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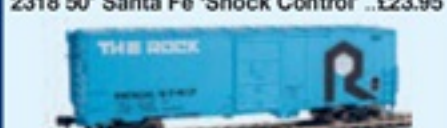
101605 50' N.Y.C. (Jade Green).....£18.90



1173 40' Union Pacific.....£27.50



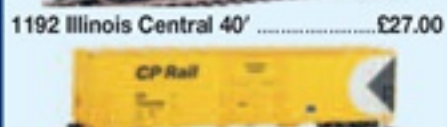
2318 50' Santa Fe 'Shock Control'.....£23.95



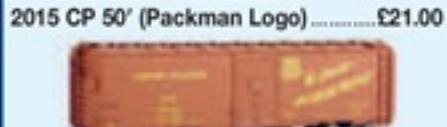
W1199 Rock Island 40'.....£27.50



1192 Illinois Central 40'.....£27.00

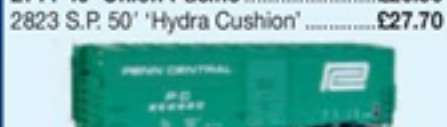


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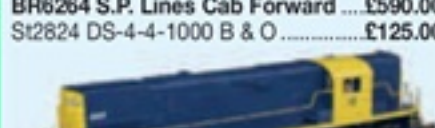


B50709 GN 0-6-0.....£115.00



BR6264 S.P. Lines Cab Forward.....£590.00

St2824 DS-4-4-1000 B & O.....£125.00



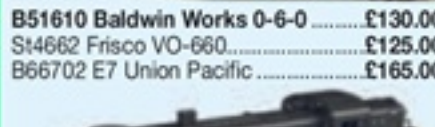
A2961 Long Island C420.....£140.00



B51610 Baldwin Works 0-6-0.....£130.00

St4662 Frisco VO-660.....£125.00

B66702 E7 Union Pacific.....£165.00



A3028 Pennsy RS3 (DCC Ready).....£150.00



A3228 GP40 Southern Pacific.....£160.00



B51553 Pennsylvania 2-6-2.....£102.00

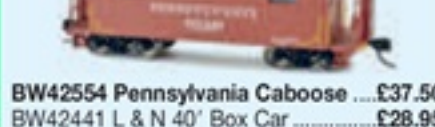


BW42554 Pennsylvania Caboose.....£37.50

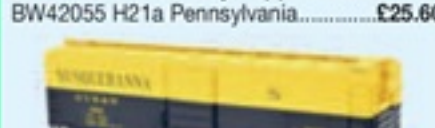
BW42441 L & N 40' Box Car.....£28.95

BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60

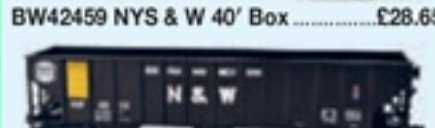


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AMB494 Dry Goods Store

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A6916 Steel Water Tower.....£44.10

B45979 Coaling Tower.....£31.20

HO Scale

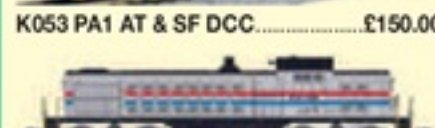
Broadway 6353 P Union Pacific

Consolidation 2-8-0.....£440.00

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A4081 RS1 Amtrak.....£120.00

A4090 RS1 AT & SF.....£120.00



K5314 Pennsylvania E8A Unit.....£95.00



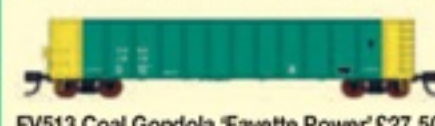
K8513 SD70 N & S.....£118.00



A4793 Union Pacific GP38-2.....£130.00



FV513 Coal Gondola 'Fayette Power'.....£27.50



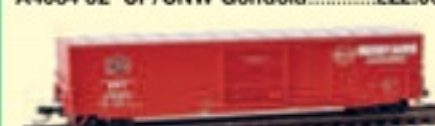
MT580 40' Bangor Aroostook.....£23.95



A4684 52' UP/CNW Gondola.....£22.00



A2540 50' MKT Box Car.....£22.68



BW879 Westmorland Coal.....£16.80



B14554 85' Str. Obs Undec.....£120.00

B14754 85' Str. Coach Undec × 2

B14654 72' Str. Baggage.....£31.50



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WOT MP Box Car.....£25.40



MT0140 Tank 'Celanese'.....£33.70

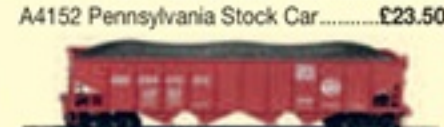
MT0450 40' Box C & O.....£29.00



A4147 C & NW Stock Car.....£23.50

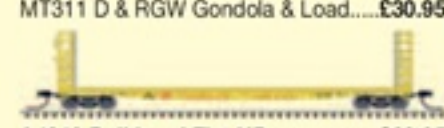
A4156 Union Pacific Stock Car.....£23.50

A4152 Pennsylvania Stock Car.....£23.50



BW38040 Pennsy 4 Bay Hopper.....£22.50

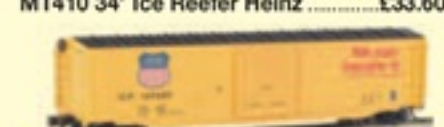
MT311 D & RG Gondola & Load.....£30.95



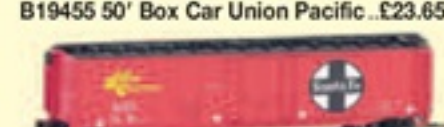
A4819 Bulkhead Flat UP.....£29.95



MT410 34' Ice Reefer Heinz.....£33.60



B19455 50' Box Car Union Pacific.....£23.65



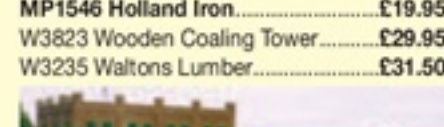
B71052 50' Box Car AT & SF.....£19.95



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You're sure to find what you
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Roco**FLEISCHMANN**

Highlights 2021

ROCO and FLEISCHMANN welcome the new year with a wide range of new items for the H0 and N gauges! THE highlight in 2021 at ROCO is the new design of the **class 95 steam locomotive**, with the electric locomotive segment also not inferior to this by any means. With the Skoda S499.2/class 230, better known as the „**Knödelpresse**“ (dumpling press“), a multiple wish of our loyal customers will be fulfilled. All Swiss model railroad fans can also be in suspense: The electric locomotive Ae 3/6 I will be realized with just as much detail.

In the N scale range, the absolute highlight is the completely newly developed **DB V188 double diesel locomotive**. But also, the French **electric locomotive BB7200/22200** and its Dutch counterpart, the **NS 1600/1700/1800**, follow as masterful new developments in a scale model.

Discover the model railroad highlights 2021 at ROCO & FLEISCHMANN!

ROCO

- Steam locomotive BR 95 (art. no. 71095 et seq.)
- Electric locomotive Ae 3/6 I (art. no. 70087 et seq.)
- Electric locomotive S499.2 (art. no. 71219 et seq.)
- Freight train baggage car Pwgs 41 (art. no. 74220 et seq.)
- Double pocket wagon T3000e (art. no. 77386 et seq.)
- Tank wagon Zacns (art. no. 77460 et seq.)

FLEISCHMANN

- Double diesel locomotive V188 (art. no. 725100 et seq.)
- Electric locomotive BB 7200 (art. no. 732135 et seq.)
- Electric locomotive NS 1600 (art. no. 732100 et seq.)
- Passenger coaches UIC-X (art. no. 863920 et seq.)
- Passenger coaches EW IV (art. no. 890320 et seq.)
- Tank wagon Uahs (art. no. 825810)
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CAD drawing

725100

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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.



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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.





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CONTINENTAL MODELLER

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RAILWAY MODELLER

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



Cover

One of three electric railcars
used on the flat top section of
the Oberweißbacher Bergbahn
between Cursdorf and the top
of the funicular at Lichtenhain,
modelled in HO by Ton Janssen.
Photo: Gerard Tombroek.

Welcome variety

In the previous two issues we devoted a lot of space – and effort – to reporting planned new products. As modellers we may count ourselves lucky that so much is made by suppliers large and small making it feasible to explore many possibilities in different scales and gauges, whether making creative use of proprietary items as supplied or ingeniously adapted to suit our purpose, augmented when required by scratchbuilding. This issue has some good examples of all these approaches.

Many of the announced new items will be produced in finite batches – whether or not promoted as limited editions – and some will be fully allocated before manufacture, never mind delivery. There is a typical example in the News section in this issue – the LGB Rhätische Bahn Ge4/4¹, only announced in February but by mid-April already noted as sold out at the factory, alongside the press release advising it had just been delivered! This is now common with many of the major brands. You may be able to find one at a retailer, but this puts the burden on them to estimate the level of interest way in advance and carry stock – if indeed they can get it at all. In practice, if you do not reserve when something is announced, you are unlikely to be able to purchase the specific version you would like. What was once obligatory for small specialists has become the norm for larger concerns.

If only as many as are ordered are made, plus an allowance for spares/replacements (and not always that), manufacturers minimise their risk and the amount of capital required – quite understandably, as significant sums are involved. They do not have to bear the cost of holding the stock, or indeed storing the stock; in some cases, they may never even see the stock as it is distributed from third-party warehouses. It all appears very efficient from the finance perspective.

But there is also a risk that customers keen to spend will do so with a competitor if they cannot get what is wanted now. How quickly can a product be re-run to capture those sales? How long will the potential customer wait? In the worst case – for all those commercially involved – they may give up the hobby altogether.

This is quite different from lack of stock due to production difficulties and/or exceptional demand, such as has been experienced in the current Covid situation.

One effect of these production techniques could be that suppliers do not consider it worth sending samples to the press for review. It will start with 'fringe' minority market publications (like us in the UK, Spain, The Netherlands, Belgium, France, Italy, and Austria) before even the core – Switzerland and Germany – also succumb. If all the models are pre-sold, there is no point in generating additional demand that cannot be met. Or is there? Reviews may reinforce the brand's image and qualities, promote interest in the next product, and send the message that it is wise to reserve, more effectively than advertising.

Of course, we prefer advertisements: welcome revenue and no need for all that work testing the model, writing the review, taking photos, laying out the page ... :-J

Antonio G.Portas

We were saddened to hear that Antonio Portas, long time editor of the Spanish model railway magazine *Maquetren*, died of cancer in April. As well as an annual rendezvous at the Nürnberg trade fair, where he would always take a great interest in new Peco products, we would often encounter him at other major shows in Europe (among them OntraXS! in Utrecht and Intermodellbau in Dortmund) on exactly the same mission as us – on the look-out for layouts, and keeping in touch with suppliers. He was an accomplished modeller and his interests were not limited to his local prototype but also included American 3' gauge.

Our sincere sympathies to his family, friends, and colleagues.

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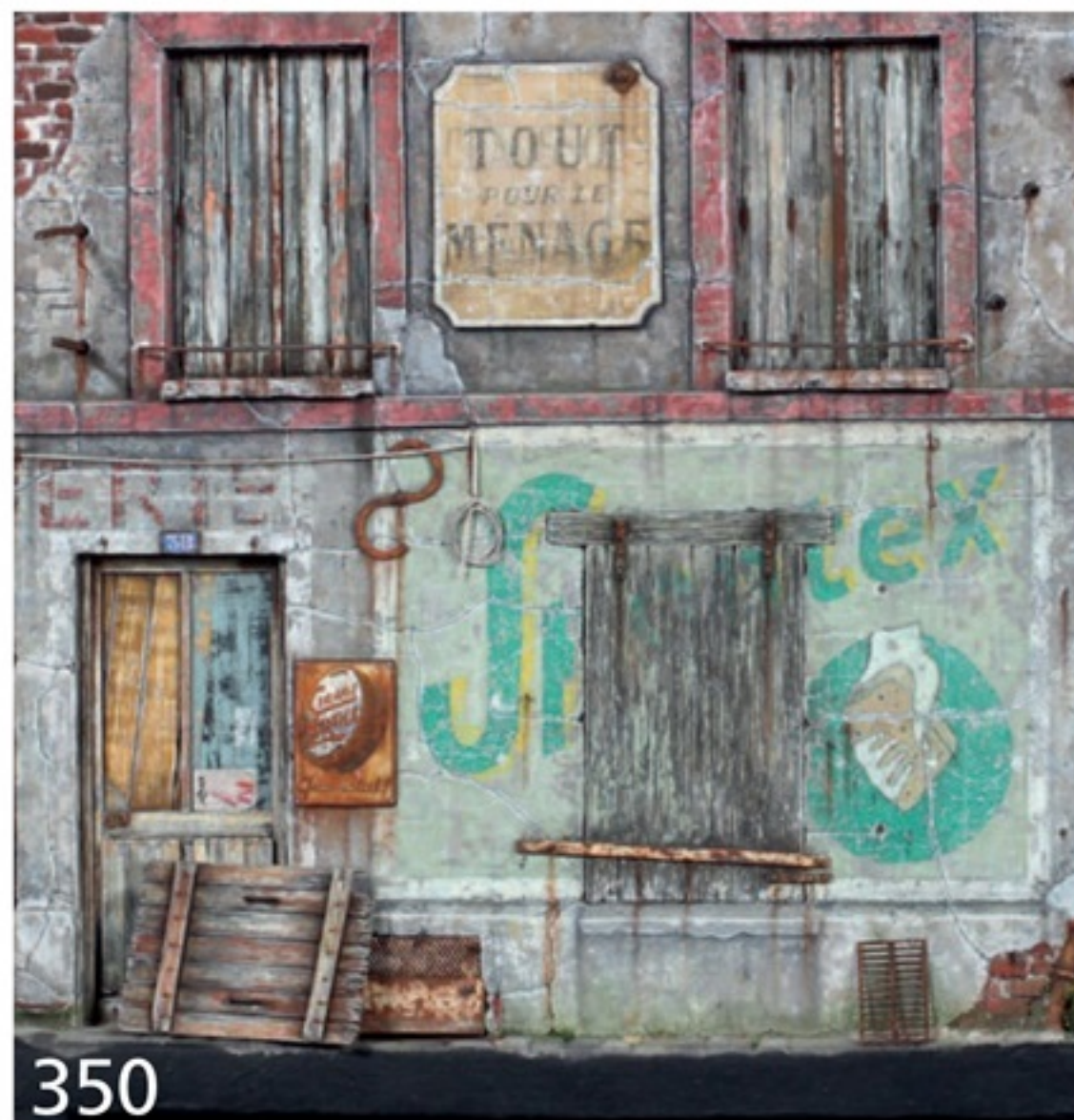
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Ton Janssen has modelled an unusual funicular.
Report and photographs by Gerard Tombroek.

Lichtenhain

A challenge from Thuringia

The village of Lichtenhain is located in the middle of the state of Thuringia, about 20 km southwest of Saalfeld in the former East Germany. Ton Janssen discovered a special railway there when he and his wife were on holiday in Weimar about sixteen years ago. He saw a leaflet about the Oberweißbacher Berg- und Schwarzatalbahn, with photos of a funicular railway, interesting stock, and beautiful buildings in the middle of the Thuringian forest: they had to go there!

The trip went first to the village of Obstfelderschmiede, quite a mouthful for just a few houses and a church. This is located on the Schwarzatalbahn, which runs from Rottenbach to Katzhütte. In that village, next to the Schwarzatalbahn station, is the valley station of the Oberweißbacher Bergbahn. This mountain railway consists of two parts: a funicular from Obstfelderschmiede to Lichtenhain and a so-called flat section from Lichtenhain to Cursdorf.

In 18 minutes the funicular takes you over almost 1,400m at a gradient of 25% to the mountain station of Lichtenhain. Here you change to a standard gauge electric train railcar that takes you, over almost flat land, at a speed of about 20km/h via Oberweißbach to the terminus at Cursdorf, some 3km away. The trip takes about 8 minutes.

(This section has been modelled in HO by the Rudolstadt model railway club and was featured in CM December 2019; see also February 2020.)

The installation at Lichtenhain emplacement is not large, but in addition to the platform and main track, it also has three sidings, all of which end up on a turntable of 8.5m diameter. This is the only means of moving vehicles from track to track as there are no points.

As a true modeller, this immediately started to appeal to Ton. It seemed perfect for a small layout, with a compact yard that could be built almost to scale.

However, Ton also saw bears on the road: the complicated station building, the funicular railway, and the need to build equipment yourself. He was working on one layout and there were already plans for the next one, so it took about ten years before the construction of *Lichtenhain* actually started.

To begin, Ton sent an e-mail to the Oberweißbacher Berg- und Schwarzatalbahn asking if they had any drawings of the building. Miraculously, the DB answered with a drawing – that is to say, half of it, but fortunately what would be the 'public' side. This provided sufficient guidance to be able to make a decent scale model.

(This was before the Rudolstadt club exhibited their layout at OntraXS! in Utrecht.)



Above

The funicular car approaches the summit station. It has 42 seats and 58 standing places. The interior is stepped so that passengers always have a level floor and bench.



LICHTENHAIN



Above

Lichtenhain complete. To the left of the station building, a small part of the funicular has been simulated. On the right, the train disappears between the trees to a storage track.

Below

The highest part of the roof of Lichtenhain station can be removed for access to the inside, just in case ...



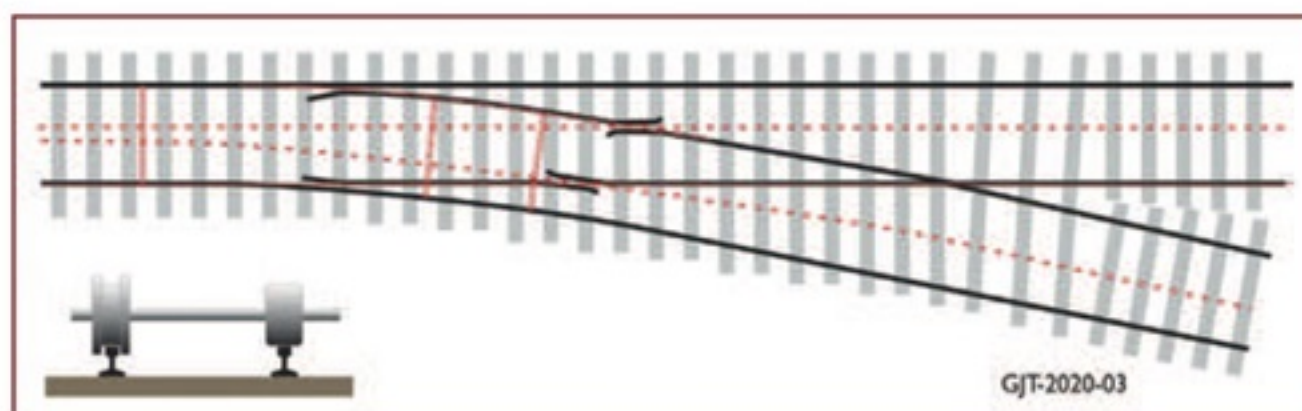


Cable track

The Oberweißbacher Bergbahn is currently only used for tourist transport, but freight wagons were also transported regularly until 1966. A special platform truck is used to transport ordinary vehicles on the 1.8m gauge funicular railway. This so-called *Güterbühne* is a sloping carriage with a horizontal surface that can take the place of one of the cars.

Both cars are connected to the same cable, so the descending car helps the other up the hill. At the halfway mark the cars pass each other via so-called *Abt'sche Weichen*. These are points which work without moving parts. The cars choose their own direction over these points. This is possible because one car has wheels with a double flange on the left and wide wheels without a flange on the right. The other car has double-flanged wheels on the right and roller wheels on the left. There are openings in the rails in the switch for the passage of the cable. The roller wheels can pass over these gaps effortlessly.

Making the Abt point with accompanying cable supports was quite a challenge. First a test piece was made. The points



Below left

Contrary to the prototype, the funicular has two tracks which come together in the station at the Abt point.

Below right

The platforms were primarily intended for four-wheeled wagons up to 27 tonnes, but railcars and coaches were carried if necessary.

were no problem, but unfortunately it was not possible to run the cables over the rollers in the arches. There is considerable tension in the cable, so that it always pulls off the guides and even ended up on the track. In fact, the available length in the points and the low weight of the cable turned out to be insufficient to achieve this properly.

All this led to the first concession: no points and curves in the track, just two straight tracks (instead on one with a passing place half way) that only meet at the top by the station building.



Left

The station building was modelled exactly on the basis of a drawing sent by the DB. The building is partly built into the mountain with the engine room for the funicular railway in the basement, on the right. The platform is accessible from the village via a tunnel.

Right

So the electric railcars could be carried on the funicular platform car when required to be taken away for maintenance, the wheelbase was limited to 6.5m. They did not need to be reversed – the turntable served as a point.



The station building

Due to the concession that the tracks only meet at the station, the opening in the building was obliged to be wider than it actually should be. To limit this somewhat, the building has been shortened: not four windows, but only three. This also made more length available to include a piece of upper flat section on the layout without detracting from the overall impression. It is still quite a large building, partly over the funicular track and partly over the flat part, so that was not an easy job.

Various materials were used for the building: Evergreen strip and sheet, Auhagen slate roofing, wood, cardboard, and plaster. The fence was laser-cut by Markenburg on the basis of photos taken during the holiday, and the windows were specially ordered from BST Modellbau of Kapsweyer (Germany), who do very fine milling work in styrene.

At the bottom of the building is the engine room for the cable drive. This was made from old Meccano parts. The worm on a motor from the junk box turned out to fit exactly onto the Meccano gears. Two large disc wheels, over which the cable runs, provide the drive. At least that was the intention. For the cables, experiments were carried out with various types of yarn, etc., but they all had the same problem – too much stretch. The platform car on one end of the cable stops automatically when it is in place. To this end, micro-switches have been mounted at the top and bottom that are operated by the platform. For this to work both vehicles must always be exactly in place, and with a stretchy cable that was difficult.

The ultimate solution: decoder wire. Scale thickness, black in colour, and there is hardly any stretch. But then the following problem arose: both disc

wheels must drive the cable, but the metal wheels and the decoder wire have almost no friction, so there was little movement. This problem was solved by applying a thin coat of glue to the groove in the disc wheels and sprinkling some very fine mineral (from Anita Décor) onto it. This gives a rougher surface, creating sufficient friction.

The track plan

Travellers arriving at the top by funicular will immediately cross the platform to continue on their way to Cursdorf by electric train. This is in fact the main track, which runs straight ahead across the turntable.

Also accessible from the turntable is a track which allows a wagon to be picked up from or placed on the funicular platform car. The coaches can also be transported, for example when they need to go for maintenance.

To the left, the platform track and a siding continue on the turntable. To the right of it, the turntable connects an unloading track and a second siding. The DB drawing shows that this siding used to be a run-round loop, connected to the main track by a point. After the end of freight transport in 1966, the point was dismantled and the loop was shortened to sidings.

