

CONTINENTAL MODELLER

JULY 2021 £5.20 (UK)

www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Drei Spurenhof

German HO/HOe/HOf



Also in this issue...

Rocky Mountains

US Nn3



El Campello

Spanish HO



French locos

scratchbuilt in O



Latest Reviews ... and much more



PUBLISHED BY
PECO



KITTLE HOBBY



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD

(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle

P.O. Box 05, Ystalyfera, Swansea SA9 1YE

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005

E-mail: kittlehobby@gmail.com

Website:

www.kittlehobby.com

Walthers HO USA

post and packing £3.99
ring for our illustrated lists sent post free
(all items in stock at time of going to press)



W9944 F7 N & S (Tuxedo).....£138.00



W10421 GP9 Conrail.....£138.00



9718 SD60 CSX.....£138.00

102 GP9 Union Pacific.....£68.00

130 GP9 Pennsylvania.....£68.00



20410 GP9 N & S (S & DCC).....£170.00

9232 Western Pacific SW1.....£90.00

9457 F40 Caltrain (DCC ready).....£125.00



9713 SD60 Burlington Northern.....£138.00



W10606 NW2 IHB.....£138.00

W10603 EJ & E.....£138.00

W10608 URR.....£138.00



9716 BNSF SD60.....£138.00

20354 SD50 CSX (DCC & Sound).....£180.00

10359 SD50 Southern Pacific.....£138.00

19721 SD60 Union Pacific.....£138.00

10451 GP9 Santa Fe.....£138.00

Track Cleaners

1482 Denver, Rio Grande.....£26.00

1756 Union Pacific.....£26.00

1753 Burlington Northern.....£27.50

Caboose



W8757 Norfolk & Western.....£38.00

W8761 Northern Pacific.....£38.00

1520 BNSF.....£24.00

1502 Union Pacific.....£24.00

1505 CSX.....£24.00

1503 Santa Fe.....£24.00

Flats

104511 ACL 50' Pulpwood.....£21.50

104511 IC 50' Pulpwood Flat.....£21.50



1603 Union Pacific Flat Car.....£17.00

1462 D & RG Flat Car.....£17.00

1601 Burlington Northern Flat Car.....£17.00

Hoppers



14323 Rock Island Hopper.....£17.00

1659 Pennsylvania Hopper.....£17.00



1426 Illinois Central.....£17.00

1655 Offset Hopper N & W.....£17.50

Tanks



1124 Union '76 3 Dome.....£22.50



1442 Cooks Paints.....£17.00



1613 Amoco.....£17.00

1615 Bakers Chocolate.....£17.00

Box Cars



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



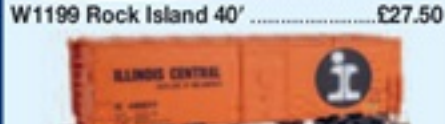
1173 40' Union Pacific.....£27.50



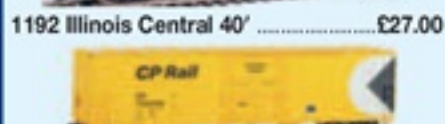
2318 50' Santa Fe 'Shock Control'.....£23.95



W1199 Rock Island 40'.....£27.50



1192 Illinois Central 40'.....£27.00

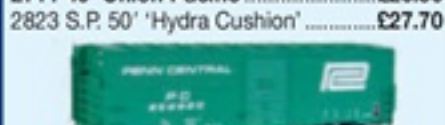


2015 CP 50' (Packman Logo).....£21.00



2711 40' Union Pacific.....£20.50

2823 S.P. 50' 'Hydra Cushion'.....£27.70



1169 Penn Central 40'.....£27.00

40804 C & NW Box Car 40'.....£27.00



1198 40' Northern Pacific.....£27.50



1163 40' Box Car Great Northern.....£27.00

Reefers

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

41218 Santa Fe 40' Wood Reefer.....£27.70



Walthers
HO & N
Catalogue
2021
£18.00

Opening Hours

Mon & Tues 10 a.m. to 5 p.m.

Thurs & Fri 10 a.m. to 5 p.m.

Sat 10 a.m. to 4 p.m.

Tel 01639 731005

ALL items IN STOCK at time of going to press!

American HO Scale Locomotives/Freight all brands



A3208 GP38 Bangor & Aroostook.....£165.00

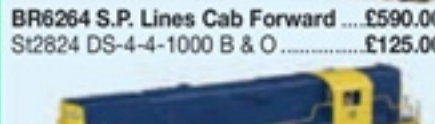


B50709 GN 0-6-0.....£115.00



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

St2824 DS-4-4-1000 B & O.....£125.00



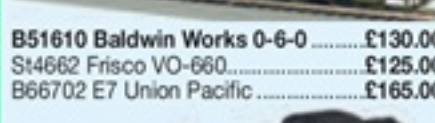
A2961 Long Island C420.....£140.00



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

St4662 Frisco VO-660.....£125.00

B66702 E7 Union Pacific.....£165.00



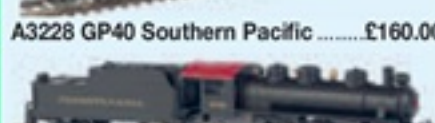
A3028 Pennsy RS3 (DCC Ready).....£150.00



A3228 GP40 Southern Pacific.....£160.00



B51553 Pennsylvania 2-6-2.....£102.00



BW42554 Pennsylvania Caboose.....£37.50

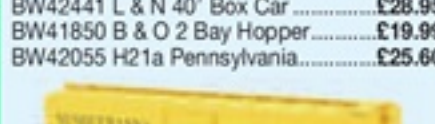
BW42441 L & N 40' Box Car.....£28.95

BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60

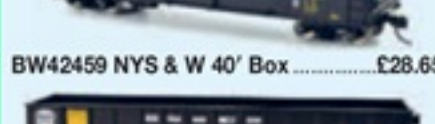


BW42459 NYS & W 40' Box.....£28.65



BW42385 N & W 3 Bay Hopper.....£25.80

B16149 Crane Car & Boom Tender.....£58.95



B17947 50' Tropicana Reefer.....£25.95

B19806 40' Grand Union Reefer.....£29.95

A3984 Libby's Ref Van.....£39.95

B19805 Reefer 'Pure Carbonic'.....£24.00

B19803 40' ART Reefer.....£27.00

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



Victorian Station Kit (pre-coloured) 380mm

× 120mm.....£42.45 whilst stocks last!

A6902 Island Platform × 2.....£35.95

MTH9097 Gate Tower BU.....£29.70

L612888 Railroad Crossing Kit.....£49.95



DPM951 Heier Kite Co.....£58.40



Lattice Footbridge.....£27.95



B33165 12 Seated People.....£16.50

B45978 Water Tower.....£25.70

AMB494 Dry Goods Store

(laser cut wood).....£46.20

A6916 Steel Water Tower.....£44.10

B45979 Coaling Tower.....£31.20

HO Scale

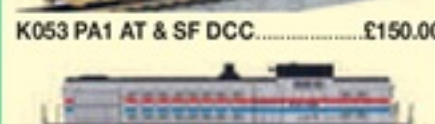
Broadway 6353 P Union Pacific

Consolidation 2-8-0.....£440.00

American N Gauge post & packing £3.99



K053 PA1 AT & SF DCC.....£150.00



A4081 RS1 Amtrak.....£120.00

A4090 RS1 AT & SF.....£120.00



K5314 Pennsylvania E8A Unit.....£95.00



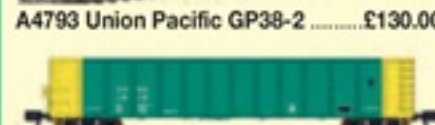
K8513 SD70 N & S.....£118.00



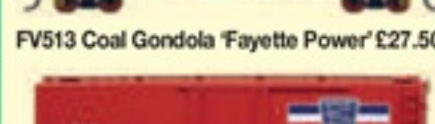
A4793 Union Pacific GP38-2.....£130.00



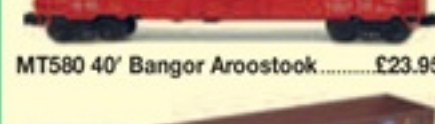
FV513 Coal Gondola 'Fayette Power'.....£27.50



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



WOT D & RG Box Car.....£25.40

WOT MP Box Car.....£25.40



MT0140 Tank 'Celanese'.....£33.70

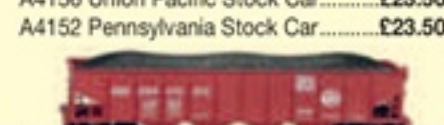
MT0450 40' Box C & O.....£29.00



A4147 C & NW Stock Car.....£23.50

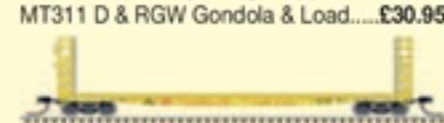
A4156 Union Pacific Stock Car.....£23.50

A4152 Pennsylvania Stock Car.....£23.50



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

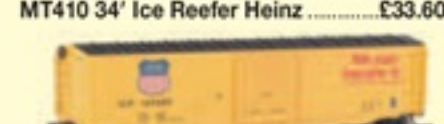
MT311 D & RG Gondola & Load.....£30.95



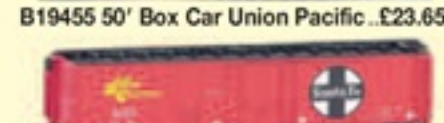
A4819 Bulkhead Flat UP.....£29.95



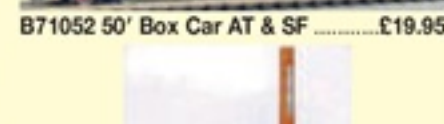
MT410 34' Ice Reefer Heinz.....£33.60



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



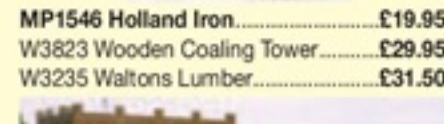
B71052 50' Box Car AT & SF.....£19.95



MP1546 Holland Iron.....£19.95

W3823 Wooden Coaling Tower.....£29.95

W3235 Waltons Lumber.....£31.50



W3201 Water St. Freight Term.....£33.95



M9210 Hickson's Depot.....£31.50

SCENIC MATERIALS



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



MODEL FIGURES

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



LASER-CUT PLANTS

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



DECO SCENES

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

Roco**FLEISCHMANN**

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)
- Box goods wagon Gbs 1500 (art. no. 826210)
- Sliding wall wagon Hbbillns (art. no. 826250)



CAD drawing

725100

The current novelty catalogs
from now at your specialist dealer!

www.roco.cc
www.fleischmann.de



Preiser

Figures for Every Scale



Preiser produce the most comprehensive range of model figures on the market. There is a vast array of different subjects available, allowing you to populate every area of your layout.

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



A selection of other scales
useful to architects and
modellers are also included
in the range.



Useful scenic items and accessories
are also available, allowing you to add
the realism of street furniture and
clutter to your layout.

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



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



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

CAR SYSTEM

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



FAIRGROUND



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

A Comprehensive Model Railway System

PIKO

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



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



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



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



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



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.



MARKLIN PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com/marklin



RAILS OF SHEFFIELD

railsofsheffield.com



WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A
LIFETIME COLLECTION. DISTANCE NO OBJECT.
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO
SECONDHAND@RAILSOFSHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY

LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE

DECEASED ESTATES - EX SHOP STOCK A SPECIALITY
FAST SERVICE WITH COMPLETE DISCRETION ASSURED

— NO COLLECTION IS TOO LARGE —

FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS - WE CAN ARRANGE A PERSONAL VISIT

IMMEDIATE PAYMENT BY BANK TRANSFER OR CASH
OR WHY NOT TRADE YOUR ITEMS IN FOR EXCHANGE FOR AN EVEN BIGGER ALLOWANCE

We URGENTLY require collections of any size, featuring products from the following manufacturers:



Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: CM2021

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

📺 [railsofsheffield](https://www.youtube.com/railsofsheffield)

📘 [railsofsheffield](https://www.facebook.com/railsofsheffield)

🐦 [railssheffield](https://twitter.com/railssheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of
**RAILWAY
MUSEUM**



RAILS OF SHEFFIELD

railsofsheffield.com



WE VALUE YOUR
**PRE-OWNED &
SECOND HAND**
MODEL COLLECTION
VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US

get in touch by email,
phone or post with
your list of items

STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer

BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you

STEP
03



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

**TOP
GUARANTEED
PRICES
PAID**

**FAMILY
BUSINESS
FRIENDLY
SERVICE**

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

**FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE**

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOFSHEFFIELD.COM

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

✉ info@railsofsheffield.com

📺 [railsofsheffield](https://www.youtube.com/railsofsheffield)

📘 [railsofsheffield](https://www.facebook.com/railsofsheffield)

🐦 [railssheffield](https://twitter.com/railssheffield)

📷 [railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**



SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

**GET A FREE
VALUATION
ON YOUR
COLLECTION**

HORNBY

BACHMANN
EUROPE PLC

dapol

GAUGEMASTER

PECO

HELJAN

**GRAHAM
FARISH**
by BACHMANN

**MAINLINE
RAILWAYS**

**OXFORD
RAIL**
00 GAUGE

ViTrains
models

Get cash for your items in just four easy steps...



1. List

Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer**, **Cheque** or **PayPal**.

Find out more at www.hattonsmodelmoney.com

Call us on **0151 305 1755** or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ
Phone opening times: Mon to Sun 9:30am - 5:30pm.

Come aboard and have fun with Hornby International!

ARNOLD

Jouef

Electrotren

Rivarossi

NÖVOG 3-unit pack coaches "Schlierenwagen"

N
1:160



ARNOLD

HN4325

NÖVOG, 3-unit pack coaches "Schlierenwagen", gold/silver livery, including 1 x 2nd class coach with luggage compartment and 2 x 2nd class coaches, period V-VI

£ 95,99

SNCF Diesel railcar ABJ 2

HO
1:87



Jouef

HJ2408 / HJ2408S



SNCF, diesel railcar ABJ 2, red/beige livery with beige roof, period III

£ 159,99 / £ 246,99

FS Gran Confort Coaches 85/88

HO
1:87



Rivarossi

HR4274

FS, set of 4 Gran Confort Coach 85/88 series in XMPR livery with restaurant coach 87 series with ribbed roof with second logo type, period Vb

£ 157,99

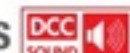
RENFE 3-unit diesel railcar 'Ferrobus'

HO
1:87



Electrotren

E3621 / E3621D / E3621S



RENFE, 3-unit diesel railcar "Ferrobus", class 591.300, original livery, period III

£ 239,49 / £ 273,99 / £ 326,49

Visit **Hornby.com** to find your nearest retailer or call **01843 233525**



/Arnold.Modelleisenbahnen
/Rivarossimodels

/Jouef
/Electrotren



THANK YOU,
FRONT LINE
HER  ES 

We Canada love Great Britain

- Together, we can surmount -



L'Hôpital du Gros-Bois modelled by the RM25 club of Besançon



Bastogne modelled by Phil Colton



CONTINENTAL MODELLER

July 2021
Volume 43
Number 7

From the Editor

Editor ANDREW BURNHAM

Associate Editor & Photographer CRAIG TILEY

Associate Editor & Photographer STEVE FLINT

Editorial Assistants CALLUM WILLCOX, CHRIS FORD

Art Director ADRIAN STICKLAND

Graphic Illustration

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

Review Photographer JOLYON SARGENT

General & Advertisement Manager JOHN KING
john.king@peco.co

Advertisement Assistant NICOLE CHARLTON

Direct Subscriptions ALICIA FLINT
subscriptions@peco.co

Chairman C.M.PRITCHARD

**Published on the third Thursday
of the preceding month by**

Peco Publications & Publicity Ltd.,
Beer, Seaton, Devon, EX12 3NA, England.

Telephone: 01297 21542

E-mail: cm-editor@btconnect.com

Website: www.pecopublications.co.uk

*Distribution to the model trade, & direct subscriptions:
(Home & Overseas): Pritchard Patent Product Co.Ltd.
(address and telephone as above)*

*Distribution to the newsagency trade:
Marketforce (UK),
Second Floor, 5, Churchill Place, Canary Wharf, London, E14 5HU.*

*Printed by
William Gibbons & Sons Ltd., P.O.Box 103,
26, Planetary Road, Willenhall, West Midlands, WV13 3XT.*

© Peco Publications & Publicity Ltd. 2021

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior permission in writing from the copyright owners. Multiple copying of the contents of this magazine without prior written approval is not permitted.

The magazine shall not without the written consent of the publishers be lent, resold, hired out, or otherwise disposed of by way of trade at a price in excess of the recommended maximum price, or in mutilated condition, or in any unauthorised cover, or affixed to or as part of any publication or advertising matter whatsoever.

Views expressed by contributors are not necessarily those of the publishers.

While every care is taken to ensure that the contents of the magazine are correct, the publishers cannot be held responsible for any errors that may occur in the editorial or advertisements nor for the actions of the advertisers.

ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £49.00 (paid by Direct Debit), post free.
Overseas (including Eire) £79.00.
Back numbers – for information, see
the classified advertisement under 'Trade Sales Books'.*

RAILWAY MODELLER

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



Cover
Three gauges at Drei Spurenhof – on the standard gauge a steam-hauled train connects with the narrow gauge railcar whilst a 60cm gauge Feldbahn serves the adjacent factory.
Photo: Graham Lightfoot.

Encouraging signs

We were delighted to hear that the WorldWide Group of The N Gauge Society will hold their annual convention and exhibition on Saturday 31st July in Wylyotts Theatre, Wylyotts Place, Potters Bar, EN6 2HN. The event will be open to the public from 10:30am until 4:00pm. Full details will be found on page 474.

In contrast, it was disappointing to learn that the European Railways Association have decided not to hold their planned exhibition in Edgbaston on Saturday 18th September. One might hope that the virus situation would have improved sufficiently by that time, and while most of the traders were reportedly keen to attend, the majority of the layout exhibitors did not consider it would be advisable. The organisers therefore had little option, and we have to respect their prudence.

We must admit to some surprise at this: we would have thought that layout owners – and visitors – would be eagerly looking forward to the resumption of exhibition activity, while traders, many of whom have adjusted successfully to on line and mail order sales, might question the need to load a vehicle full of stock, trek to the venue, and set up the stand, with all the related expenses, yet with possibly more than the previous uncertainties over whether it would prove economically worthwhile: it was hard enough to predict at which events they might do well anyway.

However, as an alternative the possibility of a smaller meeting on the same date in a different venue is being explored.

On the positive side, we have had the first indications of exhibitions due to take place in October (for example, we understand that Taunton is going ahead) and at the time of writing the Warley club is working on the basis that the show can go ahead at the NEC in late November.

One thing is clear: it will take some time to get back to 'normal', or to establish a 'new normal'. We must remain careful, to avoid a third wave. Our hobby is meant to be relaxing, and at least a pleasant diversion – and for the most part has served that purpose for many during the crisis. As much as we would like to get together again, at exhibitions and society meetings of all sizes, sensible caution will be advisable for some while.

There are hopeful signs on the mainland too: the *Modelspoordagen* at Rijswijk in The Netherlands is set for Friday 24th to Sunday 26th September, and that same weekend the Stoomtrein Katwijk/Leiden will host the *Smalspoormodelbouw* narrow gauge modelling event. The famous Eurospoor in Utrecht is due to return on Friday 29th to Sunday 31st October, while the postponed Intermodellbau in Dortmund should run from Wednesday 17th to Saturday 20th November – not as nice a time for a visit as the usual April dates, but welcome after such a long interval.

Always assuming we are allowed to go, and to come back! Fingers crossed ...

'Cabinet reshuffle'

There are some slight but significant changes to the roles in the adjacent RAILWAY MODELLER office: Craig Tiley takes over as Editor, managing the overall production, while Steve Flint moves to Senior Editor, now working three days a week as a prelude to retirement, remaining responsible for forward planning, submissions processing, and record keeping. He will also deal with the Peco Modeller's Library titles and other RM Specials.

Tim Rayner (long serving RM Production Editor and CM Assistant Editor) is to take early retirement following a long period of serious ill health (unrelated to the Covid situation); he may return part time to undertake light duties. We wish him well. His extensive railway knowledge – and familiarity with our archive! – will be much missed.

CONTINENTAL MODELLER

July 2021
Volume 43
Number 7

Contents



410 DREI SPURENHOF – RAILWAY OF THE MONTH

Graham Lightfoot has a new German layout with standard HO, narrow HOe, and Feldbahn HOf tracks within a relatively compact – and thus portable – space.

420 NYTORP GARDEN RAILWAY – 2

Anthony Horne describes a remarkable long term project building an extensive G scale outdoor system in Sweden which accommodates a wide range of varied rolling stock. This second instalment looks at the middle garden.

428 DARJEELING DUO

Warren Miller has occupied himself in lockdown by constructing a couple of venerable OO9 loco kits representing the famous Darjeeling B class tanks with several refinements and additional detailing.





433

433 ÖBB LOCO DEPOT

Simon Dunn explains how a small Austrian N scene, imagined to be a corner of a much larger installation, involves some high-tech control.

438 EL CAMPELLO

A simple beachside terminus in HO, set in Epoch IV: Myles Munsey models an imaginary part of coastal Spain.

444 STEAM FROM SCRATCH

Classic French motive power in O: Peter Smith shows how he scratchbuilt some representative steam locomotives for his layout *Eu Tréport* (see CM November 2018).

448 ETCHU-YAMADA

From suburbia to the quiet of the countryside in Japan: John Garner describes his compact N gauge layout.

454 TIMETABLE DISPLAY

Boyd Misstear tells how he created a miniature working illuminated information board for his Swiss HO layout.

456 ROCKY MOUNTAINS – PLAN OF THE MONTH

Meandering through the Rockies: Stefan Boerma relates how he created a novel Nn3 micro layout in a small case.

462 PRODUCT REVIEWS

470 BOOK REVIEWS

472 VIDEO REVIEWS

474 NEWS



438



444



448



456



454

Graham Lightfoot has a new German layout which features standard, narrow, and Feldbahn gauges within a relatively compact space.

Photographs by the author.

Drei Spurenhof

A 'lockdown' layout

When concluding the account of my current permanent layout, *Steintalbahnhof XII*, which featured in the CM German Special published in late 2017, my final words were "Watch this space". I have no intention of moving, or replacing the current layout, and I have no intention of having a layout called *Steintalbahnhof XIII* as I did not think that 'unlucky' number would be appropriate.

Like many others, lockdown gave me more time for modelling projects, and after a couple of weeks all my locos had been cleaned and serviced, and minor repairs carried out to the scenery, so I was left with more time on my hands. Although age is creeping up on me, I decided that I would build another portable layout which could be used for exhibitions. Hence *Drei Spurenhof* was conceived.

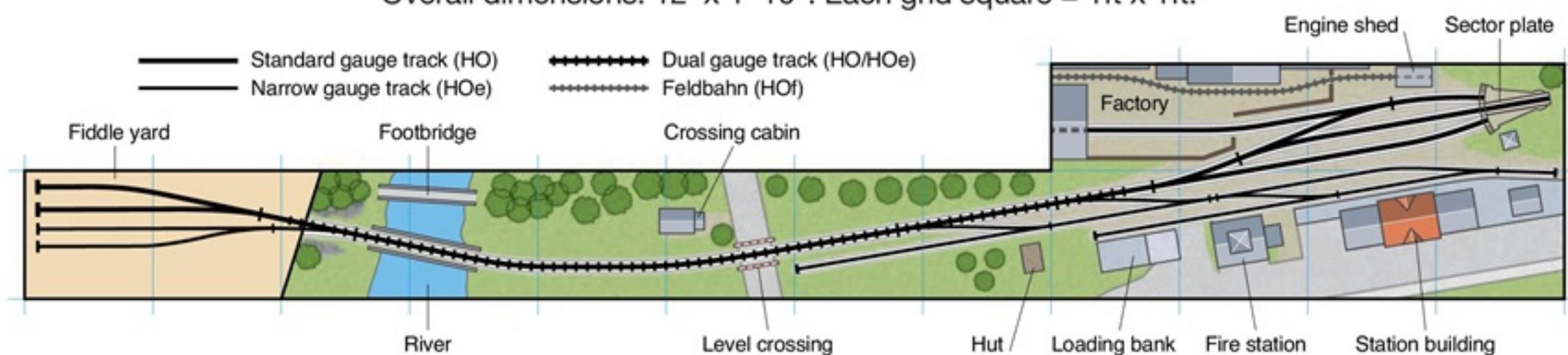
Above
DRG steam railcar DT1
comes off the new bridge
over the River Stein.





DREI SPURENHOF

Overall dimensions: 12' x 1' 10". Each grid square = 1ft x 1ft.



Above

As Saxon IVK 99 574 arrives on the narrow gauge, DRG VT761 railcar waits to depart for the main line junction, and the Breuer shunter returns to the factory after moving loaded wagons into the siding for collection.

Left

DRG 'Glaskasten' 98 308 waits in the platform for the signal to depart with the 08.12 passenger service back to the main line junction.

Right

Steam railcar DT1 passes the farmer and his wife cutting hay as it approaches the level crossing.





Left
The signal protecting Ochsenhausen station is sited before the level crossing.

Right
DRG 'Glaskasten' 0-4-0T 98 308 approaches the level crossing with a passenger train as it returns to the main line junction.

I set a number of criteria for the layout:

1. The baseboards must be of a size that could easily fit into my car, without risk of damage during transit.
2. It must be of a size that can safely be stored under my permanent layout without obstructing my movement and access to under board wiring etc.
3. It must include three gauges (HO, HOe, and HOf).
4. It should have a rail-served factory (to justify the Rivarossi Breuer shunting locomotive!) with its own internal narrow gauge (HOf) line.
5. It should be easily operated by one person.

All of which I managed to achieve without any difficulties being encountered.

A lot of time was spent on the computer drawing track plans and wiring diagrams, etc., so that when construction began I knew exactly what work was required.

Once the plans were complete, I ordered the track and other items that I did not already have to hand, but construction of the baseboards was delayed until B&Q fully re-opened and I was able to get the wood cut accurately to the sizes required. This allowed me time to construct the building kits and start the control box/panel.

Below
0-6-0T 99 4701 crosses the Ochsenhausen to Osthausen road with a mixed train.





One of the main criteria was for the layout to fit safely under the main layout in my garage, so I made two shelves directly in front of the door, fitted with rollers at each end to ease the insertion/removal, again so it can be done by one person. One large baseboard fits on the upper shelf and two smaller ones (in width) on the lower one, and the space below is used to store the four sets of legs. All three boards fit side by side in the rear of my SUV with just a few inches to spare, so movement during transit should not occur.



Above **DRG standard gauge diesel railcar approaching Ochsenhausen.**

Below **Steintalbahn narrow gauge Wismar railcar approaching Ochsenhausen.**





Left
DRG former Bavarian Mallet 0-4-4-0T 98 715 arrives with loaded wagons as the Breuer shunter waits to move them into the factory.

The background and setting

The line is Saxony, just north of the border with Bavaria, and the scene is set in the DRG period (Epoch II), between the wars.

In the late 19th century the Royal Saxon State Railways built a 9.9km 750mm gauge line from a junction on the Nürnberg to Dresden main line to serve the small town of Ochsenhausen. During the First World War an armaments factory was built there, which required more frequent traffic and heavier loads, so standard gauge was added using dual gauge track, just as the war ended.

The introduction of standard gauge locomotives and stock meant that bridge over the Stein River had to be reinforced and a much stronger one was built on the same foundations.

As there was no space to add standard gauge sidings in the tight confines of the station at Ochsenhausen, nearly all the narrow gauge sidings were removed. One of the platforms was retained for use by the narrow gauge and one was converted for the standard gauge.

As there was no space to include a run-round loop on the standard gauge, the Royal Bavarian State Railway, which built and operated the new line, as the junction was under



Left
The local fire engine stands ready as one of the crew tends to the used hoses hung up to dry.

Right
A DRG lorry delivering goods to the shed as other wares are loaded onto a handcart.

Far right
The post bus pulls up at the Bahnhof ready to take passengers into the town centre.

Right
DRG VT761 diesel railcar at the standard gauge platform.
 Note the 600mm gauge industrial line weaving through the factory site.



Below right
The factory's Breuer shunter is occupied moving wagons as a cabless Ns2f diesel sets off into the works premises on the 600mm gauge line.

their control, decided that they would install a sector plate to save space and allow locomotives to be released.

When the DRG was formed it was agreed that the narrow gauge line would continue to operate with running rights given to the Steintalbahn (STB), which had installed a connection with the line 4kms from the standard gauge interchange, just over the border in Bavaria.

When the DRG eventually took over the whole of the German railway system, railcars were introduced on the line as the passenger traffic was not as well patronised as first expected.

When the railcars are not available, short loco-hauled trains are used, using various different classes typical of the Bavarian *Nebenbahnen*. These also handle all goods trains, which are short due to the length of the sidings.

The factory's Breuer shunter is limited to the two sidings and the sector plate and is not permitted in the standard gauge platform.





A trip down the line

At the just before the 9.6km post, the dual gauge line comes out of a cutting in the hillside on the side of the Stein Valley and crosses the new bridge over the river which was installed when the line was converted to dual gauge. Some 20m upstream from the railway bridge is a timber footbridge used by hikers in the valley and forests nearby.

As line gets closer to Ochsenhausen Bahnhof, it crosses the road to Osthausen, the crossing being controlled by a DRG employee who also operates the three signals at the entrance and exit from the station. Next to the line is a grass meadow which is just starting to be cut for hay by one of the local farmers, helped by his wife.

Just after the level crossing, on the other side of the track a shepherd and his dog are looking after a flock of sheep to ensure they do not stray onto the line.

The first point on the dual gauge line on entering Ochsenhausen allows narrow gauge trains to access Platform 1 and the two remaining sidings. One of the sidings has a loading ramp, mainly used for goods traffic on the STB and occasionally the DRG. The other, longer, siding is used to stable stock and for track maintenance equipment. At the end of the platforms is a water crane used each time steam locos arrive to replenish their tanks ready for the return working before they run round their train.

There is a second point on the dual gauge which allows narrow gauge trains to enter the station closer to the building; it also permits railcars to be held on the section between

to two points ready to depart. It is at the position of the second point that the standard gauge separates with access to the two sidings and Platform 2, which was built on the site of the lifted narrow gauge tracks.

At the end of each of the three standard gauge tracks is the sector plate, and coming off one of the tracks is the entrance to the arms factory, which uses its own Breuer shunter to move wagons in and out of the facility. The factory also has a 550mm gauge (HOf) line operated by a small diesel locomotive for the internal movement of goods. The loco shed is outside the factory perimeter for safety reasons.

When passengers leave the Bahnhof on their journey into Ochsenhausen town centre by foot or on post bus, they pass the local volunteer fire station, which is manned mainly by employees from the factory, hence the small pedestrian gate adjacent to the railway gate, so they can have quick access on call out. The same gate is also unofficially used by employees travelling to work by train.

Construction

The layout consists of three baseboards, each 4' long. The main board is 22" wide and the other two 10½", so they can be stored on the rack below one side of my permanent layout with the two smaller ones on the bottom.

The construction followed tried and tested methods, using 9mm plywood and 4" x 1" planed timber for the frame. As the width is not large I only fitted one cross support in the centre of each board. Alignment is achieved using two

Above
Mallet 98 715 shunts
wagons into the sidings
as Glaskasten 98 308 waits
for it to clear the points
before it can depart
with the passenger service.

German Railway Society dowels and one coach bolt holds each joint together. To assist when setting up, the main and centre boards have a short length of plywood screwed to the frames. The main board has four legs and the other smaller ones only two. The legs are only 15" high so the layout requires two 6' tables when exhibited, the space underneath being used for additional stock (and refreshments ...).

