

CONTINENTAL MODELLER

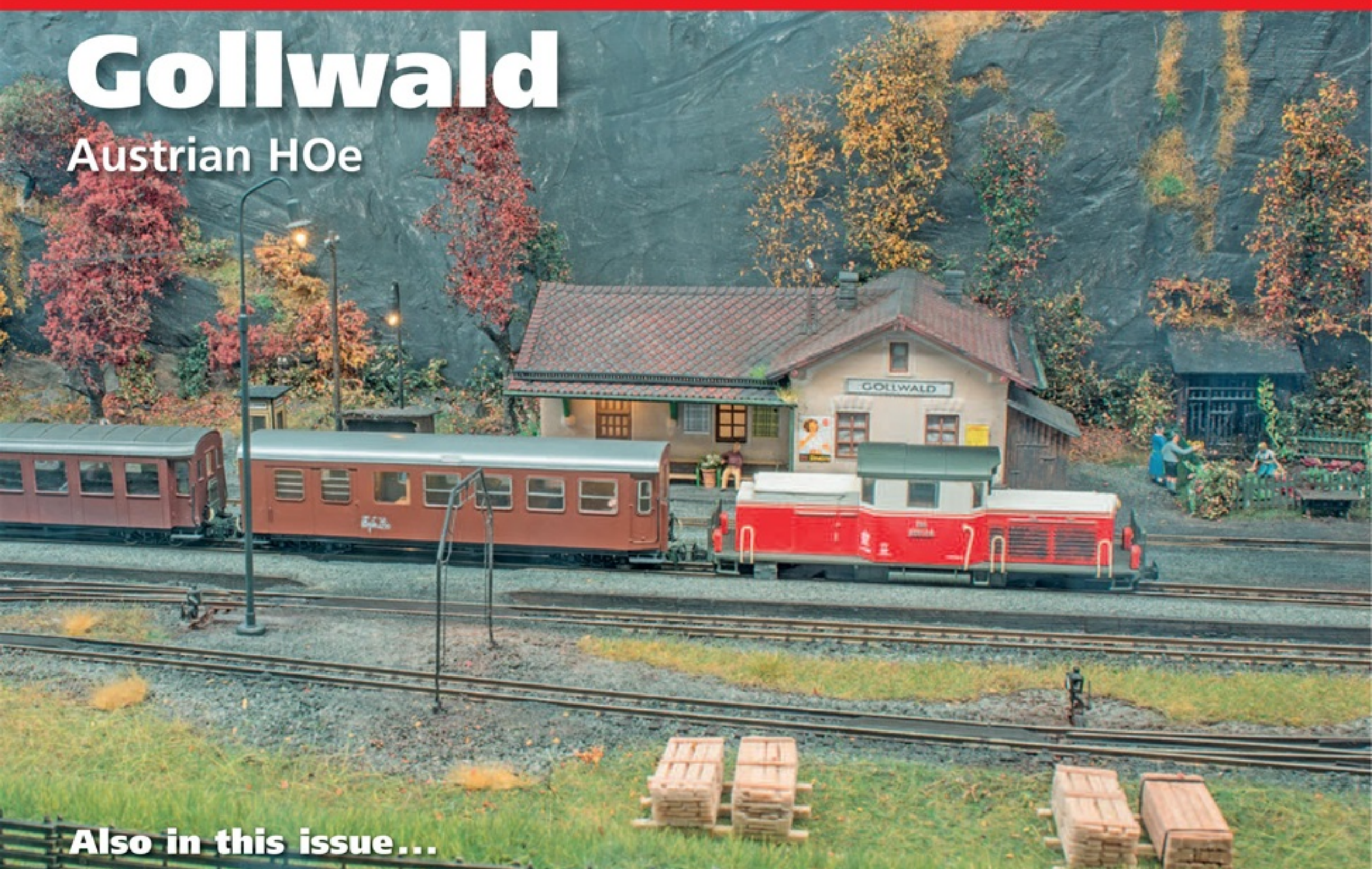
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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

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Austrian HOe



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W9944 F7 N & S (Tuxedo).....£138.00



W10421 GP9 Conrail.....£138.00



10475 GP9 SPSF.....£138.00

102 GP9 Union Pacific.....£69.00

130 GP9 Pennsylvania.....£69.00



20410 GP9 N & S (S & DCC).....£170.00

9232 Western Pacific SW1.....£90.00

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

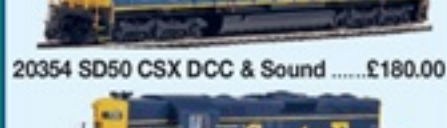


2500 GP15 BNSF.....£78.00

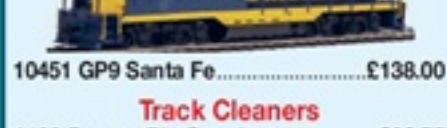


W10603 Elgin, Joliet & Eastern.....£138.00

W10608 URR.....£138.00



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



10451 GP9 Santa Fe.....£138.00

Track Cleaners

1482 Denver, Rio Grande.....£28.75

1756 Union Pacific.....£28.75

1753 Burlington Northern.....£28.75

Caboose



W8757 Norfolk & Western.....£38.00

W8761 Northern Pacific.....£38.00

1520 BNSF.....£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

6919 34' Golden West.....£27.50

7829 Grain Hopper.....£29.00

7455 PS2 'Cargill' Hopper.....£27.50

1423 Rock Island Hopper.....£17.00

1659 Pennsylvania Hopper.....£17.00

1426 Illinois Central.....£17.00

1655 Offset Hopper N & W.....£17.50

Gondolas

1861 D & RGW.....£19.50

6216 D & RGW/Railgon.....£27.50

Tanks



1124 Union '76 3 Dome.....£22.50



1442 Cooks Paints.....£17.00



1613 Amoco.....£17.00

1615 Bakers Chocolate.....£17.00

Box Cars



1343 NYC 40' Box Car.....£29.50



1173 40' Union Pacific.....£27.50



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



W1199 Rock Island 40'.....£27.50



1805 50' Union Pacific.....£19.50



1403 NYC 40' Box Car.....£17.00

2015 CP 50' (Pacman Logo).....£21.00



1173 40' Union Pacific.....£27.00



40816 40' Box Car GTW.....£25.00

40804 C & NW Box Car 40'.....£27.00



1198 40' Northern Pacific.....£27.50



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



1804 50' CSX Box Car.....£19.50

Reefers



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

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

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



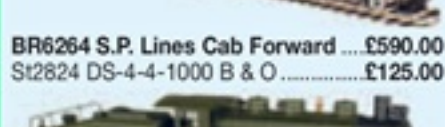
A3208 GP38 Bangor & Aroostook.....£165.00



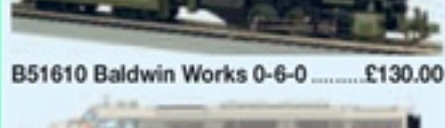
B50709 GN 0-6-0.....£115.00



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



S12824 DS-4-4-1000 B & O.....£125.00



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



BR4828 CB & Q F3a.....£285.00



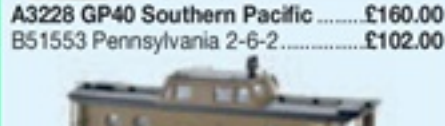
K3024 GP35 NYC.....£120.00



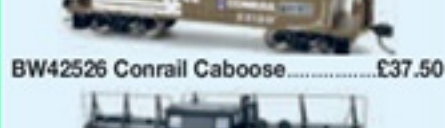
A3028 Pennsy RS3 (DCC Ready).....£150.00



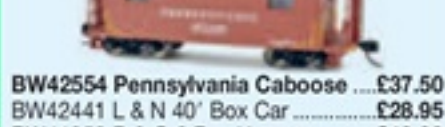
A3228 GP40 Southern Pacific.....£160.00



B51553 Pennsylvania 2-6-2.....£102.00



BW42526 Conrail Caboose.....£37.50



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

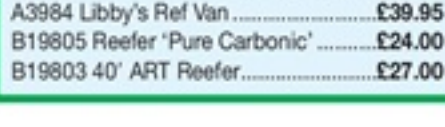


BW42459 NYS & W 40' Box.....£28.65



BW42449 M.P. 40' Box Car.....£28.65

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

A6902 Island Platform x 2.....£35.95

MTH9097 Gate Tower BU.....£29.70

L612888 Railroad Crossing Kit.....£49.95



DPM951 Heier Kite Co.....£58.40



Lattice Footbridge.....£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 6368 Pennsylvania GG1

Single Stripe, Keystone Logo.....£399.00

American N Gauge post & packing £3.99

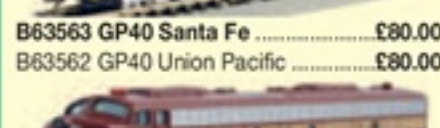


K053 PA1 AT & SF DCC.....£150.00

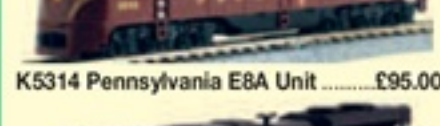


B63563 GP40 Santa Fe.....£80.00

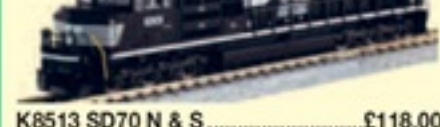
B63562 GP40 Union Pacific.....£80.00



K5314 Pennsylvania E8A Unit.....£95.00



K8513 SD70 N & S.....£118.00



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



K9241 EMD SDP40F BNSF.....£110.00



K7035 GE AC4400CW C & NW.....£108.00

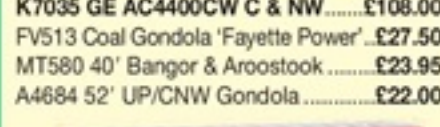
FV513 Coal Gondola 'Fayette Power'.....£27.50

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 x 2

B14654 72' Str. Baggage



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

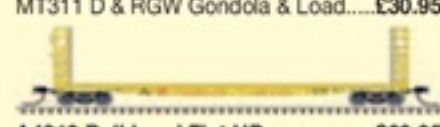
A4156 Union Pacific Stock Car.....£23.50

A4152 Pennsylvania Stock Car.....£23.50



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

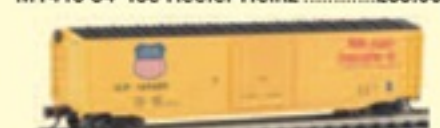
MT311 D & RG Gondola & Load.....£30.95



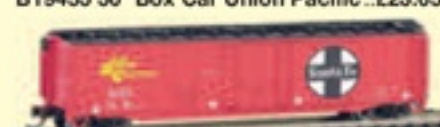
A4819 Bulkhead Flat UP.....£29.95



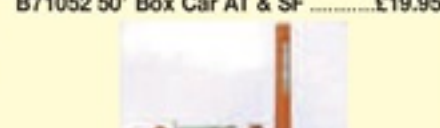
MT410 34' Ice Reefer Heinz.....£33.60



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



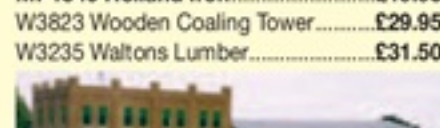
B71052 50' Box Car AT & SF.....£19.95



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

A Comprehensive Model Railway System

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

PIKO

NEW 2021



PK51713 - DCC Sound Fitted - Epoch VI - £270.00
Expert DBAG BR143 Electric Locomotive

NEW 2021



PK51715 - Epoch IV - £180.00
Expert DR BR243 Electric Locomotive



PK51892 - Epoch IV - £195.00
Expert OBB RH1041 Electric Locomotive



PK95352 - Epoch IV - £34.50
Classic FS BP Bogie Tank Wagon



PK54647 - Epoch III - £33.50
Expert DR BR243 Electric Locomotive



PK58982 - Epoch IV - £38.50
Expert Rail Cargo Austria Graffiti Tarpaulin Wagon

NEW 2021

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.

NEW 2021



PK40504 - Epoch IV - £115.00
DB BR221 Diesel Locomotive

NEW 2021



PK40506 - Epoch VI - £115.00
RTS BR221 Diesel Locomotive

NEW 2021



PK40354 - Epoch II - £210.00
DRG E16 Electric Locomotive

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. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



PK38232 - DCC Sound Fitted - £560.00
Union Pacific Mogul 1201 Steam Locomotive



PK38653 - £130.00
Union Pacific Wood Coach 1973



PK38919 - £105.00
Union Pacific flag hopper With Coal Load

The 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.

NEW 2021



PK47327 - Epoch IV - £145.00
DR BR131 Diesel Locomotive

NEW 2021



PK47347 - Epoch IV - £140.00
DR BR119 Diesel Locomotive



PK47397 - Epoch VI - £165.00
InfraLeuna BR247 Diesel Locomotive

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

These 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.

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tel 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com E&OE.

Big in Detail and Technology

Roco

Roco have always produced a large range of HO Scale German Railway locomotives and rolling stock, harnessing technologies such as DCC Sound and even locomotives with cameras! In recent years their range has expanded dramatically and now includes locomotives from across Europe and others from around the world.



The HOe Scale range is also growing in both size and popularity, with Narrow Gauge layouts being built on their own as well as part of existing HO layouts, as although different sizes, are actually the same scale. A starter set is the ideal place to begin, with extra track also available to extend your Narrow Gauge line.

HO and HOe track systems are available with accessories to match, including the well known Rocoline range.



NEW 2021

RC73463 - HO Scale - Epoch III - £150.00
OBB RH2045.13 Diesel Locomotive



RC73164 - HO Scale - Epoch IV - £195.00
FS E.646.043 Electric Locomotive



RC73319 - HO Scale - Epoch VI - DCC Sound Fitted - £290.00
RAILPOOL BR186 Electric Locomotive



RC73032 - HO Scale - Epoch IV - £380.00
DR BR86 1361-4 Steam Locomotive



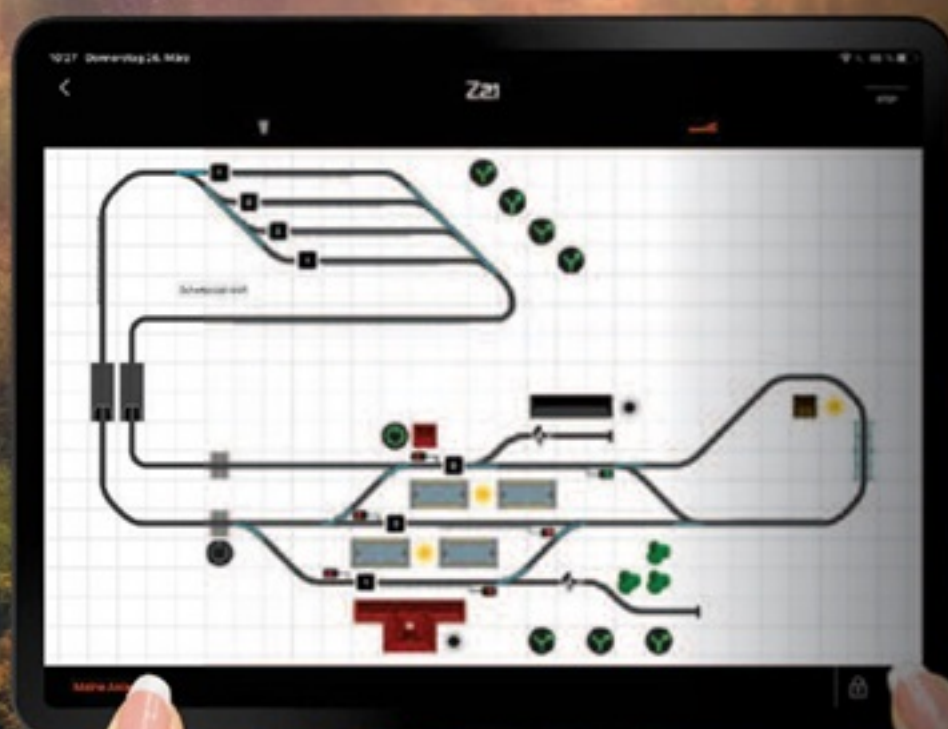
NEW 2021

RC33319 - HOe Scale - Epoch V - £185.00
PLB VS72 Diesel Locomotive



NEW 2021

RC33318 - HOe Scale - Epoch VI - DCC Sound Fitted - £265.00
NOVOG V15 Diesel Locomotive



The Z21 digital system is an innovative way of controlling your layout. Utilising any Apple or Android phone/tablet, you can control trains and accessories on your layout using the Z21 app.

It can be programmed to change locomotive speed and points at the touch of a button, and as it is a free app, anyone can join in as long as they have a supported device!

Find out more with the FREE Z21 Leaflet; RC83049, available through all Roco Z21 stockists.

Z21
Digital System



RC10833 - £195.00
Z21 'Start' Digital Set



RC10820 - £465.00
Z21 Digital Set



RC10834 - £465.00
Z21 'Profi' Digital Set

The range also includes everything you need to control your layout, from detector modules to reverse loop modules and additional handsets for wireless control without the need for another smart device. Not only that, the system is NMRA compliant so will operate any existing decoders and accessories too. For those of you with very large layouts, there is also a range of power booster units available too.

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N and HO Scale Continental Specialists

TRIX

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, rolling stock and track is available.



NEW 2021

M25170 - Epoch II - DCC Sound Fitted - £470.00
DRG BR17.0 Steam Locomotive



M22903 - Epoch III - DCC Sound Fitted - £440.00
DB BR56 Steam Locomotive



NEW 2021

M22997 - Epoch IV - DCC Sound Fitted - £440.00
Rush Rail Class 77 Diesel Locomotive



NEW 2021

M25192 - Epoch VI - DCC Sound Fitted - £360.00
SBB Cargo BR193 524 Electric Locomotive



NEW 2021

M25190 - Epoch VI - DCC Sound Fitted - £360.00
DBAG BR193 Das ist grün Electric Locomotive



NEW 2021

M25297 - Epoch IV - DCC Sound Fitted - £360.00
RRF G2000 BB Diesel Locomotive

Minitrix produce an extensive range of European locomotives and rolling stock, from the steam age to the modern era in N Scale. A Track range is also available.

MINITRIX



NEW 2021

M16442 - Epoch III - DCC Sound Fitted - £445.00
SNCF 150X Steam Locomotive



NEW 2021

M16585 - Epoch I - £390.00
KWStE G12 Steam Locomotive



NEW 2021

FM712376 - Epoch III - DCC Sound Fitted - £435.00
DB BR18 495 Steam Locomotive



NEW 2021

M16100 - Epoch IV - DCC Sound Fitted - £265.00
DB BR112 269-6 Electric Locomotive



M16144 - Epoch IV - DCC Sound Fitted - £295.00
DB BR141 Electric Locomotive



FM712376 - Epoch IV - DCC Sound Fitted - £305.00
DB BR023 Steam Locomotive

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All The Fun of The Fair

Capture all the fun of a day out at the fair with these kits from Faller. All of the kits come supplied with motors (where applicable) to bring movement to your models. These kits can be further enhanced with specially designed lighting units, and fairground guests are available in the range.



FA140418 Daemonium Haunted House Kit - HO Scale - £475.00

Scary spectacle in XXL format. This is a digitally printed, functional model of a large, mobile 3-level ghost train based on the original model 'Daemonium' by the showman Martin Blume, a ride constructed by the company 'Mack'. The single track ride leads in cage-like gondolas through a bizarre torture chamber from the Inquisition period.

The decorative painting of the castle-like facade 'Art Studio Bernhardt', the moving lettering and the imaginatively designed figures in the outside area show elaborate horror scenarios. 4 motors are included to drive the ghost train. Gondolas cannot be rotated.



FA140422 - HO Scale - £180.00
Star Drive Dodgem Fairground Kit - V



FA140420 - HO Scale - £255.00
Fun-Schiff Swing Boat Fairground Kit - V



FA140316 - HO Scale - £67.00
Childrens Merry Go Round Kit - IV



FA140336 - HO Scale - £115.00
SALA Motordrome Wall Of Death Kit



FA14046 - HO Scale - £37.50
Ducky Pond / Fishing Game Booths Kit - IV



FA140464 - HO Scale - £29.00
Hot Dog Man / Power Balls Booths Kit - V



FA140335 - HO Scale - £98.00
Ferris Wheel Fair Kit



FA140335 - HO Scale - £42.00
Dog Rose Tea Cups Ride Motorised Kit

FA130820 - HO Scale - £695.00
Bran Castle Kit Limited Edition 75 Year Anniversary Kit - I

The castle, which is now used as a museum, is closely connected to the myth of the vampire Count Dracula. True to the original building of the Bran Castle built in the 14th century in the municipality of Bran in Transylvania, Romania, as a fortification and later converted into a royal residence. The multifaceted building arrangement of the castle, with an irregular floor plan and an elaborate tiled roof landscape, was created through multiple modifications and extensions over the centuries.



Dracula's Castle

NEW 2021

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'Tradition and Passion' is the long-standing motto of Fleischmann, whose model train products are well known by their high performance, as well as their visual and mechanical excellence. All of their models are durable yet detailed.

Fleischmann is a full product range, with locomotives, rolling stock, control equipment, and track available in one system, with optional innovative DCC technology and accessories such as point control and signalling.

There are Starter Sets available to get you going, whether you choose to run DCC or DC control and the PROFI track system is pre-ballasted which makes building your layout a lot quicker.



FM712376 - N Scale - Epoch IV - DCC Sound Fitted - £305.00
DB BR023 Steam Locomotive



FM709904 - N Scale - Epoch III - DCC Sound Fitted - £190.00
DB BR98.8 Steam Locomotive



FM707504 - N Scale - Epoch III - £165.00
DB BR78 Steam Locomotive



FM739284 - N Scale - Epoch VI - £185.00
Lokomotion BR193 776-2 Electric Locomotive



FM781576 - N Scale - Epoch IV - DCC Sound Fitted - £260.00
DB BR103 002-2 Electric Locomotive



FM739282 - N Scale - Epoch VI - £195.00
NS BR193 759-8 Electric Locomotive



FM734014 - N Scale - Epoch VI - £195.00 781210
SBB RE420 294-1 Circus Knie Electric Locomotive



FM739282 - N Scale - Epoch VI - £195.00 781209
NS BR193 759-8 Electric Locomotive



FM931899 - N Scale - Epoch IV - DCC Fitted - £309.95
DB BR212 Diesel Freight Starter Set

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marklin



Marklin are one of the oldest model railway companies in the world. They have over a century of expertise, and currently produce models in Z, HO, and Gauge 1.



