

By carefully evaluating the situation, I saw that the only available solution was to remove the last millimetre of the transparent plastic envelope that was wrapped around the decoder. I raised the speaker and the capacitors and, very carefully, cut the plastic away on one side, with a sharp blade, and then pulled it off, paying careful attention to the wires soldered to the pads on the p.c.b.

I then repositioned the decoder, the speaker with the resonance box, and the two capacitors beside it, as previously.

I slipped the cab on again, and this time it went all the way down.

This just shows how little space is available.

Before re-assembling the model for good, I tried to introduce some other small tricks to improve the operation as well as the realistic appearance.

– I weighted the loco a little by inserting a piece of lead in the central space of the roof, which I detached by slightly forcing the spot of glue that kept it attached to the body.

– The running/shunting lights were, in my opinion, too 'cold' for the period in which the loco is set, so I changed the colour temperature by covering the surface of the smd LEDs with 'warm' yellow nail varnish.

– I stuck on the inside of the windows a strip of paper with an image of the upper part of the driver.

In operation

Placed on the layout, the locomotive did not rest evenly on the rails, and with the short wheelbase and low mass there was some uncertainty collecting power as it moved along the track. The problem can be solved quite simply: open the lower part of the chassis and slightly increase the spring effect of the four contact wipers on the internal face of the wheels with suitable pliers.

A short video of this model with the installed sound can be seen at:

www.facebook.com/rivarossi.model/videos/3192742200815421/

Gerolf Peeters describes a scene built within a standard suitcase for a small layout competition.

MéTiers Du canal

An unusual construction site modelled in 1:160

Within the MTD model railway club in Edegem (Belgium) (note the capitals in the title) there was a wish to participate in the layout competition organised by MSC Het Spoor, the friendly club from nearby Sint-Niklaas, as part of their MOB Expo exhibition. The specification for the competition was quite a challenge,

but – importantly – fun: build a railway-related diorama in a standard suitcase.

After a bumpy beginning, a group was formed that started brainstorming and quite quickly came up with what we thought was a unique idea about the theme, the scale, and further possibilities ...



Above

The scene in the suitcase – the lid can still be shut.

Photographs by the editor.

Below

The canal is being extended through a new lock, which is built as a separate unit.





Above
A standard gauge siding has been laid along the canal to supply building materials and bring in the workforce.

Below
A temporary wooden bridge allows men to cross the cut. Narrow gauge light railways are used to remove the spoil.

The theme would be the extension of a canal, showing the construction site for a lock, with excavations served by light railways, a supply siding from the main line, etc.

The scale would have to be 1:160 (N) because of the limited height available under the lid of the suitcase.

The period chosen was between the wars (Epoch II), the end of the 'golden twenties' when everything was still possible, before the economic crisis. We opted for spring time.

The landscape would be Belgian and gently sloping: big hills were impossible but we did not want really flat.

The operation would be fully automatic but also interactive, with animated features providing lots of movement and interest within the scene.

The name

The name only came later, after some more brainstorming. We wanted it to describe the subject of the layout, and it had to include a reference to our club. MiTDi du canal was a contender for a long time, but that seemed to refer too much to the south of France.





The basis: control and electronics

We wanted as much animation as possible with automatic operation while still giving the audience the opportunity to control some features. Automation is important at an exhibition: this way the club members can spend as much time as possible with the audience instead of constantly having to press buttons.

The public can also press buttons on a small remote control handset, which has been given its own front panel making the functions clear. We had previously discovered that such a thing is extremely attractive to young (and older) visitor. If you build in the necessary safeguards, people can enjoy themselves to their heart's content.

This is not an electronics magazine, so we will not go into technical details here. Broadly described, we started from a previously tested concept: micro-controllers (chips with effectively a small computer) on separate printed circuit boards (with some indicators, connectors) that communicate with each other. One of the controller PCBs is the 'master', which receives information, processes it, and sends orders. It follows scenarios (data in the program works as multiple flow charts) and monitors the (modified) PC power supply, the emergency button, and ensures safe start-up and shut-down. It also manages communication, determining who can or must tell something when via an I2C bus.

The other eight (yes, eight!) controllers in this project have roughly two types of tasks –

- input: such as the keys on the handset and quite a few internal sources such as reed switches, Hall sensors, current detection occupancy detectors, etc.

- output: lighting (LED strips in the lid and small LEDs on the layout), the controller for the train, four motors, and as many servos ...

The various printed circuit boards were connected to the master via ribbon cables. Additional distribution boards also provide convenient programming connections on the front of the case. All in all, there are many metres of cable under the surface, and a lot of indicators and connectors and chips and ...

The canal extension under construction

The main theme of the scene in the suitcase is on a diagonal from left back to right front. On the right is the old canal, which is being extended by some major works. In the centre there is a lock under construction, and on the left the excavation of the new canal is in full swing.

The lock was built by club member Frans Peeters, of course according to architecturally sound methods. He used architect's cardboard and styrene sheet and it became a central eye-catcher in the suitcase.

For the workers – and small building materials – to get to the other side, a ferry has been built across the canal and a small temporary bridge has been constructed over the excavation.

The temporary bridge was mainly built by soldering brass and nickel-silver sections together, because it had to be very fine but also sturdy enough. A few strips of styrene provided support beams. The walkway was made from pieces of veneer wood, and like the wood of the ferry, this was weathered with the vinegar-and-steel wool method.

Above

An overall view of the yard – office, stores, and workshop, outhouses, a steam lorry, and the foreman's car.

There are working lights on poles, on and in buildings, and even on the car.

Two large wooden lock gates are ready to be installed.

Below

A manually-operated ferry has been set up to allow men and materials to be taken across the canal.



The small manually operated ferry started as “a nice idea” and grew into a technical challenge.

Because the new lock had to be built very close to the existing canal for all sorts of reasons, the temporary dam to the construction site was very narrow and unsuitable for a passable path. People and materials nevertheless had to get to the other bank, so a simple ferry was the best (and cheapest) solution. This was a great excuse to place a – preferably working – piece of scenery in the front right corner of the case. After all, the main interest was in the middle and rear left, so a little balance was desirable.

I gained the inspiration for a suitable ferry while cycling near Damme (West Flanders). ‘Kobus’ is the name of a small manually operated cable-driven ferry on the Damse canal.

Ferry construction

Broadly speaking, the model is driven under the board with fishing line. A second line ensures that a moving figure appears to work the ferry. Some electronics create a smooth, oscillating movement.

In order for the ferry to move smoothly over the ‘water’, rollers made of brass tubes were placed under it; some oil guarantees smooth movement.

The body of the ferry was made of styrene. It is only 20mm long. The floor is real wood veneer.

The drive is by fishing line with wire tensioners and Hall sensors to register the end positions of the ferry. These sensors are simple chips that respond faster and more precisely than the well-known glass reed contacts. They hardly need any additional electronics, so you can mount them on small plates. In this way their position can be adjusted and the ferry stops very precisely at the jetties.

The greater challenge was putting a moving man on the ferry, which looks as though he is turning a wheel to move the vessel. The movement is controlled with two fishing lines: the lower cable is a large loop driven by the motor and attached to the ferry. Under the board a magnet is attached to this line, which triggers the electronics. To keep the fishing line at the correct tension, the pulley wheels are adjustable. The top cable can also be easily tensioned. That hangs stationary in relation to the sides. It goes through the top rail of the ferry and around a wheel. When the ferry moves, this wheel turns, and so does a second wheel with a crank, which then moves the little man.

The crank and the driving wheel became a piece of precision craftsmanship: A small piece of printed circuit board material with a wheel with the crank on one side and a pulley wheel on the other. Both wheels were leftovers from previous projects – a good modeller never throws anything away! The axle that connects both wheels is a rivet, the crank itself a piece of phosphor-bronze.

The railings were made from copper wire and thin tubes from the Albion Alloys range: they have tubes with outer dimensions starting from 0.3mm, climbing by 0.1mm, and with a wall thickness of 0.1mm. The tube above the crank was carefully filed open so that the fishing line can come out.

For the cranking man, an existing figure was thoroughly overhauled: the legs replaced by a rigid pair, hinged at the hips. The feet are pieces of styrene, the legs are slightly staggered to stand firmly. A hole was drilled through the shoulders so the arms could move. With his hands he holds a tube which slides over the wire on the crank wheel.

The hip joint was a bit difficult to assemble: in the end, the best solution was to insert a piece of phosphor-bronze wire



through the pair of legs, fold it, and glue the ends into holes in the torso. Obviously, gluing had to be done very sparingly, because the hinge still had to move.

It was quite a search for the right place: the renovated and repainted little man had to move as naturally and smoothly as possible. Once I found the right place, I glued the figure to the floorboards, which had been treated with a steel wool vinegar preparation. (For those unfamiliar with this technique: place a good wad of steel wool in vinegar, wait at least a week, and use the resulting liquid as a paint. After drying – and the chemical reaction – you get beautiful grey traces of use in the wood, which you can make ‘worse’ by applying several layers.)

The jetties for the ferry were also made of styrene and veneer wood, naturally aged in the same way. The railings on the jetties also served as a guide for the fishing lines. The thin tubes were bent into the correct shape by first putting a piece of spring wire through them. The tube is then folded around a shape, and then you pull the spring wire out. This way the cavity remains free.

Above
The massive stone and brick construction of the new lock will not be apparent once the ground has been filled in around it.



Above
Most of the work involves heavy manual labour, with carts of various sizes. Even the wagons on the light railway are pushed along – and the tiny figures even have moving legs.



Above right
The Sentinel steam lorry and the foreman's old car are almost the only machines on the construction site.

Obviously these tubes on the jetties must be at exactly the right height, so that the fishing line is not too high and thus lifts the ferry, or so that the wire does not get pinched because the scaffolding section is too low. Thorough testing before gluing the body is therefore absolutely necessary.

The walls of the canal were made of thick architect's foam. The water is a resin. Naturally, the bottom was painted first, and the walls were also primed. A slit was then removed in the right place in the walls to make room for the wire guides to the bottom. These trenches will be invisible due to the jetties and a wooden path on top.

I made the pulleys for the fishing line from wheels from an old cassette player. However, the suspension of the wheels turned out not to be good enough to tension the wire properly, and the wheels did not turn freely. A piece of pleated nickel-silver, some rivets, and some slotted wheels from an earlier project turned out to run much better. The tension on the fishing line was immediately a lot easier to adjust.

A piece of rubber – actually heat shrink tubing – around a rod created friction, so that the moving fishing line was properly driven. The motor is a slow-running specimen from Lemo-Solar, the (cheap) gears come from Opittec.

Below
The crawler crane is the only other mechanised aid. The model rotates and lowers its load into the cut.



The construction site

During the inter-war period, wage costs were not a problem and machines were relatively scarce. Mostly man and horse power was used, with only a few machines or motorised transport here and there.

The Sentinel steam lorry was a kit, carefully built and weathered by Frans Peeters.

The crane was rebuilt from an American kit: it was not the best quality, not much more than a bag with some rough whitmetal and crudely etched brass parts, without instructions. The cast metal needed a lot of filing and, because we really wanted the top to move, a lot more: after all, there was no free space in the cab. We wanted to rotate the operator's cab and move the boom, and that was ultimately possible with two servos under the board. The imitation cables are in fact elastic sewing thread, which of course pull the boom up. The load looks like wood, but is in fact lead sheet, as a counterweight for the rubber bands. The parts were carefully brought up to current standards by Frans.

The hand carts were designed and etched from real examples. We made twenty, of three types – from wheelbarrow to hand cart – which were folded into shape and soldered together. Most were loaded and all were weathered.

The larger carts are partly made from laser-cut wooden kits. They were all loaded and thoroughly weathered.

The chief engineer is the proud owner of the only car in the area. Derived from an English taxi, it was considerably rebuilt and even equipped with working headlights.

The standard gauge track

One of the competition conditions was "railway", and we wanted to do that – as far as the track was concerned – in fine scale, as it was a separate project and would not be linked to other layouts. In the end there is not much standard gauge in the suitcase – roughly one metre of track and one point made fairly quickly using code 40 rail.

A particular feature on the main track is a wagon with a bulldozer blade.

Hidden in the forest is a small construction, where the locomotive secretly leaves one wagon behind and picks up another. Powered by some electronics, the locomotive leaves the yard with a wagon carrying construction materials and

returns with a coach for the workers. The small sliding blade is covered by a black box hidden behind the foliage of the trees.

Because only one end of the rolling stock is actually coupled, we were able to fit nicer non-functional imitations on the other end. The practical but rather too obvious N couplings were removed and more prototypical ones were made up from scraps of etched nickel-silver.

Light railways

In and around the excavation small man-powered carts are used for the supply and removal of all kinds of building materials. The track gauge of roughly 50cm would be 3mm in 1:160. We thought we could use T Gauge products (3mm gauge at 1:450 for standard gauge) but unfortunately only the coach bogies turned out to be suitable, and that by attaching etched trays to them to make wagons.

The commercial track in this scale was much too coarse, so we made track from etched and folded 0.2mm thick nickel-silver. Three working sections were made in this way. It even turned out to be possible to make a (purely decorative) point.

Movement was achieved through a combination of very small neodymium magnets in the carts and larger ones attached to a timing belt under the board. A slow-running and well-controlled motor and some extra gears ensured a walking pace. Reed contacts detect the magnets and ensure that the movement stops before the end of the track.

By the way, the pushing workers really seem to be moving. We achieved that by thoroughly rebuilding a few figures: the arms were replaced by pieces of folded copper wire, and soldered rigidly to the cart at a fixed height. The legs are also made of (slightly thicker) copper wire, and dangle freely under the torso. By letting the feet catch on protrusions, we got the desired effect.

The environment: forest, landscape, lighting

The lid of the suitcase has several functions:

- safe transport of the layout (naturally, but that also means that the suitcase can really be closed).
- background for the landscape. This was tackled by Luc De Beukelaer: the lid has 'bumps' on the inside that give room for the wheels, handle, fastenings, etc., and these were first concealed by applying an inner lining. A beautiful stylised sky was then painted on this smooth surface.
- ambient lighting (day or night): a shelf with six LED strips (two each warm white, cold white, and multi-colour) provides more than enough light.

The forest at the back not only ensures the transition to the background, but also hides the small sliding blade where the wagon change takes place. A dense forest was created by Peter Smet using the wire braid method, with finishing by Frans and Luc. It is held in place by magnets.

The landscape itself is rather flat, at least near the major infrastructure works that are currently under way. The ground level rises a few centimetres from the right front to the left rear. It was built up with several layers of architect's card, which keeps the case remarkably light. You can still recognise what the land was like before the work started: there is an almost deserted area with a single dirt road.



Above

We learned quite a lot about canal construction techniques while researching to ensure that the scene looked right.

The site could not be without the necessary lighting, not only in and on the buildings but also a dozen lampposts provide a nice atmosphere 'at night'. The lampshades were stamped from brass foil, the pendants are etched and hide gossamer enamel wires from tiny 0402 LEDs. Needless to say, they also light up nicely ...

Last but not least

We took the competition rules to heart strictly and made sure that everything fits in the closed case, even the power cable! Only the standard gauge rolling stock has to be removed for transport, but that can be done in an inner pocket of your jacket ... you could actually travel with this suitcase, but we would advise against flying.

As an accessory, Luc made a base intended to give a good viewing height: it is a very large version of the suitcase table sometimes found in hotel rooms.

With this project we have achieved a good result with a great team of MTD members, on many club evenings but especially with a lot of 'cottage industry' work at home.

In the end, it was up to the public to pass judgment. There were certainly other excellent layouts on show at the event, but we won the competition!

Below

Within the lock chamber, the team of bricklayers is hard at work on scaffolding.



Charles Insley describes his latest narrow gauge layout, built to accommodate a growing collection of colonial locomotives and stock.

Photographs by the editor.

Fort Whiting

The 'accidental' layout

Introduction

Generally, I have a rough idea of the layouts I am intending to build over the next couple of years, and plan accordingly. For instance, the gestation of my Swedish HOe project (*Ulvaryd Strand*, see CM November 2019 and July 2020) began when I was building my French HOe layout *St. Etienne-en-Caux* back in 2008 and 2009 (CM October – December 2010). However, *Fort Whiting* just sort of happened by accident. As has been noted before, I am a compulsive builder of locomotives (which, as vices go, is pretty harmless ...) and over the years had built up a small collection of 'large'

Right

This articulated Kitson Meyer was built using a body kit for a Leek & Manifold 2-6-4T – itself a very colonial design.

Below

A short branch train arrives at Fort Whiting, hauled by an old Beyer Peacock 2-4-0. The model is scratchbuilt and was inspired by the Dutch East Indies B50 class.





Above
A Walker articulated railcar arrives at Fort Whiting. The model is a 3D-print from The Model Engine Works, driven by a Kato 4-wheel chassis in the centre unit.

Below
The big Garratt, scratchbuilt on two LifeLike 0-6-0 chassis, ready to leave Fort Whiting with a train for Port Canning. The coaches have been 'tropicalised' with double roofs and large sun shades.

OO9 locos, built simply because I liked the loco or, in the case of a Kitson-Meyer, just to see if I could. This meant that by around 2015 I had a collection that included a Kitson-Meyer based on an extensively modified kit for a Leek and Manifold 2-6-4T, a New Zealand-inspired Double Fairlie, a Beyer Garratt, and a couple of large 2-6-2s based on the trusty Liliput HOe Austrian U class. The problem was that

they had nowhere to run – none of the layouts I then had offered an appropriate home for such locos. For my British layouts (*Maesog*, RM April 2005; *Kinwardine Wharf*, RM April 2007; *Winter Overcotes*, RM March 2016) they were not really appropriate – or simply too large! Moreover, I was struggling to imagine a freelance British context in which such locos were plausible, beyond a modern preserved line.





Then, in one of those moments of clarity we all have from time to time, I realised I was looking at the problem from the wrong end. The reason I was struggling to come up with a plausible layout concept for the locos, or think of a way to justify their use on my existing layouts was because the locos themselves, while being built by British manufacturers, were all made for overseas railways. The solution was clear – build an overseas model.

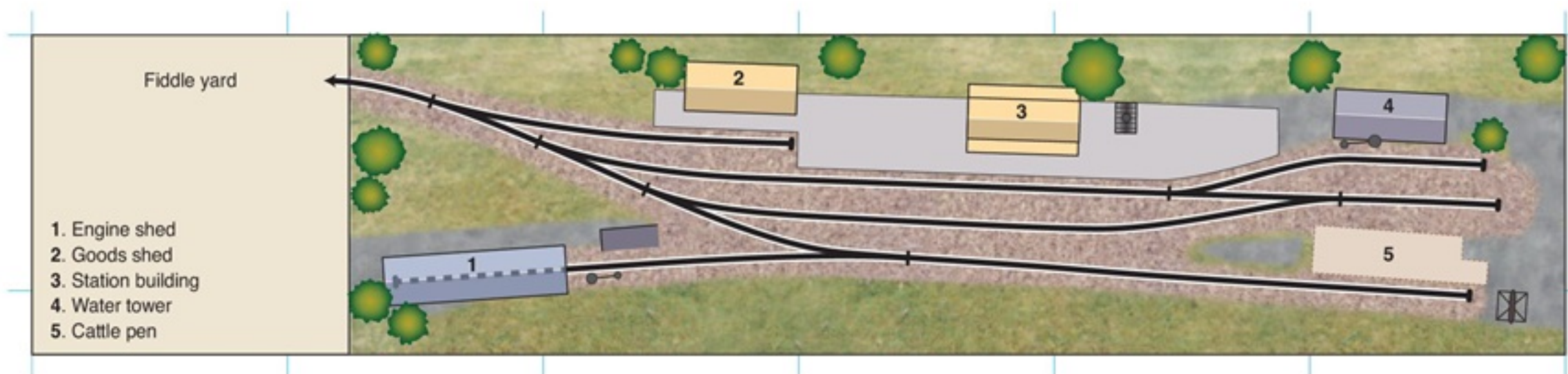
The concept

So Fort Whiting and the Colonial Government Railways came into being. One of the friends I have made through membership of The OO9 Society is Garry Whiting, who for many years has been building and acquiring large 'colonial' style locomotives and rolling stock, lettered for his imaginary 'Dominion Government Railways', the location of which was suitably vague to allow him to have models based on

Above
A panoramic view of Fort Whiting, from the loco shed to the cattle dock.

Below
The big Beyer Garratt and a Hunslet 2-8-2T on shed.





Fort Whiting Overall layout size 6' x 1' 3". Each grid square 1' x 1'.

prototypes from South America, India, and Australasia. This, I thought, was genius, since it provided a template for how to run a varied collection of locos without committing to one prototype railway, or even one country.