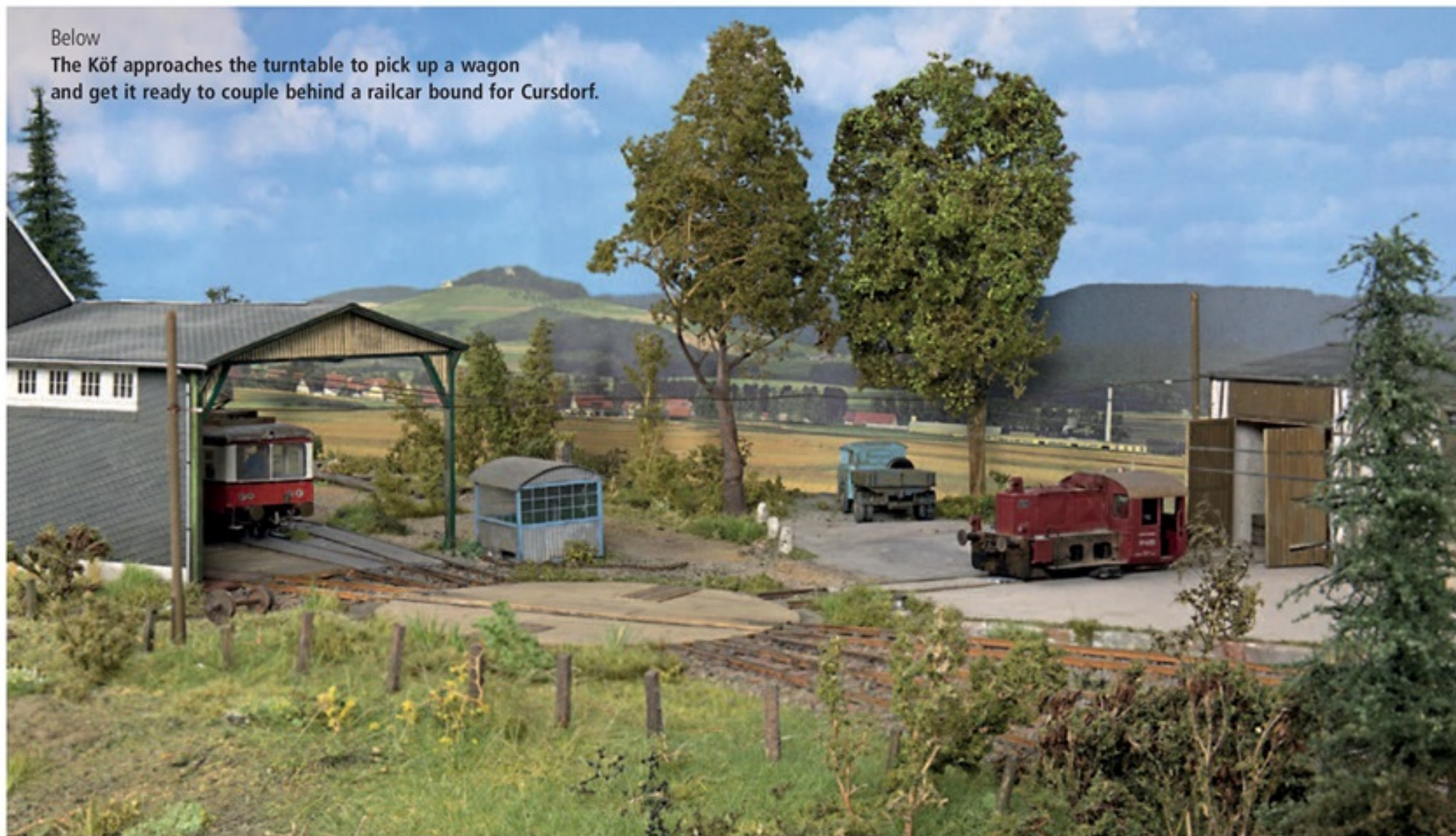
Finally, there is a track at right angles to the turntable to the service building with the general goods shed.

The turntable is by Kitwood Hill Models in the UK. It has just the right diameter and a wooden plank top. It is turned by hand, and aligned by eye. It is constructed from laser-cut wood, which has one disadvantage: moisture and temperature influences sometimes hinder smooth rotation. Then there is no escaping a little manual help.



Below

The Köf approaches the turntable to pick up a wagon and get it ready to couple behind a railcar bound for Cursdorf.



Below

Three electric railcars were used on the flat section. At first glance, they may look the same, but nothing could be further from the truth. The vehicles each have their own fascinating history. ET 479.203 is just visible to the left of the turntable. ET 279.201 with trailer EB 188-5 stands ahead of it.



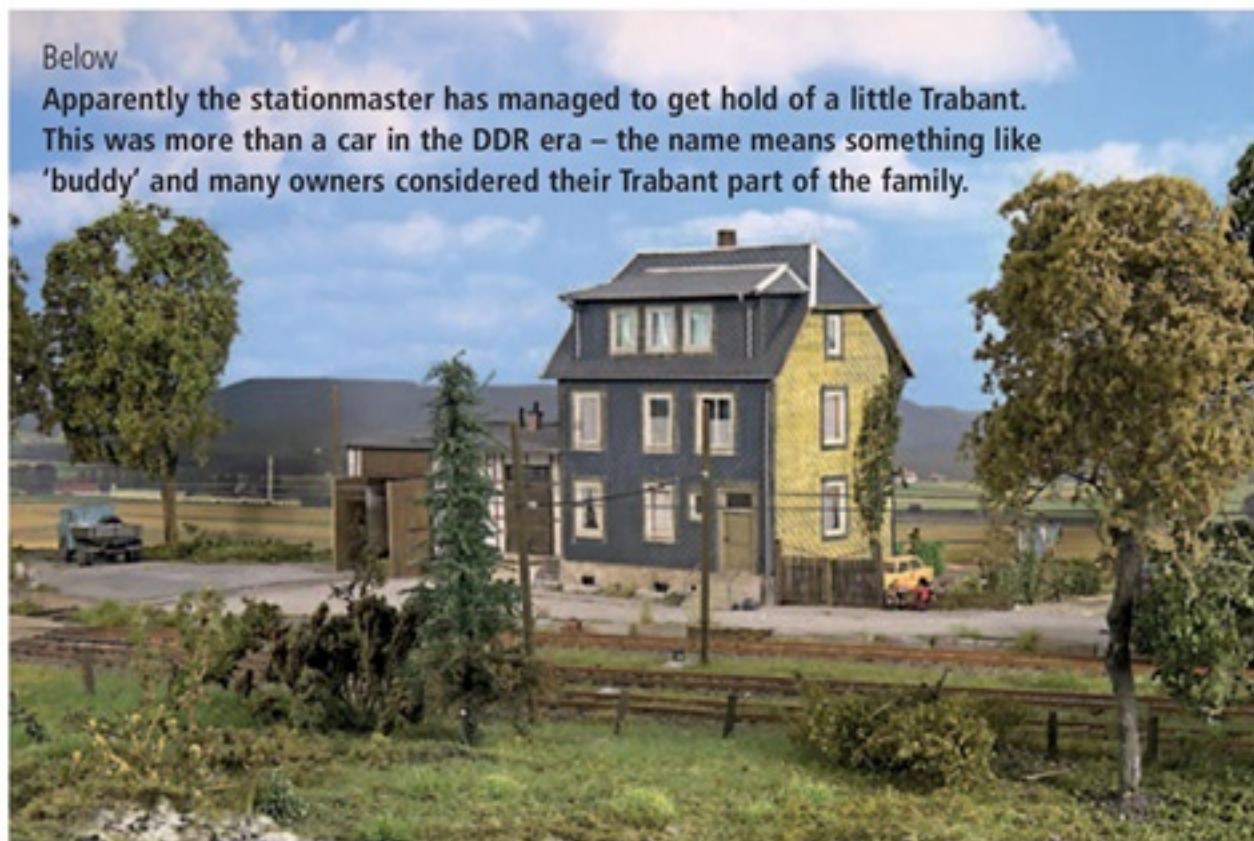
Below

The service building is on the street opposite the railway yard. The doors of the loco shed can be opened and closed using servo motors.



Below

Apparently the stationmaster has managed to get hold of a little Trabant. This was more than a car in the DDR era – the name means something like 'buddy' and many owners considered their Trabant part of the family.



The overhead line is very simple: only a contact wire. EZ-Line from GM&S was used for this. It is very elastic, so hangs taut, and can take a beating.

Control and rolling stock

The layout is digitally controlled, using a Roco Multimaus. The motive power consists of two scratchbuilt electric railcars and a Köf II diesel (from Lenz). All are equipped with a 'stay-alive' power pack for constant running.

The two railcars are very similar but not identical. One was built on a chassis by Micro-Modèle from France, which is fitted with an ESU Gold decoder. The digital system can shuttle it back and forth over the main track automatically, so that there is no need to pay attention and there is time for a chat – or coffee!

Below

ET 279.201 returns from Cursdorf..



Below

Up to the level crossing, Lichtenhain yard has been modelled almost to scale. In the past, the siding continued and was linked to the main track with a point.





Above

A Köf is used to put wagons on and off the platform car. In reality, that was done with cables and capstans. The drive for this was in the shed next to the turntable.

Left

Beyond the level crossing, the house and trees disguise the opening in the backscene on the right.



The other railcar uses a chassis by SB-Modellbau and has a hook at both ends to which a trailer or wagon can be connected using modified standard couplings, which can be uncoupled by means of magnets in the track. Normally Ton uses Kadees, but that was not possible here, in the first place because the Köf has a digital coupling, which is very handy. Secondly, you must be able to disconnect a vehicle on the turntable but that has no space to fit a Kadee magnet. This made it necessary to also provide the other rolling stock with hook & loop couplers. The powered car only has a hook (without the loop) because it looks neater.

Left

The railcar returns from Cursdorf with a van in tow. It seems that a few days ago there was a big storm, which brought down the tree in the foreground. It did not fall on the road, but it must be removed as soon as possible. This view is from the back.

Right

Further views from the back: the stationmaster's wife is hanging out the washing as the Köf shunts a wagon.



Above

While goods wagons can be worked through, travellers always have to transfer from the funicular to a railcar. The useful length of the platform is 18m, just enough for a railcar and trailer. On the right is motor car ET 479.203. This view is from the back, unseen by exhibition visitors.

Left

For times of peak demand, a four-wheeled trailer is available.



In reality, chains and cables were used to place the wagons. In the hut next to the turntable there is a drive mechanism for this, but manpower was also used. This is, of course, not possible on the layout and the Köf is called in to help.

It takes a wagon from the *Güterbühne* and places it on the turntable. After moving the turntable to the main track, the railcar can pick up the wagon and take it to Cursdorf. On the way back, the railcar leaves the wagon on the turntable and continues along the platform. After rotating the turntable again, the Köf can push the wagon onto the platform for the journey downhill.



Emmanuel Nouaillier

presents highly detailed modelling of typical urban architecture as miniature works of art.

Photographs by the author.

Relics

Scenes of urban decay

I could have titled this article "By accident" or "A combination of circumstances" as this sequence of works – which now form a collection with a theme – happened by chance. My inclination for very detailed work on very small areas, condensing the atmospheres with advanced weathering, is well known. Looking again at some of my past projects – relics, if you will, in more than one sense of the word – I took the opportunity to create a uniform collection of ten small scenes highlighting the theme of urban façades.

With the interest in my first approaches to shop fronts and doorways, I continued to develop these relics.

1

Several years ago, I used this style of simple frame with a plain background for the first time to present different small scenes made in larger scales. The aim was to be able to exhibit them in a flattering setting, appropriate for the ultra-fine work which is now characteristic of these cameos.

Over time, I wanted to go further and refine the presentation, recycling those early attempts rather than undertaking completely new construction. I took the opportunity to rework them significantly, providing various additional details.



2

A comparison with the initial model. The extension upwards allowed me to create more variation, and the truncated shutters suggest a logical continuation. I also added an important metallic element, the sheeting over the bottom of the door and the new window.



3

I wanted the metal door to have its own character, so I added features such as an old card calendar forming a makeshift panel filling one window, the advertising plaques, and other posters. I also took this opportunity to experiment with AK weathering pencils in addition to the usual techniques.



4

The wooden elements were also improved – the door and shutters manufactured for the first version were replaced.

The crackle paint is simply an optical effect, done using one of these very fine sharp pencils.



5

Although small, the floor space was not forgotten. I took the opportunity to re-work a few commercial items to suit the scene, as here with this Matho Models watering can. Every element, however small, must tell a story.



6



A view from the front, as if we were in the street. The human presence can be read in the traces of past activity.

7

The 25cm square plain frame cut out of laminate lends itself very well to displaying the detailed mini-scenes. The depth of the frame clearly shows the thickness of the model, emphasising that it is more than a two-dimensional image.

Although this example is not glazed, the depth also allows for a glass front which would protect the finished model from dust.





8

I continued the work of 'rehabilitation' with this scene, produced several years ago. To standardise the presentation in square frames, I also had to redesign the whole thing.

9 In comparison, this clearly shows the modifications made to give more impact. Once again all the details have been carefully thought out so as to appear as natural as possible.

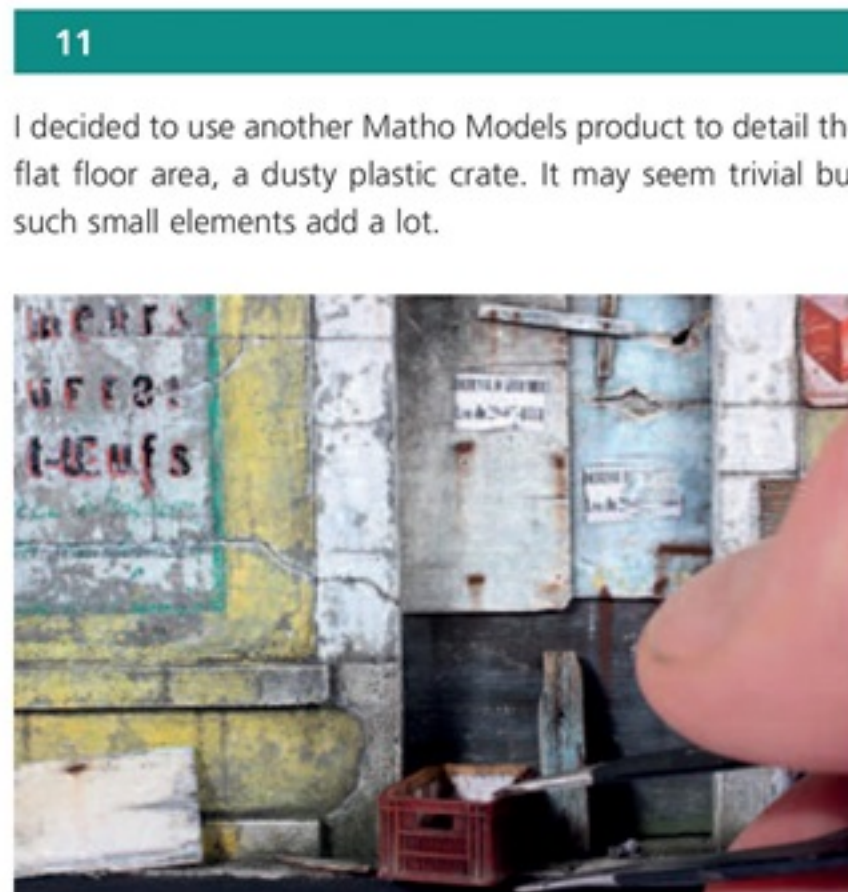


9



10

More marked contrasts in colour and texture. The old wooden advertising sign does not take much time to create, and the effect transports the viewer. I do my best to be as close as possible to reality, but the perfect prototype does not exist – so it has to be assembled from different elements.



11

I decided to use another Matho Models product to detail the flat floor area, a dusty plastic crate. It may seem trivial but such small elements add a lot.

12



Two very different openings ... as well as the crate, note the empty bottles. Here again one advantage of working in larger scales is that there are many products available for military modelling, from manufacturers such as Miniart and others, but more and more small accessories are being made even for HO and N.

13



13 The final result.

14

You may remember this wall with various advertisements. As a novel idea at the time it was presented in an advertising tin box, but in time the whole thing struck me as somewhat naïve in its approach. Having put a lot of effort into it, I completely redesigned the structure to include it in this collection while keeping the main element, the painted advertisement.



16

The parts removed were carefully preserved for later use – never throw anything away! The entrance was re-worked with a lot of extra detail. I always enjoy making this type of makeshift and modified door, with a lot of examples in mind.



15

The result of meticulous work butchering and re-modelling. The added upper part, like the shutters, came from a previous unfinished project – I just had to adapt them slightly and finish fitting out the flaps.



17

The façade reveals the careful balance between the addition of details and the advanced weathering.



18

The presentation matches the others perfectly – the sober black frame combined with the white background allows you to focus on the essential without distraction.



Paul Peeters has extended his layout, taking over a storage area to make a new station.
Photographs by the author.

Osterburken

Constant development

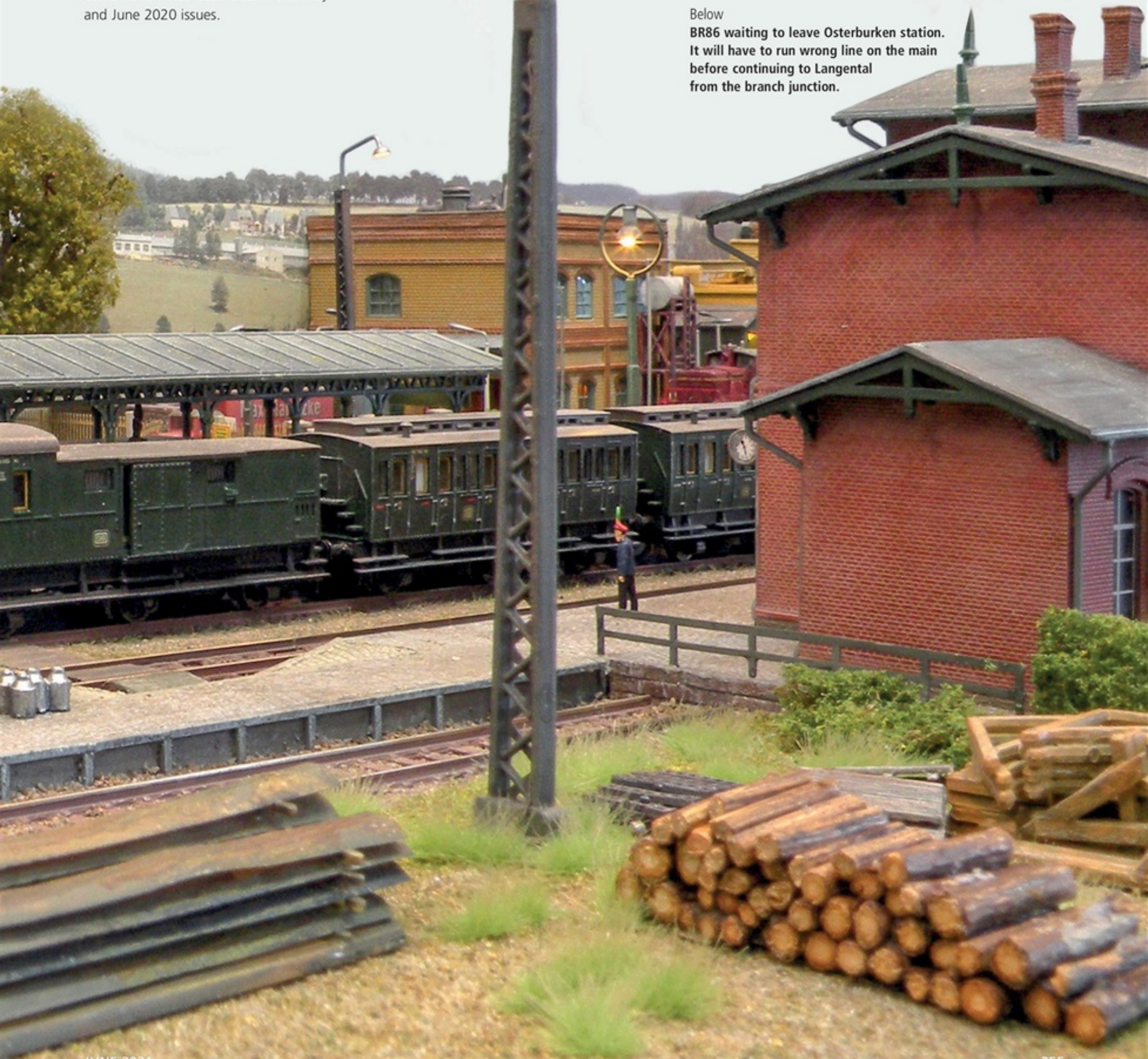


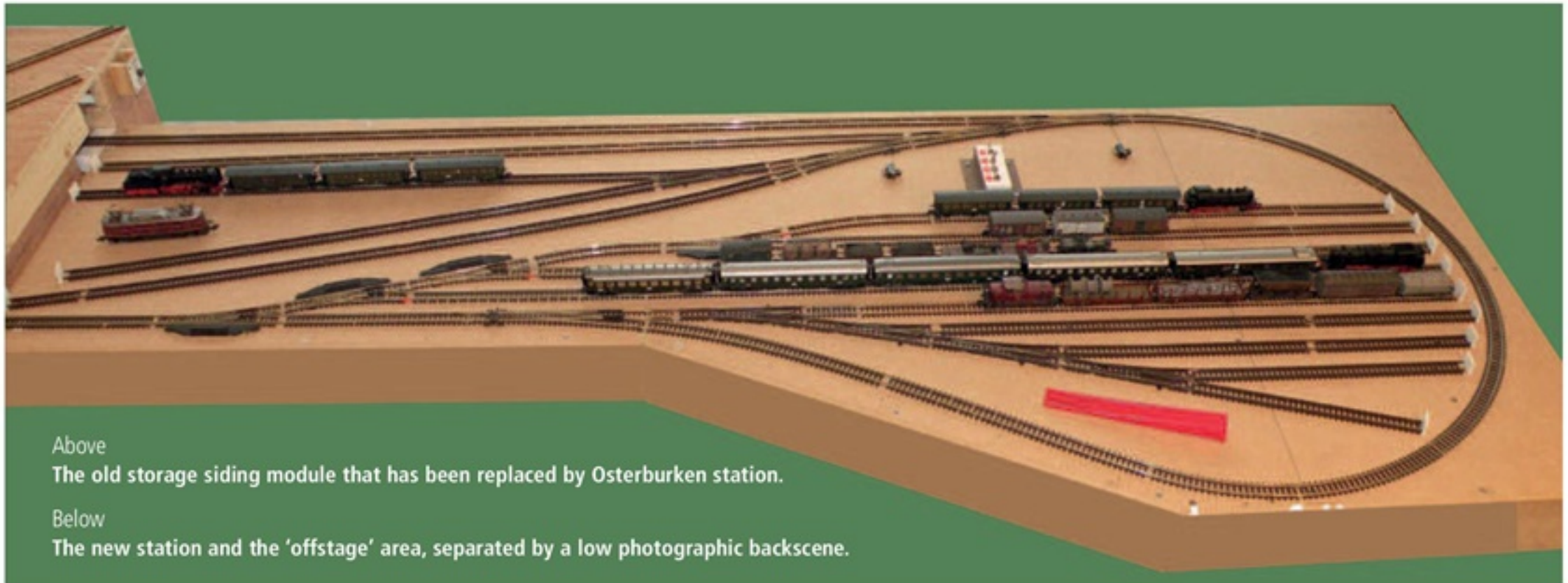
What went before

First of all, a little clarification to give an insight into my entire N gauge project. It all started with a modest oval layout in the early 1990s: Langental station. Many years later I made a big expansion around this small layout. Langental remained the core but was expanded with a double track oval main line. From Langental there was a junction in this main line and also a branch line to the terminus of Unterlenningen. This combination was described in the May and June 2020 issues.

A special feature is that the entire project has been built up in separate segments, which means, for example, that if I move house not everything has to be demolished. It remains a daunting task to take everything apart and put it back together again, and it was certainly not intended as a modular layout which could easily be taken out to exhibitions. Despite this, I still swear by this segment construction method. It is certainly the case with the new section, Osterburken, which could be linked with further new segments.

Below
BR86 waiting to leave Osterburken station. It will have to run wrong line on the main before continuing to Langental from the branch junction.





Above

The old storage siding module that has been replaced by Osterburken station.

Below

The new station and the 'offstage' area, separated by a low photographic backscene.



Technicalities

A separate segment used to be connected to the main layout, accommodating a number of storage sidings and a return loop. This area has now been completely converted. The front of this new segment is now a 'visible' station named Osterburken. At the rear, out of sight behind a photo background, are some storage sidings. In contrast to the backscenes on other parts of the layout, this one has been kept low so that I can see the sidings over it.

The whole new segment is connected in the same way as the old sections. It is supported by a frame on castors and connects to the rest of the layout by means of a horizontal pin / hole connection. A plain tension clamp is used to hold this connection together. The AC and DC power supplies are done with a plug and socket. When the clamp is removed and the plug is disconnected, the entire module can be moved away.

Below

The lower backscene behind Osterburken station allows me to see the storage sidings behind. In the foreground is part of Gustavberg.