MN55081 - Gauge 1 - 1:32 Scale
Epoch I - ~AC-Sound - £4,695.00
BADSTB VLC Steam Locomotive



MN55526 - Gauge 1 - 1:32 Scale
Epoch I - ~AC-Sound - £3,645.00
SBB CE 6/8 I Electric Locomotive



MN55324 - Gauge 1 - 1:32 Scale
Epoch V - ~AC-Sound - £3,145.00
SERFER V320 Diesel Locomotive



NEW 2021

MN39331 - HO - 1:87 Scale
Epoch VI - ~AC-Sound - £350.00
DSB EB 3200 Electric Locomotive



NEW 2021

MN39331 - HO - 1:87 Scale
Epoch VI - ~AC-Sound - £360.00
RRF G2000 BB VOSSLOH Diesel Locomotive



NEW 2021

MN37197 - HO - 1:87 Scale
Epoch II - ~AC-Sound - £475.00
DRG BR17.0 Steam Locomotive



NEW 2021

MN39331 - Z - 1:220 Scale
Epoch III - £225.00
DB BR64 Steam Locomotive



NEW 2021

MN88378 - Z - 1:220 Scale
Epoch VI - £215.00
Press BR285 Diesel Locomotive



NEW 2021

MN88595 - Z - 1:220 Scale
Epoch VI - £230.00
SBB Re420 Electric Locomotive

Marklin Central Station 3

MN60226 - Marklin Digital Central Station 3 - £645.00

This controller is the newest in a line of successful and advanced digital controllers. The CS3 is an innovative digital controller, able to control every aspect of your digital railway. It has a high resolution touch-screen display, and many possibilities for networking and expansion. It has two locomotive controllers built in and a central track diagram that allows simple, easy control of locomotives and the layout.

Also Available:

MN60216 - Marklin Digital Central Station 3 Plus - £795.00



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Photomontage

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ICE 4 (Green Line)

Winter
2021

- #10-1542 4-car Basic Set
- #10-1543 3-car Add-on Set
- #10-1544 5-car Add-on Set

#10-017 Starter set includes 4-Car,
Track set and Controller

- Green "Environmentally Friendly" Stripe
- Minimum Required Radius: R282



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RAILWAY MODELLER

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



Cover
Under the towering rock wall,
such a dominant feature
of the local landscape,
an ÖBB Rh2091 diesel brings
a train into Gollwald station.
Photo: editor.

Back to normal? Not quite yet ...

We are pleased to note the return of a few events (see page 611): it is not yet clear what conditions may be applied, and sensible caution will be advisable. Will there be limits to the number that can attend a given event? Will we need to show some evidence of vaccination? Many participants in our hobby are at the upper end of the age range and some may consider themselves vulnerable.

The list includes Modelspoordagen at Rijswijk in The Netherlands: at the time of writing it appears that travel there from the UK is restricted, but this may change and we thought it worth including as it is one of the shows we would normally recommend. The layouts are curated by Leo Bettonviel and Hans Louvet, both experienced modellers with wide interests (scale, gauge, and prototype) and responsible for layouts that have appeared in CM.

Looking forward to late October, it seems that Eurospoor in Utrecht will be going ahead. We hope that Dutch government restrictions on UK travellers will have been eased by then.

It is difficult to plan trips to such events when the conditions for entering other countries – and getting back! – are unclear. Careful checking of the current situation is essential.

If the health situation has made visiting shows in Europe difficult, there is also the post-Brexit question of bringing layouts from the continent – or taking them to shows over there. We gather there may not be any layouts from Europe at the Warley National at the NEC in November due to the increased burden of customs paperwork. This was previously only required for getting into and out of Switzerland, and we know of layout exhibitors who would not consider invitations (in either direction) because of that. At least one which we had planned to feature in the magazine to correspond with its appearance at the NEC has been asked to delay until next year – having already waited since the Covid-induced cancellation last year!

It would be a great shame if layouts could not be taken across borders, and a loss to the rich diversity of exhibitions, on both sides of the Channel. CM has both benefited from access to layouts at shows here and there, and in a small way helped to encourage the traffic. *Gollwald*, our Railway of the Month in this issue, was discovered on one such excursion – conveniently only as far as Utrecht rather than the builder's home near Vienna!

Also among the events listed is The International N Gauge Show at the Warwickshire Event Centre. While it has not been possible to feature any of the layouts that might be participating, due to lack of firm information far enough in advance – understandable in the current situation – we have included a certain amount of N in this issue.

We also congratulate the German Railway Society on reaching its fortieth anniversary – and commiserate that it has not been possible to hold a meeting and exhibition to mark the achievement in suitable style. A delight in store for next year, no doubt.

We must note with sadness the recent passing of two notable figures in our hobby.

Laurie Marshall was among the first British enthusiasts to venture to Europe, and later other more distant parts of the world, in search of steam; he became particularly associated with India, leading many tours there. The resulting excellent photos appeared in his own books and were also contributed to many other publications, including CM.

Owen Gibbon was not particularly associated with foreign modelling but will have been known to many from his involvement with various exhibitions and events, not least the Warley NEC show.

Our sincere sympathies to their families and friends.

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566





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Peter Hoffmann has modelled a fictitious but plausible narrow gauge line in Austria.

Gollwald

A narrow gauge terminus

Once upon a time I found a wooden panel near an abandoned railway station in the Austrian Alps. It told in brief the history of the small village of Gollwald at the foot of the near-vertical Goller Wall rock face, in the woods of Northern Styria, with its railway station opened in 1905 as an extension of the electric railway from Sankt Pölten (Lower Austria) to Mariazell (Styria) with a branch to Kapfenberg (Styria). Some bridges and three tunnels were built, the longest tunnel ending just before the station at Gollwald. With the increasing need for timber transport and a new sawmill, the station was expanded around 1920. Today most of the logs are transported to Kapfenberg (Steiermärkische Landesbahn) or Mariazell/Sankt Pölten (Österreichische Bundesbahn), but the sawmill is still very active and even has a small steam loco for the daily shunting to and from the cut timber storage area next to the station. Freight trains now operate as required, and some passenger trains are run on a regular schedule for walkers and hikers, with through coaches all the way from Sankt Pölten to Gollwald.

Introduction

Like so many kids in the 1960s, I was interested in railways with those noisy locomotives pulling all kinds of rolling stock. Growing up in a southern suburb of Vienna, a visit to the local railway station became almost a daily routine. The daily highlight was the shunting train to and from the industrial area. Instead of the electric locos in regular service, an old red diesel shunter was the workhorse, eventually not in best shape but ear-batteringly loud. Since the main line had two directional tracks, the shunting train was doomed to wait for a gap in the regular much faster traffic to cross the main lines and push back into the industrial area. For a five-year-old this was spectacular with all the heavily-loaded wagons. Sometimes we had to stay until the shunting train disappeared towards Vienna and we could go home.

One Christmas a model railway appeared under our Christmas tree and was the ultimate highlight. For the next few months the layout was placed on the floor in a small room next to our living room. There I would play around with my father; he had obviously spent some time building

Above
A Rh2091 1-Bo-1 diesel
leaving Gollwald station
with a short mixed train.
The vertiginous rock wall
dominates the landscape.

Layout photos: editor.



a landscape with a tunnel and a station building with two tracks in front, while the oval was just single track. The rails were made from steel and after some weeks of shutdown we had to clean them properly from dust and rust in order to get acceptable contact for the locos.

After school I got a job as a technician and more 'modern' interests of a teenager took over. But from time to time I had the chance to visit railway lines in Austria. Numerous standard gauge lines were being closed and public transport was mainly switched to the bus. But the ÖBB narrow gauge lines were still operated with steam, diesel, and electric locomotives.

The Mariazellerbahn from Sankt Pölten to Mariazell was opened around 1900. The first steam locos on the line turned out to be not powerful enough for the mountain section (Laubenbachmühle to Mariazell and Gusswerk). An electric power scheme with dams and power houses in the mountains was planned to provide 'modern' electric energy for the railway. Siemens and Schuckert designed and built eight electric locos (E1 to E8) with a revolutionary design for the time: instead of mounting one axle behind another (in the manner of a steam loco), two outside framed three-axle bogies with one electric motor each were placed under a connecting frame carrying the body within which was the power and switching equipment. This concept was a revolution in terms of traction capability and speed for the number of passengers (mainly pilgrims to the basilica at Mariazell). The extensive forests and some iron ore mining near Gusswerk brought considerable freight loads every day. The steam locos which were still used on the freight trains were slowing down the new electrics, so to replace them another batch of electrics (E9 to E16) was ordered, with a slightly

changed gear ratio. From this time on the steam locos were only used on the non-electrified branch to Gresten or transferred to other Austrian narrow gauge lines.

Due to the economic success of the line to Mariazell and Gusswerk, an extension to connect with the Kapfenberg – Seewiesen narrow gauge line in Styria was investigated. Three projects were presented, with different ways to overcome the steep Seebergsattel. But a turning point was reached with the First World War, when the lack of money and resources stopped all those projects.

For years the electrics worked successfully, surviving wars and economic crises. Between 1958 and 1960 they got new bodies and new pantographs, and the numbering was changed to the new ÖBB scheme: 1099.01 to 1099.16.

The locos of the first series have celebrated their hundredth birthday, some still in daily operation. In 2020 two of them were still in use, pulling the nostalgic trains every summer weekend.

When I visited the Mariazellerbahn in the 1980s, most of these locos were still in service. This was the start of my interest in Austrian narrow gauge railways. Whenever time permitted, I made day trips to the "ÖBB Museum", as I called it.

All those visits to the Mariazellerbahn and other lines made me think about the old times. Finally the dormant model railway virus gained new power. Eventually the 1099 locos were produced ready-to-run (by Roco) in 1:87 scale on 9mm track – they were the first HOe models to run reasonably well. A few years later the ÖBB 2095 diesels were also produced (by Liliput). They also ran pretty well and simple shunting became possible, even with analogue DC.

These developments finally convinced me to start my personal HOe adventure.

Above

A Rh399 0-8+4 is assembling a mixed train; clearly timber is a significant traffic.

The layout is 'roofed' with 'sky' coloured fabric both to protect it from dust and reflect the light down.

Below

One of the classic Rh1099 rebuilt C-C electric locos on the Mariazellerbahn on 1st May 2008.

Photo: author.





Above

This view of the Mariazeller main line clearly illustrates how close to the track the rock faces can be.

Photo: author.

Project plan

In the beginning there should be a plan, and best would be a brilliant master plan. Looking back in history, the projects to connect the Mariazellerbahn with the Styrian narrow gauge system impressed me. Modelling an already existing station and/or parts of a line would limit the possible layouts. I decided to create a station where the electric Mariazellerbahn locos would have to end and the Styrian steam and diesel locos would need to take over. The plan was a terminus somewhere beyond Gusswerk. The trains would arrive there from Mariazell and Kapfenberg. The good old 1099 locos could stay overnight in a shed. The Styrian locos take over and bring the trains to Kapfenberg, and vice versa. The plan was perfect for a fixed layout; the estimated size was 3.8m by 1m.

Then another aspect of railway modelling came to my attention: there were lots of exhibitions and fairs in and around Vienna which made me think of taking part in one. So my layout should be reasonably easy for one or two people to transport. The next planning session turned towards a more transportable, compact concept. Overhead catenary is an issue with portable modules and made me think of a branch line deep in Styrian woods. The steam and diesel locos would still be in service, and ÖBB and Styrian stock would mix in this tiny village.

What would be a realistic setting for an old station in the 1960s? The narrow gauge lines in the alpine forests were built with the minimum of equipment.

I found photographs in the old railway books and had a closer look at the surroundings – the trains in front had to be ignored. An old saying proved to be true: 'there is a lot to discover in a historic photograph'. The station buildings of 1900 follow a simple standard design, mirrored where appropriate due to the location. Just the major stations with loco sheds, workshops, and a representative character got two storey main buildings with projecting verandas in front.

The narrow gauge lines were all single track, and the station layouts en route are quite basic, in some cases just a second track to let a train pass. Eventually a short siding might be added to serve a wooden goods shed.

I spent some time examining the track plans of all Austrian narrow gauge lines with terminus stations. Most of them had just three tracks, a shed for a loco to stay overnight, a goods siding with shed, and occasionally a more or less private connection to the local brewery, mill, or dairy. Most of the layouts were functional and minimalistic, for obvious economic reasons.

With this in mind I went back to my plan. Step by step my sketches were simplified from extravagant trackwork to rather minimalist layouts. On the way some more modelling issues arose. I had to ask myself a few questions.

Which type of operator am I?

- watching the passing trains
- shunting and logical train operator
- computer programming hobbyist

Shunting is definitely my thing – the arriving trains need to go to the goods shed and eventually to the sawmill near the station. Departing trains are assembled with loaded and unloaded wagons and coaches before they leave to a distant destination.

One or more operators?

One is perfect, though eventually another 'player' may operate another station on the way to somewhere, if I add another module. Or two.

What can I do to keep the dust off my layout?

It seems to me that dust has just one designated destination: layouts. So I decided to make it dust resistant, however that might happen.

How expensive is my idea?

To start out, the basic equipment should be affordable. With some skills and good ideas I will not need to buy hundreds of miniature houses and trees.

Would I like to present the layout at exhibitions?

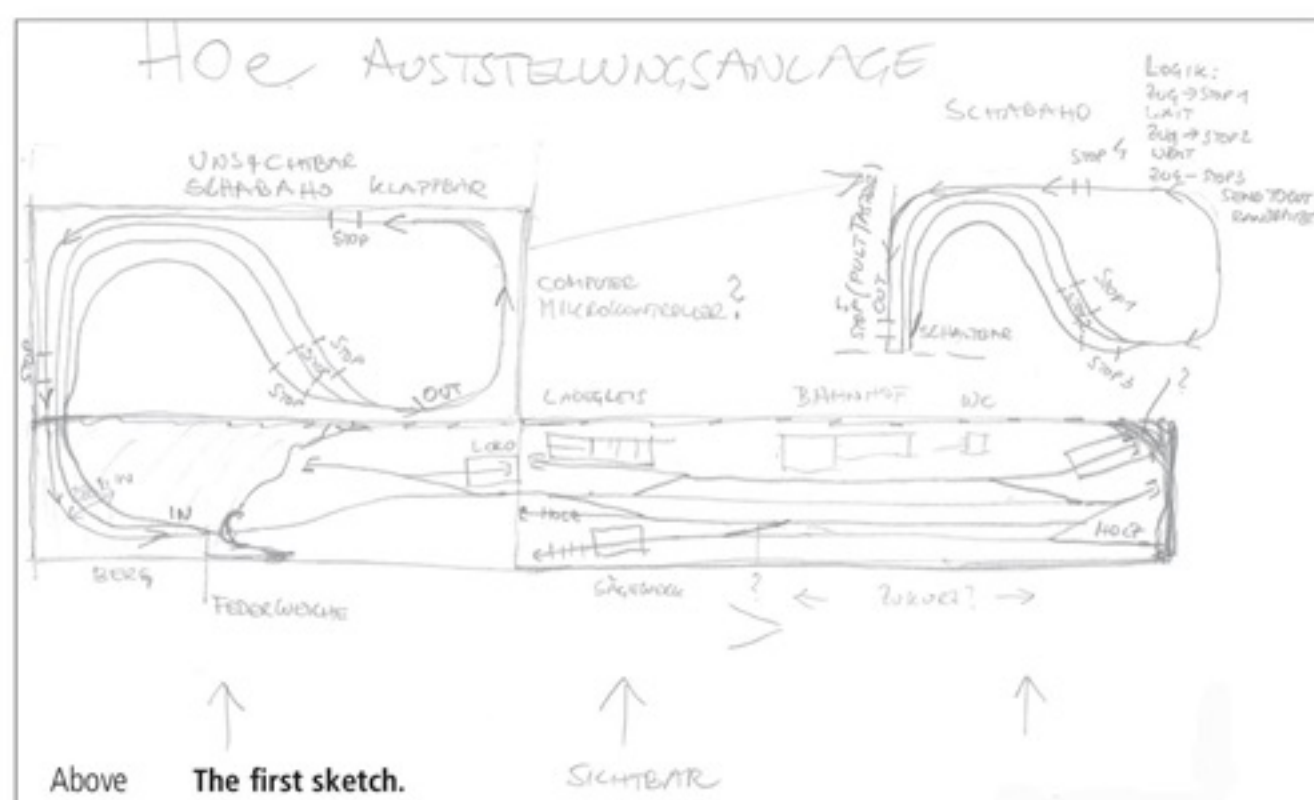
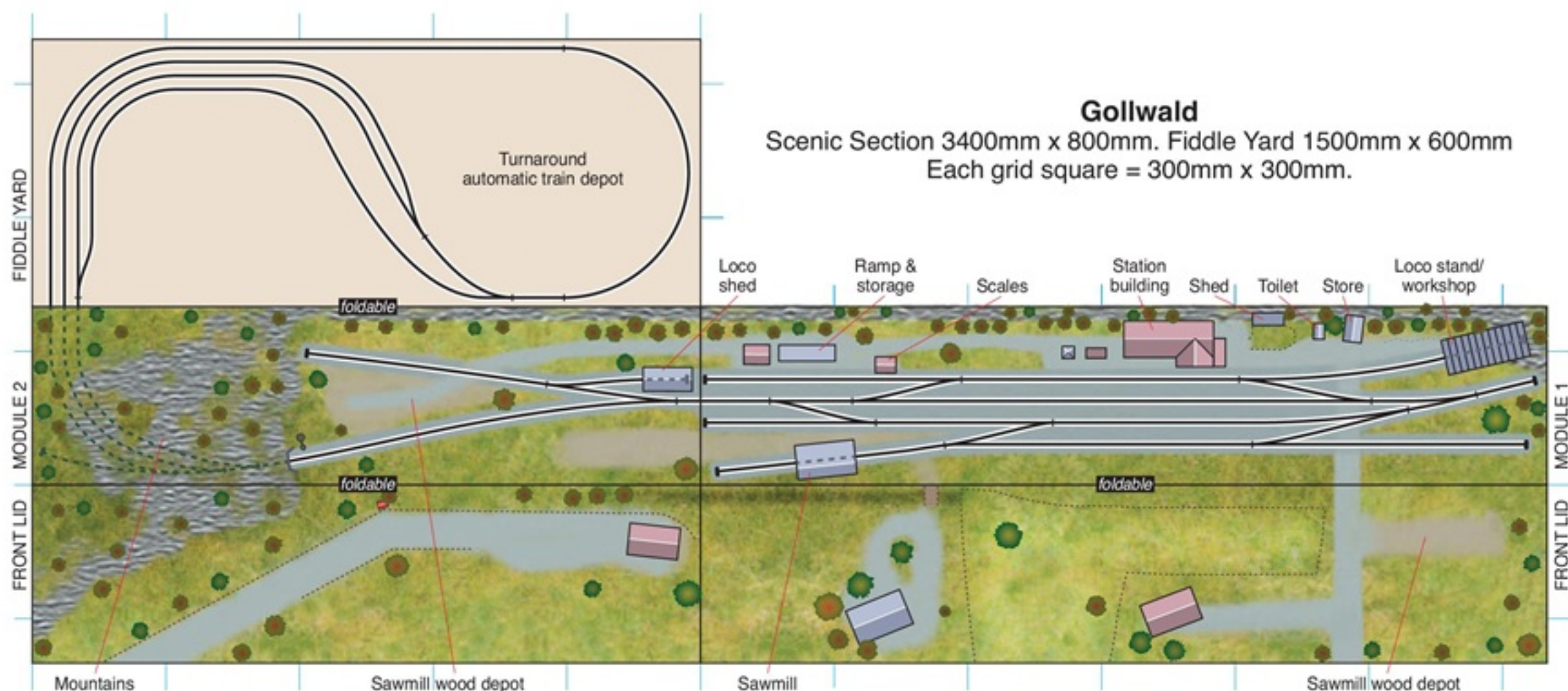
Yes, if I think it is good enough. The modules should be made to fit into an estate car, just in case ...

But it should be a 'no stress' project, without a deadline to finish it.

With those answers in the specification book, a closer look at my personal transport capability (just an estate car, no lorry, no cargo containers) limited the practicable size to two modules of 1.5 to 1.9m long and about 0.4m wide.

A magazine with photos of high quality French and English dioramas brought my mind away from open, flat modules. My intentions were redirected towards the diorama-style boxes. A nice side effect would be the dust protection I wanted, and an independent lighting system mounted in the top of the box.

Looking at some exhibition photographs I also realised how important a good background would be; I did not want to see shoes, bags, and faces behind perfectly detailed models. Having postulated this perfect background thesis, I had to ask: what is a reasonably perfect background? In my imagination I travel back in time to a remote village named Gollwald with its station. Since it is situated in the Austrian Alps in a rugged landscape with extensive woods and meadows, it might be near a small river, at the foot of a mountain ... or could I see a rock wall rising behind the station? I studied photos of the real Mariazellerbahn and found some places with rock walls just two metres away from the track. This could work on a layout, but it is still tricky with very little space available.



The main issue became how the station would fit on a board just 400mm wide. There would be no way to fit a 180° curve of 280mm radius (the Roco minimum for HOe), so I would need at least one more idea to let my trains disappear and – of course – come back. The solution was an additional mechanical challenge: I would add a foldable board for the return loop on the back of the diorama box. This would need a reliable, stable hinge to make the rail joints good enough.

Going through the daily timetable for my layout, a serious concern came to my mind: the trains would leave Gollwald and disappear towards the main line. The trains go into the return loop behind the scenes., and so would reappear in reverse order. In the real world a train would not come back in this manner. Even the ÖBB double-ended diesel and electric locos had a designated front. It took me some time to figure out that there was no other practical solution. A second operator behind the scenes might operate this manually, managing all the couplings, but an automatic fiddle yard is technically out of reach. If the layout was to be run with just one operator and under digital control, the only way to send trains back would be some sort of return loop. Finally I had to accept it; nothing is without compromise.