So I borrowed his basic concept and tweaked it to produce 'The Colonial Government Railways'. I also borrowed the idea of 'New Gelderland' but furnished it with a history and railways from my historical imagination.

The shape of the layout concept was coming into sharp relief. One of the parts of layout building I enjoy (rather than carpentry, which I do not) is thinking of the historical context for the model. So in my imagination New Gelderland is a reasonably sized island off the Indian Ocean coast of South Africa. It had been a Dutch colony, hence the name, before being seized by Britain in 1806, when the Cape was also acquired. By the end of the 19th century, the island was administered from the Colonial Office, and it was decided to build a 2'6" gauge railway to connect the various settlements to the main port and capital, Port Canning. Thus was born the Colonial Government Railways. The system was complete by 1906, with locomotives supplied by the usual British builders, notably Nasmyth-Wilson. Fort Whiting represents one of the other terminus stations on the system, serving, as its name suggests, what had originally been a purely military settlement, and named in honour of the person who had provided a lot of the inspiration for the layout.

The track plan is loosely based on that of Mid Illovo, terminus of the 2' gauge South African Railways branch from Umlaas Road in Natal. It has, of course, been suitably compressed – in real life most narrow gauge stations tended to sprawl somewhat, especially those in sparsely populated areas.

Below
Typical freight vehicles – a steel-bodied van and an open wagon alongside the goods shed – the prevalent architectural style is corrugated iron.





Practical stuff

The baseboards are my usual balsa-topped structure on a frame of 24mm x 12mm pine. It is very simple but I have found it to be light but robust over many years of exhibiting.

The layout is split into two boards, each 3' x 1'3", with the front section of the board dropped to allow for variations in the scenic contours. For exhibition purposes the layout sits on plastic sawhorse trestles from B&Q (I think!) which have been extended to place the layout at an overall height of around 3'6". These trestles are used for all of my layouts bar the oldest two (*Maesog* and *Kinwardine Wharf*).

Track is Peco 'main line' OO9, as are two of the points. Three of the others are Peco N medium radius (because I happened to have them in stock) modified with the old dodge of removing every other sleeper to arrive at a more appropriate sleeper spacing. One point is a Peco 'Crazy Track' 12" radius which, with hindsight, I should not have used since a couple of the larger locos sometimes protest at it.

The points are operated by wire-in-tube, connected to Single Pole Single Throw (SPST) slide switches, which provide the polarity switching for the frog as well as the mechanical switching of the point blades.

Section switches are provided for the sidings and engine shed, and I use the same control set up as for my other layouts – a Gaugemaster cased transformer powering a KPC handheld switched-feedback controller. This latter function I find especially useful, given the range of N gauge mechanisms I have used for my locomotives. I find older mechanisms, especially pre-Bachmann Grafar, respond well to feedback, but that very modern mechanisms – for instance Minitrains, the new Bachmann OO9, or new Farish – do not like feedback at all, and so the ability to switch the feedback off is very useful.

The fiddle yard uses cassettes, made from 18mm aluminium angle on a thin ply base. These are standard across my layouts, although there are a couple of extra-long ones (20") to accommodate the large locos and long-ish (well, for me) trains. The cassettes are held in place by plastic angle and connection is provided by bulldog clips which connect the cassette to short lengths of the same aluminium angle which are in turn electrically connected to the track.

Scenery

The scenery is quite sparse, and drops away from the railway at the front. Any contours were constructed from the dense green foam used by florists which was then coated in PVA to seal it. This was followed by a coat of dusty earth brown, and then various tones and lengths of static grass applied using a GreenScene applicator.

Trees, as with all Insley layouts, were furnished by my mother, and I am especially grateful for the wonderful palm trees she made for the layout.

Above

A Baldwin 2-6-2T has run round its branch line train. The loco is a modified Minitrains USATC Baldwin fitted with the cab from an old Langley *Lyn* kit. The coaches are from the North East Dundas Tramway in Tasmania.

Right

A Hunslet 2-6-4T arrives with a mixed train.

Below

Fort Whiting between trains. The station building hides its origins as a Hornby 'Skaledale' cricket pavilion.





Above
Modern Image on the CGR
 – a B-B diesel hydraulic
 with a train of steel-bodied
 Gloucester RCW coaches.
 The model is a repainted
 Roco Austrian Rh2095, and
 the coaches modified Liliput.

Buildings

There are few structures on the layout.

The platform is a sheet of balsa, faced with wooden edging and painted with textured paint.

The station building began life as, of all things, a Hornby 'Skaledale' cricket pavilion. It has been repainted, and the roof modified (including removing the 'Skaledale Cricket

Club' sign!) by the addition of an all-round verandah, clad in self-adhesive corrugated sheeting from Redutex.

There is a half-relief goods shed; this was scratchbuilt using Wills corrugated iron sheet, with the roof from the same Redutex rusty corrugated sheet used for the station. This building also serves to hide the main section switch panel and some of the point switches.





The engine shed is a Bachmann OO9 item, purchased cheaply when the Ian Allan bookshop in Manchester was closing down. It really needs smoke lifters or smoke hoods added, and since the photos were taken I have replaced the shed doors with scratchbuilt examples that are a little less 'Fort Knox strongroom'!

The large water tank by the headshunt is a modified Ancorton Models laser-cut card kit.

The cattle dock at the front is scratchbuilt in balsa, faced with stripwood and using Ratio fencing to provide the pens for the cows.

There is also a Walther's wind pump – this (in theory) supplies the water tank behind.

The few figures on the layout are from Preiser, Noch, and Woodland Scenics – the latter was especially useful for the workers in shirtsleeves and wearing sun hats.

The original backscene was produced at short notice for the layout's debut at the NEC in November 2016 and while it had the sort of scenery I was after, it was probably rather too temperate for the environment I had in mind; it has since been replaced by another backscene from ID Models of a much more arid landscape (Utah or Colorado, I think), which has the effect of raising the ambient temperature of the layout by about 10° Celsius!

Operation

I tend not to operate to a set timetable at an exhibition, but the use of cassettes enables me to have six or seven trains made up, along with a couple of short cassettes which can accommodate railcars. It typically takes about an hour and a half to cycle through the cassettes.

Generally, a train runs into the platform road. The loco is uncoupled and moves forward to the water tank to replenish its supplies. Most of the trains I run are mixed, so the loco then proceeds to shunt the train, with most goods traffic

being unloaded into the goods shed. Cattle are loaded at the cattle dock and coal is unloaded into the coaling stage in front of the engine shed. The train is re-assembled with any empty goods stock or full livestock vans added, and the loco will also be coaled at some point. The train then departs.

Interspersed with this, I will also run a couple of railcars; these tend to just run in and run out again, but may also have a trailing wagon which will need to be shunted.

Locomotives and stock

The locomotive stock has expanded significantly since the layout was first built, and I will write more about this in a future issue.

The core of the stock is a series of Nasymth-Wilson locos which all have their origins in the Roxey Models Cyprus Government Railways 2-6-0 and 4-4-0 whitmetal body kits.

Above

A busy time at Fort Whiting. The tender of a Baldwin 4-6-2 can be seen on the right, while in the shed road at the front is a Nasmyth-Wilson 4-8-0 (a heavily modified Roxey Cyprus Government 2-6-0 kit on a Minitrix 9F); behind in the run-round loop is a Backwoods Miniatures Tasmanian K1 Garratt, belonging to Garry Whiting.

Below

The cattle dock, headshunt, and watering siding.



These are attractive and well-proportioned large locos (the prototypes were 2'6" gauge) most of which have been modified to accommodate N gauge chassis other than those for which they were designed. So far these kits have provided the basis for a 4-4-0 (built more or less as intended), a 2-6-0, an 0-8-0, a 2-8-0, and a 4-8-0.

There are also the aforementioned Kitson-Meyer and Fairlie, and the original Garratt has since been joined by two others.

There is also a series of tank engines based around the Dundas Models Sierra Leone Hunslet 2-6-2T, one of which is preserved on the Welshpool & Llanfair Light Railway. As is my way, none of these kits was built exactly as intended and only one runs as a 2-6-2, albeit with shortened tanks. The others are, respectively, a 2-6-4 (on a Kato JNR C11 chassis), a 2-8-2 (on a Kato DB BR86 chassis), and a 2-8-4 (on a Fleischmann DB BR65 chassis); all have had rear fuel bunkers added.

The other notable additions to the stock have been a series of 3D-printed railcars by The Model Engine Works, one based on a Jersey Eastern Railway Sentinel, the others based on extended versions of the Walker railcars that ran on the County Donegal and West Clare Railways in Ireland.

The rolling stock is also an eclectic mix. A number of the coaches are much-modified old Eggerbahn, either the Western Union four-wheelers or the green OEG bogie tramway coaches that came as part of the 'Fiery Elias' set. One of the bogie coaches was made up from two Western Union bodies, sitting on Dundas Vale of Rheidol coach bogies. There is also a rake of matchboard side stock built using the Meridian Ashover coach kits running on Lima N gauge underframes instead of the rather small (for the size

of coach) Dundas War Department bogies that come with the kit. I have also made extensive use of the Five:79 models Innisfail Tramway bogie coach. Two of these are built as per instructions, and a further three or four modified by adding end balconies and on one, a guard's compartment. In addition there is a pair of coaches built from Worsley Works kits for the North East Dundas Tramway (Tasmania) coach and brake van. The most recent rake are modified Liliput Zillertalbahnhof steel-bodied bogie coaches. These resemble some of the more modern vehicles on the Sierra Leone Government Railway. Mine have had the windows replaced by dropping slatted shutters made from weatherboard plastic sheet. In many cases, the coaches have been 'colonialised/tropicalised' by the addition double layer roofs and sunscreens fitted outside the windows.

Goods stock is also a mix of ready-to-run (Peco Lynton & Barnstaple bogie opens) and kit built (Chivers and NineLines Lynton & Barnstaple stock), along with bogie vans made from modified OO kits and a couple of bogie cattle vans made from secondhand old K's GWR six-wheeled Siphons.

Thanks and acknowledgements

To my wife, for putting up with the mess in the man-cave and for casting her usual expert and critical eye over the scenery; to Garry Whiting for the inspiration and for very kindly lending me some of his locos and stock for the layout's first few outings (some of which can be seen in the photos); and finally, to the OO9 Society, which has provided an endless fount of ideas, inspiration, and modelling friendship over the years, and which I can wholeheartedly recommend to anyone dipping a toe in the water of OO9.

Below

A former Avontuur line Manning Wardle 2-6-4T basks in the sunshine. The model is a ready-to-run item from Fourdees.





Iain Hunter shows how he detailed some venerable Lima coaches representing stock running between New South Wales and Victoria.

NSW & VR joint stock

Raising the standard of some older models

When the standard gauge line from Sydney to the New South Wales border with Victoria at the joint station of Albury/Wodonga was extended south to Melbourne in 1962, a new luxury overnight sleeper train, called the *Southern Aurora*, was introduced in each direction. Jointly owned by both the New South Wales and Victorian Railways, the coaches for these trains were constructed of stainless steel, with finely corrugated roofs and fluted steel panels below the windows.

The *Southern Aurora* was withdrawn in 1983 as its customer base moved to the more convenient and less time-consuming air travel alternative, but the coaches continued in use on more mundane inter-city services. By the early 1990s even these less opulent services had been withdrawn, but in 1994 a twice daily unnamed service in each direction was reintroduced using XPT sets.

We replicate one of these XPT services on *Broadford*, but as an alternative at exhibitions I also wanted to have stock for one of the successors of the *Southern Aurora*, the Sydney/Melbourne Express. These trains used some of the *Southern Aurora* coaches augmented by additional Victorian Railways standard stock. The VR coaches I either already had or was in the process of building, but the ex-*Southern Aurora* ones were proving more elusive. Until recently, the only source of HO models of similar coaches was the old Lima 'Railways of Australia' generic range which covered the *Southern Aurora* and *Indian Pacific* named trains. They have now been superseded by highly detailed models from Auscision specific to the trains represented, but these replacements are quite

expensive, only available in complete sets, and (like so many products nowadays) difficult to obtain if you do not order them in advance. Fortunately, I had found enough of the Lima models on secondhand stands at exhibitions here in the UK, and there have been a number of articles published in Australian magazines over the years providing advice on how to turn them into more realistic looking replicas.

The Lima models are quite basic and although the range included different styles of body shell there was only one roof moulding, which had details from the *Indian Pacific* coaches whilst omitting those from the *Southern Aurora* stock. The magazine articles had dealt with these omissions and additions in varying ways, mainly according to how determined the authors were to achieve visual prototypical accuracy. As I was looking to create an overall impression rather than an exact representation, I decided to overlook additions which were going to be complicated or surgery which was difficult to hide and concentrate on areas that I could complete to my satisfaction.

The basic Lima model is a representation of the NAM Sleeping Car, with ten twin bunk compartments off a side corridor. The body shell is largely correct, although the windows are slightly lower than they should be, but the underframe is virtually non-existent, consisting of a number of half-relief moulded details and little else. The roof has vents at the shoulders each end of the coach relevant to the *Indian Pacific* version but is missing the torpedo vents either side of the centre line above the compartments fitted to the *Southern Aurora* coaches.

Above
NAM sleeping car 2336
left-hand side;
most of the underframe
equipment is this side.



Above
NAM 2336 right-hand side with torpedo vents above the compartments, shower, and toilet cubicles.

For my model of the train I was going to need three NAMs (NSW code for a standard sleeping car), one DAM (superior sleeping car with a double bed in one compartment), and three LANs (sleeping car with single bunk compartments aligned lengthways either side of a central corridor). The NAMs and the DAM would only require underframe details and roof vents, but the LANs would need the body modified as well, as they had shower rooms at the non-door end and a steward's compartment at the door end.

As correcting the height of the windows would require cutting up the coach bodies and replacing some of the panels, I decided to leave well alone and accept the compromise.

Similarly, as removing the unwanted shoulder vents would potentially leave scars in the finely corrugated roofs which would be difficult to hide, I decided to just add the torpedo vents in the correct locations.

Working with plans from the magazine articles and comparing them with photographs of the prototypes, it became obvious that the two did not match. That did not necessarily mean that the plans were wrong, as over the years the prototypes had undergone many modifications and changes, but it did encourage me to rely more on the photographs for positioning things whilst using the plans for the sizes.

Underframe components for all the coaches were the same, but positioned differently under the different types. For the rake of seven coaches, I would need:

- six battery boxes
- fourteen air conditioning units
- fourteen louvred equipment boxes
- fourteen calorifiers (water heaters)
- eight large water tanks
- seven brake cylinders
- seven air tanks
- four reserve air tanks
- three small tanks
- and seven brake gear protection frames.

3D-printing

Detailing kits containing many of those items had formerly been available in Australia, but none seemed to be obtainable now. That left me with potentially having to scratch-build a lot of parts! To save time, I decided to 3D-print as much as possible. (See CM June 2020.)

Using dimensions from the plans in the magazine articles and the details I could distinguish from the photographs, I designed samples of each the separate units using the Tinkercad design package.

The cylindrical water tanks, air, and small tanks I could make using appropriately sized lengths of plastic rod and tube, so for those I just designed the tank straps, but the calorifiers had domed ends so they were designed in full.

I then printed all sixty-two pieces plus forty-four assorted tank straps. The louvred equipment boxes had the handles printed in place, but I added the louvres separately using resin transfers from the Archer range.

The tanks and calorifiers each had their pairs of straps placed in position according to the plans and then secured with superglue.



Above
LAN underframe with added parts as yet unpainted.

Below
NAM underframe parts not yet painted: water tank and air tank at the non-door end; calorifiers, air conditioning units, and brake gear in the middle; equipment boxes and tanks at the door end.





Fitting the parts

As the basic models were of the NAM coaches and the DAM was effectively the same body shell, they were going to need the least work, so I started with them. The plans and the photographs seemed to agree about the positions of the torpedo vents on the roofs, so each roof was marked out for drilling in accordance with the plans. Holes were then drilled to accept No Nonsense Kits small torpedo vents (twelve in each NAM, thirteen in the DAM). Although scaled for 1:76, they looked fine in 1:87 once fitted.

The positions of the toilet/shower waste pipe from each compartment was then worked out from prototype photographs and the floors drilled to accept 2mm plastic rod.

The underframe components for all the coaches were then positioned according to the photographs and, after any necessary adjustments to make sure everything looked okay and the bogies still rotated freely, superglued in position.

Body modifications

Before any details could be added, the LANs needed the shower room and steward's compartment windows. As the

roofs were the standard Lima type with the window 'glass' moulded as part of the roof and deeply set into the sides when fitted in place, the decision was made to simply add the extra window frames to the coach sides rather than cutting openings in the bodies. The window for the steward's compartment in each coach was effectively a quarter of an existing compartment window opening, so they were first filled with rectangles of 40thou plastic sheet and the surface filed smooth with the body side. The new window frames were cut from rectangles of 10thou plastic sheet and then glued into position using the photographs as a guide.

With the roofs back in position they were drilled for more No Nonsense Kits small torpedo vents, four on each coach.

The coach floors were then drilled for the various waste pipes, using the photographs as a guide, and more 2mm plastic rod glued in position.

Finally, the remaining underfloor units were then positioned according to the photographs and then glued in place once I was happy with clearances.

All the coaches had what I presume are water tank fillers added from plastic bar and rod to both solebars using the

Top
DAM Superior Sleeping Car 2334 right-hand side, with torpedo vents over each compartment, shower, and toilet cubicle. The lone vent on the centre line is over the double bed compartment.

Above
DAM 2334 left-hand side. The underframe is busier on this side with the tanks, calorifiers, air conditioning units, and equipment boxes.

Below
DAM underframe with twin water tanks at the non-door end; air conditioning units, calorifiers, and brake gear clustered in the middle; air tanks and equipment boxes at the door end.





photographs to estimate the size and position. Once the glue had set, they were drilled for 0.7mm brass wire as the filler pipes. Some pipes passed across the coaches from filler to filler in a shallow V shape, others simply disappeared into the underframe details.

Supports for the hand brakes and grade control levers were fashioned from plastic bar and glued to the back of the solebars opposite the 3D-printed brake gear protection frames. The brake 'spiders' (handwheels) I made up from cross pieces from an Albion Alloys 'Connecto' etch for 0.7mm brass tube soldered to lengths of 0.5mm brass wire. The wire tails were passed through holes pre-drilled in the protection frames and support hangers into short lengths of 0.5mm ID brass tube to fix them in place.

The grade control levers were lengths of 0.5mm bass wire, with one end bent 90° and flattened to represent the lever, passed through another pre-drilled hole in each support hanger and protection frame and into a second short length of 0.5mm ID brass tube. Once everything had been lined up, the brake 'spider' rods and the grade control lever rods were glued in place.

Wheels and couplings

The penultimate task on each coach was to cut the couplings off each bogie and replace the original wheelsets with 10.5mm diameter fine scale wheels from the Alan Gibson EM range fitted on 25mm axles from the same source.

Finally, I glued 10mm x 8mm pads of 80thou plastic sheet behind the centre of the transoms at each end of all the coaches to take the coupling pockets for Kadee No.148 whisker couplings. Once the pads had been drilled 1.8mm, the coupler draft gear boxed were attached using 12mm long 2mm self-tapping screws.

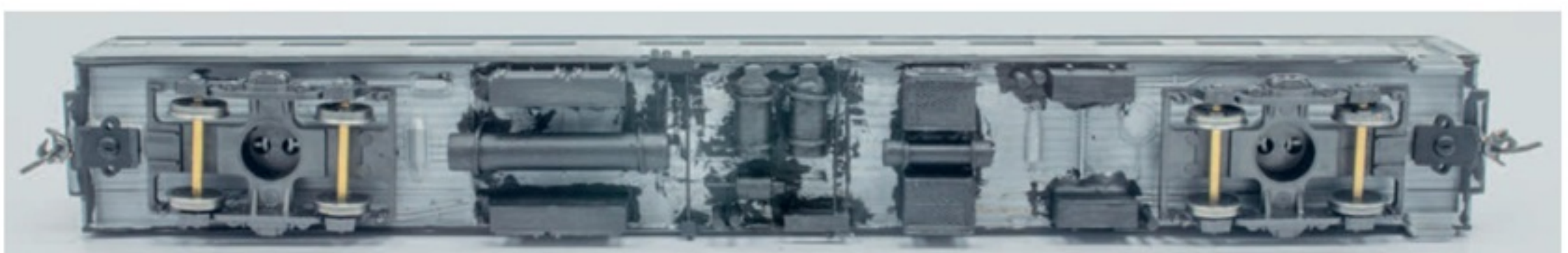
Painting and lettering

With all the construction work completed and any unnecessary lettering removed, the underframes were painted matt black and the bodies touched up with metallic silver as this best matched the existing paint finish. The shower cubicle and steward's compartment windows were touched in with white paint, and the coaches numbered using home-made transfers designed on my PC and printed onto ink-jet transfer sheet.