Above
BR24 with a passenger train
at the platform.
When it leaves, it will first
have to pass through the
hidden sidings and then join
the double track main line.

Arrangement

On the left of Osterburken, the main line enters through a tunnel from the double track main line on the other part of the layout. To the right of the station yard, the main track disappears into a tunnel again. In this tunnel is a 180° turn, which connects to the sidings behind the photo background. The curve is the beginning of the storage area.

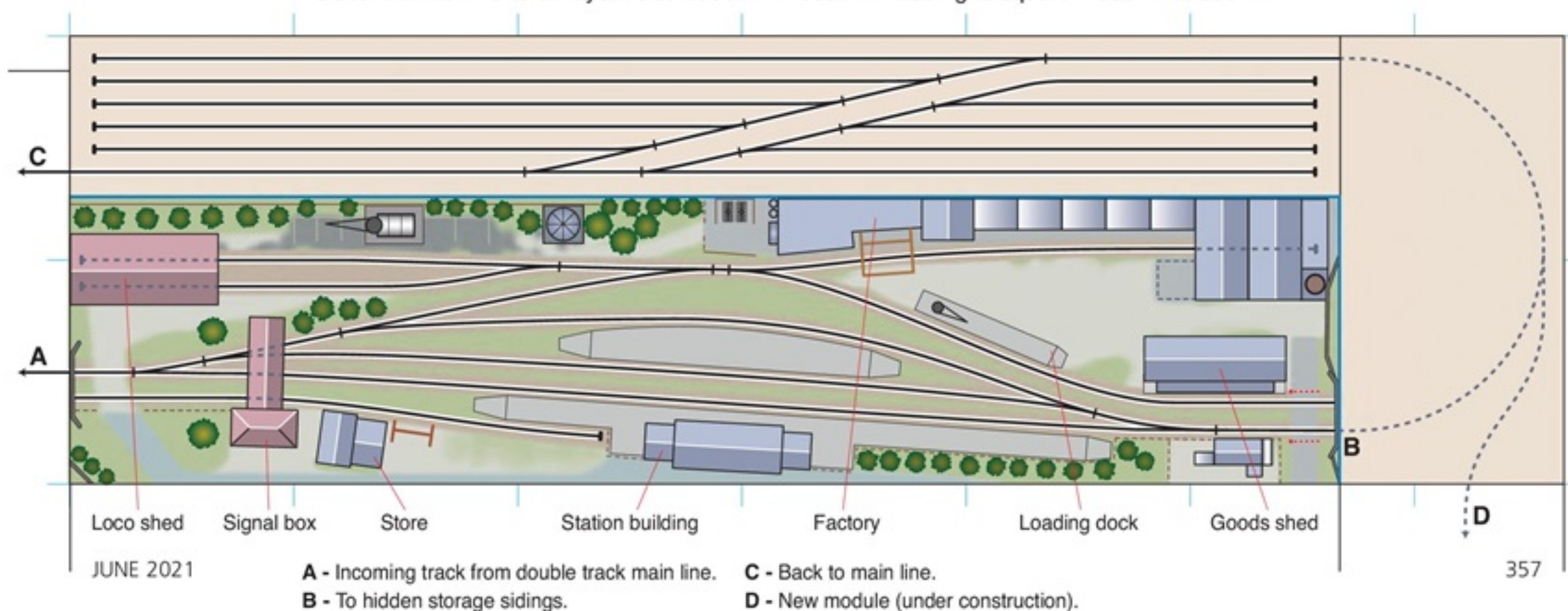
Since in Germany trains run on the right on double track routes, the entrance to Osterburken station is on the left from my main line (the dog-bone shaped circuit). As long as trains enter on the left and leave again on the right, they will continue to run on the right on the double track.

A little further along the main line, shortly after the storage sidings, there is the junction for the single track branch line towards Unterlenningen. When trains depart from Unterlenningen to Osterburken, they will run on the left when they leave the station. But a little further there is the branch line again towards Langental. A detailed description can be found in the previous articles.

Separate baseboards

There are many advantages to constructing baseboards in sections. Only a short time ago I thought that the extension with Osterburken would be the last part of my now extensive layout. Overall, I am still very satisfied, but I thought things could be better. And there you are: a new section has since been added that connects to Osterburken. The reason: I had found that there was a disadvantage, especially for freight traffic. The sidings that are scattered all over the layout are fine as sources or destinations for goods wagons, but having converted the storage sidings I was now obliged to assemble trains on those visible sidings; it was not practical to put together trains in the new 'backstage' area as the track is under the sloping attic roof and also almost against the wall, so it is impossible to stand behind the module. The sidings there are suitable for storing entire trains, but not for making them up. So I came up with the following solution: add a new segment with some sidings. There are only three points on it, resulting in four sidings. It will eventually become a

Osterburken Overall layout size 2000mm x 600mm. Each grid square = 300mm x 300mm.





fully-fledged module in terms of landscape. In the meantime, the technical part is almost finished.

The link between Osterburken and this new module departs from points in the aforementioned 180° bend to the hidden sidings behind Osterburken.

Point operation

All points in the storage sidings are electrically operated. On the other hand, all in Osterburken yard are manually operated by means of pull rods – a tried and tested system that is often used. But there are certain things here which may differ from the normal tie rod connection. Usually the tie rods disappear from the front of the layout through holes and are linked to the bottom of the base plate for the point. This system has been used extensively on other parts of my layout.

In contrast, these are placed above ground – that is easier to assemble. Since the base plate is completely filled with cork and cardboard strips, it is therefore necessary to make a groove in it in which the pull rod runs. Plastic U-channel the same thickness as the cork or cardboard (1.5mm) is placed over the 1mm steel tie rod in the recess and covered with adhesive tape. In this way, the movement of the rod can take place without friction.

Because track in sidings and yards is not usually on a raised ballast bed, but the sleepers are level with the surrounding ground, hence filling it with cork or cardboard to be level with the sleepers, so c.1.5mm (for Peco code 55 track).

Where the rod comes out at the front of the layout, it is connected to a slide switch which both changes the turnout and provides for polarising the frog.

Above
At the bottom,
part of Langental.
On the left is Osterburken
and at the top
the new segment, on which
four sidings are planned.
This will be the limit
of my extended layout.
On the right,
the end of the new module
rests on my work table.



Below
Osterburken, with the
romantic half-timbered
town of Gustavberg
in the background.
Notice the slide switches
along the front of Osterburken.



I have used this system since the layout is not intended for exhibitions. Admittedly, in that case it would not be a nice sight for the switches to be at the same level as the base of the yard, but for me it is a practical solution.

Structures and details

As on the rest of the layout, the buildings are a mix of kits from the well-known manufacturers, extensive kitbashing, and completely scratchbuilt.

The station building is from Auhagen, the signal box over the tracks and the small warehouse and office are from Kibri. The platform roof is also by Kibri.

Below

The switches are mounted on a box to make them as inconspicuous as possible. The bases of the switches, with the connected wires, are hidden under a cover plate. A piece of U-channel covers the steel wire to the point. The wires for the lighting are also concealed in grooves between the cork and cardboard strips.

Above

A passenger train headed by a V100 enters the station. The slope over the tunnel can be completely removed if required for maintenance.

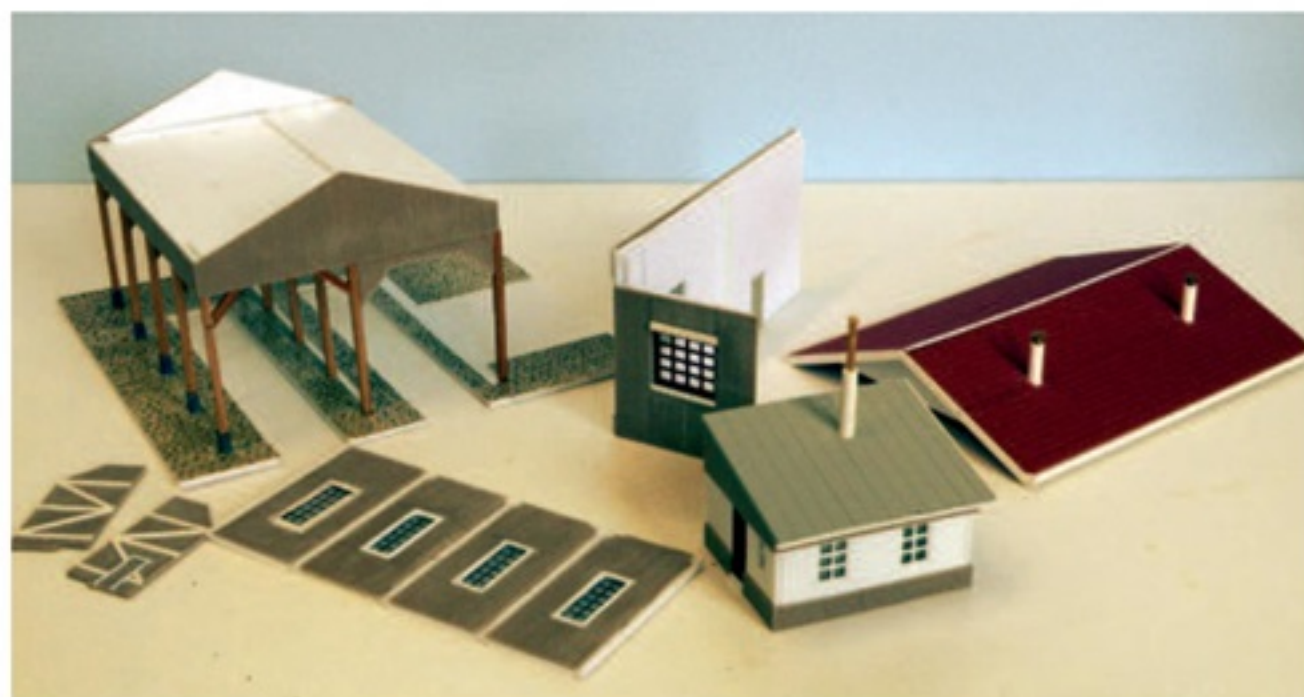
Below

Locomotive shed components ready for assembly. The beams were constructed with 2mm hardwood strip. The rest is a varied mixture of the usual materials.

The locomotive shed is completely scratchbuilt. As prototype I chose images from an old MIBA special with numerous drawings and plans. The building was made with a combination of different materials: commercial styrene sheets and sections, wooden slats, and roof sheets; for windows and doors I drew on my bits box. The coal bunker was also completely scratchbuilt, without a specific prototype, composed almost exclusively of parts from the junk box. For the coal crane, parts of a Vollmer loading crane kit (ref.47901) were used; the rest of that kit came in handy for making a loading crane at the factory further down.

This large industrial complex, partly in low relief against the photo background, was created completely with parts from two Model Power kits: an American 'twin diesel loco shed' and 'Coverall Paints' factory building. I bought both of those kits for a bargain price at a swapmeet. Our model railway hobby can remain affordable.

The factory complex has limited interior fittings, again making extensive use of material from the spares box. All





kinds of parts were randomly put together. Actually it does not look like anything but behind the windows it gives the impression that something is going on. Some figures are strategically placed by the windows, but everything else is unrecognisable, even when the interior lighting is on. The 'glass' in construction kits is usually not really crystal clear but that is of course an advantage in this case. And because of the distance from the background, extensive detailing is unnecessary.

What is produced in the factory is not important – all types of freight wagons can be placed there with any load. It might be a furniture factory.

At another place on my layout there is a sawmill, so there is obviously a lot of wood on the move. So there could be a link with the factory, but fantasy remains the main thing for me in modeling.

The goods shed for the factory is a laser-cut kit from Minitrix.

Above

Throughout the factory the interior is littered with all kinds of stuff from the junk box to give the impression of activity. The yellow loading crane, against the factory wall, is a mix of materials including parts left over from a Vollmer crane. The I-shaped support beams are from Faller, styrene strip from Evergreen, and the motor part on top is from the junk box. The crane can be removed in one piece if necessary.



Left

The goods shed is a laser-cut model from Minitrix. The wheeled access ramp, to the left of the building, is also a laser-cut item, from DM-Toys.

Right

The raised loading dock, with a Faller crane.



Above
The wooden water tower is another laser-cut kit from DM-Toys.

The wooden water tower next to the coal bunker is also a laser-cut model, from DM-Toys, a German specialist supplier of many N products under its own label and also a distributor of other small series manufacturers.

A note regarding laser-cut kits: after many years of being used to building plastic models with the familiar plastic glue,

this laser-cut 'adventure' has disappointed me so far. The construction of the water tower in particular resulted in many curses! The parts are cut from high-quality cardboard, but the glue (Faller) dries incredibly quickly and also penetrates into the cardboard, which is also too soft to manipulate without damage. This turned out to be the case with the





water tower, where the thickness of the beams is obtained by gluing different layers together. Shifting of the layers is no longer possible without damaging the material.

I also had quite a few problems with the Minitrix goods shed. Various parts are so fine and thin that manipulating them quickly leads to deformation, for example the stairs and the supporting beams for the overhanging roof. The roof itself, due to the thin material, was not smooth. I had a hard time straightening it out, using plastic strips glued underneath. The building was already glued in place on the layout when, while taking pictures, I noticed that it was rippling, so you can imagine it was fiddly before the job was done properly. Practice will probably make sense when working with laser-cut kits, but for now I prefer to stick to the 'classic' plastic.

To ensure that the environment around the station does not appear too industrial, there is enough greenery of all kinds so that everything is in balance.

Finally, some things worth knowing about the detachable objects on Osterburken.

By the way, in many places on my layout, parts remain detachable – that is necessary for access to track sections that run underground.

It is also easier to tinker with loose parts on the workbench. On the other hand, it requires solutions to camouflage visible joins, but there are many methods for that.

The two tunnels left and right are examples. The left tunnel can be completely removed, which is necessary when I want to separate Osterburken from the rest of the layout. The right tunnel is also removable, along with the photo

Above

At the back, the two track locomotive shed.

In the front, the over-track signal box, along with a small warehouse and office, next to the goods yard.

Below

The signal box, and a small warehouse with office.

Both are kits from Kibri, built as intended.

The background photo is from Auhagen.





Above

The signals include all the necessary ducts for the wires that run from the signal box. The points in the main tracks are remotely operated, so there are no manual levers with counterweights. Siding points do have them as they are not connected to the signal box. All the point control gear (dummy) was scratchbuilt.

Above right

The coal bunker was completely scratchbuilt except for a few details – the coal tubs are from Auhagen and the shovels from DM-Toys. The crane arm was made with parts from a Vollmer kit.



background. The entire background can also be quickly removed. The factory building is also completely removable. It was a very difficult job to install the various LED lights in the factory and to bring the power supply together at one point. Separate switching of parts of the lighting is not provided – it is all lights on or off.

Lighting

A special feature of Osterburken is the use of lighting. A large part of the street lighting was scratchbuilt with the smallest LEDs available (1mm). It was quite a hassle to mount those little lights in the caps. The lampshades are split pins with both 'legs' cut off – a method I used many years ago but then only as a dummy, without the LEDs. It is not a simple task, but with a lot of patience I managed to make beautiful light fittings.

The interiors of various buildings are also illuminated.

All in all, it takes a lot of inventiveness and especially patience to provide extras like this on a layout. I found it quite a challenge, in contrast to the other parts of the layout, where lighting is only used sparingly in a few buildings.

Signals

All the semaphore and colour light signals are by Viessmann. I also provided conduits where the (imagined) pull wires continue to the signal box. According to purists this may not always be exactly correct, but creating atmosphere is the most important thing for me.

Conclusion

Since this module can be used on its own, there is always the future possibility of adding others, just as Osterburken was added. That is not being considered now, but who knows in the future.

As the layout now stands, there is no question of expanding it any further. There would only be more options if the first segments were dismantled. But hopefully this project can keep me fascinated for a while, running trains through the landscape – after all, playing with the trains is just as important to me as building the landscape around them. I am sure many other enthusiasts will recognise that satisfaction.

You can find more photos and video clips of the entire layout on youtube.



Right

A wagon of waste material is pulled from the factory by a BR98.8.

Anthony Horne describes a remarkable long term project.

Photographs by the author (unless otherwise noted).

Nytorp garden railway

Somewhere in Sweden – 1: the upper garden



This is the story of what has grown into the longest/largest garden railway in Sweden. First, a short explanation of where it is. Two-thirds of the way between Stockholm and Gothenburg lies the town of Skövde, on the edge of the Swedish corn belt. About ten kilometres outside the town, in a cul-de-sac with an equestrian centre as a neighbour, lies Nytorp garden railway. Truth be told, the barn that is visible on some of the photos was fitted out partly as a stable. Nowadays there are no horses just trains stabled there during the non-running season!

Now, why build a garden railway in Sweden? Certainly not because of the climate! No, just because you want to run trains in the garden ... easy! After all, G scale is very user friendly. Trains do not usually stop or derail. Also most maintenance does not require a magnifying glass or microscope!

The layout is the brainchild of Hasse Lagerström. He spent most of his working life as a driver for the Swedish State Railways (SJ), based in Gothenburg. After building his house and barn, he then contracted the garden railway bug and many days off were spent, weather permitting, building the

Above

The upper station, seen upon entering the garden. It has four through tracks and a couple of sidings. The buildings are taken in for the winter and the tracks covered with tarpaulins.

Right

The top station again, from the garden path.



layout. Construction started in the beginning of the 1990s. Now spread over an area greater than 60m x 15m, when all is in order for the summer season there are over a thousand metres of track. There is a height difference of about 1.5m from top to bottom, and most of that is across the upper garden.

It all started with a rather hilly circuit in the upper part of the garden. The first part was roughly dug out, lined with gravel and plastic sheeting. On this the track was laid and ballasted with more gravel. This remained the state of play for the first two years but proved to be weather-sensitive and demanded a high level of maintenance. It was decided





Left

The upper station again, with trains including a nice rake of wagons carrying agricultural machinery.

Right

A few metres further down and (in 2004) we reach the container depot. A Harz train is on its way round the upper garden.

Below right

A group of Swedish houses set among a water feature. Behind that you can see the container depot and in the background the upper station.

to make the layout more permanent and as a consequence, the whole route was gradually excavated and filled with reinforced concrete. LGB track and its geometry was the defining standard. Once set, track was laid and ballasted. This proved to be a durable solution even in the harsh extremes of the Swedish climate with normal temperatures in this region ranging from +30°C to -20°C! All subsequent extensions of the railway have been built in the same way.

Today the layout consists of the original circuit round the upper garden, about 70m, two circuits in the middle garden, 75m and 60m, which run round four raised flowerbeds (the longer circuit has been christened 'Tehachapi' because the route crosses itself on the way round), and the latest circuit, the fourth, in the former paddock lower garden, about 30m.

The power supply is via separate 5A transformers to each circuit and the controllers are all LGB analogue DC. This is sufficient to run double-headed trains and at times we like to run long trains! It is worth noting that the larger LGB locos and most of the larger Piko locos have two motors, which produces great pulling power but also the need for a good current supply! The smaller independent yards each have a 1A transformer and controller. This is a bit limiting but with 'one engine in steam' and shorter trip workings usually runs smoothly.

The station at the top of the garden and the large yard along the middle garden are fitted with electrically operated points, about forty in total. These are operated from the wooden control towers standing next to these locations.

Below left

A Piko DB VT11 TEE set on a gauge clearance run round the upper circuit. Although it made it without any snags, the unit normally only runs on one of the two circuits in the middle garden section.

Below

Leaving the upper station, there was a stabling point in 2004. The curved track to the right is the main line through the upper garden.



The remaining eighty or so points around the layout are manually operated. It is possible to run a train around the entire garden, over all four circuits, with two operators and a shunter to operate points. Some of the newer, longer Piko stock like the *Silberlinge* coaches though cannot run round the upper circuit where the curves are sharper and there is a lack of clearance.

I first met Hasse in 1997. I was also working as a driver for SJ but was based in Stockholm. We knew of each other's interest in all things model railway but a chance encounter when he turned up with a rescue train after a high-speed service I was driving broke down driving between Gothenburg and Stockholm was the start of a lasting friendship. We had finally put faces to names!

Together with a mutual colleague, Micke H., I began making what grew into an annual pilgrimage in or around June every year to run trains in the garden at Hasse's invitation. These annual 'play-dates' have been supplemented with additional trips as an extra pair of hands on open days or to act as an interpreter when there have been visitors from Germany, Switzerland, and even as far afield as Australia!

The railway has no strict period or national restrictions. We just run trains. All very different from our former job, where we were told what to run, to where, and when!





There are around 130 buildings on the layout. They are a combination of kits from Pola and Piko as well as a large number of scratchbuilt houses, a four-track engine shed, and mining industry structures, including a number of bunkers that are used to load hoppers with dried clay pellets. The scratchbuilt structures are all in classic Swedish style with (mostly) red walls and white trim.

The loaded hoppers can then be run over the two lines of the middle circuit, via the link to the upper circuit and onto the link to the 'inland harbour' to drops where they can be manually emptied.

A bucket can then be filled with what has been deposited and taken on a short walk to refill one of the bunkers so it can all be done again.

Above

The scene in summer 2008: the brewery and grain silo with a rake of hoppers on the way down through the garden.

Below left

2012: the container depot is still there (for the moment) but the industrial site below has been cleared and replaced by a sawmill.



Right

Stepping back and down, you now see a large chunk of the upper garden. Micke H. is quite obviously engrossed in getting his chosen picture right! Between him and the tree to the left you see, behind, the top motive power depot. In front of that, the container yard and then a small industrial site with brewery and grain silo. To the right, the trio of scratchbuilt Swedish houses with white-painted trim. In front of the industrial site is the main line snaking to the right on its way to the bottom of the upper garden. Bottom left is the main line back up the garden.



Left

2007: onward and downward! The link to the middle garden is visible at the bottom. The track running back from behind the bush to the left is the curved route down to a small industrial site in the top right hand corner of the middle garden – we call that area an 'inland harbour'. Looking beyond is the site of what would become the lower station in the upper garden.

After the summer season, around the end of September, the running lines are all dismantled, lengths of track are numbered and a note made of their position, and they are stacked in dozens in the order they have been taken up. Then they are cleaned in warm water with a small dose of citric acid and stored in the railway barn for the winter. Stations and yards are left out but covered with tarpaulins. Most of the structures are also taken indoors. This whole process takes about two weeks, as does the setting out in the spring.

An extra job in the spring is to clean the running surface of the rails that have been left outside for the winter. This is done with an emery pad attached to the end of a broom handle and guarantees good electrical contact once locos are taken out of hibernation.