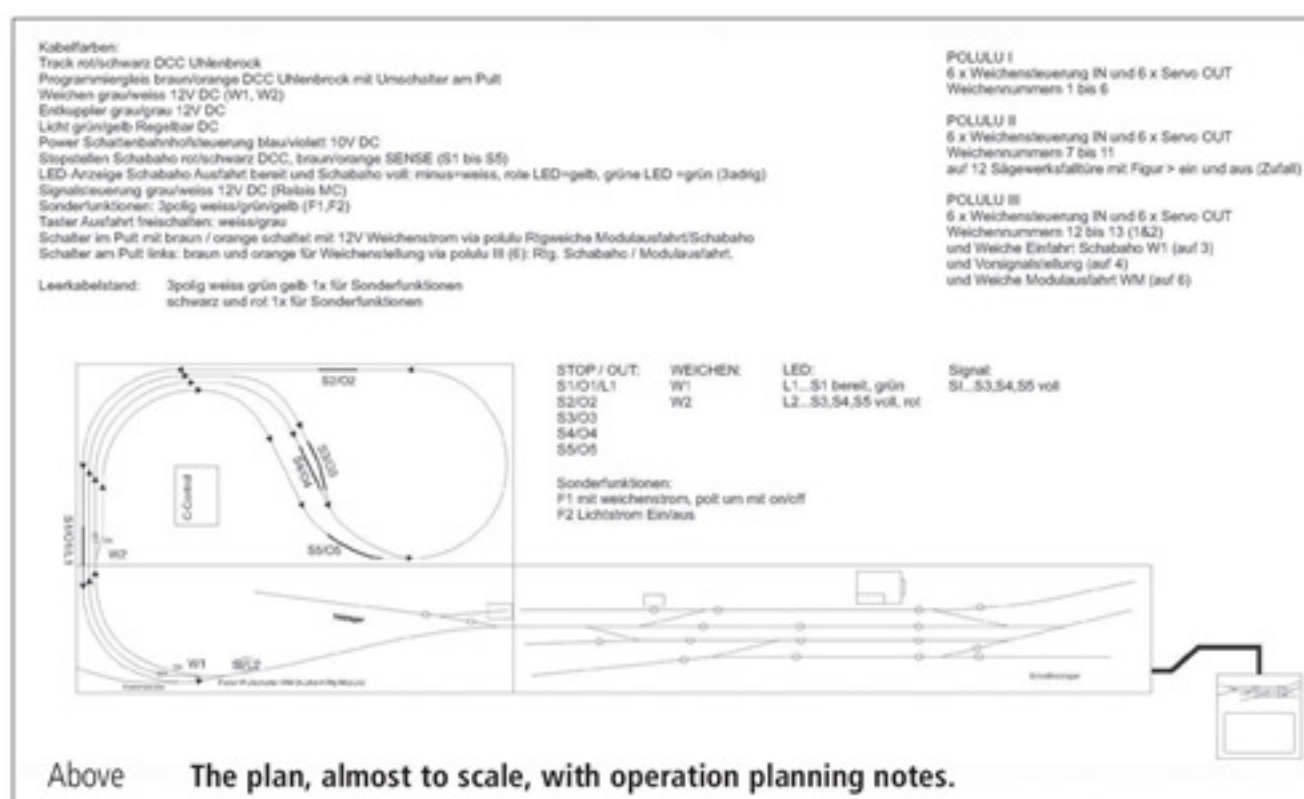
My track plan is almost to scale. The longer right hand module carries the station building, the loco shed, and the small sawmill. The short module to the left must lead the track in a nice natural swing towards the mountain with the tunnel portal. Wood is stored next to a dead-end siding, with an additional shed for the sawmill's small loco.

In my dreams I could already see the colourful landscape, with trees and meadows.

Diorama boxes

The diorama box bases consist of 50mm x 15mm wooden frames covered with 6mm plywood. The side panels and the tops are also lightweight plywood, but 10mm thick for more stability. I left the 6mm back boards removable, until they had the rocks applied.

The rocky walls were a big question for me, and I wanted to get an idea of this essential part before I moved on. On a warm summer day I moved the back boards into the garden and placed them on a table. I had mixed feelings about my artistic skills in creating rock formations on very empty looking plywood boards. Wire mesh was screwed and tacked to the back boards in order to provide reasonable grip for





Above
A Komarek steam railcar leaving Gollwald.
 The model was scratchbuilt and will be described in a later instalment.

the plaster/resin paste. This is putty as used to fill holes and cracks in walls around the house; the setting time is much longer than plain plaster – a test showed about 30 minutes. Adding a few drops of black pigment paste made a light grey colour. I used a handy trowel to cover the area quickly and try to keep the layer pretty thin, for weight reasons. When the paste started to set, I changed to various sticks, brushes, and an old knife to engrave a more or less rocky relief. I followed photographs of the original to get an idea of the character and variations.

The back boards needed a few days to cure and dry.

My first inspection revealed a rather uniform grey surface. Uniform grey is not found in nature. I might spoil the whole thing, but I felt it was right to take a small brush, a tiny amount of matt black paint, and a lot of thinner. Now it was my responsibility to recreate a few thousand years of erosion and wear with my brush. For this process I set the back boards nearly upright, so gravity aided my weathering activities and pulled the thin black dirty looking mixture down the scratches. The thin liquid stays longer on the horizontal parts, leaving darker spots and patches. Stepping back with mixed feelings and a lot of imagination: they may become usable, with some more weathering and colours. Anyway, I put the back boards aside – the more detailed colouring will happen later with the scenery and landscape in front.

Track installation

The plywood bases were covered with 5mm cork sheet, and the track was placed provisionally. The turnouts (at least the deflection angles) are always an issue. I decided to use Tillig HOe track, as the rails come ready blackened. Although the turnouts have rather a steep angle, they are (in principle)

suitable for digital systems. The brown plastic sleepers have very limited stability and the blades rely on their own flexibility – they are not hinged. A fair bit of force is therefore transferred to the plastic sleepers and on to the cork bed, so the sleepers must be thoroughly fixed to the cork.

Siting the station building needs special attention – there must be at least a bit of realistic distance behind it before the steep rocks. I spent some time moving around the loosely connected turnouts to find an acceptable compromise.

On the left hand module, the Roco minimum radius and their turnout geometry determines the tunnel entrance point and the track layout in the hidden section. Since Roco turnouts have hinged blades and are much easier in terms of switching forces, I used them for the hidden return loop.

The first turnout entering the tunnel directs all trains to the right, here the 'mechanism' is just a spring. This reliably separates train arriving at the return loop from the outgoing. The following two 'arrival' turnouts will be controlled by the return loop computer, routing trains to an empty track. (At this stage the computer was just an idea as an electronic solution for controlling the return loop and the hidden sidings.)

In due course the Tillig turnouts got the frog polarisation cables soldered on and were placed in their final position. The sleepers were glued to the cork bed, using tiny quantities of thin super glue.

All the other track in the visible part is Tillig HOe flexible, held in place with tiny spikes for now.

The rails at the end of the modules need to stay in place under all circumstances. I use the old method with long brass screws close to the edge through the cork and plywood into the wooden frame. The underside of the rail is soldered



straight to the screw head. Thanks to good planning, the layout has a join only in the main track between the modules, so alignment of the modules should be possible even on unstable or uneven floors.

With track laid, it was time to assemble the diorama boxes. The lower frames and the plywood and cork bed with the track are the bases for the side panels, the prepared rocky back boards, and the top panel. The inner corners were reinforced with wood strips where necessary.

The assembled boxes looked very big and rather dark inside. I installed fluorescent tubes temporarily so I could carry on with the electrics.

Electrics

I planned to run Gollwald with my existing Uhlenbrock unit. At this time RailCom had been invented but was not yet available, at least not in small decoders and reliable detectors. So the trains would be run via standard DCC equipment, while signals, turnouts, and uncouplers are operated in traditional analogue style.

I needed to get myself ready for the DCC track electrification in terms of electric turnout management, return loop polarisation, booster sections, and isolation points. The homepages of manufacturers and modeller forums are very helpful for finding the best solutions. Soon I was busy connecting the rails according to the basic rules. I followed my first digital plan, which had a list of cable colours for the various types of circuits and switching systems. The DCC cables are black and red, with 1.5mm² wires for the main bus all the way through both modules. The short feeders are 0.2mm² soldered to the outer sides of the rails. Heat shrink tube covers the soldered connections.

I decided to use servos to operate the turnouts, with electronics boards which each provide power and the signal for four servos. But neither these boards nor the servos switch the polarity of the turnout frogs and blades. I needed a solution for independent DCC polarisation and found a board which provides this feature.

The power for the lighting (14/15V DC, green and yellow) and power for the micro-controller (5V DC, violet and blue) came next. Grey and white was reserved for switching the turnouts and the uncouplers.

The modules have sturdy connectors; soldering needed special attention and turned out to be a time-consuming 'entertainment'. A meter was frequently used to check for shorts and connection errors.

With the basic wiring on the modules done, I start extensive test running over the bare layout. The best locos (those with no contact problems) were used for the first tests. A few track sections needed reworking because of forgotten connections to the DCC bus.

The next tests were with 'bad' locos. These made me replace a couple of the turnouts for mechanical reasons. It is worth being fussy at this stage – any sloppy trackwork will take revenge when the layout is almost finished. Even at this early stage it is fairly hard to replace a faulty turnout; later it would be very difficult.

At the end of the test phase I no longer trusted the rail to rail connectors (made from sheet metal) and installed a lot of extra DCC feed cables to all questionable track sections.

At last the locos are running well – for my planned shunting they need to run without any problems.

Next step is the installation of the lighting cables. There are only a few buildings with lights on the layout but even a

Above

The Mh, later Rh399, 0-8+4 Engerths were originally built for the Mariazellerbahn but following electrification they were dispersed to other narrow gauge lines. A few large trees were used to direct and frame the view.

small station needs a minimum number of lamps on the platform and in the loco sheds. This installation took more time than I thought, as I had to find appropriate Austrian looking lamps. The station building had to be put its final position, and the loco sheds did not yet exist. The sawmill also had to be equipped with two extra lighting cables, just in case.

The 5V power supply for the micro-controller was much easier to install, the main cables just cross the two modules on their way to the hidden return loop with the micro-controller.

At this point the to-do list read:

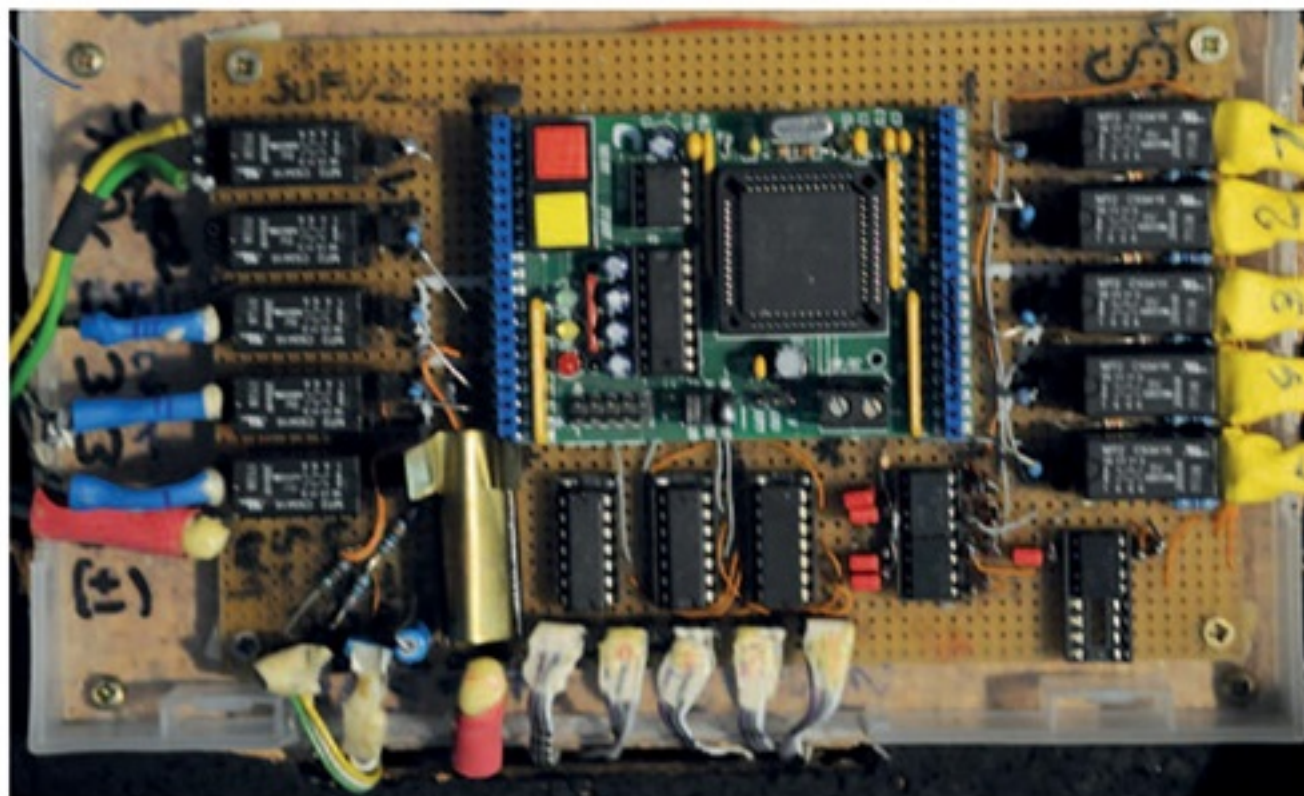
- find a micro-controller and create the hardware for the hidden return loop;
- program the micro-controller with an eye on redundant and safe operation;
- create the control stand with integrated DCC centre and booster;
- scratchbuild the loco sheds including lighting;
- scratchbuild a long warehouse for the loading track.

A micro-controller for the return loop

The return loop and storage sidings are managed by an independent micro-controller. It governs changing the turnouts, sensing trains running into one of the stop sections, and sending trains to the outgoing section ('Train is ready'). A random generator in the micro-controller decides which train is next to appear – that is part of my 'game' with the trains.

In school (back in the 1970s) I was allowed to attend one of the first programming courses ever held there and wrote my first computer programs in BASIC with great excitement: that way I could optimise my radio-controlled model glider designs. The mainframe computer filled a room and calculating times were long – and expensive. To my delight I won the first prize for a useful computer program.

Nowadays I can load my storage sidings management program onto a micro-controller, in a tiny plastic box. Since I am not into the rather non user friendly machine languages, I needed to find a micro-controller featuring a more advanced computer language. I came across C-Control, programmable in Q-BASIC. The user manual is on the internet and a rough calculation of the hardware capabilities (number of IN and OUT channels) looked good; computing speed would not be an issue with my slow model trains. Q-BASIC turns out to be an extended version of the simple BASIC program language, handling analogue and digital channels with an extended command set.



Above
The micro-controller.
Photo: author.

For the inputs I needed to develop a reliable detection circuit for the stop sections. The outputs drive a relay to switch ON and OFF the DCC power for a loco to stop or start. I thought the internal timer would be good enough for the timing routines.

I spent some winter evenings on the hardware development. Finally the micro-controller and the hardware was on an Eurocard board, with pins to fit servo connectors for the IN and OUT channels.

Due to my poor programming routine, I needed to start with the basics: read the inputs (stop section sensing) and activate the outputs (DCC ON and OFF via relay). Becoming familiar with the nomenclature, I started programming the sequence.

But the first simulation test runs revealed a fundamental lack of planning and I had to create a more detailed work flow diagram for the software.

- the stop section sensing must be active at all times.
- turnouts must only be switched if no train is on its way to a stop section.
- the software must be able to deal with trains sitting in the stop sections, even on re-starts;
- trains released from a stop section will need some time to arrive at the next.
- the last stop section ('Train ready for departure') must be released from the control stand.
- if all stop sections are full, some sort of signal must be set to prevent over-filling.

A few attempts later my flow diagram looked better, and software development started again from zero.

To make a long story short: simulations on the laptop were not very helpful, so I decided to move on to the layout. The stop sections had to be connected to the micro-controller, and some provisional switches installed. The DCC power cable had to be installed, and the relays to switch between sensing and DCC power modes. The programming continued, and minor errors were eliminated. After some hours of thinking and checking, the timing routines were adjusted and trains did follow the master plan.

My last step was the installation of a sub-routine which determines the train to be released by random generator, so the trains will return to Gollwald in a new order.

Below
The micro-controller in place by the return loop sidings.
Photo: author.





DCC board and control stand

Coming back from the micro-controller test runs with some still provisional cables and switches, I was keen to escape the chaos and needed to create a housing for the DCC central unit and the control stand. I had the Uhlenbrock unit, and a power supply board with a toroidal transformer, rectifier, and voltage regulators for the DC light and micro-controller supplies. A bunch of cables had to be connected to the control stand and the turnout switches. With those switches I can read the actual turnout position from the control stand without any extra displays and lights on the panel. To get a neat panel, I asked a friend if he could engrave a track plan with his CNC machine. A reduced track plan was transferred to the appropriate CAD format, and the holes for the turnout switches and the uncoupler push-buttons were marked. I decided to use 3mm aluminium for the panel and the box. Preparing the CNC file took more time than the actual machining. It is nice tool – I wonder if you could make valve gear parts with it ... no, no – stick to the layout!

The body of the box just involved cutting and folding the aluminium sheet, and the machined panel was attached with a sturdy hinge. The surface of the panel was protected with adhesive foil for the next step: a blank plastic sheet was glued (with epoxy resin) to the inside of the lid. With the glue set, the holes drilled in the aluminium were extended through the plastic layer. The switches and push-buttons were screwed into these holes from behind and projected through the aluminium top panel. This needed a bit of planning due to the unusual fine threads, but finally I was happy with the result.

The control stand houses the 240V AC input in a separate compartment, which must be secure under all conditions. Just one 20V AC output is connected to the board with the low voltage rectifier and voltage regulators board on the isolated floor of the box.

The labelled wires from the turnouts and uncouplers had to be soldered to the correct switches and push-buttons under the panel. The connections were checked frequently

with a meter to prevent errors. Due to the sheer number of wires, mistakes would quickly lead to extra hours of work.

Then the main DC power lines and the DCC bus wires were connected. The control stand got a single multi-purpose connecting cable, 1.2m long with a 96-pin connector which plugged into the side of the right-hand module. The Uhlenbrock DCC unit is mounted on the floor of the control stand.

Powering up the whole layout was a thrilling moment. Although all parts had been tested separately, some unwelcome issues could arise. Fortunately, no smoke emerged from beneath the diorama, and all sub-systems came to life as expected.

With the final wiring in place, the turnout servo boards were adjusted, setting the appropriate travel and speed depending on the local situation. The voltage regulator for the lights was adjusted to 12.5V, which makes the tiny 16V bulbs look like those old yellowish filament lamps.

Uncoupling uses a modified relay under the baseboard which pushes a small plate against the tail of the standard HOe coupling. I made them from brass with a pin through the board to the relay. The first test looked pretty good, and the modified relay had enough power.

Next were the exciting test runs into the return loop and sidings. The track had to be thoroughly cleaned. Apart from minor connectivity problems on the rail surface, the whole arrangement ran nicely.

The signalling had to be re-worked with a small software change. I decided to incorporate the semaphore signal in front of the tunnel portal: it has to show STOP if the return loop is full and if a train is ready to leave the sidings to come back to the station.

These were important steps for my project, so with the electric and electronic challenges almost finished, I was happy to spend some time with more trains on the layout, even if they were operating in a cork and rock 'desert'!

... to be continued.

Above

Coaches waiting in station while the loco is at the shed being readied for the return.

Glyn Thomas shows hows he built a compact and detailed diorama based on a local prototype in Philadelphia.

Photographs by the author.

An old brewery

Developing a diorama



Like many modellers, my plans for this project were dramatically affected by Covid-19. It was originally devised as a demonstration for a clinic at a Railroad Prototype Modelers meet in March 2020. When the meet was cancelled, I changed to building a contest entry for the NMRA Regional Convention in October, which required a more rigorous approach. Finally, when the convention was cancelled, the model ended up being combined with the *Ghost on Master Street* scene (see CM, January 2020) in a trolley diorama which was photographed for the NMRA 2021 calendar.

Background

I have always liked breweries, and not just because of their products! Older breweries are usually architecturally interesting and often get expanded and changed over the decades resulting in structures that are great for modelling. From a model railroad perspective, breweries can be a good source of traffic for a layout.

Rieger and Gretz was founded in 1881 at a time when Philadelphia had the most breweries *per capita* in the US. Over time, the brewery expanded to occupy an entire city lot in the Kensington area of the city – a large ice house

Above

An overall view of the front including the 'brewery tap' on the right corner.



Left and below
This was the type of view
that I tried to recreate.

Right
An older photo showing
the 'brewery tap' structure,
subsequently demolished.