Top
LAN Roomette Sleeping Car 2344 right-hand side with the extra shower cubicle window at the non-door end and torpedo vents only over the shower cubicles and steward's compartment.

Above
LAN 2344 left-hand side with the second shower cubicle window at the non-door end and the steward's compartment at the door end.

Below
LAN underframe with battery boxes either side of the centre line; water tank at the non-door end; calorifiers and brake gear in the middle alongside the air conditioning units and central air tank; equipment boxes at the door end.



Les Robertmonts

Rue des Thermes



Pascal Hubert likes to bring an imaginary example to life and made up a story to set this competition entry micro layout in context.



Above
204.001 has a number of former Prussian third-class coaches
of various types in tow, the atmosphere of the 1950s.
Photographs by the editor.





Above
The whole scene at a glance. 201.001 in near-original condition grows through the station with a freight.

Left
On the left, a tunnel closes off the layout. The station building is very recognisable, inspired by that of Cerfontaine. The location over the tracks is unusual for Belgium.

I like to dream and make up stories. Creating a model railway is bringing an imaginary thing to life. That is good ... especially because you develop your experience, because making a model railway involves carpentry, electricity, soldering, surveying, architecture, painting, weathering, and scenics. It is also the translation of an idea and an abstract concept into a reality, if possible beautiful and realistic, in three dimensions and to scale. I believe that the model railway hobby, if you take a closer look, is an extraordinary exercise, intellectual, artistic, and craft all at once. There is also a social dimension, because during exhibitions we have the opportunity to talk to the public about our common passion.

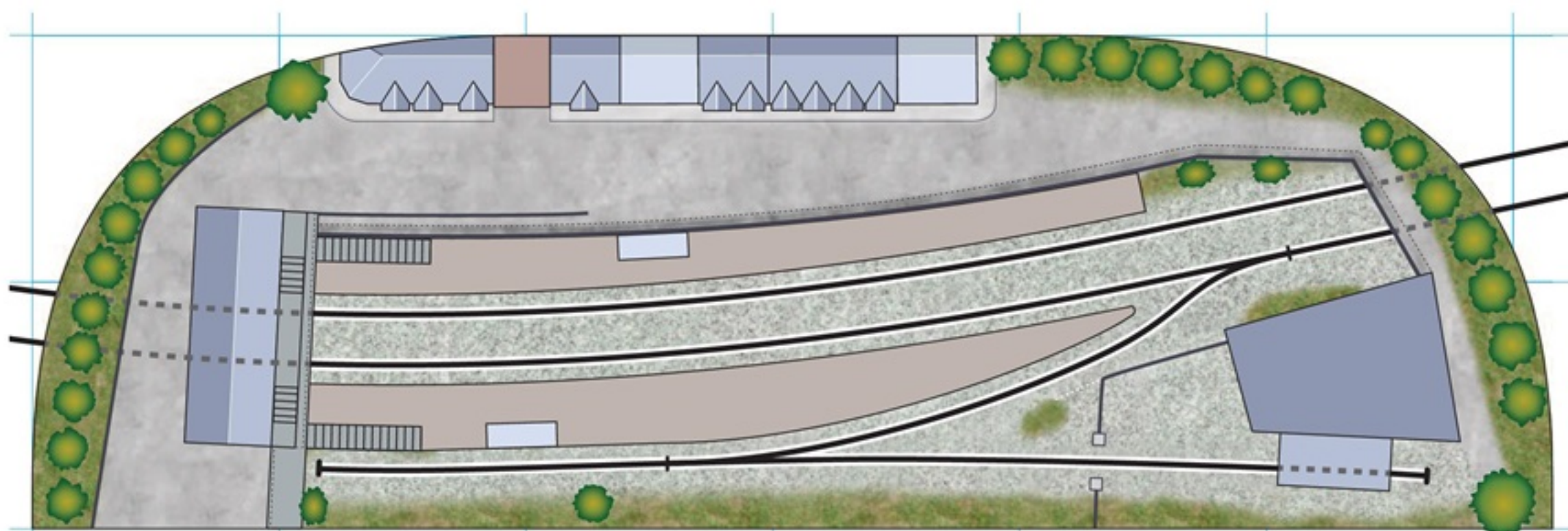
Participation in the Modelspoor micro layout competition is an interesting challenge as it offers the modeller the opportunity to complete a specific project in a short time.

At the outset I concocted this little story as a background for my project:

Les Robertmonts is known in Belgium for the quality of the spring water, since Roman times. Ancient baths from the 1st to the 3rd century AD have been uncovered by archaeologists.

The modern spa resort developed mainly from the end of the 19th century with the arrival of the railway. First the town was the terminus of a single track line from Villefontaine, but just before the First World War the new fast rail link through Wallonia was extended through Les Robertmonts. It was at this time that the État Belge station was built on the bridge over the tracks, an unusual situation that does not occur often in Belgium.

The Rue des Thermes, with its large hotel, overlooks the platforms and tracks, while at the bottom, on the right, there is a private siding to the 'Robertmonts Monopole' mineral water company at Impasse des Romains No.1. We are in the late 1950s and early 1960s.



Les Robertmonts Overall layout size 1540mm x 500mm. Each grid square = 250mm x 250mm.



I live not very far from Cerfontaine, where the location of the old station, situated on a bridge, inspired me. In a small area, this arrangement has the advantage of highlighting the station building while providing extra space in depth. The building is made from the old white Kibri goods shed, completely reworked so that it clearly depicts Cerfontaine station. Many visitors to the exhibition recognised this specific site.

The sides of the bridge and the retaining walls of the Rue des Thermes were made from Faller sheets which I processed and weathered to match the atmosphere of the layout.

I work in Dinant and on the layout I also wanted a street with the mansions, which I actually encounter every day. I decided not to spend too much on this project and use material I had collected for other projects that were never completed. I used kits from Faller, Kibri, and Walthers for German or American buildings which I thought could be acceptably transformed into Belgian homes. I also wanted to try the technique of combining kits that I had never used before. In fact, the Rue des Thermes is the result of mixing parts from five or six boxes where the final buildings, after cutting, mixing, assembling, gluing, painting, and finishing with some Redutex textured sheets, look nothing like the original images on the boxes. I cannot hide the fact that there were some completely failed attempts that could serve as a basis for future projects. Note, for example, the typical lamp on the facade of the Grand Hotel des Thermes, reworked from a Faller German kit.

The street is populated with figures from Noch and Preiser, who have found a place on the road while greeting, talking, leaving the Denamur pharmacy (a nod to my dear wife, who is a pharmacist) or shopping in Noël's butchers, or the Bazar National. All this under the watchful eye of a tubby policeman: originally a station master by Noch, painted in the uniform of the municipal police of the late 1950s. Photographers, cyclists, and even a musician can be found

on the layout, testimony to three more of my passions. Some cars are parked alongside the pavements or ready to go: they are my favourite models – Citroën DS, Citroën H, VW Beetles, and Renault 4CV. All vehicles, as well as all characters, were appropriately weathered to integrate them into the environment. Enamelled advertising signs (Martini, Aija) and movie posters were found on the internet, reduced to the correct size, and printed on photo paper before sticking them on walls or façades.

A double track line crosses the scene diagonally on a slight curve. A private siding branches off to the small mineral water producer 'Robertmonts Monopole'. The factory building comes from the Walthers grain mill, the second floor of which has been removed. The kit has been modified to a trapezoid shape to suit the geography of the site. The façades are covered with Redutex brick sheets, leaving only the pillars and the painted and weathered old concrete crosspieces visible. This building closes off the foreground on the right and makes it possible to camouflage the passage of the trains to the hidden part. A small class 53 steam loco shunts a wagon from the fiddle yard to the factory and then to the main line. The factory courtyard is closed off by a small brick wall.

From the sides of the station, two stone steps, cut from 2mm thick card, lead to the platforms that occupy than two thirds of the length of the layout. These are long enough for trains of three or four coaches. The platforms are made of cardboard covered with coloured North Sea sand. The edges are made with folded Canson paper, glued and painted dirty white. The typical Belgian station shelters come from Jocadis. They were painted and weathered by my wife.

As a devotee of the three-rail AC system, my choice was for Märklin C-track, which is undeniably reliable. On the other hand, in terms of appearance, it looks rather plastic and toy-like, not to mention the inevitably unrealistic stud contacts. The challenge was to rework this track, paint-

Above

All the elegant buildings along the Rue des Thermes were adapted from kits, with extra details.

Right

Sparkling water producer 'Robertmonts Monopole' has a private siding. There is just enough space for loading and unloading two wagons, though today 53.122 has nothing to collect.



Above
Shop interiors are detailed.
The figure perched
on the parapet on the right
looks rather precarious.

ing the rails, weathering the sleepers, lightly ballasting all the spaces between the sleepers, and levelling the space between the tracks to make the ugly plastic Märklin roadbed invisible. Given the comments I heard during the exhibition, I believe that the transformation was quite successful. Even though it was a painstaking job, the result is well worth it.

The track forms an oval at the back, where storage sidings make it possible to provide regular and varied traffic, which certainly pleases the public.

During the exhibition we used a class 15 steam loco with three GCI coaches, a class 64 and a number of ex-Prussian six-wheelers, and a class 26 or 29 slowly passing through the station at the head of a long freight train.

On the diesel side, a class 204 or 205 regularly picks up passengers in three ex-Prussian centre-aisle coaches, while a class 201 allows passengers to board two M2 coaches.

All rolling stock was given a more or less pronounced weathering to give it a more realistic appearance.



I use an ESU Ecos II central unit for the control, and the automation is managed using a Viessmann S88, leaving my hands – and mind – free to communicate with the public and present my work.

The layout is presented in a box measuring 154cm x 50cm, the structure of which is quite light and yet rigid: two sides of 12mm plywood are joined by four longitudinal beams on which are glued supports holding the base of the layout, a 5mm plywood sheet, with leftover

polystyrene foam used to build up the Rue des Thermes. The front panel is 2mm MDF and forms a 30cm high 'window'. It invites the viewer to 'enter' the model to discover the different viewpoints and the various cameo scenes. The background is also curved. Three LED strips with variable colour temperature bathe the layout in light.

A year to build a micro layout seems a very long time when you start and not nearly enough towards the end! The week before the exhibition, I had to work part of the night three or

Right

The water bottling plant forms a useful view block on the right of the scene.

Below

2-10-0 26.033 (a former German BR52 *Kriegslok*) pulls a long train of vans slowly through the station.



four times. It is at these moments that the family plays a key role: thanks to the encouragement, support, and help of my wife and three children, I was able to complete the project just in time to present it to the public.

The story of Les Robertmonts is not over yet, because since the exhibition I continued to detail the layout. I added streetlights and recently replaced the courtyard cladding of Robertmonts Monopole with CHKreativ products, which are perfect for recessed mounting around the C-track. I hope to present the layout at other exhibitions in future, when the situation allows.



In August 2011 **Bill Johnston** visited a country station with an unusual feature.
Photographs by the author.

Hua Hin

A Thai station with a royal connection

Located about 170km from Bangkok on the State Railway of Thailand's Southern Line, Hua Hin is recognised as one of the country's most beautiful stations.

The metre gauge line from Bangkok to Hua Hin was opened in 1911 and the wooden station building has been wonderfully preserved. Apart from the ticket office, it has rooms for the station master, the assistant station master, and the railway police. There is a separate modern toilet block.

Its most unusual feature is the Royal Waiting Room – a wooden building erected at the station in 1968 for the use of the Thai royal family who often stay at the Klai Kangwon Palace in Hua Hin during the summer months. This hundred year old structure was once a royal pavilion in Sanamchan Palace, in Nakhon Pathom.

As a through station on the single track main line, the track layout is simple with two loops and a short siding. There are three platforms – with platform 1 (nearest the station building) and platform 2 sharing one track. There is a short platform for freight next to the siding.

There are preserved steam locomotives at stations throughout Thailand, and Hua Hin is the home of Royal Siam Railway (the former name of the state railway company) 2-8-2 steam locomotive No.305, built by Baldwin in the USA in 1925 and withdrawn from service at the Thonburi depot in 1966.

The station has a fairly busy service with twelve arrivals from the north (Bangkok and Thonburi) and twelve from the south (Butterworth in Malaysia, Sungai Kolok, Hat Yai, Yala and Surat Thani) each day. Most trains are locomotive hauled but a few are diesel multiple units.

During my visits all the trains were handled by either 1964-built General Electric UM12C class Co-Co locomotives or 1980-built Alstom AD24C Co-Co locomotives. However on the journey back to Bangkok I saw a 1993-built Hitachi 8FA-36C class Co-Co locomotive on an express train to Butterworth. There was a three-car Hitachi 'RHN' diesel set parked in the loop on one day.

Above right
Alstom AD24C Co-Co No.4206 arrives with a terminating train from Bangkok.

Right
The Royal Waiting Room.

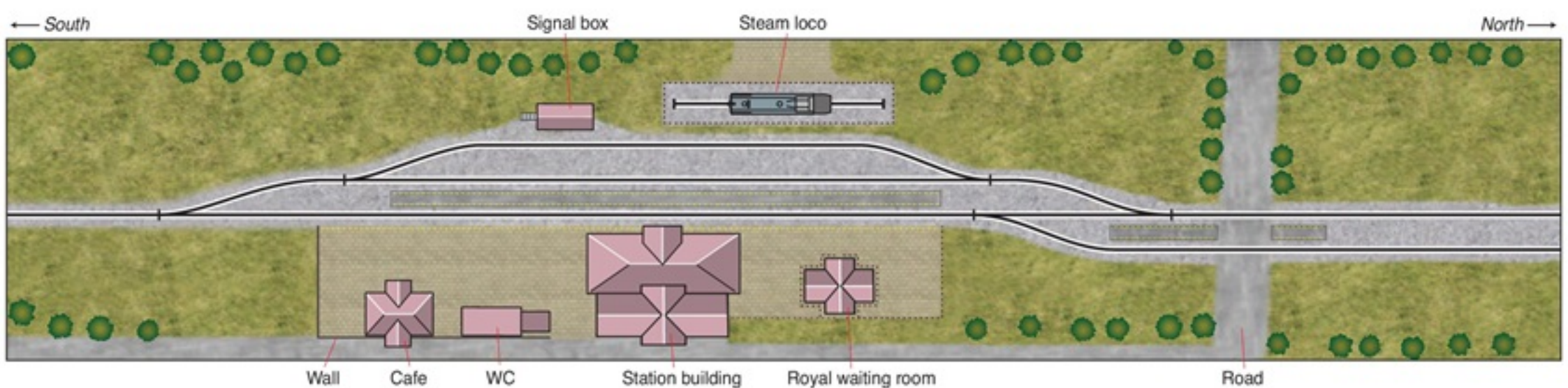




Above
A general view of the station, from the south.

Left
Platform 1 with flags and photographs of the royal family.

Below
The entrance to the offices with a portrait of the King (found in every public building).





Above
The elevated signal cabin – no longer in use.

Above
General Electric UM12C Co-Co No.4003 hauling a train from Thonburi to Langsuan.
Below
General Electric UM12C Co-Co No.4033 on a Langsuan to Thonburi train.



Below
The café, toilet block, and part of the station building from the road side.

Below
The station building. Mopeds are clearly the dominant form of local transport!





Above
The old bell is rung
to announce the arrival
and departure of trains.



Right
At the north end is the
siding and goods platform,
divided by the access road.



Below
Hitachi 'RHN' three-car set with car No.1138 nearest.
Train boards indicated that this was
a Special Tour Train from
Suansoan Pradipat
to Bangkok.



Above
An old hand-propelled workmen's trolley on display.

Below left and below
2-8-2 No.305, built by Baldwin in 1925 and withdrawn in 1966.





Ranjeev C.Dubey continues the description of his layout which reproduces scenes along this famous narrow gauge hill railway. *Photographs by the author.*

Above
Panoramic view of Taradevi.

Kalka – Shimla

Below
ZDM3 No.159 pulls a rake of fruit vans through Taradevi.

Part 6: Taradevi

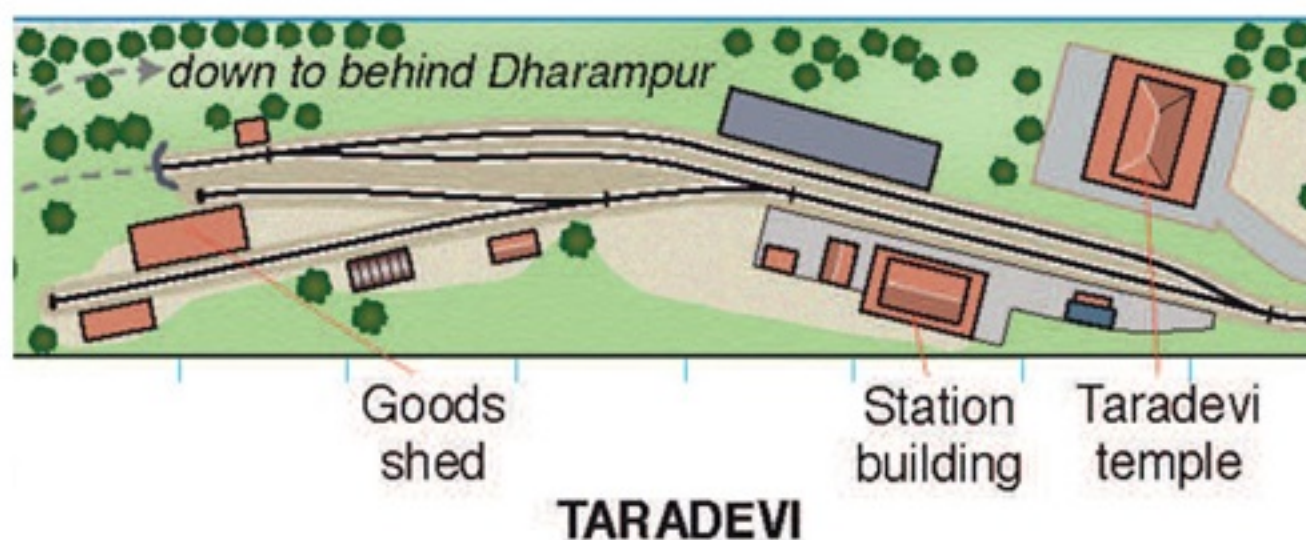
Taradevi is beloved to me because it remains idyllic and quiet to this day. All the habitation is clustered along its north end, the rest being a passing loop and siding hanging off a ledge with a mountain slope on one side and a ravine on the other. Taradevi is the first station to offer the traveller a grand view of Shimla across miles of chasm. It is verdant and scenic. I had to flatten out the picturesque S-curve to get it to fit the available space but I do hope I have held on to its primal appeal.

Trains coming up the line emerge from the tunnel to first pass an abandoned goods shed to the right. There were some mud hovel type dwellings here in my oldest pictures but they were gone by the 1990s. I chose to keep them.

The ledge on which the track sits is far narrower than my model version. I had the space, so I took some cultivated terraces lower down the mountain slopes and migrated them up. That is hardly prototypical, but the station loses little of its character for failure of fidelity.

There is something appealing about the staff quarters across the railway station. I cannot explain it, but I believe I have captured it.

Viewers cannot see the front (track side) of the station, but it is there.





Above KC class 2-6-2T No. 520 on the goods siding.



Right TJ class Kitson-Meyer 2-6-2+2-6-2T on a siding as KF class 2-6-2T No. 119 arrives light engine.

Below The Kitson-Meyer was not a success on this line.

Lower A freight hauled by ZDM1 No. 743 waits for a cross.