Track

The HO and HOe track and points are all from the Peco range, with code 75 finescale used for the standard gauge and OO9 main line for the narrow gauge. The dual gauge track and points are from the Tillig range, while the HOF line uses the Busch track, which incorporates a central metal strip for extra adhesion as the locomotives are fitted with a magnet on the underside of the chassis.

The HO and HOe track was laid on 3/16" cork using Peco track pins, then after wiring and testing it was painted with track colour acrylic.

Ballasting was carried out in the old slow method, using a mixture of light and dark grey medium Woodland Scenics ballast, held securely in place with two coats of diluted PVA. The HOF track is also ballasted by the same method, but using a much finer grade of ballast. Once all the excess ballast was removed, and the point action and the wiring tested again, the whole of the track was given a second coat of track colour, this time thinned down slightly, and weathered in various places as required.

Pedestrian walkways and the area between the rails on the level crossing were made from 3mm wide strip wood and again painted with track colour paint.

Scenery

The construction of the scenery was again straightforward, again using tried and tested methods, with the relief features being made from plywood formers (off-cuts left over from the baseboards) covered with a fine wire mesh with layers of plaster bandage applied. Once the bandages were dry, Polyfilla was used to achieve the desired final relief effect, then painted brown, so if any scatter material became loose it would give the appearance of soil.

The grass is mainly Woodland Scenics of various shades and textures, applied in one or two coats, depending on the texture required for the area, with Peco flowers and tufts of long grass added later. The meadow is a sheet of spring grass from Gaugemaster, trimmed back where it is being cut by the farmer. The foliage used for the bushes is again from Woodland Scenics, which once firmly fixed in place was trimmed then tinted with red, white, or yellow paint to give the effect of flowers. The trees are a mixture of Woodland Scenics and the Model Tree Shop.

Structures and details

All the buildings are made from plastic kits. The factory (including the walling and chimney), the industrial loco shed, and the crossing keeper's hut are by Auhagen, the station and fire station are by Faller, and the small huts were salvaged from previous layouts.

All the buildings were positioned as filler was applied to the ground to ensure they bed in.



Above
DRG 0-4-0T 98 7512
on the sector plate
about to run round its train.

The island platform and the hard standing around the station buildings were made from 3mm hardboard, covered with Busch self-adhesive cobblestone sheet. Busch cobblestone was also used for the roadways, stuck on to 3mm hardboard that had been glued or screwed to the baseboard. Weinert grids and fire hydrants and various Brawa lights (non working) give the finishing touch.

The track signs are a mixture of Brawa and Spieth, telegraph poles are from Weinert, and the point lanterns are Arnold N. The fouling point markers were made from brass rod painted.

The woodland backscenes are from MZZ, and photos of the Auhagen factory were used to make the site appear larger. Other buildings are from photos I have taken over the years on my trips to Germany, glued onto a backscene of 3mm plywood painted with sky blue matt emulsion. The one exception is the rocks on the river, which is of the cliffs at Baker's Bridge on the Animas River near Durango in Colorado.

The figures are mainly Preiser, with a few Merten.

Most of the road vehicles are suitable period examples, mainly from the now discontinued Roskopf vintage range, with some Brekina.

Below
Saxon IVK 99 574 pulls into
the headshunt to take on
water for its return working.





Control

As a lot of my stock is now thirty or more years old, DCC is out for me and I still use the analogue cab control system. The control box/panel is a separate unit connected to the main board by three 12-pin plugs, with one to the middle board. The connection to the left-hand board is via a DIN plug and socket just carrying power to the track, with a slide switch to operate each of the storage roads built into the board surface.

All the wiring was planned in advance on my computer using Microsoft PowerPoint, with all sections and points allocated numbers. I have found this makes the task of wiring and fault finding (which luckily enough I have not had to do too much of in the past on any of my layouts) somewhat easier, so the time spent in the planning is well worth the effort.

Miniature Single Pole Single Throw (SPST) switches operate the various track sections.

The point motors are a combination of Peco and SEEP, again all having been recovered from previous layouts, powered by a 24 volt capacitor discharge unit and operated by a pencil switch.

The non-operating semaphore signals are again recovered Fleischmann, with the failed solenoids removed; the post is screwed to a plastic base from underneath, but they can still be operated by hand.

The controller for the HO and HOe is an ECM Compspeed, the non-feedback type, again from previous portable layouts. The HO track is powered using the 3v Busch battery controller, fixed inside the box/panel and operated by a DPDT slide switch with a central off position.

Operation

I always try to keep operation simple so there is not much that can go wrong, but at the same time run a variety of locos, railcars, and rolling stock to keep people (and myself) interested.

On the standard gauge DRG steam and diesel railcars and three or four different class of steam loco are used. On the narrow gauge, a mixture of DRG and STB locos and railcars.

The Breuer shunting loco moves wagons in and out of the factory, sometimes using the DRG sector plate to run round. The sector plate is used mainly by DRG locos to run round their trains after arriving in the platform or the sidings. Narrow gauge locos can run round their trains in the station and also shunt wagons into the two sidings.

Conclusion

Since my early teenage years, this is the twenty-sixth layout I have built, and now as age and poor eyesight are starting to creep up on me, it may be my last. (Famous last words!)

Some modellers say the main pleasure is in the construction, not so much the operation and exhibiting, but I have always enjoyed meeting and talking to other modellers.

Like all my layouts, *Drei Spurenhof* has given many hours of pleasure in the planning and building. I have learned something new from each layout I have built as well picking up tips and ideas from layouts at exhibitions, and the articles in CM and various German magazines.

At the moment there are no events, but once everything gets back to 'normal' I will no doubt be exhibiting again with this layout built in lockdown.

Above

With water tanks refilled, the IVK runs round its train.



Above
STB railcar T1 arrives
as 0-6-0T No.21 waits
to move two wagons
out of the siding.



Right
STB railcar T1 will depart
after making a connection
with the DRG steam railcar.

Anthony Horne describes a remarkable long term project.

Photographs by the author (unless otherwise noted).

Nytorp garden railway

Somewhere in Sweden
2: the middle garden

Right

1997 – Hasse is looking for the on/off switch on the LGB loco. Note the primitive control stand on the far left. Beyond is the motive power depot, with scratchbuilt four-road loco shed and to its left a single track carriage shed. Above the loco shed you can make out a mine complete with pit-head winding gear. To the right the 'parallel' tracks of the two middle circuits and at the top right the end of the shunting yard for the 'inland harbour'. A train of LGB four-wheel coaches is on the shorter of the two circuits.

Below

The motive power depot and the inner of the two circuits, which we call 'Tehachapi' because long enough trains do in fact cross over themselves. This circuit climbs around the first of four raised flower beds and passes the mine and the disused station before descending to 'ground level'.

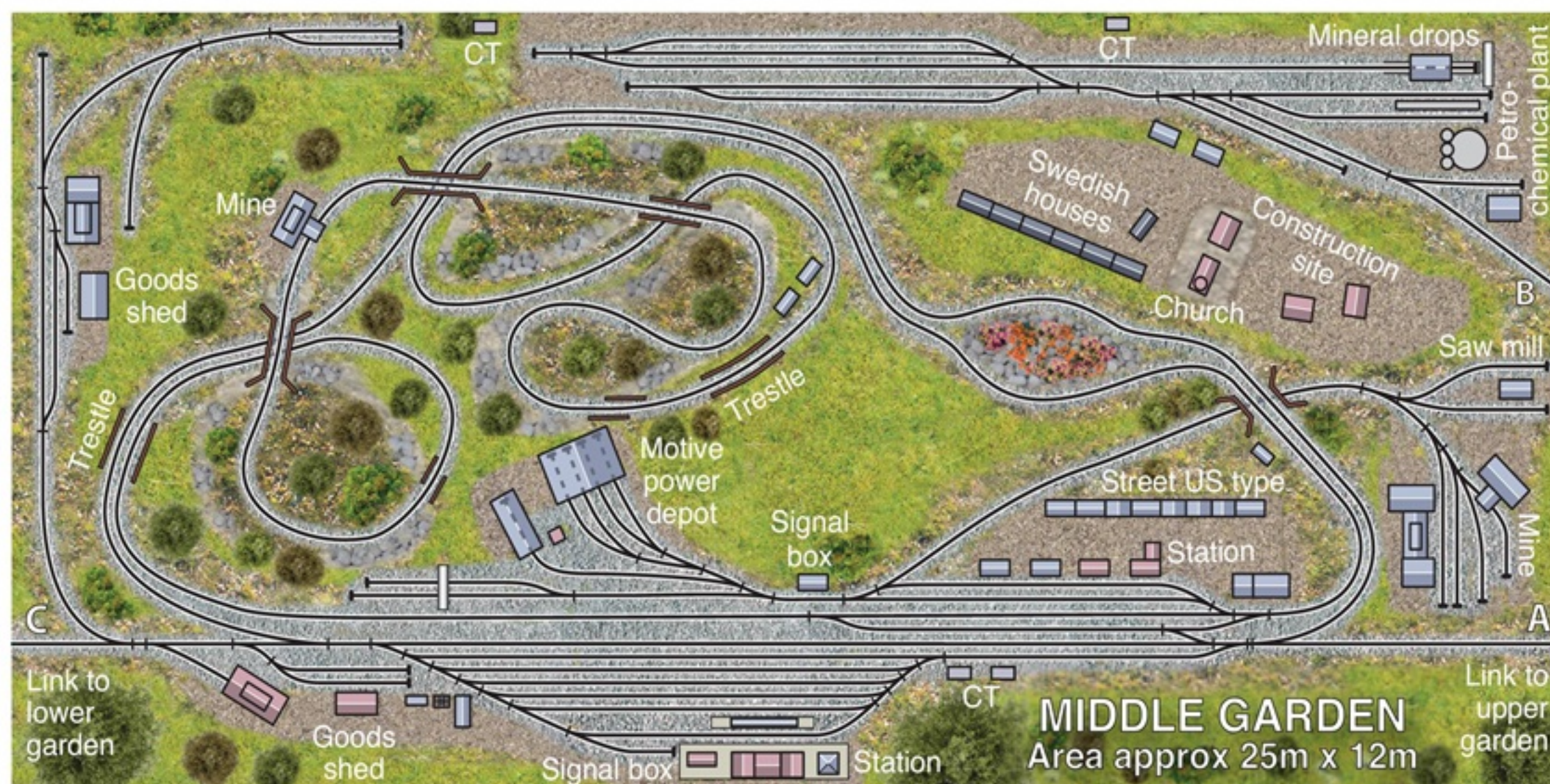


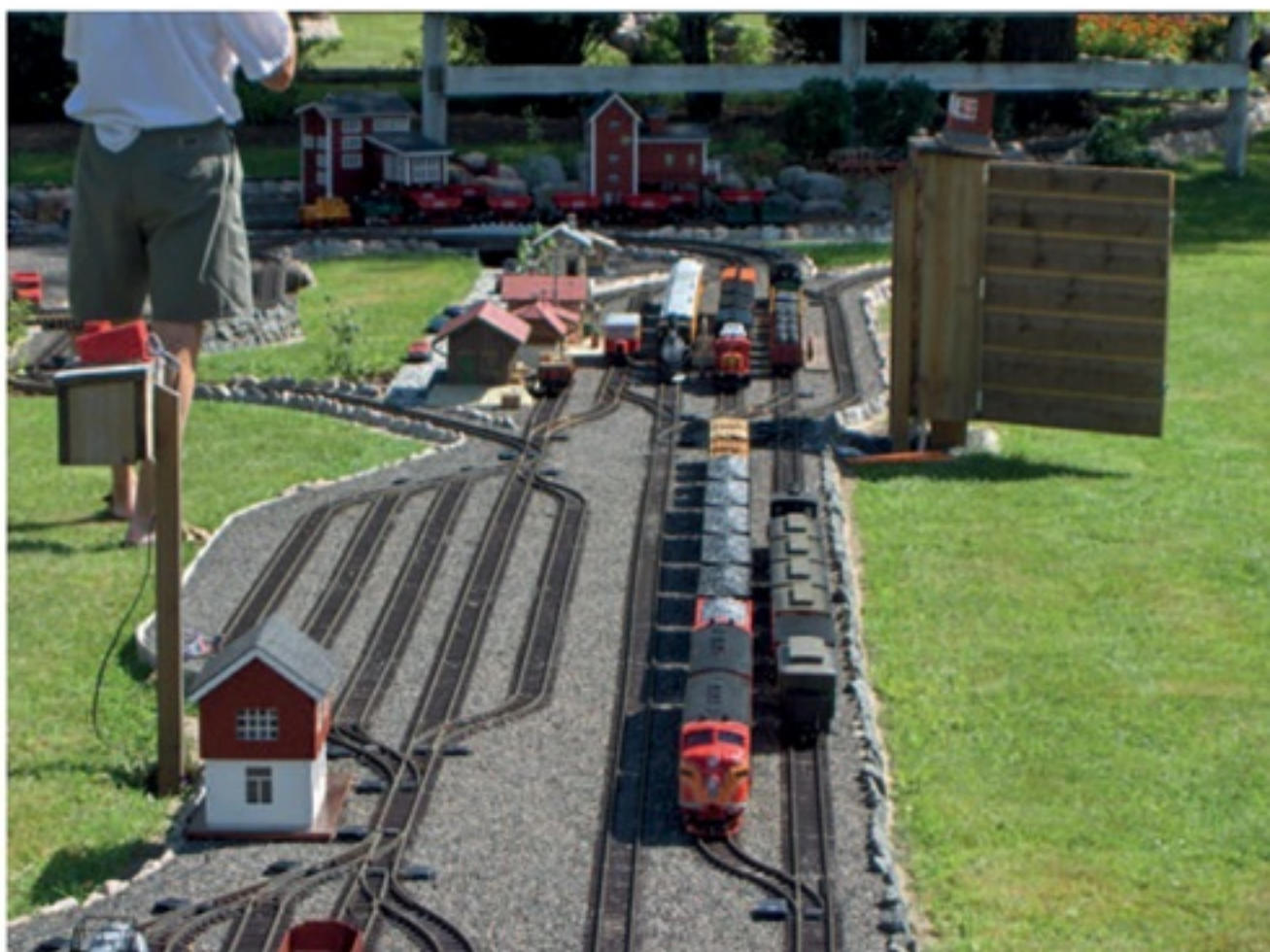
Below

The lower yard in the summer of 2019.

The control box has been joined by a second, smaller, unit because the extension of the yard with isolating switches, etc., needed more space than was available in the first.

Only about half of the buildings have been taken out of winter storage.





There is a lot of LGB stock available to run on the layout, representing the Harz system amongst others, with on top of that some American locos and stock. A lot was bought while on holiday in Germany and until five years ago from one of the few suppliers in Sweden, who has now retired.

We have also purchased a number of the Newquida-LGB coach and tank wagon copies from America. These have had their wheelsets replaced with Bachmann/Liliput metal wheels and couplings have been completed with LGB couplings because they only come with couplings at one end.

The road vehicles are a mixture of anything that produced in 1:22.5 or as close as possible: Emek, Abrex, Welly, and Playmobil are all represented.

A turning point in the acquisition of rolling stock occurred in 2006. The parent company behind LGB celebrated its 125th year in existence on a grand scale in the summer of that year. Less than two months later they went into receivership! LGB became part of the Märklin group but that company itself changed hands in 2013. Naturally production of new items suffered during these turbulent years.

In 2006 Piko released their first G scale model, a Taurus electric. This was a real bargain and I bought one so that I could run something that was mine and not just wear out the stock that Hasse very kindly gave us free reign with.

Above left

The middle garden yard in 1997. The link to the upper garden can be seen through the legs of the primitive control stand. You can also see the line running under the trestle to the mine. In the beginning there were no run-round facilities there so all traffic had to be carefully reversed to the loading chutes.

Left

2005 – the middle yard with a diverse collection of trains. New that year was the purpose-built 'control tower' which houses the transformers and controllers for the two circuits. The controller on a post on the left is for the loco depot.

Below

Piko BR50 with a long rake of LGB hoppers running through the middle yard. This large loco can run almost anywhere on the layout, apart from the upper circuit. Few of the buildings have been put out and not much rolling stock either.



Above
2006 – the first Piko loco appears, a Taurus electric. With eighteen tanks, the train is over 7m long.

Right
Part of the middle yard, filled with LGB stock. The street is lined with American style structures. Beyond, from left to right – the end of the Swedish street, the petrochemical plant and 'inland harbour', the town scene with church (and a never-ending wedding!), and a grain silo on the site of the sawmill. (This has since been moved and in 2018 the sawmill was back.)

Below
The new 'control tower' – with a welcome can of refreshment on what was a warm summer day! At top is a row of switches which control the points on all the running lines and some of the sidings.



Right
The new station in the middle yard – obviously photographed before Covid!





Left

The end of the middle garden on a dull day in 2016 – the two circuits curve away to the right.

Beyond is the lower garden with the beginnings of a third circuit and an industrial landscape.

Below left

2017 – a gauging run for the newly acquired *Silberlinge* coaches hauled by a BR218.

Bottom left

A couple of Mallets at the head of a long goods train. The track closest to the camera is the link line to the upper garden.

Below

Piko DB railbus and trailer running into the station in the newest part of the lower yard. In the background, a gantry crane over what has become a small container terminal next to the motive power depot.



One thing led to another and a year later a couple of DB BR218 diesels turned up and so it continued, with Piko releasing models of German prototypes, usually of types that have a cult following. These were purchased as birthday and Christmas presents to myself – because no-one else in the family would!

Until this time Hasse had collected LGB stock, all more or less based on narrow gauge prototypes. LGB models have an ingenious on/off switch in the region of the cab which allows a loco to be isolated. That is not the case with Piko. So Hasse extended the station and yard in the middle garden, adding a further four through lines and a platform siding for the newly acquired DB VT98 railbus and trailer. He insulated three through tracks and the siding, which were given their





Above

The two running lines behind the raised island station. The station building and goods shed have since been placed elsewhere on the layout. In the background you can see the Swedish style street. On the outer loop, a short train of four-wheeled stock behind a BR64 2-6-2T.



Above right

In the foreground, on the longer of the middle garden circuits, a Piko DB BR194 with a train of cement hoppers. Beyond, the Swedish street and, inside the fence, the 'inland harbour'.

own on/off switch in the control box; this means that four Piko units can be out at any one time on the outer circuit in the middle garden. It has become nearly the norm that when I come to run trains, it is mostly standard gauge in the middle and narrow gauge round the top. The lower garden circuit is a bit of anything goes!

My long-suffering wife is reasonably understanding about many things but G scale rolling stock is not one of them! So my collection lives 300km from home on permanent loan at the garden railway. This is a very convenient arrangement for Hasse. It means that the stock available is continually supplemented.

When Piko released their cement silo wagons, we decided that they should have a reason to run on the railway. So the small goods depot was moved and a cement silo was erected on the site together with sidings and a connection to the upper circuit. The structure is basically a number of drainage pipes on end, glued together and with a small amount of detailing applied.

The railway is not officially open to the public but Hasse will usually oblige by arrangement.

Until 2019 there was an annual open day, held on the first Sunday in August. This was part of a scheme started by the tourist office in Skövde that wanted to promote local cottage industries and sights worth visiting. Nytorp garden railway



Above right

An Austrian 2091 diesel with a mixed freight passing the mine. A very dry spell in 2007 has not been kind to the juniper bush but it will make a very good recovery!

Right

A heavy train of steel ingots – these are real pieces of metal cut to shape and in fact quite heavy, so to get up the slopes of the 'Tehachapi' circuit double heading is necessary. In the background, the tracks of the two circuits and the old end of the yard for the 'inland harbour'. Note the abundance of wild strawberries.





was one of the chosen destinations. Depending on the weather, there have been between three and five hundred visitors on these occasions. It remains to be seen if that gets going again once the pandemic is at bay.

2020 has knocked us back. I have visited the railway every month during this quite horrible year, but we have run little, mostly gauging runs with the newer stock, repairing couplings, or exchanging wheelsets – and, of course, partaking in the most common of occupations for modellers, drinking tea or coffee and planning/dreaming! No new building work has been undertaken. That said, there is a 'to do' list. In no particular order:

- a turntable large enough for the Piko BR50 2-10-0 that arrived in April 2020. This is not the only loco that would use it but it is the longest.
 - a fifth circuit with better clearances and larger radius curves so that the DB BR103 can run with its IC train. When this happens it will create the longest circuit in the garden.
 - we are not getting any younger so a way of re-railing stock at a comfortable height so that trains can be run out without us having to crawl.
 - some sort of water-filled harbour basin for the container port at the bottom of the garden. It does after all feel strange with boats 'floating' on grass!
- So who knows ...

Right
2015 – a train of six wheelers at the platform alongside two rakes of Newquida bogie coaches. Beyond the fence, the first section of what will become the lower garden circuit.

Centre
2016 – the middle garden yard, with mostly Piko stock: a DB BR194 with DR six-wheel *reko* coaches, a DR BR118 with cement hoppers, a rake of mixed goods stock awaiting a loco, and on the outside two DB BR218 diesels with LGB hoppers.

Above
An American train on its way through the 'Tehachapi' part of the circuit. On the left, the freight depot at the back corner of the middle garden.

Right
The yard serving the 'inland harbour' with mineral drops, the petrochemical works (due to be expanded), and a small container terminal. This is all accessed from the upper garden via a link line from the lower station there. There are plans to link up with the freight yard in the bottom corner of the middle garden. On the right, the two lines of the middle circuits.





Above

2019 – DB cult class 103 electric with the first of the InterCity coaches on a gauging run. It turned out that these long coaches could only run on the outer circuit in the middle garden.

Below

1998 – a train of empty hoppers being reversed down to the mine and loading bunkers which are located next to the link line from the upper garden to the 'inland harbour'. The bridge carries the two middle garden circuits. In the background you can see the lower yard before it was rebuilt and extended.



Below

During the running seasons in 2017 and 2018 the loco depot in the middle garden was closed and replaced by a sawmill. From 2019 onwards the site was reclaimed by the engine shed.



Warren Miller occupied himself in lockdown by constructing and detailing a couple of venerable narrow gauge loco kits.

Photographs by the author.

Darjeeling duo

Enhancing a basic kit



The Darjeeling B class 0-4-0T loco has been the subject of several commercial models, in a range of scales, both in kit form and ready-to-run. One of the oldest is the OO9 whitmetal body kit from Langley Models. This was probably the first, and has been available for several decades. Locos based on this kit can be seen in narrow gauge layouts that have featured in CM and RAILWAY MODELLER over the years. The idiosyncratic charm of the B class was hard to resist and the model found a home on a number of freelance layouts.

With the Covid 19 pandemic meaning greatly reduced options for entertainment, far less holidays, I, like many railway modellers looked to spend some more time on modelling projects. I decided that a couple of Langley B class kits painted in some of the Darjeeling Himalayan Railway's less common colour schemes would be an unusual, inexpensive, and enjoyable project, so two were ordered and arrived promptly despite the Covid 19-related mail delays.

The body kit was designed to use a chassis from an Arnold German 0-6-0 tank loco. The Arnold model has not been available for some time, but can be found secondhand at reasonable prices. The kit involves a number of compromises due to the use of the Arnold chassis, so the result is not going to be a highly accurate model. (In contrast, the B class kit by Backwoods Miniatures is very accurate but more complex, and more expensive.) The aim was to see to what extent detailing and other improvements would give a pleasing model from a fairly basic kit.

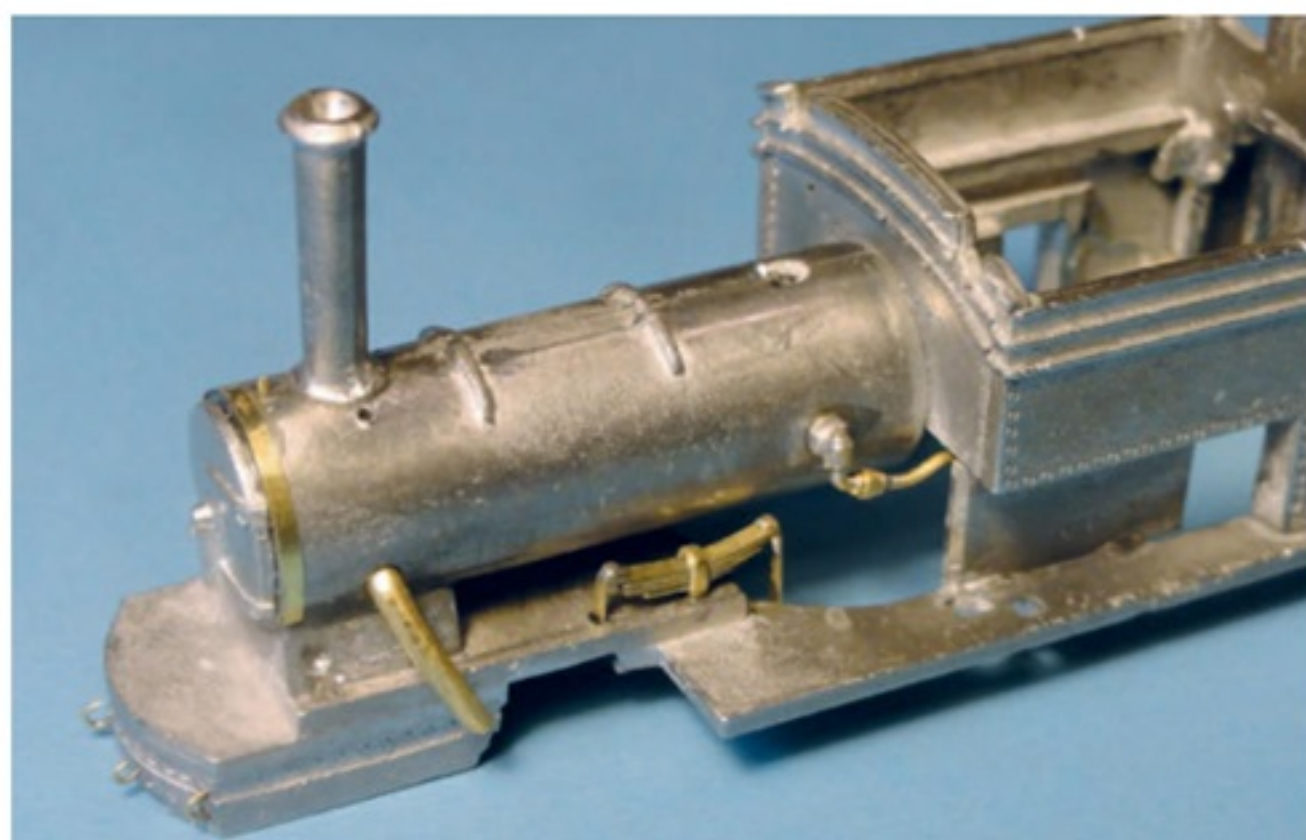
The most significant compromise is that the kit creates an inside framed loco, while the B class are outside framed. Next, because the Arnold loco is an N gauge model of a standard gauge loco, the cylinders are close to the leading wheels and are undersized for a 4mm scale narrow gauge model. Trying to remedy these features would involve more work than was justified for a kit and would mean scratch-building was a better option. So, how to make the best of the simple Langley kit?

Above

A brace of B class: No.45 (later renumbered 798) and 794 in the short-lived 'Rajdhani' colour scheme.

Below

The basic body with some brass additions: clack valves, front springs, steam pipes, and smokebox trim.



The chassis

To use the Arnold chassis the centre wheels are removed, giving an 0-4-0 with the correct wheelbase and wheel diameter, though the valve gear is very basic. The design used by Arnold seems to have been intended to simplify assembly in the factory, and the current collection from the wheels to the motor involves several 'press fit' joints which are not soldered. I replace these with a soldered wire from the pickups to the motor, greatly improving reliability.

I had two Arnold chassis, but one was from quite an old version and had a 'toy train' connecting rod and piston in one piece. I made a simple replacement connecting rod, crosshead with piston rod, and slide bar, which looks much better. I admit that I did not add coupling rods to the chassis; when in motion this is barely noticeable.

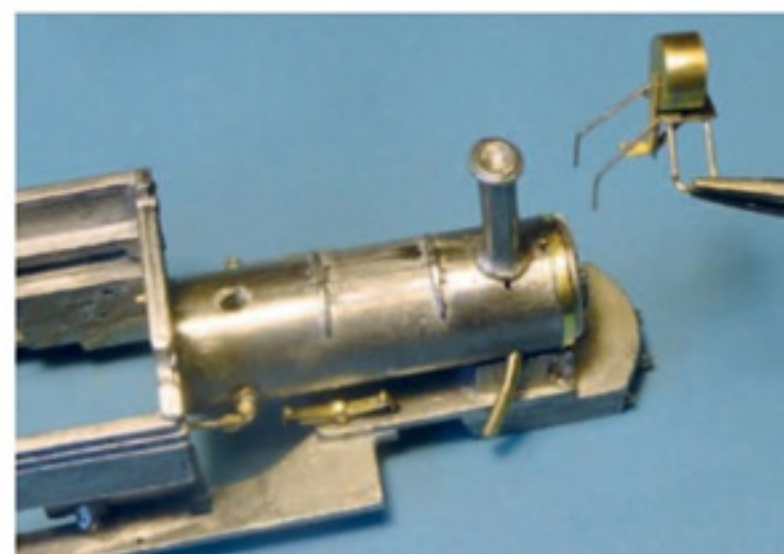
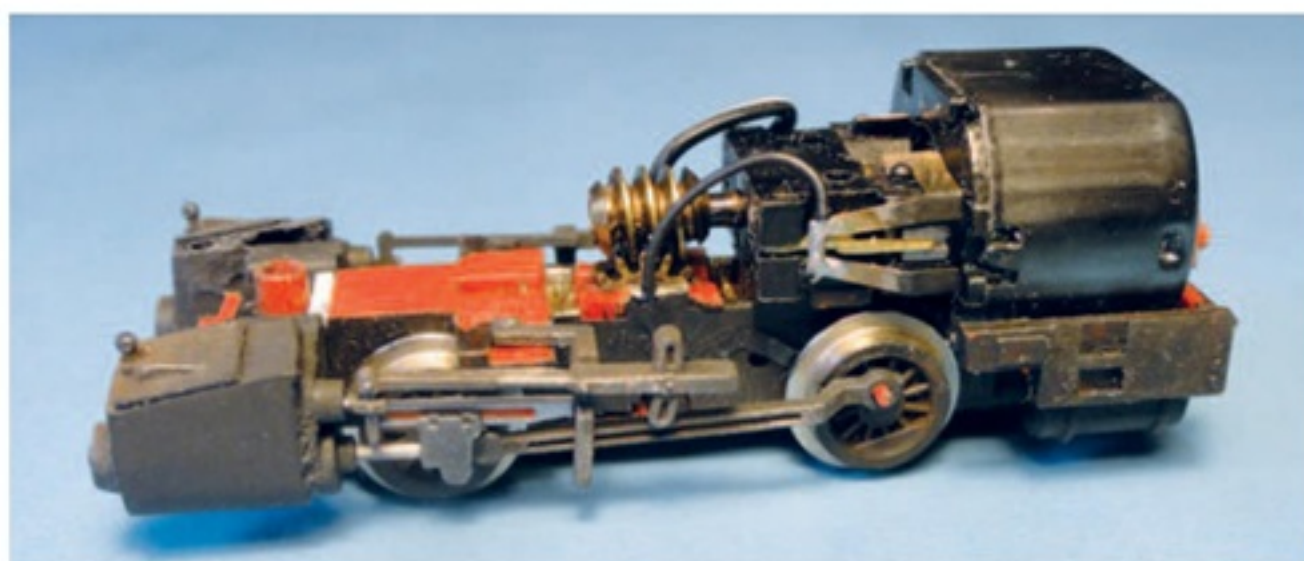
The kit includes crude extension pieces to lengthen the cylinders, but given that the cylinders are small, this looks unconvincing. I added the extension pieces, but then fabricated a larger cylinder wrapper which I fitted over the original cylinders and extensions. I also added more realistic steam chest covers atop the cylinders. This gave cylinders of approximately the right size and appearance. They are located too far back, but moving the cylinders forward would have pushed the project too far into the realm of scratchbuilding.