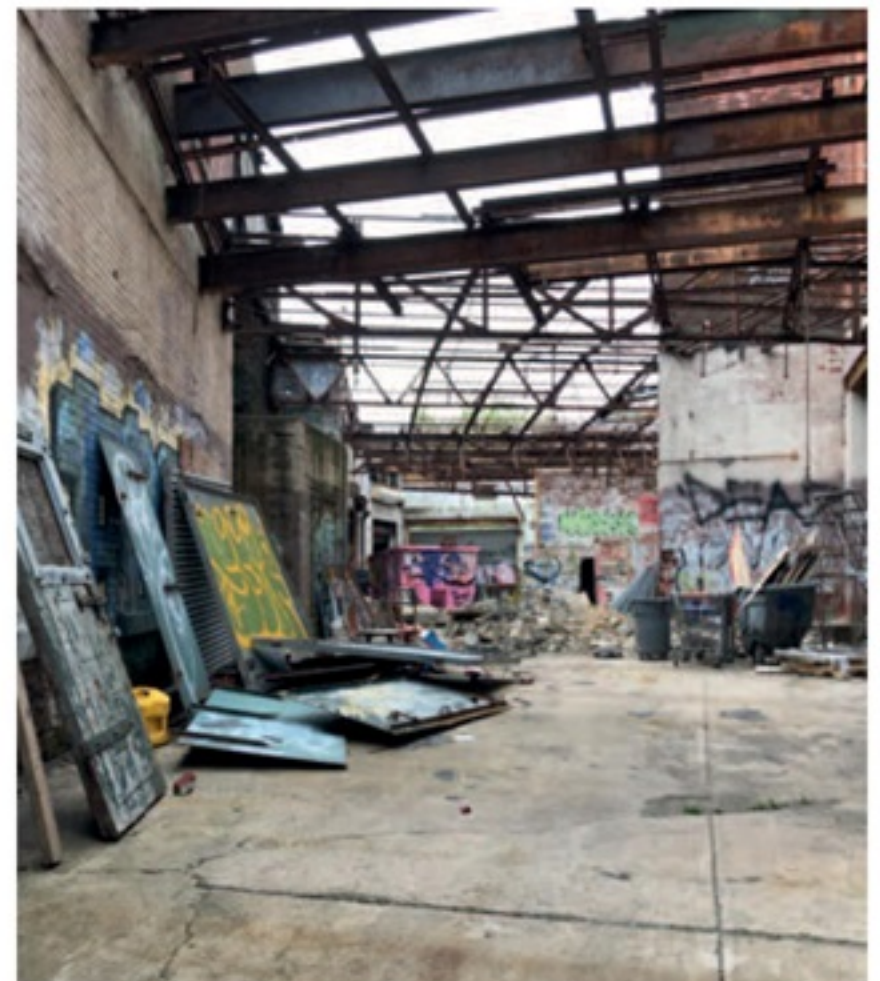


was built in 1895, and a tall brewing tower was added later. The brewery part of the business was closed in 1920 due to Prohibition. When Prohibition finished in 1933, the brewery was reconstituted as the William Gretz Brewing Company. It eventually ceased operations in 1961. It does not appear that the Kensington site was rail served, although broad gauge trolley lines ran along its front and side. Brewery shipments probably came to the nearby Reading Railroad yard at American Street and then onward by road.

Surprisingly, the majority of the brewery structures survived derelict to the current day and its 'Gretz Beer' chimney

Below and below right
**The rear of the structure
and the yard, once roofed.**

is a notable local landmark in the area. Parts of the complex have seen alternative uses in recent years. For example, the brewery yard has been used as an auto repair shop. Photos show that there was a roof fire, possibly in the late 1990s, and part of the roof was replaced. Brewery equipment remained in the brewing hall until at least the 1990s. Unfortunately, the part of the complex that I call the 'brewery tap', due to its pub-like appearance, was demolished in about 2013. The site is now scheduled for redevelopment as a condominium complex, but some elements of the original brewery will be retained.



Adobe Illustrator diagrams,
used as source for Cameo and laser cutting.
Not to scale.



Planning

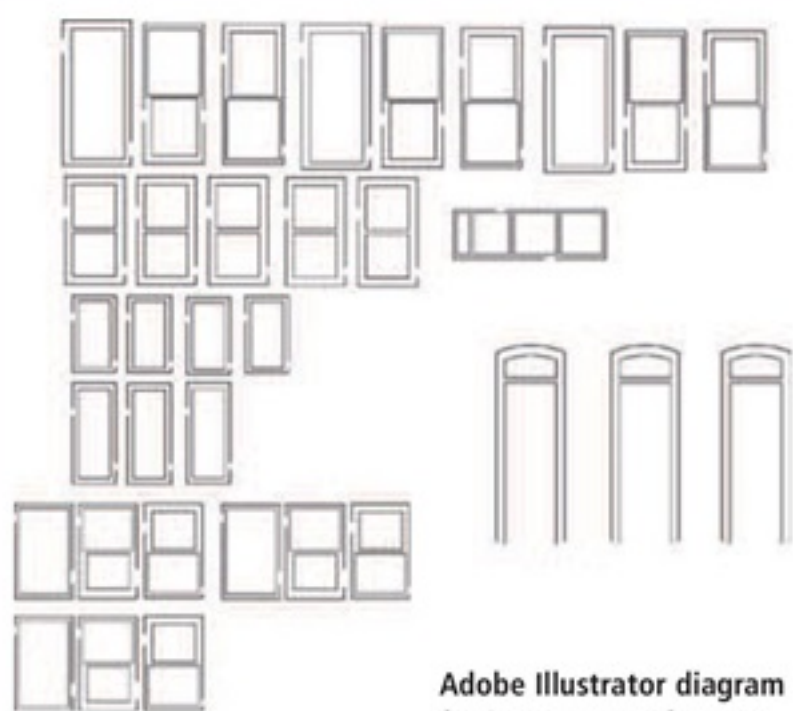
I did not want to model the entire city block complex due to its size. In fact, I did not originally plan to model the back wall at all, since this would butt up against a backscene, but subsequently changed my mind when considering the model as a contest entry. I decided to concentrate on the older structures that fronted onto Germantown Avenue. I did not have space to model the brewing hall, which in reality sits behind the larger building in the centre of the frontage. Instead, I moved the chimney onto the structure that I did model. I resurrected the demolished brewery tap, since I did not want to model another empty lot after *Ghost on Master*.

The model

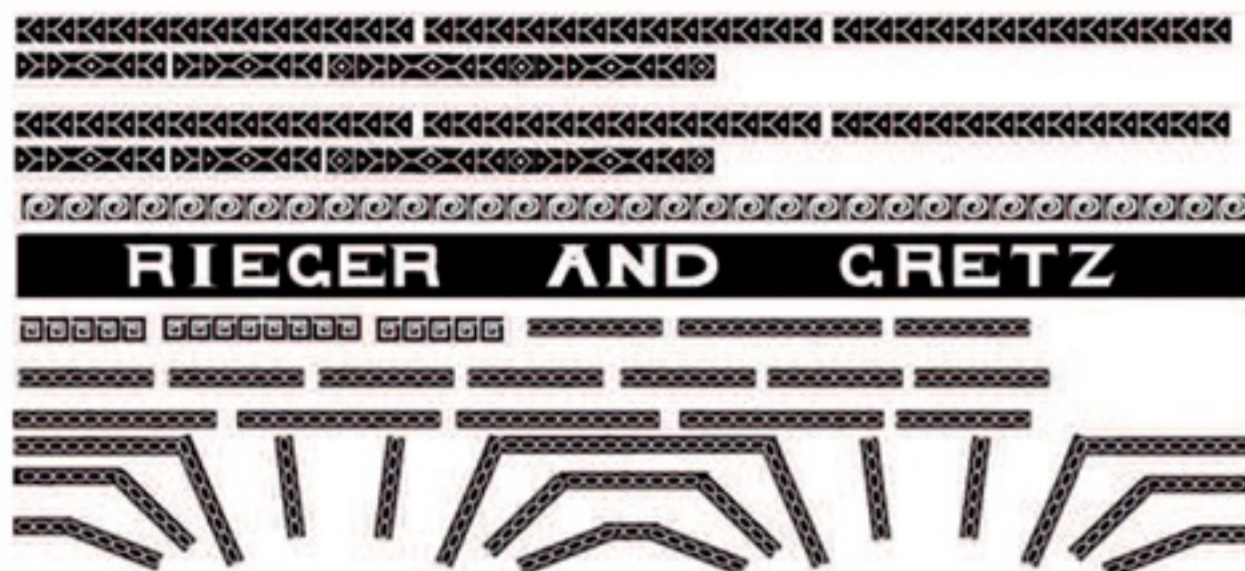
Fortunately, I was able to laser-cut the stonework and windows for this project at the NextFab makers' centre before Covid-19 lockdowns came into effect. The stonework uses the 'engrave' feature of the laser cutter, which burns the wood part way through to emboss the stonework patterns and lettering on $\frac{1}{32}$ " basswood. The window frames were cut from $\frac{1}{64}$ " ply.

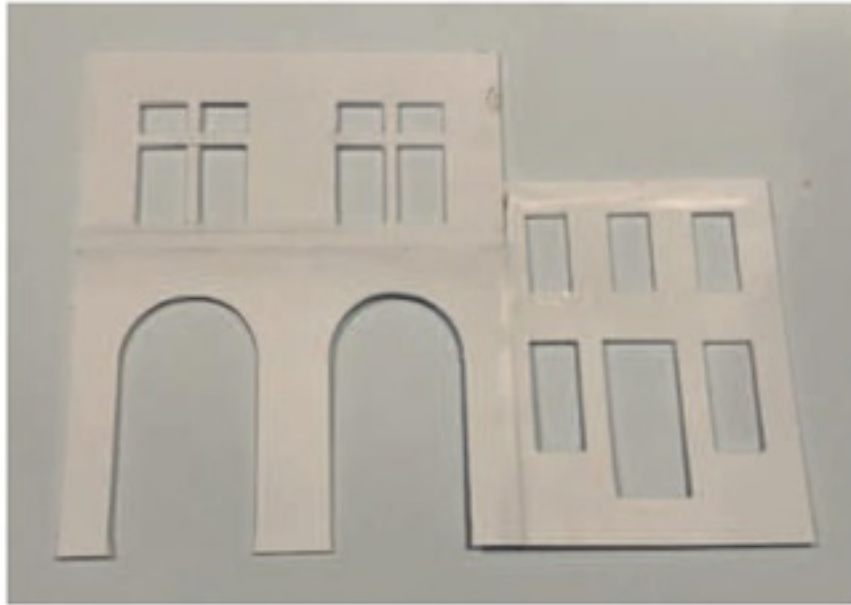
For the walls, I decided to try a Cameo Silhouette 4 cutter, following the example of Wim Harthoorn (CM February 2020) and laminating the walls from 0.020" styrene. Unfortunately, I used nearly my entire supply of 0.020" styrene calibrating the machine, and, unable to re-stock during lockdown, was only able to use machine-cut styrene in a few places such as the central arches. Elsewhere, I used traditional hand-cut 0.040" styrene for the walls.

Below
Adobe Illustrator diagram
for laser cutting details.
Not to scale.



Adobe Illustrator diagram
for laser cutting frames.
Not to scale.





Left
Walls cut on the Cameo,
with nice clean curves.

The prototype 1881 buildings used an unusual decorative Roman-style brick, which is wider and shorter than a conventional brick. To represent this, I used Plastruct TT scale brickwork on these sections, while using HO scale brick work on the newer parts of the structure and the side and back walls. In both cases, I used hand-cut individual bricks for the arches and headers over windows and doors. The row of dental bricks on the left-hand section was simply represented with a strip of styrene 'clapboard' stock cut horizontally.

On the prototype, the majority of windows have been blanked out with plywood or concrete blocks, sometimes finished with plaster. I represented the plywood with the 1/64" ply, and the blocks with styrene embossed sheet. Blank plaster was represented by simply leaving gaps in the embossed brick layer.



Above
During construction, showing
the variety of wall coverings.

Roofing is also styrene, lined with high quality printer paper to represent tar paper, which is a common roofing finish in older American cities.

Below
The front of the
finished structure.

Considering the needs of a contest entry, I decided to provide a partial interior. I was able to obtain a photo of the brewing hall interior from the 1990s, which at that time still contained two large brewing vessels. Due to space limita-





Above

As part of a trolley diorama.
The SEPTA Kawasaki car
is a model by IHP.

tions, I could not represent the prototype brewing hall but instead moved the brewing equipment into the left-hand part of the structure. The brewing vessels were represented by cutting a travel size shampoo container in half and detailing the halves with styrene hatches and piping. That section of the structure was finished with styrene roof girders, and the roof was modelled as damaged to allow a view of the interior. The back doors were also modelled in the open position.

A notable aspect of the prototype is unusual boxed-in pipework on the roof of the main building. This shows in photos as early as the 1930s, so was probably used for natural heating or cooling of water or mash. In recent years, this

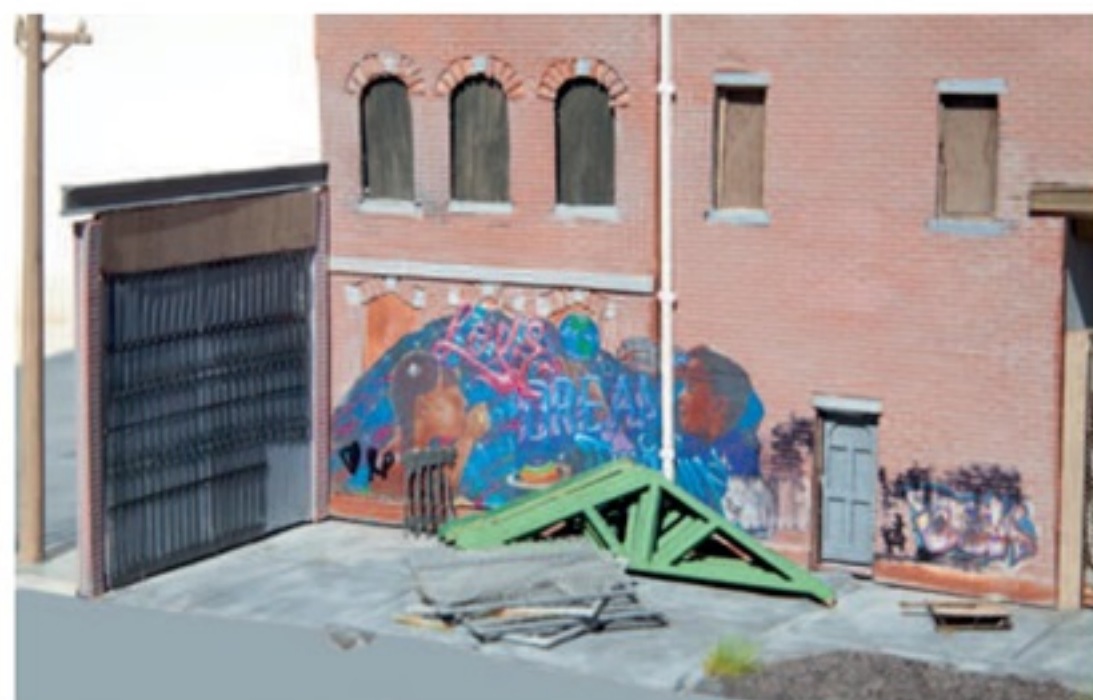
equipment has been partially dismantled by thieves looking for copper. I created the girder work and boxes from styrene. Two of the boxes are left open, and I created a simple jig to bend copper wire to represent the interior pipework.

I had intended to photo-etch the railings for the roof and the gratings for the front windows. Unable to obtain photo-resist in the early stages of Covid, I created a jig and soldered up the railings from brass wire.

A brass fire escape stairway by Walthers was ideal for the rear.

Soldering brass wire for window gratings was not so successful, and once I was able to get photo-resist I replaced these with home-made etchings.

Below and below right
Details of the rear yard.





Above
The deteriorating roof reveals part of the interior.



Right
The 'brewery tap' corner.

Below
The rear of the structure.

Finishing and painting

The model was airbrushed using my own brick colour (Freight Car Brown mixed with White) and white, with mortar represented with a hand-applied wash of concrete. Other details were hand painted. Window frames and plywood blanking were stained with Hunterline Driftwood Weathering Mix. The overall model was dusted down with Doc O'Brien's weathering powders. I decided to leave the stonework unpainted, because the contrast of the burnt/unburnt basswood was quite close to the prototype colours.

It was very important to get the prominent 'Gretz Beer' lettering on the chimney accurate, so I cut this from plain white decal paper on the Cameo. The Cameo was also used to cut the white graffiti lettering decals.

Graffiti, posters, and an attractive piece of mural art, all sampled from the prototype, were photographically reproduced onto white decal paper and applied, and then the overall model sprayed with dullcoat to remove any gloss.

Conclusion

This project evolved over time due to the changing Covid situation but proved to be a good diversion. By the time I had combined this model into a Philadelphia street diorama, I was well on the way to a trolley micro-layout, which could be a future project.



Keith White reports on the extensive HO exhibition layout of the Béziers model railway club in the south of France.

Photographs by Bernard Nomdedeu.

Béziers

Local scenes from the 1970s and 1980s

The Béziers model railway club is part of the AACB (Artistic Association for Railway Workers of Béziers) and as well as the model railway club, there are other sections, including theatre, pottery, and photography. The AACB is managed under the auspices of the SNCF but is open to non-SNCF staff. The club room is the property of the SNCF which also grants an annual subsidy for equipment.

The model railway section was started in 1972 and the current president of the AACB, Bernard Nomdedeu, is also an active member of the model railway section. There are currently ten members, seven of whom are active, under the leadership of the Club President, Bernard Guenot.

The main station on the layout is based on Béziers, one of the oldest towns in France, located in the Hérault *département* near the Mediterranean coast. The main line which passes through Béziers runs from Marseille and Avignon in the east to Perpignan and the Spanish border in the west and also to Toulouse and Bordeaux. The line from Béziers to Montpellier via Sète was opened in 1857.

The layout reflects the appearance of the area around Béziers in the 1970s and 1980s. It is approximately 10m long by 3m wide and was built using Peco Streamline Code 100 track with points and crossings of the Electrofrog type from Peco and Roco. The points are fitted with Peco motors

Above

A powerful CC72000 diesel with a passenger train on the Messargues Viaduct.

Below

Autorails at Béziers station viewed from the east with (left to right) X4300 'Caravelle', X3600 (Renault ABJ), and X3800 'Picasso'.





Above
X3600 and X4300 *autorails*
about to pass on the bridge
over the River Orb at the
Narbonne end of the station.

currently wired to a control panel but it is intended that their operation will be integrated into a future control system. The layout was built for DCC operation and a computerised control system is currently being tested. If that is successful, the installation of the system would allow for fully automatic operation, mainly for exhibition purposes.

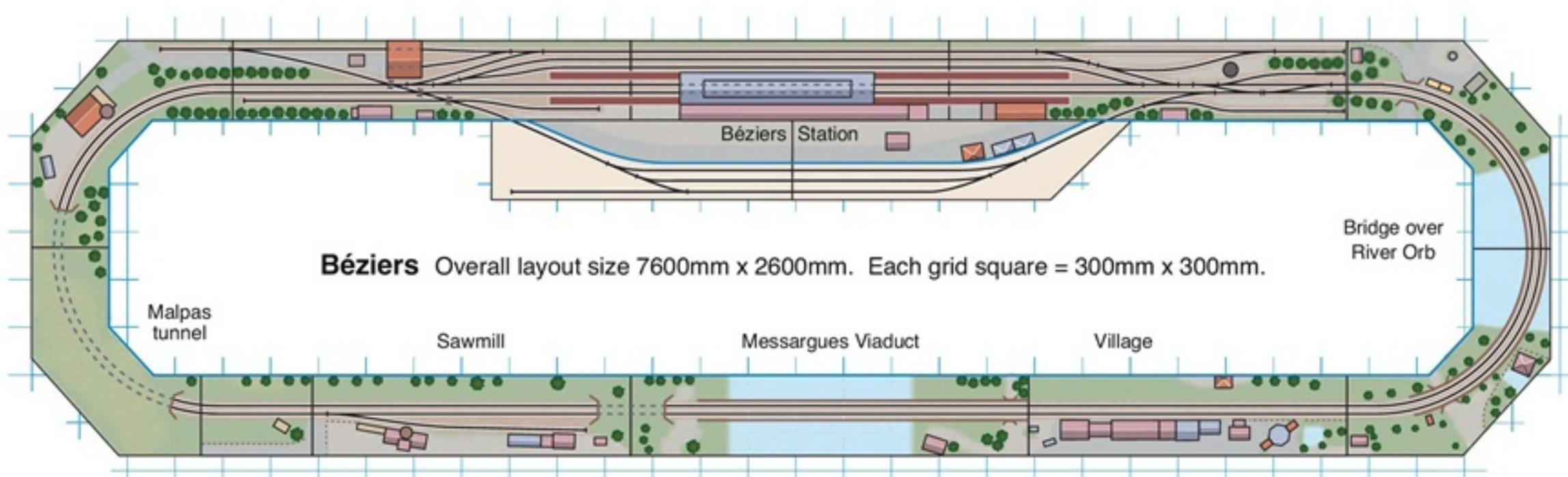
The club itself does not own any rolling stock – everything run on the layout belongs to members, and is from suppliers such as Jouef, Roco, Lima, Piko, REE, and LS Models.

(It should be noted that, with the latest addition to the membership coming from across the English Channel, there have been occasional sightings of British Railways Southern Region OO trains!)

In addition to Béziers station other local features have been modelled. At one end of the layout is a representation of the bridge crossing the River Orb on the line going west towards Narbonne and Perpignan. In reality this bridge is straight but for the layout it was modelled on a curve.



Right
The water tower ensures
there is no doubt about
the location.



The viaduct was modelled on an existing structure located at Messargues, in the Allier department in central France. The plans were published in the magazine *Loco-Revue*, and the model, which was started in 2005 took three years to complete.

To the immediate left of the viaduct, and separated by a short tunnel, is a sawmill.

To the right of the viaduct, a village has been created with scratchbuilt houses and other buildings. Although the village is imaginary, it was built with the help of a former club member, an architect by profession, who studied the area and

prepared drawings for the club members to build the structures based on properties actually existing in villages around Béziers. The house structures were built using 3mm card from old calendars, with openings cut for doors and windows. Assembly and gluing of the sides was made using a 90° square to ensure correct alignment. Angle sections were used to stiffen each building. Where possible partitions were included to create rooms and again, where practical, curtains were added to the windows. Roofs were constructed with similar materials. At this stage the buildings were painted and, finally, Redutex roof tiling sheeting was added.

Below
A 231E Pacific hastens over the Messargues viaduct with a passenger service.





Above
The sawmill is near the Thau lake,
where oyster beds are visible.

All the buildings on the layout were scratchbuilt by the members, in particular by Jean Pierre Brochard, who was also responsible for ballasting and weathering the track.

At the other end of the layout is the Malpas tunnel. In real life this is located west of Béziers station in the direction of Narbonne. This tunnel allows the railway to pass under the Canal de Midi. In Béziers there is a remarkable site on the Canal du Midi with nine locks which allows for a level change of 21.50m over 300m. The Canal du Midi is a major waterway from the Mediterranean to Toulouse, where it connects with the Canal Latérale à La Garonne which links Toulouse to Bordeaux and the Atlantic Ocean.