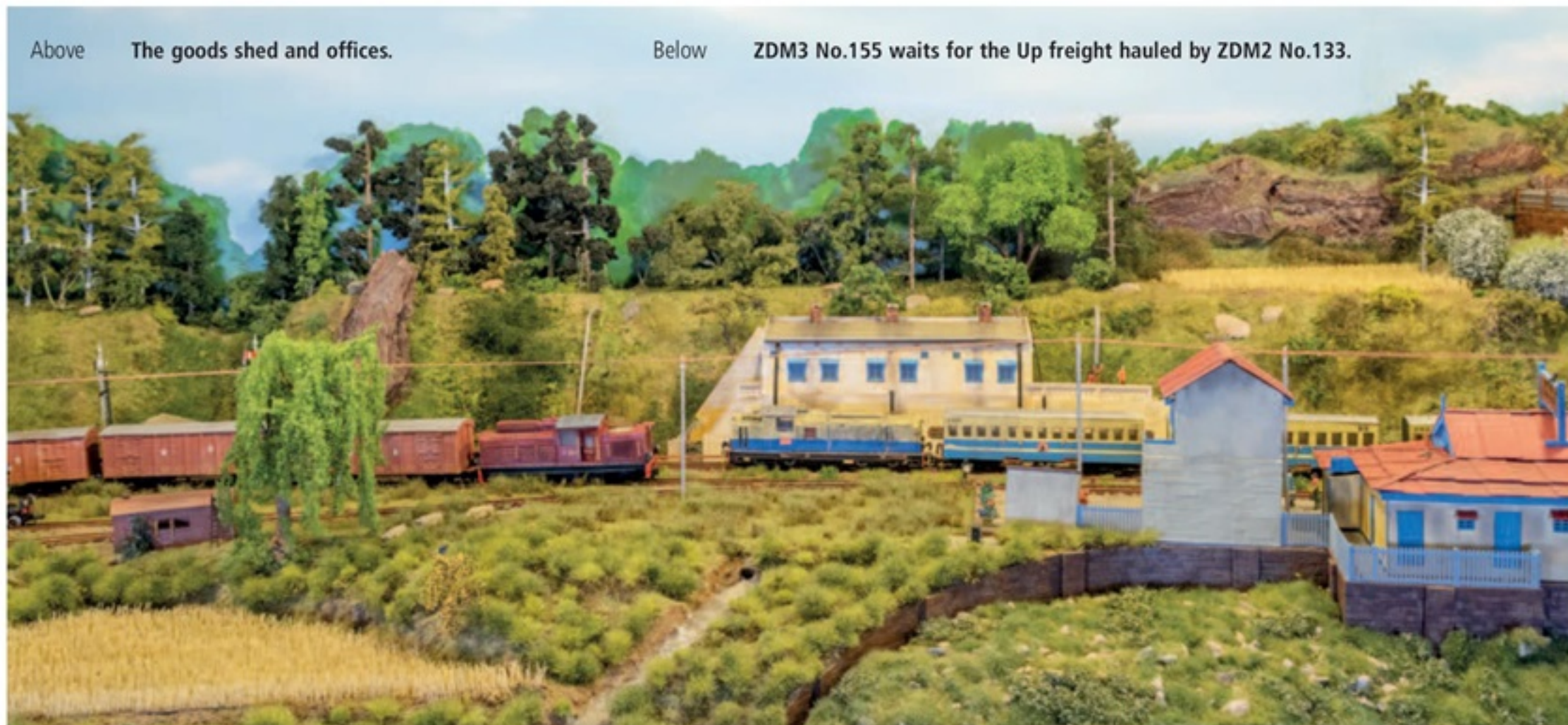
The Taradevi temple produced its share of angst. I had not visited it for forty years, and when I finally got there a decade ago I could not recognise its core element from what I remembered. I did not have pictures of my chosen era either. So this temple has been patterned from some intermediate pictures in my possession. I intend to change the building if I can establish precisely what was to be found there in 1970. This is not to say that what got built is not very typical of what one expects to find in those hills. I also relocated the temple from a hilltop substantially to the south on the prototype to a ledge above the railway station! There is still little space available but then, the spirit of the temple was perhaps a shade more important than its modern sprawl.

... to be continued.

Top KC No.520 collects the crane from the siding as a passenger train departs.

Above The goods shed and offices.

Below ZDM3 No.155 waits for the Up freight hauled by ZDM2 No.133.





Above ZDM3 No.155 pulls into Taradevi station with a downhill passenger train.

Right The temple complex on the hill above the station, an impression rather than a replica.

Below Railcar No.14 at Taradevi. The station front is modelled even though not usually seen.



John Hunter shows how he filled a gap in the Canadian diesel roster.

Photographs by the author.

CN GP38-2W

Modelling a Canadian 'comfort cab'

Introduction

Canadian National (CN) developed the full-width comfort or safety cab in the early 1970s to provide better protection for train crews in harsh Canadian winters. The comfort cab became synonymous with Canadian railroading and full-width cabs are now standard throughout North America.

CN specified the comfort cab on later batches of second-generation hood diesels ordered from the Canadian subsidiary of Electro-Motive Division (EMD). Locomotives supplied to CN with the comfort cab included GP38-2, GP40-2, and SD40-2.

The GP38-2 was an extremely popular medium horsepower loco in North America, with over 2,200 constructed. The vast majority were supplied with the EMD second-generation standard cab. However, approximately fifty were delivered to CN with comfort cabs in the 1970s, informally designated GP38-2W.

In HO, models of the GP38-2W are available from Athearn, but no such ready-to-run models are available in N. (The only model available in N with a comfort cab is the SD40-2W by InterMountain.) To obtain a model of the GP38-2W therefore requires scratchbuilding, or conversion of a standard cab model with a kit-bash.

The GP38-2W locos were originally delivered to CN in the red-orange and black colour scheme with diagonal zebra or sergeant stripes on the long hood. However, from the 1990s



onwards some were repainted in a later scheme, with a red-orange cab and a black long hood with a single diagonal white stripe. I decided to model both versions, the original colour scheme as #4800 and the 1990s repaint as #4770.

Donor models

Standard cab GP38-2s have been produced in N by Kato, Walther/Lifelike, and Atlas. I was reluctant to convert a new model and so purchased used models. I obtained a Kato GP38-2 at a train show in Vancouver, Canada, and an Atlas GP38-2 at an exhibition in the UK.

Above
Atlas N model of GP38
with EMD standard cab
and dynamic brakes
on long hood.

Below
Canadian National
comfort cab GP38-2s
#4770 and #4800.



The Kato GP38-2 is an old model, manufactured in the 1980s, and is now discontinued, although they can sometimes be found secondhand. It came with open pilots and truck-mounted standard N couplers. A Micro-Trains pilot conversion (ref. MT1151, 001 41 000) is required to install knuckle couplers. The model is also unusual in that the walkway platform forms part of the chassis, with the hood and cab clipping over the protruding part of the mechanism onto the fixed platform.

The Atlas GP38-2 is more conventional, with full pilots and knuckle couplers fitted. The walkway platform forms the base of the body shell, onto which the hood and cab are mounted. The complete walkway platform/hood/cab body shell then clips onto the chassis.

Comfort cabs

Comfort cab kits are available in N from Canadian companies including Athabasca Scale Models, Miniatures by Eric, and Kaslo Shops Distributing. I used Athabasca (ref:8101) and Kaslo Shops (ref.NC04).

The Athabasca cab is an etched brass tab-and-fold fret. (According to their website, this company ceased production in November 2016, but cab kits may still be available from Canadian model shops.) The Kato GP38-2 I purchased in Canada already had a rudimentary comfort cab conversion using the Athabasca cab. What was obvious was that the roof of this cab was approximately 1.0mm higher than the adjoining Kato long hood. I thought this was a consequence of the fact that the pitch of the roof slope of the Athabasca cab appeared to be slightly steeper than that of the prototype so I removed approximately 1.0mm from the bottom of the cab by filing and grinding with a motor tool sanding disc so that the roof lines matched.

The Kaslo comfort cab is a resin casting, is part of a complete conversion kit that includes bell and bracket, snow shields, anti-climber, sunshades, and steps/step guards for the conductor's side of the cab. This kit is made to suit the Atlas model and no alteration work is required, other than removal of casting flash.

I installed a Miniatures by Eric brass bell and bracket casting (ref.NB11) on the front of the Athabasca cab, and the supplied bell and bracket on the Kaslo cab with 5-minute epoxy glue.

The sunshades provided with the Kaslo cab are delicate resin castings. Previous experience has taught me that cab sunshades which project beyond the body shell are prone to handling damage. I chose to replace these sunshades with purpose-made shades formed from mitre-cut 1.5mm wide brass strip, epoxy-glued to the cab. Similar brass shades were fitted to the Athabasca cab.

For both models I used acetate sheet (from shirt packaging) as glazing, secured with 5-minute epoxy glue.

Donor model modifications

Both models require separation of the hood and cab from the walkway platform before alterations can commence.

On both models the battery boxes on the top of the walkway beneath the standard cab have to be removed. To do this, I cut vertically with a razor saw down to walkway deck level on both sides immediately forward of the cab steps on



Above
Completed model of #4800.



the engineer's side. I used a craft knife to repeatedly score horizontally along the battery boxes just above deck level.

After the battery box was removed, I filed the cut edge level with the walkway deck.

Anti-climbers require fixing to the front pilot of the walkway platforms with epoxy glue on both models. The Kaslo anti-climber was attached to the Atlas walkway. A Miniatures by Eric brass CN anti-climber casting (ref.NA9) was attached to the Kato walkway. Miniatures by Eric brass CN ditch light castings (ref.NA10) were set in holes drilled in the top surface of both anti-climbers and glued in position.

Above
Completed model of #4770.

Below
Comparison of comfort cabs showing anti-climbers and ditch lights.



A BLMA small snow plough (ref.201) was attached to the front pilot of the Kato walkway with epoxy glue. Any similar size plough could be substituted if this particular item is not available. The Atlas walkway already includes ploughs on both the front and rear pilots.

The hood on both models requires removal of the forward short section. I cut vertically through the long hood sides with a razor saw, leaving approximately 5.0mm projecting into the rear of the comfort cab.

No CN GP38-2W locomotives were supplied with dynamic brakes. Both donor models that I used had dynamic brake 'blisters' on the long hood which therefore had to be removed. I cut vertically down through the long hood at each end of the dynamic brake module with a razor saw. I then scored horizontally with a craft knife along the tops of the long hood doors to remove the blisters and filed the resulting cut edges flush. I made good the recess thus formed with Plastruct 2.5mm x 0.8mm styrene strip for the sides and 1.0mm thick styrene sheet for the roof capping, cemented into place.

The dynamic brake blisters also contain the pairs of diesel engine exhausts that are located either side of the dynamic brake fan. These have to be repositioned on the top of the modified long hood. I cut around the perimeter of the flange of each exhaust on the discarded blisters, then carefully sanded away most of the roof material beneath the recovered exhausts to reduce the resulting flange thickness. I cemented the salvaged exhausts onto the modified long hood in the same locations as on the discarded brake blisters.

Obviously if the donor model comes without dynamic brakes the above steps are unnecessary.

On CN GP38-2Ws a brake wheel is fitted in a recess in the long hood toward the rear on the engineer's side. The long hoods on both donor models are a tight fit over the mechanism. This leaves no space for a backing plate inside an aperture cut through the long hood shell (with major surgery to the chassis), so to simulate each recess I cemented a thin styrene plate to the outside of the long hood. I used two brake wheels from my scrap box which I glued onto the styrene plates to complete the assembly.



Above
Long hood detail of #4770, showing repositioned horn and salvaged exhausts.

Below
Rear of #4770 showing false brake handwheel recess on the side of the long hood.



Horns on CN GP38-2Ws are located on the top of the long hood immediately forward of the inner cooling fan. On the Atlas model I managed to salvage the horn from the discarded cab and remount it on the long hood. On the Kato model I used a brass casting of a three-chime air horn from Miniatures by Eric (ref.NH12).

A noticeable feature of CN GP38-2W loco are the snow shields to the long hood air intakes immediately to the rear of the comfort cab. On the Atlas model I attached the Kaslo shields to the long hood with 5-minute epoxy glue. On the Kato model I fabricated shields from Plastruct styrene channel with one side of the channel removed to form an angle. I used thin styrene sheet to close off the ends. After carefully filing the shields to shape, I cemented them to the long hood. Any gaps between the shields and the long hood were filled with Milliput superfine epoxy putty.

Model assembly

I found it easier to modify, paint, and decal the walkways, long hood, and cab modules separately, prior to final assembly, for two reasons. Firstly, the walkways and long hood are painted black, and the comfort cab is basically painted red-orange. Secondly, access to the inside of the cab for installing the window glazing is extremely difficult once the cab is mounted on the walkway.

On the Atlas/Kaslo conversion the modules can be permanently glued together to form one complete body shell.

On the Kato/Athabasca conversion the long hood and cab cannot be permanently glued to the walkway if access to the mechanism is to be maintained. The long hood can clip over the protruding mechanism as the original model, but

the wider comfort cab requires new mounts on the walkway platform over which to nestle. I used lengths of 3.0mm x 3.0mm styrene, cut to suit the inside of the cab sides. These were cemented to the walkway platform in the location of the removed battery boxes.

New front cab handrails were formed from 0.25mm diameter phosphor-bronze rod, set in No.80 drill holes. The handrails were cut and bent by trial-and-error using prototype photos as a guide. On the Atlas/Kaslo conversion these handrails can be permanently glued to the walkway and cab. On the Kato/Athabasca conversion the cab needs to be removable if access to the mechanism is required. These handrails therefore cannot be permanently attached at the top. I glued the bottom of the handrails to the walkway steps and relied on Dullcote to secure the tops to the cab.

Painting and decal application

The two donors that I used were factory-decorated. Some existing paint and lettering was removed prior to modification. I used Scalecoat II Wash Away paint remover, but any proprietary plastic-safe product should be suitable. Use of undecorated donors would make this unnecessary.

The walkway step edges on the Atlas model were already painted yellow. Examination of prototype photos showed that some GP38-2W locomotives have such yellow step edges, while others do not. I therefore decided to retain these on #4800 but omitted them from #4770.

I brush painted both models using matt black, TruLine Trains red-orange (ref.11), and matt white for the vertical handrail sections. An internet search may reveal alternative suppliers (such as Humbrol) for the red-orange. Areas where decals were to be positioned were locally treated with Glosscote prior to decal application.

The decals are from Microscale: CN Diesels (1961-1992) (ref.60-567), CN Diesel Locomotive Stripes (ref.60-568), and CN Diesels (1995+) (ref.60-939).

Setting solution was applied to all decals, with several coats being required to 'settle' the striping on the long hood.

The number board cut-outs on the Kato/Athabasca model proved too small to accommodate the Microscale decals, so I omitted the number board numbers from #4770. I also

omitted the class designation decals (GR-420c) from beneath the cab side road numbers on both models as I found them too small to be read, even with a magnifying glass!

Dabs of yellow, green, and red paint were applied with the end of a cocktail stick to simulate the sets of three classification lights situated either side of the cab front number boards. Headlight and ditch light lenses were similarly represented by applying dabs of 5-minute epoxy with the end of a cocktail stick.

Final touches

A unifying coat of Dullcote was applied after assembly. This required masking the window glazing and light lenses with masking tape and Blu-tack to prevent frosting.

Some moderate weathering was applied to #4770, the 1990s repaint. In hindsight, heavier weathering should perhaps have been applied to #4800 to represent the longer service life of the original 1970s paint scheme.

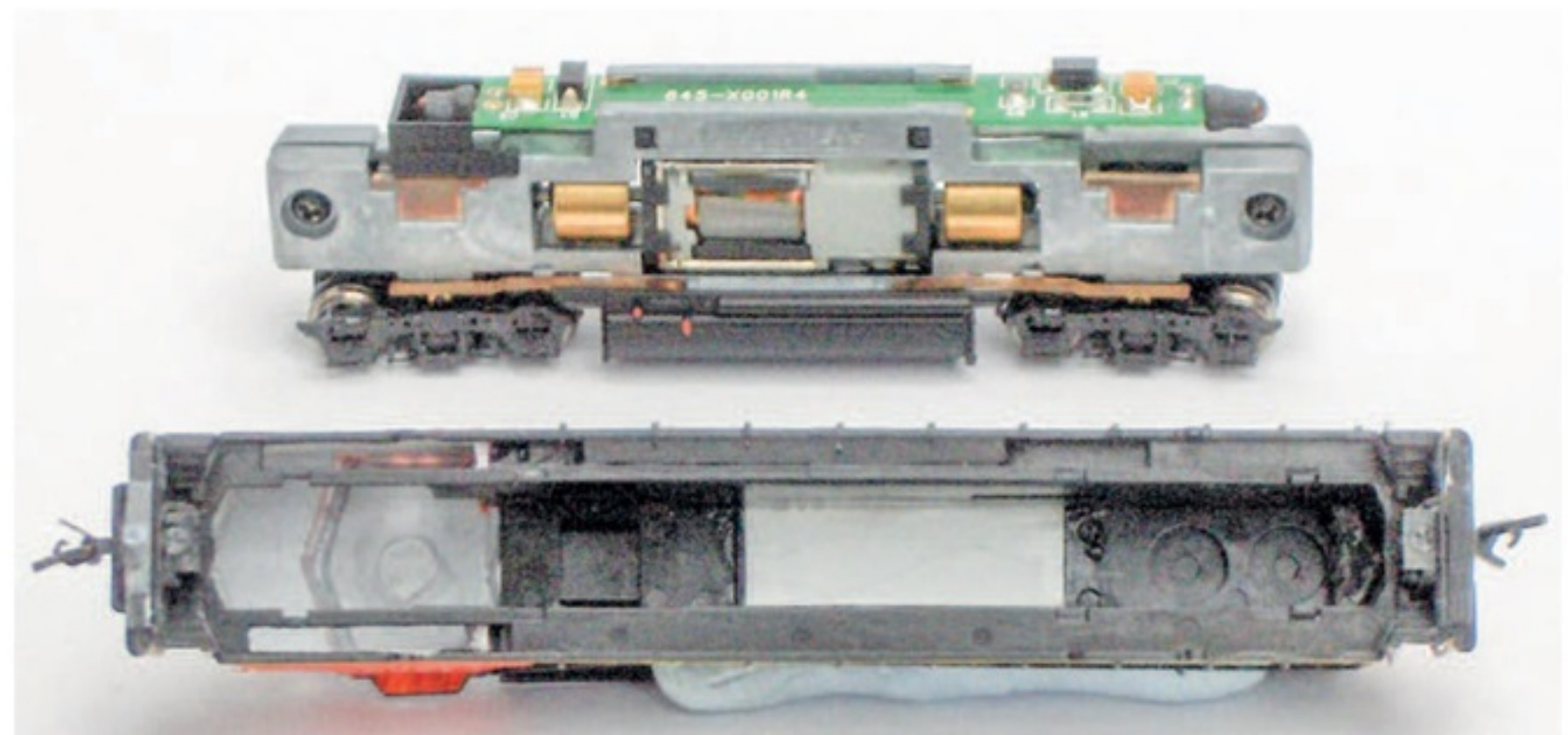
The projecting anti-climber on both models 'shields' the front coupler. I therefore replaced the short shank knuckles with long shank versions (Micro-Trains ref.1016). This has the added bonus of improving operation on the tight radius curves of my home layout.

Conclusion

I run my locos on analogue DC, and hence neither model is fitted with a decoder. The Atlas mechanism is stated to be DCC-ready, and simple substitution of an appropriate decoder for the installed lighting board is possible. The Kato mechanism is thirty years old and I suspect fitting a decoder to this would be more problematic.

Both models involve compromises, such as the brake wheel recess on the long hood, and the twin headlight cluster on the rear (which should be mounted vertically, rather than horizontally). Also the walkway steps on CN GP38-2Ws are vertical, rather than sloping as on the donor, so this means that the walkway end handrails are the wrong shape.

The models are not super-detailed – they lack air brake hoses, multiple unit connections, individual grab irons, etc. – but I am more than satisfied with them.



Right
Atlas mechanism and
underside of #4800 body
showing the restricted access
for cab glazing installation.

Steve Searson explains why he was motivated to build a vintage layout.

Photographs by the author.



Four Feather Falls

Retro modelling

Why would anyone want to build a Lone Star layout? Well, to my mind it is a little bit different, with its own quirkiness, and the rubber band drive system has a certain appeal. Others have built layouts and displays using old Hornby-Dublo or Tri-ang equipment, so why not?

I first encountered the Lone Star 'Treble-O-lectric' system when one of my school friends had a box full of play-worn stuff; we would just set it up on the carpet and get it to go! At that time the last remnants of the system were still sold in Woolworths, amongst other shops, as a push-along system called 'Treble-O-Trains'.

I can only recall a couple of Lone Star layouts appearing in the model press over the years, one being *The Moss Side Line* by Clive Lemmon, in the August 1971 *RAILWAY MODELLER*.

Company history

The parent company of Lone Star was Die Casting Machine Tools Ltd. of Palmers Green, London, N13, established in 1939. They were among the world's leading manufacturers of die-cast metal cap-firing toy guns as well as model vehicles – road, rail, and air. The range of Western-style pistols and rifles was introduced in 1949. In the 1950s, Lone Star Products Ltd. entered the die-cast metal car market and, ten years later, their range consisted of over seventy different models, which was continually expanded until 1988 when the company was sold.