On top of this over four hundred tagetes plants (marigolds) are set out every spring. The whole garden is weeded and pruned where necessary – though is an ongoing job all summer. The long daylight hours mean that the growing season is intensive. You can almost watch the grass grow! One

Left

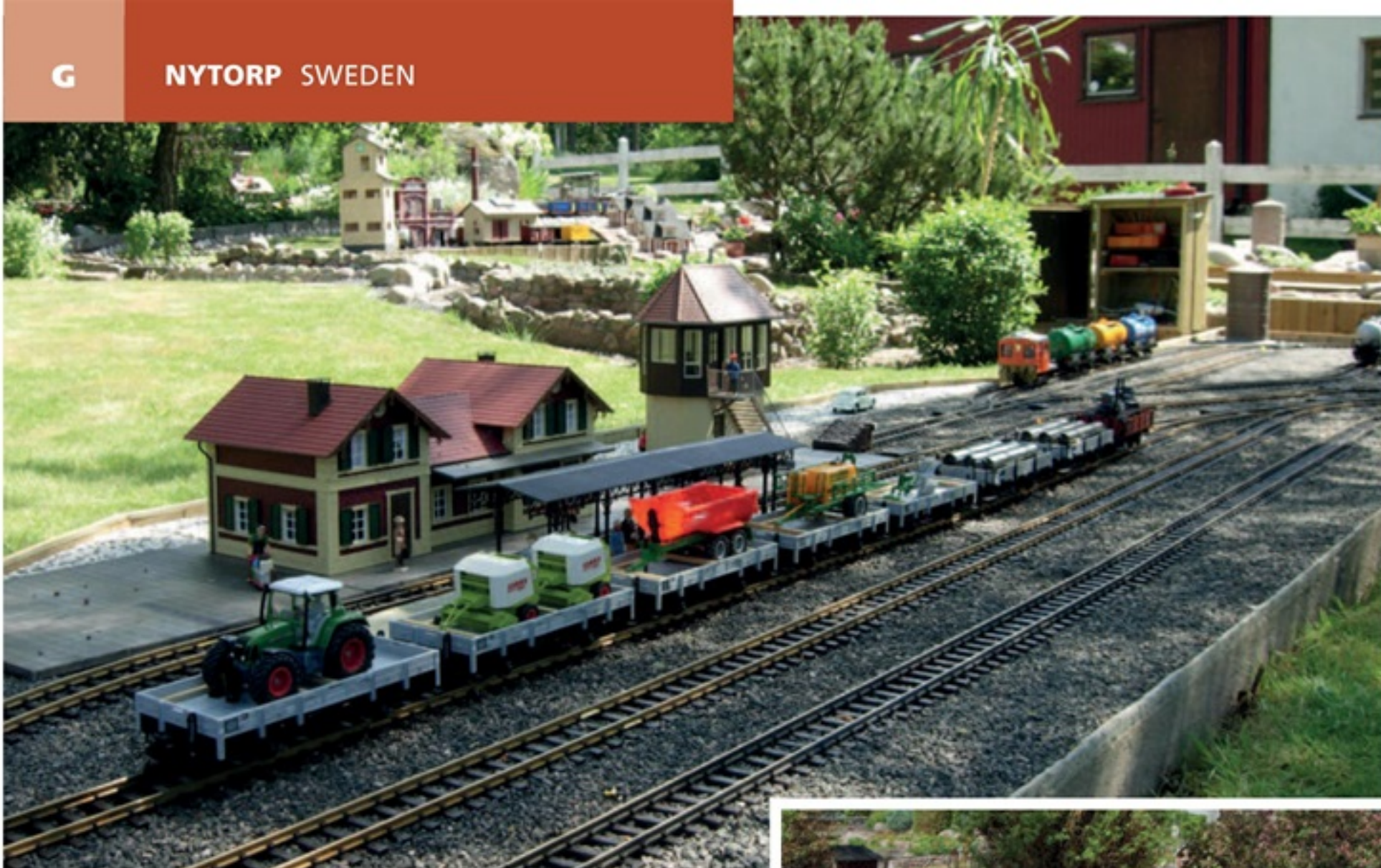
By 2016, the container depot had been relocated. In its place, a cement silo.



Right

Running on down past the water feature, until 2010 there was a short tunnel. This has since been removed due to the height restriction. Now there is a cutting here. The track running out from under the Harz café coach is the link to the middle garden.





Left
2007 and the lower station has been completed. A train load of agricultural machinery is in the loop. In the background the areas with the container depot and industrial site are visible. To the right of the station you can make out the tracks to the petrochemical plant and to the left of them the control 'tower', filled with transformers and the controls for the line down to the 'inland harbour'.

Right
A train carrying large tyres runs through the lower station in the upper garden.



Left
The lower station from the road side, looking towards the middle garden beyond, then under development.

Left
The line parallel to the fence links to the middle garden; the line curving to the right just in front goes to the 'inland harbour' and coal / mineral drops in the top right of the middle garden; and second from the right is the main line of the upper garden circuit. Summer 2010.

Above right
2012: the petrochemical plant has been replaced with a grain silo and boiler house. The track on the far left is the main line.

Right
The line from the lower station up to the tunnel that leads back to the top of the upper garden, with a train of Harz coaches headed by a Sachsen IVK. The walling was made of ballast re-cycled from the Stockholm – Gothenburg main line, discarded when a section was re-laid at the end of the 1990s: use of a power washer resulted in stones as good as new.





Below
 Leaving the tunnel on the approach to the upper station
 which completes the first circuit is a German Mallet
 at the head of a train of oil tanks.



Jan Martens now runs Ferivan, having taken over from Fernand Vanhoey on his retirement. He is primarily a tram fan, but on the top floor of his house there is not only a tramway layout based on a German prototype but also a Belgian layout with trains and trams.

Photographs by the author.

Antwerpen Luchtbal

A home layout in 1:87

The initial idea behind this layout was simply "maximum running pleasure, minimal finishing". It was also to be a first experience with digital control. And it also included an experiment in simple scratchbuilding, in the form of the railway viaduct.

To combine all this, the SNCB/NMBS station at Antwerp-Luchtbal seemed a suitable theme. It has very diverse traffic – both freight and passenger trains pass through it, so that

very different rolling stock can be run. It also offered the attractive option of combining trains and trams. Trams have always fascinated me more than trains, but in this case the tram plays a supporting role and the rail traffic on the viaduct attracts the most attention.

Antwerp-Luchtbal is a large residential area north of the city of Antwerp, construction of which started in the mid-1920s. It is located between Noorderlaan (and the

Below

A modern Hermelijn tram comes under the viaduct passing an older PCC car. Both models are by Ferivan. On the main line above, an old AM76 unit (by Lima) passes a Siemens Desiro ML class AM08 (by Van Biervliet).





Above
Antwerp-Luchtbal station,
 in fact more of a halt than
 a real station. The apartment
 blocks of the Luchtbal area
 characterise the background,
 a familiar sight for those
 who take the Merksem exit
 from The Netherlands
 on the Antwerp ring road.
 The railway runs on a raised
 embankment, with access to
 the platforms via a tunnel
 under the tracks and stairs.
 City tram lines 1 and 6
 are in the foreground.
 Here the trams run
 on their own reserved track.

harbour) in the west and railway line 12 to Essen and
 Roosendaal in the east. In 1932 the Merksem-Luchtbal
 stop (at Manchesterlaan) was opened for passenger traffic.
 In the 1950s and 1960s the striking tall blocks flats were
 constructed. In the 2000s the station had to make way for
 the works on the HSL-4 high speed line to The Netherlands

and the construction of the north-south connection under
 Antwerp Central. In 2006 Luchtbal station was moved south
 towards Antwerp city, at the Groenendaallaan on the raised
 ring railway. Three railway routes run parallel at this station:
 HSL-4, line 12, and line 27A. All six tracks serve 350m long
 platforms.



Right
 A Desiro ML heading in the
 direction of Antwerp Central
 has stopped at the station
 as 1852 propels a rake of
 M6 coaches towards Essen.



Below

A little further on there is a passage under the viaduct, inspired by that of the Groenendaallaan under the railway tracks.

Those who know the station and its surroundings will certainly also notice the very specific atmosphere of the Luchtbal district: apartment buildings, graffiti everywhere, wide streets, busy traffic on the surrounding avenues and the E19 motorway. And in the middle of it, the railway viaduct. On a positive note, the Luchtbal blocks, as they are referred to by Antwerp residents, have all recently been substantially renovated and now (for the moment ...) look a bit fresher and not as grey as before.

It was never my intention to recreate the station and its surroundings perfectly, but to reproduce that specific not so cheerful atmosphere. When a friend who grew up in the neighbourhood saw the layout, he immediately started pointing out where he lived, went to school, and played in the street. So maybe it was all recreated more realistically than originally intended. In any case, he found the atmosphere very recognisable. Mission accomplished!

The model

Since space is always limited, the model version of Antwerp Luchtbal station has only four instead of six through tracks. The total size of the layout is 3.75m x 1.5m. Behind the visible part (1.05m deep) is the fiddle yard with six tracks, the longest 2.4m and the shortest 1.1m. The tramway runs at the front, and passes under the viaduct in two places. The tram has two separate lines, which could be line 6 and line 1. Although the Antwerp trams are metre gauge, on the layout the lines are HO standard gauge instead of HOm. This is so I can run other trams from my collection when no-one is watching!

The period is set in the present (Era VI). Only modern equipment is used. For the trains, this mainly means the wonderful products of Belgian manufacturers such as the Desiro and the AM86 'diving goggles' sets from Van Biervliet, the AM80 'Break' sets from Olaerts, and electric locomotives of series 13, 18, and 27 from LS Models, as well as Belgian equipment from Piko, the Thalys from Mehano, and even the old AM75 from Lima, with the corresponding colourful graffiti.



Left
The double track at the back represents line 27A, which goes to the port of Antwerp and is almost exclusively used by goods traffic.

Right
The tall residential blocks are characteristic of the Luchtbal district.

Below
The PCC car it is part of the historical heritage of De Lijn.





All De Lijn trams are from Ferivan, such as the Hermelijn and the classic Antwerp PCC that often runs in tandem.

The trains are controlled digitally by means of an EcOS Command Station. All points, both train and tram, are also operated with the EcOS. As a first experience in the area of digital operation, this has not been so bad, and it saves a lot of wiring under the track.

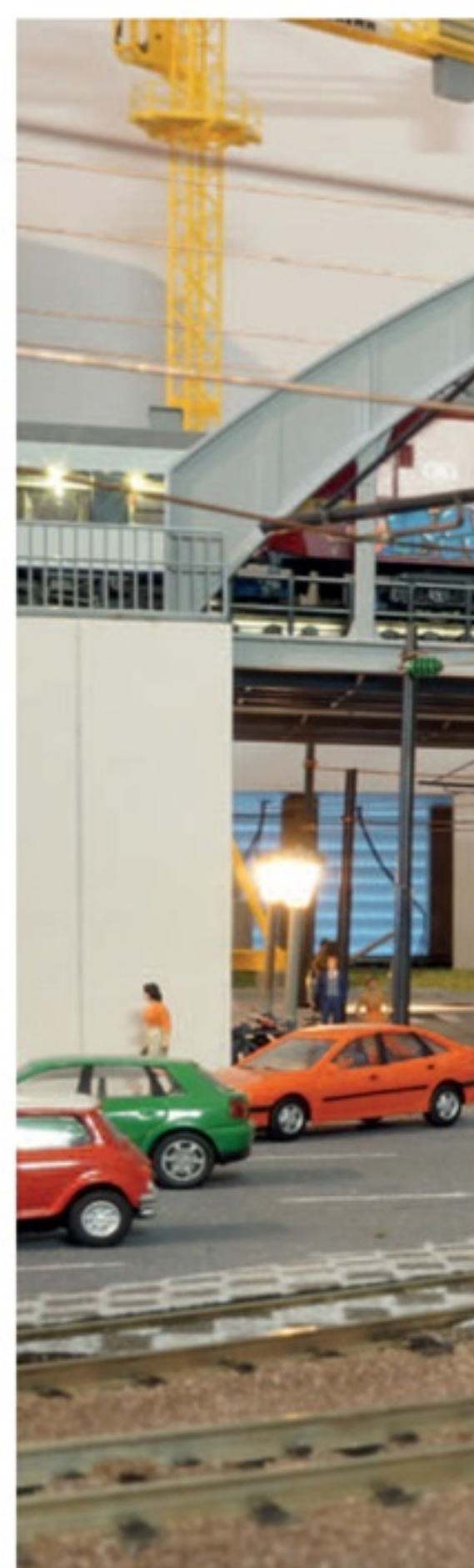
The trams are under analogue control, with two simple Fleischmann transformers. In the long term, the intention is to have the trams run digitally as well.

The overhead wires for both railway and tramway are from Sommerfeldt. The trams run with the pantograph in contact

with the wire, while the trains are arranged so that the raised pantograph just does not touch the overhead wires.

The intention was to keep the finish to a minimum and that was partly successful. For example, the apartment blocks are simply Faller 'Plattenbau' buildings from kits. The railway viaduct, however, was completely scratchbuilt using foamboard, weathered with pencil shavings, with the lines of the seams between the concrete slabs simply drawn in pencil.

It may not be an exact replica of what it is really like, but I hope viewers can immerse themselves in the typical atmosphere of Antwerp Luchtbal station and its surroundings.



Above left

A pair of class 77 diesels hauling tank wagons pass a class 13 with containers.

Above

Unfortunately, graffiti can no longer be ignored in the contemporary cityscape. The AM75 set (a Lima model) has been defaced by 'artists'.

Left

Veteran diesel 5919 heads a train of containers on the line to the port.

Right

The end of the finished part of the layout. Out of sight, the tracks make a 180° turn to connect to the fiddle yard behind the backscene. The trams run through the same area on the low level.







Kalka – Shimla

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

Part 9: Shimla engine shed and beyond

Shimla engine shed is about as old as the station and I have never found a picture to show that it had changed, though it may have seen cosmetic renovations. It stands as it has always stood, with a shed workshop by the side and another signal cabin, which does not seem to see much use. It has three tracks, two under asbestos sheets, with an inspection pit. The model always has a couple of hand-built locomotives in residence to look at. I have resisted the urge to contrive more interest in the engine shed area than exists on the prototype. This has worked well. The model looks as the prototype does, with no artful upgrades. These things are not easily resisted!



Above
Railcar No.14 and ZDM1 No.743 at Shimla North Signal Box.

Left Shimla North Signal Box.

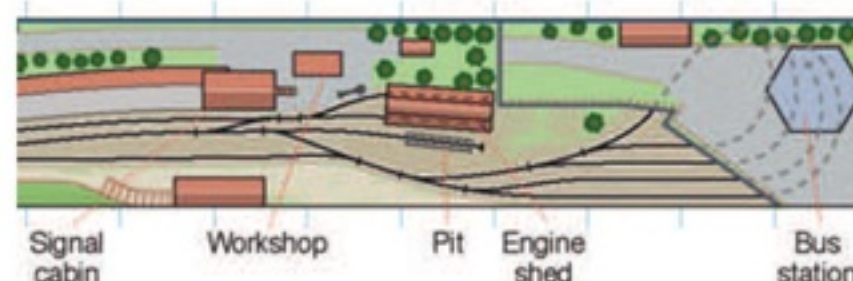
Below ZDM2 No.131 by Shimla North Signal Box.





Tracks leading north beyond the engine shed have an entire eco-system to them. Shimla goods shed area was built some two years after Shimla opened to traffic and was located directly below the long distance bus station thus offering a natural synergy between transportation systems. Its receiving warehouse and spur tracks were designed to facilitate transshipment to the small trucks that then plied on the network of narrow roads throughout the middle Himalayas. Today it stands largely abandoned but it has lost nothing of its distinct charm. Back in 1970, it still received some bulk and parcel traffic, and I remember seeing cement bags piled up high along the transfer tracks on my first visit there. Regrettably, I ran out of space to build it in its entirety and had to settle for trying to capture its essence in a partial reproduction. Into the bargain, I managed to embed a dirty trick within its innards!

Above
Overall view of Shimla, from the carriage sidings to the bus station.



Right
ZDM2 No.131 on the inspection pit alongside Shimla Engine Shed.



Below
ZDM1 Nos.704 and 743 at Shimla Engine Shed with ZDM3 No.155.





When it comes down to dust, as a modeller, I am not one for shunting and freight forwarding. I like to see the rakes roll by up and down the mountain, in and out of tunnels. When the train reaches the end of the line, turning it can be a chore on a lazy evening. Hence the return loops! I have four: one around the engine shed at Kalka, a second short of Kalka, a third right after Taradevi, and a fourth hidden in the Shimla goods shed, under the bus station. Each return loop is wired to a pair of polarity switching 'frog juicers' from Tam Valley. If I do not want to do more than move a single turnout at either end of the line, I can simply run the trains end to end all day long.

As built, I have ended up with three storage sidings hidden under the bus station. I use these to hold freight stock so that all spurs under the pedestrian bridge at Shimla station are available for coaches, as in the prototype.

Controversy continues to dog the bus stand building. I have built the modern version but I do not actually have a picture to prove that it is correct for 1970. Residents tell me this building was put up in the early 1980s but do not produce a photo to show me what existed there in 1970. I wait to upgrade to the correct structure when some kind soul educates me with detail (as opposed to memory as hazy as mine!).

Above
The watering point by the goods yard beyond Shimla engine shed.



Below
ZDM2 No.133 passing the goods shed at Shimla. One of the sidings has been extended into a return loop, hidden under the bus station – not authentic but useful for ease of operation.



The tall red structure adjacent to the bus station was certainly there in 1970 as it is still there now. I got something right!

The buses bunched in rows along the bus station are believable but incorrect. Mercedes never sold that particular model in India but since bus bodies are fabricated by small local builders, who is to say what mischief they got up to?

Stage props

Track and signalling is simplicity itself. I used Peco HOe main line track throughout. All distant turnouts are controlled by wire-in-tube to a slide switch at the edge of the layout. The only purpose of the slide switch is to limit the throw and save the turnout tiebar. When the turnout is close to the edge of the layout, I use a 'shunting pole' of my own design featuring an L-shaped paper pin drilled through the end of a chopstick and glued.

I refuse to use more electronics than necessary, but that rule does not extend to turnout frogs, all of which are powered by Tam Valley 'frog juicers'.

I have no working signalling, just basic plastic semaphores built out of Ratio components to look like KSR signals. I cannot be bothered to do more.

That is also true of building lights. *Rheasganj* had all buildings lit with LEDs at a time when LEDs were still a species of exotica. By the time this project came along, I found myself unable to be excited by the prospect of doing it again. Similarly, all lineside details, including lampposts and station lights, are stock or hacked versions of proprietary products picked off the shelf from a variety of British and German sources.

Figures started out as something of a challenge but in time it was easily solved. Preiser unpainted figures were purchased in large quantities, their clothes filed off, and replaced with new Indian garments fabricated from tissue paper. When it comes to doing this to ladies in traditional attire, you can see that railway modelling does have its kinky side! These rebuilt figures were then painted with acrylics (not enamels) only because I cannot bring myself to wash brushes in noxious chemicals. Acrylics leave something to be desired but my eyesight is not all there and I do not mind the lack of depth and complexity in my figure painting at all.

Construction

Baseboard construction techniques are rudimentary but effective. I start every module with at best a hazy idea of what the layout will look like. I lay out several layers of 'blue foam' (dense extruded polystyrene foam used in the construction industry for thermal insulation). Once the track and wiring is done, I burn away the extra 'baseboard' using a cheap hot wire cutter.

I still use 3mm cork roadbed for no better reason than habit, I suppose, though cork helps to hold the track fastening pins better than bare foam would.

All elevation changes are achieved using Woodland Scenics foam risers, and this is where the cork is especially useful in achieving a flat surface to lay track on.

Track and sleepers are painted using acrylics again. I often build my station modules on the workbench and carry them to their final resting places within the 'coffins' after wiring is done.



Above **The tall red structure adjacent to the bus station.**



Right **The bus station, with road works in progress.**

Scenery is then built on further landforms created out of the same foam sheets and inserted into their designated slots within the layout boxes.

There was a time scenery making required inventiveness but I now have cartons full of sophisticated materials from Heki, Noch, Silhouette, Faller, Woodland Scenics, and a host of other suppliers. It has become really hard now to make less than beautiful scenery!

After carving the foam to shape, I apply a liberal coat of earth from my garden mixed with full strength white glue. While this material is still gooeey, I press fit rocks and then apply the static grass machine immediately. It goes on fast!

My rocks are occasionally plaster mouldings but for the most part, I still use the bark of Himalayan Redwood trees ('deodar' in India) as I did thirty years ago. These too are painted over with acrylics, sometimes followed by dry brushing with white acrylic. Scenery is really about how much effort one wants to put in. The variety of proprietary plants, bushes, creepers, tufts, and heaven knows what else besides is now so large that it is something of a hobby with me to visit different countries only in order to collect scenery stuff.

Most of my trees are scratchbuilt using satay sticks, twisted wire, or plastic trunks, in various combinations. Much of the foliage comes from little plastic bags, unless I am on a mission and want to use those pricey Silhouette products.



Above and below
The loop under the bus station.



My streams are simple affairs, all being built of liquid air-drying acrylic fluids (like Woodland Scenics 'Realistic Water') and acrylic gel from art supply stores.

Roads use real earth with a coat of river sand on top. Now that I have taken to running HO scale radio controlled cars on these roads, I have had to go back and sand them down with fine grit to make them suitable for scale wheels.

Operation

The KSR is built for timetable operations, except that I do not have a timetable. Shunting does nothing for me, so I send one train up and a second train down and sit in a chair with a nice drink and control the whole shebang with the *Engine Driver* program on my Android 'phone via a Digitrax wi-fi PR3. It is really hard to be bored, but if that does ever happen, I blow a whistle on a locomotive or send a railcar chasing after a train.

I have no further plans for this project, though maintenance is already a substantial job on the modules I built back in 2009. Doubtless, this is what I will do with what remains of my days ...

... to be continued.

Michael Spencer recalls an interesting Swiss mountain line.
Illustrations from the author's collection.

In memoriam

Brunnen – Morschach – Axenstein



Switzerland has been described as being not so much a country as a train set to which, from time to time, extra track and rolling stock was added. What has been added can, however, also be removed, and March 2019 saw the fiftieth anniversary of the closure of the delightful rack and pinion line which once ascended from Brunnen on the Lake of Lucerne in Canton Schwyz via the village of Morschach to the picturesque resort of Axenstein.

The 1922 edition of Baedeker's handbook for Switzerland describes the line as follows:

*"The Rack-and-Pinion Railway ascends from the Axenstrasse through the bold cliff of the Wasiband and up the steep wooded slope in 8 min. to Morschach (2,116ft). Railway and road continue to ascend as far as Axenstein (2,323ft), which enjoys a superb *View (awarded a single star by Baedeker) over the two arms of the Lake of Lucerne."*

The railway opened on 1st August 1905 and was 2,036m long. The metre gauge track had Strub rack laid throughout and was electrically operated from the start on the three-phase system at 750V 50Hz. Motive power consisted of three eight-wheeled wooden-bodied Rowan compositions (two passenger and one freight), the attached carriage being carried by a bogie at one end and supported by the locomotive frame at the other, thereby increasing adhesion; they were similar to those employed on the Jungfraubahn. In addition, there were also two four-wheeled passenger carriages (seldom used) and two four-wheeled open goods wagons. In common with usual mountain railway practice, the locomotive element of the Rowan unit was always at the lower end of the train. The basic technical details of the principal items of rolling stock are as follows; all were built in 1905, and were painted pale yellow.



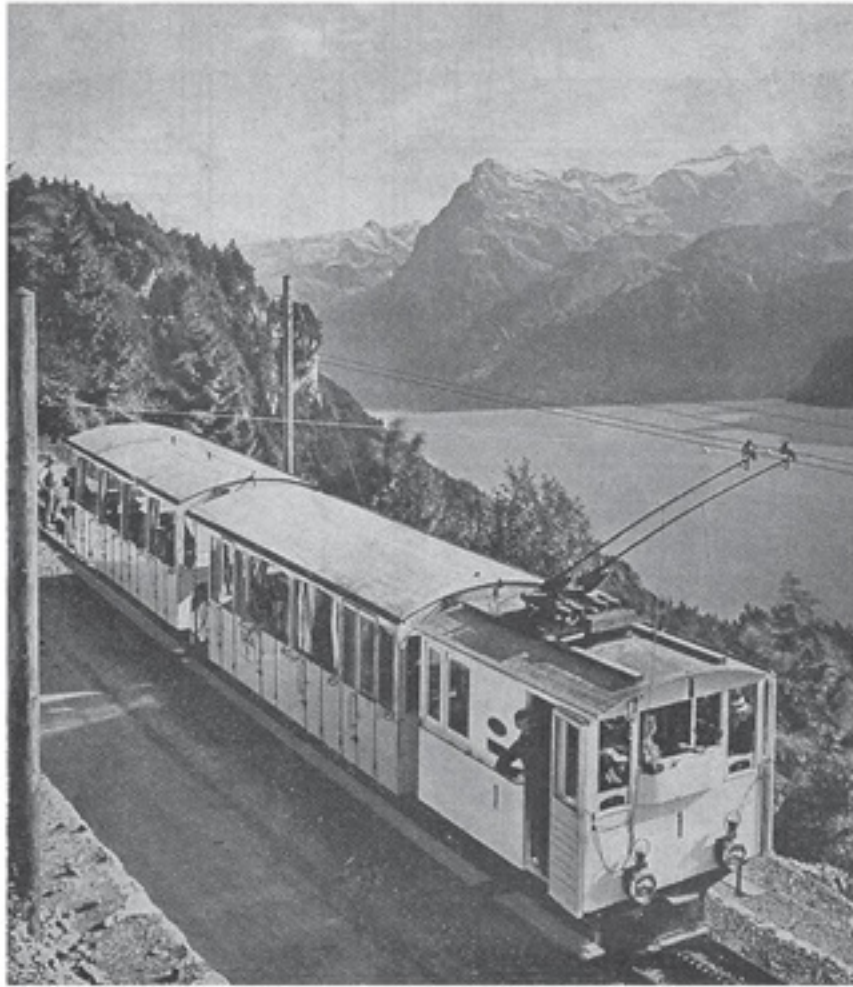
Above right

No.2 at the Axenstein summit terminus, shortly after the opening of the line.