Some of the detail items are either not provided or poorly modelled in the kit, so these need to be made or replaced. These include the headlights, generator, springs, clack valves, and whistle. Items like the number and builders plates, and brass trim on the boiler, also need to be added.

Headlights

There were several different designs of headlights used on the DHR, so the modeller has a choice. The headlights provided in the kit can best be described as 'indicative' and may be discarded. Photos show that individual locos carried different headlights over the years, and often had different headlights front and rear. The most common pattern of headlight can be well represented by cutting a short slice of 5.5mm brass tube and soldering it to a small piece of sheet brass, using a higher temperature solder. Then a quantity of lower temperature solder is melted into the headlight body (a small gas torch is ideal for this) and while molten, forms a concave meniscus, nicely representing the headlight reflector. Simple!

For variety, I also used different designs of headlight from the 'spares box', made from whitemetal or cast brass.



The bracket, the sanders' hand-holds, and the support struts were made from brass.

Boiler details

A strip of thin (.03mm) brass was glued around the front edge of the smokebox, and later covered with masking tape when painting.

No clack valves were provided in the kit, so 'near enough' brass spare parts were used.

The re-railing bar in the kit was a rather heavy casting, complete with the support bracket. I replaced this with separate support brackets made from brass strip and a re-railing bar from timber cut from a wooden ice cream stick. The locos only carry one re-railing bar, on the right-hand side, but in the original design support brackets were provided on both sides of the saddle tank (although very few loco had a corresponding cut-out for the re-railing bar in the front of the coal bunker on the left-hand side). I have never seen a picture showing a loco with two re-railing bars.

Another detail to be added is the blower pipe, running through the coal bunker and the saddle tank. The saddle

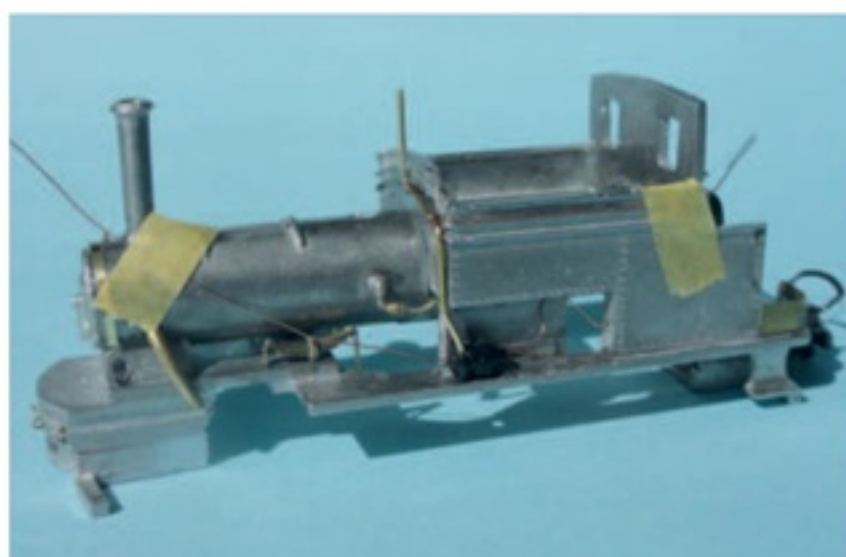
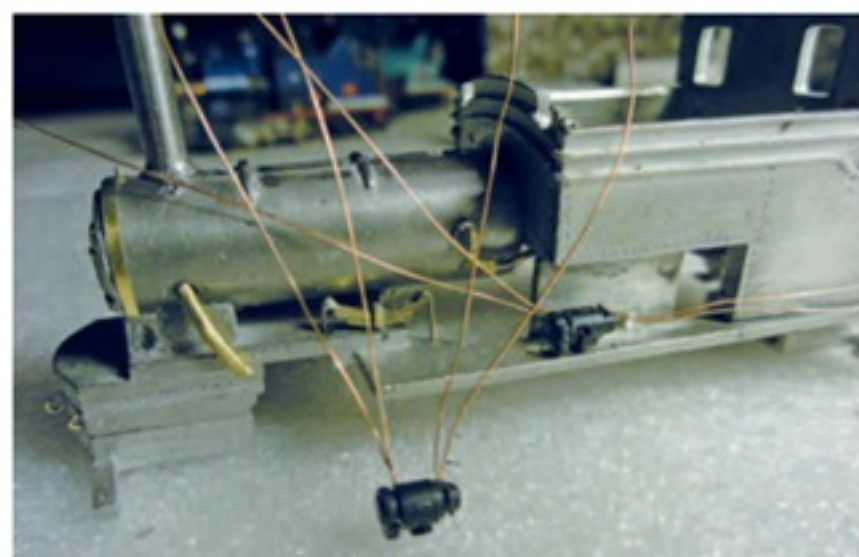
Top
The Arnold chassis, with the cylinders enlarged by putting a wrapper round the original and the extension piece. The pickups are connected directly to the motor with wires, avoiding the original uncertain 'press fit' connections.

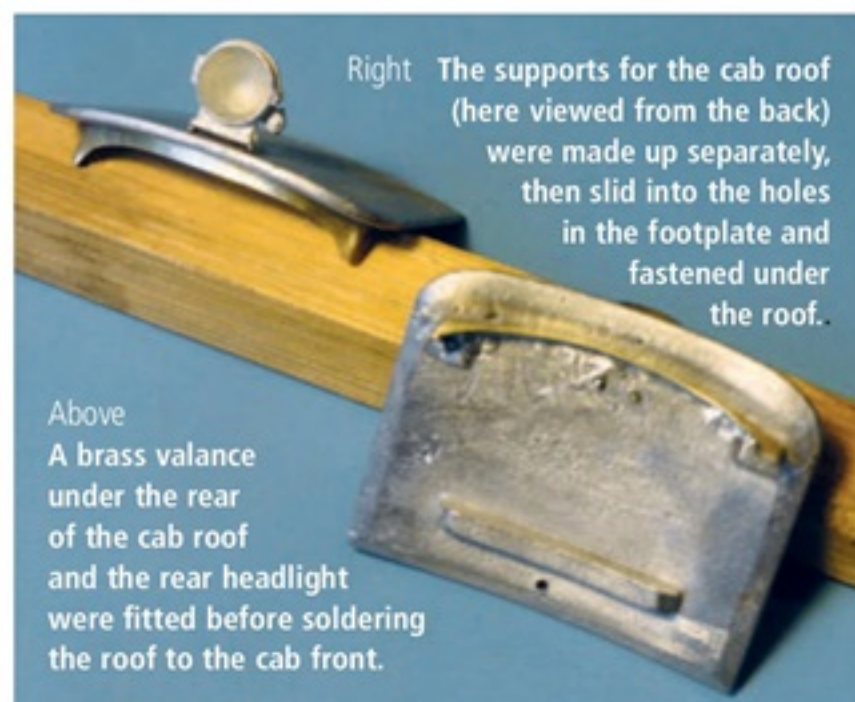
Above left
The replacement headlights were made from brass tube and sheet, complete with the bracket, support braces, and handholds for the sanders.

Above
The front headlight was firmly secured with a pin through the base of the main bracket and two struts fastened either side of the chimney.

Far left
The generator casting was replaced with a more detailed plastic item, with copper strands representing the cables, attached before the generator was fixed.

Left
Generator cables were held temporarily with masking tape while other details, such as the generator exhaust, were fitted.



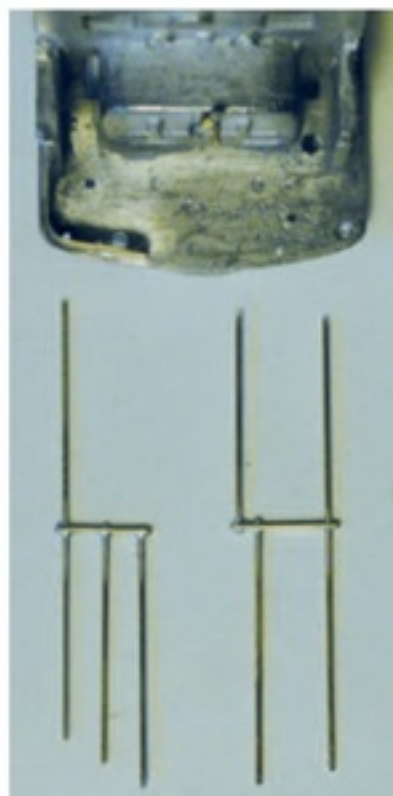


tank is a solid white metal casting so drilling right through it is difficult. Instead I made the blower pipe in two sections, though getting them aligned on each side of the saddle tank was fiddly.

The crude generator provided in the kit was replaced with an accurate plastic one (a spare part for a New South Wales loco). Four 0.2mm copper wires, from domestic stranded electric cable, were attached to it to represent the cables to the headlights and cab. The cables were temporarily secured with masking tape to prevent damage until they were fixed in their final positions.

The cab

The kit included some rough whitemetal stanchions for the cab roof supports, but these were too flimsy, and over scale, so they were replaced with assemblies made from 0.5mm brass rod, with fine flat brass strip for the horizontals. Before fastening the roof, a rear valance was made from brass and soldered to the rear underside of the roof with low temperature solder. Holes for the stanchions were drilled in the cab floor and under the roof, which was then soldered to the cab front. The stanchion assemblies could then be fitted and fastened with super glue. Handrails were also fitted to the cab sides. Lastly, the wrap-around plate on the left hand side of the cab floor (to prevent coal spillage) was not provided in the kit, so this was made from brass sheet and soldered in place.



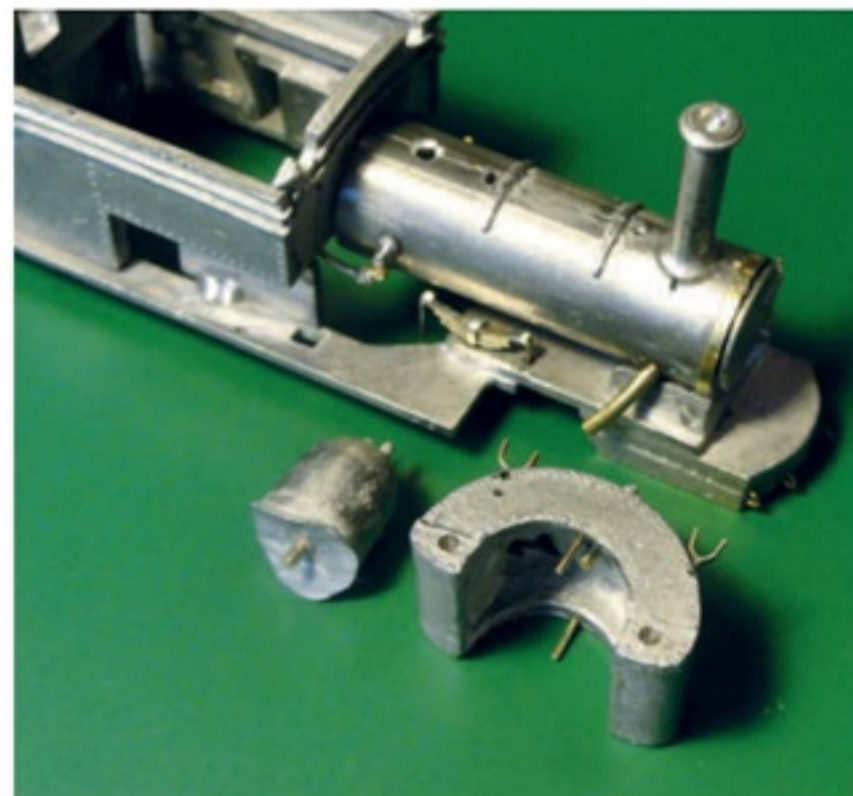
A handbrake is included in the kit, but a more realistic one can be made from brass tube, a handrail knob, and brass wire. The crew will probably find a regulator handle of use as well ...

Saddle tank and steam dome

The kit does not provide any positive location for the tank and dome, but correct positioning of these is important. Any out-of-horizontal fitting of the tank will be painfully evident. Accordingly, I fitted pins made of 1mm brass wire under the centre of the dome, and front and rear of the tank. This has two advantages: final location of the tank and dome is then easy and positive – an important point if you are using fast acting glue, and also the attachment is much stronger than using glue alone.

Fitting the dome is simple, but fitting the tank is a bit of a juggling act as it is necessary to simultaneously locate the water pipes at the front of the tank (on the prototype they go to the well tank) and the blower pipe to the smokebox at the front and to the coal bunker at the rear. In other words, when the tank is correctly seated on the boiler, there need to be four pipes correctly located in the holes made for them.

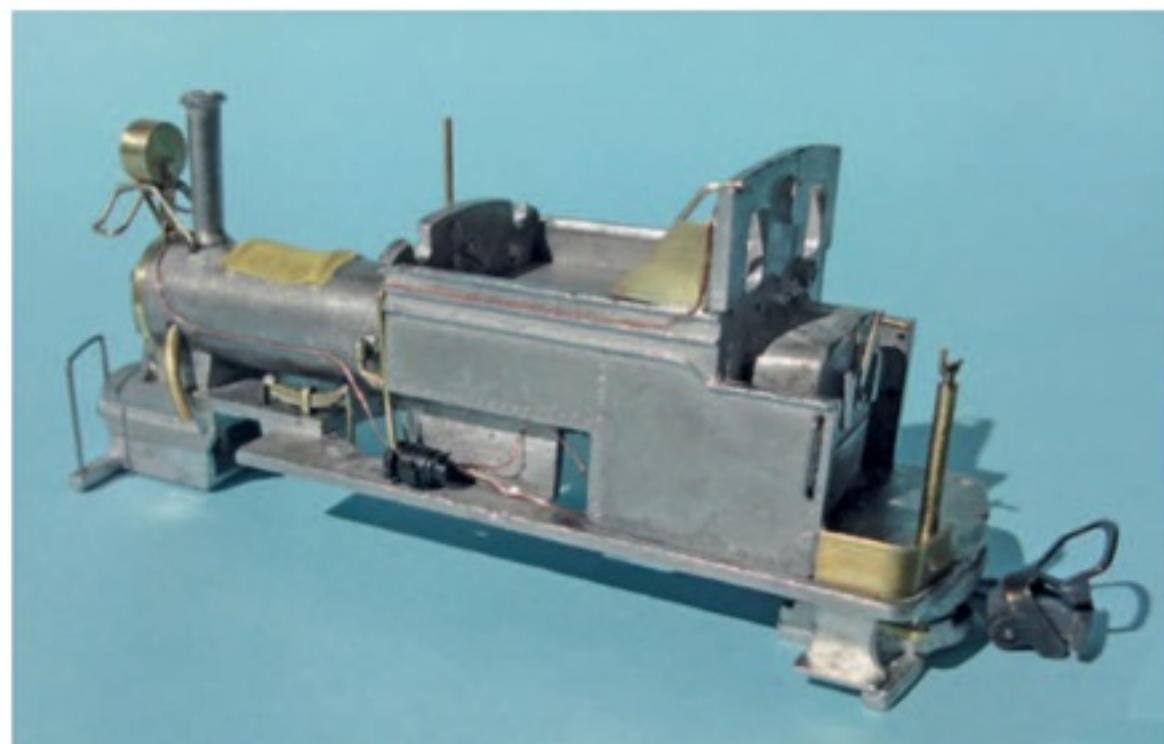
With the saddle tank in place, the cables from the generator can be run to the headlight and permanently fastened in place.



Above
Brass pins were fitted to the saddle tank and dome to give a stronger joint and error-free positioning. The supports on the tank for the re-railing bar are shorter than in reality as the tank on the model sits just too high.

Below left
The wrap-around plate to prevent coal spillage and the bunker extension plates in front of the cab. The headlight and brake handle are also in place.

Below
The body is nearly complete, and the fire irons are hung from the re-railing bar. The replacement reversing rod can also be seen.





Fine details

Little things can enhance the overall effect. The fire irons are carried on hooks suspended from the re-railing bar. The hooks were simply bent from wire, and I had several spare etched fire irons from various DJH kits which were suitably fine and fitted nicely.

I added coupling chains, though these are really tiny. I used fine model chain of 27 links/inch, and trying to manipulate and glue a short length of four links to the hooks was maddening!

The handrails for the sanders who ride at the front of the locos were made from steel wire rather than brass, for strength – they are in a vulnerable position, like the sanders! The handrails were permanently fastened to the 'buffer beam', but at the outer end of the front footstep they simply fit into holes, which allows the footstep plate to be released if the chassis needs to be removed.

Some locos carried protective grilles on the headlights. These are not essential, but they add a definite character to the loco, so I made one for one of the headlights. A thin slice of 5.5mm brass tube was cut to provide the frame for



the grille, and reduced to about 0.4 mm with fine sandpaper. Then evenly spaced pieces of 0.2mm wire were laid out and fastened with tape, and the circular frame soldered to them. The wires were then trimmed and sanded smooth with the frame, which was then fastened to the headlight with a dab of superglue.

The builder's plate was simply a tiny brass diamond shape (North British). On previous locos I had simply painted the number plates on the loco, but in this case I made separate number plates from 0.25mm styrene, which looks better.

Painting

One of the aims of the project was to depict earlier DHR liveries, different from the current well-established blue colour scheme.

I opted for the plain red oxide used shortly after independence, and the attractive but very short-lived 'Rajdhani express' colours of red, yellow, and white that appeared on No.794 in late 1998. (Apparently the authorities felt that this devalued the Rajdhani 'brand', and the loco rapidly reverted to the standard blue.)

Above left

The protective grille is fastened to the headlight – the finishing touch.

Above

No.45 (later renumbered 798) ready to leave the shed. The small lettering on the side of the cab (just dots of paint on the model) gives the names of the crew.

Below

It is unlikely that a loco and coaches in the 'Rajdhani' colours ever operated a service – the Indian Railways management quickly vetoed these colours on the loco, although a rake of coaches did run in these colours for a year or two. At least in model form one can create such a scene.



Left

The gloss finish tends to accentuate imperfections in the cast loco body, so I may yet give it a flat finishing coat.



Above
No.45 at Darjeeling station ready with a downhill train. The coal breaker is on the bunker, but the sanders are not required for this trip.

To facilitate painting of such a tiny model, the saddle tank and dome were painted separately and not fitted until other painting was completed.

The locos were given the basic coat of dark grey/black, then suitably masked and the colour applied to the cab and coal bunker. For the 'Rajdhani' loco, the yellow was applied first, then masked and the red applied subsequently. Detail painting was done by hand.

Crew

These small locos have a crew of five: driver, fireman, coal breaker, and two sanders. I cheated with the crew: the model is 4mm scale, but it is very small, so I used HO figures to allow a little more space in the cab. I found suitable seated figures for the coal breakers who ride on top of the bunker, but I have yet to locate figures suitable to act as sanders standing on the front footsteps with one hand on the handhold on the headlight – possibly a climber of some type?

Conclusion

The result is two attractive if not entirely accurate locos. The Langley kit and the basic but reliable Arnold chassis can be made to provide a loco which, seen in isolation, looks quite like a Darjeeling B class. The inside frames and simplified valve gear are not too apparent under the wide footplate. If the loco is compared directly with the accurate Backwoods Miniatures model, its shortcomings are apparent, particularly the slightly under-sized saddle tank, which is also set a little high. However, it was a cheap and enjoyable project, and for me the resulting models capture the 'flavour' of the Darjeeling Himalayan Railway.

Much detailed information on these fascinating locos is given in the DHR Society's book *The incredible Darjeeling B Class*. The society's website www.dhrs.org is definitely worth a look.

Left

No.45 storms away from the halt at Tung, with much climbing yet to be done before it reaches Darjeeling. In this situation the absence of sanders on the front would be a real handicap.



Simon Dunn explains how a small scene involves some high-tech control.
Photographs by the author.

ÖBB depot

A corner of a larger installation



I have modelled a few alpine scenes before, so this time I wanted to depict a less scenic area around a depot. Although the location is fictitious, satellite images suggest a passing resemblance to an area at St.Pölten, and in my mind's eye the layout is a small part of a much larger depot area.

The depot was built during the first few months of lockdown. Not being able to pop to the shops so readily meant I resorted to my scraps box far more heavily, with almost all of the scenery being from scrap or recycled packaging. This has made modelling more enjoyable in a way, as I have had to make do and improvise more.

Baseboards

However, the baseboards were a custom order from Grainge and Hodder, as I was pleased with the quality when I used similar boards for a previous layout. I have built my own baseboards in the past, but the quality and convenience of these boards means I can get on far quicker. The baseboards assemble easily with just some wood glue needed.

I have painted the visible sides black as it is my personal preference to have a distinct edge to the layout.

The scenic part of the layout is on a single baseboard, with a separate smaller baseboard that latches on used as a fiddle yard.

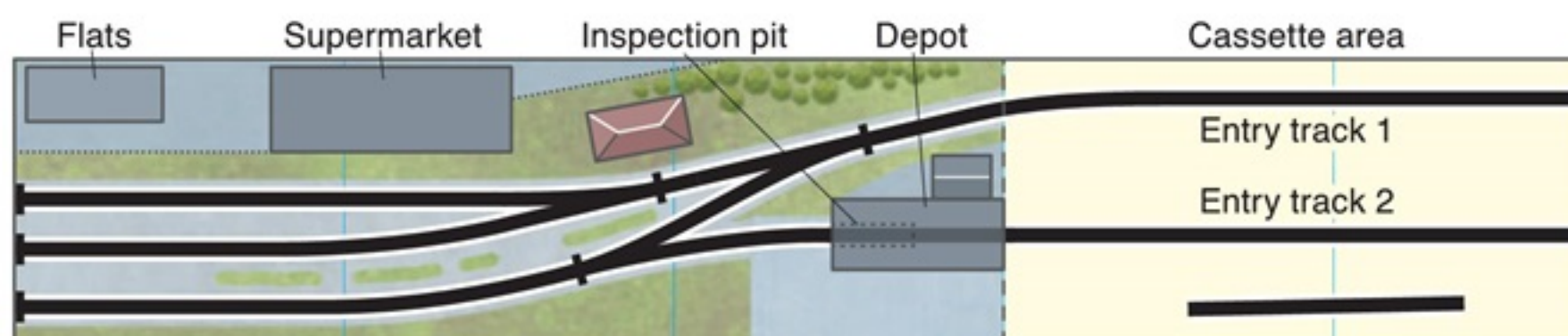
Above

The ÖBB depot occasionally hosts motive power from other operators. The Mittelweserbahn BR182 Taurus is by Hobbytrain.

Below

An ÖBB Rh1044 electric peeps out of the shed as a Rh2043 diesel arrives in the sidings. Just one electrified track runs through the building.





Above
All of the scenic section
of the layout.

ÖBB DEPOT

Overall size: 143cm x 26cm. Each grid square 30cm x 30cm.



Left
The necessary electronics
are concealed within the
buildings; the roofs can be
easily removed for access.

Below
Sections of Kato Unitrack
make convenient 'cassettes'
for the fiddle yard.

Track

The track is Kato Unitrack. I had quite a bit of this from when I had a fallow period during house moves so that I could at least run something in the absence of a proper layout. I have found that, with some weathering, the Kato track is passable and loses its 'train set' look.

The track is not permanently fixed, so in theory I could lift out the track should I need to change anything, although the sidings do have additional ballast PVA mix glued in between them which would need to be relaid.

As with all my layouts now, buildings, track, and alike are fixed down by a combination of gravity and florist's wire! Small L-shaped pieces of florist's wire hold the track in place through holes drilled by hand through the track and board.

To avoid having large ballast shoulders on the sidings, I brought up the height of the foreground scenery with layers of old cardboard boxes. This was then topped with kitchen towel soaked in a standard PVA/water/washing-up liquid mix before painting everything in a base of brown then applying scatter.





Above and right
The catenary maintenance team prepare to load a mast onto the X630 tractor using the onboard hydraulic crane. The model is by Hobbytrain.

I laid the track on cork but in hindsight this was probably not necessary, and meant I had additional work to bring up the ballast and scenery height.

Overhead

The overhead line on the depot headshunt is not powered, and uses re-painted Arnold masts with 0.3m clear beading thread, as used in jewellery making, for the contact wire. I find this plastic thread easy to work with and tension, the tensioning actually being managed by a paper-clip hidden behind the depot. To make it easier to remove and replace the masts, I carefully drilled into the base of each mast and glued in a length of florist's wire.

The two sidings nearest the Billa supermarket are diesel operation only, and I have added a warning sign to inform drivers on the headshunt that the line away from the depot does not have overhead.

Originally I had used different masts with all tracks supplied, but I was not happy with how it looked as I felt the masts I had were too prominent.



Buildings and scenery

The depot building and the Billa supermarket were scratch-built from old card and some balsa offcuts, and clad in plastic strips.

The lineside hut is a modified station building – I cannot remember the maker.

Below
A Rh2070 'Hector' diesel (by Minitrix) shunting Czech and Austrian Eaos wagons.





Above

A Rh2016 'Hercules' diesel (a Fleischmann model) drops a wagon in the yard. Note the empty shelves in the Billa supermarket – panic buying in lockdown!

Below

A Rh2068 diesel resting between duties. The model has a 3D-printed body from Shapeways.

Below right

The track maintenance crew's X626 *draisine* attempts to shunt couple of vans. This is another 3D-print from Shapeways.

The flats are a bit of a hotchpotch from the scraps box.

The trees were also raided from my scraps box, being from my first – and last – attempt at tree making. Although a little rough, they provide the desired scenic break.

The fencing was made up from plastic offcuts.

Rolling stock

Stock is mainly ready-to-run from Fleischmann, Roco, Minitrix, and Arnold.

I do enjoy doing custom builds and conversions, and I have a converted an ÖBB EDK 750 breakdown crane from an Ibertren model, and I have made an ÖBB Rh2060 diesel shunter, X626 *draisine*, and Rh2068 diesel from 3D-prints acquired from Shapeways.

Electronics

Locomotive control is analogue, with a single Gaugemaster 'Combi' controller, but I have added some additional technology with the inclusion of a micro-controller for the points, track power, and depot lighting.

A single Arduino Nano runs two L298N motor driver modules, all of which are housed inside the supermarket. The

back wall has a cut-out so that I can plug a USB-B cable into the Arduino if I need to update the software.

I chose from the outset to locate all the electronic components 'above ground' and disguise them in the buildings – this helps with any maintenance, and means people can see how the layout works without peering under it.

There are two relays used for track power setting, one located within the trackside hut and the other under part of the depot building. Track power is automatically set based on the track route selected.

Kato point motors operate at 12V DC, with the polarity of the momentary switch determining which way the points are thrown. To mimic a physical momentary switch, the software triggers the L298N motor driver for 20 milliseconds. Through experimentation I found this timing sufficient to switch turn out direction consistently.

The same Arduino Nano also controls multiple lighting effects – are a static light on the depot roof, an amber flashing light, and an inspection pit light, which can also simulate welding.

As an afterthought I started working on fitting servo-controlled depot doors but gave up as they proved too fiddly to retrofit.

All route setting and lighting effects are operated via a wireless remote control; the infra-red receiver is disguised as an air conditioning unit on the roof of the supermarket. The software has to perform some trickery to manage concurrent





Above
The X630 and the materials
are ready but the personnel
are nowhere to be seen!

Right
The X630 and Rh2016
glimpsed from the shed.

Below
The Rh2070 at work shunting
large sliding side bogie vans.

lighting effects in real time alongside remote control detection and momentary point operation. As a former software engineer, I found the software development enjoyable and it is certainly something I will do more of on future projects.

What next?

I have a short attention span, and I surprised myself by finishing this layout, as for me the enjoyment is in the making rather than operating.

I am already planning my next project as I now have a modest area in which I can build a permanent layout, and I have recently converted to DCC which is opening new opportunities.

I would heartily recommend membership of the Austrian Railway Group. www.austrianrailwaygroup.co.uk



Myles Munsey created an imaginary corner of coastal Spain set in Epoch IV. *Photographs by the author.*

El Campello



A Spanish beachside terminus

Beginnings

Twelve years after constructing *La Mancha* (CM February 2009) the Spanish modelling bug has bitten again. Not the hot dusty plains of Extremadura this time – focus switches to the palm-fringed Mediterranean coast.

El Campello is an electrified passenger-only railway right by the sea. The starting point was the purchase (on a whim, admittedly) of an impressive kit of a high rise hotel. Large hotels and beaches are inextricably part of the Spanish scene and feature in many travel brochures, so this was an image that refused to budge. This really was the scene that I set my heart on modelling.

Not for the first time a tidy up unearthed some under-employed equipment so this layout has given them some use.

El Campello is a real place near Alicante, but never had a railway, so this layout is imagined to be a branch line off the Madrid to Alicante route.

One of the objectives of the model is to display colourful Epoch IV RENFE traction and rolling stock such as would be seen up until around 2010.

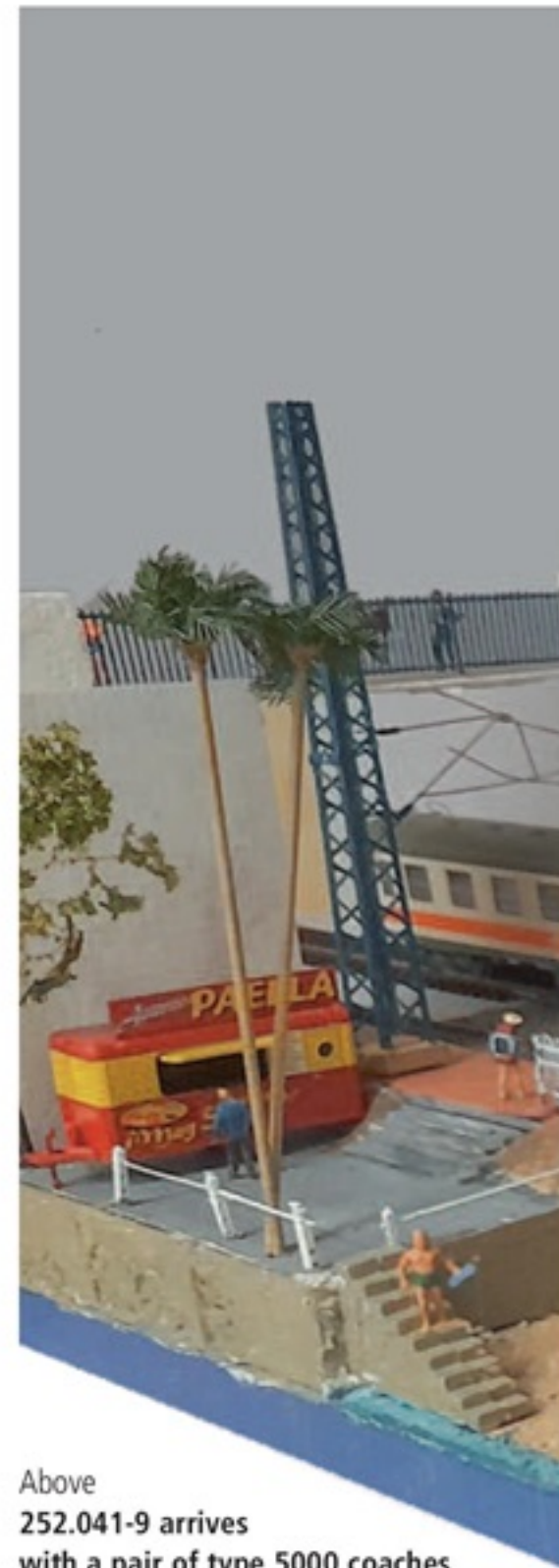
I therefore set about modelling a colourful scene, a stage if you like, with lots of seaside details into which the actors (i.e. the trains) enter and exit unobtrusively.