The railway side started in 1957 with a range of push-along half OO models copied from the products of Tri-ang and Hornby-Dublo, hence OOO, then in 1960 the electric railway range was introduced. This was expanded to have more American items as this became the main market.

From 1962, Lone Star concentrated their efforts in the US with distribution through Montgomery Ward; the last Treble-O-lectric was produced in 1965, for that market. The home market went back to a push-along range which lasted a few more years.

An attempt to re-launch a railway system was mooted in the late 1970s, with a proposed model of the InterCity 125, amongst others, but it came to nothing, and by 1985 it was all over with the company wound up, and so ended the 'First OOO Electric Model Railway' their selling slogan from 1960.





The layout

It took many years for me to collect a usable amount of stock before I could consider what I could do with it. This was before the internet, so it was just what I could come across by word of mouth, visiting shops, and through the classified advertisements in *RAILWAY MODELLER*.

Over time various layout plans were drawn up, the majority discarded due to lack of space and the Lone Star track geometry and its components. In the end it came down to just two designs that would just not go away. The first was based on a Hornby-Dublo three-rail layout described in an article entitled *One Year's Progress* by a Mr Holmwood in the October 1960 *RAILWAY MODELLER*. The second plan, and the one which formed the basis of the layout which I expanded, was drawn up by Dave Lowery in the 1980s as a small layout project using off-the-shelf components, as described in *Your Model Railway* magazine. The resulting plan contains two separate circuits which can be combined into one, and an out-and-back facility, with a small fiddle yard.

As part of the planning process I collected some early 1960s *RAILWAY MODELLERS* to get the feel of the modelling back then.

For the baseboard I used 3mm plywood strengthened with softwood battens; this is similar to a small square TT layout described in the March 1964 RM, with the main board cut to form the various levels and trackbeds; I gave this a modern twist with the curved ends and an integral backscene.

The controllers are mounted on a plywood shelf attached to the side of the layout, with the main transformers contained in a separate box that sits underneath the layout and is connected to it by an umbilical cable. This a concession to modern electrical safety, and also helps to keep the weight down.

The Lone Star controller has had its transformer removed, and the battery controller has had the cells removed from the old battery boxes which were strengthened internally and adapted to provide space for the innards of an H&M 'Rocket' controller, less its transformer, for better control.





I have also used modern switches for track sections, mounted in the panel: I could have used old Hornby-Dublo switches with a signal box style plan, but decided against that to keep the electrical gremlins at bay. I plan to motorise the hard-to-reach points in future with Lone Star motors and switches – when I can find some.

The trackwork is all Lone Star, but with only full and half straights and curves available, other small lengths had to be made to fill in the gaps. Lone Star did plan to produce other lengths but never got around to making them.

To represent the trackbed, roads, and grass, I just painted the baseboard with household emulsion paint from test pots. I did not use any flock powder to keep it simple and 1960 style. Most of the colours were taken from the pre-formed

plastic layout – with yellow roads! This scheme suits the Lone Star 'Gulliver' range of pre-formed buildings which were made in a soft vinyl plastic; these too have a certain simplistic charm to them, and some found their way onto early N gauge layouts in the late 1960s and early 1970s.

For the retaining walls and bridges I used the modern Metcalfe grey stone walling with the recesses drawn upon them before fitting, to represent the style of the Merco brick papers then available.

The backscene was produced from the 2mm range of Biltzezi sheets, and yes, I know that only the 4mm range was available at the time, but there was another set of 2mm sheets now long discontinued, the name of which I cannot remember.



Lone Star vinyl plastic tunnels have also been incorporated into the layout, with a damaged one cut up to suit the final locations.

As Lone Star tried produce a complete railway system, just like Tri-ang, Trix, and Hornby-Dublo, so all the signals, signal boxes, buffer stops, level crossing, and viaduct are theirs. The one thing that is not is the loading gauge: this had been designed but was not produced, so I made one up from a signal post with scratchbuilt arms.

As to the rolling stock, Lone Star produced both British and American outline, just like Tri-ang, with the F7 diesel appearing in quite a few liveries though not the colourful Santa Fe 'Warbonnet' for some reason, so I made my own by repainting an F7 and applying Microscale decals.

To complement the Lone Star stock, I have made a few items not produced by them. These include a track cleaning wagon, in black livery, a useful accessory based upon the coal truck and using cigarette filters, just like the very rare Hornby-Dublo track cleaning wagon.

For extended exhibition use I have also re-motored some locomotives with a five-pole can motor and extended shafts held in place with heat shrink tubing, with lead sheet filling the motor magnet space giving a platform for the motor to sit upon, although some of the old motors are still very strong and usable. The rubber bands are always an issue, in the past I have used replacement Hornby-Dublo traction tyres and Hornby class 50 traction tyres, but now I make my own from neoprene tube available for the purpose: the trick is not to make them too wide.



Above
Note the F7A diesels painted in Canadian National and Santa Fe 'Warbonnet' liveries.

Sources

For further information upon Lone Star history and products there is *The Bumper Book of Lone Star Diecast Models and Toys 1948 – 88* by Geoffrey Ambridge, the son of one of the company's founders.

The Lone Star model train reference guide by Donald Troost, a collector from The Netherlands, is a handy three-volume guide for the collector.

I must also mention Simon Culverhouse, a source of inspiration for my layout, who convinced me that I should stop going around the problem and just get on with it! He had a Lone Star display which also included a "digitally" controlled layout, where the operators just pushed their trains along the track, usually with a smile from ear to ear. I first saw this layout at the B.N.N.R.S. show in Retford, and it showed that a push-along layout could entertain, inform, and bring back memories to those members of the public who could remember having such toys when they were younger. This is surely what this aspect of our wonderful hobby is all about.



Left
I modified this locomotive with the body cut away to show the original drive.

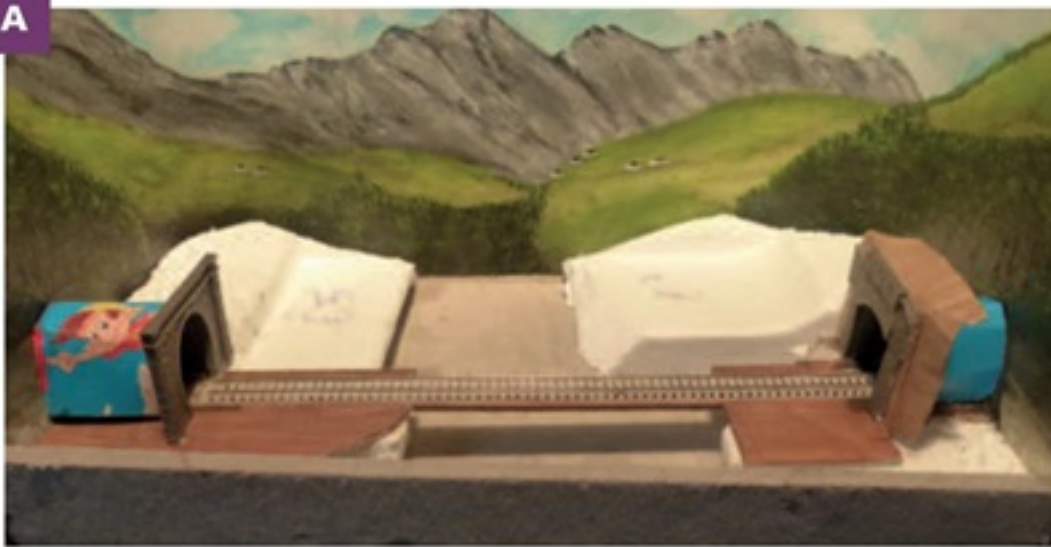


John Parkinson shows how he created an attractive mini scene with basic materials.
Photographs by the author.

An alpine diorama



A

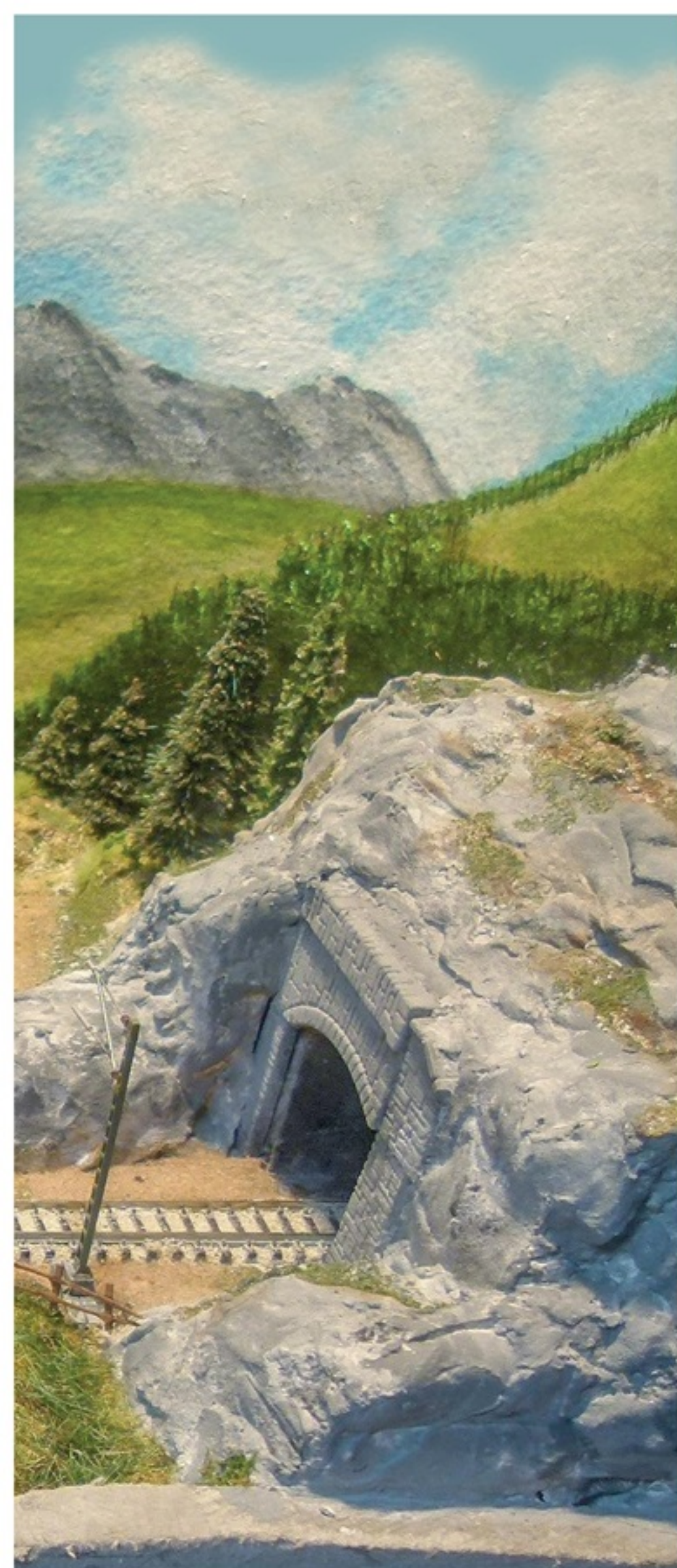


The baseboard with ballasted track on fibre board over polystyrene land forms.

B



More polystyrene added for the rocky hills.



Having time on my hands during the Covid 19 lockdown, I started modelling scenic dioramas again after a gap of four or five years, during which I had been mainly painting landscapes for my creative activity.

After an American outline scene which I called *Canyon Creek* (see CM December 2020), it was for me a natural progression to think of a diorama with a continental subject, and as making rocks is my favourite kind of modelling, I decided on an alpine mountain scene, for which I could also paint the background.

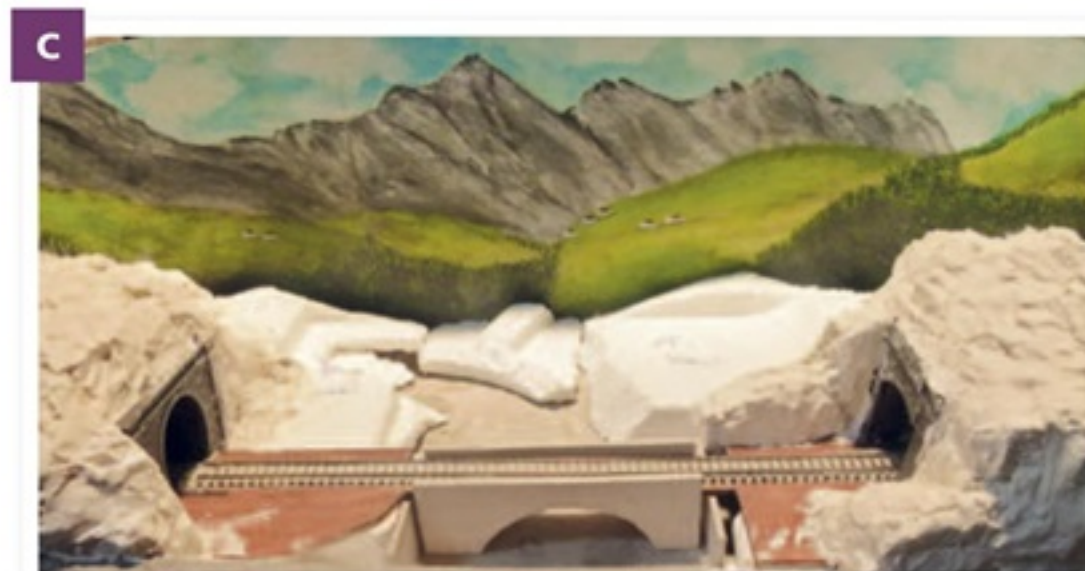
For reference photographs I used mainly those in the *Eisenbahn Kurier Glacier Express* special (EK-Special 25, 1992), but just about any pictures of the Alps would have done. As I do not have any Swiss rolling stock, the scene is set somewhere in Germany, but to me it is the making of a three-dimensional mountain scene which is of prime importance rather than the location.

The baseboard, 45cm long, 30cm wide, and 20cm high, was constructed simply from four pieces of fibre board, forming the base and three sides, pinned with small nails and glued with PVA.

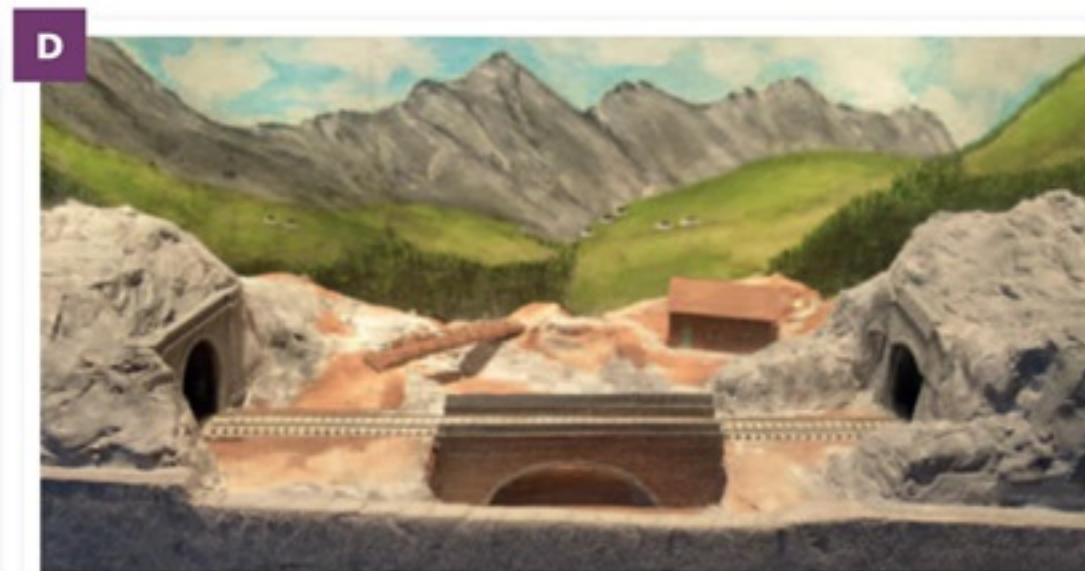
I painted the background on Bockingford art paper before gluing it onto the back and sides; I had to use two pieces as I only had half imperial paper on hand, so I had to make sure the painting would match across the join. The paper is strong enough to curve it round the two corners at the back, hopefully increasing the natural effect.

Above

The bridge has been given parapet walls and covered with brick paper, and the footbridge and the house are in position.



Rocks made of household filler added over the tunnels.



The rest of the ground added and painted brown, and rocks painted grey.

Before painting the background I had already cut out pieces of polystyrene to form the base of the ground and railway trackbed, and marked roughly on my paper how much of the backscene would be visible, though I allowed for a bit of overlap.

I have only been painting landscapes for eight years, compared to forty or so doing scenic modelling, and I had to paint the background twice, as I was not happy with my first effort. (The first is hidden on the other side so as not to waste paper!)

I changed the polystyrene pieces around until I was satisfied I had the shape I wanted. (The packaging I first deployed to make the canyon scene is now practically all used up!)

The next stage was cutting a piece of fibreboard for the trackbed, including the section that would form the bridge base. This was stuck down, followed by the track, which was painted and ballasted.

The tunnel mouths are Peco, but one was made up from left over pieces and is squarer. The tunnel walls are of cereal packet card, stuck on to the back of the tunnel mouths and painted black.

After some more polystyrene pieces had been added over the tunnels, I could then shape rocky hills with household filler. This was done in several stages, adding and shaping extra bits till I was satisfied they looked right.

When completely hardened, I painted them, starting with black blobs of water colour dabbed on high up then sprayed to form rivulets which highlighted the cracks. Then different shades of tester pot grey were applied, later adding dilute tester pot brown here and there.

Most of the rest of the ground was covered with a thin layer of filler, then painted brown.



Above

The footbridge, the house, and the disappearing path.

Below

The footbridge and stream.

The bridge sides are pieces of fibreboard covered with brick paper; the footbridge is also fibreboard with scratch-built fencing from microstrip. The house is cereal packet card with Downesglaze windows (no longer available but of course there are alternatives) and a Slater's Plastikard roof.

The flat grassy areas were covered with dyed lint and in one area grass mat before being covered with Jarvis and Gaugemaster static grass fibres, though I am not sure my homemade static grass applicator works properly now.

Other detailing was done with Woodland Scenics fine turf weeds, olive green bushes, underbrush, and earth blend turf, MiniNatur tufts, various left-over foliage clumps and scatter, sand, gravel, small stones, Busch fir trees, and pieces of a OO tree from Gaugemaster tree cut to size.

The water is Rowney poster and water colour varnish which I had in my box of painting materials, brushed on over the painted river bed.

The catenary masts are Viessmann.

The electric locomotive is a Deutsche Bundesbahn BR140 in the blue & beige livery of Epoch IV, the 1970s, the era in which I set all my layouts.

I have really enjoyed making this and two other dioramas since being mainly in the house since the lockdown – I had thought I might not get back to modelling once landscape painting took over my creative urges, but I might not be able to stop now – there are lots more landscapes out there waiting to be converted into three-dimensional mini scenes!



Modellbahn-Kurier Special 35 Faszination Spur 1

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This fifteenth edition of the series dedicated to model railways in Gauge 1 begins 'Die 18 201 von KM1' by Ralph Zinngrebe (five pages), a detailed look at the new model of this legendary Pacific.

On the next five pages some of the latest models in gauge 1 are described and illustrated, among them the E71 electric from Spur 1 Austria, a refrigerated van and a tank wagon from KM1, driver and fireman figures from Lutz-Figuren, and wheelbarrows from Wema.

'Modulissimo!' (seven pages) by Heiko Herholz describes baseboard modules and their construction, with drawings of the individual baseboard sections.

Next Ralph Zinngrebe on take a look at the new model of the French 241-A-65 steam locomotive from Märklin (six pages). As well as colour photographs of the model there are two black & white images of the prototypes, one of which shows 08 1001 during its short career with the Deutsche Reichsbahn as a *Kohlenstaublok* (coal dust-fired locomotive).

'Wunschmodell Baureihe 60' and 'Die LBE – ihrer Zeit voraus' (four pages) by Rüdiger Otahal tell the story of the his desire for a model of a streamlined Lübeck-Büchener Eisenbahn (LBE) BR60 tank engine. The first article concentrates on the Gauge 1 model being developed by Modellbau-Herz and as well as photos of the model components includes black & white images of the prototypes. The second part is to be featured in the next issue of *Faszination Spur 1*.

The section entitled 'Die LBE – ihrer Zeit voraus' gives an account of the services operated by the LBE BR60 locomotives with double-deck coaches in Schleswig-Holstein prior to nationalisation in 1938, with five black & white photographs and a map showing the LBE network.