Installation of catenary is under way on the layout. Catenary sections are individually prepared from wires soldered using a jig. Bernard Nomdedeu is responsible for these with the help of other members. As a guide for the construction of the catenary, construction drawings found in a copy of *Loco-Revue* were used. The posts were built from old rails recovered from redundant Jouef track sections and for the insulators small beads found in a local toy shop were used, painted the correct colour. This work is still in progress, the station area being almost complete.

For the scenery, either plaster and/or cut and sculpted polystyrene was used. The surfaces were finished with flock, and bushes and trees were added. The road surfaces are made from cardboard and then painted. To create the waterways, the bed was first painted then a coat of clear varnish was applied. When dry, the varnish was painted with matt acrylic paint.

Several members with artistic abilities have created extensive painted backgrounds depicting the countryside with typical local characteristics. One example is the oyster farms at Bouzigues with Sète, a mountain of volcanic origin, in the background.



Below
X4300 autorail leaving
the Malpas Tunnel
having passed under
the Canal du Midi (right).





Bernard Nomdedeu, who is a keen amateur photographer has, in addition to providing the photographs for this article, also incorporated some of his photographs taken in the city of Béziers into the backgrounds.

There is an alternative configuration for the layout, which has been used at exhibitions with the aim of permitting more trains to be operated simultaneously. This configuration consists of two double track spirals, one each side of the viaduct, with a double track section hidden from view under the viaduct section. In this configuration the sections from the Malpas Tunnel to the bridge over the River Orb, including Béziers station, are not used.

We have been advised that the building in which we are currently housed will, in the near future, be redeveloped, and we will be relocated into a different building. The room indicated as our future premises is larger than the current one. There is a proposition currently under discussion that, with this larger space, we could develop the layout to incorporate the two spirals on a permanent basis. This would be different from what is currently occasionally used at exhibitions in that, with the exception of the Malpas Tunnel section, the whole of the existing layout would be used with return double tracks being installed underneath. The tunnel section would be replaced by a fiddle yard for train formation.

Above
The buildings by the station have been modelled in full, in half relief, and as photos on the backscene.

Below
Béziers station is busy with a Caravelle X4300 autorail, an express hauled by a 231E, and a Picasso X3800. Beyond is the entrance to the Plateau de Poètes gardens.





Top
Old and new *autorails* meet
under the station canopy –
X4300 and X73500.

Above left
At one end of the village
a wedding reception party
is in full swing.

Above right
Meanwhile in the centre
it is clearly market day.

Right
Beyond the level crossing
at one end of the village
is an unusual villa with
a very well equipped garden.



The German Railway Society marks a milestone



Celebrated by current committee members **Angie Uphoff, Bryan Tozer, Ben Weiner,** and **Doug Tompkins.**



The German Railway Society celebrates its 40th anniversary this year, having been formed in June 1981. Looking back over the last forty years has revealed how the world has changed, and how the Society has evolved to keep abreast of those changes.

The main objective at that time was to promote modelling of German railways, and indeed the second paragraph in the first newsletter stated: "Firstly, though, we would like to explain the reason why there is a need for a society catering exclusively for the serious German railway modeller ..."

Over time this changed to one that promotes both the prototype and models.

The first twenty years of the GRS was covered in issue No.80 of the society's magazine *Merkur*. By 2001 the society was well established and had a high profile on the continental railway scene. This had been achieved by the committee members' hard work and perseverance in a variety of activities.

There have been several challenges – from not enough articles for *Merkur* to not enough volunteers for the committee posts and volunteers to help with the society's stand at exhibitions – all of which are experienced by most railway societies at some time.

Merkur

The society's quarterly publication is of pivotal importance in communicating with all members, and includes interesting articles and sources of information. Before the summer of 1993, communication with members was initially via a simple newsletter and then briefly as A5 size magazines entitled *Kurier* or *Report*. The first issue of *Merkur* was numbered 47, also in A5 format. From No.120 in autumn 2011 it has appeared in its current A4 size.

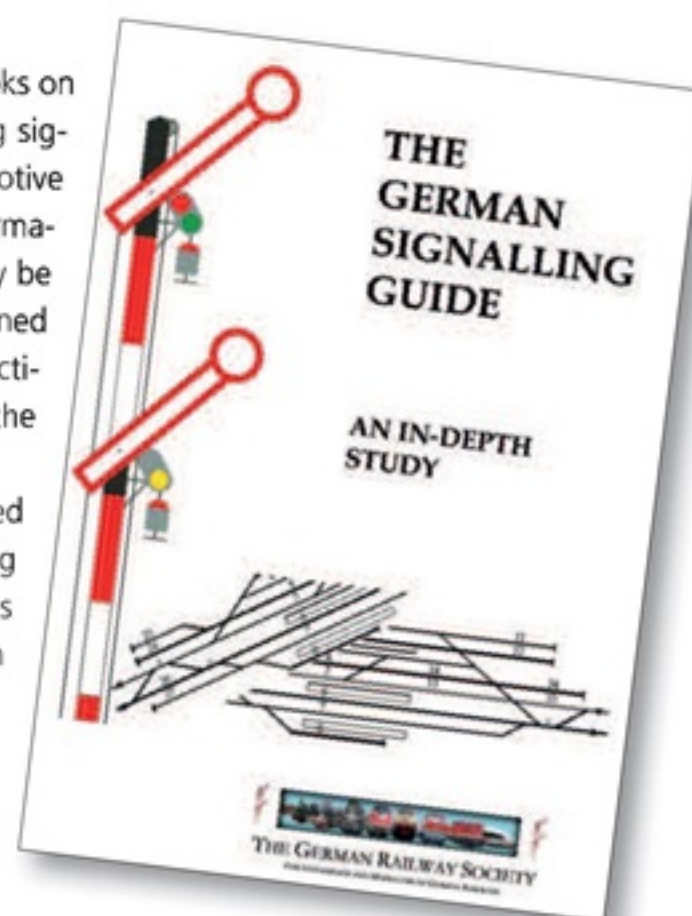
The production of a quarterly journal could be considered to be very hard work, and in the past it was rather more difficult than in today's era of powerful personal computers and the internet. Reading past editors' trials in bringing *Merkur* to publication bears this out, with computer failures, queries over photographic quality, etc. What we have learned has made the production of *Merkur* much more manageable and streamlined.

Publications

The society has produced a number of books on various German railway subjects, including signalling, and steam, diesel, and electric motive power, giving the reader a wealth of information in English which would otherwise only be available in German. The books are designed to give an insight into German railway practices and provide reference sources should the reader wish to do more research.

They are a mixture of factual illustrated books and pamphlet style albums using photographs scanned from slides and prints from the authors' collections and from those donated to the society.

Further publications are planned and these will be announced on the website and in *Merkur*.



Above
Cover of *Merkur* No.47.



Right
Cover of *Merkur* No.120,
the first in the A4 format.



Website

Of all the services we provide, this has had a significant amount of development. With the advent of the internet, we considered that the technological revolution should be embraced to enhance the services offered to members. An e-mail group was set up, which has only recently been replaced by the members' forum area of the website.

In addition, the *Merkur* archive has been painstakingly scanned and uploaded to the website.

We currently offer an on-line subscription enabling members to receive *Merkur* electronically. This has enabled a number of overseas members to benefit from joining the society without expensive postal charges.

Since we have improved the website, we have sold publications all over the world, which is very gratifying.

Exhibition

Our annual model railway exhibition is a much celebrated and respected event, enjoyed by all who attend. It is a very important vehicle to show excellence in railway modelling and bring together our members at a very enjoyable event, supported by a number of specialist traders.

In 2004 the venue was moved from Oxford, where it had been held for several years, to Sutton Coldfield. In recent years the event has been held very successfully in Didcot Civic Centre, a beautiful and convenient venue.

Many members have layouts which have appeared at this and other exhibitions around the country, helping to promote the modelling of German railways and the society. Over the years many have also been featured in the model press, not least of course CM.

Unfortunately, due to the continuing COVID pandemic, this year's exhibition – planned for May as usual – had to be cancelled for the second time. However, we hope that the event will go ahead in 2022.

The Annual General Meeting is now also held in conjunction with the exhibition, at the same venue, and members are encouraged attend both.

Refocusing

In order to ensure the viability of the society, we undertook an extensive exercise in evaluating our services, which resulted in the closure of Members' Sales and the Library. With the proliferation of on-line sales, the once much appreciated sales service became financially untenable so was discontinued. Likewise the Library, which was overtaken by the copious amount of information available on line.

We want to ensure that our society would be the 'centre of excellence' in German railways for English speakers so we have expanded the range of publications, including the much-praised signalling guides.

Originally the society also included information on railways in Austria. However, it was decided to concentrate on the

railways of Germany when a separate group catering for enthusiasts of Austrian railways was formed.

The German Railway Society was incorporated as a Company Limited by Guarantee on 24th March 2015. This change in status gives members added protection, and also encouraged at least one other continental railway society to become incorporated.

Looking forward

We believe that our strategy has ensured the society's future success. We want to continue the transfer of knowledge, which has been praised by railway enthusiasts in Germany.

Like all societies, our strengths and capabilities come from our membership, and in some areas local groups have been set up.

Of particular note, the South Devon Group hold an annual Open Day in the summer to which members and friends are invited. The event features a number of layouts and the day is usually rounded off with a slide show.

If you are interested in joining, please contact the Membership Secretary at memsec@grs-uk.org or send an A5 SSAE to:
GRS Membership Secretary,
Mr B.Tozer,
49, Queens Road, St.George,
Bristol, BS5 8HT.

www.grs-uk.org



Above
As we used to be:
visitors enjoying
the 2019 exhibition.
Photo: Ben Weiner.



German railways are regularly modelled in various scales and gauges from Z to 1, with narrow gauges represented from Nm to IIm (G), and covering a wide time span, from the 19th century to the present day. To give just some impression of the variety, we offer a few examples from previous issues.

Above

RheingauZ in Z by David and Iris Guscott. CM October 2012.

Below

Altenholz, Bavarian N by Stephen Davies. CM November 2014.

Photos: editor.



Above

Wellmich-am-Rhein in N by Brian and Ann Silby, CM July 2014.

Photo: editor.

Below

Kayreuth in N by Ian Hogben. CM April 2011, January 2012, and September 2014.

Photo: editor.





Below
Narrow gauge in Saxony
– the junction at *Bertsdorf*
modelled in HOe by Mark Dale.
CM January 2018. Photo: editor.



Above
Another interpretation of the
River Rhine, but in TT –
Rhine side by Dave Harris
and John O'Dell.
CM September & October 2010.
Photo: editor.

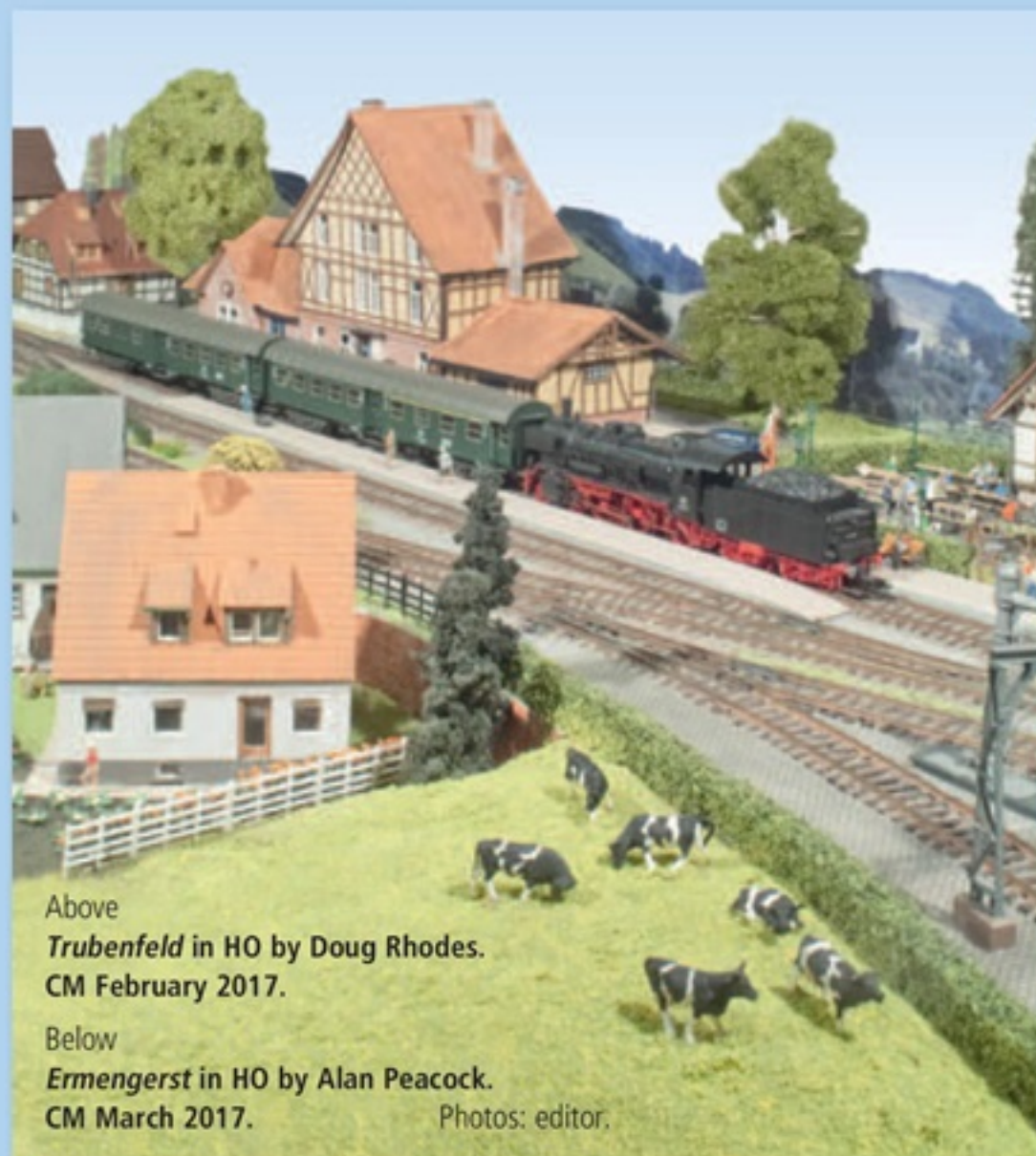


Above
Brunnenbach station
on the *Süd Harz Eisenbahn*,
a modular HOm system
created by Paul Steedman.
CM November 2019.
Photo: editor.



Above
Engelsdorf Rangierbahnhof by Graham Lightfoot. CM March 2012.
Graham's layouts often feature both HO and HOe track.
Photo: Steve Flint.

Below
Dügelskirchen in HO, latest in a series of compact Epoch IV diesel depots
by Doug Tompkins. CM October 2019.
Photo: editor.



Above
Trubenfeld in HO by Doug Rhodes.
CM February 2017.

Below
Ermengerst in HO by Alan Peacock.
CM March 2017. Photos: editor.



Below
Ahrtalzweibruck in O by John Illingworth.
 CM September 2012 and May 2018.
 Photo: Derek Shore.



Left
Zauberwaldbahn in Oe
 by Norton Cross MRG.
 CM January 2011.
 Photo: Steve Flint.



Right
Bw.Patsdorf in Gauge 1
 by Richard Spoors.
 CM November 2018.
 Photo: editor.



Below
Engdorf in O by Peter Wurbacher and Trevor Bottomley of the Norton Cross MRG.
 CM October and December 2012.

Photo: Steve Flint.



Roger Jermy describes his compact layout, constructed in lockdown, which represents a possible preserved line.

Photographs by the author.

Schläbelsringen

An exercise in creating a plausible situation

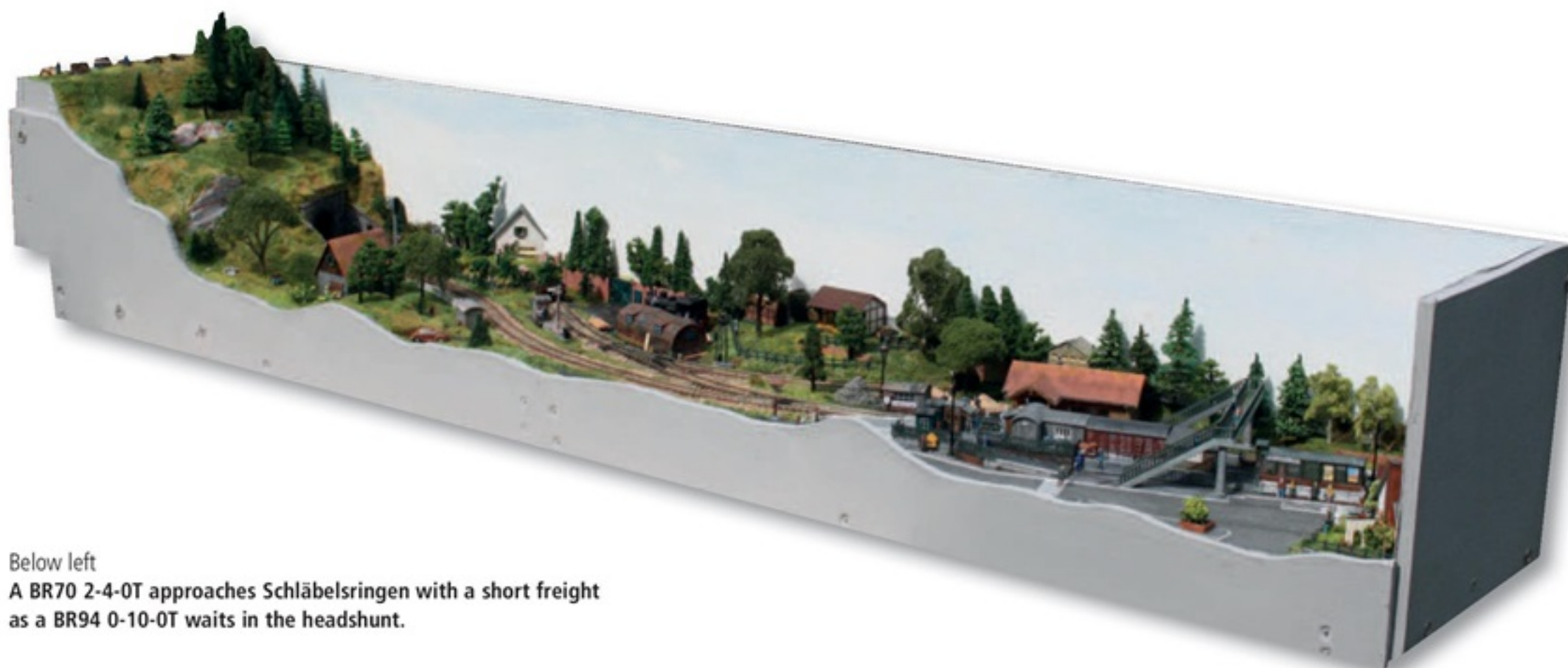
For a long time I have admired German tank locomotives of both standard and narrow gauge varieties. About twelve years ago I started to purchase some N gauge models by Fleischmann and Minitrix, together with a few lengths of track on which to place them. Soon my thoughts turned towards the construction of a small layout on which they could run. However, other pressing matters took up much of my time. Apart from buying some more track, some carriages, wagons, and a few scenic items, I made very little progress for some years. I should add at this point that almost all of the items I purchased, apart from one Fleischmann BR70 loco and some yard lengths of track, were obtained secondhand, either at exhibitions or on line.

It was at the start of lockdown that I made the decision to begin the construction of a small layout or – because of its size – some might say a diorama! Of necessity it had to be small so that it could be transported in the boot of my Vauxhall Astra, and passed through the hatch into my loft if necessary.

Having seen many models of 'terminus to fiddle yard' Great Western branch termini at exhibitions, I wondered if this theme could be translated into a German equivalent. However, whilst the track layout of the Great Western versions generally consisted of a platform line with a run-round loop and a siding or two, this did not match the plans of German local lines, such as those in Bavaria, that I had seen in books. These almost invariably involved several loops, rather than sidings, and the extra pointwork involved required much more space on the ground. I tried to imagine a small branch which had been truncated resulting in a former intermediate station, with fewer facilities, becoming the new end-of-line.

At the same time I realised that the variety of locomotives that I had accumulated would never have been seen on such a line in Deutsche Bundesbahn days in Epoch 3, my chosen era. So how could I justify running them all? The answer came when I realised that heritage railways often operate a variety of locomotive types and use unprototypical operating procedures! Having seen double-headed two-coach trains and locomotives operating in 'top-and-tail' mode on the Aln Valley Railway, I realised that making my layout as a heritage line would make sense, justifying the non-prototypical track





Below left

A BR70 2-4-0T approaches Schläbelsringen with a short freight as a BR94 0-10-0T waits in the headshunt.

layout, the variety of locomotives (imagined to have been acquired from DB as the steam era ended), and unusual operations! However, it was decided to retain the 'terminus to fiddle yard' scheme. Another twist in the story is that despite its heritage nature, DB retains a skeleton service of railbuses!

Construction

I decided on a baseboard of 48" x 9" for the scenic portion of the layout, with a separate board 24" x 9" for the fiddle yard. They would be held together by bolts and dowels with fasteners on the outside. Electrical connection between the boards was made using sliding brass bolts and sockets. The boards were constructed from the metric equivalent of 'two by one' timber, with glued and screwed joints; the long side pieces were cross-braced at 12" intervals. The surface was 9mm plywood covered with a layer of cork to provide some sound insulation.

The fiddle yard board was made in a similar manner.

Pieces of plywood were used to support the backscene and the layout ends and to 'hide' the fiddle yard. Just a single track bridges the gap between the two baseboards.

Track, scenery, and electrics

The Peco Streamline track was glued directly to the baseboard and ballasted in the usual manner. The track plan was kept as simple as possible to minimise the risk of problems during operation! Just two points are visible in the scenic section, while the fiddle yard consists of just four parallel sidings plus a small headshunt on one siding.