Right

This old postcard shows No.1 at the lower station, with ticket office, near the Grand Hotel in Brunnen.





Rowan locomotives Nos.1 – 3

Length: 3.91m. Width: 2.70m. Weight: 10.3t.

Maximum speed: 8km/h.

Builder: Schweizerische Lokomotiv- und Maschinenfabrik (SLM), Winterthur / Johann Jacob Rieter & Cie., Winterthur.

Works numbers: SLM 1612 – 1614.

Rowan carriages Nos.4 and 5

Length: 7.77m. Width: 2.70m. Weight: 4.6t.

Number of seats: 40.

Passenger carriages Nos.7 and 8

Length: 7.80m. Width: 2.70m. Weight: 3.9t.

Number of seats: 40.

Above left

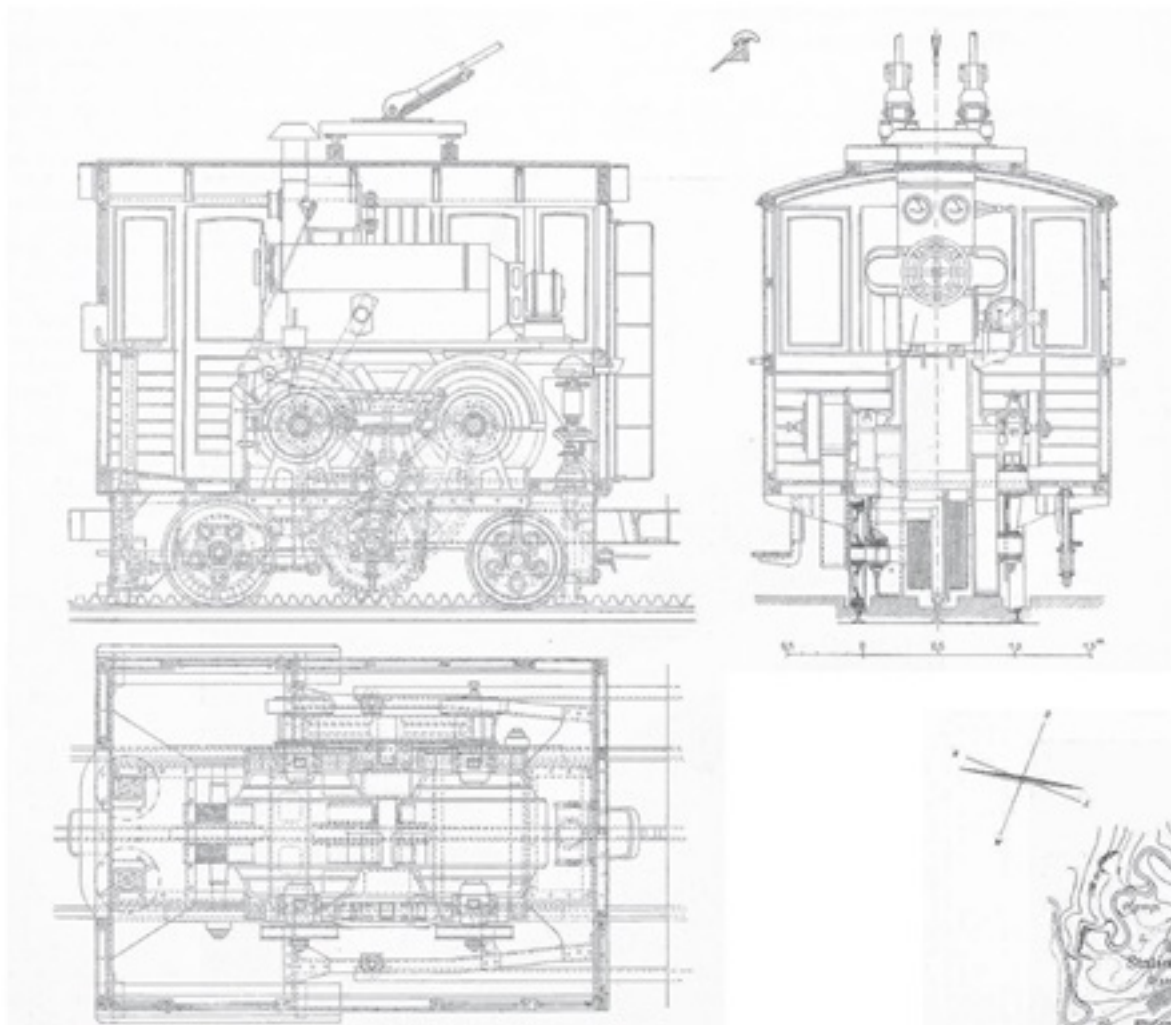
No.1 with a trailer – a rare view of one of the extra coaches in use.

Above

A rather crudely coloured postcard showing No.2 at the Axenfelskränzli, just below Morschach. The card was posted on 27th August 1910.

Right

No.3, detail from a brochure from about 1957.



Above

Drawing of the locomotives, reproduced to 1:45 (0m).

Goods wagons Nos.10 and 11

Length: 5.22m. Width: 2.70m.

Load capacity: 5t (later increased to 8t).

All rolling stock was by Waggonbaufabrik Bautzen (Saxony).





The station buildings consisted of a substantial ticket office close to the Grand Hotel in Brunnen, a waiting room (with earth closet!) of half-timbered and brick construction at Morschach, and a wooden waiting 'kiosk' at Axenstein, on the terrace just below the extensive grounds of the Park Hotel. There was additionally a wooden running shed at Morschach, above and behind the Hotel Frohnalp.

The major engineering work was the 292m long Wasiwand tunnel.

The mean gradient was 1 in 8, the maximum being 1 in 5.8.

Otto Klein joined the Brunnen – Morschach Bahn (BrMB) at its opening and became its Director in 1917, a post he occupied until his death at the age of ninety-five on 5th March 1969. Just over three weeks later the line closed; its financial situation had always been precarious.

Above
No.2 at Morschach station on 17th August 1962.

Above right
A train in Morschach station, from a stereoscopic photo taken (by my father) in August 1957.

Below
Having just emerged from the Wasiwand tunnel, No.1 is entering the station at Brunnen in August 1958. One of the two four-wheeled carriages can be seen in the siding on the right.



None of its rolling stock survives, although there was initially a proposal for one of the Rowan units to be preserved on the Chemin de Fer Touristique Blonay – Chamby, which had opened on 20th July 1968.

Both the Wasiwand tunnel and the iron bridge at Brunnen leading to it survive (in derelict condition) and part of the trackbed has been incorporated into the 'Weg der Schweiz' footpath.

Principal sources

Sandro Sigrist, *Elektrische Zahnradbahn Brunnen-Morschach-Axenstein*, Prellbock Verlag, Leissigen, 1996, ISBN 3-907579-01-1.
Philip J.Kelly and Donald Binns, *Swiss Mountain Railways: Volume 1 – Around Luzern and Interlaken*, Trackside Publications, Skipton, 1999, pp. 57-58, ISBN 1-900095-11-4.

Below
The lower portal of the Wasiwand tunnel, together with the remains of the bridge, in 1994.

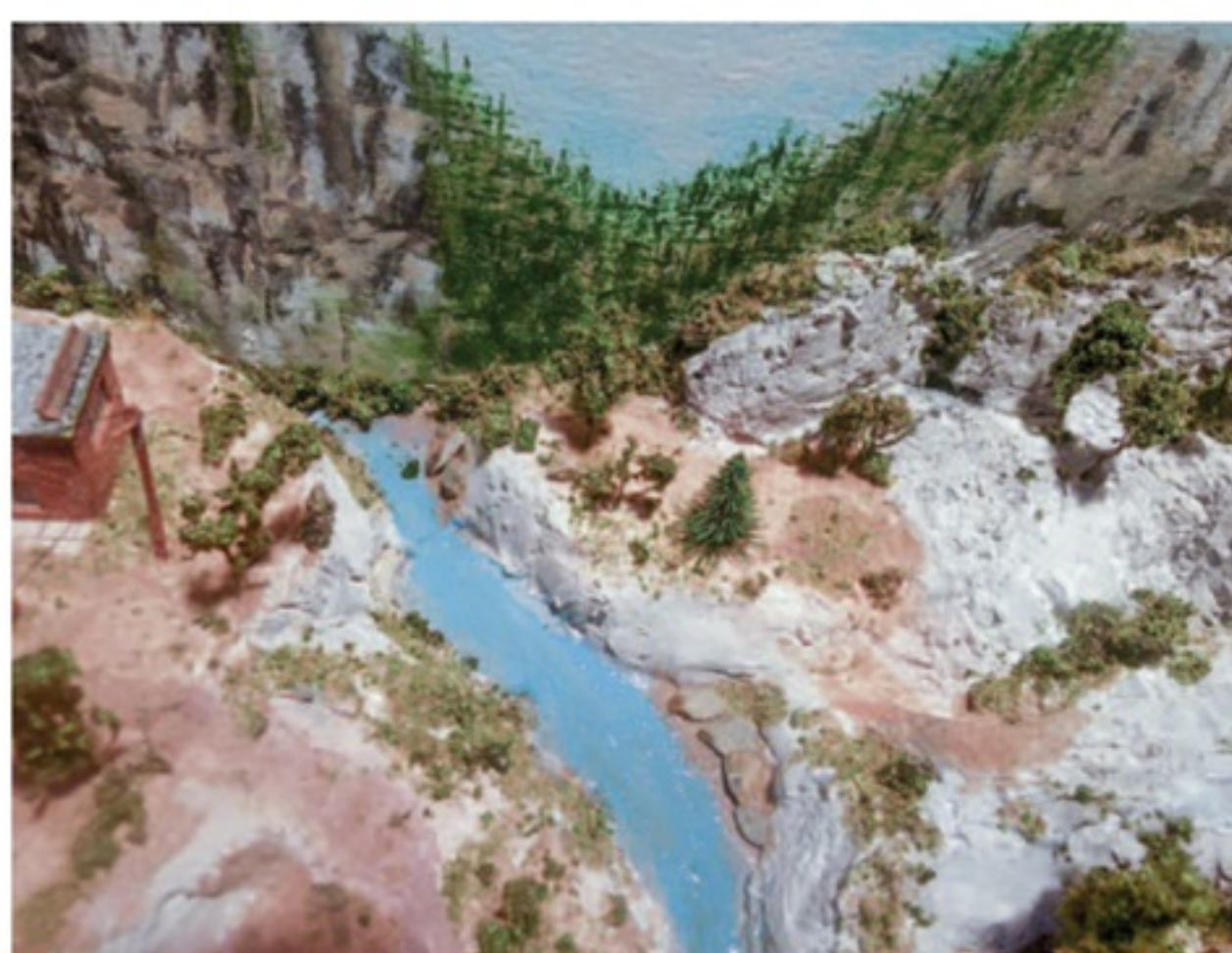


John Parkinson shows how he created another mini scene.

Photographs by the author.

Rocky inlet

A scenic diorama in 1:160



Hopefully by the time you read this, lockdown will have been eased, but at the moment I am still filling in some of the extra time confined to our domestic environment by making dioramas, taking a break from landscape painting – except to paint the backscenes of the dioramas.

The first was a Cornish harbour, then *Canyon Creek* (CM December 2020) followed by an Alpine scene (CM March 2021), and now I have finished a rocky inlet of no particular location, largely from my imagination.

I found it liberating to create a scene without having to look at photos.

Above
The back section.

Below
An aerial view.





Above left

Background rocks and polystyrene pieces for ground contours.

Above

The two pieces of fibre board, with some added polystyrene.

Left

Rocks painted grey and ground cover, all made with household filler.



The baseboard is 46cm long, 31cm wide, and 8cm high, made from pieces of fibreboard pinned and glued with PVA.

As with the other dioramas, I painted the background on art paper first, then stuck it on to the back and sides, curving it round the corners at the back.

On layouts, the design of the landscape is based on where the track is going to be, and even the previous two dioramas mentioned had a train static on a piece of track, but this time I thought I would just concentrate on making the scenery, which has after all been my main focus over the last forty years.

The contours were formed with pieces of polystyrene, but with two pieces of fibre board added on two levels as a base for the buildings on the left. The rocks are made with household filler, which after it had hardened I painted with different shades of grey emulsion to try to match the colour of the rocks already painted on the backscene.

Some more filler was used to cover the rest of the ground, and painted light brown.

I made the buildings with mount board, faced with Slater's brick Plastikard, and windows of Downesglaze, of which I still have a few sheets left. The boats have cereal packet card sides on a mount board base. The footbridge has a structure of microstrip topped with thin card. For other details I used Jarvis matchwood, cocktail sticks, drinking straws, and plastic sprues left over from kits, plus beads, ball bearings and other oddments.

Above left

The buildings and footbridge added, with the water painted.

Left

Some more colour and details added.



I made the larger trees with twigs and foliage material. The smaller ones were from a packet of small trees with wire trunks to which I added some foliage (they might have been Scale Scene, but I am not sure). The bushes and weeds were made from foliage material and other scatters. The ground cover is sand, and the water is varnish.

In the absence of attending exhibitions over the last year, and likely to be a lot of this year, making these dioramas has given me a focus and helped to keep me feeling positive; I get a sense of satisfaction from being creative, but I look forward to being able to share my models with people once we are back doing shows.

Above
The finished scene.

Below
A more elevated view.



Peter Kornicki describes his layout, which commemorates an aspect of family history. *Photographs by the author.*

Hrubieszów

A town in eastern Poland before the war

Some time ago we moved from a large house in East Anglia, where I had plenty of space for a layout but not enough free time to build one, to a maisonette in central London, where I have very limited space but, now that I am retired, a fair amount of free time – though not as much as I had expected.

There had to be a way of finding space for an HO layout, I was convinced: I tried the tiny attic, but that was too small, and when I began toying with the idea of breaking through a wall into the next-door attic, I realised that my plans were running away with me. I dismantled what I had built and then tried boards that could be pulled up to the ceiling with a bicycle hoist, but the underside of a layout is not an

attractive sight and I was worried the whole thing would fall down. More dismantling. Finally, I decided to try modules that could be stored under a chaise longue in the sitting room, and it was third time lucky. Two boards measuring 4' by 2' fit neatly there, one on top of the other but kept apart by removable dividers at each end. The trellises that support them are hidden away elsewhere (it took some while for my wife to notice them!). The downside is that larger structures like the station building are too tall: they are removable and are kept elsewhere when the layout is not in use.

My intention since moving to London in 2009 was always to base my first layout on the town of Hrubieszów (pronounced Hru-bee-eh-shoe-f) in what is now eastern Poland not far from the border with Ukraine. That was where my father went to school and it was from the station there that he set off in 1936 for Deblin, the Polish equivalent of RAF Cranwell, to become a fighter pilot in the Polish Air Force.

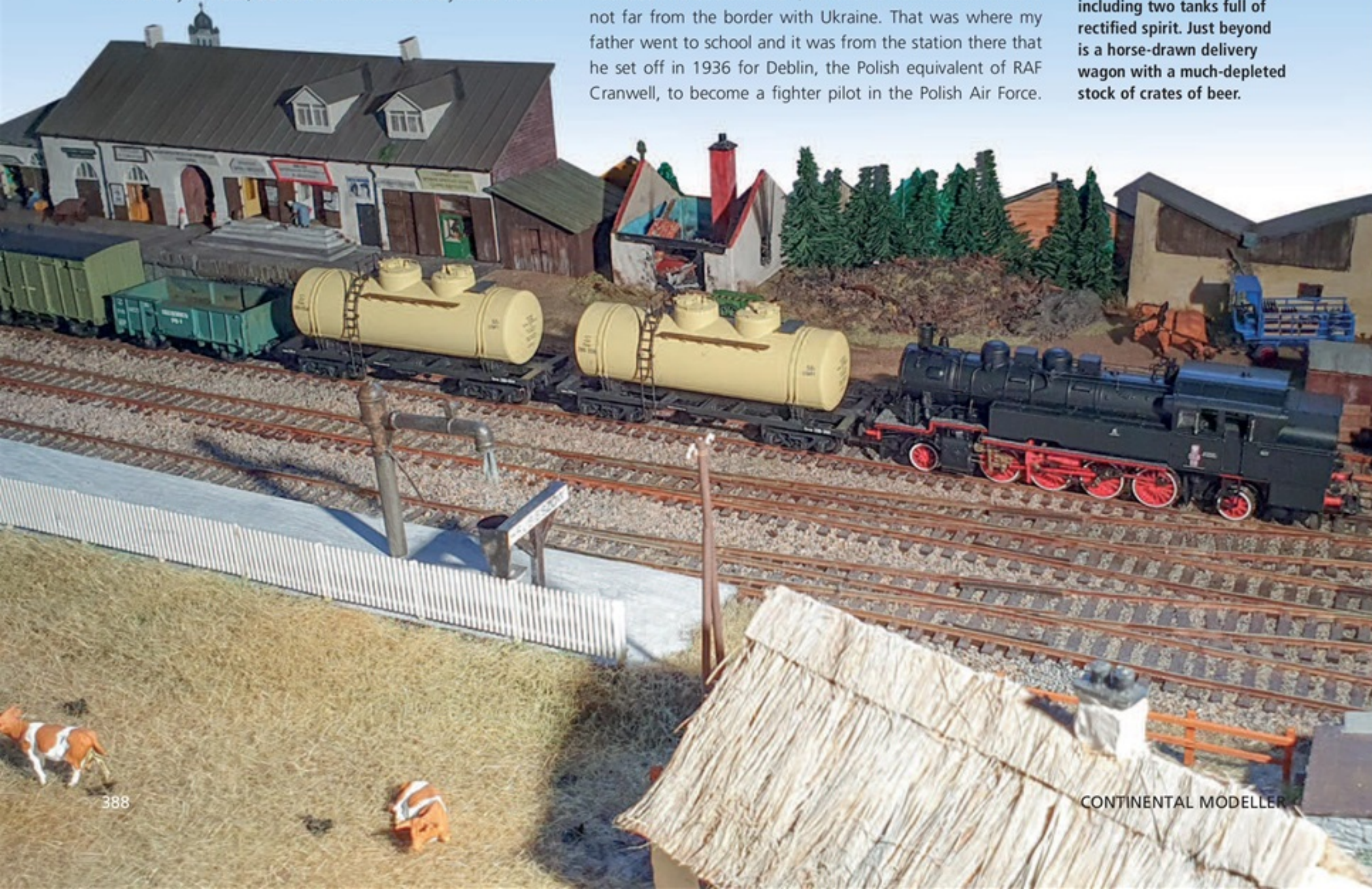


Above

The station building: this was my first scratchbuild, and it shows. At least the dimensions are right. The adapted Artitec flower kiosk adds a lot to the scene.

Below

TKt2-59 time bringing in some goods wagons from the Soviet Union in the east, including two tanks full of rectified spirit. Just beyond is a horse-drawn delivery wagon with a much-depleted stock of crates of beer.





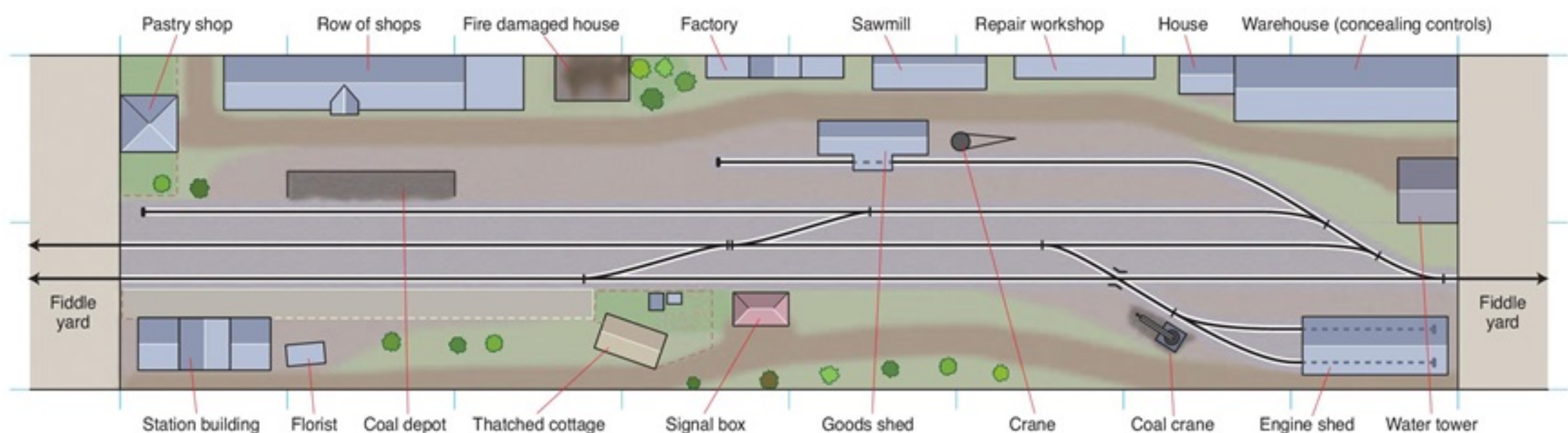
Above
Some senior citizens in decidedly old-fashioned costumes wait to board a local passenger service consisting of old stock. Heading the train is 2-6-2T OK12-20, a Roco model of a DRG BR64 adapted by Lokomodel of Warsaw: it does not belong on a 1930s layout, I must confess, for the Polish class OK12 consists of locomotives left in Poland after the war. Immediately behind the loco is a postal van (Fleischmann). Beyond the railway yard there is a burnt-out shop and a factory in half-relief.

Following the invasion of Poland by Nazi Germany and then the Soviet Union in September 1939, he and his fellow pilots did their best against overwhelming odds and then the survivors made their way to Britain where they fought alongside the RAF.

Before the war, the territory of Poland extended further to the east and Hrubieszów was then an intermediate station, built in 1916, on a secondary line running between Zamosc in the west and Włodzimierz (now Volodymyr-Volynsky in

Ukraine) in the east. After the war, when Stalin moved the borders of Poland westwards, Hrubieszów found itself just inside the Polish border, so it is now at the end of the line but still within the borders of Poland.

I wanted to set the layout in the 1930s when my father lived there and so the first thing I made was the handsome Hrubieszów station building. It was built in 1927 but destroyed twelve years later by the Luftwaffe. There is, however, one surviving photograph that contains enough clues



Hrubieszów Overall layout size 8' x 2'. Each grid square = 1' x 1'.



Left

The eastern end of the layout. At the front on the left is the signal box and opposite is the goods shed, where a load of logs has just arrived from the south.

A short goods including two empty Soviet Railways tank wagons is heading east while some coal from Silesia is being unloaded at the coal staithes. Men are working to extend the track beyond the goods shed – the ground has already been prepared and the ballast laid.

Right

Faller cows graze peacefully while 2-8-2 Pt31-11 (Brawa) takes on water before steaming west to Zamosc with the midday express. The Pt31 class (P stands for express and the t signifies the wheel arrangement) were built in Poland between 1932 and 1940.



to arrive at its likely dimensions. This was my first attempt to make a structure from scratch, using plasticard and commercially available roofing. It is not too bad, but I wish now that I had waited until becoming a CM reader! Emmanuel Nouailier's inspiring articles and the impressive models featured month after month in the pages of CM have taught me to aim much higher. One day I will re-make it.

The part of Poland in which Hrubieszów lies is largely flat, so, in the interests of authenticity, I have reluctantly had to forego the use of convenient hills and tunnels to disguise the ends of the visible part of the layout. Instead, I decided to hide them, one behind the station building and the other behind the two-track engine shed. At the eastern end, beyond the station building, there is a short two track fiddle yard which enables the engines to run round, while at the other end there is a cassette-type fiddle yard. When not in use they are both concealed by flaps on which I have painted scenery and tracks heading into the distance. Readers will judge the quality of the painting for themselves.