'Die Zahnradlok 97.1' by Ralph Zinngrebe (five pages) looks at the Fine Models Deutsche Bundesbahn (DB) BR97.1 rack-fitted tank engine.

'Wie in echt!' by Manfred Kohnz (four pages) describes and illustrates the painting of figures by Miniart. Close-up colour photos clearly show the careful attention to detail.

In 'Die Franco-Crosti-Lok' (five pages) Ralph Zinngrebe takes a detailed look at the new model of the DB BR50.40 locomotive from KM1. Colour photos show all the fine details, along with two black & white images of the prototypes 50 4001 and 50 4014.

In 'Aus einer anderen Welt' (five pages) Ralph Zinngrebe looks at model cars available for Gauge 1 and how those sold for slot car racing can be modified and detailed for use on a layout. There is a list of model cars currently available.

In 'EW (49)-190-1:9r Fsch (H)' (six pages) Martin Meiburg describes and illustrates the assembly and laying of a large radius turnout on his home layout, using a kit by Hosenträger. No fewer than 44 colour photographs are included.

'V320 von Märklin' (five pages) by Peter Pernsteiner examines the new model of the unique Deutsche Bundesbahn diesel-hydraulic locomotive. Colour photos show detail including the cabs, engine room, and cooler group fans. As shown, the model is also available in the yellow livery of the firm Wiebe. Two black & white images of the prototype in DB service are also included.

'Modernisierungsprogramm' by Heiko Herholz (four pages) considers the new Intelli Drive 2 decoder for large scale from Uhlenbrock. There is a list of the various sound functions available.



The final section is entitled 'Brot- und Butterwagen – verschmutzt!' is by Frank Mäule (eight pages) describes and illustrates the weathering of KM1 model of a DB Rmms33 wagon. No fewer than 49 colour photos show the step-by-step process. A list of the paints and pigments used is included.

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

There are advertisements from many model manufacturers, including KM1, Märklin, Steiner Modellwerke, Stangel Modellbahnbau, Uhlenbrock, Dietz, Spur 1 Austria, Asoa, and Bünnig Modellbau. There are also a few advertisements for model shops in Germany and for other books, magazines, and DVDs from Eisenbahn Kurier Verlag.

Die Baureihe 01 Band 1

by Frank Lüdecke and Horst Troche

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 344pp
Hardback €49.90
ISBN 978-3-8446-6040-1
German text ref.6040

This substantial publication, the latest in the *Eisenbahn Kurier* series of class portraits, is concerned with the undoubted star among the Deutsche Reichsbahn Gesellschaft standard designs, the BR01 express Pacifics. These two digits bring to mind the image of the famous locomotive with the characteristic large smoke deflectors, the large boiler, and the 2m diameter driving.

Created almost a hundred years ago, the first of the standard types was supposed to meet three criteria: a significant increase in performance compared to the existing state railway machines, standardisation, and the highest level of economy. For this purpose, two different concepts developed and examples constructed for evaluation: the two-cylinder 01, 231 of which were delivered between 1925 and 1938, and the four-cylinder compound 02, with only ten built, later converted to 01.

The 01 became the express locomotive of the Reichsbahn, but the designers could not have expected that in the 1950s the 01 would experience another heyday in use with both German railway administrations, with modifications and substantial rebuilds. (Note the DR 01⁵ rebuilds are mentioned but not dealt with in detail here.)

On the Deutsche Bundesbahn withdrawals began in the 1960s and the last was gone by 1973. The Deutsche Reichsbahn, on the other hand, used these

Pacifics on expresses between Berlin and Dresden until autumn 1977 and only parted with the last examples in 1981/82.

Today, fourteen (not counting the five 01⁵ DR rebuilds) have been preserved, three of which are currently operational.

In the comprehensive manner expected of EK, Frank Lüdecke tells the story from concept to preservation, completing the project started by the highly respected railway historian and author the late Dipl.-Ing. Horst Troche, using a wealth of material collected over many years and made available by his family.

This first volume contains the history of the origins of the competition between four-cylinder compound and two-cylinder engines, test results, and comparative tests with the preceding state railway locomotives and contemporary French designs. Also described in detail are the modifications by the DB, with the installation of high-performance boilers.

There is a list of delivery dates and allocations, and a summary of the boilers fitted to each loco over time.

As well as a mass of technical detail, anecdotes from footplate crews and maintenance staff give an insight into the hard world of railway operation in former times.

The second volume, due in 2021, will be devoted exclusively to the operation of the class, by depot, with statistics typical of EK publications giving the service careers of selected locos in more detail, as far as known, coal consumption, mileage, and maintenance costs, to satisfy locomotive historians.

The work is supported with almost five hundred illustrations. Most of the photographs are black & white but there is a significant colour selection through the book. Most of the images are presented large, two or at most three to the page, with several full page. The colour images are post-war, the earliest 1953 (at Nied workshops), and of the preserved machines – the most recent is from 2019.



Photos range from scenes during construction through classic roster records and close-ups of specific details to views of the locos in service. Some have been drawn from manufacturers' records and official railway archives, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited. In addition there are many detailed scale drawings and technical diagrams, plus old documents in facsimile.

Modellers should find it particularly useful to understand the detail differences and changes over time to features large and small.

Another standard work of reference from EK.

Model Railroad Planning 2021 Model Railroader Special Issue

Edited by Tony Koester

Kalmbach Media

20127, Crossroads Circle, P.O.Box 1612,

Waukesha, Wisconsin 53187-1612, U.S.A.

www.ModelRailroader.com

272mm x 210mm 92pp

Softback US\$9.99

ISSN 1086-5586

The latest issue of the annual planning special from *Model Railroader* magazine is as much about learning planning lessons from layouts that have actually been built as about design ideas and working out a track plan in advance.

Most of the twelve main articles, from different contributors, feature existing layouts, with tips on construction and operation as well as design, making this far more than a collection of track plans. The underlying emphasis is reference to the prototype.

The features are:

- a mountain railroad designed for industrial switching, Chesapeake & Ohio HO in 30' x 31', by Joe Green;
- a different approach to modelling the Santa Fe, 28' x 30' HO, a retirement project by veteran modeller Chuck Hitchcock;
- Boston & Maine's Cheshire branch, HO 18' x 28', by Jim Dufour;
- lots of staging – or none at all?, asks Paul Dolkos (with some reference to British exhibition layouts);
- modelling a bucolic New York short line in the 1950s, HO 23' x 26', by Stephen Lamora;

- switching on the Western Pacific, a suggestion for an urban setting in S 21'4" x 25'4", by Byron Henderson;
- portraits of the rails, examples of 'eye-level' layout photography by Craig Wilson;
- double-sided yards (for those with the space ...), by Tony Koester;
- Tehachapi, modelled in N on two linked levels in 10' x 20', by Gary Hinshaw;
- beyond the walls, tips for improved backdrops, painted and photographic, by Bernard Kempinski;
- modelling Truro, Nova Scotia, in the late 1990s, in HO on three decks in 18'9" x 24'9", by Andrew Castle;
- sectional O in a modest footprint (10" x 19'10"), by Byron Henderson;
- model of a model railroad: using miniature 3D-prints to test a design, by Jeff Kraker.

The features all deal with standard gauge, but do vary in subject and size. Most are intended as permanent home layouts, and are rather large by British standards. While the layouts and schemes may have been built or intended for particular scales, they could of course be adapted.

The features range in length from one to ten pages. There is the equivalent of a page devoted to a reader forum, commenting on previous issues.

Presentation is in the standard MR format, clear and with few effects beyond information/summary panels (layout at a glance, learning tips, etc.) which for clarity have a frame and sometimes a tinted background.

The plans are mostly computer-generated artwork, to a high standard, and usually with the top view of some figures included to give some sense of the scale.



Most of the model photos are by the authors or layout builders, the majority in colour. They are supported by some prototype material, some of it in black & white. All the images are well reproduced.

There are nine pages of advertisements, some for other Kalmbach publications, some from relevant suppliers.

Le Train – spécial 103 3/2020 Les BB27000/37000

by Olivier Constant

Editions Publitrain eurl,

CS80010, F-67660 Betschdorf, France.

www.letrain.com

297mm x 210mm 100pp

Softback €16.50

ISSN 1267-5008 French text

This new special from *Le Train* is concerned with the Alstom 'Prima' Bo-Bo electrics classified BB27000/BB37000 by the SNCF, and the various derivatives.

It comes as a surprise to realise that what you might think of as a very modern machine is now twenty years old!

In all 388 have been built for France – 180 427000, 60 437000, 67 827300, and 31 37500 (for Veolia) for cross-border working. The 27000 is a dual AC machine, the 37000 has triple supply capability – for around two-thirds the cost of the preceding BB36000 'Astride'.

The 'Prima' family is essentially a domestic French product and has never achieved the spread of the Bombardier TRAXX or Siemens units, although they have been export to Israel, Syria, and even China.

The 27000 was ordered for freight traffic when the SNCF finally gave up the idea of a truly universal all-purpose locomotive.

They were first French locos with a central driving position.

The prefix 4 denotes Fret sector, while 8 indicates passenger, and the 300 group are adapted for push-pull services using double-deck stock, in Transilien blue livery.

The documentation here begins in Alstom demonstrator livery, though naturally most of those depicted are in the SNCF Fret silver & green, though later other operators are represented – VFLI, Akiem, ETF, RegioRail, CB Rail, Veolia, Europorte, and Lineas, and even the exports to ONCF (Morocco) and Sri Lanka.

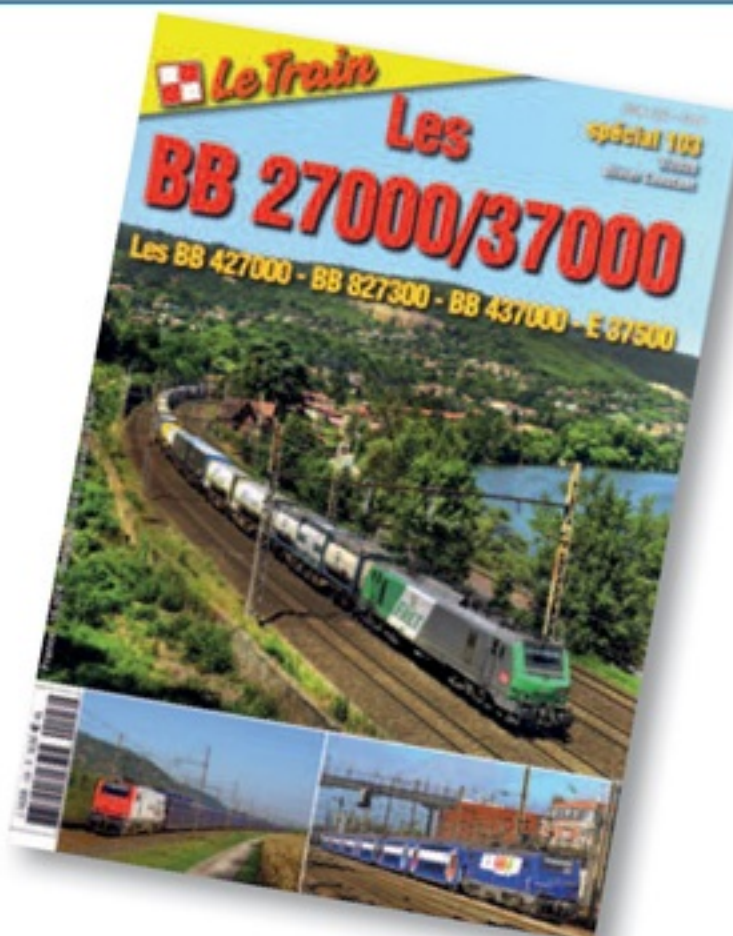
As usual, the work is built around an excellent collection of 161 illustrations; the photographs are all in colour and all very well reproduced. They range in date from 2000 to as recently as June 2020, and show the machines in action on a wide range of services in all parts of France (and beyond).

The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

The photos are augmented by scale drawings (both sides and top, but not end).

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases where images overlap, and graphic devices restricted to coloured chapter and section headings, along with frames and tinted backgrounds for the tables and information panels to aid clarity.

There are seven pages of advertisements for other *Le Train* publications.



The publication is perfect bound, using high quality glossy paper between heavier varnished covers.

As usual, some knowledge of French will help to get the full benefit from the text, but the captions and tabular information should be clear enough and the publication can be appreciated for the illustrations.



Wumme, Gagarin & Co.

by Hans-Georg Löwe

Eisenbahn Kurier Verlag,

Lörracher Straße 16,

D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

300mm x 210mm 160pp

Hardback €39.90

ISBN 978-3-8846-6237-5

German text ref.6237

The M62 diesel-electrics from the Luhansk Locomotive Works in Ukraine belong to one of the most well known and numer-

ous locomotive types in the world. Built from 1964 in the former USSR for export to Soviet Bloc countries, 7,250 had been constructed by 1998, including the 2M62, 2M62Y, and 3M62Y double and triple types. In East Germany and Poland they were nicknamed 'Wumme' (boom), 'Trommel' (drum), or 'Gagarin'.

This book gives an illustrated account of their deployment in Germany, Poland, Hungary, the Czech Republic, Slovakia, the countries of the former USSR, and further east in Mongolia as well as North Korea and Cuba.

The first chapter gives a detailed history of the type, including scale drawings and cut-away diagrams, along with a table showing technical details.

Le Réseau Breton

Tome 1

De la création aux années 1940

by Dominique Paris

and Pierre-Henri Emangard

Éditions LR Presse,
BP 30 104, F-56401 Auray Cedex, France.
www.lrpresse.fr

292mm x 215mm 320pp

Hardback €49.50

ISBN 978-2-37536-041-5 French text

This substantial new book is the first of two planned volumes devoted to the Réseau Breton. The RB was not the typical French rural secondaire in terms of the length and number of its routes, the scale of the infrastructure, the scope of its operations, and the size of its locos and stock: this is more a main line in miniature on metre gauge, an important regional system, perhaps more comparable to Rätische Bahn in Switzerland, or (perhaps a more appropriate comparison in terms of the nature of the region traversed) some of the Irish 3' gauge. It served the interior and the far west of Brittany, an area generally sparsely populated.

Most of the network was closed in 1966/7 in the face of road competition – seen as the future by both national and local officialdom – and remarkably no part has been subject to a preservation attempt, although some stock has survived elsewhere.

The contents are presented in three major chapters: history, rolling stock, and infrastructure.

The stock covers steam locomotives, passenger coaches, and goods wagons. It does not get to most of the *autorails* – presumably these will be in Tome 2, which will bring the story up to the present.

Infrastructure includes track, signalling, stations, goods facilities, turntables and depots, and civil engineering structures.

The work has been supported by the Fédération des Amis de Chemins de Fers Secondaires (FACS) and is enriched with around 400 photographs, drawings, and diagrams. These illustrations have come from respected archive sources and many noted enthusiasts, and include a good number of early colour images. Contributors include the UK-based French Railways Society, though it is slightly unfortunate that Eric Russell's surname has lost its final I throughout the captions.

Modellers will also be delighted to find that as well as this wealth of photos, there are many detailed scale drawings of locos and stock, not just side elevations but also ends, plans, and even sections, plus some enlarged details. The collection includes some by Gordon Gravett. It is a minor annoyance that the drawings are not reproduced to a consistent scale, though all are clearly marked with major dimensions.

There are also plans of selected buildings and station track layouts, from archive originals, many in colour, and old timetables reproduced in facsimile.

A lot of technical information is in handy tabular form, with coloured rules and tinted backgrounds for clarity. Other design elements (page borders, coloured backgrounds, simulated perforated edges, and stone-effect corner tabs) have less discernible purpose but happily do not impinge on the content.

The photo reproduction is generally very good, and most images are presented large, allowing detail to be appreciated. Only a handful are either slightly too large for the image quality or placed unfortunately so that an interesting part of the picture vanishes into the gutter between pages while other spreads show it can be done quite sympathetically.



The RB has almost legendary status but has never attracted much attention from model manufacturers other than a few kits or expensive limited edition models, perhaps precisely because it is so individual and not a typical minor railway, not to mention that it would require more space. But a publication of this high quality should surely inspire and inform modelling.

Steam in South Africa A Photographic Odyssey

Compiled by Ron White

Totem Publishing

Transport Treasury Publishing,
16, Highworth Close, High Wycombe, HP13 7PJ.
www.ttpublishing.co.uk

192mm x 245mm 84pp

Hardback £17.50 incl.p&p

ISBN 978-1-913893-06-63

Totem Publishing is an imprint of The Transport Treasury photographic archive specialising in short run photographic albums, using images from The Transport Treasury collection accompanied by interesting captions.

The majority of the 84 images included here are by the late Peter Gray, so it is slightly odd that his name is not on the cover. They have been compiled by Ron White, formerly of Colour-Rail, who has considerable experience of South Africa himself and so was ideally placed to sort and select the images, fill a few gaps, and amplify the captions.

The amount of information available for the captions varied – generally the transparencies were simply identified with location, loco class, and date (plus film and frame number) – but not always!

Here they are presented in a logical geographical progression, going from the Cape to Johannesburg

in April 1971 (around three-quarters of the collection) then from Pretoria in the north to Natal in July 1967. There are just three from October 1973.

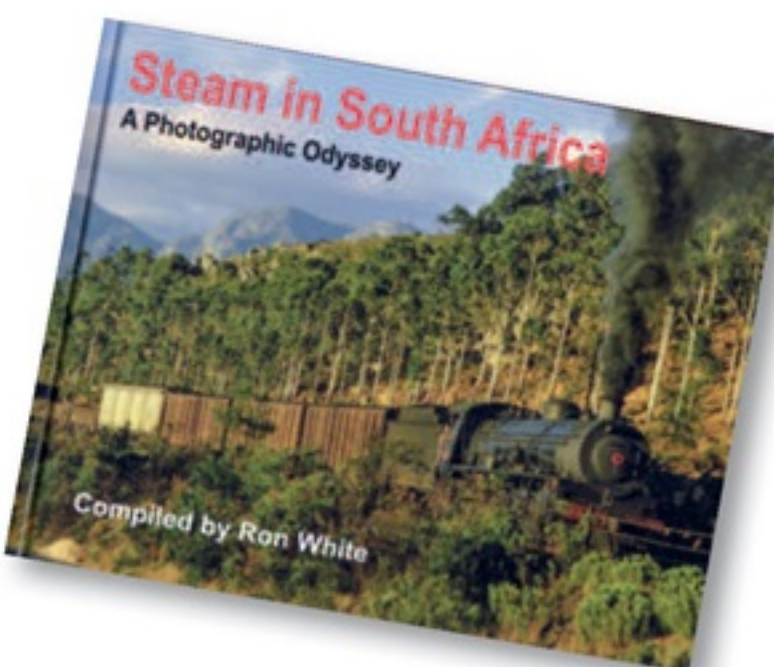
It will be noted that all this was rather before most enthusiasts 'discovered' South Africa as a last stronghold of steam, and so we see mainly regular workings. There is a good variety of loco portraits, at stations, in yards, and on shed, plus some fine views of trains in the landscape. The majority are on the 3'6" gauge, with just a handful of the *Avontuur* 2'.

There are some small typographical slips in the captions, most likely due to misreading handwriting and proofreaders unfamiliar with the technicalities, but these do not detract from the interest in the images.

Most are presented large, one to page, with a few instances of two. They are very well reproduced, a testament to the quality of the original slides, most of which were taken in excellent light. (Rail photographers in South Africa soon learned to avoid the middle of the day with its heavy shadows.) A few might have benefited from a little processing to restore shadows or colour balance for publication, but overall these are the slides as Peter would have shown them.

A marvellous reminder of trips to what was then little-known to railfans, and a fitting tribute to a fine railway photographer and a real gentleman.

We understand that The Transport Treasury also holds many of Peter's slides from his numerous



European excursions, some of which we were able to enjoy at his own presentations, and we hope that in due course these too will be made available to a wider audience in a similarly satisfactory form. It is only a shame that he could not have been persuaded to do this sooner, when the account of his travels and the anecdotes which always accompanied his slide shows might have been recorded for posterity.

'Deutsche Demokratische Republik (und Nachfolger)' (35 pages) includes 37 photographs of M62s in service with Deutsche Reichsbahn as BR120, later 220. Two of the photos show examples now in use with private operators. Most are on freights, but there are some on passenger trains, plus a few at depots. There is a list of locomotives delivered between 1966 and 1975.

The chapter 'Polen' (24 pages) shows them in service with the PKP and later with private operators. Two photos show passenger services, the remainder depict freights or stabled locos.

The next chapter takes us to the Czech Republic and Slovakia, where the type was introduced as class T679 on the Czechoslovakian State Railways (CSD) in 1966.