After the track was laid, the contours of the scenic portion of the layout were fashioned from expanded polystyrene and attached using wood glue. When dry, this was covered in a layer of papier mâché before being given a base coat of paint. Exposed rock faces were made from some fine textured bark that I found whilst enjoying a country walk! This was painted with acrylic paints to give a suitable base coat. The tunnel mouth is from a kit.

Above

A BR983 'Glaskasten' 0-4-0T waiting to leave the station with a pair of Umbauwagen.





Above
A BR98⁸ 0-8-0T shunts a van into the siding. In the yard, volunteers work on restoring an old BR89 locomotive.

Two Gaugemaster units were purchased (again second-hand) to control the supply to the rails and power the signals and station lights. My electrical knowledge is quite basic and so I opted for wire-in-tube point control and insulated frog points. However, locomotives with eight coupled wheels and those fitted with flywheels seem to have no problems pass-

Above left and below
The DB passenger service is now provided by VT98 and VS98 railcars and trailers. All train movements on the 'main line' are controlled by working colour light signals.

ing over these turnouts. Even the tiny BR98³ 'Glaskastens' cope well when working in top-and-tail mode.

All train movements are controlled by two-aspect colour light signals, some on posts, some on the ground. These signals are not interlocked with the points, however – that would have required a more advanced knowledge of electronics than I possess! Having observed problems at many exhibitions, I decided to keep things as simple as possible. As it is, the underside of the baseboards, with the electrical feeds to the tracks, the signals, the station lamps, and the various isolating sections form a veritable spider's web! Each set of wires is labelled in case of problems.



Below
A BR94 is occupied with freight
as the DB diesel railcar set
approaches the station.



The station and other buildings

The station is based on an old Piko kit (secondhand, of course) to which were added various other buildings, some consisting of modified railway van bodies. Other buildings were derived from a package of damaged kit-built items which I bought cheaply. One almost intact building was cut diagonally, using a razor saw, to produce two 'halves' which were placed at different locations on the layout. These have the effect of breaking up the 'straight line' appearance.

Other buildings were constructed from new kits, such as the bus shelter outside the station, the corrugated iron hut, and the goods depot.

The tunnel mouth, fencing, and footbridge were also made from kits. The fact that this layout represents a heritage line and station allows the inclusion of a footbridge which would never have been present on a Bavarian branch. This also applies to some of the other non-standard features, such as the buildings providing the toilet facilities.

The station platform and buildings 'face' the rear so that I can see them when 'playing trains', though as a result some features are hidden from the public gaze.

Various walls and gates were constructed from embossed styrene sheet and card.

Scenic work

Various materials were used to represent to ground cover: fine sand, dried tea leaves, and commercially available scenic flocks and powders. Woodworking glue was spread thinly

Above right and right

The goods yard and the station area.

The corrugated iron station buildings are from a Piko kit.





on the base paint and the scenic materials were sprinkled on and allowed to dry before the excess was removed using a vacuum cleaner hose, held not too close to the surface.

Trees, bushes and shrubs were mainly made from commercially available items. Long grass was created using scenic grass fibres and a puffer bottle.

Rolling stock

All the locomotives are from either Fleischmann or Minitrix. Two particular favourites are the 'Glaskasten' BR98³ (Minitrix) and the BR70 from Fleischmann, of which I have two. These latter locos, fitted with flywheels, are excellent runners! One of my two 'Glaskastens' was purchased in derelict condition, minus a chimney and with a damaged boiler, but repairs were made, including a new chimney turned from brass tube in the chuck of a power drill.

I also have a couple of BR98⁸ eight-wheeled locos and a BR94¹ 0-10-0T. This, of course, was not of Bavarian origin but at least two of them operated in the region in the 1950s. It is assumed that the preservation group bought one of these for their heritage line.

I have one single and one double railcar, which provide the occasional Deutsche Bundesbahn passenger trains!

Coaching stock consists mainly of four- and six-wheeled 'Thunderboxes' and *Umbauwagen*, though there are two bogie carriages for use on special trains. The models are from Fleischmann and Arnold.

There is some goods stock for supplying loco coal and stores for the station buffet; the wagons are Fleischmann and Minitrix.

Detailing

To create interest, especially for the younger viewer, I have erred on the side of including too many, rather than too few, detail features. The layout is well populated, hopefully with the figures placed in credible situations: placing a bicycle in the bike rack, attaching washed clothes to a washing line, chatting over a fence or on a bench seat, and workmen, such as the woodcutters or the railway staff in appropriate places. Farm animals have been included in small numbers:

Above, left, and below
Further station scenes.





a few sheep in a paddock, and a deer peering out from between trees in the forest, plus some domestic dogs! Most of the people and animals are from an old Preiser pack of unpainted figures which I purchased some years ago. After painting, these figures are attached in the required place with a tiny dab of cyanoacrylate glue. A few ready-painted figures from the Noch range were purchased, but of course they are more costly.

Several features have been constructed from scratch, such as the yellow post box outside the station, the banner-type signal, the woodcutters' benches and saws, the shrine on the hillside, and the bike racks. The ideas were obtained from German books or the internet. It was fun creating a model manure heap, a moving road barrier, and piles of sand!

Much clutter, such as bins and timber, lies around in the yard.

Some additional interest is created by the judicious use of road vehicles: a bus, a delivery lorry, railway service vans, and, of course, some Volkswagen cars!

Conclusion and thanks

The layout will be exhibited for the first time at the Aln Valley Railway's model railway exhibition planned for the first weekend in September 2021 – subject, of course, to any restrictions then in force. Like many layouts, it may not be completely 'finished'! There are still some small details to add: point indicators, crews on the locomotives, and some weathering of the rolling stock. Fortunately, German locos and stock were generally kept clean and so the lack of weathering on some items is not too noticeable.

Above

The lack of a run-round loop poses no problems for the railcar with driving trailer.

Below

The loco on an arriving train will need to be released by a second loco.

I planned to have available a "spotter's sheet" for children; they will be able to tick off the features that they find on the layout – the washing lines, the pet dogs, the deer, the postbox, and so on.!

I hope I have made good use of the extra time available during lockdown and the layout will be of interest to the exhibition visitors.

I must offer thanks (with the usual disclaimers) to Steve at The Model Tree Company and Geoff and Alison at Contikits for their help.



John Grey has a new layout which can host either Union Pacific or Santa Fe stock.

Photographs by the author.

Alkali Flats

Somewhere in the south-western states



When I first started collecting American rolling stock, the idea was to re-create Cajon Pass in California but I found that had already been done by modellers with more skill, space, and resources than I had, so I settled for somewhere in the desert.

Once upon a time (back in the 1950s) comic books used to be available from the W.H.Smith bookstall on York station which included the adventures of Sheriff Buck Jones who

presided over a desert outpost named Alkali Flats. That sound like a good name, so I went with it. It bears no resemblance to the real area of that name!

The track layout just evolved – there was no planning.

Baseboard construction and scenery techniques are quite conventional, with structures being made - or adapted - from commonly available kits, though not all of them were originally intended for an American scene.

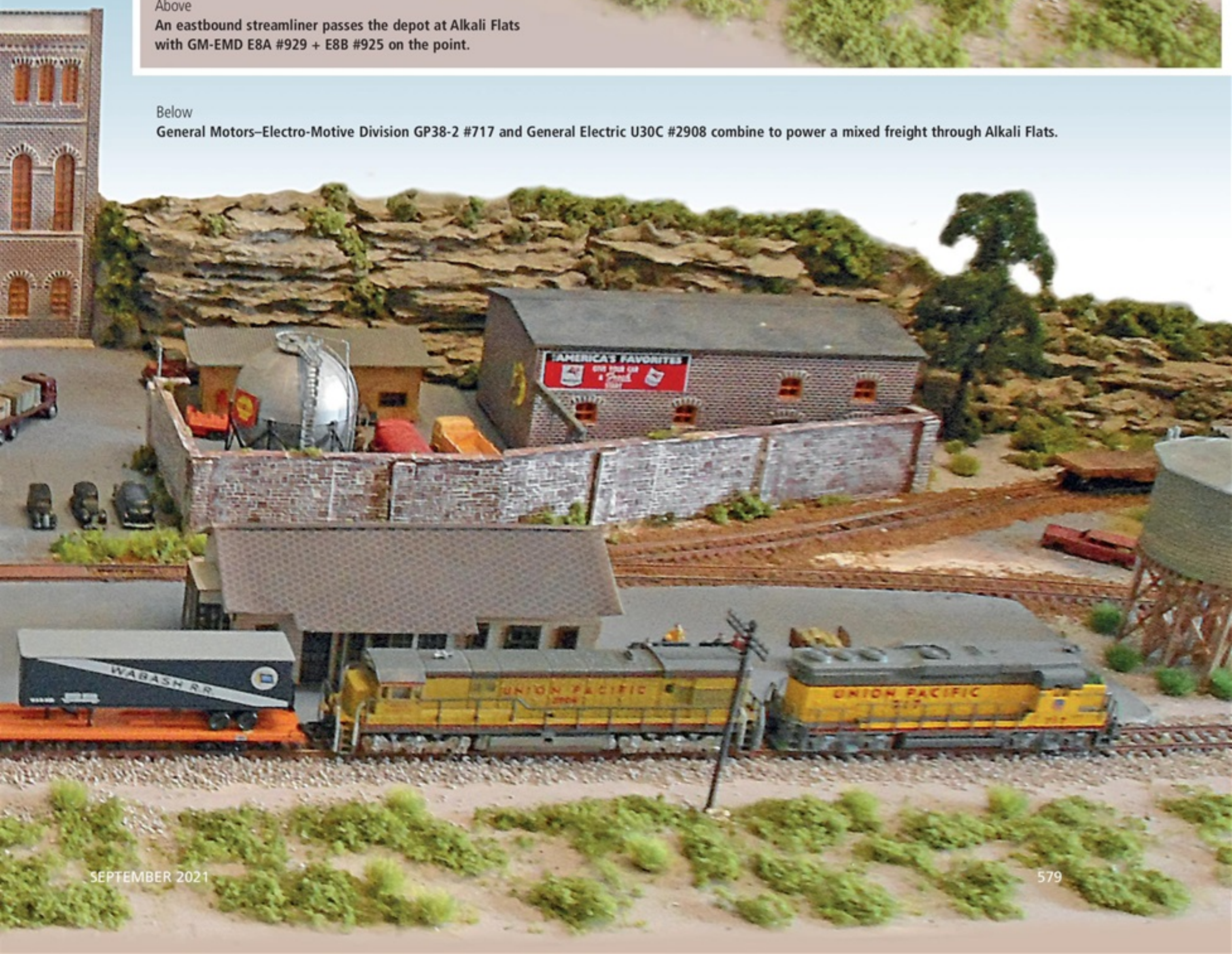
Above

An eastbound freight behind Union Pacific 2-6-6-2 #1757 passes a westbound local freight held in the siding.

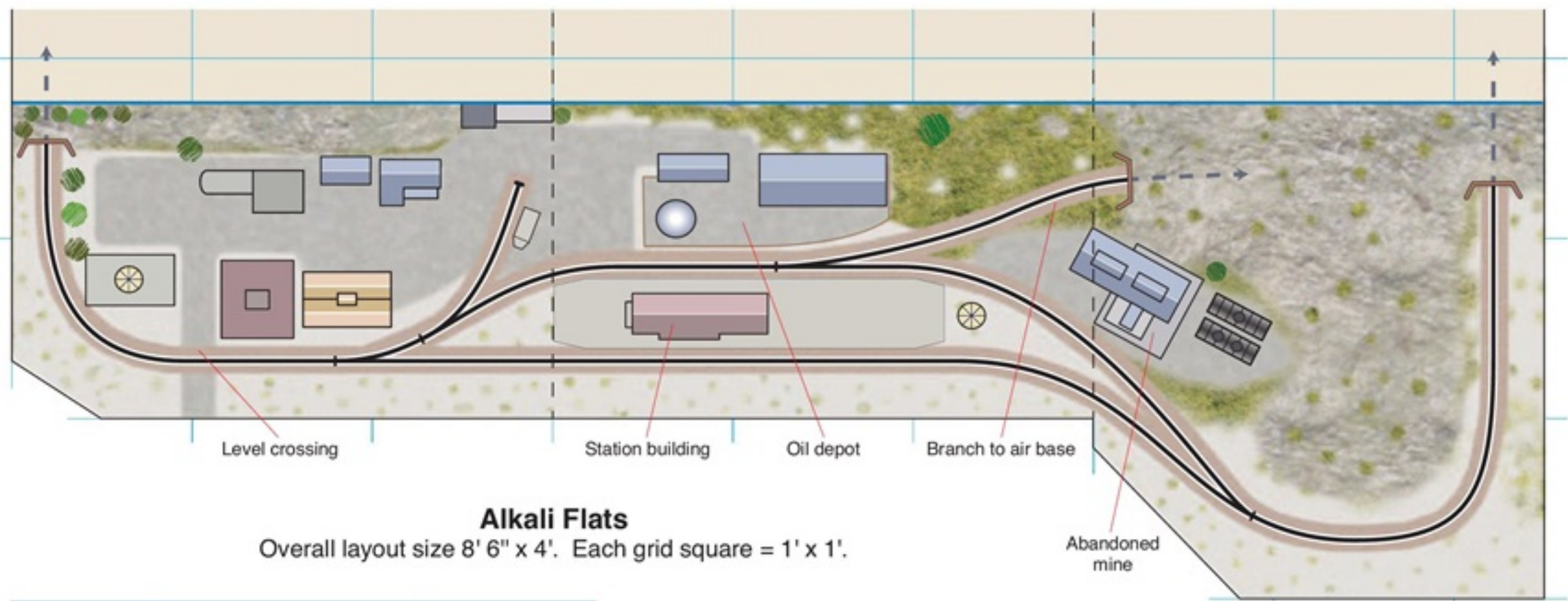




Above
An eastbound streamliner passes the depot at Alkali Flats with GM-EMD E8A #929 + E8B #925 on the point.



Below
General Motors–Electro-Motive Division GP38-2 #717 and General Electric U30C #2908 combine to power a mixed freight through Alkali Flats.



Alkali Flats

Overall layout size 8' 6" x 4'. Each grid square = 1' x 1'.



Left
Just as well road traffic is light as the long freight may take quite a while to cross Main Street.

Below
Oil-burning 4-8-4 #1561 heads a westbound express.

To be able to include a reasonable selection of steam power, I initially set the period in the late 1940s. If steam had seemed to disappear quickly in Britain, I found it went even faster – and sooner – in the south-western states of America, no doubt due to the problems of water supply. For example, the last use of a steam banker on Cajon Pass was in 1953. Also, most of the steam locos used by the Santa Fe were oil burners.

As the Union Pacific and Santa Fe both had running rights over Cajon Pass, I found I had enough stock to run the layout as either road. It is illustrated here in UP mode, with some characteristic articulated steam locomotives.





Above
UP 2-8-8-2 #3670 heads
a heavy westbound freight.
Note the outside braced box car.
The train also includes a gondola
loaded with over-length pipes,
bracketed by spacer flats.

Right
A 2-8-0 working
a westbound local freight.



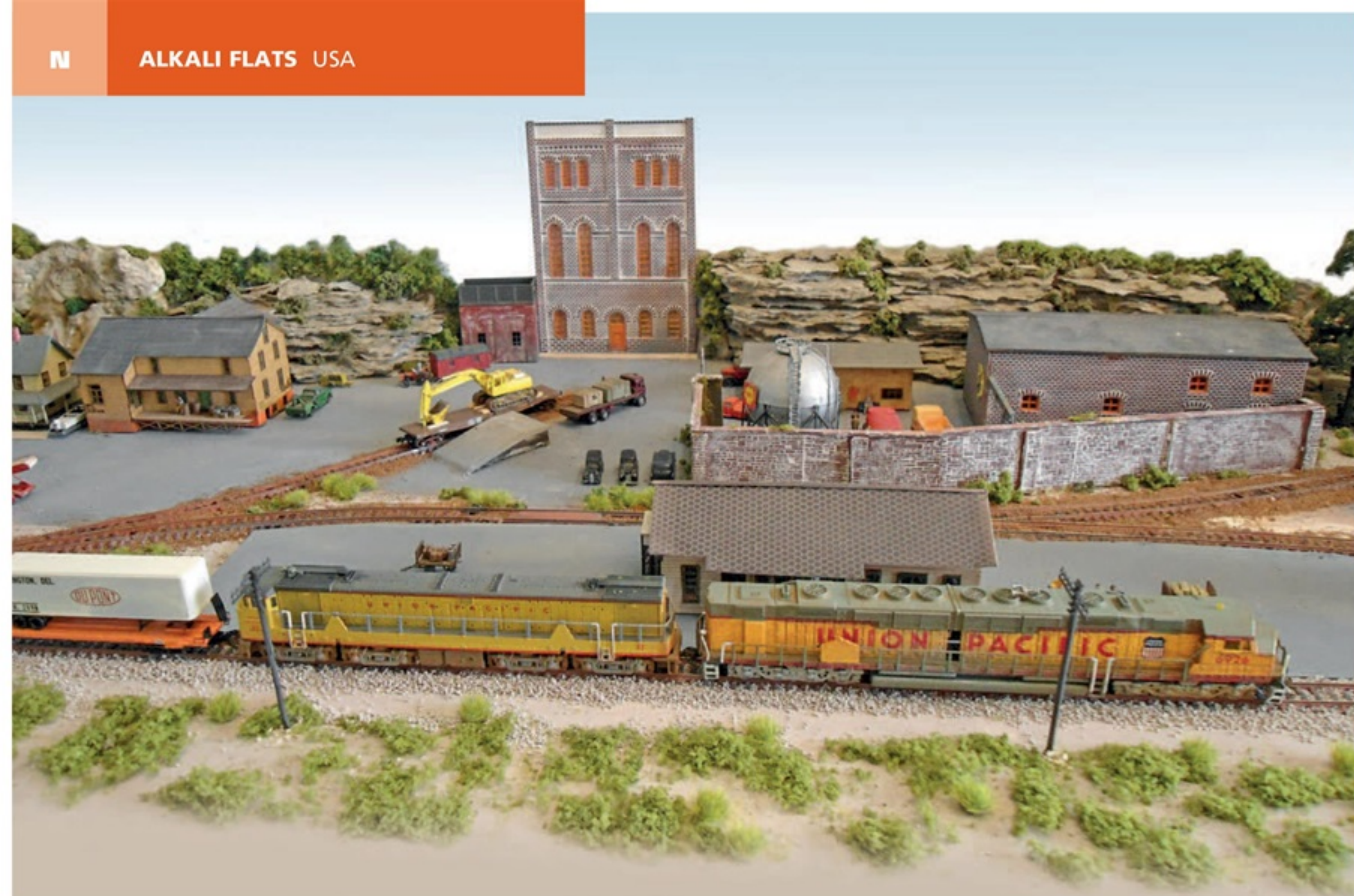
Below
UP Challenger 4-6-6-4 #3977
takes precedence over
a short stock special behind
former Frisco 4-8-2 #1512.

The Santa Fe also experimented with various articulateds from around 1910 but none were successful and all had been retired by the mid-1920s, though they did use standard USRA 2-8-8-2s. Instead the railroad was early to adopt diesels.

In keeping with the period, most of the freight cars are plain boxcar red, grey, or black, with a high proportion of 40' cars, among them wooden bodied outside braced boxcars.



Above
A USATC General Electric 44-ton diesel arrives from the air base.
I managed to find a box car and a hopper in USAF blue.





Above left
A pair of very different high power eight-axle units – 5,000hp GE U50 #32 and 6,600hp GM-EMD 'Centennial' DD40X #6926 with a Trailer-On-Flat-Car piggy-back freight.

Above
The GM-GE lash-up passes the long-abandoned mine. The long pipes are standing on the air base branch.

Left
The E8A+B set heads east – a rather more harmonious motive power combination.

Right
4-8-4 #1512 brings a train of heavyweight passenger cars through Cavity Foam Canyon. The westbound mail train's consist includes a lot of cars from other railroads and Railway Express Agency cars.

Passenger stock is a mixture of old heavyweight cars, generally hauled by steam locomotives, and new streamlined lightweight cars, mostly seen behind diesels.

I must confess that the motive power has expanded to include a number of first generation diesels, and some of the Union Pacific's distinctive high power experiments.



Simon Dunn shows how he made some interesting extra items for his depot diorama. (See CM July 2021).

Photographs by the author.

ÖBB stock

Custom building for Austrian N



I have recently started building and adapting locomotives and rolling stock to supplement what is available in N for the ÖBB.

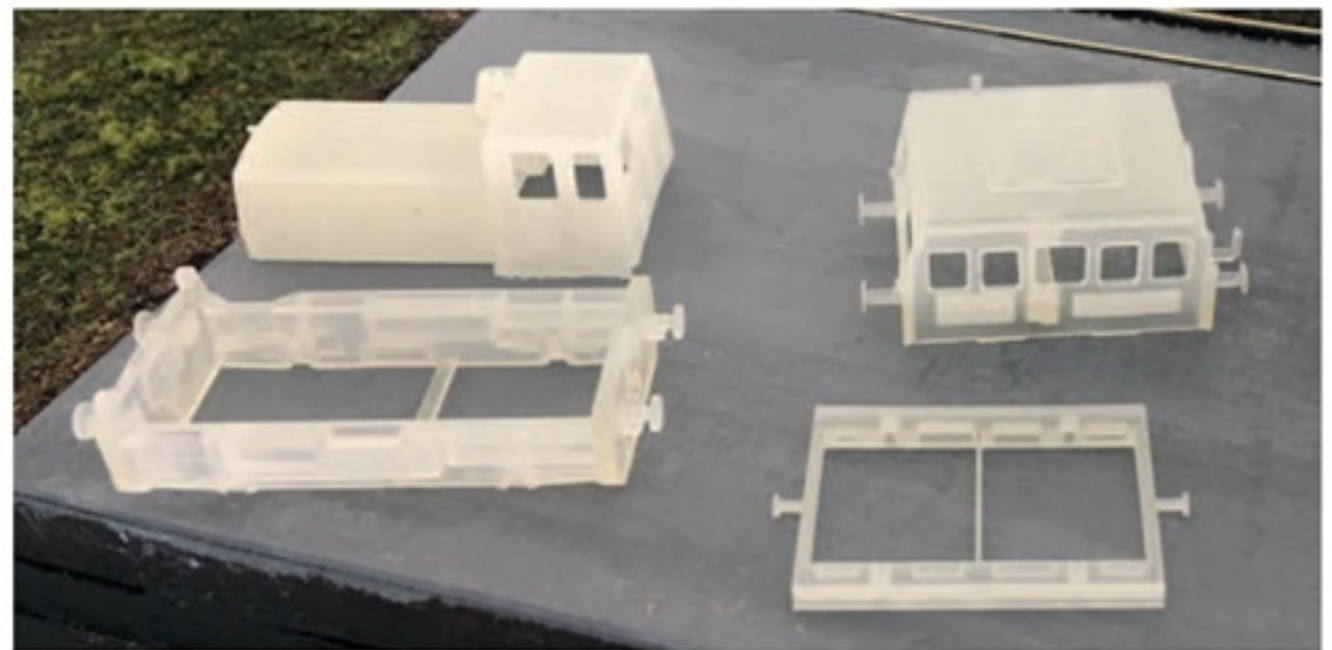
I started out with a tentative purchase of two 3D-printed body shells from Shapeways, one for an ÖBB Rh2060 diesel shunter and one for an X626 draisine.