Planning and construction

The baseboard is a shelf unit 47" long by 9" wide. The narrow width meant a lot of thought was required to see what could be fitted into a restricted space whilst avoiding a cramped feel. Placing a pair of tracks onto a bare board made me realise early on that a two track railway was possible with enough space for scenic development, providing use was made of low relief buildings and streets were avoided. A small beach was possible but platforms had to be kept thin and station infrastructure modest.

Above
252.041-9 arrives
with a pair of type 5000 coaches
on a regional train from Alicante.
The towels are already laid out
for a day's sunbathing.

Below
The 'Diurno' for Granada.

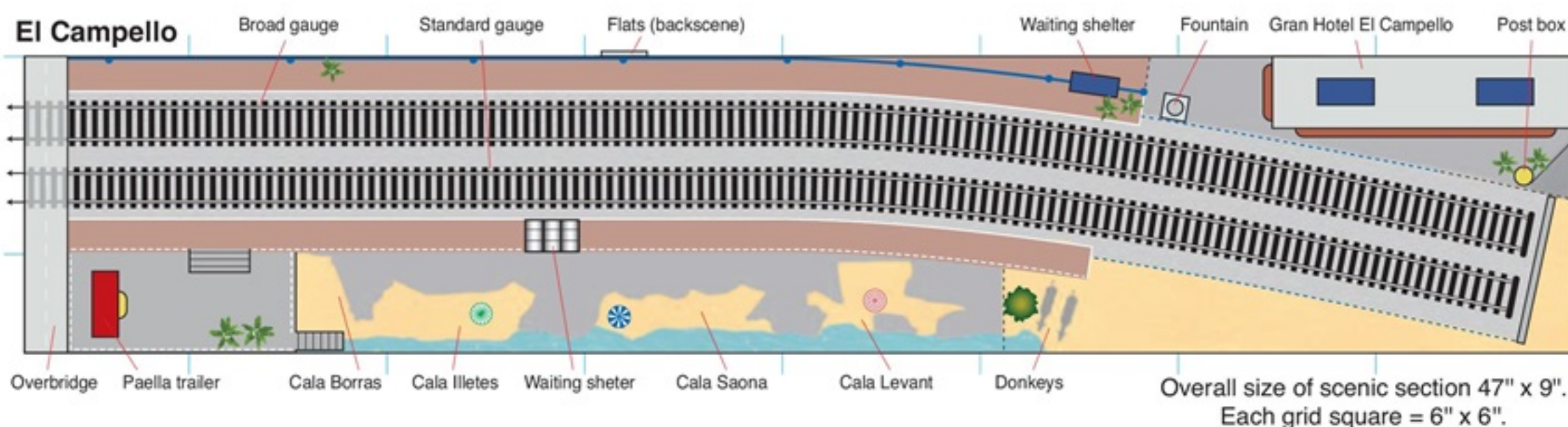




1" risers were used to raise the track bed so that the track is elevated above the ocean. I have always liked the idea of trains running above the waves. The polystyrene strips are not continuous – gaps were left to run wires through. On top of the risers is an expanse of stiff mount card which not only gives support to the track but also shapes the railway area.

Having completed this stage I had to shuffle track about a bit before fixing it down to ensure that (a) there would be enough space on both sides for platforms and for catenary masts and (b) that there was sufficient clearance between the two adjacent tracks to avoid stock fouling the adjacent line.

I then had a novel idea. One of the locos in my inventory represents a standard gauge machine, so as well showing the traditional RENFE broad gauge (5'6"), a more modern standard gauge line was also modelled to allow running a few more trains.



Track

As the two tracks are different gauges this provides the perfect excuse not to have any points connecting them.

The line nearer to the sea is the standard gauge A.V.E. line (for T200 trains only) and I chose to represent this with code 75 track to give it a shallower appearance in line with lighter trains.

The line further from the sea is the conventional broad gauge and I chose to simulate this with code 100 track to give it a sturdier appearance consistent with heavier trains.

In reality of course both tracks are 16.5mm gauge – there is no trick of the eye here, but I felt having a discernible difference between the two was important.

One small benefit of having the tracks this way round is that when the low-slung T200 Talgo stock is on the standard gauge line, the taller broad gauge stock is not completely hidden.

Both tracks enter the station on a gentle right-hand curve, thus freeing up a much-needed corner for the hotel, and were kept the correct distance apart by simply running a plasticard wedge between them. The broad gauge track was laid first making sure that there was enough space to install catenary masts later.

The stop block on the broad gauge hard against the end wall is a Peco one with the rear supports cut away and embellished with black stripes on the beam. On the standard gauge line I simply used rail stops and a beam both painted blue.

Track was laid on 1/16" inch cork and painted with Vallejo saddle brown. This has a slightly pinkish hue which contrasts nicely with the ballast.

Ballast is Legacy light grey blend. This is the softer grey paler mix version and has a number of light granules in it to make a nice colour.

Right

Arco liveried 252.025-2 with a short T200 Talgo set on the broad gauge; even shortened it occupies almost the whole platform. All four sandy coves can be seen.

Below

On the standard gauge 252.009-6 and a T200 rake are nearing journey's end.





Catenary

This was a first for me, so it is just as well that I only had to consider plain line. Masts and wires are a mixture of Sommerfeldt and Viessmann. My mast assembly is somewhat hybrid and a bit trial and error. Nevertheless, it still looks the part. The masts on the near side are painted blue. I did this for a number reasons. For a while RENFE painted the A.V.E. line masts blue; I think this is no longer the case but it does differentiate high-speed line from the local line and the blue masts nicely match other features.

In my spares box I have an empty cardboard box which once contained some Electrotren masts. Usefully though, even though I did not use the masts themselves, there is a template on the side of the box which can be cut out and used as a guide for the correct placement of masts from the track centre with a minimum, maximum, and normal height gauge for the wire. Printed on the side of the box and of great use also was a range of RENFE catenary symbols which can be used for authentic signage.

Locomotives and stock

T200 Talgo

If you model Spanish railways up to c 2010, a Talgo rake is almost compulsory. As the T200 Talgo is gauge-variable in real life, is the only train able to run on either track.

My T200 is an Electrotren six-car set reduced to five vehicles due to space restrictions. The normal five carriages are TG (baggage car, with one axle), TA (Preferente = 1st class)

two TB (Turista = 2nd class), and TBz (generator car, with two axles). The slot guide connectors enable the formation to be changed if required and as I have obtained a TC (Cafeteria) this can be swapped with one of the TBs.

On standard gauge the T200 set runs with A.V.E. liveried 252.009-6 (Lima). The prototype locomotive held the Spanish rail speed record of 304.6km/h (189mph). To celebrate this, the loco has two AVE bird symbols on the white body side.

In broad gauge it runs with 252.025-2 in the Arco blue and white livery which is a near-perfect colour match.

The T200 runs with the loco at the hotel end when on the standard gauge and with the loco on the overbridge end when on the broad gauge, due to the staggered platforms and the unconventional door arrangement of the Talgo.

Although an abbreviated train and only run as a shuttle, it makes a pleasing sight as it trundles in and out of the station.

Regional

This service is operated with a pair of Series 5000 second class corridor compartment carriages (Electrotren) in white with orange striping providing a local service between El Campello and Alicante.

Diurno

Now extinct, the 'Diurno' was a long-distance train covering enormous distances. My example is a couple of Roco coaches in the bright 'Mazinger' blue/yellow livery; one is a second open, the other a second cafeteria. (No self-respecting train should be without a bar!)

The above two trains are usually operated by electric locos 252.041-9 and 252.051-8 (Lima), both in the traditional RENFE 'taxi' livery of grey & yellow with the huge bodyside numerals that are a great benefit to enthusiasts. RENFE used this Eurosprinter derivative solely on passenger traffic, so they are entirely suitable for any of these trains.

Chartren

Although this only an occasional working, particular mention must be made of this very distinctive train.

Chartren was formed in 1989 as a separate operating division of RENFE. It was set up to run tours for schools, businesses, and private individuals. A number of coaches were completely refitted, with enhanced heating and air conditioning. The four extremely vivid type 15000 carriages came as a boxed set by Electrotren (ref.18043). No two are alike. The window arrangement appears random in that there are between 20 and 28 per coach, and each window (bar the toilet cubicle) features fluted curtains. Of these curtains some are slightly parted, but again the number varies from coach to coach and is not the same on both sides – a nice touch.

They are: green with light green triangular end sections, red with rose ends, yellow with dark blue ends, and mid blue with light blue end. The end doors are picked out in bright red which presumably an aid to the visually impaired.

The usual Chartren locos are electric 278 007-0 (Electrotren) and diesel 340 001-7 (formerly 4001) (Roco).

The class 278 was built by Naval (Spain) and Westinghouse (USA) in 1954 and is a rare example of a Bo-Bo-Bo. They are nicknamed 'Las Panchorgas', which roughly translated means 'plump lady'!

My pale green example is an elaborately decorated model, with working front and rear lights, finely detailed handrails, and a driver figure. Other impressive details are the delicate pantographs and the correctly modelled (if difficult to discern) spoked wheels.

The class 340 diesel hydraulic is similar in appearance to the Deutsche Bundesbahn V200. The RENFE broad gauge example is in an attractive green livery with yellow lining, and also comes with a driver figure.

In later years both machines were downgraded from express work so using them on Chartren services is appropriate for locos heading for retirement.

Operation

Operation is leisurely, and that is intentional. Trains are braking for the end of the line anyway, and I wanted a laid-back 'mañana' feel. There are no complications.

On the standard gauge, the one and only train is operated as a shuttle. On the broad gauge a turnover loco is required for the charter, diurno, and short distance trains. Uncoupling magnets and dead sections are therefore

necessary at both ends. This requires a little more skill and involves the use of an additional loco, meaning more variety.

For this reason the hauled coaches are all fitted with knuckle couplers so that they can be detached over the magnets; the same is true of all the locos, except when attached to Talgo stock.

There is a separate Gaugemaster Combi controller for each track.

Scenery

The aim was that when all rolling stock was removed from the layout, what is left had to look unquestionably like Spain.

So as well as the characteristic hotel there are a number of little details – for instance, the donkeys, the palm trees, and the paella trailer, all to authenticate the Spanish identity. There is lavish use of blue and white everywhere, a common theme throughout the Mediterranean.

The station platforms were made from lengths of plasticard mounted on transverse square plastic tube. The platform surface is Slaters red tiling. Because of curvature I had to construct this in a series of short doglegs. The standard gauge platform sits lower to accord with the door height of Talgo stock, taking into account also the lower rail profile. The broad gauge platform is bordered by decorative Busch walling appropriately painted blue and white. The overbridge was made primarily from card with embossed sheet covering the walls. It makes an effective scenic break.

The white fence that borders the beach is by Atlas (ref.774). I needed something that sealed off the railway effectively without obscuring the trains.

The fountain is by Faller, the two donkeys standing in the shade of the tree are by Preiser, and the palm trees are by 4D models.

The paella trailer is by Lima. This wonderful little item complete with a menu board really does exude the correct ambience.

The beach

This is not so much one beach as four individual sandy coves. In sequence from the overbridge towards the hotel they are named Cala Borrás, Cala Illetes, Cala Saona, and Cala Levant. These are all names of beaches around the Mediterranean I have visited over the years and have simply transferred the names to El Campello. There is direct access only to the first beach (Borrás) via steps leading down; these were once wing walls for a culvert kit that never got used. The others have to be reached by clambering over the rocks.





The coves are populated with a mixture of Merten, Noch, and Faller bathers. The umbrellas are Preiser.

The strata was made from plaster cloth over rolled newspaper. The rocks are lumps of broken cork sheet which I chose not to paint as the natural colours seemed right. Sand is Woodland Scenics buff coloured fine ballast fixed into place with a 50/50 mixture of PVA and water. The sea is a mixture of green, blue, and brown acrylic paint with some white dabbed in where it would be shallower. I needed vivid hues but not the digitally-enhanced colours of holiday brochures.

The hotel and apartments

The Gran Hotel El Campello is an adaptation of the Walthers Cornerstone 'Ashmore' hotel. Although this is nominally an American structure, it can be adapted to suit any location. To turn it into a Spanish hotel, I painted the walls white (several times!) with window surrounds picked out in blue. I then bisected the sidewalls using the helpful groove provided to reduce the structure to half relief. I did not, however, compromise on height, and the hotel was built with all nine floors above the entrance lobby included. I should have known better as I then had to fit curtains to all 72 windows at the front, not to mention the 26 at the side! This meant several hours of extremely monotonous work, but it was well worth it, as the overall effect is convincing.

The apartment blocks were made from parts of the otherwise unused rear wall of the hotel kit. These were fixed directly to the backscene as it is a completely two dimensional building. Rather than windows, the apartments have shutters, all firmly bolted against the fierce sun.

Conclusion

I have attempted through this layout to combine two themes – Spanish railways of the 1990s, which then offered colourful trains, and striking coastal resort scenery. Neither are routinely modelled. I hope this raises awareness of a country not often seen in CM.

This was always intended to be a showcase for some of my more unusual trains, so whilst the operation might be limited, just seeing them run in and out gives me great enjoyment.

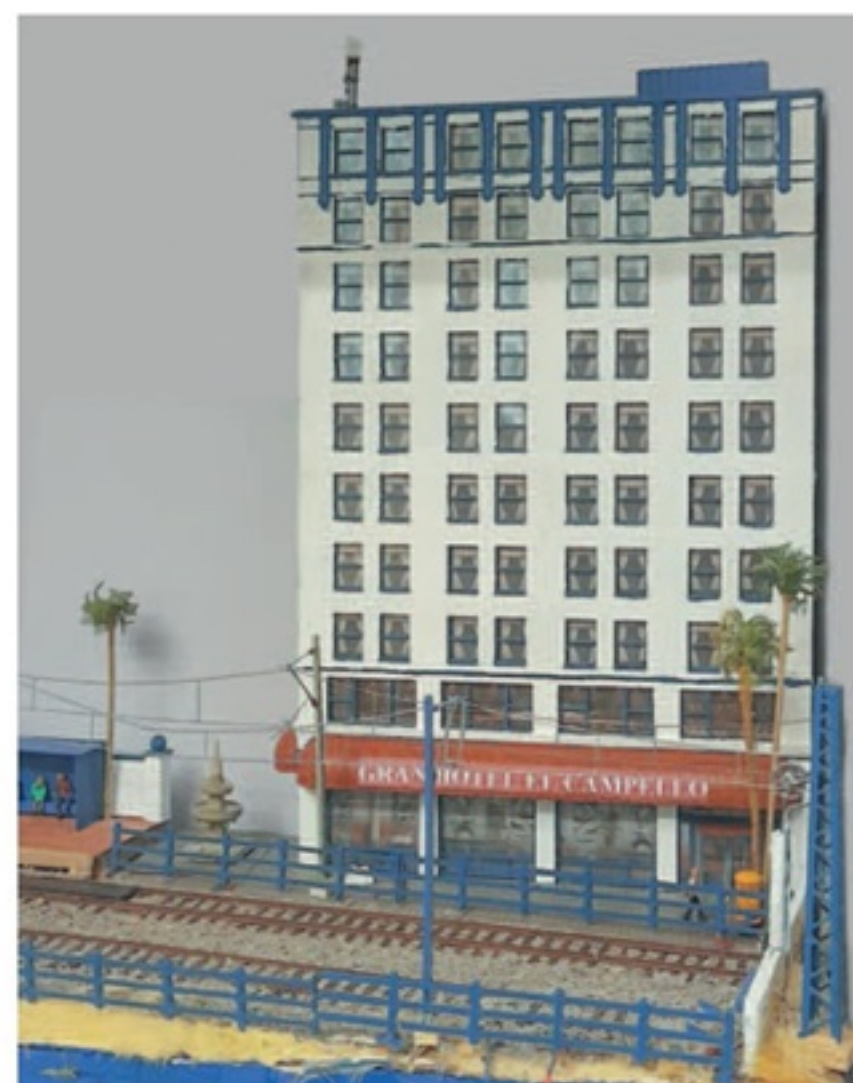
Above

If the shutters of the apartments were open, the residents would have a grandstand view of the unusual Bo-Bo class 278, once the mainstay of express passenger trains in Spain but now withdrawn. On the layout it is used on special duties, such as this charter train.

I have really enjoyed this project and am very pleased that the result is pretty much what I had in my mind's eye when I began. A lot was learnt (and mistakes made) along the way, but I am most satisfied with the result, particularly the catenary. Putting up the wires was a good learning process which was fairly successful after a fair share of vexing moments! At any rate, the pantographs all stay in contact with the wire ...

Left

A Chartren working departs, headed by diesel 4001. Note the contrasting colour corners and red doors on the coaches, plus the random pattern of the curtains, some slightly parted. There are no long queues at the paella stall today!



Right

The ten storey Gran Hotel. Note the fountain and the man about to post a letter.

Peter Smith shows how he built some representative French steam locomotives for his layout *Eu Tréport* (see CM November 2018).

Photographs by the author.

Steam from scratch

Classic French motive power

Our exhibition layout *Eu Tréport dépôt* has been around for a few years now, and between us John Smith and I have collected more than enough locos to comfortably stock the shed. However, due to the astronomical price of French O gauge stock we were pretty much limited to using MTH and Sunset models ... there is nothing at all wrong with those, but I began to wish we could have one or two that could not just be bought ready to use. Not being able to afford French kits, I decided to have a go at scratchbuilding.

The first loco I tackled was a bit of a half-way house and has already been described in CM (December 2018), a 140C that used an etched chassis from a Stanier 8F. That is not really scratchbuilding, although it did give us a different loco to use on the layout relatively quickly and cheaply.

With the 140C turning out so well, I began to look for another nice prototype but this time it would be built entirely from scratch and using plastic as much as possible.

The second loco was a Nord 222 'Revolver', a pretty little tank engine, and that was meant to be it but then Covid and the lockdown hit, I could not work, and four more locos have emerged from my workbench. The problem now is that the layout is too small – we will need a bigger engine shed!



Above and below
140C 38 was the first loco to be scratchbuilt – at least in terms of the body as the chassis is from a Stanier 8F with little modification.

140C 38

This is the engine that started it all! It had to be 38 as we rode behind her from Limoges in 2018, although she looked a bit cleaner then! The Stanier 8F chassis is practically identical to a 140C – even the wheels are the same diameter ... it is as though Stanier just dusted off a 140C drawing and put on his own boiler! On top of the 8F chassis is a plastic body with a length of plastic drain pipe from B&Q for the boiler. The boiler lifts off to give access to the motor and everything else stays in place.

All my locos are DCC and as you can get the sound of a 140C, 38 is authentic in that respect, unlike all the other engines which had to use whatever was available and closest. The decoder is in the tender; the top lifts off for access.

Construction

The success of 38 encouraged me to try proper scratchbuilding. These pictures of my Nord 230 pretty much cover the whole process.

This has been another favourite ever since I had a ride behind the real thing on the Nene Valley many years ago.



These Nord locos are quite complicated, especially the valve gear, which is crammed into a small space because the cylinders are so far back.

Also the leading bogie has very restricted space to swing but it is not easy to see how that could be improved.

The loco is almost entirely plastic; the chassis is two pieces of 1mm plasticard laminated together for each side frame, as it is easier to cut accurately than 2mm sheet. Rectangles were cut out for the Slater's hornblocks – using them means the plastic chassis is perfectly robust enough. I used Slater's wheels and motor/gearbox.

As with the 140C, the boiler and firebox unit lifts off and everything else is fixed firmly in place. I used brass sheet for the firebox and cab roof as it stays in shape once formed whereas plastic tries to spring back. The fittings come from Laurie Griffin who is getting used to my strange orders ... the chimney is LSWR and the safety valve NER: it is just a case of using whatever looks right.



Above

I brush paint my locos with Tamiya acrylics – I use XF-11 JN Green as a match for SNCF green. The polished brass boiler bands are Fox Transfers, and would have been difficult to do otherwise. The yellow lining makes it stand out from the others and makes the green look quite different.



Above

The loco beginning to come together. The boiler is a piece of plastic drainpipe from B&Q – it is easy to shape and drill and it keeps its shape. It is not styrene so the boiler bands and fittings had to be attached with superglue.



Above

At this point I was waiting for the valve gear parts to arrive from Premier Components who were closed due to lockdown so I carried on and finished off everything else. As with the boiler fittings it is a case of finding coupling rods that are the right length and then valve gear parts that will fit from a variety of kits.



Left

The finished components before painting. Keeping the sections separate like this makes painting much easier.

Below

The tender was also scratchbuilt pretty much all in plastic, so it needed some weight added.





Nord 221A

Having built the 230 I fancied having a go at an Atlantic.

I have to confess that the valve gear is still incomplete, and might well remain so as it runs well as it is and I do not want to mess things up! On the real thing it was very fine indeed and the space available beneath the splashers is very limited so I may well leave it like this.

I was initially going to model the loco with one of the original smaller tenders but John took me to task so it hauls around this great big lump now! He was right, of course, because by our period the smaller tender would have been long gone.

The coal space is oval; I made it rectangular at first and posted a picture on the Cercle du Zéro forum only to be told it was wrong ... once you know, of course, it nags at you, so it had to be changed. I made it from sheet brass so that it kept its shape and glued it place, followed by quite a lot of filler. I am glad I altered it because it is very distinctive.

Nord 'Revolver' 222TA

I built this just because I liked the look of it; I fear the dépôt at Eu is going to host to a lot of locos that would never have been seen in the locality in reality! It was the first fully scratchbuilt model and was intended to be the only one, until lockdown intervened.

I used sheet brass for the cab roof and the curved sections either side of the smokebox but otherwise it is all plastic.

Despite only picking up from the driving wheels it runs really well; the boiler is full of lead and it also has a 'stay alive' unit fitted. The sound is the 140C again – it seemed as good as any.



240P

This is the first lockdown engine and was suggested by John when I mentioned that I fancied building something else. I would not have thought of it, but having built it I really like it. It was a very ambitious move up in size from the Revolver, but it worked well pretty much straight off ... with eight driving wheels and plenty of room for weight it is very powerful and certainly has presence.

The tender is plastic and uses resin bogie side frames cast in mould taken from an MTH component; I would have bought spares if they were available.

All four of the large locos have sound from a 231E which was as close as I could get.

The lining is from Fox Transfers, and the number plates are simply printed on paper and stuck in place, using a photo of a real plate as the starting point. They look fine from normal viewing distance.

241P

What do you do when you have just built a 240P and want something else? A 241P, obviously! These are my favourite locos and I knew I would never be able to afford either a kit or a ready-to-run example so the only way was to build it. I was not sure if I could but I reasoned that if it turned out



badly no one need ever know! The fact that you are reading this means it was not a complete disaster.

It was built in the same way as the others, in plastic, with a drain pipe boiler. The splashers are too big but they are not going to be altered now. The valve gear is a real mixture, with LMS Duchess slide bars and crosshead, but it works very well. The part above the footplate, though, is all dummy and made of plastic ... I know my limitations!

This is a seriously large model and is not too keen on curves, so a little tweaking might be in order. It does not fit on the turntable either!



Future plans

I have a list of at least half a dozen more locos I would like to have a go at, but it is time for a pause as hopefully exhibitions will be starting again before too long and there will be a chance to run these rather than just looking at them. I got so frustrated about this last autumn that I put some track around my back garden, so as soon as the weather warms up it will be playtime. I do have a 12' long shelf layout but running a 241P up and down on that is a bit limiting!



John Garner, the youngest member of the Railmen of Kent, outlines his compact N gauge layout that straddles the rural and urban scenes of Japan. *Photographs by the author.*

Etchu-Yamada

From inner-city suburbia to the quiet of the countryside

Introduction

As a child, I was always captivated by the lonely Kato Unitram boxes that sat on the top shelf of the model shops we frequented as a family. I grew up in a house where British railway modelling was preferred, and though not wanting to be 'different', I simply wanted to go into another genre or region that sparked my own interest, something that the Great Western Railway did not really do.

Below

Leaving the city, a Tomytec Hokuriku Railways 8800 series in Asagonawa Line livery passes underneath a Kato ED73 on a freight.

With help from my dad, I started a 2' by 2' 009 loop that has been renovated countless times over the years, and is currently nearing the end of another overhaul.

My second layout was Etchu-Yamada, conceived after my first trip to Japan. Though named after a real station in Toyama Prefecture, it is more a culmination of the many lines and stations I visited in Japan as well as an expression of my memories for a place I have come to love.

Conception

In 2016 I convinced my family that a holiday to Japan would be a great idea, enticing them with as many visits to railways, railway museums, and model shops as physically possible, as any enthusiast would. And we did exactly that, spending two weeks riding trams, monorails, subways, and 'bullet' trains.





The line that stood out the most to me, however, was the Kurama Line of the Eizan Electric Railway. Starting in the most compact of terminus platforms just a stone's throw from the Imperial Palace in central Kyoto, two-car EMUs briskly traverse the suburbs, sandwiched between houses and offices while crossing roads almost every hundred yards. In just half an hour you are transported from the urban bustle of the city to the calmness of Kurama, a small hot spring town deep in the mountains north of Kyoto. After enjoying a hike and a visit to the Kurama-dera temple, we took the train back to the city, where in the terminus I chanced a look at a sales cabinet next to the ticket office. Sat in this glass display case were a pair of Tomytec N gauge models of Dena 21s, the railcars that used to run the line in the 1930s. Suddenly, I needed a layout to go with my new acquisitions ...

Baseboard and track

Back at home, it was time to start working on a baseboard. I annexed a 160cm x 27cm ply and MDF baseboard from my oldest brother who was in the process of starting a OO9 layout to service an RAF bomb-loading depot. The track was intended to be set into the runway surface, so instead of using new narrow gauge track, he had used spare Peco N gauge Setrack which had been lying around for some years. With the track already pinned down on cork mat, I cracked on with turning it into Japan.

Above
Hokuriku Railways 8800 passes the temple gate as it departs for the city.

Below left
The Hokuriku 8800 series picking up students from rural communities.

Below
Japanese salarymen wait at the crossing as a Tomytec Arakawa Tramway 8000 series pulls into the city station. Quite by coincidence, a lot of the liveries on my collection of stock are orange, and this does give some consistency to the layout despite the mix of eras and regions!

His existing track plan conveniently suited my streetcar/branch line vision, so at first it was kept largely the same. On one end were two sidings, which I promptly extended into a terminus station with a central bay platform. These lines run as double track before converging into single track up to a turntable, which would have constituted a small fiddle yard. I removed this, instead having the track lead into a tunnel, before which was a single-car stabling siding. I intended this tunnel to connect to a removable fiddle yard, but with the purchase of a Kato C11 steam loco and coaches, I needed to cater somehow for both trams and streetcars as well as the new main line stock.

Scrapping the tunnel, and extending the board to 180cm, the very limit I had for wall space, the track now led into two long sidings at the back of the board, comfortably accommodating the steam loco and two coaches, and acting as an exposed fiddle yard.

The smaller stabling siding of the original board now continued onto this extension, filling the foreground with a small loop and two terminus platforms. This forms the tram/streetcar portion of the layout, and would become a pedestrianised inner-city plaza.

Track was sprayed with Railmatch Sleeper Grime before being ballasted, with Deluxe Ballast Bond being the chosen adhesive for the job, while the tram portion was filled in with card and painted tarmac grey.





Above

The compact city buildings at one end of the scene contrast with the open fields. A strip of white LEDs inside the viewing window provides ample natural light.

For ease of operation, points were motorised and isolating sections were added to the end of each main line siding.

Power is by a Gaugemaster Series E with 12V DC for track and 16V AC for points. Point switches and isolating buttons are wired into a separate MDF box with the corresponding track plan.

Scenery

The aim of this layout came to be a representation of both the rural and urban landscapes which the railways of Japan connect, regardless of era or locomotive power. With this in mind, the scenery was split into three.

The first third, the joint main line and tram terminus, is



set in a rural community surrounded by rice fields and sleepy mountains. The station building and houses are from the Kato yard buildings kit, while the platform is constructed from Peco platform edging and Ratio stone paving. The more modern shelter was scratchbuilt from Ratio corrugated iron sheets and plasticard girders. Longer passenger and freight trains use the outer platform, while the smaller commuter services and trams use the shorter bay platform. With the track at the front of the board, views of the trains are clear and unbroken as they travel back and forth through the countryside, with Gaugemaster summer meadow mat filling in for the expanse of green rice fields.

The central portion of the layout is dominated by the wooded temple complex and its towering pagoda, a Tomytec kit. The gate leads temple-goers from the agricultural plain up into the hills, while the trains enter a deep cutting in the front. Landscaping is achieved through layers of contoured foam board smoothed using masking tape and plaster, then painted in burnt umber with scatter vegetation or grass matting. Trees are a mixture of Tomytec kits, Busch spruces, and Woodland Scenics fine-leaf foliage. In this third the loop converges, meaning



Above
Suburban commuter services, such as this Keikyu Deha 268 (by Kato), are known for running in city streets, a scene replicated in the front of the layout. The Hokuriku Railways 8800 series is stabled in the main line sidings along the back.

Below
The inner city street scene; a Dena 21 just arriving on the left.





Left
Two single car Kiha 40 units at the rural terminus. These diesel railcars were used in all regions of Japan from the late 1970s but are now limited to country branches, like the Johana line in Toyama Prefecture.

both main line and tram share a short section of track before diverging again when entering the city. The transition from mountain to city is emphasised by the red girder bridge that runs perpendicular to the track below, reminiscent of many on lines that intersect in the suburban fringe.

The last section depicts the concrete jungle of Japanese cities. A row of Tomytec plastic and Sankei card kits form the central street that divides the tram scene in the front and the main line sidings in the back. Across the end panel is an elevated street scene framing a scratchbuilt subway station façade, implying that the tracks continue into tunnels beneath the city centre. The road surfaces are a mixture of cards, some painted tarmac grey and others with a photo-copied pavement pattern. The backscene of this section is a card relief wall, painted in Railmatch Concrete, a useful colour for this sort of diorama, used in most of the hard landscaping in this section. The rest of the backscene I painted myself in oils, and I attempted to capture the change from broad river valleys and mountain ranges to the city.

Rolling stock

With the era and region of the model not specified, I can choose any type of Japanese rolling stock, as long as it fits. My collection is largely made up of those I saw or rode on when in Japan, and were either purchased there or in the UK (there is no thrill like coming across a Japanese loco in a sea of British stock on an exhibition stall!). Trams and streetcars include the original Kurama Line Dena 21s, their modern counterpart the Deo 900, as well as a modern Tokyo Arakawa 8900 series.

The majority of main line rural commuter trains come as single cars with options for paired sets, for example the Kiha 10 or the Kiha 40 diesel railcars, my favourites.

For more heavy running, there is the JNR C11, widespread in Japan from the 1930s to the 1950s, or the Kato fiftieth anniversary edition C50, which is an exceptionally smooth runner. There is also an ED73 electric and a DD16 diesel with matching snow ploughs. These, along with the steam, are used interchangeably for freight and passenger and either



Left
The Kurama Line Dena 21 by Tomytec, the model that inspired the creation of the layout, awaits passengers at the rural terminus.