The layout basically consists of the station, where most trains terminate. The line does continue eastwards, however, and that allows for some through traffic, the odd local passenger service and some goods traffic.

Locomotives and stock

When I first started thinking about a Polish layout, the big problem was finding locomotives and rolling stock for PKP (Polskie Koleje Państwowe = Polish State Railways), since at that stage I had not contemplated scratchbuilding even goods wagons. PKP stock used to be very hard to find when I began collecting, even in Poland. There were a few more or less contemporary items made by what was then the East German firm of Piko, but the quality and the details left something to be desired. Later, when I was making fairly frequent business trips to Poland, I always found time to visit the shop LocoModel in Ulica Wilcza in Warsaw, where I discovered that the enterprising owners were adapting Deutsche Reichsbahn models (produced by German firms)

Below

The thatched cottage on the more rural side of the layout.

Below right

The kitchen garden behind the thatched cottage boasts three gooseberry bushes and a row of beans, plus two rows of cabbages by Tasma.



by painting them in Polish colours and fitting them with PKP plates; these were superbly done and were on sale in the shop. This was an excellent solution to the supply problem, for in fact PKP acquired many German locomotives after the First World War and between the wars PKP ordered some locomotives from German manufacturers. And again, after the Second World War, PKP acquired many more locomotives in reparation for the losses Polish railways had suffered during the war. Later, I found that well-known makers such as Fleischmann, Roco, and Brawa were beginning to put out German locomotives and rolling stock in limited editions in Polish colours. They had recognised the growing market of Polish modellers, who for some years now have had regular exhibitions and magazines to promote the hobby, but you had to buy them in Poland until the internet made ordering easier.

The rolling stock on my layout comes largely from the same makers as the locomotives and again has been mostly bought in Poland, though some items are now being stocked by British suppliers. A few coaches came from the now defunct Sachsenmodelle and some coal wagons are kits by Redca. I also managed to find a few wagons from the SZD, the railways of the Soviet Union (since 1991, RZD, Russian Railways). The two cream-coloured tank wagons in the illustrations (slightly anachronistic since the originals were made in the 1940s) came from Miniaturmodelle, a Latvian company with a growing range of HO items representing Soviet and Russian railway systems. The tank wagons contain Spiritus, rectified spirit containing alcohol at 55%, or 110% proof. This is usually used to make fruit vodkas and other liqueurs and it should not be drunk neat, advice that I have always followed!

Structures

All the larger buildings are scratchbuilt using plasticard and foamboard, with varying levels of success. They are mostly equipped with Dornaplas guttering and drainpipes. The long row of shops at the left-hand end featured in an earlier article (CM September 2020). Next to it, at the eastern end of the layout, is a small patisserie which is still to be found in Hrubieszów. It was a favourite haunt of my father's when he was a schoolboy and my model is based on an old photograph. In spite of my best efforts, I have so far been unable to find photographs of any Hrubieszów railway buildings apart from the station. I have therefore based my

Right

This bearded old man is leaning dangerously against a coach while he waits to get into a third class compartment. He stands for the large pre-war Jewish population of Hrubieszów. There were many Jews in my father's class, but all were exterminated in the Holocaust except for a few who managed to flee via the Soviet Union.



Right

Four boozers knocking back the vodka in a grove behind the florist's kiosk. Being OO figures, they are out of scale, but since they are at the front of the layout and there are smaller HO figures beyond them, it seems to work. The fencing is Wills GWR – the closest match I could find.



Below

The eastern or left-hand end of the layout. On the flap covering the exit to the fiddle yard, a car crosses the level crossing and in the distance the tracks converge and disappear into the horizon. On the right is a old van for the use of railway staff (model by Tillig).

Below

The roadside crane is swinging into action to shift the newly-arrived logs into the waiting area beside the sawmill.



models on photographs I have been able to find of prewar structures in other Polish locations. The engine shed is based on that in the town of Swierzawa and the signal box on that of Bzowo Goraj, for example. The other structures are, with one or two exceptions, also based on old photographs, including, at the western end, the large warehouse which conceals the control panel, and the handsome water tower next to it. The thatched cottage is also based on a photograph, to the extent of including the little girl and the cat sitting rather precariously on the roof over the entrance. At the back of the cottage I have added a garden, cow shed, cows and, inevitably, cow pats – all home-made except for the cabbages, which came from Tasma. For the thatch I used plumbers' hemp; the natural colour is only suitable for newly-laid thatch, so it needed to have a grey wash to give it the patina of age.

Details

The nearside of the layout is intended to represent the rural surroundings of Hrubieszów, which is situated on good agricultural land. The season, as I hope will be obvious, is autumn: some of the trees have already changed colour and the willows are all turning yellow. The willows are from JTT-trees, HO nearer the front and N further back; the silver birches and the oaks are from 4D Models in London.

Among the trees is a tent and a small campsite, which is just a suggestion of the popularity of scouting in Poland.

Before the war, cars and other mechanised vehicles were a rarity, especially in this part of Poland: horses provided the traction on farms and horse-drawn carts were the norm. Even in 1964, when my father went back to Poland for the first time after the war, horse-drawn wagons were still plentiful and in 2004, when I visited Hrubieszów for the first time, there will still some horse-drawn wagons to be seen in

the streets. The 1930s Mercedes-Benz in front of the station is the sole exception: the local landowner, for whom the tenant farmers worked, including my grandfather, naturally had a car.

The track is Peco Code 75 throughout, wired for DCC with a Gaugemaster Prodigy controller. I added ground signals and telegraph poles which I bought from Klub Modelarstwo Kolejowe, a small family firm in Poland. With the poles in place, I still needed to represent the telegraph wires, so I raided a spider's web and strung gossamer threads between the poles, though they are hard to see in the photographs. A common sight in Poland (and in Romania, to judge by Myles Munsey's layout *Sânpetru* in CM February 2021) is a crane nesting on top of a telegraph pole and I have seen

Below

Janek cuts the hay with a scythe: it's hungry work, but here comes his daughter with his lunch! The building on the right is a repair workshop adapted from a Moebo kit. Just backing along the line beside the goods shed is 2-6-0 0i1-29 (Fleischmann), originally a Prussian P6, but 44 of them worked on Polish lines after the First World War. The white van is for essential supplies of *piwo* – beer.





Left

The crane stands unperturbed in its nest while 2-8-2T TKt2-59 (Roco) backs into the engine shed. This was originally a Prussian class T14¹, absorbed into the DRG as BR935-12. Six were bought by Poland after the First World War. The row of houses in the background, which are meant to suggest the rest of the town, are my own 'art' work.

End-of-layout report card

Carpentry: *solid joints and stable result. Good work.*
 Electrics: *functional, but an unholy mess of wires beneath.*
 Electronics: *adequate knowledge of DCC.*
Lacks CAD know-how.
 Tracklaying: *room for improvement, but good enough for smooth running.*
 Scratchbuilding: *a steep learning curve, but solid progress evident.*
 Scenery: *too reliant on bought trees.*
A more natural look required.
 Artistic effects: *good effort but ...*
 Weathering: *inconsistent and largely inadequate.*
 People: *not enough and mostly too passive; many do not look as if they are doing anything.*

many myself. I fashioned the crane out of the end of a cocktail-stick built up with clay and fragments of sponge for the tail feathers.

To provide some industrial context, I provided facilities for the transport of coal from Silesia and timber for construction purposes from the forests of southern Poland, which is handled in a small woodyard.

Every layout needs life and small details, and for this, my first layout, I turned to a number of suppliers. The drunks behind the flower shop, the track-layers, and the scout tent are from Langley and so are OO rather than HO, and the same is true of the outdoor privy and the huts by Wills. The horse-drawn carts and point switches, the buffer block, and the maintenance pit in the engine shed are by Artitec. The other figures are by Faller, Preiser, and Noch, some of them adapted, such as the man with a scythe.

Backscene

I have always considered myself, unlike my talented parents and daughter, to be utterly devoid of artistic talent, but I rashly decided to have a go at making a painted backscene, mainly in order to indicate the extent of the town by showing houses, sheds, the Dominican church, and other local buildings in reduced scale. What you see is, of course, the result of a lot of trial and error, but my efforts surprised my wife and I took that to mean that they were passable.

Conclusion

Having completed my first 'serious' layout, I am awed by the range of skills this absorbing hobby draws upon. This layout has been a fantastic practical learning experience. It has kept me out of mischief and given me plenty to do during lockdown.

I am already hard at work on my next layout – if 'work' is the right word. It will be another Polish scene, but this time set in the immediate post-war period. And there will be scratchbuilt rolling stock: I have recently completed a snow-plough based on an example in the open-air railway museum at Chabówka.



Above

Pt31-11 heads west with a rake of clerestory coaches. Behind, the coalman shifts a sack of coal onto his back before delivering it at the caretaker's cottage beside the warehouse.

Right

The west end of the layout with the old warehouse disguising the control panel and the water tower on the other side of the tracks from the engine shed. The flap to the fiddle yard is closed, showing the single-track line heading west. The roads were still sandy dirt tracks in the 1930s.



Uwe Lacina explains the background to a scene on a modular layout which represents the 750mm gauge railways of Saxony in 1e. *Photographs by the author, or as noted.*

Leutewitz

A standard small station building

In the second half of the 19th century, many small off the beaten track communities wanted to be connected to the main railway network, as industry and commerce had increasingly settled down. Certainly for cost reasons, but also because of the often narrow valleys, the government of Saxony decided to approve construction of some branch lines to the narrow gauge of 750mm. With just a few decades there were about 550km such. The routes were mostly alongside small rivers and streams in hilly terrain, and often involved considerable gradients. The maximum permitted speed was only 30km/h.

Initially, freight traffic was quite complex, as all loads at the junction station had to be transferred from standard gauge wagons to narrow gauge vehicles by hand or crane. This took time and required manpower, adding to the cost. Soon narrow gauge vehicles were constructed on which standard gauge wagons could be transported – first *Rollböcke* (small bogies supporting one axle), then the *Rollwagen* (platforms on bogies).

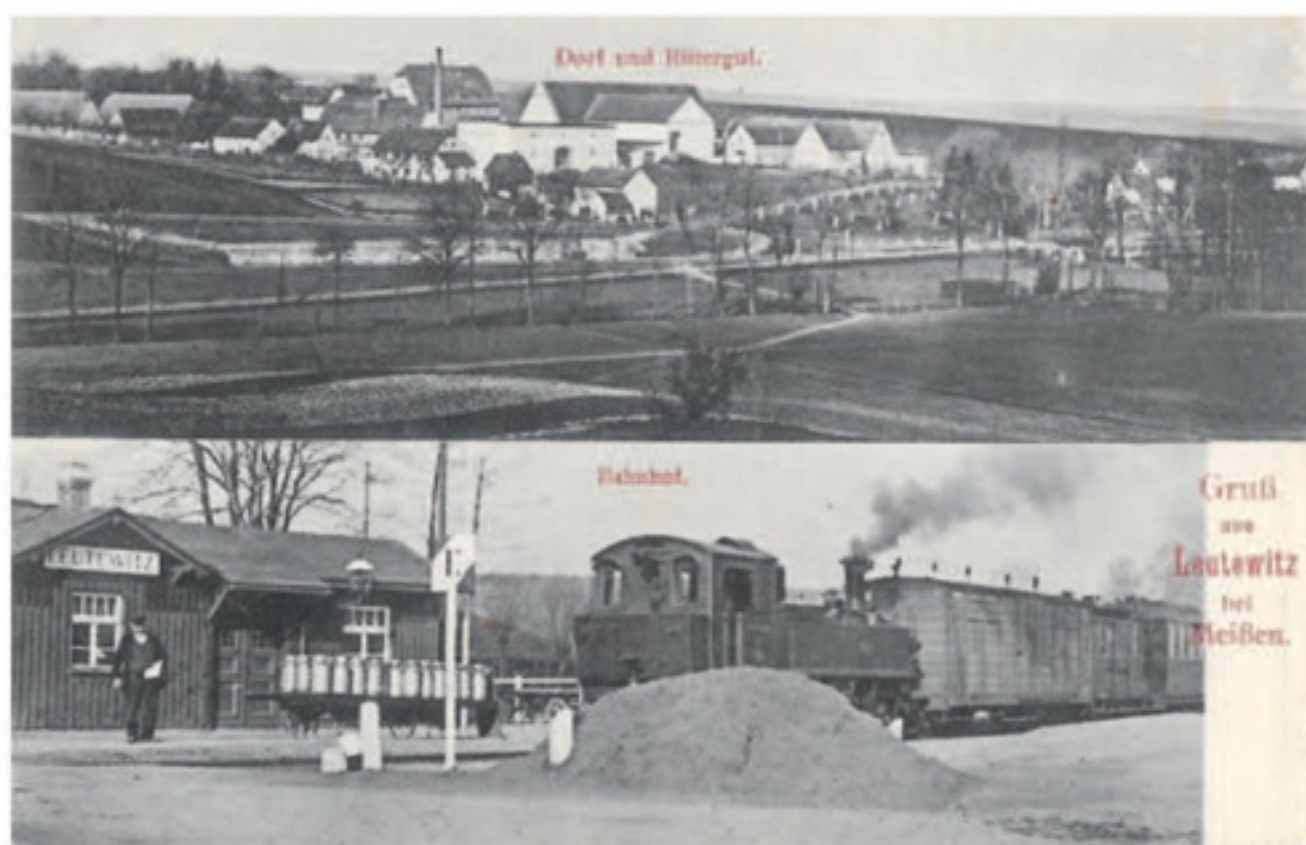
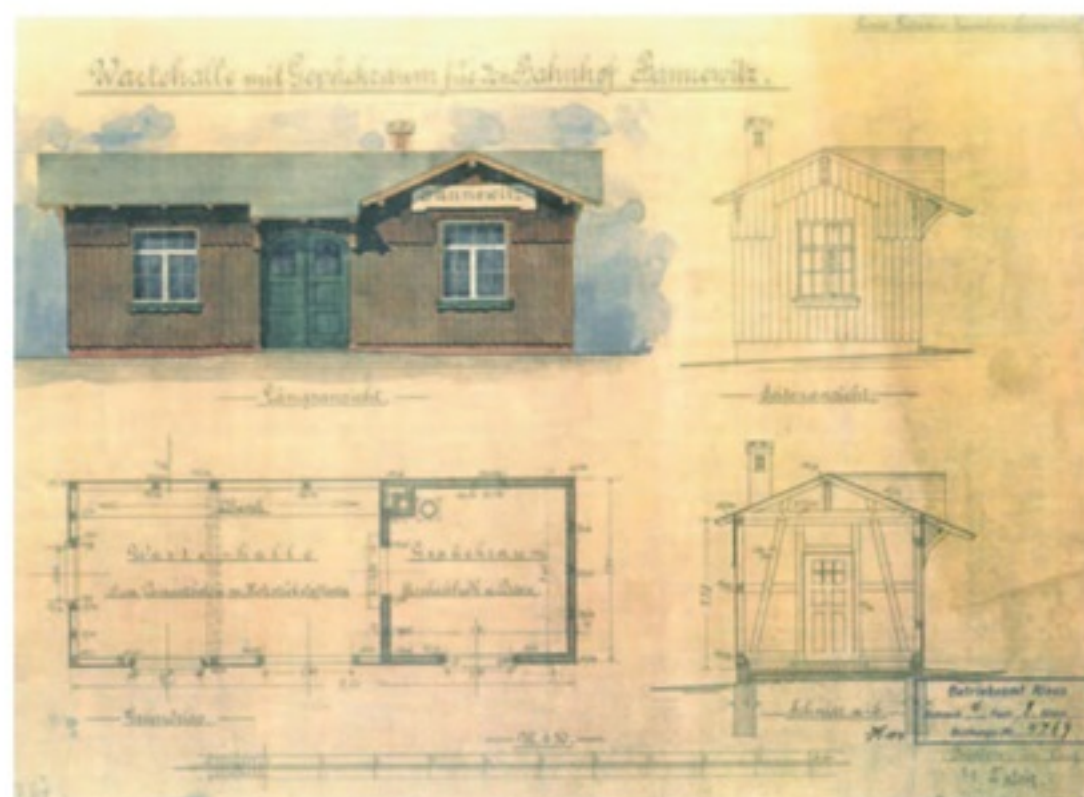
In the early years of the 20th century, perhaps the heyday of railways in Germany, there was still considerable variety in the rolling stock used. Countless interesting vehicles characterise the picture, among them the paired four-wheel coaches, the open observation coaches, a range of post vans, and such oddities as the 'fertiliser' wagons.

The passenger traffic was quite different on the individual routes. Emerging tourism brought large increases in certain areas while other lines remained country backwaters. They survived so long only because of the lack of motor vehicles in East Germany after the Second World War.

Increasing loads required more powerful locos, and designs developed from the small IK 0-6-0T to the *Einheits* 2-10-2T, with the most numerous being the Meyer 0-4-4-0T IVK. Many of these steam locos were substantially rebuilt – and some built new – into the 1960s.

The Wilsdruff – Gartitz (WG) connecting line

The line from Meißen-Triebischtal to Lößnitz was opened on 1st October 1909 as part of the planned connection between Wilsdruff and Gartitz. On 1st December 1909 the whole section to Lommatzsch was opened.



Above
An old postcard of Leutewitz around 1912.
Collection: Bernd Hauptvogel.

Below
Leutewitz in the 1970s. Little has changed.
Photo: Rainer Heinrich (B.Hauptvogel collection).





The connecting line between Wilsdruff and Gärtitz was intended to allow the free exchange of resources between the networks based on Mügeln and Wilsdruff. But other important factors were also quarries near Leutewitz and Mauna, as well as the development of larger agricultural areas, notably where sugar beet was cultivated – so much so that this line came to be nicknamed 'the beet railway'. Through the year there were large loads of stones and gravel from the quarries and fertiliser deliveries for farmers. In autumn, the lines around Döbeln were heavily used for the beet campaign. The local sugar beet reached the Döbeln sugar factory directly via Mertiz Gabelstelle.

Passenger traffic from Lommatzsch to Meißen was more pronounced than that to Döbeln, since many Lommatzsch businesses were officially registered in Meißen. The town, famous for porcelain, and the charming 'little Switzerland' around Garsebach, generated some excursion traffic.

With the exception of the shunting locomotive at Meißen, a class IK, which could take a service train if the assigned locomotive failed, the larger IVKs were used here without exception.



Due to the relatively late commissioning of the line, bogie coaches were mainly used, though in longer trains, for example at weekends, some four-wheelers were still used as reinforcement.

Passenger traffic started at 6.30 in the morning at Meißen-Triebischtal and ended there at 20.56 at night. Between Meißen-Triebischtal and Garsebach there was an additional connection twice a day on weekdays.

The line was normally operated by a single train, with no requirement for passing – it simply worked out and back.





Post was carried between Meißen-Triebischtal and Leutewitz since the opening of the line, but not to Lommatzsch until about 1914.

Station and toilet buildings

The installations at narrow gauge stations were much simpler than on standard gauge. The main concern for the construction of narrow gauge lines was to operate the system at minimum cost. No stations had raised platforms, and the area between the tracks was completely filled with gravel.

By the time this line was built, the design of wayside station buildings had been largely standardised. There were two basic types, A and B. Type A had already been used since 1886 at some stations on the Potschappel – Wilsdruff line. This proven type was used for the construction of the new line to Meißen.

The station at Leutewitz was equipped with a type B, as typical for many of the stations on the WG line.

The construction used a timber frame, with external and internal wooden cladding. Some of the side walls were fitted with windows, but there were never any at the rear.



In addition to the waiting room, there was a small lockable counter for the agent in the waiting hall under the front gable. The window of the ticket office was secured with a steel grille. Telephones were located there.

The colour scheme for station buildings at that time was as follows: lower cladding ochre/loam; top panels English red or brown; windows ivory; doors dark brown.

Station signs were white with black border and lettering, for which both Antiqua and Fraktur typefaces were used.

When the paint flaked off, the original scheme was no longer rigorously applied and repainting seems to have used whatever was in stock at the time – dull green in DR times.

The models were scratchbuilt using scale size stripwood following official plans of a standard example.





H0e

Austrian Rh2095 diesel new as DR 'V60K' from Roco

Roco have recently released a new version of the Austrian class 2095 B-B diesel-hydraulic as a "What if...?"

In 1956, the Deutsche Reichsbahn began development of two diesels for the 750mm gauge lines, to replace the ageing IVK – a project doomed to failure. V36 4801 and 4802 were completed in 1960 and 1961, respectively. Unfortunately, they had many teething problems: the sound insulation was insufficient, there was a high noise level in the cab and outside, access to the equipment was poor, and they were unreliable. After completion of the tests in the autumn of 1962, they were stopped and later scrapped. But it is imagined that in addition the DR looked to Czechoslovakia and Austria – where they found the successful Rh2095. In 1963, they borrowed 2095.11 – at the time relatively new – from the ÖBB for trials and stationed it in Wilsdruff. The 600hp loco not only met the power requirement but was also deemed to be very reliable. For the test period the loco was even repainted to match the DR main line diesel livery, and official number plates were produced. However, for economic reasons the subsequent purchase of the required thirty locomotives, which the DR would have classified V60K 4801 – 4830, never materialised.

It could have happened ... but it did not! Even if a loco had been loaned, it is unlikely to have been repainted and renumbered for testing. Also, the DR's own attempts were in standard diesel shunter blue.

The 10mm gauge difference should not have been a problem, as evidenced by the visit of a IVK (99 1542) to an



Austrian preserved line (the Ybbstalbahn) in July and August 2017.

If the DR had been able to acquire 'foreign' narrow gauge diesels, as they were obliged to on standard gauge, it is far more likely to have been the Czech T47 or the Romanian L45H, widely used in the eastern bloc; ironically some of the latter are now on former East German narrow gauge lines, most in a semblance of DR diesel livery.

The success of any diesel on the DR narrow gauge would have led to the scrapping of most of the IVKs which eventually survived.

The Austrian machine would have had one big advantage over the Czech and Romanian: hydraulic transmission, long favoured in Germany.

With 2095s now spare in Austria, it is always possible that one or more may yet migrate to Germany, perhaps with an eco-friendly make-over and a new engine ...

Technically, the model is unchanged from the first version, reviewed in our January 2019 issue.

It represents the series production machines (numbers 4 to 15), and is very accurate according to published dimensions, drawings, and photographs. Doors, panels, handles, grilles, and louvers are faithfully reproduced.

Added parts include the nose and door handrails, windscreen wipers, horns, fan grille (metal mesh) and protective bars.

The main exhaust on the roof is – correctly – slightly off-centre.

The finish is first class, with dense main colours, precise separation, and very neatly printed markings. Etched number and DR plates are also supplied for the modeller to apply over the print-

ed markings if required. These plates are ready painted but need to be polished to expose the raised lettering before application.

The glazing fits flush, with black or metallic frames as appropriate.

The cabs have interiors, complete with fire extinguishers, and a driver figure in the No.1 end. Note too the detailed rims to the headlights.

Optional parts include snowploughs (full or cut-away for working couplings), short coupling link bars, imitation scale size coupler heads, dummy screw links, and alternative red electrical cables.

Black brake hoses and grey electrical connectors are already in place.

The underframe carries the battery box on one side and fuel tank, with level indicator, on the other; adjacent to them are the sandboxes, with delivery pipes also behind the buffer beams.

The bogie side frames feature suspension components and brake gear, fine metal coupling rods, and detailed fly cranks, of scale thickness. The underside of the bogies even has a representation of the final drive gearbox covers.

As to the model mechanism, a cast metal chassis block carries a five-pole open frame skew-wound motor with flywheel driving through brass worms to reduction gearing in the bogies. All axles are driven by gear train; the rods and cranks are cosmetic.

There are two traction tyres, on one wheel of each inner axle. Replacing traction tyres involves removing the cranks and rods; the cranks are keyed to ensure correct quartering.

Current collection is by wipers on all wheels.