Around the same time, I bought an old Ibertren EDK 750 breakdown crane to modify into the ÖBB version. Since then I have made a few more models, including a DCC-fitted ÖBB Rh 2068 shunter.

ÖBB Rh2060 and X626

I did not attempt to motorise these models, mainly due to their diminutive size. Not having a mechanism meant I could add more detail such as glazing, and in the case of the X626, the engine block and driver. I made the chassis for both out of plastic offcuts, including plastic tubing, scored on one side, into which spare Roco axles were placed. They turn freely so both models can be run and are not just static. In hindsight I should have added more weight as being of plastic construction they are on the light side.

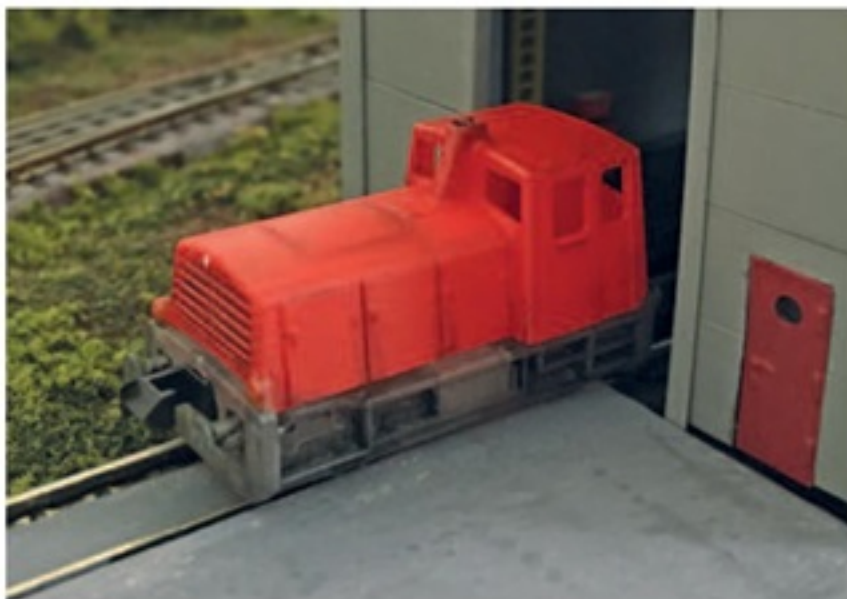
I used my own ÖBB paint mix on the Rh2060, and I hope the remainder will last a while yet as getting the mix right took some time.



Above
The 3D-printed parts for the Rh2060 four-wheel diesel and the X626 draisine.



Below left
The Rh2060 diesel shunter painted and awaiting decals.





Above
The EDK 750 crane, adapted from an Ibertren model.

Above right
The Rh2068 diesel features a 3D-printed body on a Roco DB BR290 mechanism.

Left
The X626, part painted and awaiting decals.

Right
Basic interior detail.

Below
Finished X626 in the yard.



For the yellow on the draisine I used Humbrol matt ref.99. Decals on the X626 are my own, from prototype photos and printed onto decal paper.

The markings on the Rh2060 required white lettering and I used decals from modellbahndecals.de, which are of excellent quality. The running number I made up from individual digits from a different locomotive number set. This was painstaking work and I really should have just ordered custom decals instead to save my eyesight!

To apply decals I always use Humbrol DecalFix.

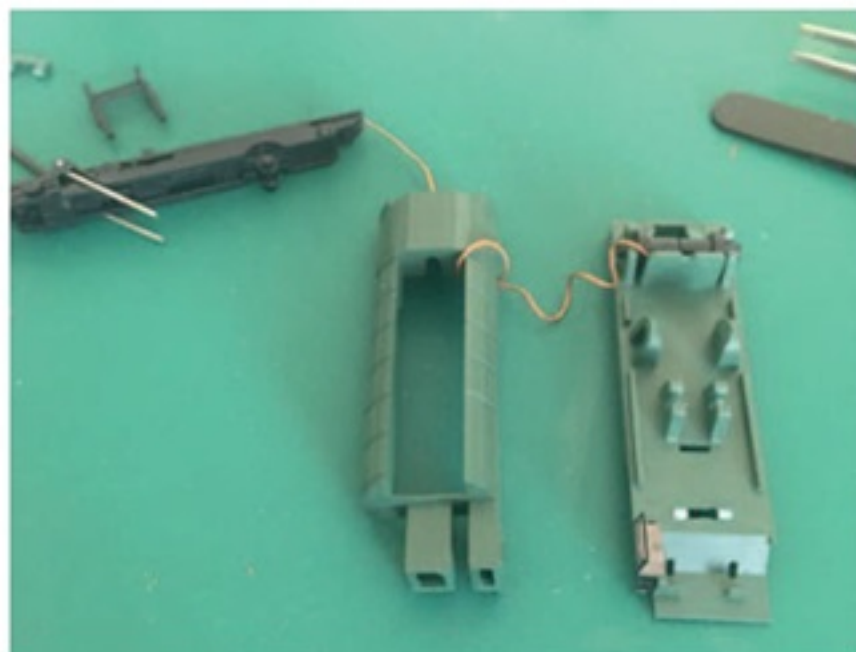
ÖBB EDK 750 breakdown crane

I thought if HO modellers can have one, then I wanted one too! I actually made not one but two, but sold the first when I realised that the ÖBB actually only has the one.

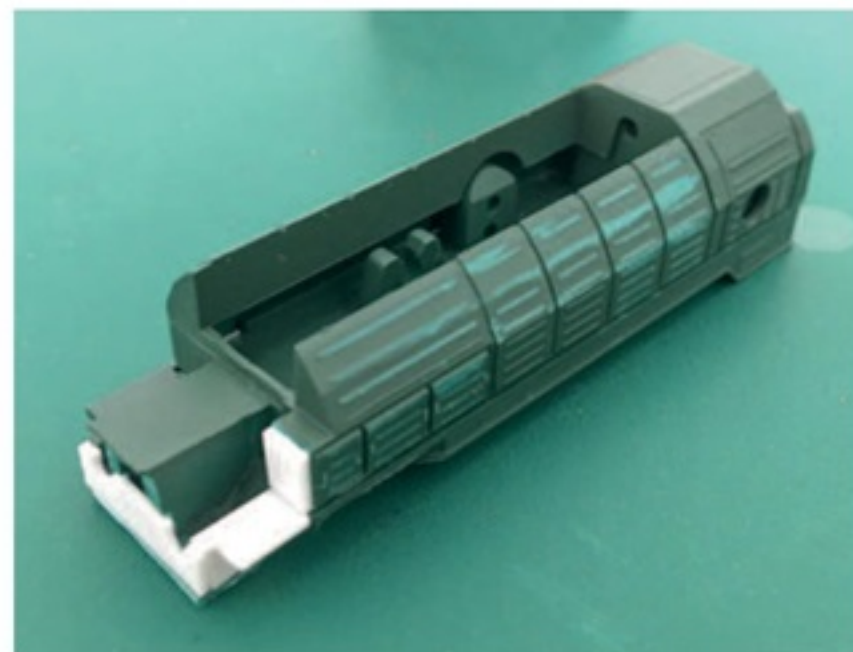


Left and right
The finished Rh2060 diesel, unfortunately not motorised. Perhaps the mechanism from a German Köf could be used.

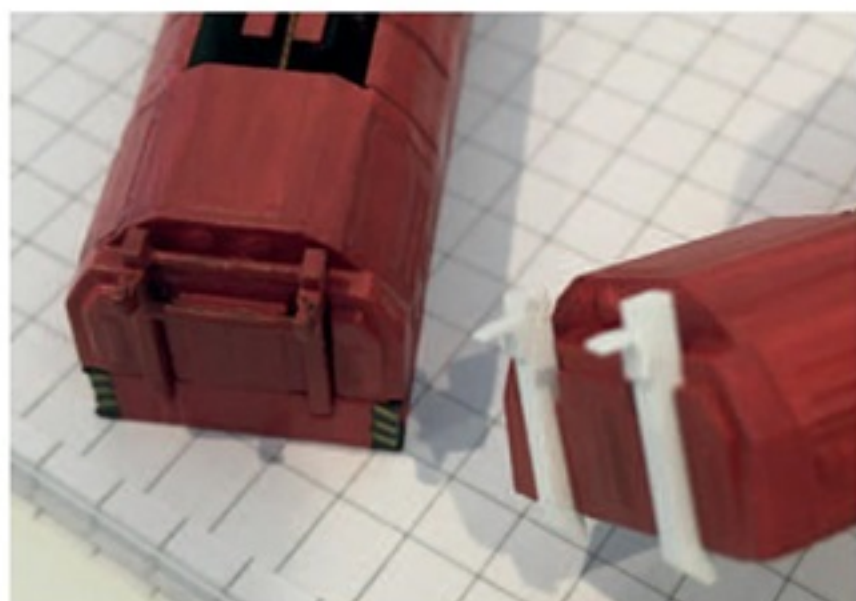




Left
The Ibertren crane model was dismantled to make the necessary alterations.



Right
The cab was modified, with new plasticard parts.



Left
The second crane body needed new mounts on the back of the cab for the counterweight.



Right
I also had to make one new outrigger base.

The breakdown crane is based on a secondhand Ibertren EDK 750 model. This has to be dismantled and altered prior to painting to make it more like the ÖBB prototype. Using a scalpel I carefully removed the side cab, and then remodelled the whole of the cab area with additional plastic to make a more symmetrical cab front, being careful to ensure that I did not impede the operation of the hydraulic arms or the telescoping boom. The centre cab as the model comes has only the front window and one side window. Rather than trying to cut out the missing second side window, I instead carefully masked and painted the area black to give the impression of a window being there. In addition to painting the main body of the crane, I painted the telescoping boom and counterweight too.

The second crane I made used a donor Ibertren model in a worse condition than the first. This meant I had to fabricate a replacement outrigger base, and make a new counterweight support on the back of the crane. For me this make do and mend aspect adds to the challenge.

Decals are again from modellbahndecals.de, supplemented with warning stripes from tl-modellbau.de and a custom print of the side 'EDK 750'.

ÖBB Rh2068

This time I wanted an operable locomotive. The Rh2068 body shell from Shapeways seems an ideal choice as it is designed to fit an old Roco German BR290 chassis. Not content with an analogue model, I wanted to convert the Roco loco to

Below
The finished crane and match truck in the yard.





Left
The Rh2068 3D-printed body and running plate compared to the Roco DB BR290.

DCC, something that is fortunately just possible as the ÖBB Rh 2068 body is a bit larger than the original DB BR290.

The Shapeways body shell came in two parts, the body and the frame. I found the Rh2068 frame unusable with the Roco donor chassis as supplied form, although it would be fine if you wanted to use a custom chassis or make a static model.



Left
The DCC decoder fitted neatly inside the long hood.



Left
The body with the decoder in position in the long hood is tried on the mechanism. I later decided it would be better in the cab.

Below
Almost complete, with underframe painted.



The Roco model comes apart by carefully pulling out the two buffer beams. The Rh2068 body shell has slots for these buffer latches, and is therefore a direct replacement for the BR290 body allowing for easy reassembly.

I tried a few locations for the DCC decoder, including under the body on the long end, but in the end settled on putting it in the cab. Working out where to place the decoder before painting proved invaluable as with the 3D-printed body being translucent I could hold the loco up to the light and see if the device sat right or fouled bogie movement.

During construction, I used a blanking plug to avoid damaging the actual decoder. Although it is larger, I opted to use a DCC harness and socket as these are much cheaper to replace than the decoder should I cut a wire too short or make a mess of the fiddly soldering.

In a moment of madness late one evening, I cut out part of the supporting plastic inside the body shell to make more room. The inevitable happened and the whole model split in two, but thankfully this was prior to priming. With some sparing use of plastic cement I was able to make it good, the strength was returned to the body shell, and the repair is unnoticeable. Priming was with white PlastiKote spray, followed by hand painting using my own ÖBB mix.

Although I could have retained the BR290 front and rear handrails, I wanted to use the front handrails from the Rh2068 frame as they have a distinct look. I cut the very fragile front rails off the 3D-print, and, leaving enough of the existing BR290 handrail to add some support, I glued the new handrail to the buffer beam. I then painted the front and back handrails with Humbrol Metalcote.

I also changed the buffers, from the round type of the BR290 to the rectangular ones on the Rh2068. The original buffers just pull out. I had no luck gluing the Shapeways buffers on, so instead found four buffers from other spares.

As the DCC conversion takes up all the cab space, I have blocked out the windows. I used card offcuts, painted with Humbrol ref.28 and a final coat of Humbrol Gloss Cote.

The model currently lacks a running number, as I have depleted my current decal stock. The cab side ÖBB decals are technically slightly under size but are passable.

I recently went to buy another Rh2068 body shell to make a second loco, but sadly it did not pass the 3D-printing checks and I was refunded. Hopefully it will become available again. However, www.shapeways.com/shops/andysshop does feature some other ÖBB locomotives and rolling stock in N, so more may follow!

I would heartily recommend membership of the Austrian Railway Group.

www.austrianrailwaygroup.co.uk

Anthony Horne describes the latest section of a remarkable long term garden project. The three areas were featured in the June, July, and August issues. *Photographs by the author (unless otherwise noted).*

Nytorp garden railway

Somewhere in Sweden: 4 – the steel works

After the cement silos were installed, Hasse's wife suggested that a steel works might be the next step in the development of the layout. To this day we are not sure if this was said in jest, but the challenge was intriguing. The fact that we already had a rake of LGB Fad¹⁶⁸ bogie hopper wagons was certainly an omen! There were no large scale kits for such large industries but after the success with the cement silos, I offered to have a bash! This was undertaken at home in Stockholm during the winter of 2017-18, the rolling mill in the living room, the elevated line up to and the drops in my office, the blast furnace and casting shed in one of the back rooms. (My wife is still calling in favours for this invasion of the home.)

I have a good friend, Tommy, who has a consuming passion for all things heavy industry. He thought the idea was off the chart but that we could give it our best shot. Worst case scenario, we would have had something meaningful to do during the long winter months! We sourced books on the steel industry and draw up plans. The design evolved to include an incline up to coal/ore drops, a blast furnace with casting shed and skip hoist, dust catcher, and three classic ovens, and a small rolling mill. It soon became obvious that this was not going to be quick. External building-grade plywood, drainage pipes, plastic tubing of various dimensions, plastic waste paper bins, shelving rails, a mountain of plasticard girders, etc. were sourced.

By the end of April a reasonable if reduced steel works had been produced: a blast furnace built around three plastic waste paper bins, the casting shed at its base and the rolling mill basically screwed and glued marine ply, and the drops with a combination of dressed styrofoam and ply. Reduced is perhaps not the right word because the smelting plant with its neighbouring chimney became the tallest structures on the railway at nearly 2m! On the other hand, if we had built a steel plant to scale the whole of the bottom paddock would have been taken over and we would have been over 4m up in the air! The rolling mill ought to be at least 5m long in this scale.

The crown of the blast furnace is a plastic flowerpot with piping that has had the joints sanded down and filled. The internal arrangement of the lifting gear, etc., is some butchered parts of a break-down lorry and a few hundred pieces of plasticard that were pieced together over the space of three to four weeks. That was the most demanding part of entire build because by nature I am quite impatient and waiting for glue to harden and planning for the next step in a building sequence is not in my mental make-up! Tommy acted as a friendly brakeman.

The two skips on the hoist to the top of the furnace are in fact OO coach bogies that have been boxed in and filled with coal. They are fixed onto two parallel lines of Peco track. These are bedded into the wall supports of a shelving unit.

Right
The result of the process. Most of the track is laid (though one siding is still to be connected) and in the yard is most of the stock that is relevant to steel production. The gantry crane has been screwed securely into the concrete base – to prevent it taking flight on a windy day!



Left
The ovens, blast furnace, chimney, and dust catcher are taking shape. Two plastic flower pots, a funnel, and drainpipes make up the major part of materials used. Note the lorry under the dust catcher to check height clearance.



Right
A start has been made on the crown of the blast furnace, using three plastic waste-paper bins, a flower pot, and plastic pipework.



Above
The top of the blast furnace has reached about halfway to completion.



We looked at any number of steel works but there are no two alike – certainly the processes involved are the same but the structures are individual.

The easiest part was painting ... a steel plant comes in a multitude of shades of rust!

Below

The rolling mill shed, with sliding door. The roof covering is rubber sheeting sold as lining for car boots which looks quite good as corrugated roofing. Clips are in place temporarily to keep the material in place while the glue cured. The roof is a tight fit but can be lifted off if access to the interior is necessary.

Right

A first trial fitting for the skip hoist and coal drops. The machine house for the winding gear is also taking shape.

Right

Base of the blast furnace and the casting shed. A length of track has been placed provisionally under the lean-to roof on the right to check the clearance.





Now the fun began! How do we transport all this to the garden railway over 350km away. It would certainly not fit in the car. A rented trailer and a good friend who offered to drive down with me was the answer. So, a day was chosen and a covered trailer booked ... and it rained all day! But there was no stopping us, and the steel plant was delivered. Because of the weather it was more or less just dumped at the bottom of the garden!

The following Saturday, together with Tommy, I travelled down to the railway and we began setting out the buildings.



Above left
Putting carpet round the ovens to keep them as still as possible during transport.

Above
The work of setting out the structures has begun. Indoors it all looked so large but outdoors it is dwarfed!

The ground here is sandy and reasonably easy to work. We decided on a dry run first, followed by excavating the site and levelling up with sand. The buildings were placed in their final positions and track was laid to test the geometry. So far so good!

There followed a number of visits to fill the site with reinforced concrete and to plant the structures. Hasse's cement mixer is not massive and only produces small batches at a time. Nevertheless, the steel works opened for business in good time for the open day at the beginning of August



Left
Having marked out the site, the first task was to remove the grass in usable pieces as Hasse wanted to recycle it, so we barrowed it up the garden to where an old shed had recently been removed. We are getting there, clearing over 20m², in effect a good size room!

Below
The first excavation and we are beginning to realise the extent of the gardening required.



Above
All the major structures have been positioned.

Below
With all the main units of the steel works in place, some track has been set out to test the geometry and a start is made on the link to the lower garden circuit.





Above
Looking back towards the lower garden circuit and the industrial landscape. Some rolling stock has been placed to get a feel of the finished industry.



Above
Track has been laid temporarily to check the geometry and the placement of the buildings. After a little tweaking, it all came together very nicely.

that year. By the end of the first summer birds had also found the high points useful resting places and they have constantly added to the patina.

Below left
A start has been made on the permanent installation. The concrete base for the line from the lower circuit has set and that for the first part of the route to the rolling mill has been poured. Photo: Hasse Lagestrom.



Above
Further base sections cast. The mill is now fixed and the blast furnace and rolling mill shed are nearly done.



Left
The coal drops are in place. Note the tape which secured the chimney, dust catcher, and ovens for transport has yet to be removed.

Right
A view from the side once most of the concreting was complete.





Below

The shed under the furnace includes the channels that are used to run off slag and finished steel. There is a gantry crane built into the roof of the shed but it is only visible if you bend down!

Below right

The scratchbuilt torpedo wagon runs without a hitch under the blast furnace shed.



Above

The local bird population has already made its mark.

Left

Looking from the rear of the steel works back towards the industrial area and harbour. Note lorry parked to empty the dust catcher.

Electrics are easy here: the yard is an extension of the lower garden circuit and takes power from that. Consequently, because the controller is at the 'wrong' end of the lower circuit, you either need verbal commands or, as we are ex-railwaymen, we use hand signals!



Left

The coal drops replenished. The digger is roughly in scale (1:24) and was a toy sold by an auto-parts retailer the previous Christmas! A bit of rust and general dirt and it fits right in.

Right

A start has been made putting ballast over the concrete. The lorry (EMEK) is 1:25 but looks fine.





To provide stock for the steel plant, a torpedo wagon was constructed using a washing-powder container, parts taken from an LGB transformer wagon, a couple of plastic funnels, and various other odds and ends. This wagon runs from the filling shed under the blast furnace to the rolling mill. There are also a number of other wagons that have been built for

Above
The space bottom right between the steel works and the industrial area has not yet been filled with the mine and bunker. Summer 2018.



Above
The first winter outside for the steel works structures. The crown of the blast furnace and the machine house for the skip hoist have been taken indoors for the duration. Everything else, including the track, is left to age naturally. Photo: Hasse Lagestrom.

internal use in the plant, loaded with pipes, wheelsets, etc. These are either kit-bashed TrainLine wagons that have been loaded with empty silicone or glue tubes, cut off and 'rust-ed' appropriately, plus some Bachmann/Liliput G scale bogie lowsides loaded with wheelsets, etc. All are painted in either internal user grey or shades of rust.

There is a rake of twelve LGB Fad¹⁶⁸ bogie hoppers for coal or iron ore. Four of the six LGB molten metal cauldron wagons (below) have been renumbered and all have been given a bit of a dusting with that ubiquitous rust/grime colour.