Above

A Kato C50 2-6-0 pulls a train into the headshunt before reversing the coaches into the platform. The original track plan was only designed for trams and railcars, and this kind of operation was not planned!

use the headshunt loop at the rural end of the layout or work as push-pulls utilising the isolation sections.

The track does have catenary, though not wired, so a mix of steam, diesel, and electric power is suitable, and in fact realistic to actual examples of shared lines in Japan.

Exhibiting

I had never seen a Japanese layout on the circuit in the south-east, so it was time to make it ready to exhibit. Originally built to be mounted on a shelf, for shows it sits upon a structure of interlocking MDF boards with a shelf across the middle for the controls, along with a display panel with information and photos.

Attached to the layout is a fascia with a window, cut out of MDF, painted in a neutral grey, like the rest of the supports.

The name only came about when I applied to show it at the Hornby Visitor Centre exhibition in August 2019. The entry form required a name, so I randomly picked Etchu-Yamada,

the penultimate station on the Johana line, a branch we visited which connects Takaoka City to the rural communities of Toyama Prefecture. In retrospect, Takaoka has trams, EMUs, DMUs, freight lines, and even a shinkansen station, so rather fortuitously it embodies the spirit of my model.

As it happened, I missed the exhibition as I was in Japan for the third time (my family stepped in instead), and so my first – and so far last – exhibition with the layout was at Canterbury in January 2020. It seemed to entice, captivate, and even confuse visitors who had never seen Japanese railways or modelling before. For others, it seemed to awaken memories of this distant place, resulting in friendly chats about the places visited or the routes travelled.

Though scheduled for more appearances, all were of course swiftly cancelled due to the Covid-19 pandemic.

My next project is Kosaka-Minami, a narrow gauge layout inspired by my latest trip to northern Japan; it is in the final stages, and I hope to present it – in print and in person – when possible.



Right

Living in the countryside – a couple carry out their tasks around the house and fields. Adding figures instantly gives life to any layout.

Boyd Misstear explains how he created a miniature working illuminated information board. *Photographs by the author.*

Timetable display

Making an automated simulated bus stop sign

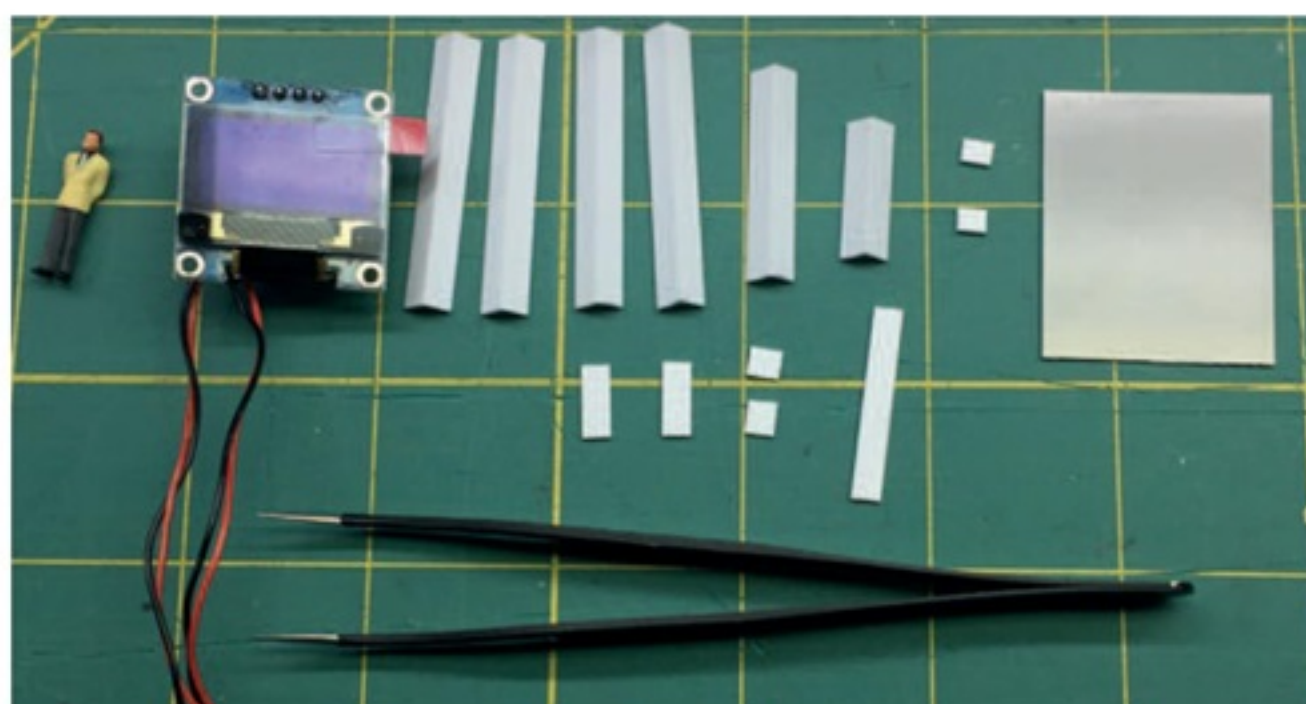


The integrated rail, bus, and lake public transport in Switzerland is both a marvel and the envy of many other countries as they aspire to provide such amenities for their own citizens. When it comes to modelling, small details such as working signals and lights in buildings add tremendous realism to a layout.

Having installed working platform arrival and departure signs, I decided that the bus stop at my newly completed station could do with a working departure board so that the Preiserlings were properly informed of the transport connection opportunities!

Acquiring the materials

The first step was to build the physical sign. I ordered a RemoteSign ESP to handle the electronic side. This comes in two parts: the RemoteSign screen and a separate tiny ESP8266 micro-chip processor produced by Espressif Systems in Shanghai and pre-loaded by Mixmox USA with RemoteSign. The screen, 128 by 64 pixels, measures approximately 22mm by 11mm. The top quarter is yellow and the lower three quarters blue. This allows two colours on what is essentially a monochrome screen. Four wires connect the screen to the processor and the two pairs of wires are supplied with specific connectors to avoid incorrect connection. Power to the processor board is supplied through a USB mini cable; alternatively, the board can be connected to a 3.3V to 5V DC source.



Above
The display with the styrene pieces cut and ready to form the protective surround.

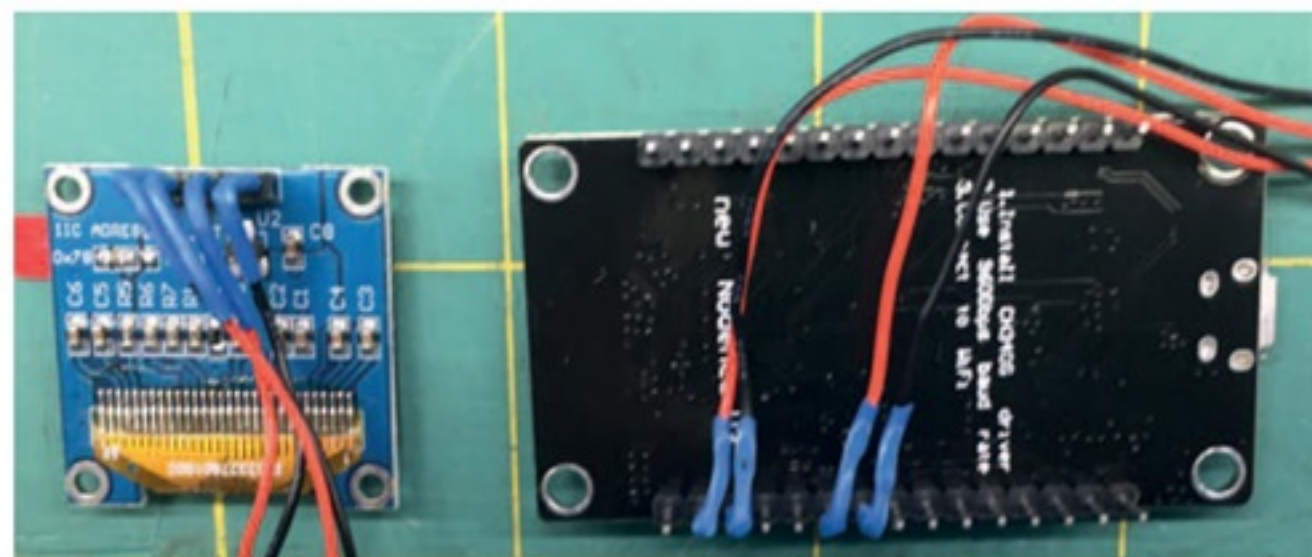
Below
The back of the RemoteSign ESP screen (left) and ESP8266 processor (right) showing the connections.

Below right
The front of the processor (approximately actual size).

Testing and assembly

Having connected and bench tested the sign and processor, the next task was to construct a housing from styrene. Using a selection of Evergreen products, flat, curved, and L-shaped, I measured and cut pieces to a suitable size.

The next step may seem reversed – I painted all the styrene items before assembling them using Pacer Formula '560' Canopy Glue (PT-56). This dries clear and provides some flexibility. Although not as strong as first gluing and then painting, it is sufficiently robust for this application and makes for an easier assembly and cleaner finish.



Positioning the sign and setting the display

I decided to locate the screen so that it is visible both to someone viewing the station and also to the HO passengers at the bus stop.

The screen displays a tiny analogue clock, and the departure times match the time display. (The time can even be set to any time zone!) The bus schedule has been set up so that the contents of the screen will change every few minutes. When a departure time passes, the line is removed from the screen and the next departure moves up a line; the tiny characters flip over like a split-flap screen! There are enough bus departures for the entire cycle to last about 30 minutes before it repeats. The actual departure times are dynamically adjusted to be appropriate for the current time.

How it works

The RemoteSign ESP connects to my wi-fi network. The content of the screen is configured using a downloadable Windows program called 'RemoteSign Sequencer'. This program can send commands over the network to the RemoteSign ESP to control what is displayed. I used one of the sample script files provided with the program called 'BusStop'. It comes with a plain text file that is easily edited to show the route numbers and the destinations of the buses as well as the name of the stop. The sequence of the bus departures can then be recorded into the memory of the RemoteSign ESP so that, as soon as it receives power, it will automatically start the sequence using the current time! In other words, once I have set the names of the buses and downloaded the script to the screen, I no longer need to run the Sequencer program to make the sign do its thing. All it needs is power (and a wi-fi link to fetch the current time)!

Cost

RemoteSign Sequencer can be downloaded for free and it can be licensed via PayPal with a single US\$10 registration.

The RemoteSign combined screen and processor can be ordered for about US\$35 plus shipping.

You will also need an old mobile phone charger with a USB-micro plug or another 3.3-5V DC power source.

Some negligible costs for styrene, paint, and glue of your choice if you do not already have such modelling supplies to hand.



Above
The rail – bus interchange at Pontresina station.

Below
The protective surround has been partially fitted. The remaining pre-painted pieces are kept in a tray, ready to be added.

Below right
The completed real-time bus information sign.

Links

RemoteSign ESP screen:

<https://remotesign.mixmox.com/p/esp8266-sample-sketch.html>

Ordering a RemoteSign ESP:

<https://remotesign.square.site/>

RemoteSign Sequencer download:

<https://remotesign.mixmox.com/p/remotesign-sequencer.html>

RemoteSign website:

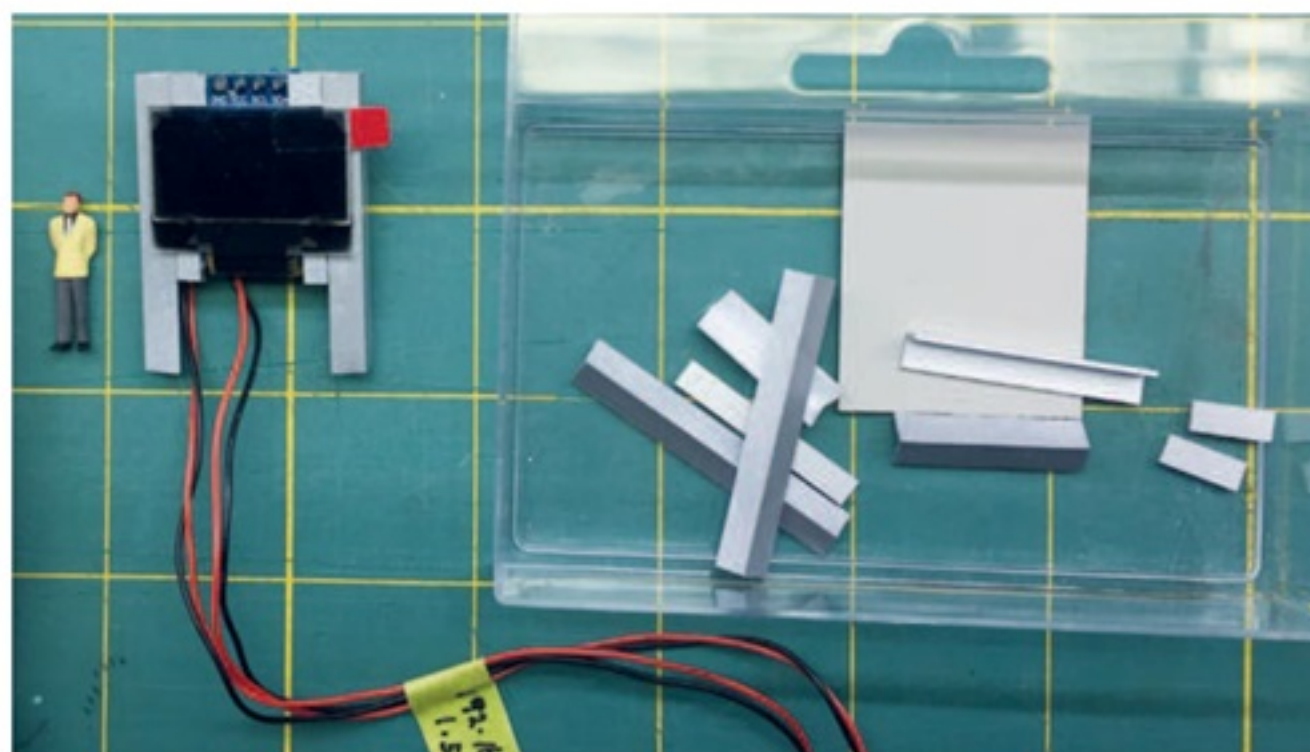
<https://remotesign.mixmox.com>

Conclusion

I had fun with this little project. If anyone has questions, please get in touch and I will endeavour to answer – or direct you to knowledgeable help.

A version of this article first appeared in *Swiss Express*, the quarterly journal of the Swiss Railways Society.

www.swissrailsoc.org.uk





Stefan Boerma explains how he created a novel micro layout in a case.

Photographs by Gerard Tombroek.

Meandering through the

Rocky Mountains



Below

The track plan is simply a figure-of-eight folded back over itself, with a just one switch to a spur. Peco Z flexible track was used, with a Micro-Trains switch.



I was brought up with a love for N gauge as when I was born in 1972 my father already had a layout in the attic. I bought my first Minitrix train set when I was twelve.

Over time, I became interested in narrow gauge railways both in Europe and the United States and about ten years ago I started building narrow gauge layouts in 1:160.

In 2019, I thought it was time to exhibit this recently completed American themed scene for the first time, and where better than the top show for narrow gauge enthusiasts in The Netherlands, at the Stoomtrein Katwijk-Leiden.

Most American narrow gauge is 3' gauge (914mm), and modelling it in 1:160 is commonly referred to as Nn3. If you convert 914mm to 1:160, you end up with a gauge of 5.7mm but 6.5mm (Z) gauge track is generally used so that Z mechanisms and wheelsets can be conveniently adopted.

I began construction a few years ago. To guarantee the best possible running, I decided to build it in a case that could be closed so that as little dust as possible got onto the track.

An additional advantage is that the layout takes up little space and can be easily stored.



Above

Some of the buildings are not fixed down but held in place by magnets. Under the station building there is an MP3 player.

Right

The twelve o'clock train will collect a few travellers. Have we landed in the classic movie *High Noon*? Is that Amy on the platform? Do we hear the sound of *Do Not Forsake Me, Oh My Darlin'* as Marshall Will Kane waits for infamous criminal Frank Miller and his gang?

Left

While Lucky Luke guards the jail to stop the Daltons from freeing their cousin, he is managing to escape.





Above
The station building is made entirely of wood strips.

Left
Whether it is an outlaw or someone else who is to be buried is not clear, but what is clear is that the deceased had few friends.



The theme is a small sleepy town somewhere in the Rocky Mountains in the state of Colorado, where a train arrives sporadically to drop off or pick up some travellers or goods, as it might have existed around 1910 – 1915.

The landscape continues over both halves of the case. When the two halves are closed, there is an opening on one side. This is closed with a plate that clicks onto the hinges with magnets. The electrical connection from one half to the other is through the hinges. The placement and design of the buildings was thought out in such a way that they can simply remain in place when the case is closed. The case is approximately 70cm x 65 cm open, and closed approximately 70cm x 35cm and 10cm high.





Construction

By opting for narrow gauge in the Wild West, much of the rolling stock and the buildings had to be scratchbuilt.

Most locomotives consist of a Märklin Z mechanism with a scratchbuilt superstructure using parts from all kinds of N and Z models.

The buildings are mainly made of wood – as per prototype. The saloon has a complete interior, both upstairs and downstairs, including the bar and a piano.

Not all the accessories that I wanted to place on the layout were readily available, so quite a lot of details were made with a 3D printer. For this, grateful use has been made of freely available drawings from www.thingiverse.com that

have been scaled to N and adapted here and there. Examples of 3D-printed details are the hobo tents, the interior of the saloon, the pack mules, the anvil in the smithy, and the moonshine distillery.

No matter how small the layout is, there is always room for animations. The hobos have a flickering camp fire on which they cook food, and the pipe of the water tank can slowly move down and up again with the help of a servo.

An mp3 player with a small speaker has been placed underneath the station, playing the well-known music by Ennio Morricone from *Once Upon A Time In The West* and *The Good, The Bad, And The Ugly* to create a western atmosphere.

Above left

The cattle have already been collected in a corral waiting to be loaded into stock cars.

Above

The prospector on his way to the gold claim only just manages to control his three pack mules when the 'iron horse' suddenly emerges from behind the hill.

Below

The water tank filler pipe can move down and up.



Above

A group of vagrants has set up camp by the railroad track. Their fire flickers electronically.

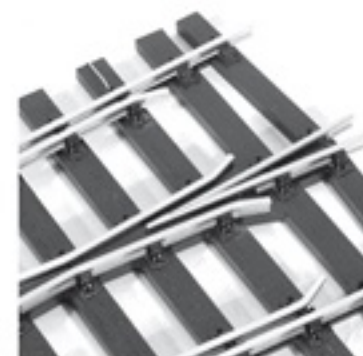
Right

Brothers Jules and Frank VanderSarl were just teenagers when they built a Blériot XI based on newspaper articles and photos. With this story in mind, I could not resist the brass kit.

Aeroplane

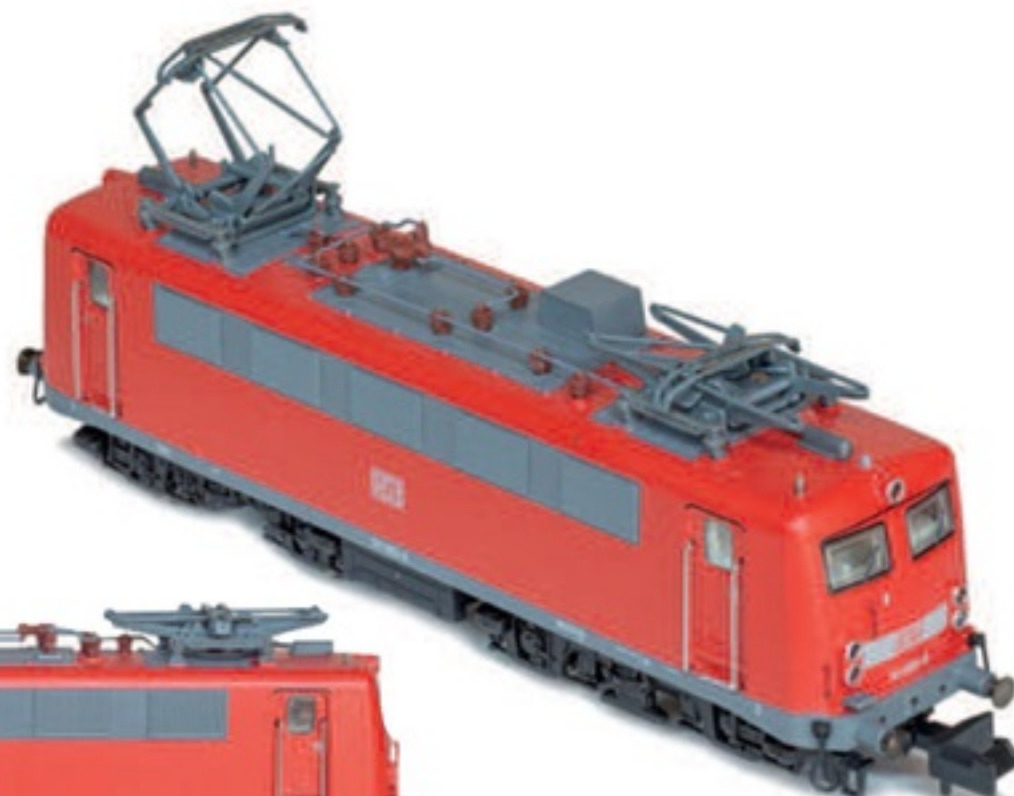
Something you do not expect to find in a western small town street is an aeroplane. I came across a story in a book about the first 'plane that flew in Colorado. The VanderSarl brothers had seen an article in a newspaper with some photos of the first flight across the English Channel in 1909, achieved by Blériot. The brothers found some basic information about that 'plane, and – not hindered by any knowledge – started to make an imitation. In 1911 it was completed and made its maiden flight near Denver. I liked this story so much that when I found a brass scale N model of a Blériot I had to put it on the layout. The brass kit was only partially covered with paper so that it looks as if the brothers are still building it near their shed (with their name on the sign) and this means the very fine framework is still visible.





N

DB BR141 electric new from Minitrix



Brand new from Minitrix is a model of the Deutsche Bundesbahn BR141 standard design Bo-Bo electric locomotive, built between 1956 and 1971 for light freight and passenger trains in commuter and long distance service; 451 were placed in service. This model depicts 141 083-6 in DBAG Epoch V traffic red, as it would have looked between 2003 and 2006. Waterslide decals to represent the coach destination boards used on last run in 2006 are included. This loco is now at the Bavarian railway museum in Nördlingen, though not in working order.

The model has a die-cast metal body shell which conforms closely to published dimensions (notably the width is correct), and is well detailed, with impressive louvres in the sides. This is the version with Klatte vertical air vents and double lamps.

The glazing fits flush, and the cabs have basic interiors.

Added parts include the roof equipment (cabling, insulators, and main switch), nose and door handrails, and metal buffer heads.

Tiny brake hoses and dummy scale couplers, finely moulded in black plastic, are supplied as accessories for the modeller to fit.

The model has directionally controlled LED lighting, three white head and two red tail lights. The lights at one or other end can be isolated. There is also cab lighting, and all lights can be controlled digitally.

The fine pantographs are sprung, but are not wired for current collection from the overhead.

The flywheel-fitted motor is mounted centrally in a metal chassis, with drive through worms and brass reduction gears in the bogies to all wheels; two of them carry traction tyres, one on the inner axle of each bogie. Current collection is by wipers on the backs of all driven wheels. The resulting model runs smoothly and quietly, and is controllable across the speed range from walking pace to a maximum roughly equivalent the prototype (to scale).

The bogie sideframes are nicely detailed; while the brake shoes are well outside the wheel treads, this is not too obvious in normal operation.

There are standard couplers in NEM pockets on the bogie frames.

The model comes with a digital decoder and a sound generator for operation with DCC and Selectrix. A 'credit card' with an embedded chip is provided to load data into appropriate control systems.

The decoder allows control of many functions, depending on the controller.

F0 lights
F1 cab lights
F8 cab 1 headlights
F6 cab 2 headlights
F14 red marker lights off

F4 direct control (ABV)

F2 operating sounds
(with random sounds)

F3 whistle

F18 double horn

F7 shunting whistle

F5 squealing brakes

F11 compressor

F12 blower

F13 air release

F15 sanding

F27 rail joints

F9 station announcements

F10 guard's whistle

F17 more station announcements

F19 more station announcements

F20 - F26 various train announcements

F28 music (some kind of fanfare associated with the last run)

F15 fading sound in and out

Manufactured by

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

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

PRICE ref.16142 £285.00



The Deutsche Bundesbahn V162 (after 1968 BR217) diesel hydraulic locomotives were built as a development of the V160 from 1965 to 1968. Replacing the steam boiler, a separate diesel engine and generator provided electricity for train heating. Two prototypes were built in 1965, and a third in 1966. Each had a Maybach 16-cylinder type 16V652 TB10 engine producing 1,940hp (1,450kW) which was entirely used for traction. Since a more powerful engine was not available at that time, the electrical supply was powered by an auxiliary engine. To accommodate this, the overall length of the machine was increased by 0.4m in comparison to the V160, making a total length over buffers of 16.4m.

The auxiliary engine was a 12-cylinder MAN D3650 HM3U developing 500hp (370kW). As the DB required that the auxiliary power should also be available for traction (for use on freight trains), the auxiliary engine was also connected to the transmission, so the traction power could be increased to 1813kW when necessary.

The three prototypes had generators from different manufacturers: BBC, AEG, and Siemens respectively. After testing from 1965 to 1968, the Siemens 310kW generator was chosen for the main production. In 1967 construction of twelve locomotives began at Krupp. When the new numbering scheme was introduced in 1968, the locomotives were given the numbers 217 011 to 217 022, the prototypes being renumbered to 217 001 to 217 003.

In 1968 the first of the BR218s were built with a single 2,500hp engine providing traction and electrical heating power in one unit, so no more 217s were built.

These locos had a distinctive exhaust system (with scoop like protuberances on the roof) fitted in 1993.

They continued in use after the formation of the Deutsche Bahn AG in 1994; the final DB Schenker unit was withdrawn in December 1997.

The model is well finished, with good dense main colours, clear separation, and sharp lining.

The markings are neatly printed, revealing that the loco is (authentically) allocated to Bw.Mühlendorf.

The moulded plastic body is accurate in dimensions and details, with the correct roof features such as ventilators, intake ports, exhaust ducts, etc.

Glazing fits flush, with neat metallic or black frames as appropriate. The two skylights are simulated by light blue paint.



Various details are provided as separate parts for the modeller to fit – nose and door handrails, grab irons, footsteps, and multiple unit connection sockets.

These are moulded in various colours – black, silver, and to match the body. Keyed diagrams and photos explain the placing.

As options there are also dummy scale coupling hooks and brake hoses.

The additional exhausts are also supplied as separate parts, with the appropriate versions.

The underframe is relatively plain, with added fuel tank and nicely detailed bogie side frames.

A metal chassis supports the central can motor and twin flywheels with drive to all axles. Two traction tyres are fitted,

on one inner wheel of each bogie, and a weight of 164gr should provide good hauling capability.

All wheels collect current, through bronze bearings.

The direction-dependent working lights (three white head and two red tail) are LEDs.

A PluX12 (NEM 658) socket is provided for fitting a digital decoder, with an integral adaptor for six-pin devices.

The base of the fuel tank is ready perforated for a loudspeaker.

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

Manufactured by

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

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

PRICE ref.02743 £181.90.

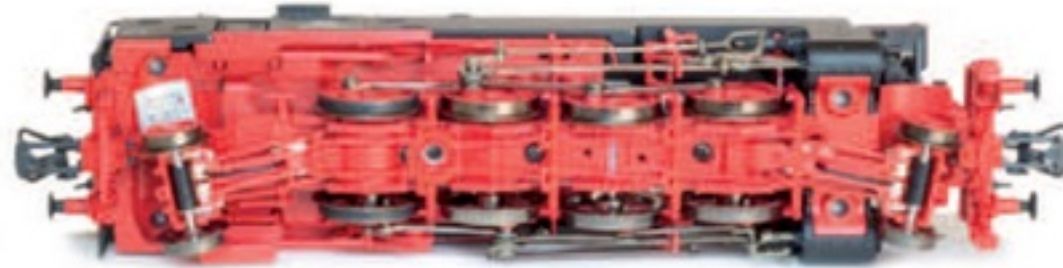




Roco have recently released a new variant of the BR86 2-8-2T with significantly modified tooling, representing a Deutsche Bundesbahn machine in Epoch IV condition, numbered 086 400-9. It has welded side tanks with long cut-outs, and is equipped with Delimon wheel flange lubrication.

After the end of the Second World War, there were 386 of these locos were stationed in West Germany. Most of them were repaired, so in 1952 the DB had 378 in service. As well as classic branch line trains, they also regularly hauled fast passenger trains and were also used for shunting in larger freight yards. The last were not withdrawn until 1974.

The model is very accurate, according to published dimensions.



As optional extras there are etched metal plates for the DB emblem and numbers, to stick carefully over the neatly printed markings; the plates have to be burnished to reveal the raised metal characters.

The body is a combination of plastic and metal parts: the tanks and bunker are metal, the cab and boiler plastic.



The main components are detailed with many separately applied parts, including turned brass whistle, generator, brake pumps, and feedwater heater, along with most handrails, conduits, and pipe-work (all bar the smallest lubrication lines). It is quite tricky to remove the body (in two stages), with several fine pipes and handrails to be disengaged.

Rivets are subtle, almost scale size.

The open front deck with fine steps and struts, and chequer plate surfaces, is particularly notable.

The coal bunker access ladders are resilient plastic.

There is an unobstructed view through the cab, though the lower part is full of the mechanism so crew figures would have to be legless.

Supplied accessories include piston tail rod covers plus full and attenuated brake hoses and dummy scale couplers so either end can be fitted out for operation or display.

The wheels are metal, and have the correct axle ends (as usual for Roco). The fine motion is also made up of metal and plastic parts, with jointed coupling rods, and return cranks correctly at different angles each side – commendable. The keeper plate includes the brake shoes, in line with the wheel treads, with the rodding added.

The metal chassis carries a small five-pole motor with flywheel horizontally in the boiler, with double reduction worm

and gear drive to the rear axle; the other drivers are coupled by the rods. The second wheelset has some vertical play, the third is allowed lateral movement.

The minimum recommended radius is 358mm.

With a weight of 355g and traction tyres on the rear pair of driving wheels, haulage capacity should be more than adequate.

The model runs smoothly and quietly, controllable from a crawl to a realistic maximum. The digital version is exactly matched to the prototype's top speed.

All wheels collect current – there are wipers on the drivers, and the pony trucks are equipped with split axle wheelsets.

A PluX-22 decoder socket in the cab floor allows for a digital decoder. The model is also available with a Zimo sound decoder factory fitted, with two small speakers under the cab floor and a chunky 'stay-alive' capacitor in the boiler. A Seuthe smoke generator can also be installed (No.10 analogue, No.11 digital).

The lighting is by LEDs, which change according to the direction of travel.

The standard couplings are fitted in NEM 362 pockets, flexibly mounted on the frame.

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

PRICE ref.70317 £280.00.





New from Tillig is a model of the type Tehs50 four-wheel refrigerated van, initially in Deutsche Bundesbahn Epoch III form.