The loco runs smoothly and quietly even straight from the box, though 30 minutes running-in is recommended, in each direction at moderate speed. The model is controllable from walking pace to a realistic maximum.

With a weight of 165gr, hauling capacity should be ample.

The minimum recommended radius is 261mm.

The model has a NEM 658 Plux22 socket for a decoder, and is also offered with DCC sound (by SoundLab) installed. As well as the running sounds (F1), with start up and shut down sequences, plus coasting (F18), there are separate functions for short and long horns (F2/F3), vents opening and fan on (F4), roof closing (F5), steam heating (F13), doors (F12), a guard's whistle (F15), and even 'all aboard' and departure announcements (F16, F17). The volume can be adjusted (F19/F20) and the sound muted (F4).

It has working directionally controlled head and tail lights; DIP switches on the internal printed circuit board isolate the tail lights either end, or cancel all lights.

Under digital control, the cab lights at each end can be switched separately (F8/F9), the main beam can be activated (F7), and shunting lights can be switched on (F11). A low gear for shunting is also available (F6).

The model comes fitted with the usual narrow gauge hook & loop couplers with a Bosna-style head, flexibly mounted on the frame.

Despite being 'fictional', we understand the model has already sold out at the factory but may be still be found with dealers, though as it is clearly proving popular it would be wise not to delay if you are interested.

Perhaps the next version will be in DR diesel shunter blue?

Manufactured by

Roco,
A-5101 Bergheim, Austria.
www.roco.cc

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

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

PRICE RRP ref.33314 DC £185.00,
ref.33315 DCC sound £265.00.





In the 1920s, the Engerer Lokomotiv-Normen-Ausschuß committee (ELNA) developed standards for the construction of smaller locos for private railways and industrial users. They were not as standardised as the Reichsbahn designs, and as a result, depending on the manufacturer and customer requirements, ELNA locos could have quite a few differences in the equipment. Only the ELNA types 5 and 6 were produced in significant numbers of largely identical locomotives.

The type 6 0-8-0 well tank was built for various private railways from 1930. After the nationalisation of private railways in the DDR in 1949, the Deutsche Reichsbahn classified these locos in the number group 92 6485 to 92 6494.

In addition, there were three from the former Görlitzer Kreisbahn (numbered 92 2901 to 92 2903) which were equipped with a counter-pressure brake.

In Poland, the PKP had two of this type, TKp30-1 and TKp30-2, locally built. Taken over by the DRG in 1939, they became 92 2601 and 92 2602. After the Second World War both remained in west Germany and were written off by the DB in December 1951.

The ELNA 6 was also included in the war locomotive programme as KDL4 and

built by several German manufacturers. In 1944 seventy were ordered from the French Schneider company, but only 67 were completed and all went directly to SNCF as class 040TX.

Two or three were assembled by Henschel from spares in 1946.

At least three have been preserved.

The model was announced as part of the 2018 programme, and the first examples arrived in early 2021.

Tillig describe this version as DRG Epoch II, defining that period as 1920 to c.1950 – rather later than most distinctions. The number chosen is one of the former Polish machines which was indeed counted in DRG stock from 1939, and as an acquired machine had painted numbers rather than cast brass plates; the brake test date (legible, with a magnifier!) is 1940.

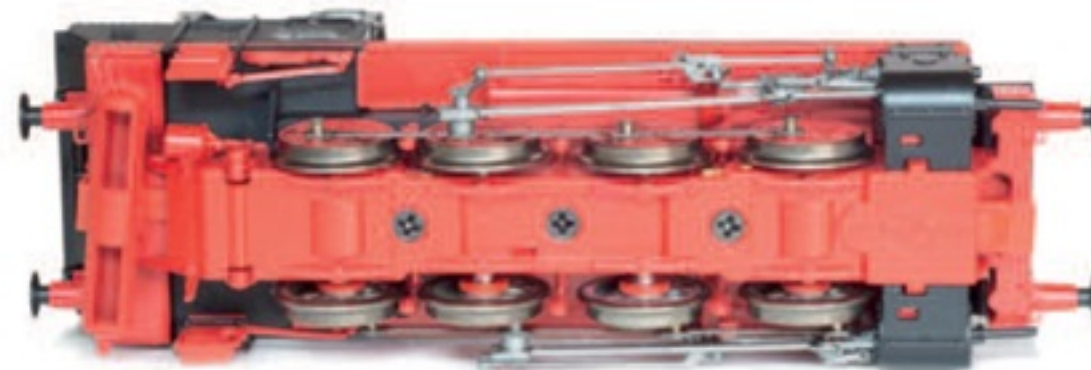
It is interesting that Tillig felt the need to start with a DRG Epoch II model when there are plenty of private examples from that period.

All markings are very clearly printed, and the finish is excellent. Note also the 'brass' makers' plates on the dome.

The painted and plastic red parts match well.

The level of fine detail is very impressive.

Added parts include the chimney, whistle, safety valves, brake pump, access ladder, some pipework, cab handrails, cab steps, lamps and lenses, brake reservoir, buffers, shunters' steps,



and grab handles, as well as the brake cylinder, brake shoes, and piston tail rod covers.

The valve gear and motion is very fine, and is likely to be the most vulnerable part of this delicate model. Most parts are resilient plastic, with blackened metal coupling rods.

The chassis block and the main part of the body (boiler/bunker) are cast metal, with the upper part of the cab in plastic.

The model is powered by a slim can-type motor in the boiler with flywheels and worms at both ends, driving the outer axes through reduction gears.

The performance is impeccable – the model runs quietly and smoothly, and is capable of a crawl. The top speed is only slightly more than the 45km/h of the prototype.

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

Commendably, there are no traction tyres but the considerable weight of 256gr should ensure ample haulage capability.

The loco has two headlights and one tail light, illuminated according to the direction of travel.

On the floor of the cab there is a NEM662 Next18 socket for a digital decoder, and the circuit board also has

solder connection pads for two loudspeakers (the recommend unit is to be fitted in the bunker) and auxiliary outputs for remote controlled couplings.

The model has NEM coupler pockets on close-coupling mounts both ends (though the centring spring on the rear one on our sample was very weak). Standard couplers are supplied, along with optional buffer beam details (dummy scale coupling hooks and brake hoses).

The minimum radius recommended is 360mm.

The 20-page A5 instruction booklet in German, English, French, Polish, and Czech is mainly occupied with decoder information but also has exploded diagrams and a full parts list.

We imagine this delightful model may prompt a number of Kleinbahn layouts.

Polish and French versions are also listed, with a DR Epoch III version to come in May and Hersfelder Kreisbahn No.4 as a limited edition in November.

Manufactured by

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

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

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

PRICE ref.72012 RRP £339.90.





Jägerndorfer have recently released their new model of the type Facc gravel hopper, first announced in 2018, as used in Austria and Switzerland.

These wagons were built by Meyer of Rheinfelden, and are 12m long with 1.8m wheelbase bogies at 7.2m centres. The load space of 42m³ has a maximum weight capacity of 59.7t. The permitted top speed is 100km/h loaded and 120km/h empty. They are mostly used in block trains.

The new model is offered in several authentic finishes – Weiacher Kies SBB Epoch III/IV (illustrated), Hartsteinwerk Kitzbühel ÖBB Epoch III/IV, Holcim SBB Epoch IV, Weiacher Kies SBB Epoch IV/V, and plain ÖBB Epoch IV/V. Each comes in packs of three, with different running numbers.

The markings are neatly printed, to the limits of legibility!

The models are accurate, according to published dimensions, and well detailed,

with very fine side sheet support struts and hopper door operating rods.

Separately applied parts include buffers, end railing, handrails, brake gear under the slope sheet, and the access ladder.

The bogie sideframes are moulded in deep relief, with excellent axlebox and spring detail. The models run freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by a plastic centre bush.

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

The minimum recommended radius is 194mm.



Manufactured by

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

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

PRICE ref.66300 £135.00.



new 'action set' figures by Busch

Just arrived from Busch is one of the recently announced new items in the 'action set' range – though probably not an action many would welcome!

It consists of two balaclava-clad burglars in the act of breaking into a house, one with a large jemmy, the other wielding a large pair of bolt cutters.



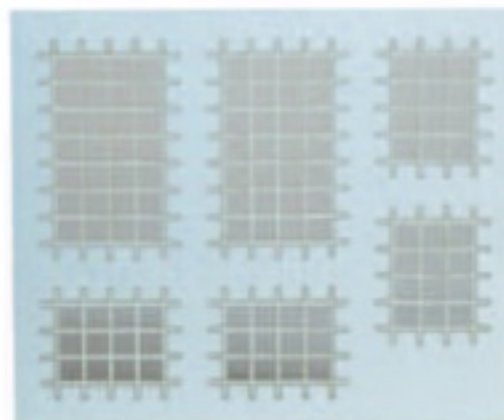
To impede their nefarious intentions, the house windows can be fitted with protective grilles, supplied as two small laser-cut card sheets providing twelve grilles – four 23mm x 15mm and eight 14mm x 12mm – with a metallic finish.

Note that 'action set' does not indicate that the accessory is animated, or even that it could be, but rather that it depicts some kind of activity.

The figures are nicely formed, with very little flash – only a slight pip on the soles of the feet, easily filed off. We imagine they are 3D-printed rather than injection moulded. They are neatly painted to a basic level of detail.

Some simple assembly is required, fitting the grilles to the windows.

The set comes in a standard box to hang on a product display/dispenser, much larger than required, with the figures protected in a small plastic box within.



Manufactured by

Busch
Heidelberger Straße 25,
D-68519 Viernheim, Germany.
www.busch-model.com

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

PRICE ref.7951 £15.49.



In the 1920s, the Southern Pacific had a need for powerful locomotives but found that the new articulated 2-8-8-2s did not work well for them. They were a hazard when travelling through long tunnels and snow sheds – the exhaust fumes were capable of blinding and suffocating the crew. To solve this problem, the SP decided to run in reverse and the next articulated engines from Baldwin were built with the cabs in the forward position. The SP went on to acquire many classes of these 'Cab Forwards'.

Broadway Limited Imports has modelled classes AC4 and AC5. The latest versions are the first to have BLI's state-of-the-art Paragon3 with Rolling Thunder™ sound and control system which features authentic sounds and prototypical operation in both DC and DCC. They are fitted with a smoke generator, and the intensity and timing is variable, with puffing synchronised to the sound and wheel rotation. The system has a smoke temperature safety cutoff sensor. The decoder even includes a transmitter to send the sound signals to a remote amplifier and speakers, to optimise the bass performance.

The model is available in plain black as well as with a grey boiler, as illustrated.

It has an ABS plastic body augmented with many separately applied parts – smokebox front, marker lights, stack, dome cover, handrails, pipework, generator, safety valves, bell, cab roof vent, steps, air pumps, injectors, rear deck and handrails, fall plate, coupler cut bars, air pipes, and steam heat hose. The tender is just as well equipped – steps, toolboxes, oil filler, water hatches, handrails, ladders, brake cylinder, and air brake hoses.

The die cast metal chassis carries a central motor with twin flywheels driving both units via cardan shafts. Four traction tyres are fitted for maximum haulage capacity. The loco weighs c.810g, the tender 170g. It will operate on code 83 and 100 rail, and is suitable for a minimum radius of 22".



Kadee compatible knuckle couplers are fitted at each end, and there is alternative dummy front coupler (without trip pin).

The main electronic circuit board is in the tender, which also has pick-ups, and there is a 'sugar cube' loudspeaker in the loco.

The volume of the various sounds can be set separately.

There is a choice of three whistles, which can be played to five different lengths and patterns.

Other sounds which are randomly activated include the air pump, blower, injectors, steam cock, blow down, safety valves, and mechanical stoker.

Brake sounds occur automatically in conjunction with the movement.

The bell is manually triggered, with a choice of two sounds, and the interval (speed) is adjustable.

In all there are twenty-seven functions, many of which can be mapped by the user onto available keys.

These include crew radio communications, passenger station ambient sounds, freight yard related radio chatter, maintenance yard related radio chatter, lumber yard ambient sounds, farm related radio chatter, and a grade crossing automatic signal.

There is even a 'demo mode' to show off all the functions and a macro facility for recording and playing sounds and movements once or repeatedly for automatic operation.

A comprehensive instruction booklet is included, and a funnel to fill the smoke generator is provided, as well as a nut spinner for the crankpins (for changing traction tyres).

Manufactured by

Broadway Limited Imports
9, East Tower Circle,
Ormond Beach,
Florida 32174, U.S.A.
www.broadway-limited.com

SAMPLE SUPPLIED BY
Kittle Hobby,
Rhongyr Uchaf House,
Penycae, Swansea, SA9 1GD.
www.kittlehobby.com

PRICE MSRP US\$599.99.



new version of Baldwin DS 4-4-1000 switcher by Bowser



The DS 4-4-1000 was a four-axle 1,000hp diesel-electric switching locomotives built by the Baldwin Locomotive Works between 1946 and 1951 which replaced the VO-1000 in Baldwin's catalogue. The first version (56 locomotives) was powered by an eight-cylinder normally aspirated prime mover, but from 1948 a change was made to a six-cylinder turbocharged engine. The type was replaced by the S-12 in 1951.

Bowser have recently released a new version of their popular model of this type.

It represents SMS #1293, ex Copper Range RR, one of the first series (with the 608NA engine) built April 1947. SMS Rail Service, Inc. is a shortline railroad based at Pureland Industrial Park in Bridgeport, New Jersey. The company handles all freight car delivery to businesses located within the industrial park. It also operates lines in Morrisville, Pennsylvania, and Guiderland, New York. SMS provides chemical off-loading equipment and transload facilities to enable businesses to receive rail freight traffic. SMS operates several old diesel locos built by Baldwin, among others.

Many other road names are available.

The model is in the Executive Line: ready to run, super detailed, and numbered, either as analogue DC or DCC with sound. The analogue model has a 21-pin socket for a decoder; the DCC sound version features a LokSound Select decoder.

The model has a finely detailed moulded plastic body, with good grille and panel detail, and the versions fea-



ture railroad-specific details and accurate decoration. The shell is enhanced with separate horns, four stacks, plastic handrails, grabs, coupler cut bars, mirrors, and wipers, and cab has an interior.

The headlights work, and the model is powered by a can motor with brass flywheels driving through reduction gearing to all the nickel-silver RP25 profile wheels, all of which collect current. Working knuckle couplers are fitted.

The model comes in a rather large box, within several layers of packaging, securely bolted to a carrier base.

A basic maintenance sheet is included; fuller instructions can be found on the Bowser website.

Manufactured by

Bowser Manufacturing Co., Inc.
1302, Jordan Avenue,
P.O. Box 322, Montoursville,
Pennsylvania 17754, U.S.A.
www.bowser-trains.com

SAMPLE SUPPLIED BY
Kittle Hobby,
Rhongyr Uchaf House,
Penycae, Swansea, SA9 1GD.
www.kittlehobby.com

PRICE ref.24805 MSRP US\$189.95.

Pennsylvania type X-31a box car new by Bowser



Bowser have recently added a new freight car to their already extensive range, in the form of a Pennsylvania Railroad type X31a 40' inset roof automobile box car, with double doors.

In the midst of the depression in the 1930s, the PRR began a massive car building programme. The round roof design was adopted to achieve the maximum load capacity within tunnel restrictions, and the X31 series became the distinctive standard box car. There were two roof types – one flush to the sides and the other with a 2" inset. Cars came with either single or double doors.

2,500 type X31a were ordered in February 1934 and delivered from various builders by August that year; 500 of them (numbers 69000 – 69499) had double doors.

Our sample represents number 69205 with the circle 'keystone' herald and 'Buy War Bonds' slogan.

The clearly legible markings indicate this car was built in May 1934 and last overhauled in September 1942.

The model has a moulded plastic body and underframe with several added parts – roof walk, brake handwheel, access platform, and brake gear on the

Fourdees have recently released another attractive ready-to-run narrow gauge locomotive, a freelance four-wheel diesel in the style of a Baguley Drewry. Similar machines can be found on many heritage railways, operating works trains and even out-of-season passenger services. It is not uncommon for them to have dual brake systems (vacuum and air). The model was particularly inspired by machines like the Ffestiniog Railway's *Harlech Castle*. Accordingly Fourdees have chosen castle names for the various versions of the model:

ref.41-156 *Peveir* green, black frames.

ref.41-157 *Pevensey* grey, black frames.

ref.41-158 *Tintagel* black, red frames.

ref.41-149 *Restormel* yellow, red frames.

The base colour is sprayed with good coverage and a satin finish, with details (buffer beams, brake hoses wipers, etc.) hand painted. Etched brass name and maker's plates are by Narrow Planet.

The model measures 78mm long (over coupler faces), 28mm wide (over steps), and 39mm high.

Fourdees models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines, with a finish compar-

able to injection moulded plastic parts; the highly detailed body also employs etched metal components and many separate fittings, including the radiator grille, windscreen wipers, and handrails. The cab interior is detailed, and there is flush glazing in the windows. The cab roof is loose so it can easily be removed to appreciate the detail and fit a crew if required. The modeller might also wish to pick out some of the controls on the console in appropriate colours.

The complete body is ingeniously held onto the chassis by two small clips, completely concealed but easily accessible from below if separation is required for maintenance. Note the chassis only fits one way round.

The model is built on a new Kato 11-109 mechanism, and as might be expected the performance excellent, with current collection from all four wheels and a degree of equalisation for optimum trackholding.

Minimum recommended radius is 225mm (9").

Weights in the body ensure reasonable tractive effort but more weight could assist both adhesion and electrical contact.

The couplings are standard Peco GR-102s, in NEM pockets – easy to change if an alternative is required. The height matches Peco stock.

The model comes smartly packaged in a stout dark green card box with a leaflet with operating and maintenance instructions, and a glossy catalogue of other models from Fourdees.



Produced by

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

PRICE £149.50.
Insured & tracked UK post £8.00.

underframe (cylinder, valve, and reservoir) but no pipework or rodding. The side ladders are moulded in place.

The trucks represent a cast type, with plain bearings. They are rather loosely attached and the model may wobble.

The disc wheels are metal, to RP25 profile, on pinpoint metal axles, insulated one side with a plastic centre bush.



The knuckle couplers are mounted in draft gear boxes on the frame.

The model is delivered in a shaped clear plastic bubble within a card box with a window. The packaging states it was made in China though 'made in USA' is moulded on the frame, hidden between the main girders.

Manufactured by

Bowser Manufacturing Co., Inc.
1302, Jordan Avenue,
P.O. Box 322, Montoursville,
Pennsylvania 17754, U.S.A.
www.bowser-trains.com

SAMPLE SUPPLIED BY
Kittle Hobby,
Rhongyr Uchaf House,
Penycae, Swansea, SA9 1GD.
www.kittlehobby.com

PRICE ref.42335 MSRP US\$28.95.

Loco-Revue Hors Serie 77 Le dépôt de Poinzéaux de A à Z

by Francois Dubois

Éditions Loco Revue,
BP 30 104, F-56401 Auray Cedex, France.
www.locorevue.com
300mm x 210mm 100pp
Softback €15.00
ISSN 0024 5739 French text

This new special from Loco-Revue, dated 02/2021, is devoted to a relatively small layout which has featured in the Loco-Revue online forum. Just 3m long and 50cm wide, it depicts a small depot primarily for electric locos. Can such a modest layout sustain so much coverage, such close inspection? It certainly can!

Following in his father's footsteps, the builder started serious modelling at 13, inspired by seeing some of the 'greats' at exhibitions and in magazines. This, his second depot layout, demonstrates that he may now be counted amongst them.

Fascinated from an early age by electric locos, he was determined to have proper catenary, tensioned, so the pantograph could be in contact and ride properly.

The layout is built in an illuminated cabinet, and is eminently portable for exhibiting, but it is also intended to reside at home in a bedroom on top of a chest of drawers. Sliding glass panels protect it.

The plan was developed with thought and care, and gets a lot in without looking crowded – there is some

lineside scenery and neighbouring structures as well as all the essential railway installations.

It has taken seven years to reach this state.

Separate sections logically describe the whole process: the plan before everything; the baseboard and cabinet structure; laying the track (Peco code 75) and wiring (Lenz DCC control for the locos, analogue for points); background scenery; authentic catenary (part proprietary, part from kits, part scratchbuilt); the signal bridge and lighting tower; the maintenance workshop; the refuelling point and sanding station; the wheel drop and portal crane, plus parts store; the canteen for personnel and the administration building; weathering the track, and ground cover; and the urban setting – a few nearby buildings. All buildings have intricate interiors, and the whole scene abounds in closely observed prototypical details.

The modeller has a simple motto: give it a go – you get nowhere without trying. Well, he has definitely got somewhere!

The work is copiously illustrated with photos and diagrams. There are some prototype pictures to illustrate particular details as modelled. The model photos are technically competent and clear, all in colour and well reproduced on good quality glossy paper; they include many step-by-step sequences which anyone inclined to emulate the process will appreciate.

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



A reasonable grasp of French is necessary to get the full benefit but much should be apparent from the photos. Modellers will find noting the authentic small details worthwhile.

The book includes just two pages of advertisements for other LR Presse publications.

A must for those modelling a French scene, but by no means limited to them.

Before the Footplate

by Ian Black

Published by the author.
295mm x 210mm 108pp
Softback A\$25.00
No ISBN.

This book surveys the models that have been produced of New South Wales Railways prototype locomotives and rolling stock for HO (or thereabouts ...) between 1958 and 1988; the title refers to the arrival of high quality brass and whitmetal complete kits from Footplate Models, the first of which appeared in September 1987, which the author rightly regards as a turning point in the development of the local hobby.

The range is surprisingly large, though many of the products described were likely only produced in relatively small quantities by 'cottage industry' suppliers, often enthusiasts aiming to satisfy their own requirements and making a few extra for friends and close contacts, but some were more commercially organised, and some larger companies, such as Triang and Lima, also experimented with mass-produced Australian models.

Also included are the limited edition – and by the standards of the time, expensive – ready-to-run brass models, most of which came unpainted.

The suppliers are presented in the approximate order in which they first appeared; although they are clearly listed in that order on the contents page, there are enough to make an alphabetical index worthwhile to help find specific brands.

The amount of space devoted to each more or less reflects their volume of output and/or market significance, as far as available records and illustrations will allow.

Of course this all pre-dates – and to a large extent forms the basis for – the subsequent development of ready-to-run plastic products, commissioned by a range of local Australian brands, and mostly made in China. Now many – but by no means all – of the things formerly produced as kits can be obtained (while they are available, and often best ordered as soon as announced) ready to place on the layout and run. Now where is the fun in that?! More significantly, in the author's view, where is the creativity, craftsmanship, and satisfaction? He believes there is still a place for the best of them, and makes an honest assessment of the products. Very useful to know what is worth looking out for on the second-hand market – though as the author notes, the best items rarely come up!

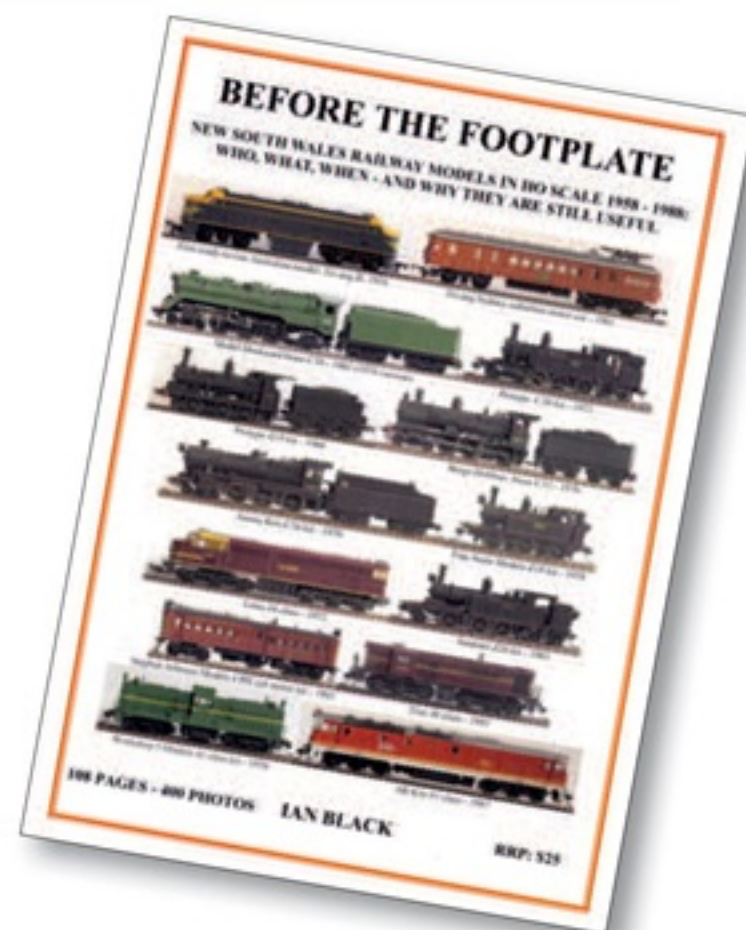
Although the content is thus slightly different from the author's previous publications, which were primarily practical modelling guides, the presentation is similarly simple and straightforward. The photographs are all in colour, and reproduced well.