A list of locos delivered from 1966 to 1979 is provided. Most are shown on heavy freights, or at depots.

Next we look at M62s in Hungary (12 pages). All but two of the photos show freight trains. There is a list of the locos delivered to MÁV between 1965 and 1974.

The next section deals with the Soviet Union and its successors (38 pages). Almost half the photos show passenger services, the remainder freights.

The next chapter (14 pages) shows M62s in Mongolia, many on passenger services, including one shot of a pair hauling a train of 24 coaches!

The penultimate section (8 pages) shows the twenty delivered to Cuba in 1974/75, on both freight and passenger workings. They stopped running here c.2000.

The final chapter (5 pages) considers M62s in North Korea – 64 were delivered in batches between 1967 and 1995. Photos even include a view of one of the 21 rebuilt as 3kV DC electrics.

A final footnote states that two were delivered to Iran in 1967 as class IR62 001 and 002, but their time there was short and no photographs are featured.

This is an interesting and excellently produced publication; it can be thoroughly recommended. All of the 164 colour photographs are of very high quality, and presented with detailed captions. Although primarily a photo album, most sections give some background history so reasonable knowledge of German will be required to get the most from the text.



Eisenbahn Video-Kurier 147

EK-Eisenbahn-Videothek DVD c.60+60mins ref.8547 €19.80

The main topic of this programme looks at the story of Trans European Express passenger services through to today's Eurocity services. It begins with archive black & white footage of VT11.5 (from 1968 BR601) TEE diesel units in service with Deutsche Bundesbahn. These trains were filmed from the lineside, with some scenes also showing the passenger accommodation and on-board catering facilities. A map showing the routes operated by these services is shown followed by more archive film, this time in colour, including footage taken along the Rhine Valley, from inside the driver's cab, and on arrival into Frankfurt (Main) Hbf.

Next we are shown archive colour film of the *Rheingold* express service worked by E03 (from 1968 BR103) electrics, with scenes along the Rhine Valley, on board the train, and from inside the cab. Further TEE services are shown worked by E10 (after 1968 BR110) electrics. In later years an ocean blue & beige-liveried dual voltage (15kV 16⅔Hz and 25kV 50Hz) BR181.2 is seen on a cross-border service formed of SNCF stock and 103 148 is seen at the head of a Eurocity service from Dresden to Paris.

Further film shows Eurocity trains in Switzerland, and a traffic red (*Verkehrsrot*) 110 electric is seen from the lineside at the head of a service formed of SBB coaches. Similarly-liveried 120 113 is shown departing Stuttgart Hbf. with ÖBB stock on a service to Klagenfurt in Austria. Further lineside scenes show this working before we move south to München Hbf. where we see the departure of ÖBB 1216 021 with a service formed of ÖBB stock bound for Bologna in Italy. Further scenes of this train were filmed from the lineside.

Next is a look at cross-border Eurocity services between the Czech Republic and Germany with services worked by ČD Skoda-built class 372 electrics. Later scenes show one of these trains behind ČD 'Vectron' electric 193 292 and a Deutsche Bahn Skoda-built class 180 (ex-Deutsche Reichsbahn BR230) is also seen.

In Poland we see Eurocity services worked by Siemens 'Taurus' electrics, including S370 001 1251.

Moving back to southern Germany, a pair of traffic red 218 diesel-hydraulics, led by 218 343, are seen departing Lindau Hbf. with a Eurocity train of ÖBB stock.

The next subject is a look at the rail services now serving the newly opened Berlin-Brandenburg Airport. S-Bahn, DB Regio, and double-deck InterCity units are shown, including 147 010 on a Flughafen Express (FEX) service to and from Berlin Hbf. Further scenes of Berlin S-Bahn services are shown at Waßmannsdorf and at Berlin-Schönefeld.

The next section looks at the X-Wagen push-pull coaches introduced by DB in the late 1970s for use on local passenger services. Film shows these coaches in service being worked by 111 and 143 electrics in the orange & pebble grey S-Bahn colour scheme as well as the later traffic red. At Köln-Hansaring 143 680 is seen in this livery, so too 143 289 departing on a service to Essen Hbf. In Nürnberg Hbf. in the 1990s an orange & pebble grey X-Wagen rake is seen being worked by a matching 143. Further 143s on X-Wagen are featured in traffic red, including 143 914 at Feucht.

Following that is a look at the class V60, first introduced by the DB in 1955. Archive colour film shows these diesel-hydraulic shunters in their early years at Frankfurt (Main) and Köln Hbf. More recent material shows them shunting at München Hbf. and at Halle (G), where 362 551 is seen moving on and off the depot turntable. At Nördlingen we see Bayern Bahn-owned ex-DB V60 locomotive V60 080 in classic DB crimson red livery and ocean blue & beige 364 569. Some other now privately owned examples are also featured.

In the *Erinnerungen* section we see the narrow gauge trams on the line between Liestal and Waldenburg, followed by *Bahn News* featuring the latest happenings on Germany's railways, including scenes showing the recovery of a derailed and badly damaged Dutch electric railcar which was on a cross-border local passenger service.

In the final *Rückblick* section, archive colour film shows the line between Gardelegen and Kalbe/Milde, with DR 'Ferkeltaxe' railbus 771 042 in Bordeaux red and a steam-operated passenger service is also featured behind 91 154.

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 Verlag last for about 8 minutes.

The *Bonus* section features Video-Kurier 75 which includes 125 Years of the Berlin S-Bahn; a visit to the MPSB; VIAS-Traction change on the Odenwaldbahn; the Mittelweserbahn; a photo special with 50 2740; Protos – a new unit for local passenger services; *Bahn News*; and *Rückblick* – the DB BR50 in passenger service.

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



Mit der Bahn durchs Höllental

EK Eisenbahn-Videothek DVD c.58mins ref.8490 €19.80

The Höllentalbahn in the Black Forest (Schwarzwald) has been in existence since 1887. During this long history the motive power used on this scenic railway has changed many times. At first rack & pinion fitted steam locomotives were deployed, followed by BR85 ten-coupled tank engines, and with the coming of electrification the E244. These were replaced by E44W (later BR145) and E40.11 (BR139), followed in the 1990s by the 143 and after that the 146. Since 2020 Coradia Continental electric multiple units of class 1440 have been in service.

This programme includes scenes from almost every decade of the Höllentalbahn's history. There is also a visit to the Drei-Seenbahn, which runs steam-hauled services between Titisee and Seeburg. The development of the Breisgau S-Bahn 2020 and the now electrified line from Neustadt (Schwarzwald) to Donaueschingen are also shown.

The film begins with scenes from the lineside showing Coradia Continental 1440 EMUs on local passenger services, with some from the air. 1440 675 is then seen at Seeburg, and there is film from on board one of these trains and from the lineside. At Donaueschingen an S10 S-Bahn working is seen arriving and departing the station, followed by scenes at Freiburg (Breisgau) Hbf. of some Inter-City trains and further local services worked by 1440 units.

Scenes from the 1990s show local passenger services worked by class 139 and 143 electrics with 'silver fish' (*Silberlinge*) push-pull coaches. Further views show these services seen from the lineside in the hands of orient red and ocean blue & beige 139s.

At Hinterzarten a 139 in ocean blue & beige livery is seen arriving and departing the station with a train formed 'silver fish', with a similar working seen at Feldberg-Bärental on the line from Titisee to Seeburg worked by blue & beige 139 311. A class 628 diesel railcar is also seen here on another local service.

A 'Kleber Express' service is then shown worked by diesel-hydraulic 218 463 in ocean blue & beige livery on 'silver fish', followed by further scenes of local services worked by class 628s, with some film taken from inside the cab en route to Donaueschingen. At Neustadt (Schwarzwald) preserved 2-10-0 50 245 is seen leaving the station with a steam special in the 1990s. Further scenes of this train were filmed from the lineside. More material from this decade shows 111 106 in ocean blue & beige leaving Freiburg (Breisgau) Hbf. on an Inter-Regio passenger service, and its later arrival at Seeburg.

Archive black & white film and some stills show engineering work on the line, including the demolition of an old viaduct and the opening of a new one. Scenes of the lake at Titisee are also featured, and BR85 tank engines are shown working passenger services on the line prior to electrification. Film from 1927 shows the opening services with electrics and then, moving briefly forward to the present day, preserved 85 007 is shown before further archive black & white film and stills show E44 electrics. Archive colour footage then shows electric traction in the shape of (old) class 145s, including 145 158 and 145 160, with some scenes of them crossing viaducts. 145 170 is shown on its last day in service and this is followed by film of it preserved as E44 170 at the head of an enthusiasts' special.

We next see film from 1994 showing S-Bahn services worked by orange & pebble grey class 143 electrics with 'silver fish' and double-deck stock, including 143 617. At Neustadt (Schwarzwald) one of these workings is seen on arrival and departure behind 143 553, followed by scenes from in the cab. More recent film shows these locos and coaches sporting Deutsche Bahn traffic red (*Verkehrsrot*), including 143 050. At Hinterzarten 143 306 is seen on double-deck stock arriving and departing on a service from Freiburg (Breisgau) Hbf. 143 145 is also seen at Seeburg before more recent film shows 146 115 at the head of a train of double-deck stock. Further members of this class on similar workings follow, all filmed from the lineside.

Diesel motive power is represented by BR611 railcars, including at Röttenbach on the then non-electrified section between Neustadt (Schwarzwald) and Donaueschingen. At Donaueschingen a Coradia 1440 is seen arriving and departing the station, with some scenes then filmed from the lineside and from on board the train – clearly recent footage as warning notices regarding the wearing of face coverings can be seen. At Döggingen (now electrified), Neustadt (Schwarzwald), Freiburg (Breisgau) Hbf., Himmelreich, and Hinterzarten more 1440s are featured on local services.

Preserved ex-Deutsche Reichsbahn Pacific 01 519 is seen leaving Titisee with a special, followed by scenes from the lineside and the footplate. The train is at Feldberg-Bärental, and at Seeburg we see some of the preserved rolling stock belonging to the Drei-Seenbahn, including a MITROPA restaurant car and electric E91 088, which is shown departing the station on another special. Aerial views of this train follow as it passes the lake at Titisee, where further 1440s are seen.

The commentary, which is only in German, is both informative and clearly delivered on this DVD. There is a certain amount of background music used, mainly to fit the mood of the subject, but this is not intrusive.

There are around 8 minutes of trailers for other EK programmes.

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



Die Baureihen V200⁰/V200¹

EK Eisenbahn-Videothek DVD c.58mins ref.8498 €19.80

The first V200.0 was presented to the public in 1953. In all 86 of this class were built, each with two 1,000hp power units, and were chiefly to be seen on express passenger services where they became a symbol of Germany's economic miracle (*Wirtschaftswunder*).

In 1962 a more powerful variant, the V200.1, with two 1,350hp power units was introduced; 50 were constructed, all by Krauss-Maffei.

Under the Deutsche Bundesbahn EDV computer numbering scheme introduced from 1st January 1968, V200.0 became BR220 whilst the V200.1 was re-classified BR221.

By the end of the 1980s all had been withdrawn from revenue earning service with DB, but many were sold on to private operators or were saved for posterity as 'Museumsloks'. Some 221s were purchased for use in Greece, then much later returned to Germany where they were overhauled at the works in Neustrelitz.

This programme takes a look back at these iconic diesel-hydraulic locomotives with many historical scenes from the DB archives as well as more recent film of their return to Germany, in preservation, and in use with private operators.

It begins with lineside scenes of preserved V200 033 on a rake of *Donnerbüchsen* ('Thunderbox') coaches, followed by Eisenbahn Gesellschaft Potsdam (EGP) owned 221 106-8 at the head of a heavy ballast train. This was one of those brought back from Greece. In Förderstedt the same train is seen filmed from the lineside.

Next comes film of preserved V200 007 leaving Berlin Zoologischer Garten station at the head of an enthusiasts' special formed of DB stock. Further scenes show this train passing through Berlin-Wannsee. Later V200 007 is seen being turned on a depot's turntable, followed by scenes from the lineside of V200 033 on a special. This loco still retains the two Maybach MD650 power units and Mekydro transmissions. At Meckersheim these can be heard to full effect as the loco accelerates away from a station stop. Near Heilbronn the loco is seen again crossing the Neckar with another special, with further scenes of this train filmed from the lineside.

Moving to Berlin, we see preserved V200 018 at the city's Technical Museum and Dr Alfred Gottwaldt of the museum is interviewed about the V200 class, accompanied by archive black & white and colour film of the locos during their early years on DB. Some scenes were filmed in the snow; others show the locos double-heading and under construction, including V200 042 and 043, at the Krauss-Maffei factory in München-Allach. V200.1s are also seen at work, including scenes in the Black Forest (Schwarzwald), and a V200.0 is also seen on a freight working.

Further scenes of V200 018 on the turntable at the Technical Museum in Berlin are followed by archive colour film, including V200 002 at the head of the *Blauer Enzian* express on its way to München. The train is seen arriving and departing from Hamburg Hbf. with further scenes filmed from the lineside, from inside the cab, and on arrival at Würzburg Hbf. Further colour film of V200.0s on passenger services and V200.1s are also featured, including at Puttgarden and Triberg (Schwarzwald).

At Lübeck-Travemünde Strand 220 065 is seen leaving on a push-pull passenger service formed of *Silberlinge* (silver fish) stock, followed by the arrival of 220 075 on a similar working. The dubbed soundtrack here however is that of a 221, not a 220! Further scenes show both types filmed from the lineside and at Lübeck Hbf. where some scenes also show ocean blue & beige BR218s.

We next see preserved V200 002 running light, followed by the aftermath of the horrendous fire at Nürnberg-Gostenhof in 2005 in which this loco was destroyed. In happier times the loco is seen at the head of a special departing from Neuenmarkt-Wirsberg double-headed with a 218. Preserved 221 116 is then seen on a special filmed from the lineside and on arrival at Hamburg Hbf. Further scenes of this train were filmed from the lineside, on board, and at Puttgarden. At Neustadt (Weinstraße) the loco is seen again at the head of another special, and hauling modernised *Silberlinge* in *Verkehrsrot* (traffic red) and grey.

Preserved V200 033 is then seen again on another special at Kusel. Further scenes of this train were filmed from the lineside and from inside the cab.

This is followed by archive DB colour film of freshly repainted 221 115 in the ocean blue & beige livery, introduced in 1974.

We then observe the return to Germany from Greece of the twenty 221s and Herr Wolfgang Bacher of the works at Neustrelitz is interviewed and explains the refurbishment work. Freshly overhauled V270.07 (ex 221 134) is seen moving out of the works hauled by a battery shunter. Later we see the locomotive from the lineside and from in the cab during a test run, and then in combination with an ex DB and an ex DR V100 on a heavy train of bogie flat wagons. Back at Neustrelitz, Imo Trans-owned 221 136 is seen in cobalt blue livery following an overhaul.

Other refurbished 221s now in use with private operators are then seen on heavy goods services, including the RTS orange 221 105 and the last one to receive an overhaul at Neustrelitz, 221 145, in classic DB crimson red livery, now operated by Neterina Werke. The programme closes with film of Eisenbahn Gesellschaft Potsdam (EGP) 221 106 in yellow and black livery at the head of a heavy train of loaded ballast wagons.

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

Around 8 minutes of trailers for other Eisenbahn Kurier DVDs follow the main programme.

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



Die Holzroller

EK-Eisenbahn-Videothek DVD c.58mins ref.8487 €19.80

At the beginning of the 1960s two new classes of electric locomotive appeared almost simultaneously from LEW in Hennigsdorf for East Germany's Deutsche Reichsbahn: the E11 for express passenger work and the E42 for freight and local passenger services. These locos proved their worth and remained in service until the 1990s as BR109 and BR142. This programme charts their history under the DR, also showing preserved examples and those now in use with private operators.

The programme begins with scenes of a DR Bordeaux red-liveried 142 on a passenger train

at Bad Schandau on the Elbe Valley line between Dresden Hbf. and Decin, followed by film from the lineside and in the cab of an E42 in green on a freight. Other examples of this class now in service with private operators are shown and an E11 is seen in Bordeaux red on a local service formed of double-deck stock, with scenes from the lineside and in the cab.

A 142 in Bordeaux red is seen on a mixed freight at Potsdam Hbf. Further lineside scenes show others on freights before archive colour and black & white material of both classes in service with DR on passenger and freight services, including scenes filmed at Dresden Hbf. There is further footage from the cab, and 242 142 is seen in green working a local passenger train formed of double-deck coaches with 242 009 at the rear. Further black & white footage shows passenger trains from the lineside, many of which are double-deck stock.

Archive colour film shows these locomotives being built at LEW Hennigsdorf.

More black & white film is then featured, this time from 1969, and shows both types on passenger services, and there is colour film of an E11 on a push-pull commuter service. In later years these classes are shown working passenger services.

142 048 is seen on double-deck stock at Merseburg, so too 109 048 in Bordeaux red, and we are invited into the equipment compartment and cab.

Next we see 109 070 in Bordeaux red on double-deck stock, with other members of this class sporting the later orient red colour scheme. 109 007 is seen at Halle

(Saale) Hbf. in Bordeaux red working a local passenger service of double-deck stock, with further scenes from the lineside and in the cab. More freights are watched from the lineside, including 142 175 in Bordeaux red.

At Chemnitz Hbf. 142 195 is seen departing the station on a train of double-deck stock, with another assisting at the rear. 142 205 is observed on a similar working filmed from the lineside, with other examples in orient red. At Dresden Hbf. 142 110 is seen in Bordeaux red and at Freital-Hainsberg a similarly liveried 142 is seen at the head of a short passenger train of green and cream Halberstadt coaches with a 155 electric at the rear. Further 142s in both Bordeaux red and the later orient red are seen on local passenger services, including 142 144 and 142 239.

Preserved 211 001 is shown in Bordeaux red running light on and off a depot's turntable and later at the opening of Berlin Hbf. In Weimar preserved 211 049 is seen sporting green livery, and we also see the cab of E11 033 in the DB Museum in Nürnberg. Another preserved example, E42 151, is seen in green livery running light at Nördlingen in Bavaria, followed by further scenes from the lineside.

In Berlin Bordeaux red 211 030 is observed in on a train of four-wheel silo wagons. The driver is seen climbing into the cab and then the train is shown moving off from the siding and is passed by a Berlin S-Bahn unit.

Next is a look at some of the E11 and E42 loco now in use with the Westfälische Almetalbahn (WAB), including some which were brought back to Germany from Switzerland. One of these, WAB 50, now sporting pale grey livery, is shown at the head of a doubled-headed freight. Further WAB locos are shown awaiting overhaul at Neustrelitz and in the freight marshalling yard in Seelze, followed by privately owned 142s, including green 142 118 and Bordeaux red 142 110 at Rostock on a train of bogie tank wagons.

The programme ends with scenes of preserved 142 001 in green running light, with further film of this loco from the lineside and in the cab at the head of a heavy car train.

Some background music is used on this DVD but it is not too intrusive.

Around 8 minutes of trailers for other Eisenbahn Kurier DVDs follow the main programme.

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



Hornby International catalogue

Hornby were among the first of the major manufacturers to publish the 2021 catalogue featuring their international brands – Arnold, Electrotren, Jouef, Lima, and Rivarossi.

It includes the planned new items, which will be covered in our 'not the Nürnberg fair' report next month.

www.hornby.com



Tramfabriek news

The new products for 2021 'leaflet' is now available on line, with details of kits, accessories, and a growing range of re-motoring sets for N and HOe models. While intended for specific products, cleverly designed to be easy to install, separate components are also available.

<http://tramfabriek.nl>



Hungarian C50 diesel in HOe



Peter Phillips writes:

I really enjoyed the February edition of CM especially for the articles relating to central and eastern Europe.

The article on the Hungarian C50 diesel particularly caught my eye because my layout *Köszeg Óvár* features Hungary with both standard and narrow gauges (see CM August 2018).

Anyone who wants a C50 in HOe rather than OO9 would be advised to look at Posch Models in Budapest: they have produced versions in at least four different liveries with directionally-controlled working headlights at both ends. That feature plus the good running quality is amazing in such a small model.

<https://posch-modell.hu>

Graham Jones

It is with regret that the death is announced of Graham Jones, a noted personality in railway modelling circles.

He was an avid proponent of Z gauge and was well-known on the exhibition circuit for his highly detailed layouts.

Generous with advice and help, having produced castings and etchings he took great delight in the new 3D-printing technology as a means of producing rolling stock not available commercially.

Among his many and varied interests, and at the other end of the model-

ling spectrum, he was proprietor of Northampton Model Railway Supplies, an enterprise he founded following retirement from Network Rail, producing fine castings for O gauge modellers.