Series production of new refrigerated vans according to the UIC guidelines began in 1953, with main dimensions matching those of the type Gbs vans. First 260 wagons were built, classified Tehs50 (later Ichqrs³⁶⁹, Ichqrs³⁷⁶, and Ichqrs³⁷⁷). The body had a smooth outer

skin made of sheet steel, and the insulation was clad with aluminium sheet on the inside. It was cooled with dry ice; the cold was distributed simply by air circulation, to achieve a temperature of +4°C to -18°C. These vehicles were used to transport meat, fish, and beer.

The new model has all markings neatly printed, right down to the small inscriptions (with a last overhaul date of 4.3.1963), with small splashes of colour such as the yellow corners and red overhead electrification warning flashes, plus brake gear controls, to enhance the plain appearance.

The door hinge and latch detail is moulded in place, as are the dry ice filler hatches at each end.



The ventilators, filler access platforms and ladders, corner handrails, shunters' steps, buffers, and grab handles are separate parts.

The underframe is nicely detailed, with the main components moulded in medium relief, with well detailed axle-boxes and springs.

The brake shoes are added, in line with the wheel treads.

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

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

Dummy scale coupling hooks and brake hoses, finely moulded in black plastic, are supplied for the modeller to fit if required.

Many other versions are possible, and several have already been announced.

Manufactured by

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

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

PRICE ref.76776 £36.90.



Recently arrived from Busch is one of the recently announced new items in the 'action set' range – a scene described as 'tractor repair', based around a Porsche Junior K diesel tractor.

The small Junior tractor was manufactured between 1957 and 1959, marketed in three versions, short (K), long (L) as a towing tractor, and narrow (S). In typical Porsche bright red, the Junior K with an 822cm³ air-cooled single-cylinder four-stroke swirl chamber diesel engine with an output of 10.2kW (14 hp) and a top speed of 19.9km/h weighed only 875kg.

The Busch model has a movable front axle which allows it to adopt a realistic stance on uneven ground. Many separate detail parts ensure the perfect appearance, such as fine retaining

brackets, pedals and handbrake, delicate gear levers, seat, prototypical drawbars and trailer hitch, as well as the exhaust, fuel tank, and battery. If that is not enough, the bonnet can be opened, and of course the wheels rotate.

In this version the model is lightly weathered.

As well as the tractor, the set includes a mechanic lying on his back trying to fit a shiny new part, a large metal tool box, a tool trolley, and even a separate spanner – tiny! There is also a fuel can.

The parts are nicely formed, with very little flash. We imagine they are 3D-printed rather than injection moulded.

They are painted to a basic level; the meticulous modeller could add more detail.



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.

As usual, the set comes in a standard box to hang on a product display/dispenser, much larger than required, with the figure and tractor 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.7937 £23.49.





Tillig has released a new variant of the Deutsche Bundesbahn type Tms-ww858 sliding side/roof four-wheel wagon, with the original dished side doors and no brake platform.

Between 1957 and 1966, the DB procured a total of 4,005 of these 5.4m wheelbase, 10m long (10.5m with brake platform) wagons as multi-purpose vehicles for the transport of goods that could not be exposed in open wagons. They were designed to be easier to load with fork lifts and cranes than conventional vans. Originally classified Kmmgks58, the underframe and roof construction was derived from the Kmmks51. When opening, the panels are pushed over one another and almost half the loading length is thus available. The two-part lifting and sliding roof is supported by the sides and central spars.

They had a capacity of 60m³, 26.5/27 tonnes.

The wagons built up to 1961 (c.750) have sides curved outward, for rigidity. From 1962 flat sliding sides with reinforcing profiles welded on were used instead, as it was found that loads could slip sideways in transit and sometimes prevented the sliding sides from opening.

As with the initial release (see CM January 2021), the markings are neatly printed.

The moulded plastic bodies correspond closely to published dimensions.

Freestanding details include the handrails, lamp holders, ladders, grab handles, and top access platforms, as well as the shunters' steps and lashing hooks.



The underframe is nicely detailed, with the main components added. The

brake rigging is separate, with shoes in line with the wheel treads.



A standard sprue of short and long coupling hooks, brake hoses, and steam heat hoses is supplied to detail the buffer beams if desired.

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

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

DB Epoch III and DBAG Epoch V versions are also planned, plus the Eastern European sliding roof only variant as DR Epoch IV type Tms⁵⁷⁵⁶, CSD Epoch IV type Utz/Tms, and MÁV type Tcs (with different doors, as appropriate).

Manufactured by

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

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

PRICE ref.17650 £38.90.

Santa Fe 40' wooden bodied reefer new from Walthers



Walthers have recently added a new freight car to their already extensive range under the Mainline label, in the form of a Santa Fe 40' wooden-bodied reefer.

Despite the rapid acceptance of steel for freight car construction, wood still offered superior insulating qualities to keep loads cold, so wooden bodied refrigerator cars cooled with ice could still be found in service up to the early 1970s before mechanical refrigeration.

The model is set correctly at a lower height and features narrow doors and double-sheathed wooden ends.

Our sample represents number 25959 with SFRD reporting marks and 'The Grand Canyon Line' slogan on one side and 'ship Santa Fe all the way' and schematic map on the other.

The clearly legible markings indicate this car was built in March 1931 and last overhauled in May 1940.

The markings are all sharply printed, and the ironwork (door hinges and latches) is neatly picked out in black.

The model has a moulded plastic body and underframe with several added parts – roof walk, ice hatches, vertical brake staff with handwheel, access plat-



Brawa has already begun to deliver some of the 2021 new items, among them this type Tds (formerly Ktmm(v)72) swing roof hopper with ÖBB Epoch VI markings numbered 21 81 0737 221-9 and lettered for Austria Glas Recycling GmbH.

The design dates back to the early 1960s, and the wagons were built in considerable quantities by various builders. Over the years many have been refurbished and modified, and improvement to the brake equipment have allowed a higher maximum speed. Older vehicles have been withdrawn but many are still in service.

The current type code indicates a vehicle with a movable roof (T), with floor traps for discharge (d), and permitted to run at no more than 100km/h (s).

All markings and graphics have been very well reproduced, with the brake and load controls neatly painted in red, yellow, and white.

The model is accurate according to published dimensions, with a nicely moulded plastic body. The ladders, end railing, handrails, brake standard, control levers and connecting rods, roof opening wheel, grab irons, and the steps on the ends are added parts, finely moulded in resilient plastic.

The roof cover is also a separate part, which can be moved sideways, revealing internal slope sheet detail.

The underframe features prototypical frame construction, with channel sole-bars and separate buffers. The lashing hooks are picked out in yellow.

Axleboxes and springs are represented in detail.

Full brake equipment and rodding has been added, and the brake shoes are in line with the wheel treads.

Full brake hoses (left and right handed), coupling hooks, and dummy scale couplings are supplied for the modeller to fit.

The wheelsets run in metal subframes, and the chassis has three-point suspension to ensure good trackholding. The model runs freely on blackened metal wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are supplied to fit in NEM pockets on close-coupling mounts.

This decorated version is noted as already sold out at the factory, but may still be found at dealers. Plain examples are also available.

Manufactured by

Brawa, Remshalden, Germany.
www.brawa.de

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

PRICE ref.49537 RRP €53.90.

form, and AB brake gear on the fishbelly girder underframe (cylinder, triple valve, and reservoir, with basic pipework and rodding). The side ladders and stirrup steps are moulded in place.

The trucks represent the Andrews cast type, with plain bearings.

The blackened disc wheels are turned metal, to RP25 profile, with pinpoint



bearings and stub axles in a plastic tube for insulation.

The working Proto-Max™ metal knuckle couplers are mounted in draft gear boxes on the frame.

A wide range of other road names and colour schemes have also been produced.

Manufactured by

Wm.K.Walthers, Inc.,
5601, West Florist Avenue,
Milwaukee, Wisconsin 53218,
U.S.A.
www.walthers.com

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

PRICE ref.910-41218 £27.70.



Recently arrived from Brawa are some older goods vehicles which illustrate the appeal of modelling earlier periods.

In the past, every freight train in Germany had to be accompanied by a baggage van, which accommodated the guard who was in charge of all train personnel, such as conductor, brakeman, and assistant brakemen. In addition to the guard in the raised lookout, the van also housed the conductor and the tools stored by the brakemen who were scattered throughout the train. In addition to the baggage area and lookout, it also had a number of seats and lockers. There was also a stove which not only provided heating but was also used by the crew to prepare warm drinks and hot meals when they were working long hours. Originally there was no specified design for freight baggage vans – as newer vehicles were used for passenger trains, older ones cascaded to freight duties. As a result of the revised standards of 1883, the Königlich Preußische Eisenbahn Verwaltung (K.P.E.V., Royal Prussian Railway Administration) introduced a standard design drawing for freight train baggage vans. Vans for passenger and freight services were constructed in the same way, with a raised lookout at one end which could be accessed from an open end platform, along with a duty room and toilet compartment. The freight version had a wheelbase of 4.0m, only slightly shorter than the passenger vehicles. The wheelbase was eventually increased to 4.7m. The open platform was replaced from 1899 by an enclosed vestibule with doors on both sides. Both forms were the basis upon which a large number of vans were produced in various variants, with the most modern design being replicated right up to the Reichsbahn period. Due to the number built, Prussian vans dominated the stock until the end of the steam era when these vans became superfluous.

The Brawa model of the K.P.E.V. type Pg goods train baggage van represents Magdeburg 3549 (ref.48363, €56.90).

The ventilators, chimney, handrails, end access ladders, ornate verandah support brackets and lamp holders, and the toilet outfall are added plastic parts. The window glazing fits flush, with neatly painted frames. The roof is lightly weathered roof.

The vehicle runs on double spoked metal wheels.



The type G van is new this year as a Bavarian vehicle, Nürnberg 80 169, as used by the Freiherrlich von Tuchersche brewery of Nürnberg (ref.48034, €54.90).

Although its capacity was less than the newer type Gm and Gln vans, the K.Bay.Sts.B. was not able to dispense with the older type G, and many were retained by private owners.



As correct for the period, it has double spoked wheels, no brake gear, and very fine volute spring buffers.

The next of this year's new items is a type Gh van which brings us to Epoch II, as DRG Hannover 41 402, used for milk by Moser-Roth Schokolade (ref.50350, €42.90). The body features two narrow doors each side and perforated vent grilles, with six vents added to the roof.

The handrails and grabs are formed of black wire.

The axleboxes are well detailed, with separate covers. The disc wheels even have contoured inside faces.

All these models are accurate according to published dimensions. They have nicely moulded plastic bodies, with good plank and strap detail. The lamp brackets, handrails, door handles, catches, grab irons, and the steps on the ends and under the doors are added parts, most moulded in resilient black plastic.

The underframe features prototypical construction, with channel solebars.

Brake equipment has been added (if appropriate), and the brake shoes are in line with the wheel treads.

Full brake hoses and dummy scale couplings are supplied for modeller to fit (if appropriate).

The wheelsets run in metal subframes, and the chassis has three-point suspension to ensure good trackholding; there are metal weights within the body.

They run freely on blackened metal wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

Standard couplings are supplied to fit in NEM pockets on close-coupling mounts.

Note some fit their packaging only one way round, to accommodate and protect the delicate details.

Manufactured by

Brawa, Remshalden, Germany.
www.brawa.de

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

PRICES in text.



Micro-Trains ref.094 00 622 US\$30.90
4,650cu.ft. three-bay covered hopper
with elongated hatches.

Cotton Belt – St.Louis Southwestern
SSW #70094

Built in the 1970s;

as running 2000 – present

Added parts: brake gear under slope
sheet one end; added brake handwheel;
thin roof walks; top hatches; bottom
discharge doors and runners.

Cast frame Barber trucks, roller bearings.
Plastic one-piece wheelsets.

Magne-matic couplers on the trucks.
Made in America.



Micro-Trains ref.105 00 311 US\$26.90
50' steel side fixed end gondola, fish
belly frame

Denver & Rio Grande Western
#55544

Built in 1968; as running 1970s/1980s.
Loaded with scrap metal – removable
cast resin load.

Added parts: brake handwheel, brake
gear on underframe.

Cast trucks, roller bearings.

Plastic one-piece wheelsets.

Magne-matic couplers on the trucks.
Made in America.



less dense than coal, gravel, and other
loads often conveyed in hoppers, many
railroads added high extensions to stan-
dard cars for this traffic. The extensions
were usually simple affairs, either ribbed
or flat sided welded to the top edges
of standard hoppers. This car has none.

The load can be removed to reveal
slope sheet detail within.

Added parts: very fine brake hoses;
brake wheel. (N.B. the car only fits in the
packaging one way round.)

Cast trucks, plain bearings.

One-piece plastic wheelsets.

Atlas Accumate knuckle couplers,
mounted on the frame.

Made in China.

Available in singles, two, and three
packs, with different numbers.

All these models come securely
packed in a shaped clear plastic bubble
within a clear plastic box with a lid.

Samples supplied by

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

PRICES US\$ in text.
£ on application.

Loco-Revue Hors-Série 78 Des Bâtiments Voyageurs pour tous les goûts!

Edited by Alexis Avril

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 04/2021, presents a selection of station buildings to suit all tastes.

The station building is often the focal point of a layout, from a simple shelter to protect travellers from the weather though standard designs according to the level of traffic at wayside locations in the style of a particular region or former railway company to imposing and distinctive structures in major towns and cities.

The opening section of ten pages shows prototype examples to demonstrate the range of styles and sizes, by region.

The bulk of the book describes a dozen modelling projects from different contributors and LR staff members, all based on real examples. Most are in HO, with representatives of N and O. Most are most from kits, with more or less adaptation, and a couple are completely scratchbuilt. Many make use of current technology such as computer design, machine and laser cutting, and 3D-printing.

The projects are:

Bagnac-sur-Célé, Paris – Orléans in N, using parts made with a Silhouette cutter.

Bort-les-Orgues, also P-O, but in HO, built from foamboard with some 3D-printed parts.

Fontfreyde, a freelance HO building in the style of the Paris – Lyon – Méditerranée using a kit from Architecture & Passion.

Grignan – HO, a lot of laser cut card and wood parts plus a little 3D-printing.

Domène – a classic PLM station building made from plasticard in HO.

Saint-Julien – a makeover for the familiar Faller HO kit.

Personalising a Nord station from the Architecture & Passion HO kit for Gouzeaucourt.

Creating Petitville-sur-Mer in HO from an Architecture & Passion kit.

Blaye État 1900 – 1930, an unusual arrangement scratchbuilt in HO.

Javel – an ornate metro station made in HO by overlaying printed sheets on a wooden shell.

A modern platform shelter scratchbuilt in HO using styrene sheet and strip.

A wooden shelter from the metre gauge SE Gironde, scratchbuilt for Oe using real wood.

The collection is rounded off with six pages offering a selection of station buildings on layouts which have been featured in Loco-Revue.

The articles range in length from three to ten pages, most being six to eight, allowing for lots of detail and large illustrations. Some of the features include a link to download files for cutting or 3D-printing, and there is a 16-page pull-out with drawings and templates for several of the projects.

The work is copiously illustrated with photos and diagrams.

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 should be easy to follow.



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 lists of required materials or supplementary details, plus a few tips or points of interest highlighted on tinted circles.

Some knowledge of French will help to get the most from the book but much should be apparent from the photos and diagrams.

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

Modellbahn-Kurier Special 36 Faszination Spur 1 Ausgabe 16, 2.Quartal 2021

Edited by Ralph Zinngrebe

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

280mm x 210mm 82pp

Softback €16.80

German text ref.1949

ISBN: 978-3-8446-1949-2

The sixteenth edition of the magazine devoted model railways in Gauge 1 begins with 'Vectron von Kiss – Moderne Zeiten in Spur 1', a detailed look (five pages) at the new model of the Siemens 'Vectron' electric in SBB Cargo International livery from Kiss, with a total of sixteen colour photos of the model, including views of the roof and bogies.

In nine pages Alexander Lösch describes the building of his first Gauge 1 layout, 'Deistelbacher Industriebahn', a Deutsche Bundesbahn Epoch IV rail-connected industrial site. Twenty colour photographs are featured, many of them close-ups of cameo scenes, together with a detailed track plan.

'Frühjahrsneuheiten 2021' (pages 20-28) reports new Gauge 1 products announced this spring. Among the models featured is the Swiss Ce6/8 'Crocodile' electric from Märklin, a DB V160 'Lollo' diesel-hydraulic from Bee's Modellbahn, and new decoders from Zimo.

The next section is 'Zweimal T3 von Wunder', five pages providing a detailed look at the Prussian T3 0-6-OT from Wunder in both the Epoch I KPEV livery and the Epoch III black of the DB, with fourteen colour photos.

'Kurzer Begegnung' (Brief Encounter) (six pages) presents the impressive BR05 and BR10, two stars of the rails from different eras, now available from KM1. Three black & white views of the prototypes complement eleven colour photos of both models.

The next section, 'Hochgerüstet' (upgraded), by Heiko Herholz, describes the new Z21 XL digital control unit from Roco; illustrations include computer screen shots. (Four pages.)

Following that, 'Altes Holz – aber gut' by Manfred Kohnz (four pages) describes and illustrates how he created wooden crate loads with a well-weathered finish, through a series of twenty-seven step-by-step colour photos showing the method of construction and weathering.

Five pages are given over to a review of the new Baureihe 56²⁰⁻²⁹ from MBW, available in eight different variations. Eleven colour photos of a sample in KPEV green are included.

In 'Gelb, günstig, gut' Frank Mäule describes and illustrates how he adapted and weathered a model of a fork lift truck from the Spanish firm Joal. In three pages a total of twenty-two colour photos clearly show the step-by-step process.

In 'Schau mir in die Augen' Manfred Kohnz describes and illustrates how he created more realistic looking eyes on Gauge 1 figures (two pages).

'Triebwagen-Altbau' offers a six page review of the new model of a class ET85 electric railcar by Wunder, with eighteen photos of the model in Epoch IV crimson red DB livery as a class 485/885 consist augmented by four prototype pictures, one of which is in colour.

Fitting an ESU Loksound 5 decoder into a Märklin model of a DB BR218 diesel-hydraulic described and illustrated by Heiko Herholz in six pages, with nineteen colour photos plus screen shots relating to the computer software. The installation also includes a smoke unit to simulate diesel exhaust from the two roof-mounted exhaust deflectors (Abgashutzen).

The penultimate feature is 'Echtdampf, echte Erlebnisse' (Real steam, real pleasure) in which Pierre Schoeffel describes and illustrates live steam operation on the garden line of the Swiss group of the Gauge 1 Model Railway Association. Four pages accommodate nine colour photos featuring a variety of motive power.

The final two page article is Peter Pernsteiner and



features ten colour photos of the new brass models of six-wheeled DB Umbau coaches from Wunder.

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

Numerous advertisements from model manufacturers are included, among them Märklin, Roco, MBW, HEGOB Modellbahn, Hosenträger Rail Systems, Zimo, Asoa, Tams Elektronik, Kiss, Bünnig Modellbau, and Fine Models. There are also advertisements for a few model shops in Germany and for other products from Eisenbahn Kurier Verlag, namely books, magazines, and DVDs.

Eisenbahn-Kurier Special 140 Die DB-V100 Eine für alles – seit über 60 Jahren

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 98pp
Softback €12.50
German text ref.7033
ISBN 978-3-8446-7033-2

In 1958 the Deutsche Bundesbahn placed in service the first V100 diesel-hydraulic locomotive. Over sixty years later, and with a total of 745 built (from 1968 classified 211 to 213), almost 150 are still active on German railways. Most are now operated by private rail companies but a small number are still in service with sister companies of Deutsche Bahn AG. This special focuses on the current machines remaining on Germany's rail network, whether in original form (classes 211, 212 or 213), with private operators (as type V100 PA), as classed 214, 714.0 or 714.1 tunnel rescue locomotives, or in preservation.

The first chapter 'Die V100 der DB: Verlässliches Arbeitstier – seit sechs Jahrzehnten' charts the history of the class with DB and later DBAG (seven pages). Technical details of all the 211, 212, and 213 locos are included in a table, and another lists all the liveries carried, from the original crimson red (RAL 3004) through to the traffic red (RAL 3020). Details of all the thirteen class 212s which remain active with DB Bahnbau Gruppe and DB Fahrwegdienste are given, including date built, works number, and livery.

The next substantial section (thirty-six pages) is 'V100 bei NE-Bahnen: Alle 211, 212 und 213 der Privaten' and looks at the numerous machines now in the hands of private railway companies throughout Germany. 63 colour photographs are featured and details are given (correct as at January 2021), including running number carried, date built, builder, works number, and livery. Many, although now no longer owned by DB, still carry their former livery, whether crimson red, ocean blue & beige, or orient red.

The third chapter is 'Die V100 PA von MaK: Entwickelt für Privatbahnen' (four pages) and features

8 colour photographs of the type developed by MaK for use by private lines. Details of all those remaining with the following companies are given: Captrain Deutschland Cargo West (CCW), Redler Service, Regiobahn Bitterfeld Berlin (RBB), Südwestdeutsche Landesverkehrs AG (SWEG)/Verkehrsbetrieb HzL, TL Train Logistik, and Süddeutsches Eisenbahnmuseum, Heilbronn (SEH).

The next section (twelve pages), 'Umbauten aus der V100: Thyssen-Henschel, OnRail and Alstom/Gmeinder', details the numerous locos which have been extensively modernised, retaining the frames and bogies whilst all other parts are renewed or replaced. 18 colour photos are featured and there are details of these locos with the following companies: NVAG/neg, Captrain Deutschland Cargo West (CCW), Niederrheinische Verkehrsbetriebe AG (NIAG), Städtische Häfen Hannover (SHH), Alstom Lokomotiven Service (ALS), BBL Logistik, Leonhard Weiss (LW), LOCON Logistik & Consulting, SLG-Spitzke Logistik, and Wilke Logistics.

'V100 für den Notfall: Die Rettungsloks 714.0 und 714.1' looks at the 212s rebuilt as tunnel rescue locos for the new high speed lines (Neubaustrecken) from May 1988. The first generation, 714.0, and the second generation, 714.1 (with new bodies) are both thoroughly examined, with details such as date built, builder, and date into service, etc., given for each loco.

The V100s that have survived into preservation are covered in 'V100-Nostalgie in Deutschland' in ten pages with 14 colour photographs, with a list of each locomotive's owner, location, and livery.

Below
DB 212 313-1 on a local goods at Neheim Hüsten,
19th November 1984. Photo: Benno Wiesmüller.



'Zeitreisen in Purpurrot: Fotozüge mit der V100' on pages 86-89 features eight colour photos of V100s in their original DB crimson red on photographic passenger and freight specials.

Two pages then provide a complete list (as at January 2021) of all the V100s remaining in Germany, showing the running number and owner/operator.

The final four page section is 'V100 im Modell: Aktuelle DB-Klassiker in allen Maßstäben' and looks at the various models of V100s produced in HO, TT, N, Z, O, and 1, illustrated with colour photos.

This is a highly recommended publication, packed full of information on the current status of all the remaining former DB V100 locomotives to be seen today in Germany. The large number of photographs – all well reproduced – and the tabular information make it worthwhile even for those with only basic German.

A number of advertisements for other Eisenbahn Kurier publications and DVDs are included; the inside front cover features an advertisement for HO models of the type from Roco.

Kursbuch der deutschen Museums-Eisenbahnen 2021

Compiled by Sabine Ressel
and Sebastian Werner

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
210mm x 140mm 180pp
Softback €7.90
German text ref.6841
ISBN 978-3-8446-6841-4

This handy guide to museum railways in Germany is published by Eisenbahn Kurier in collaboration with the Verband Deutscher Museums- und Touristikbahnen (VDMT). Over the years it has grown in size and scope, and the level of detail, to reflect the number and variety of the railway museums and preserved lines in Germany: the VDMT now has over a hundred members.

The basis of any railway operation – state, private, or preserved – is the timetable, so the core of this work are the timetables of all active museum railways, along with information about the route, location, access, operating days, prices, a summary of the motive power in use, and contact details. Over two hundred and twenty are listed. Almost all entries also include a QR code which will connect appropriate devices to the relevant internet site.

In a convenient compact form, this useful guide provides the railway enthusiast with all they might need to know about societies, museums, preserved railways, and railway companies with any preserved and/or historic stock.

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

Although many of the sites listed have not been open as much during the past year due to the virus situation, the book is only a few pages less than in previous years.

As usual it includes a request for all preserved lines to send information for the 2022 edition as soon as possible.

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

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

There is the equivalent of around twenty pages of advertisements, most for other EK publications, but many from the lines and institutions featured, distributed through the book, placed as far as possible where relevant.



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

Although the Covid-19 situation still imposes restrictions on travel to and within Germany, as elsewhere, it is to be hoped that it will be possible to make use of some of the information presented here before the end of the season. And then plan for next year ...



Eisenbahn Video-Kurier 148

EK-Eisenbahn-Videothek DVD c.60+60mins ref.8548 €19.80

Schwerpunkt: 30 Jahre ICE-Betrieb

The main topic of this programme takes a look at thirty years of ICE services on German railways. It begins with scenes of an ICE 4 set filmed from the lineside with further views inside the train showing the passenger accommodation and the cab.

Archive colour film then shows the original ICE 1 sets in action, including entering Frankfurt (Main) Hbf. Further ICE 1 sets are seen, from the lineside, in the cab, and from

the air, showing trains travelling along the dedicated new high speed lines (*Neubaustrecken*). A visit is paid to the site at Eschede where a serious accident involving an ICE 1 set occurred on 3rd June 1998. ICE 2 sets are then featured.

We next take a look at the ICE 3, including archive film from the official launch. Further scenes show these trains from the lineside and at Hamburg Hbf.

At Lübeck Hbf. a diesel ICE TD BR605 is shown arriving and departing on a service to Denmark. There is film in the cab and from the lineside, plus some scenes looking at the passenger accommodation. At Rødby we see a class 605 moving off the ferry from Puttgarden and then further scenes show this train from the lineside in Denmark en route to Copenhagen. Another 605 is seen crossing the Fehmarnsundbrücke on the Vogelfluglinie.

Then it is back to ICE 3 sets in action, filmed from the lineside and the cab, arriving at Frankfurt (Main) Hbf. Another is seen departing from this station, with further scenes on board the train and from the lineside, including along one of the *Neubaustrecken*.

Next we take a look at the latest ICE 4 sets, with footage from the cab and from the lineside.

In a publicity film from 2016, all four ICE types are shown lined up side by side.

The next subject looks at the new Berlin underground (U-Bahn) line U5, with scenes at Unter den Linden, Friedrichstraße, and Rotes Rathaus stations.

The next subject is the Advanced Train Lab test train, converted from 605 017. We see this train in the snow and at Berlin-Wannsee station, and one of the technicians is interviewed.

Following that we get a look at the Deutsche Bundesbahn BR181.2 dual voltage (15kV a.c. and 25kV a.c.) electric locomotives introduced from 1974. We see the earlier 184 003, in ocean blue & beige livery, now preserved at the DB Museum at Koblenz-Lützel, along with 181 001-9. This is followed by lineside scenes of BR181.2s in the original dark blue, ocean blue & beige, orient red, and traffic red liveries at the head of cross-border express passenger services, including 181 207 in traffic red at Frankfurt (Main) Hbf. Also in this livery 181 205 is seen departing this station with a service to Strasbourg. Further examples in this colour scheme are observed from the lineside, including 181 220. At Cochem in the Mosel valley, 181 214 *Mosel* in traffic red is seen arriving and departing the station on an IC service, followed by

film of 181.2s in dark blue, including 181 206. Aerial views also show one of these locomotives at Pünderich and crossing the dual road and rail bridge across the Mosel at Bullay. At the DB Museum at Koblenz-Lützel 181 206 is seen.

Moving to Austria, we take a brief look at the ÖBB Rh2043 diesel-hydraulics at the head of light passenger duties on non-electrified lines. Examples now in the hands of new operators are also shown, including one in dark blue livery working an Alex service between Immenstadt and Oberstdorf in Germany.

Under the *Erinnerungen* (memories) section we take a look at the BR86 tank engines, with archive colour film of them working freight and passenger services. Preserved 86 457 is featured working an enthusiasts' special over the Schiefe Ebene incline. Further archive film follows, and then we see preserved 86 100 leaving Zwickau with a passenger service and 86 1001 is seen on a freight. In the snow an 86 is seen in the Erzgebirge and at Neuhausen 86 1333 is seen leaving with a local passenger train, followed by further examples working on preserved lines.

Bahn News provides a brief look at the new BR483 electric units for the Berlin S-Bahn, then the final *Rückblick* section archive colour film shows BR94 tank engines at Bw.Dillenburg, including 094 540, with others filmed from the lineside on passenger services.

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

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

The 'Bonus' section is Video-Kurier 76 which includes: 'Steam in the Hohenlohe with 23 042, 23 058, 64 419 and 38 3199'; 'With the ICE to Paris'; '30 Years of the Sauschwänzlebahn'; 'Railway Anniversary on the Gotthard'; '120 Years of the Steinachtalbahn Sonneberg – Lauscha'; 'Memories of the class 52s on the Semmering'; 'Bahn News'; and 'Electricity for the Railway'.

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

Below

DB 181 201 arrives at Koblenz Hbf. with IC131 from Luxembourg, 24th August 2012.

Photo: Graham Lightfoot.



Der ICE4

EK Eisenbahn-Videothek: Baureihen DVD c.58mins ref.8491 €19.80

Die Baureihe 412 der DB

This programme looks at the ICE 4 BR412, originally introduced as the ICx. The plan is for up to three hundred of these trains to be built in varying forms, replacing the earlier ICE types. With a top speed of 'only' 250km/h the ICE 4 is somewhat slower, but noticeably longer, than the previous ICE sets. Film sequences show the ICE 4s on test runs and in scheduled service with DB Fernverkehr.

Coverage begins with scenes from the lineside of an ICE 4 on one of the new high speed lines (*Neubaustrecken*), followed

by views from inside the cab and entering and departing Lutherstadt Wittenberg station. Further film on board shows the passenger accommodation.

In Berlin Hbf. an ICE 4 is seen arriving, with another 4 entering and departing from the station in the opposite direction on its way to Berlin Ostbahnhof.

We see the official launch of the ICE 4 trains on 4th December 2015 at Berlin Südkreuz. Further film shows more ICE 4s from the lineside and sets undergoing test runs along the 'Rollbahn' south of Bremen, where one is seen passing a Siemens Vectron electric at the head of a train of containers. Scenes from 2nd June 2016 show all four types of ICE lined up side-by-side in Berlin. At Berlin Hbf. we witness the

press launch for the ICE 4 on 14th September 2016, with views inside the passenger accommodation, Bord Restaurant car, and children's play area. The train then departs the station bound for München Hbf with further scenes filmed from the lineside and from the cab.

The building of the ICE 4 trains at Siemens factories is then shown, including scenes of fitting passenger seating and the assembly of the cabs. We also see ICE 4s undergoing tests on the Siemens test circuit at Wildenrath.

At Freiburg (Breisgau) Hbf. an ICE 4 is seen arriving and departing with further scenes filmed on board the train, including from the cab, from the lineside, and at Berlin Südkreuz station. A new featured for an ICE is the space set aside for the storage of bicycles.

Arrival at Leipzig Hbf. is seen from the cab; the train later departs from the terminus on the next stage of its journey. At Lutherstadt Wittenberg another ICE 4 is seen departing with further sequences filmed from the lineside and from the cab, including passing the marshalling yard at Seddin.

Moving further south, there are scenes of an ICE 4 arriving and departing Nürnberg Hbf., and more seen from the lineside near Erfurt. In Hamm (Westfalen), two ICE 4 sets are seen coupling up and departing the station.