The work includes references to relevant books, magazines, and websites.

A remarkable work of research and compilation, undertaken while most of those involved are still with us, and still have memories and records!

The book is available in model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:



Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

www.ajrm.com.au

Postage extra.

Payment can be via PayPal.

Zürich and North East Switzerland

Compiled by Martin Fisher

Swiss Railways Society,
Sales, Glyn Jones, Alpiglen, 13, Welland Close,
Dalebrook, Burton-upon-Trent,
Staffordshire, DE15 0AG.
www.swissrailsoc.org.uk
210mm x 148mm 68pp
Softback £7.00
ISBN 978-1-9162968-4-8

Now available is Swiss Travel Guide No.7, which covers Zürich, the area surrounding the city, and the mainly rural corner of the country known as Ostschweiz which includes the Appenzell, the Toggenburg, and the shore of the Bodensee (Lake Constance), bordered by Germany to the north and Austria and Liechtenstein to the east. The cantons concerned are Aargau, Inner and Outer Appenzell, St.Gallen, Schaffhausen, Thurgau, Toggenburg, and Zürich. SBB provides the main rail services, but the area is also served by the SüdOstBahn and the mostly metre gauge Appenzellerbahnen.

The book uses the 'standard' A5 format of the Society's other Guides – a handy pocket size – and

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

The information is then presented in convenient sections: Zürich, west (Bremgarten, Baden, Aarau), north (Schaffhausen, Rhein Falls, Stein am Rhein, Winterthur), east (the Zürichsee, Rapperswil), and south (Walensee and Sihltal), then further to Toggenburg, Appenzell, St.Gallen, the Bodensee (Romanshorn and Rorschach), and the Rhine valley. Liechtenstein is not forgotten.

As usual the booklet is lavishly illustrated with a

Modellbahn-Kurier 54 Digital 2021

Edited by Ralph Zinngrebe

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 82pp
Softback €12.50
German text ref.1756
ISBN 978-3-8446-1756-6

This edition of the modelling special from *Eisenbahn Kurier*, dated for spring 2021, is the regular compilation of digital features, from news of new products through reviews of selected items to specific applications or projects.

The collection opens with a layout portrait: shunting fun following a plan on TT modules intended for participation in Fremo gatherings but which can be set up in the living room and used independently, controlled with handsets and using magnetically operated couplings.

The next section offers helpful explanations of model railway digital terms.

Even without the trade fair in Nürnberg, digital equipment manufacturers have been making plans and announcements and these are usefully summarised. Manufacturers featured include Faller, Modellbahn-Digital (Stärz), Tams, Dietz, Railware, ESU, Uhlenbrock, and Zimo.

There is a survey of inexpensive PC programs for layout control and their range of functions and specific properties are discussed.

Various methods of controlling the layout with wireless handsets and domestic wi-fi are explored, with products from Roco, ESU, TCS, and JMIRI, amongst others, along with the necessary interfaces.

DMX lighting controls intended for use with LEDs in either domestic and theatrical applications, inevitably digitally controlled, are examined, and how these can be adapted for use with model railways and connected to the digital control systems, illustrated by examples at Miniatur Wunderland.

Reviews of specific products include:

the new Tams mc2 multi-protocol central unit, which has surprised the reviewer with its capabilities and ease of use;

the latest developments from Digitrax, including the new DT602DE handheld controller, now with a screen display but retaining the popular two control knobs;

the LoDi (Lokstore Digital) range of components, a comprehensive selection of equipment aimed at layout professionals which does not have the same high profile as other brands;

the Train Control Systems UWT-100, a new wireless handheld controller from America;

the new SignalPilot and SwitchPilot Servo 3.0 decoder from ESU;

Train-O-Matic, a new range of small budget DCC decoders from Romania;

the latest generation of LC-NG lighting control modules from Tams, with some practical applications;

new CAN control modules that are compatible with Roco DCC systems;

an extensive evaluation of the Roco EDK750 rail mounted crane.

Other features describe using an Arduino micro-processor as the basis of DCC ++ central unit – definitely for the technically confident and competent! – and some individually designed lighting boards for fair-ground stalls using LEDs in animated displays.

The articles range in length from two to seven pages. All are well illustrated, with a mixture of model and product photographs, diagrams, and screen shots, all in colour, and all well reproduced on good quality paper.



ity paper. The presentation is straightforward, with restrained use of coloured headings and backgrounds.

Competent German will be needed to get the full benefit of the technical text, but the illustrations make the collection interesting and potentially useful.

There is the equivalent of eleven and a half pages of advertisements, most for other EK publications but some from relevant manufacturers and retailers, distributed through the magazine.

Carboon Rail 1955

't Nijvere Lezerke Publishers

Hoebigerweg 10, 6287 AT Eys, The Netherlands.

<https://nijverepublishers.nl>

235mm x 140mm folded

700mm x 470mm open

€9.50

ISBN 978-90-73280-151-2

This new full colour railway map shows the location of 58 coal mines with their rail connections in the areas of Kempen (Belgium), South Limburg (The Netherlands), and around Aachen (Germany), all of which draw from the vast reserves of the same coal basin. It ranges from Mol (B) in the north west to Eschweiler and Jülich (D) in the south east, from Weert (NL) in the north to Visé (B) south of Maastricht.

Readers of the recent CM Dutch Special may be interested to see how Valkenburg and Simpelveld fit into the larger picture.

The map includes mines that were closed by 1955, and those planned but never opened.

In addition to the mines, the map shows all public railways (including narrow gauge) with a number

of stations marked to assist orientation, waterways, the mining railways themselves, coal ports, and coal shunting yards. Border stations for international coal transport and concessions for fourteen lignite quarries are also indicated.

On the back are nine detailed schematic track diagrams of the former Dutch mine railways and their relationship to NS routes. Together they give an idea of how the coal trains had to be manoeuvred before they could depart.

As extras, there is a plan of the enlarged ON I marshalling yard at Heerlen in 1965 and the route of the (long forgotten) pre-war coal tram Roermond – Maasbracht – Roosteren. The only overhead electrified colliery railway in the area is also included. (It was located in Belgium and was put into use in 1956.)

An index of place names, covering marshalling yards, coal mines, coal ports, lignite quarries, and selected stations.

The map was produced in collaboration with Reijers Kaartproducties Ltd. of Veghel.

It is intended to accompany the book *Carboon Rail Limburg – Herinneringen aan gamellen, oerwater un grauwwuur* (2021).



wealth of colour photographs, simply presented, and well reproduced. Most are by the author or David Stevenson, with some from other Society members, official sources (tourist offices, etc.), and a few from the internet. All are informatively captioned, with credits where necessary.

A small amount of preserved steam enhances the predominantly electric motive power (old and new) to be observed on the railways.

There are references to places to visit and websites quoted so the reader can easily research additional information as required. The information was updated to October 2020.

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

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

Finally there is a page of information about the Society, advertising their other publications.

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

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





RhB Ge4/4¹ new from LGB



The new model of the Rätische Bahn Ge4/4¹ electric, in green livery, heralded in our new items report last month, should now be available at dealers – though it is already noted on the official website as ‘sold out at the factory’, like so many new releases nowadays.

The first of this class were delivered as early as 1947; they were the first modern electrics on the RhB with bogies and single-axle drives, derived from the BLS Ae4/4. They proved their worth, and even today some of the 1,600hp 80km/h machines are still in use though none in original condition: at the end of the 1980s, they were modernised, with new

cabs and later single-arm pantographs, which – together with the red livery – changed the appearance significantly.

The model is all new, in the original green with lettering for Era IV. All axles are driven by two powerful Bühler motors with ball bearings. It comes fitted with a dual mfx/DCC decoder with many light and sound functions. The scissors pantographs are motorised and can be controlled digitally.

Ref.22040, RRP €1,040.00.

www.lgb.de

Represented in the UK
by The Hobby Company:
www.hobbyco.net

Brohltalbahn D5



in HOm by Bultrains

Bultrains are offering a model of the Brohltalbahn diesel D5 in HOm.

The body was designed by Andrew Ward (who has a store on Shapeways); for this model the body is printed by Bultrains and enhanced with etched metal details.

The chassis has been custom designed and built. It is equipped with a central motor with two brass flywheels, driving all wheels. It has white and red directionally controlled head and tail lights, and an electronics board with an eight pin socket for a digital decoder

The model is designed for 12mm gauge (HOm) but it can be specially ordered for 9mm (HOe).

The price is €350.00. A deposit of 50% is required in advance.

Bultrains have an interesting range, among them new HO models of BDZ (Bulgarian) and CFR (Romanian) locos, including the LDH diesels produced by the FAUR factory in Romania and Skoda BDZ electrics, very similar to the Czech class 242.

<https://bultrains.alle.bg>

MKD HO building kits return



Hornby International will soon re-release four of the popular MKD kits for French buildings which have not been available for some time:

ref.MKD2020 – house with garage

ref.MKD2021 – tractor repair workshop

ref.MKD2022 – garden fences

ref.MKD2024 – Peugeot garage.

www.hornby.com



New HO wagons from Exact-Train

As mentioned in our new items report, Exact-Train have now delivered the Klagenfurt/Duisburg four-wheel open wagons in no fewer than twenty-two versions, covering Epochs III and IV, with wood, wood reinforced, or steel doors.

Administrations include DRG, DR, DB, SNCF, SNCB, CSD, PKP, and NSB – the latter exclusive to NMJ.

The model has thin walls, opening doors, etched details, metal handrails, cast metal chassis, and sprung buffers.

<https://exacttrain.eu>



Lenz acquires MTH European O

Following the news that Atlas had taken over most of the American O tooling of MTH, Lenz Elektronik GmbH has announced the acquisition of certain models based on German prototypes, formerly distributed in Europe by Busch.

They will be technically revised and, where necessary and sensible, adapted to the standards of Lenz O products.

The first to be re-issued are likely to be the E94 Co-Co electric and the BR44 three-cylinder 2-10-0, but no time scale is quoted.

www.lenz-elektronik.de



It has also been reported that the MTH American HO range has been acquired by Scale Trains.

So far there is no news of the European HO models.

French kits by Cités Miniatures



New in HO is ref.ED-028-4-HO, a small concrete and brick office building, which could have multiple uses. It would be perfect in a small motive power dépôt, the narrow width allowing it to fit between tracks; it would also be perfect as a guard post at the entrance to an industrial site. The kit is very detailed (with bricks engraved to scale) yet quite simple to assemble in a weekend.

Also new is a model of an EDF electrical transformer sub-station (known as the 'high cabin'), ref.ED-025-2-HO. Its design makes it a complement rather than a competitor to existing models from PN Sud or Artitec.

If there is sufficient interest, it could also be produced in N and O.

The 'full depth' brick shed that was offered in HO and N is now also available in O (ref.BV-003-O).

It is also available in a 'plaster' finish (i.e. without engraved brickwork).



Laser-cut SNCF logos (for use on stations and goods sheds, for example) for Epochs 3 and 4a (1946 -> 1979) have been added to the range. They are available in three different sizes, for O, HO, and N (refs.ED-044 O/HO/N). On request, different sizes can be machined – but not smaller than N.

The small brick workshop which is one of the components of the 'Menuiserie Lemaitre' in O is now also sold separately (ref.BV-035-3-O). Given its small size, the kit is supplied with a Redutex tile roof, as well as gutters and downspouts using Maquett profiles.

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



KR Models plan Shay in HO

KR Models aim to make 'never been produced' or bring 'long since gone' models back to life, to modern standards of fine detail and technical performance.

Alongside their UK proposals, with the first product, the unique GT3, just delivered to considerable acclaim, they are also embarking on HO models for the American market.

Their first proposal is a fairly large Class B three cylinder, two truck Shay, the most widely used of the geared steam locomotive types. The model will have a cast chassis, with working external valve gear and drive shafts. Working directional lamps front and rear.



The digital versions will employ an ESU LokSound V5 decoder.

The price is expected to be US\$299.00 DC (with decoder socket), US\$339.00 (DCC), and US\$449.00 (DCC sound).

The production run will be limited. A link for expressions of interest is now open. Expected delivery autumn 2022.

www.krmodels.ca

New from American Z Line



AZL are pleased to announce a new body style, the GM-EMD E7A, the first time these iconic diesels have been offered as a plastic moulded model in Z.

The first release is Baltimore & Ohio, with two numbers, #1415 and #1422.

The second release will be Chicago & North Western, again with two numbers, #5017 and #5018.

The models feature AZL's 7mm motor, dual flywheels, metal steps, directional controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers. They come DCC ready.

The second batch of the new 8,000 gallon non-insulated tank cars introduced by the General American tank car company in 1917 is for the Virginian Gasoline & Oil Co., as usual in a four-pack, two-pack, and singly.

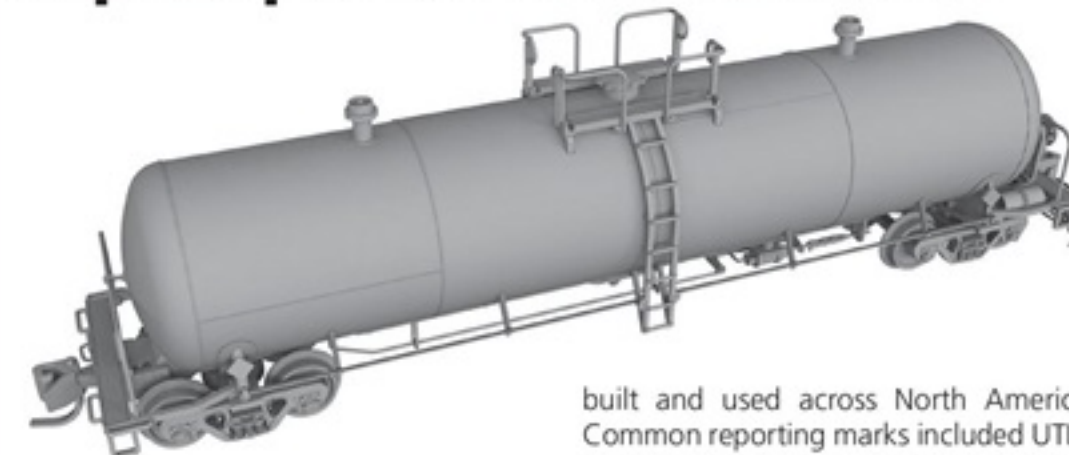
The cars feature added details, fine pad printing, Bettendorf trucks, blackened metal wheels, and AZL AutoLatch™ couplers.

The R-70-20 reefer is now available lettered for Burlington Northern – Western Fruit Express (BNFE), in fours, twos, and singles.

<http://ztrackdistribution.com>



Rapido plans Procor tank in N



Rapido Trains has announced plans to produce the Procor 20,000-gallon General Purpose tank car, known as the Procor GP20, in N.

Founded in 1952, Products Tank Line (renamed Procor in 1962) established a manufacturing plant in the mid-1950s in Oakville, Ontario. Initially, engineering was supplied by parent Union Tank Car Company. In the 1960s, Procor's own engineering department designed a series of standard tank cars which paved the way for a new generation of equipment. The GP20 was suitable for lighter density commodities which would not congeal or freeze in cold weather, such as various oils and fuel. The car could also be equipped with interior heater coil pipes. The same basic design was made from 1969 until 1984, with either 70-ton and 100-ton capacity trucks. Later designs were equipped with a separate dome which allowed the tank rating to be upgraded from 60 to 100 psi. Almost one thousand were

built and used across North America. Common reporting marks included UTLX (Union Tank Car), PROX (Procor), NCTX (North American Car Co.), BCOL (British Columbia Railway), and CP (Canadian Pacific Railway).

The Rapido model will be made from original blueprints and drawings, with artwork sourced from original design drawings and photos. It will have photo-etched metal walkways, detailed vent stacks, loading hatches, air tanks, and braking equipment.

A wide range of authentic finishes is proposed. All will be available either singly (randomly selected road numbers) or in packs of four or six.

In Canada, the MSRP will be Can\$39.95 for singles, Can\$159.80 for four packs, and Can\$239.70 for six packs.

For US and international customers, the MSRP will be US\$32.95 for singles, US\$131.80 for four packs, and US\$197.70 for six packs.

The order deadline is to be announced, with delivery expected in 2022.

<http://www.rapidotrains.com>

New for HOe from Ferro-Train



Rh5090 railcar on the Zillertalbahn

The railcar 5090.001 was delivered in spring 1986 by the Knotz company of Vienna to the ÖBB in Zell am See for the Pinzgau local railways. In 2008, when the route was taken over by the State of Salzburg, the vehicle was given the new number VTs11. In 2012 an exchange was agreed with the Zillertalbahn, whereby the VTs11 was relocated, becoming the only 5090 to be used on the Zillertal. (The ZB did have similar units.) Among other modifications, it was repainted in ZB livery and renumbered VT1. It began regular service from March 2013 and is still in operation today.

The new models of VT1 now have a new circuit board with a NEM 651 decoder socket. Conversion to digital is therefore easy; the Zimo MX622N decoder is recommended. On request, this can be fitted at the factory when ordering, and a sound version is also now available.

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

Stay-alive solutions from Zimo

Digital decoders – especially sound decoders – benefit from the security of a stay-alive power supply, which smooths out any momentary interruptions.

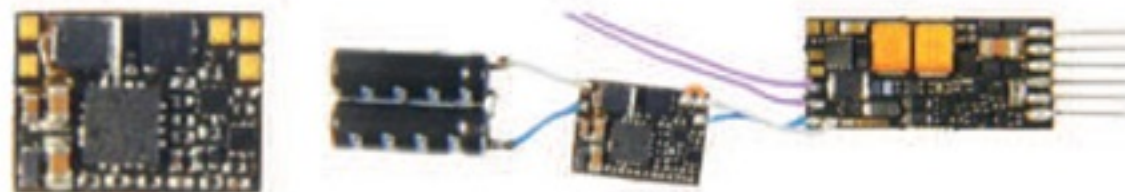
Zimo does not make large expensive power packs but provides space efficient and comparatively cheap but nonetheless very effective solutions. Additional supply times of 1 second or more can usually be achieved, and with the new STACO1 this is now also possible for miniature decoders:

The small STACO1 printed circuit board contains a step-up voltage transformer which drains the capacitors (8V with three, 5.5V with two) almost completely and provides a constant voltage of 10V. This is enough to continue running after contact loss and to supply the sound amplifier (which needs 5V) without interruptions.

The board measures 10mm x 7.3mm x 2mm, and the miniature capacitors are just 4mm diameter x 12mm long. Three capacitors in series provide 100,000µF, but two also work giving about 50% run time. Using separate components enables them to be fitted more conveniently.

The price has not yet been fixed but will be less than €20.00.

Generally, STACO1 can be used for every Zimo MS and MX decoder but would not be useful for the typical larger HO decoders: all variations of MS440 and MS450 (and later MS non-sound decoders) already have a 'direct energy storage connection' for stay-alive-capacitors. Miniature capacitor modules are the best addition to these decoders, and pre-fabricated modules (50,000µF, 16V) are available. www.zimo.at



Rapido North American models to be available via Rapido UK

Since Rapido Trains UK was launched in December 2020, they have often been asked if Rapido North American products could be purchased in the UK.

This will now be possible. Locomotives, rolling stock, and road vehicles in HO and N will be available to order, with simple payment in pounds Sterling.

Explore the range at
www.rapidotrains.co.uk

There is just one caveat: you can only buy North American products while they are available to order in advance. Once the order book has closed, items will be removed from the UK website. Rapido Trains UK do not intend to carry stock of American models.

If you want to buy an existing item, if there is stock, you will have to order direct from Rapido Trains Inc.
www.rapidotrains.com

Corsican book – photos wanted

Marius d'Oriano is a great enthusiast for the railways of Corsica and is in the process of producing a book on the subject with Michel Braun of Éditions du Cabri. The book aims to show the evolution of the network and equipment from the time of steam locomotives to today. For

this they are looking for photos of all periods, places, and equipment up to and including 2010.

He can be contacted at
mdcorse@hotmail.fr

Although Marius does not speak English, he can get messages translated.

Coming next month

out 17th June

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German HO/HOe/HOf



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Rocky Mountains



El Campello



French locos



Latest Reviews ... and much more

PECO

• Drei Spurenhof

Graham Lightfoot has a new portable German HO layout which features standard, narrow, and industrial lines.

• Meandering through the Rockies

Stefan Boerma created a small scene in a case set somewhere on the narrow gauge in Colorado at the start of the 20th century.

• El Campello

Travelling abroad for holidays may not yet be possible but Myles Munsey transports us to the coast of Spain with his new HO micro-layout.

• French steam locomotives

Peter Smith has occupied himself during lockdown by scratchbuilding a number representative locomotives for his O gauge dépôt layout.

• Etchu-Yamada

Inspired by visits to Japan – and souvenir purchases – John Garner created a compact N gauge display layout which depicts the transition from city to countryside.

... and much more!

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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

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Retailers Announcements

LOWESTOFT, Parris, 252 London Road South, Kirkley for MODELLING MATERIALS and PECO PRODUCTS and many other lines. Tel: 01502 565695.

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This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British and American N and OO/HO scales plus Continental HO model railway equipment. British and American O-scale also considered along with interesting items of railwayana. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object. Collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send your list to: The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: simonecull06@tiscali.co.uk

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WANTED – COLLECTIONS OF TRAINS FROM THESE AREAS:- North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

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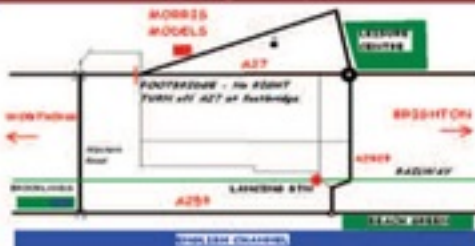


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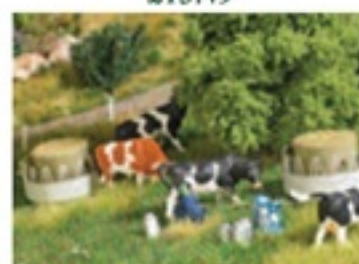
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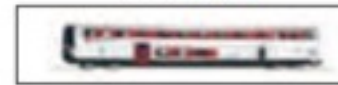
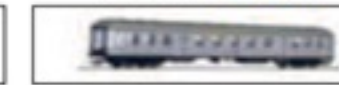
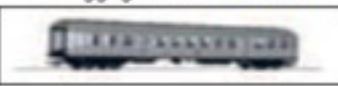
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 - Driving Cars fitted with couplers to enable 10 car operation
 - Flywheel Motor
 - Prototypical Disc-Braked wheels with no traction tyres

Production sample images

※The final production may differ slightly



Photomontage

Interior lighting available separately



- #11-211 LED Coach Bright Lighting Set
- #11-212 LED Coach Bright Lighting set for 6 Coaches

NEW WEBSITE OPEN

KATO world's high speed trains



You can read a real story behind the development of class 800!



www.kato-ice4.com/katohighspeed-home



GWR Class 800/0
#10-1671 5 Car Set

Quick start with a basic oval track set!
Layout size: 1337 × 677mm



#20-852

For more information about Unitrack & where to buy

www.unitrack-kato.com/



Official Distributor

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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