He was taken ill shortly after Christmas 2020 and succumbed to corona-virus in Northampton Hospital in the early hours of Sunday 17th January.

He leaves long-time partner Eve and sons Simon and Damian and their respective families.

Our condolences to his family and friends.

Derek Gillkerson

We have heard that Derek Gillkerson of the Southampton MRS passed away at home on 21st January as a result of the Covid-19 virus.

His Bavarian layouts *Zwiesboden* (HO)

and *Boden-am-See* (N) were featured in the January and February 2013 issues respectively.

Our sympathies to his family and friends.

New garden railway book

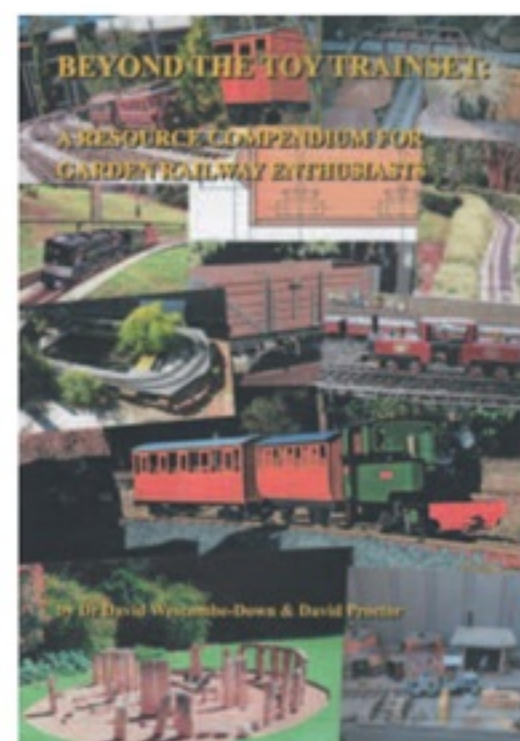
By way of a farewell salute to garden model railways on behalf of *Australian Model Engineering* magazine after 33 years, David Proctor and Dr David Wescombe-Down have released a collectable, co-authored publication, *Beyond the Toy Trainset*.

The 200 page special edition is a run of just fifty copies, printed in colour in Adelaide, serially numbered, and signed by the authors.

The price is A\$50.00 per copy plus standard international postage. Collective and bulk orders may be sent to a single address for local distribution to purchasers, thus saving on international costs.

Orders are now being taken, with bank transfer and PayPal information available from David Wescombe-Down.

d.wd@bigpond.com



Structures from American Z Line

19th century houses

Ztrack and Archistories have partnered again to offer new colours for their popular 19th century houses. The new colours are dark blue, ruby red and olive green.

These turn of the century homes can be seen across North America.

These kits provide builders numerous options – each can be assembled upwards of twenty different ways! This allows one to populate a layout with these houses, and each home being unique.

The kits are made from high-grade architectural laser-board. The footprint is 45mm x 35mm x 33mm.



New picket fences

To go with the houses, there are new picket fences. The kit includes approximately 14" of fencing, with two single and two double gates. The fences come in white and dark brown.



New country church

Ztrack and Archistories have partnered to release a new kit for a small country church, typical of those found across North America.

The steeple even has a bell in the tower, and there is a sign out front.

Lighting is almost a must with this kit as it includes stained glass windows that really show the details when lit.

The kit is made from high grade architectural card stock. All pieces come pre-coloured so no painting is required.

The footprint is 3.74" by 2.36", and the church is 4.13" tall.

The kit includes very detailed illustrated instructions.

<http://ztrackdistribution.com>



New HO announcements from Rapido

Rapido Trains have announced they are working on a new HO model of the E8A and E8B diesels.

These were the quintessential North American passenger locos from the 1950s to the 1970s. 450 E8A and 46 E8B units were produced, with 100 E9A and 44 E9B following. The first E8s were delivered in 1949, with the last E9 being produced in 1964. These units pulled passenger trains from coast to coast, and later became the backbone of the early Amtrak fleet. Many were later used in commuter service before being retired. Today several survive in museums and on tourist railroads.

The all-new model of the E8/9 promises to be the most accurate plastic model of these iconic locos yet. It will have the correct details for each version offered. That includes different porthole and grille arrangements. For the first time in plastic, there will be E8s without portholes.

The Rapido E8 A/B features include:

- 3D laser-scanned body shell
- accurate nose and roof contours
- seven different noses
- three different back ends
- two different sides – with and without lifting lug covers
- three different steam generator options
- 36" fan, 48" fan, or non-dynamic brake options
- single or dual headlights
- freight or passenger pilots
- three styles of side grilles
- original porthole sides or rebuilt blanked sides (including unique variations)
- skirted or non-skirted fuel tanks
- original square and slope or Hyatt roller bearing journal boxes
- heavy die-cast chassis
- smooth running drive with all wheels powered
- complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights, and more
- numerous road-specific detail parts in both plastic and etched metal.

Other road specific details include:

- four different sand filler hatch styles
- PRR train phone antenna
- PRR nose lifting lugs
- Southern rooftop air tanks
- Southern large capacity water tanks
- UP snow shields
- cab-side walkways (two styles)
- ATS shoes
- three different radio antennas
- six different headlight/warning light arrangements
- various bug screens, mirrors, and wind deflectors
- numerous grab irons
- many horn styles (in brass).

First release paint schemes include:

- Amtrak (Phase 1)
- Burlington
- Erie-Lackawanna
- Illinois Central
- New York Central (cigar band)
- Pennsylvania (tuscan 5-stripe)
- Southern (Crescent)
- Union Pacific
- Canadian Pacific (early maroon)
- Canadian Pacific (later maroon)
- Canadian Pacific (Action Red)
- VIA Rail Canada

For USA and international customers, the MSRP for single A units is US\$229.95 DC/DCC-ready or US\$339.95 DCC/sound.

A-B Sets are US\$429.90 DC/DCC-ready or US\$649.90 DCC/sound.

UP B Unit DC/DCC ready US\$199.95 or DCC/Sound US\$309.95.



In Canada MSRP for single A units is Can\$259.95 DC/DCC-ready or Can\$369.95 DCC/Sound.

A-B Sets are Can\$489.90 DC/DCC-ready or Can\$699.90 DCC/Sound.

UP B units are DC/DCC ready Can\$229.95 or DCC/Sound Can \$329.95.

The order deadline has not yet been set. Delivery is expected some time in the latter half of 2021.

There will be a special limited edition of just 500 representing Amtrak E8 #4316, the first locomotive that Amtrak painted, in what would become a one-off paint scheme, to mark the 50th anniversary of Amtrak. Each will be packed in an engraved wooden presentation box and include a unique enamel pin as well as a numbered certificate of authenticity.

It is only being offered as DCC sound, with accurate sounds provided by ESU LokSound.

It will feature:

- accurate nose and roof contours
- unique nose with missing MU door
- correct back ends
- correct steam generator
- passenger pilot
- correct Farr side grilles
- rebuilt sides without portholes
- no fuel tank skirts
- PRR-style nose lift lugs

For USA and international customers, the MSRP is US\$399.95

In Canada, the MSRP is Can\$449.95.

Order deadline is to be announced, with an expected delivery in 2021.

Rapido also announce a new model of the Pennsylvania Railroad GLa hopper.

These must be one of the most successful freight car designs. The first were built in 1904, and by the time that construction ceased the PRR had built nearly 30,000 cars for its own use. They had long service lives, with more than 7,000 still in service in 1960 and nearly 200 remained as late as 1965. Many went into work train service, lasting into the Penn Central era.

In addition to the PRR, thousands were built for independent owners up to 1928. Many of these found their way onto the secondhand market and were purchased by railroads such as the Lehigh Valley, B&O, NYO&W, and others. Numerous near clones of the GLa design were built for several other roads.



Paint schemes include:

- PRR circle keystone
- PRR shadow keystone
- Berwind
- Cambria & Indiana
- Canadian National
- Lehigh Valley
- New York Ontario & Western
- Westmoreland Coal
- undecorated

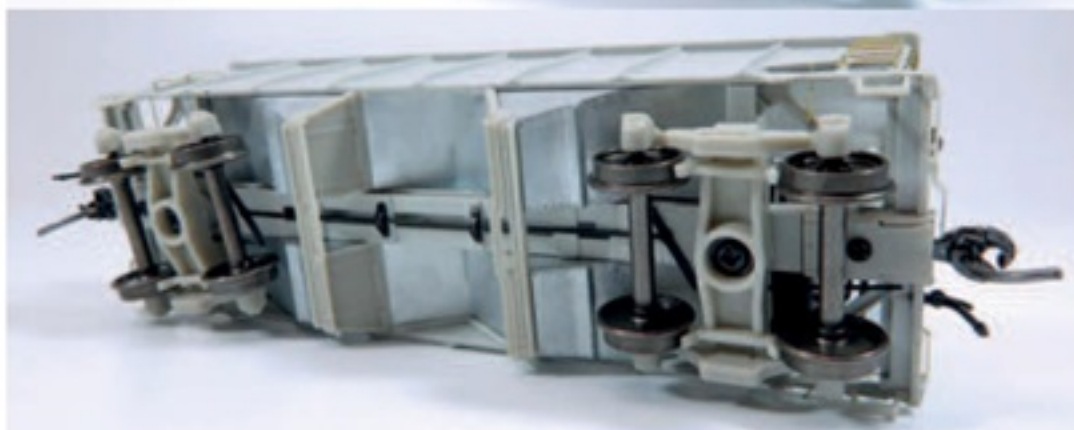
There will be six individual car numbers per paint scheme. These will be available as a six pack (separate boxes shrink wrapped together that can be easily separated for individual sale).

For USA and international customers, the MSRP is US\$49.95 each, US \$299.70 for six.

In Canada, the MSRP is Can\$59.95 for single cars, Can\$359.70 for six.

The order deadline is yet to be announced, with an expected delivery in late 2021.

<https://rapidotrains.com>



New from Ferro-Train / Halling



StLB VT35 in HOe

The Steiermärkische Landesbahnen series of narrow gauge diesel railcars numbered VT31 to 35 originated in November 1980 when the first was delivered from the manufacturer Knotz in Vienna to the Murtalbahn.

The ÖBB Rh5090 and several railcars on the Zillertalbahn are of similar design.

VT35, which was actually built by Jenbacher Werke in 1999, is also based on the design of the Knotz railcars. At first it was only used as reinforcement for the school trains, due to incompatibility with the first series, but since extensive modifications were made to the older vehicles it can now be used in multiple with them.

The new edition of the VT35 model in HOe has had the running characteristics and noise improved, and now comes equipped with a new circuit board with a six-pole NEM651 socket for a decoder. For digital operation, just remove the dummy plug and insert a suitable commercially available decoder, e.g. Zimo MX622N. Alternatively, the model can be supplied ready fitted. A sound version will be available soon.

Teudloff coaling tower in HO

Standard coaling facilities based on the Teudloff system were used throughout the Austro-Hungarian monarchy and some neighbouring countries. The components were strictly standardised but could be put together differently as required.

The coal was shovelled into special wheeled tubs (*Hunten*) and pushed to the elevator by hand. The tubs were lifted up and tipped down the chute into the tender. The little hut on the side initially contained a steam winch, which was later replaced by electric motors.

The HO model of the Teudloff is based on one originally used in Völkermarkt. It was moved to Gmünd narrow gauge station after the Vellach line was closed in 1971. When in 2014 it was no longer used for coaling the steam locomotives, it was dismantled again and moved to Ober-Grafendorf.

The kit is very easy to assemble. It includes two of the typical tubs and some narrow gauge track with a manual turntable.

The highly detailed parts are made of high quality stable plastic. The lift and the pulleys are designed to function properly. With a little skill and a suitable drive (not included) it could be made to work.

The tower is approximately 120mm high and requires a space of 50mm x 50mm; with the track and turntables an area of c.120mm x 100mm should be allowed.



Zillertal 2095 design studies in HOe

The Zillertalbahn has at various times considered acquiring diesel locomotives of the proven class 2095, though (so far) without a concrete result.

Ferro-Train have produced four new versions of their popular HOe model of the 2095 which simulate design studies for suggested liveries. What might a 2095 look like if it was operating on the ZB now?



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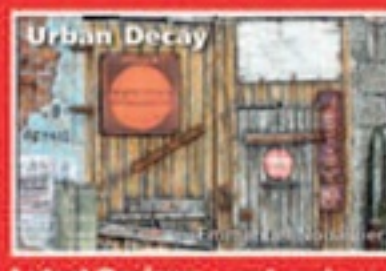
Portuguese HO



Also in this issue...



Nebenstrad



Urban Decay



Gare de Muno

Belgian HO
PUBLISHED BY
PECO

• Quinta da Escoladas

Meindert Mulder describes his attractive HO diorama depicting a wine-growing hamlet in north-east Portugal.

• Nebenstrad

Neville White has modelled a German town, rebuilding his HO exhibition layout in a permanent home location.

• Urban decay

Emmanuel Nouaillier presents another master class explaining his techniques for detailed scenic modelling.

• Gare de Muno

A small Belgian station modelled in HO by Tim Somers as an entry for a micro layout competition.

• new product announcements

The April issue would usually include the first part of our comprehensive coverage of the model railway section of the major international toy and hobby fair in Nürnberg. In the present virus situation, the event has been postponed but most of the model railway companies have chosen to announce their programmes at the 'traditional' time.

... and much more!



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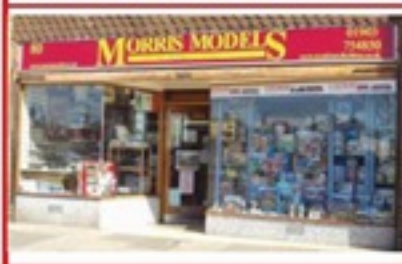
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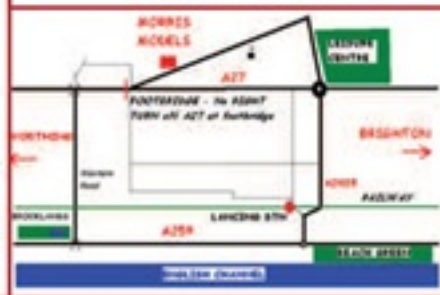


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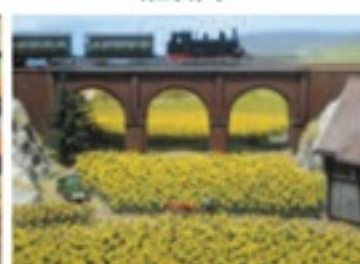
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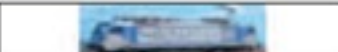
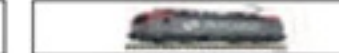
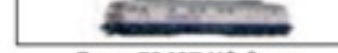
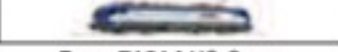
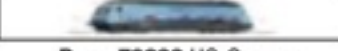
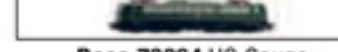
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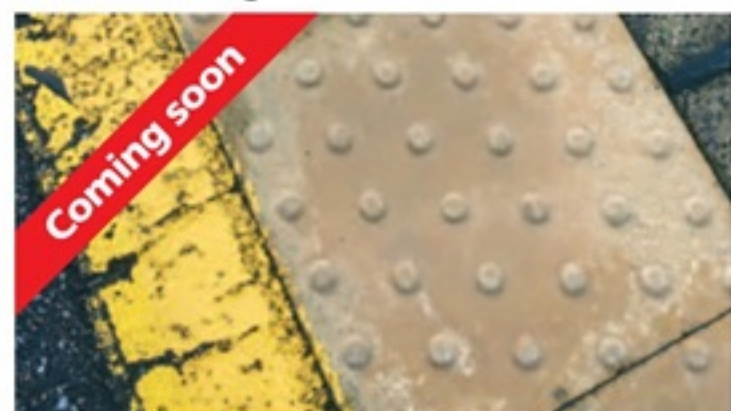
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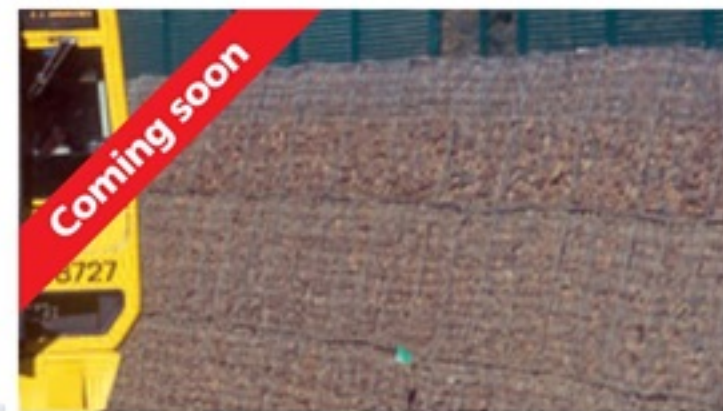
Prototype picture



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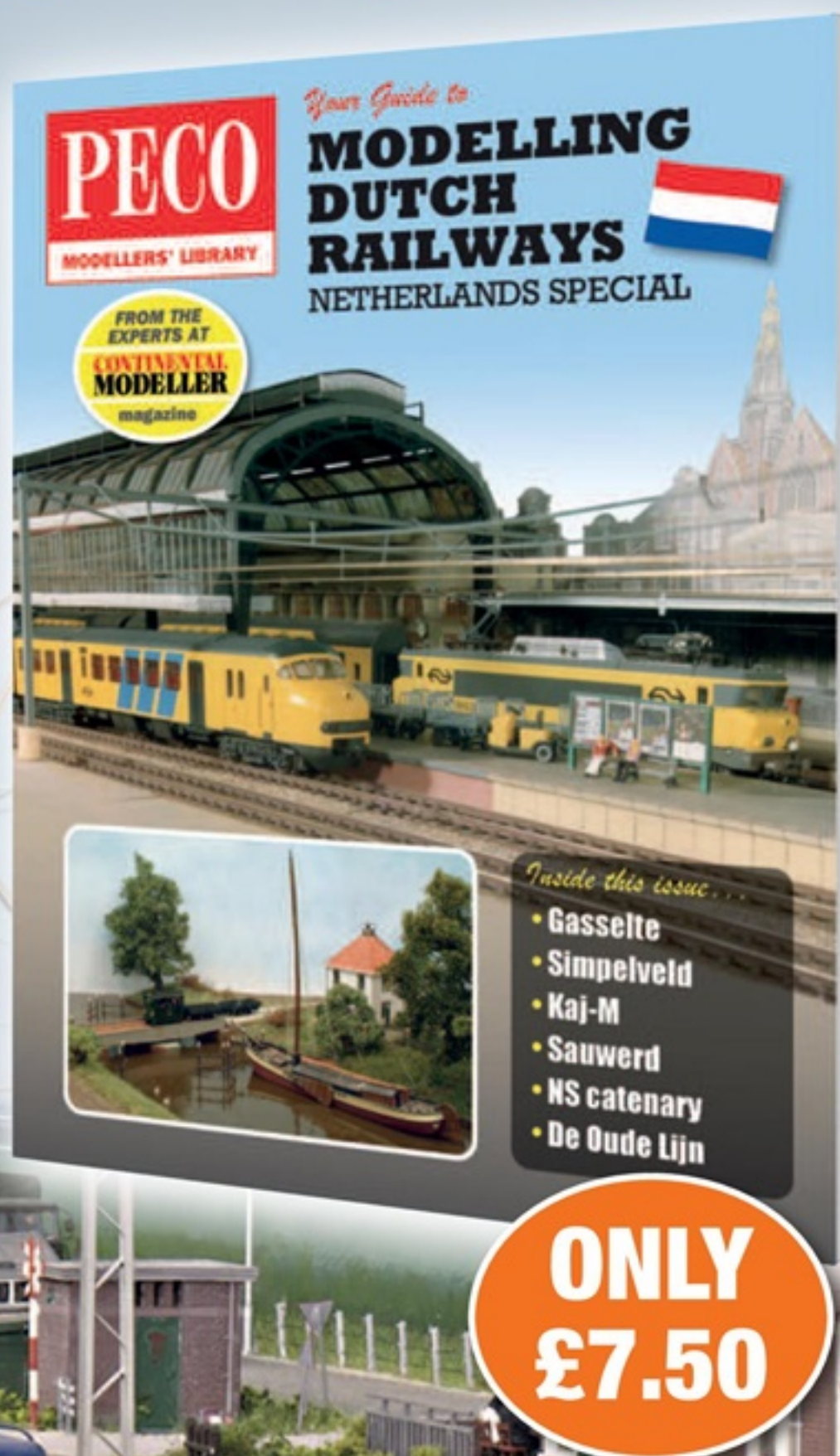
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