The programme ends with scenes of ICE 4s filmed from the lineside, and entering and departing Freiburg (Breisgau) Hbf.

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

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



Die Baureihe 01

Die klassische Schnellzug-Lokomotive

Built from 1925 as a standard locomotive type (*Einheitslok*) for the Deutsche Reichsbahn Gesellschaft by numerous builders, by 1938 a total of 231 of these heavy Pacifics had been delivered and they became the mainstay of the D-Zug express passenger network. This programme shows them before and after the war, with the Deutsche Bundesbahn in West Germany up until their withdrawal in 1973 and East Germany's Deutsche Reichsbahn until

1980. Preserved operational members, such as 01 118, 01 137, 01 150, 01 202, and 01 237, are also seen, together with those saved for posterity as static exhibits.

It begins with lineside scenes shot of 01 118 with large Wagner smoke deflectors at the head of a passenger service, followed by another with the later and smaller Witte type. In Dresden a number of preserved 01s are seen, and at Eisenach 01 137 is seen departing the station on a passenger train, with further scenes of this working on the footplate and from the lineside. 01 237 (with Wagner deflectors) is then seen at the head of a freight train at Orlamünde, north of Saalfeld. At Porstendorf, north of Jena, this loco is seen again, this time working a passenger train DR double-deck coaches. At Frankfurt (Oder) it is seen departing the station with a heavy passenger train made up of both DB and DR stock. Further scenes show this train from the lineside before we see 01 237 again at the head of DR stock, including a MITROPA restaurant car.

Following that is film of 01 150 (with Witte deflectors) and 2-6-2 23 105 working double-headed on a passenger service. 01 150 is then shown on the depot turntable at Bw.Nürnberg-Gostenhof and we see the aftermath of the devastating fire there in October 2005 in which this loco was severely damaged. Fortunately, 01 150 has been thoroughly restored to full working order and these scenes are followed by film of the loco working enthusiasts' specials, including passing through Oberhof (Thür.) station. At Bw.Arnstadt it is seen before heading a short passenger service formed of just three coaches. At Meiningen 01 150 is seen arriving and departing with another special bound for Heilbronn, with a DB V100 assisting at the rear.

Archive black & white film shows 01s in the 1930s, plus a few still images, including one of 01 006. Further black & white film is seen of 01s at Berlin-Anhalter station

EK-Eisenbahn-Videothek: Baureihen DVD c.58mins ref.8600 €19.80

and 01 134 is seen being watered. 01 165 is also seen at Berlin-Anhalter station on a passenger service, with further scenes at Leipzig Hbf., including 01 118.

Colour film then shows 01 118 as it looks today, still retaining the large Wagner smoke deflectors, at the head of a rake of DB silverfish (*Silberlinge*) coaches. This is followed by archive black & white film from the 1950s of 01s in service with DB, including 01 070. Archive colour film taken at Hof is also seen, including at the depot (*Bahnbetriebswerk*), at the station, and from the lineside. Further scenes at Neuenmarkt-Wirsberg and on the footplate of an 01 as it climbs the Schiefe Ebene incline. Reboilered 001 131 is then seen on a depot turntable with further scenes from the lineside and on the footplate. 001 168 is seen being attended to at a *Bahnbetriebswerk* and double-headed 001s are seen on a passenger service.

Archive colour film then shows 01 2014 with Wagner deflectors on a Berlin – Hamburg express at Berlin Zoologischer Garten, followed by more DR 01s in action filmed from the lineside. Archive black & white film shows DR 01s on shed, at the head of passenger services, and in works. Colour film shows 01 1531 departing a station with DR green and cream-liveried coaches with further film from the lineside and from on board the footplate. 01 024 is then seen as a *Heizlok* (heating loco) in Strassfurt and 01 2066 (with Wagner deflectors) is seen leaving Nördlingen station on a passenger service with DB electric 140 850 at the rear. 01 045 (with Witte deflectors) is then seen on another passenger service formed of DB stock. 01 220 is seen as a static exhibit in Treuchtlingen, while at the Bayerisches Eisenbahn Museum in Nördlingen restoration work is witnessed on 001 180. Later scenes show the loco working under its own steam at the head of a passenger train in 2015 with a DB V100 at the rear.

Then archive colour film show 001s at Hof, including 001 164. Preserved 001 180 is then seen again in more recent times with scenes on board the footplate as the loco heads a special over the Schiefe Ebene incline; a DB V100 in orient red livery assists at the rear of this train.

We then see 01 202 on a depot turntable and later filmed from the lineside with a heavy passenger train. At Kylvurg on the Köln to Trier line this train is seen arriving and departing, followed by further film the lineside.

The programme ends with scenes of 001 180 and an 01 with Wagner smoke deflectors working double-headed on another special with a DB V100 in original crimson red livery at the rear.

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

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

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



Kleinloks der DB

Helfer in der letzten Meile

With the increased weight of wagons in the 1950s, the pre-war diesel shunting locomotives (*Kleinloks*) in use by the Deutsche Bundesbahn were no longer adequate and so in 1959 new locomotives in performance class 3 were ordered. Gmeinder built the 250hp Köf 10 and 11 (from 1968 classes 331 and 332), followed in 1965 by the Köf 12 (from 1968 class 333). Unlike its predecessors, the Köf 12 had a cardan shaft as opposed to a chain drive. Modifications, such as the fitting of shunting coupler (*Rangierkupplung*) and remote radio control (*Funkfernsteuerung*) became class 335. By 1979 over 500

Kleinloks had been built, and a number are still in service with Deutsche Bahn AG today. Many of those which were withdrawn have found new homes with private operators whilst others have been preserved. This programme charts the history of the *Kleinloks* with examples shown in service with DB, DB AG, private operators, and in preservation.

It opens with scenes of DB Cargo traffic red 335 249 being turned on a depot's turntable, followed by 335 161 hauling electric locomotive 152 023 out of a main works.

We then see a BR333 running light on the Hamburg S-Bahn, followed by further examples on shunting duties in Minden and at the Bayerische Eisenbahn Museum (BEM) in Nördlingen. Also seen here is 332 092 in DB crimson red livery. In Köln an RBG-owned BR332 is seen shunting a preserved *Rheingold* coach and we then see a blue-liveried Mittelweserbahn (MWB) 332 on a light freight.

Archive colour film then shows earlier Köf II shunters, including 310 734, and views of the chain drive are shown. 310 361 is also seen, then moving to the present day 322 157 is seen on the turntable at the BEM in Nördlingen. This is followed by further Köf II locos working at Bw Singen, at the DB Museum in Koblenz-Lützel, and on the Frankfurter Hafenbahn. Archive film shows 332 781 shunting a BR220 diesel-hydraulic and further Köf IIs are shown at the 150 Years of German Railways event

EK Eisenbahn-Videothek: Baureihen DVD c.58mins ref.8493 €19.80

in Nürnberg in 1985 and later in preservation at the railway museum at Bochum-Dahlhausen. At the Deutsches Dampflok-museum (German Steam Locomotive Museum) in Neuenmarkt-Wirsberg, 322 636 is seen shunting Pacific 10 001 and later 50 975 and 52 580. Some scenes were filmed inside the cab. Köf 6815 is then seen shunting, followed by scenes of electric locomotive E94 088 being shunted with some coaches by Köf 6586. Another Köf II is seen shunting VTG tank wagons.

Archive colour film shows locomotives of classes 332 and 333 in the original DB crimson red and later ocean blue & beige colour schemes, including 332 009 at Altenbeken and 332 220 at Nürnberg-Gostenhof, followed by orient red 332 218 owned by RBG shunting coaches in Köln and 333 028 performing similar duties on the Hamburg S-Bahn. At the DB Museum in Koblenz-Lützel 333 068 is seen giving cab rides and 333 678 in traffic red is seen at the DB Museum in Nürnberg shunting a flat wagon carrying narrow gauge steam locomotive 099 745. Staying in Nürnberg, there are scenes of the aftermath of the devastating fire at Nürnberg-Gostenhof in 2005. 333 678 is seen shunting fire-damaged locomotives, including electric E75 09. A 335 in traffic red, clearly showing the *Rangierkupplung*, is seen, followed by another example in the earlier orient red running light.

Moving to the former East Germany, DB Cargo 335 249 is seen at Halle (Saale) depot moving off the turntable, and at Dessau electrics 152 163 and 185 096 are shown being shunted by 335 161 in orient red. This is followed by film of Voith 'Gravita' 261 033 moving off towing two 333s and a 290. Out on the line, a 332 owned by MWB is seen hauling a light goods train with preserved V36 005 at the rear.

The programme closes with film of preserved Köf II locomotives stabled at various locations and in a variety of liveries, followed by Köf 6311 on the turntable at Bahnpark Augsburg and 332 157 at the BEM in Nördlingen. We also see another Köf II shunting green BfB tank wagons, black Köf 6501, and crimson red 332 092 of the Bayernbahn GmbH.

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

Around six minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

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



N Gauge Society WorldWide Group

We were delighted to hear that the WorldWide Group of The N Gauge Society will be holding their annual convention/exhibition on Saturday 31st July 2021 in Wylyotts Theatre, Wylyotts Place, Potters Bar, EN6 2HN. It will be open to the public from 10:30am until 4:00pm. Entrance is £3.00 for adults, £1.00 for children. WorldWide Group members free.

Layouts and displays should include:

Bregenbach im Schwarzwald by Les Richardson, a new contemporary layout representing a line in the Black Forest area of Germany.

Obertonberg by John Coulston, a fictitious village near a main line railway in southern Germany in the late 1960s.

Ampertal by Roger Sant, set in the Austrian Tyrol in the late 1990s through to the mid-2000s.

Trifolou by Piers Milne, based on the former Réseau du Vivarais secondary metre gauge line in the Ardèche département of south-east France.

A static display of buildings and stock from Sam Boote's *Schlusselfwert* layout, along with a test track.

Boats and buildings by Paul Wright, from his Dutch layout.

Vartanakert by Paul Brinsdon, an Armenian layout named after a ruined ancient city.

Halfway to Paradise, a selection of American T-Trak modules by Geoff Latham.

Mount Tabor Models will be present with a trade stand, and there will also be members' sales.

Contact: John Brady 07818 077663
wwwg-secretary@outlook.com

Glaskasten display extension



The range of model train display cases by Glaskasten has been extended by a half-module. This means that the base module (1.2m wide and 73cm high) can now be extended in steps of 60cm, so that display cases of 1.8, 2.4, or 3m wide can be supplied.

In addition, all Glaskasten display cases can now be provided with a door lock, and an integrated dimmer can be supplied with illuminated display cases.

This applies to both the GK range (for 1:160 to 1:87) and the GKO (for 1:43 to 1:48).

The illustration shows a GK1,5L case, 1.8m wide, consisting of a one and a half modules.

These products are all available for immediate delivery.

For more information, see the website www.glaskasten.de

Fourdees Ersatzdampflok progress

Fourdees report that good progress is being made with the limited edition batch of Deutsche Reichsbahn Ersatz 2-8-2Ts in HOe introduced in our May edition (p.340) – all the 3D-printed and etched parts have now been delivered, the mechanisms modified, and the assembly procedures developed, so by the time you read this they should be all but ready for delivery. We hope to illustrate the finished items in the next issue.

If you are interested, we suggest you contact Fourdees without delay as the quantity is strictly limited.



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

Mini World Côte d'Azur opening



The second Mini World exhibition, Mini World Côte d'Azur, was due to open on Wednesday 19th May.

Four years after opening its first display at Carré de Soie in the Lyon metropolitan area, which has been enjoyed by over 700,000 visitors, Mini World is opening a second display near Toulon, within the shopping and leisure centre of Avenue 83 in La Valette-du-Var.

Originally planned for October 2020, the health crisis delayed the opening several times. The workshops used this opportunity to develop the miniature world and to refine the sound and light effects.

Mini World Côte d'Azur presents a reproduction of the highlights of the Côte d'Azur from Marseille to Nice. The Old Port, the Calanques, the Promenade des Anglais, the Esterel, Saint-Tropez, and Toulon harbour are reproduced in 1:87 within an area of 2,000m². As in Lyon, enchantment and humour are the order of the day, with dozens of life-like scenes, plus hundreds of vehicles and trains travelling independently through spectacular scenes reproducing the landscapes of Provence and the coast by day and by night with projections, lights, sounds, and even smells!

The new display features new animation techniques never seen before, including a moving sea using high definition screens on which move real ships reproduced in miniature.

Another key feature is the A8 motorway which overlooks the town of Nice, where dozens of vehicles circulate autonomously without using a battery or motor.

Visitors will also be involved in many attractions, since they can trigger animations using buttons installed throughout the display: Magic World rides in Hyères, Mont Faron cable car, and even the fabulous funicular of Notre-Dame de la Garde in Marseille which, although destroyed in 1974, has been revived in miniature here.

A team of fifteen skilled modelers, worked for two years in the Mini World Lyon workshops then on site at La-Valette-du-Var to bring together this gigantic puzzle. 75,000 hours of work were needed in all.

The impressive result should appeal not only to inhabitants of the PACA region but also many tourists in the area.

Mini World Côte d'Azur will be open from Wednesday to Sunday throughout the year, and seven days a week during school and public holidays.

The average visit time is reckoned to be two hours – but be prepared to stay longer!

The admission price is €14.00 for adults (€12.00 if booked on line) and €9.00 (€7.00) for children. Children under 4 – free.

www.miniworldcotedazur.com

Märklin summer new items

Märklin have issued a 40 page A4 size landscape format leaflet with details of new items in HO, Z, and Gauge 1 due to be released over the summer months, in addition to the information published earlier in the year.

Highlights in HO include an updated model of the Vectron Bo-Bo electric, in several new liveries, and a BR17 (Prussian S10) 4-6-0 in the exclusive Museum Loco series.

In Z there will be a Deutsche Bundesbahn BR218 diesel and BR796/996 railcar and trailer.

For Gauge 1, the Deutsche Reichsbahn BR08 (former SNCF 241A) 4-8-2 with



2'2T34 equipped for pulverised coal firing as an experiment.

www.maerklin.de

Latest Rhätische Bahn models for Nm from AB-Modell

Baggage vans

To transport passengers' luggage, the Rhätische Bahn purchased four bogie baggage vans from FFA/SIG in 1960/61, with two sliding doors each side for convenient loading/unloading of luggage trolleys, as seen at larger stations.

Visually, the vehicle is similar to the standard type I coaches put into service later, though it does not belong to this series. The body narrow towards the end and the roof tapers to match.

The vans were put into service in 1960 (D4213) and 1961 (D4210 to D4212).

Nowadays, the vans are mostly used to transport bicycles. They will be withdrawn in the early 2020s.

AB-Modell is now delivering the previously announced RhB bogie baggage van with two large sliding doors each side. This is completely new construction, made of nickel-silver, and equipped with smooth running wheelsets.

It is offered in red with either a narrow silver trim line or the more modern wide light grey band.

The silver protective strips in the door niches have been realised with transfers.

These models are handcrafted from nickel-silver, and run on smooth running bogies; they use MicroTrains couplings. They are 1:160 scale, on 6.5mm gauge track.

Driving trailer

In the course of the timetable expansion, known as NEVA Retica, the Rhätische Bahn purchased eight new low-floor driving trailers in 1999. The vehicles have 37 seats in second class, most of which are in the low floor area, which offers a wonderful view with its large panoramic windows. In the high floor area towards the end of the coach, the windows can be opened. The luggage compartment is located in the front section, clearly



marked by the bicycle symbol on the window. Access to the cab is through the luggage compartment.

From 2013, these vehicles underwent a refit programme, the most visible sign of which is the changed front. In order to make room for the now higher snow plough, the sheet metal was shortened somewhat at the bottom, which makes the end appear somewhat sleeker. The two handrails at the front were removed and remounted as three sec-

tions. Between the sections there is now space for the two new multiple control sockets. Another striking feature is that the front now bears the Graubünden coat of arms. The sides now have wide light grey waist bands, within which the Graubünden lettering is carried.

AB-Modell delivered the NEVA driving trailer in the first quarter of 2021. BDt 1751 has a nickel-silver body and a 3D-printed chassis with complete, multi-coloured interior.

The front coupling is dummy and can be replaced if necessary.

In response to customer requests, a third vehicle number with the train destination "toboggan train" has been added to the already announced numbers.

Finished models can be ordered from the manufacturer with the usual delivery times. This item is also available as a kit. www.n-schmalspur.de



New Vicinal tram and trailer set



The SNCV/NMVB Vicinal type OB tram set in HOm from Ferivan consists of OB motor car No.9965, 'Raghenò' trailer No.8768, and OB trailer No.11593. All these vehicles were used on the coast line.

The set as modelled has been restored by TTO Noordzee and is still used for tourist trips on the coast line.

The models have a very detailed finish

and the correct numbers are included as transfers.

The models are to 1:87 for 12mm gauge track. The tram is powered, and the trailers have spoked wheels.

The set (motor car and two trailers) costs €475.00 as a pre-painted kit or €595.00 finished. It is only available from Ferivan.

www.ferivan.be

Jouef Decauville motor upgrade

The ever-innovative Tramfabriek have increased their already considerable range of coreless motor replacement kits for proprietary N and HOe/HOm mechanisms with a motor upgrade for the classic Jouef/Playcraft HOe model of a Decauville 0-4-0T.

The kit consists of a high quality coreless motor, motor mount, flywheel, and sleeve adaptor (to match the motor shaft to the existing gear wheel).

The replacement process should be relatively easy, and is guided by excellent illustrated instructions which can be viewed on the website in advance.



The smaller motor should also make it easier to install a digital decoder if required; Tramfabriek can supply a suitable device, and offer advice on the optimum CV settings for other decoders.

The kit costs €27.50.

The lack of the outside frames and valve gear is a matter for the modeller!

<https://tramfabriek.nl>

3D-printed models for Gauge 1



Miroslav Krecek is a big railway fan and some time ago decided to explore Gauge 1. He prefers modern stock but found there was not so much on the market, so he decided to build vehicles himself for his garden railway. He bought a 3D printer and spent a lot of time creating the CAD for models.

With models carefully designed for 3D-printing you can build a whole train according your wishes.

Another advantage is that you can print the parts for the model first and only when happy with the result do you need to think about buying the pack of metal accessories which make the model rigid and give the ride great stability.

The purchase includes:

- data files for all parts of the wagon in stl format (including the 20' container in the case of the type Sgnss bogie flat);

- verified printing projects for all i3 PRUSA printers;
- verified and tested G-codes for all i3 PRUSA printers;
- a guide to assembly;
- a printing manual if using other than a Prusa printer.

Manuals can be downloaded in advance.

To build the Sgnss container flat you will also need to buy wheelsets and coupler springs.

The minimum radius is 1.3m.

Sgnss container flat €120.00.

Rens lowside €100.00.

Y25 bogie €30.00.

20' container €30.00.

Metal wheelset €9.00.

8 x metal wheelsets €66.00.

Mirotrac (Czech Republic)

www.mirotrac.com

South African wagons in 1:87



SARMODEL was established in 1996 by Frank Collingwood as the first website dedicated to modelling the railways of southern Africa.

Since then, it has been extended from a purely information site through providing many designs via Shapeways to establishing a 3D printing capability and producing from designs in-house.

Well known for extremely detailed and accurate bogies, the same design philosophy is extended to all the models, within the constraints of scale.

The 3D designs are produced from factory engineering drawings by a modeller for other modellers.

The models are 3D-printed using state-of-the-art high resolution UV resin printers. They require minor sanding where the supports have been removed.

The models are printed to order, so there may be a few days delay before an order is shipped.

Recent releases include:

NAY-5 bogie ballast hopper (NZ\$65.00).

DGJ-2 bogie open (NZ\$65.00).

XF-2 bogie tank for phosphoric acid (NZ\$65.00).

DOY four-wheel open wagon (NZ\$35.00).

The pricing is in New Zealand dollars.

The wagons can be supplied for either 16.5mm or 12mm gauge track.

Bogies, wheels, brake wheels, couplers, coupler pocket covers and screws are included. Only paint and transfers are needed.

www.sarmodel.com



Drive technology catalogue new from Halling

A little over a year ago Halling presented their first catalogue of drive units. Since then, they have developed many more components and complete drives. The range now includes 481 items, which occupy around 100 pages.

To simplify the search for the right component, many are now shown as dimensioned drawings to allow a better view of the variety of options.

The individual drives have also been further developed. In addition to the small but powerful bell-shaped armature drives, new wheelbases and the popular parts sets for the most important drives are now also available.

The range of spare parts has been expanded.

There are graduated discounts if you need more than just a few pieces.

The drive technology 2021 catalogue can be downloaded from the website.



Printed catalogues will only be produced again for large exhibitions.
www.halling.at

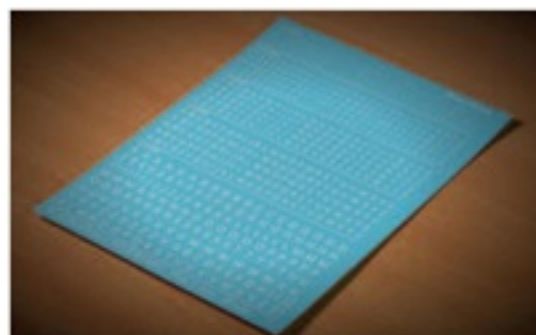
New transfers by Matho Models

The Belgian accessory specialist has increased its range with two packs of waterslide transfers:

ref.35119 Shop Front Signs A for 1:35,

and ref.80018 white upper case letters, 1 – 3mm high, suitable for any scale.

www.mathomodels.com



Coming next month

out 15th July

CONTINENTAL MODELLER

AUGUST 2021 £5.20 (UK)

www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Lauwersmeer Dutch HO



Also in this issue...

Schakummen



Lucette a Tivoli



Kinross



Latest Reviews ... and much more

PUBLISHED BY PECO

• Lauwersmeer

Professional railwayman Robbert Jan de Vries looks back to one of his previous Dutch HO layouts which allowed a lot of authentic activity in just 240cm x 60cm.

• Schakummen

Jim Trotman decided to set his new German HO layout in East Prussia in 1914, choosing a plausible site as a basis for his interpretation of a characteristic station.

• From Lucette to Tivoli

French narrow gauge serving a mine and a laundry – Gaëlle and Olivier Taniou describe a pair of HOe modules created as part of a versatile collection for exhibitions.

• Kinross

James Hilton tells what inspired him to design and build a compact HO diorama set on Prince Edward Island, a lonely outpost of Canadian National in the Maritimes.

• Detailing a Weaver ACF hopper

Mike Watson shows how he took some simple steps to improve a proprietary O gauge American freight car.

... and much more!

CONTINENTAL MODELLER Classified Advertisements

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:

Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

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

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental and British, "O", "HO", "OO", "N" and "Z" scales. Email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580. Price for UK Residents £3 per issue, Europe £3 per issue plus £2 postage sent Airsaver Post and rest of the World £3.00 per issue plus £3 postage sent Airsaver Post. Airmail – please enquire.

Wanted (Trade)

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

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED. Small and large – any scale and any condition. British, European and American collections all required. Nationwide collection, distance no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com

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

Holiday Accommodation

HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA. Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS, website: www.jeanbartlett.cottageholidays.co.uk or telephone: 01297 23221.

Private

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Wanted

G SCALE AND OTHER GARDEN RAILWAYS WANTED. Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for September 2021 issue is 8th July 2021

Please insert advertisement under the section headed:.....

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.
Box number £5.50 extra.

Tick if a box number is required ☐
Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments. Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold). Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....
(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name.....

Address.....

Postcode.....

Please send remittance to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can telephone: 01297 21542, fax: 01297 20229 or email: classifieds@peco.co

This form may be copied to save cutting the page

MARCWAY

SCALE MODELS

FLEISCHMANN N GAUGE

MINT PRE-OWNED



7094 DB Class 94 0-10-0 Tank Loco	£145.00
7170 N Gauge DB Class 011 Pacific Loco (MB)	£139.00
7171 N Gauge DB Class 012 Pacific Loco (MB)	£139.00
7179 N Gauge DB Class 50 2-10-0 Loco (MB)	£139.00
7380 N Gauge DB Class 151 Electric Loco (MB)	£129.00
7430 N Gauge DB Class 614 Car DMU Pack (MB)	£139.00
8060 DB LWB 4w Baggage Car	£19.99
8062 DB LWB 4w 2nd Class Coach	£19.99
8062 DB LWB 4w 2nd Class Coach	£19.99
8085 DB 2nd Class Compartment Coach with Brakemans Cab	£25.99
8087 DB 3rd Class Compartment Coach	£25.99
8127 DB 2nd Class Bogie Local Coach with Luggage Compartment	£25.99
8128 DB 1st/2nd Bogie Local Coach	£25.99
8129 DB 2nd Class Bogie Local Coach	£25.99
8170 N Gauge SJ Express Baggage Coach (MB)	£27.50
8200 DB LWB 4w Low Sided Wagon	£12.99
8201 DB LWB 4w Low Sided Wagon	£12.99
8206 SNCF LWB 4w Coal Wagon	£13.99
8208 DB 4w Open Wagon	£13.99
8220 DB 4w Stake Wagon with Rotatable Cradle	£16.99
8234 DB LWB 4w Container Wagon with Containers	£14.99
8294k DB Bogie Gondola "DB Cargo"	£14.99
8324 DB 4w Refrigerated Van "apolinaris"	£13.99
8330 DB 4w LWB Box Car	£16.99
8332 SJ 4w LWB Box Car "asp"	£16.99
8335 DB Sliding Side 4w LWB Box Car	£24.99
8335k DB Sliding Side 4w LWB Box Car "osram"	£24.99
8355 DB 4w Closed Van with Brakemans Cab	£14.99

Visit our spacious shop + 1200 square feet of sales area.
WORLDWIDE MAIL ORDER SERVICE & ALL MAJOR CREDIT CARDS TAKEN

598-600 Attercliffe Road, Sheffield S9 3QS

T: 0114 2449170 Open 10.00-4.00
Closed Wednesday

www.marcway.net
www.marcway.co.uk

Situated 2 miles from M1 Junc 34 (Meadowhall Exit)
200 yards from Attercliffe Tram Stop

Telephone Marc 01709 542951

ONLINE SHOP LENDONS

OVER 70 YEARS IN BUSINESS EST. 1944

Suppliers of Model Railway Locomotives, Coach and Wagon Stock. Accessories and parts for all popular gauges.

ARNOLD **Electroten** **Jouef** **Rivarossi** **HORNBY**

Hornby Collectors Centre and Hornby Warranty Repair Centre

Large selection of spares

192 Fidas Road, Llanishen, Cardiff CF14 5LZ

029 2075 2563 9am-5pm www.hornbyinternationaluk.co.uk

INDEXES

PLEASE SEND SAE FOR DETAILS OF AVAILABILITY AND CHARGES:

PECO TECHNICAL ADVICE BUREAU, BEER, NR SEATON, DEVON EX12 3NA

mkn Märklin Repairs

digital ABN : 13693291720

H0 and OO 1947 to 2021

Servicing, Digital Conversions and Advice. Quality Workmanship.

From *800, 30*/31* to 36*, 37*/39* series locomotives undertaken. AC to MM2 or MFX formats with/without sound. Reverse Units. Authorised **märklin** Spare Parts Stockist, with an extensive range.

Proprietor: David Neale
P.O. BOX 40 BOWRAL NSW 2576 AUSTRALIA
Mobile : 0414 309 120 Telephone : (02) 4861 1761
Email : mkn_digital@bigpond.com Website : mkn-digital-train-repairs.com

Australia Wide Märklin Model Train Repairs

The Rowsley (Model Railway) Group at Peak Rail's Rowsley South Site

Welcome to our exhibition catering for all interested in European Railways.



New Alpenbahnen Layout on Show

Opening in 2021 subject to Peak Rail being operational.

Follow the trains from Lake Constance in Germany to Switzerland over the Gotthard into Ticino and Lake Lugano.

Peak Rail in Derbyshire at Rowsley South Site (DE4 2LF)

Are you modelling Swiss?

We offer new, nearly-new and used secondhand N-scale items, mainly in Swiss outline. Brass and rare items are a speciality. See our website at www.nscaech.com for lists of current models. We are always looking for good quality stock to buy, so try us first!

Availability of stock may be confirmed at enquiries@nscaech.com, or by telephoning 07905 087280 between 0700 and 2300.

NscaleCH

MORRIS MODELS NORTH LANCING

80 Manor Road, N Lancing, West Sussex, BN15 0HD
Tel 01903 754850
www.morrismodels.co.uk info@morrismodels.co.uk

We are between Brighton & Worthing, just off A27 west of Shoreham Airport
Easy free parking!! Please check our website for opening hours or call us

BRITISH RAILWAYS

HORNBY **Piko** **PECO** **dapol**

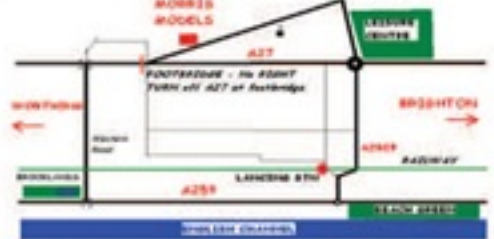
Also Heljan Wills, Ratio, Modelscene, Metcalfe, Superquick, GaugeMASTER, Oxford Rail & Diecast Road vehicles, etc



CONTINENTAL RAILWAYS

FLEISCHMANN **Roco** **TRIX** **herpa** **FAIRLIE**
Preiser **NOCH** **MINITRAINS**

amongst many others!



HAMPSHIRE MODELS

OPENING: Monday to Friday 9am-4pm

01256 406604
enquiries@hampshiremodels.co.uk
www.hampshiremodels.co.uk

For all your modelling needs from 'N' gauge through to 'O' gauge, both new and pre-owned.

Unit 29,
Basepoint Business Centre,
Stroudley Road, Basingstoke RG24 8UP
www.hampshiremodels.co.uk





THE HOBBY SHOP

Est. 1988
www.hobb-e-mail.com 01795 531666 info@hobb-e-mail.com
85 Preston Street, Faversham, Kent. ME13 8NU

TRY OUR SAME-DAY DESPATCH MAIL ORDER SERVICE.
ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED.

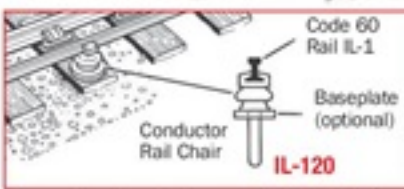
BUILDING YOUR OWN TRACK?

Components to help build realistic track formations to your own specifications.



4mm Fine Track Components

- IL-115 Flat Bottom Nickel Silver Rail - Code 82
- IL-111 Wood Type Sleepers
- IL-112 Pandrol-type Rail Fixings
- IL-113 Slide Rail Fixings
- IL-114 Turnout Sleepers
- IL-116 Track Gauge
- IL-120 Conductor Rail Chairs
- IL-121 Concrete Sleeper Units
- IL-1 Conductor Rail - Code 60



Code 60 Rail IL-1
Baseplate (optional)
Conductor Rail Chair IL-120

PECO INDIVIDULAY

Made in England by Pritchard Patent Product Co Ltd, Beer, Seaton, Devon, EX12 3NA



THE AMERICAN RAILROAD CENTRE

Specialist Importers and Retailers of
American Model Railroad Equipment
15 Lower Bore Street, Bodmin,
Cornwall PL31 2JR
Telephone: (01208) 72025
E Mail: americantrains@aol.com



Tuesday-Friday 10am-4pm
Saturday 10am-3.30pm ★ Closed Monday



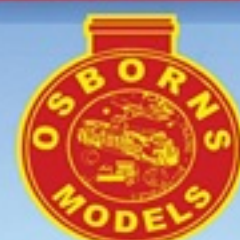
Diesels • Steam Engines • Books • Backscenes • Buildings
Passenger Cars • Freight Cars • Signals • Trucks & Cars
Magazines • Detailing Parts • Scenics • DCC • Trackwork • DVD

Visit us Online at:
www.americanrailroadcentre.com

OSBORN'S MODELS

DOING 'N' SCALE
on a
BIG SCALE

KATO
PRECISION RAILROAD MODELS



7 HONESTONE ST, BIDEFORD, N. DEVON, EX39 2DL 01237 423453

www.osbornsmodels.com

The European Railways Association

For a FREE copy of our magazine "Eurorail"
ask editor@eurorail.org.uk

Two e-Magazines

Local Meetings

Many information sources

Annual Show



We have reluctantly decided to postpone our show
in Birmingham until 2022 due to the uncertainties
associated with the current pandemic.

Worldwide subscription is still only £11.50 p.a.
Contact membership@eurorail.org.uk for information.

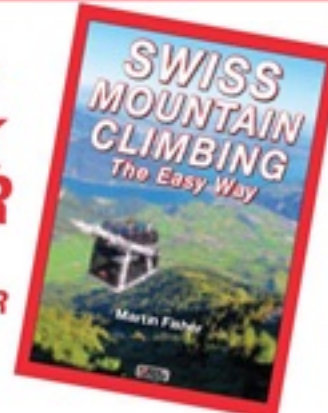
WWW.EURORAIL.ORG.UK

SRS



SWISS RAILWAYS SOCIETY

FREE BOOK OFFER



TAKE OUT A 2-YEAR (2021/22) MEMBERSHIP FOR
ONLY £40 AND GET A FREE COPY OF
"SWISS MOUNTAIN CLIMBING"
THE DEFINITIVE GUIDE, 120 PAGES, A4, AND
PROFUSELY ILLUSTRATED. (UK & NI ONLY)

UK MEMBERSHIP IS ONLY £20 PER YEAR FOR A 52 PAGE QUARTERLY FULL COLOUR A4
MAGAZINE, ACCESS TO MEMBERS AREA OF WEBSITE AND MONTHLY ZOOM MEETINGS.

For details please e-mail: membership@SwissRailSoc.org.uk
Or check our website:

www.swissrailsoc.org.uk



THE FRENCH RAILWAYS SOCIETY



For all enthusiasts and modellers of the railways of France.
Annual Reunion and Exhibition 22nd August 2021

Will be held at Lenham Community Centre, Kent
(In accordance with Government conditions)
Please see our website for the latest information.

www.frenchrailwaysociety.org



Try Your Newsagent First

Just ask!

The best way to ensure that you receive
your copy of **Continental Modeller** every
month is to support your local newsagent by
placing a standing order. He can get it hot off
the press each month and should be able to either
deliver to your door or reserve it for you in the shop.

HAND THIS REQUEST IN TO YOUR LOCAL NEWSAGENT TODAY

Dear Retailer,
Please deliver/reserve for me a copy of **CONTINENTAL MODELLER**
every month starting with the next available issue.

Name

Address

Telephone

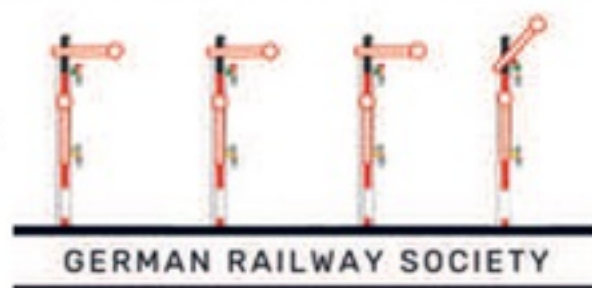
If you don't want to cut your magazine, you can use a photocopy



THE GERMAN RAILWAY SOCIETY

QUARTERLY JOURNAL ↔ EXPERT HELP

June 1981



June 2021

GERMAN RAILWAY SOCIETY

40 YEARS

SCOGRAIL EUROPE (& SCGBAHN) Latest items in stock or available at our supplier and prices correct 12/05/2021

Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB
Opening Hours: 1000-1600 Mon-Fri. Closed Sat, Sun & Bank Holidays
Phone: 01473 715769. **Email:** scograil@btinternet.com **Web:** www.scograil.co.uk
UK delivery on orders under £100 = £3. Orders £100 or over = free UK economy delivery

FRIZINGHALL MODELS & RAILWAYS

WWW.MODELRAILSHOP.CO.UK
 01274 747447
 shop@frizinghall.co.uk
 8A Sapper Jordan Rossi Park
 Otley Road, Baildon
 West Yorkshire, BD17 7AX

OUR MODEL SHOP CARRIES A HUGE RANGE OF LOCOMOTIVES AND ROLLING STOCK IN ALL GAUGES

**SCENICS
KITS
TOOLS
PAINTS
DIECAST MODELS
PRE-OWNED MODELS
SPECIAL OFFERS**

Electrotren MINITRAINS Lima Jouef RIVAROSSA

OUR SERVICES

- DCC Sound Fitting
- Servicing/Repairs
- DCC Decoder Fitting
- 2nd Hand bought

FREE POSTAGE OVER £175 (UK Mainland Only)

OFFICIAL STOCKIST
 SOUND FILES SUPPLIED BY
 YOUCHOOS & DIGITRAX

OPEN: MONDAY to SATURDAY 10.00 - 4.30

MAC'S MODEL RAILROADING

4-8 Reform Street Kirriemuir
 Scotland DD8 4BS

Authorized Exactrail Dealer, Railflyer Prototype, Kato, Gaugemaster, Digitrax, Broadway Limited, Woodland Scenics

BRITISH, AMERICAN AND CONTINENTAL OUTLINE

To contact us: email is best or mail to the above address.
ian@ecscenics.co.uk www.macsmodels.co.uk

Telephone 01575 572397

Payment:- £4.95 PER ORDER. Overseas at cost.
 Postal orders, Cheque, IMO (stirling),
 All Major Credit Cards & Debit Cards

Opening Hours Monday - Saturday 10.30 - 5.00pm
 Closed Thursday

Our full terms & conditions are available on our website or by sending us a SSAE

Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.

If you can't visit simply phone, Fax or E-mail your requirements.

NEW IN STOCK

TRIX HO

Tx22095	BLS Cargo Re475 electric (DCC Sound) Ep6	£225.00
Tx22285	"ITL" Herculese Diesel white DCC sound Ep5	£100.00
Tx22326	MHI 30 year, DRG Br96 mallet black, MFX/DCC sound	£405.00
Tx22404	DRG V140 rod drive Diesel loco blue DCC sound Ep2	£305.00
Tx22458	Wuttemberg G12 Heavy freight loco DCC sound green Ep1	£420.00
Tx22633	Crossrail/MRCE Br185.5 Black DCC 21pin socket Ep5	£140.00
Tx22645	DB BrE 18 electric blue Ep3 DCC21 socket	£140.00
Tx22680	"HGK" F140 ac2 electric red livery decoder 21 socket Ep6	£100.00
Tx22683	ÖBB 1018 Electric jaffa orange snail logo	£150.00
Tx22841	DB Br41 fast freight steam loco DCC sound Ep4 black	£415.00
Tx22875	DB Br78 4-6-4 steam tank, black, MFX/DCC sound Ep3	£405.00
Tx22980	DB Br44 heavy freight loco digital sound Ep3 black	£430.00
Tx22995	Vt 95.9 Diesel railbus + Vb140 trailer DCC sound red Ep3	£250.00
Tx25480	SNCF type 1 pacific in green livery DCC sound Ep3	£550.00
Tx23221	4, SNCF/NMBS bogie centre door coaches Ep3	£310.00
Tx23456	DB 4 coach thunderbox coach set lights DCC Ep3	£240.00
Tx24036	DB 2 ax "Fische" refrigerated van white livery Ep3	£22.00
Tx24118	DBAG Rlmmps 651 bogie heavy flat + road roller Ep5	£43.00
Tx24325	DB 2 axle parcels van green livery Ep3	£32.00
Tx24327	DB 2 axle "Seefische" refrigerated white van Ep3	£22.00
Tx24357	2 type Sgs 693 flat wagons + containers	£72.00
Tx24407	DB 2, 2 axle coal wagons loaded with 3 coal containers Ep4	£45.00
Tx24408	DB 3, 2 axle refrigerated beer vans "Dortmunder Union" Ep4	£65.00
Tx24517	SNCF deepwell wagon + "Meteor" artic trailer Ep5	£40.00
Tx23341	SBB centre door light steel bogie coach green livery Ep4	£30.00
Tx23342	SBB centre door light steel bogie coach green livery Ep4	£30.00

LILIPUT HO

L136131	DRG catenary maintenance railcar green Ep2 analogue	£160.00
---------	---	---------

LILIPUT HOe

L142110	SLB Diesel loco Vs83, "Nationalpark Hohe Tauern" Ep6	£140.00
---------	--	---------

LILIPUT N GAUGE

L161560	DRG Br56 2-8 2-8-0 freight loco black/red, Ep2 analogue	£240.00
L161561	DB Br56 2-8 2-8-0 freight loco black/red, Ep3 analogue	£240.00
L364533	DRG "Karwendelexpress" 2nd B4ü bogie coach Ep2	£36.00
L364534	DRG "Karwendelexpress" bogie coach 3rd C4ü Ep2	£36.00
L364535	DRG "Karwendelexpress" bogie coach 3rd C4ü Ep2	£36.00
L364545	DRG "Karwendelexpress" bogie coach 3rd C4ü Ep2	£36.00
L364551	DRG "Karwendelexpress" bogie baggage Pw4ük-29 Ep2	£42.00

We are still only a phone call/email away and offer an excellent mail order service.

Please stay safe and carry on modelling.

Brawa, Roco, Fleischmann, Piko, Tillig, Marklin, Trix and Minitrix new items brochures available free, postage at cost.

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.

Mail order continental model railway specialists.

Mount Tabor Models, Scarthin, Cromford, Matlock, Derbys DE4 3QF

Phone & Fax 01629 822294

E-mail: mount.tabor@btopenworld.com

Recent Arrivals At



C&M Models

ACME 60496	FS Class E652 Trenitalia XMPR2 Livery	£201.25
ACME 60498	FS Mercitalia Class E652 Electric Loco, VI	£201.25
ACME 60184	MAV Class V63. Blue Livery, Red Star Logo, IV	£201.25



Piko 51344	DB Class 181.2 181.213 "Saar" Electric Locomotive, Blue/Ivory Livery, Era IV	£185.00	£154.15
Piko 59663	DB Bm235 2nd Compartment, Blue/Ivory, IV	£54.00	£45.00
Piko 59664	DB Bmpz291, 2nd Open, Blue/Ivory, IV	£54.00	£45.00
Roco 70501	ÖBB Class 1116 Electric "25 Jahre Österreich in der EU" livery, Era VI	£220.00	£207.80
Roco 70660	SBB Class 460 Electric, Era VI	£215.00	£203.35
Roco 70661	SBB Class 460 Electric, VI, DCC SOUND	£205.00	£278.55
Roco 73164	FS Class E646, Light Blue/Green, Era IV	£180.00	£168.00



Roco 73765	ÖBB Class 2016 Diesel, Red Livery, VI	£160.00	£150.30
Roco 76053	ÖBB Stake Wagons. 3-wagon Set, Era V		
	Each wagon carries a steel load	£115.00	£107.50
Roco 76230	AAE T3 Pocket Wagon, 2 Tanktainers, VI	£50.00	£50.30



Roco 76739	SBB 4-Axle Gondola, Grey, Era VI	£27.00	£24.75
Roco 76808	GySEV 4-Axle Gondola, Brown, Era V	£27.00	£24.75
Roco 77488	SBB Cargo 2-Axle Sliding Wall Van, V	£32.50	£28.15
Roco 77494	ZSSK 2-Axle Sliding Wall Van, Era VI	£32.50	£28.15

1 Crosby Street, Carlisle CA1 1DQ

Tel: 01228 514689, Tues > Sat 10a.m. > 4.30p.m.

<https://candmmodels.co.uk> sales@candmmodels.co.uk

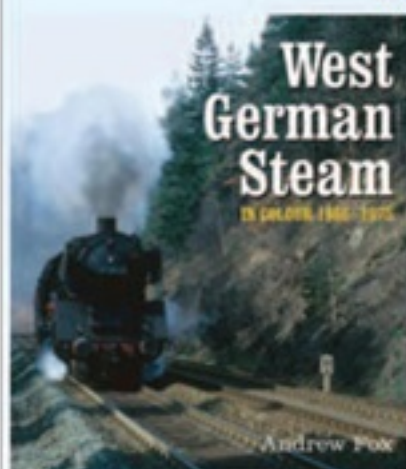


UNIQUE BOOKS

SPECIAL OFFER ... BUY BOOK AND DVD TOGETHER TO SAVE NEARLY £7.00 !

This colour archive programme features steam traction from 1969 to 1971, in both the Federal and Democratic Republics of Germany

45 minutes £16.99



The steam locomotives of West Germany after the war remained in service until 1977.

This magnificent collection tells the story of a railway in transition.

h/b 160pp £29.99

Steam still ruled on the railways of Europe in the 1960s and one could see the most impressive engines hard at work on both passenger and freight lines across the continent.

h/b 160pp £29.99



Buy either book with the DVD (full value £46.98) for just £40 !

For this great Special Offer go to
<https://www.uniquebooks.pub/cm-offer>
(or send a cheque)

For all Unique titles visit our shop at www.uniquebooks.pub
or send a cheque made out to Unique Books to
3 Merton Court Brighton Marina Village Brighton BN2 5XY

Kent Garden Railways

16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB * Accucraft * Peco * Piko *
Bachmann * Trainline * Roundhouse *
Pola *

Great Stocks of On30, OO, HO, OO9/HOe & N

We have large stocks from the leading manufacturers



Hornby * Bachmann * Peco * Minitrains
Gaugemaster * Metcalfe * Heljan
Graham Farish * Dapol * Woodland
Scenics * Kato * Walthers * Kadee
Expo * Noch * Oxford Diecast * Kestrel
Atlas * Parkside * Oxford Rail * Ratio
Wills * Modelscene and much more



Piko G Scale DR BR95 Steam Locomotive



Roundhouse 16mm Darjeeling B - live steam locomotive



933-3094 Walthers HO Union Station Kit



LGB G Scale 23530 RhB Class G 4/5 Steam Loco



Walthers HO Mainline GE ES44AH Evolution Series GEVO Locomotive

Kent Garden Railways

66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH
Tel 01689 891668 email sales@kgrmodels.com www.kgrmodels.com
Shop open 0900-1700 Tuesday to Saturday



CAMBORNE / GUILDFORD

Kernow Model Rail Centre

Kernow Model Rail Centre @kernowmodelrail

BACHMANN SPECTRUM / ON-30



29801 Wood Side Dump Car. Pack of 3. £79.99



29802 V Dump Car. Pack of 3. £79.99



29804 Wood Side Dump Car. Pack of 3. £79.99



27122 Tank Car. £42.99



27131 Tank Car. £42.99



27198 Tank Car. £42.99

WE STOCK THE FOLLOWING BRANDS & MORE!



KEEP UP TO DATE THROUGH OUR WEEKLY NEWSLETTER. SIGN UP VIA OUR WEBSITE TODAY

Visit www.kernowmodelrailcentre.com to see our full range of models and accessories or call our team on +44 1209 714099

UK POSTAGE & PACKING £4 PER ORDER / FOR OVERSEAS POSTAGE SEE OUR WEBSITE
UK ORDERS POST FREE IF ORDER OVER £200 AT TIME OF DESPATCH

98A Trelowarren Street, Camborne, TR14 8AN / 75B Stoke Road, Guildford, GU1 4HT



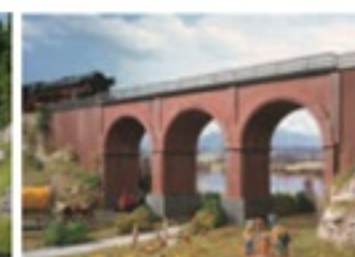
GOLDEN VALLEY HOBBIES



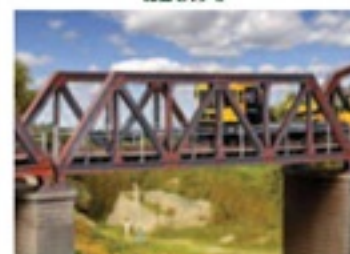
Auhagen 11341 Steel Girder Railway Bridge £28.90



Kibri 39721 Straight Stone Arch Bridge £27.00



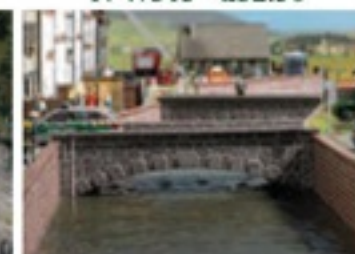
Vollmer Brick Viaduct OO / HO 42513 £36.50
N 47313 - £32.50



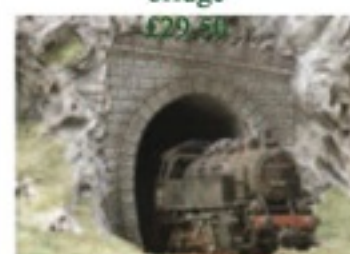
Kibri 39701 Single track steel truss bridge £29.50



Busch 7590 Filler Stone £7.00



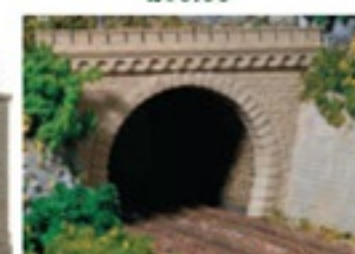
Busch 7019 Stone Bridge. £10.00



Busch 2 Tunnel Portals OO / HO 7025 - £2.99
N 8190 - £2.80



Busch 7404 Tunnel Lining Material £7.00



Auhagen 11343 2 Double Track Tunnel Portals £18.50

www.GoldenValleyHobbies.com

Unit 1 Pontrilas Business Park, Pontrilas, Herefordshire, HR2 0AZ
See our website, write or call to order. Trade enquiries welcome. 01981 241 237
Prices are correct at time of print and are subject to change.



Official
Scale Trains
Dealer
For both HO and N scales

The U.K.'s Premier North American Model Railroad Store

'Bricks & Mortar' store with **FREE** parking, tea & coffee

Extensive stock of **HO, N & Z** scales, including hard to find product

We are stockists / dealers for most major American brands



MECH MODELS

Unit 9, Lancaster Park, Newborough Road, Burton on Trent, DE13 9PD
www.mech-models.com admin@mech.co.uk 01283-575444

✓ Collect them all! **PECO** MODELLERS' LIBRARY



Available from your local model shop or order direct, details on the website: www.pecopublications.co.uk
 Peco Technical Advice Bureau • Peco Publications • Beer • Devon EX12 3NA • Tel: 01297 626204



DCC TRAIN AUTOMATION

The first stop on your journey to model railway digital control solutions

Z21 Model train control

Roco **FLEISCHMANN**

Z21

Digital Allrounder

Gauge N–G

BEMO



Unit 16, Bowdens Farm, Hambridge, Somerset, TA10 0BP
www.dcctrainautomation.co.uk
01823 429309

KATO
PRECISION RAILROAD MODELS

 Made in JAPAN

My City, My TRAM

A tram system for anywhere in the world

July 2021



Approved by Hiroshima Electric Railway Co., Ltd.

Universal version, ideal for customising

Classic colours for modern trams

Legendary KATO mechanism

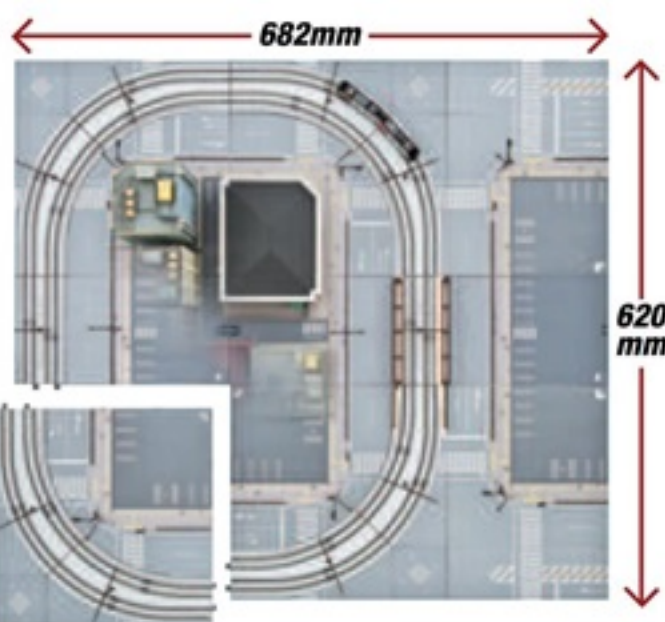


#14-805-1 My TRAM BLUE



#14-805-2 My TRAM RED

Tram Tracks:



#40-800

V50 Oval Track Set

This Unitram set is a simple plug-together system that builds a layout up fast.

www.unitrack-kato.com/unitram



Street Set

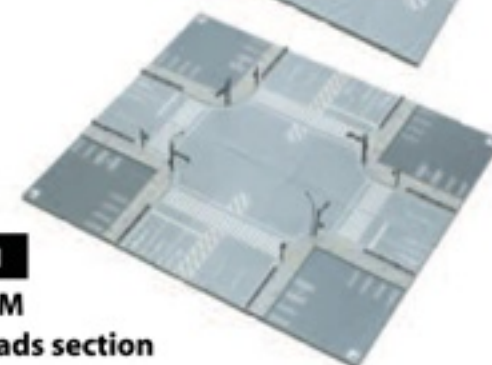
#40-820

UNITRAM Street Set



#40-821

UNITRAM Crossroads section



Available from your local model shop

Official
Distributor



www.unitrack-kato.com/wheretogo



WANTED



**Interested in selling
your collection?**

We Travel & View in Person
Friendly & Personal Approach
Specialists in Large Collections

For over a decade, we have been purchasing model railways, die-cast & railwayana, including some of the largest single-owner collections the market has seen.

We usually operate by viewing & offering on collections in person, most often without the need for a list, however we are happy to make offers from lists.

I, Ellis, work on the basis of a friendly, professional & down-to-earth approach, purchasing all scales & eras, alongside Continental & European, with a specialised knowledge of 7mm finescale O gauge.

Please feel free to give us a call to discuss your needs

And in case you were wondering... Albert is the dog.

GET IN TOUCH



ellisclarktrains.com



01756 701451



ellis@ellisclarktrains.com



Contact Ellis.. Or Albert



SUBSCRIBE

Only £49 for 12 issues

Delivery direct
to your door

Free Digital
Edition Access*

visit www.pecopublications.co.uk

or call us on

01297 626203

CONTINENTAL MODELLER

JUNE 2021 £5.20 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Lichtenhain
German HO

**20%
SAVING**
off the cover price

UK only
offer

A scene on 'Marx Engels Platz' by Bill Roberts. Photo: Derek Shore.



**OVERSEAS
SUBSCRIPTIONS**
only £79 (12 issues)

DIGITAL EDITION *Worth £39.99.
Available for your PC, Mac, tablet or mobile
device. Fully searchable back issues starting
from Jan 2011. Access to digital content
available only while subscription is active.





White Rose Modelworks
Unit 10, Bedale Station,
The Bridge, BEDALE,
North Yorkshire DL8 1BZ
Tel: +44 (0)1677 422444

Check our new website:
www.whiterosemodelworks.co.uk
Email your enquiries:
info@whiterosemodelworks.co.uk



Modular Laser Cut Baseboards
40 Standard Sizes to Suit Your
Space & Needs
Control Shelves and Backscenes
Unique Plug and Latch System for
Easy Joining

Laser Cut Helixes in 4 Standard Sizes
Also Stretched & Bespoke Helixes
All Baseboards & Helixes Made from
Baltic Birch Plywood

Tracklaying, Electrics and Scenics
Control Systems for DCC & Analogue



Available in Kit Form, Built-up Boards
or Fully Assembled Railway

INDEX TO ADVERTISERS

A

American Railroad Centre, Cornwall.....19a
www.americanrailroadcentre.com

C

C&M Models, Carlisle21a
www.candmmodels.co.uk

Contikits (m).....28a & 29a
www.contikits.com

Continental Modeller Subscriptions.....27a

D

DCC Train Automation24a
www.dcctrainautomation.co.uk

E

Editorial3a

Eisenbahn, Canada.....16a
www.eisenbahncanada.com

Ellis Clark Trains26a
www.ellisclarktrains.com

European Railways Association.....19a
www.eurorail.org.uk

F

Features4a & 5a

French Railways Society19a
www.frenchrailwaysociety.org

Frizinghall Models & Railways.....20a
www.modelrailshop.co.uk

G

Gaugemaster/Faller.....9a

Gaugemaster/Marklin.....11a

Gaugemaster/Noch.....6a

Gaugemaster/Piko10a

Gaugemaster/Preiser8a

Gaugemaster/Roco.....7a

Gaugemaster/Trix.....OBC
www.gaugemaster.com

German Railway Society19a
www.grs-uk.org

Golden Valley Hobbies.....22a
www.goldenvalleyhobbies.com

H

Hampshire Models.....18a
www.hampshiremodels.co.uk

Hattons Model Railways14a
www.hattons.co.uk

Hobby Shop Faversham18a
www.hobb-e-mail.com

Hornby Hobbies International15a
www.hornby.com

K

Kato.....25a
www.unitrack-kato.com

Kent Garden Railways.....22a
www.kgrmodels.com

Kernow Model Rail Centre, Cornwall22a
www.kernowmodelrailcentre.com

Kittle Hobby, Swansea.....2a
www.kittlehobby.com

L

Lendons of Cardiff.....18a
www.lendons.co.uk

M

Mac's Model Railroading, Kirriemuir20a
www.macsmodels.co.uk

Marcway Models & Hobbies, Sheffield18a
www.marcway.co.uk

MECH Models, Burton on Trent.....23a
www.mech-models.com

MKN Digital/Marklin Repairs.....18a
www.mkn-digital-train-repairs.com

Morris Models, West Sussex18a
www.morris-models.co.uk

Mount Tabor Models, Matlock21a
email: mount.tabor@btopenworld.com

N

Newsagents Form.....19a

N Scale CH18a
www.nscaech.com

O

Osborn's Models.....19a
www.osbornsmodels.com

P

PECO Lectrics.....31a

PECO Individulay18a

PECO Modellers Library23a

PECO Streamlinepage 409

PECO Subscriptions27a

R

Rails of Sheffield12a & 13a
www.railsofshffield.com

Rowsley MRG18a
email: aak2008@hotmail.co.uk

S

Scograil, Ipswich.....20a
www.scograil.co.uk

Swiss Railways Society19a
www.swissrailsoc.org.uk

U

Unique Books22a
www.uniquebooks.pub

V

Vectis Auctions.....29a
www.vectis.co.uk

W

White Rose Modelworks30a
www.whiterosemodelworks.co.uk

A REAL TURNAROUND

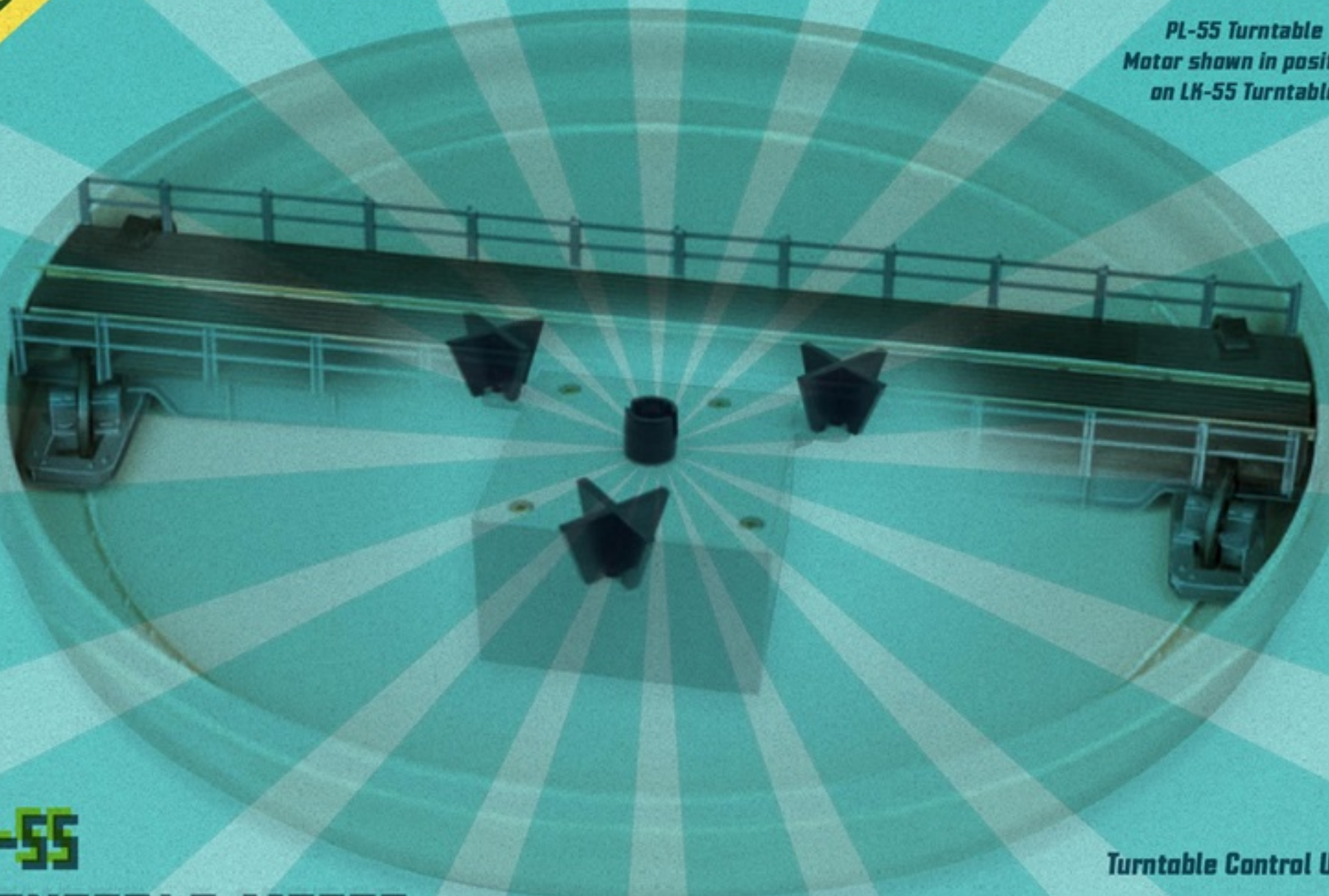
MAKE IT POSSIBLE WITH OUR TURNTABLE MOTOR SYSTEM

Works
with all Scales
of Peco Turntables



LECTRICS

PL-55 Turntable
Motor shown in position
on LH-55 Turntable



PL-55

TURNTABLE MOTOR AND CONTROL SET

Compatible with all PECO
turntable kits

Can be retro-fitted to
installed turntables

12vDC motor, non-indexing

Simple push-button control:
press and hold, and release to
move deck to desired track

Turntable Motor



Turntable Control Unit



See how it works on PECO TV - visit www.peco-uk.com

TRIX



N and HO Scale Continental Specialists

MINITRIX N 1:160 Scale

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

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



TRIX HO 1:87 Scale

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



HO 1:87 Scale C-Track

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



TRIX PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

GAUGEMASTER Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com/trix