Above
These TrainLine wagons had platforms at each end of each wagon but have been permanently close-coupled for internal works use. The spare platforms were used on the torpedo wagon.



Plans for the future include a boiler house and an admin building. The ramp up to the drops is not really satisfactory, so a rebuild is on the cards. Also, we are looking into mounting a small solar cell on the mill roof to power some sort red/orange blinking LEDs inside to give the impression of activity.

Together with a little widening of the harbour yard and some work between the harbour and steel mill, that is the extent of the layout to date.

Left
The large pipe just beyond the gantry crane is on what was an American tank car. The tank itself is grounded outside the furnace shed to supply fuel to the works. The wagon under the gantry is a Piko four-wheel lowside loaded with an overhauled wagon bogie. Outside the rolling mill are a couple of Liliput lowsides loaded with new wheelsets, and a pair of TrainLine wagons carrying empty tubes from silicone sealant or glue that was used during construction.



John Davies

has set his latest layout
somewhere in provincial France.

The little world of

St.Fayre-Rhianne

What influences our interests in this hobby, I wonder? In my case a variety of strands led me into modelling veteran French metre gauge – and English 3' as well. Childhood memories of *Railway Roundabout* episodes, certain scenes in the film *The Southern Star*, and the writings of the late Dennis Allenden and Derek Naylor are certainly among them. The real trigger, though, was a 'phone call from a friend.

Was I interested in some model railway equipment they had for disposal? It turned out to be several old Triang TT loco mechanisms and wagon chassis. Brain clicking into over-drive, a scurrying look through piles of CM and a quick trawl through Google under 'chemin de fer métrique français', and off we went.

A small 'tail chaser', *Aix en Paines*, was built, inspired by the old PO-Corrèze and CF du Tarn lines, and this proved quite popular at various events. Unfortunately I began getting complaints from Maurice *le mécanicien* and other members of the operating staff, who found that going round and round in circles left them feeling rather giddy. Could they please have a 'proper railway', which went somewhere and back again? So, after much deliberation *St.Fayre-Rhianne* was born. Readers of a certain age may think that the name sounds familiar. If not, well, it does not really matter.

The line was actually built to fit across the end of my workshop – which coincidentally allows it to just fit inside a Hyundai I10 car. It also allows it to be carried fairly easily, as it was always going to be an exhibition layout.

Above
The Réseau Breton 230T
has been turned
and will now take water.
The water tower is based on
a P-O Corrèze example
and was scratchbuilt from
a Dennis Allenden drawing.

Photographs by the editor.



Left
Beyond the turntable,
the houses in Rue Madelaine
come from Dijon.

CONTINENTAL MODELLER



The dust was (literally) brushed off an existing baseboard, and Piers Milne gave me some wooden trestles, which allow it to be free standing. The board splits into two sections, held together by nuts and bolts which are then reinforced with carpenter's C clamps.

I know other members of the European Railways Association who believe in keeping things very simple and have a morbid fear of anything electrically complex – i.e. anything more than one wire to each rail. My layouts are always digitally controlled, using the five that come on each hand – that way if anything goes wrong I know how to fix it.

Track is Peco – and the pointwork provided the first major problem. Although to tolerably fine standards for their day, Triang TT wheels are unhappy with the back-to-back measurements of modern HOm points. After various experiments with re-gauging the wheels, I took the advice of friends in the 3mm Society and replaced the moulded check rails with new ones, set to a slightly wider spacing. The plastic wheels on rolling stock frequently have a small moulding pip on the back of the flange and this too needed shaving off to prevent similar trouble.

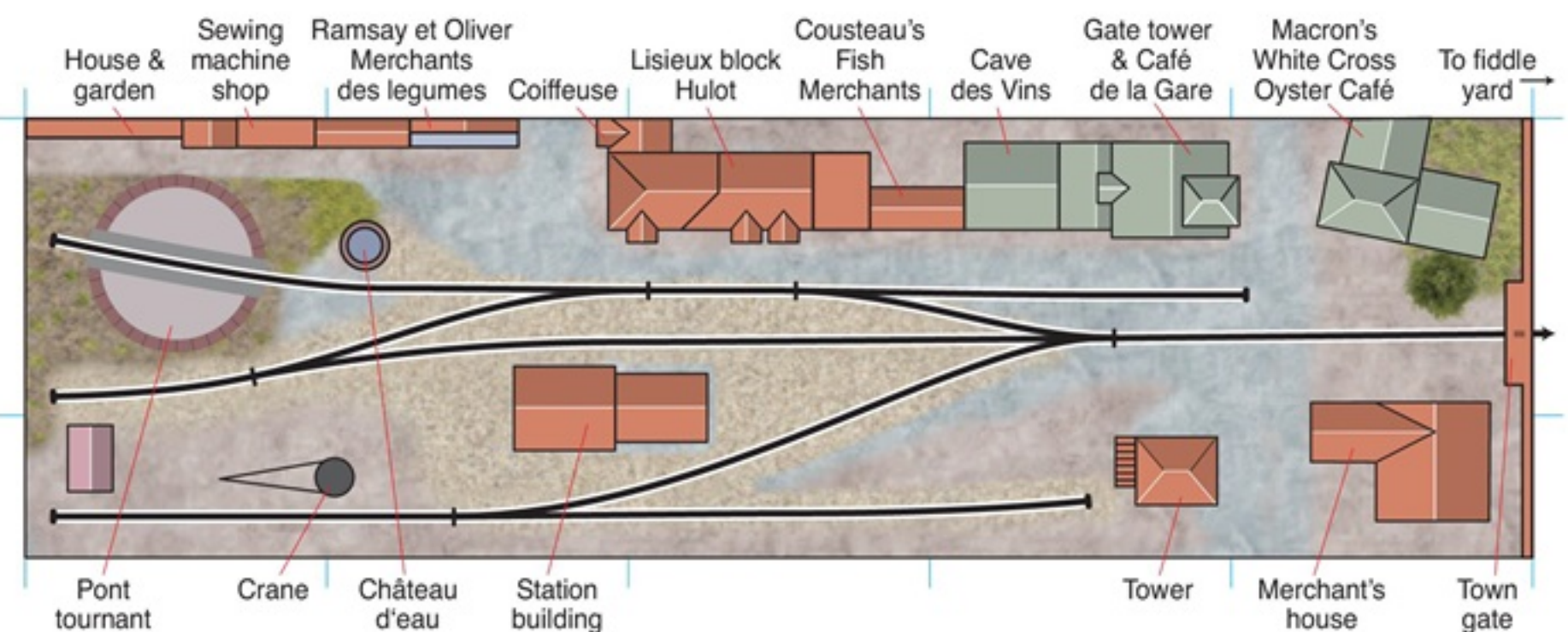
Point operation is by mechanical linkage under the baseboard, the control knobs being salvaged from dumped furniture. (Nothing is safe from the dedicated modeller!)

Inset track, common on the metre gauge, proved another problem. There is not a lot of clearance underneath most of my locos and the thick Wills cobbble sheet could catch beneath a low-slung mechanism, so it was replaced with much thinner sheet, set well below the level of the rail head. Similarly when the Das clay, used for cobbled street, expanded with damp and affected the track gauge that too was replaced with moulded sheets. In true P.D.Hancock tradition, some compromises have to be accepted.

Above
The Billard A150D autorail runs on a BerlinerTTBahnen Bo-Bo diesel mechanism, and is very reliable. The body seems to be an early 3D-print. The buildings on the other side of the Rue Madelaine are from Lisieux and date back to the 15th century.

Top left
The SACM 031T is based on a Baie de Somme example. The station building is similar to those found on the Tramway du Corrèze, e.g. Le Mortier Grumond and Collonge sur Rouge-Denis, and was also made from a Dennis Allenden drawing.

Top right
Marne is a Corpet Louvet 030T with early style cab, based on No.57 of the Tramways d'Ille-et-Vilaine. The freight rolling stock is Vivarais, Calais & Anvin – and West Clare (!).



St.Faye Rhianne Size of scenic section 5' x 1'6". Each grid square 1' x 1'.



The rotating storage yard was created using Meccano parts for the running gear. A selector controller was made from wood and brass, following Peter Denny's ideas, and unashamedly resembling a locomotive's backplate, to govern movement in the fiddle yard. It is really a centrally pivoted sector plate, not a true turntable, and the power leads are linked to the fixed under-baseboard wiring by plug in 'chocolate block' connectors.

Many European metre gauge lines were effectively tramways, their town terminus often the pavement outside a main line station, as at Cahors, or the middle of the local market square, which meant an awful lot of cobblestones of that curious arced style so common in mainland Europe. I have heard it said that this arose because they were originally laid by convicts on the chain gangs; how true it is I do not know but the pattern is essential on a model for the right atmosphere. A rough calculation showed that the layout would need more than £100.00 spent on commercial plastic sheets of the right pattern, so one was purchased (reluctantly) and photocopied, the copies glued to card, and the setts scribed with a craft knife. Others were made from Das clay, with stones imprinted with a square section tube while damp.

Other landscape work was done with a watery 'slip' of Das, left to set, and painted with acrylics.

Where necessary the track was ballasted with very fine sand from Noch, and liberally sprinkled with GreenScene ground texture, particularly around buffer stops.

Many of these little lines were built very cheaply, some being simply plonked down on a roadside verge, with sand or ash ballast being something of a luxury. A 1943 ciné film of the Cahors line, for example, makes the pre-preservation Tal-y-llyn look like the West Coast main line, so overgrown that it would be impossible to model authentically and expect it to work. Others, like the Réseau Breton, were built in a much more substantial manner, so some sort of compromise was the aim.

Buildings

With the trackwork running reasonably smoothly, I turned my attention to the buildings. A search through Google Images found a number of suitable structures, including some lovely medieval ones from Treguire in Brittany, which are still extant. An article in *Loco-Revue* depicted the ancient buildings of the Butter Market area in Lisieux, Normandy,

Above

Beyond the Billard A150D as well as the 15th century Lisieux buildings on the left, we see the fish merchant, a wine warehouse, a café, and the Treguire town gatehouse.

Below

Note the pot of geraniums falling onto the gendarme.



Below

The open wagons are from the Mallorca Railway, built from drawings in CM. Note the postman on his bicycle.



with a wealth of Victorian photos and a scale drawing of one structure. Sadly the area was totally destroyed on D Day – being directly opposite the town station it was victim to the British naval bombardment, and the memories are all that remain. Because of its tragic fate and the amount of material available, I modelled the block in as much detail as possible.

My favourite materials for buildings are plywood and card, the wood ensuring a robust shell and the card, augmented by artist's water colour paper, being used for surface texture. Some of the half timbering was painted on water colour paper, while areas requiring more detail were built up, piece by piece on the surface of the wall. True half timbering (as opposed to the stockbroker's variety) will have the 'noggin' or infill either set flush with the timbers or standing proud of them; building such a wall, piece by piece takes time but is worth the effort for the final appearance. It proved essential on the sewing machine shop and *épicerie* in Rue Madelaine, which come from Dijon, providing contrast with the rendered walls adjacent to them.

Other details were made from all manner of oddments – for example the Lisieux photos suggested that part of one building may have had a Roman window in it. The model's pillars were made from shaved cocktail stick, with arches from thin Meccano string. The splendid lamp, on its ornate wrought iron bracket, was a broken Mike's Models yard lamp, the bracket being soldered up from fine brass rod.

I have included a couple of references to Jacques Tati in the scene – the postman from *Jour de Fête* is tearing down the street past Hulot's shop (*fermé pour les vacances*) for example, and there are other jokes for the sharp eyed to find.

One Breton stereotype is essential – the old time 'onion Johnnie' with his massive strings of onions dangling from his bike or a pole across his shoulders. There are two of them on the layout, adapted from commercial figures. The onion strings were formed from lumps of plastic wood, the onions themselves being the smallest, roundest seeds I could find in a bag of bird seed. Glued to the filler, they were painted a terra cotta colour. Simple, but effective.

Photos revealed that the Lisieux houses were decked with geranium pots, all along the first floor window sills. They were simply made – pieces of cocktail stick, with suitable Noch scatter glued in place. One is falling on the head



of Monsieur le Gendarme, standing, blissfully unaware, beneath it while Jess le Chat, having made a space to sit, watches the impending results of his paw-work.

Vintage posters were made with the aid of Google Images again; there are absolute rafts of period adverts on there. Copied, and shrunk as much as the system will allow, they really help set the period with Edwardian-era Singer sewing machine or American farm machinery ads (in French) vying for wall space with Mam'selle Mistanguette, the latest star of the Folies Bergère. Onlookers like them, and they certainly attract interest with their bright, bold colours.

Road vehicles

Google again came to my aid with the period road vehicles. French horse-drawn farm and commercial vehicles were often very different in appearance to English or German ones – typically they were long and narrow. Fortunately enough survive in museums, or in old photographs, for me to make a reasonably varied collection of authentic specimens. These include a couple of long two-wheeled carts, from a picture of the Marseilles waterfront, and a portable calvados still, found in a copy of *Loco-Revue*. Fashions in passenger vehicles, particularly once coach builders' catalogues began to circulate widely, were more cosmopolitan, with countries freely borrowing styles from one another. One French website I found has numerous plans and drawings from coach-builders' directories, an absolute treasure chest for modellers like me.

These little models are not too difficult to make, using wood for most of the goods vehicles and sheet brass or tinplate for smaller passenger carriers. Bigger coaches, of the diligence or post-chaise variety, have bodies of card, built around wooden blocks; the aim is to make something robust enough to withstand use while keeping the delicacy of the

originals. Axles and springs are soldered up from strip and rod, to take wheels from Langley, which are probably the most costly part of the model!

Locomotives and rolling stock

Locomotives and rolling stock are almost entirely home built, principally using adapted Triang and BerlinerTTbahnen mechanisms – very seriously adapted in some cases. The Castle chassis is very handy – it comes with outside cylinders and rods, saving me having to make them. The Merchant Navy chassis, which has a shorter coupled wheelbase, also has plenty of conversion potential, and their simple, robust construction makes them all highly adaptable.

Above
A plethora of period road vehicles. Notice the portable calvados still on the left and the 'onion johnnie'. The red vehicle is a curricule.

Below
The de Dion Bouton JM series was built from plans found in a very old Dutch model railway magazine.





Some concessions, such as wheel diameter and spacing, are sometimes needed but I can live with minor discrepancies if it means I have a reliable locomotive. As an example, my Réseau Breton 4-6-0T (sorry, Maurice, 230T) is built around an adapted Merchant Navy chassis. The model is no more than 2mm over scale length – and has been mistaken for a DJH kit-built loco. That is fine by me – it was only one tenth of the price!

I do not have a lathe – or room for one – so domes, chimneys, etc. are built up from tube and sheet, Beale, Ahern, and Denny fashion and smoothed with a file, or adapted from commercial castings.

Rolling stock is a mix of plywood and card construction, depending on the subject. I use junked wagons bought cheaply from the 3mm Society sales stand – the sort collectors are not bothered with – throwing the broken bodies away and adapting them as needed. Coaches are invariably made from card, using photocopied overlays of the original drawing, cut out to form a sort of 'lace doily' for panelling, secured to the body with Humbrol varnish. Railcars are a mixture, some scratchbuilt, including the mechanisms, while others are an amalgam of Atlas Editions bodies and BerlinerTTbahnen mechanisms.

The fleet is unashamedly eclectic – the CME of the CF du Moribund et Querckie seems even more adept than Mr Forbes, late of the old County Donegal, at finding curious bargains. Things got passed on as the metre gauge lines fell by the wayside, but some of the equipment seems to have strayed quite a long way from its original home. The fabled 'lost' land of Lyonesse – situated somewhere a little way west of Land's End, off the Scillies, must have had railways and by virtue of its location was open to both British and French influences.



Top

The de Dion Bouton N series *autorail* was built from a drawing in a very early CM, the single axle baggage trailer from a plan found on the *passion métrique et étroite* forum. Spot the hurrying postman and 'onion johnnies', on the bicycle and in the square.

Above

The small Billard A80D *autorail* has an Atlas Editions body on a BerlinerTTbahnen mechanism.

Below

The postman seems to be racing the de Dion Bouton *autorail* coming through the gatehouse





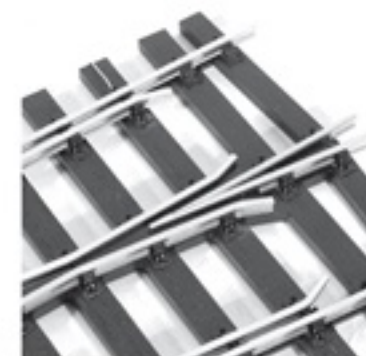
Acknowledgements

Gordon and Maggie Gravett's articles on *Pempoul* and their Réseau Breton book have been a mine of information and inspiration. Thanks to both.

Thanks too to my wife Jill for making the drapes and valances that keep everything looking tidy, for helping with loading the car, and generally putting up with the trains that seem to have taken over the house.

Above and below
The Corpet Louvet 030T
Marne arrives with a mixed;
the short four-wheel coaches
are from the Calais & Anvin.





HO

SNCF BB9200 electric new from REE

REE have recently released a new model of the French BB9200 electric. 92 of these were delivered from 1957 to 1964, intended for prestigious high speed passenger trains on the 1,500V DC network. At 16.2m long and weighing 80-82 tonnes, they had a power rating of 5,230hp and a top speed of 160km/h. Most were equipped with type G1 diamond pantographs, but those upgraded for the 200km/h *Capitole* were fitted with single arm type AM18.

They proved successful and were widely used on routes radiating from Paris to the south-west.

Most were withdrawn between 2003 and 2014; four have been preserved.

As might be expected with such a long-lived and numerous class, there were many modifications over time, and a general revision programme from 1975, which included separate tail lights and new buffer beams ready for automatic couplings. The decorative metal trim was removed in the 1980s.

Our sample represents a machine in original condition, with Epoch III markings, allocated to Paris Sud-Ouest.

REE offer the model in many versions, with markings for Epochs III, IV, IV-V, and V-VI, in original green, later green, Capitole red, and béton grey, with SNCF logo styles as appropriate for the period, and a choice of numbers and depot allocations.



Period differences include single lamps or separate tail lights, specific headlight surrounds, the 'skirt' under buffer beam, three styles of buffer beam, the type of buffer type, different axleboxes, and mechanical or electric speedometer drive.

The finish is excellent, with clear definition of the main colour and neatly printed markings. The metallic trim is especially impressive.

The model is exactly to scale, according to published dimensions, drawings, and photos. The moulded plastic body is augmented with added parts, notably the roof equipment (insulators, cabling, and switchgear), windscreen wipers, handrails by the doors and for roof access, and the brake reservoir and control levers. (Beware – these tiny components are easily dislodged!)

Supplied as accessories or alternatives are etched metal SNCF and number plates, and one windscreen wiper (a spare?), though these are not mentioned in the otherwise informative twenty-page instruction booklet for use and maintenance in French and English, including decoder installation.

The clear flush glazing allows sight of the detailed cab interior with control desk, sun visor, and timetable holder.

The bogie side frames are particularly

well detailed – note the axleboxes, steps, and brake gear. The main suspension components are fixed to the base of the body.

Within the cast metal chassis a central can-type motor with twin brass flywheels drives all axles via reduction gearing in each bogie.

Two traction tyres are fitted, on one outer wheel of each bogie, and with a weight of c.360g, pulling power should be ample.

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

The model runs smoothly and quietly, from walking pace to a realistic maximum, even on plain DC.

The directional lighting is achieved with LEDs. There are lights in the cabs, separately switchable in digital mode and controlled in analogue by small switches on the blanking plug.

The model has a 21-pin socket for a digital decoder, and is also available with a DCC sound decoder installed (ref. MB-080S); the digital version also has working motorised pantographs which can be raised and lowered.

The model comes with a NEM 360 coupler pocket at one end and a detailed buffer beam at the other; complete alternative buffer beams are provided so both ends can be equipped as required.



Standard couplers are included.

The minimum radius is quoted as 360mm.

Within the box is a ten-page illustrated leaflet with prototype background.

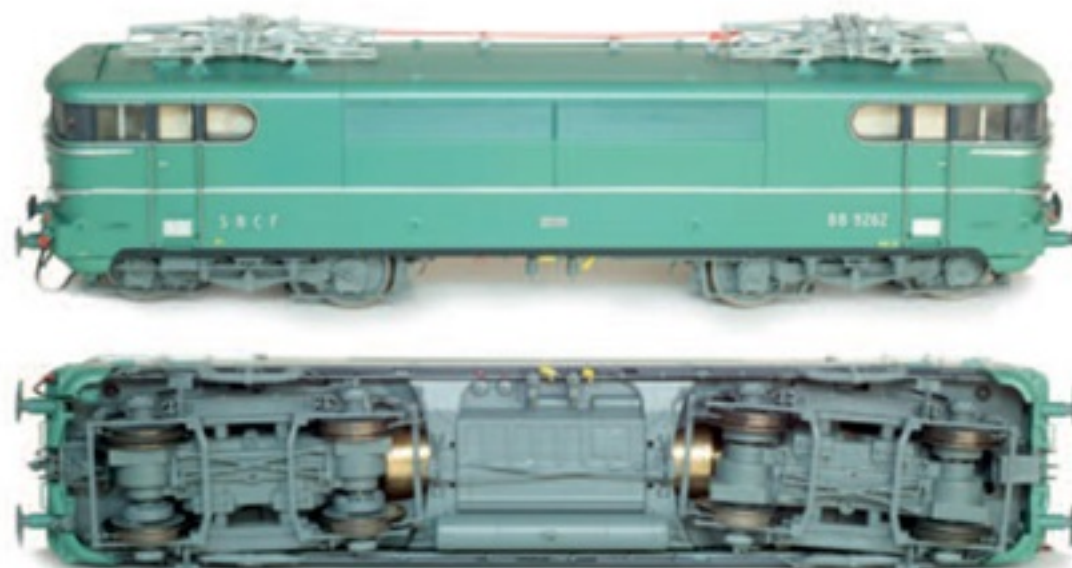
Full marks to REE on another excellent product.

Manufactured for

REE (Rails Express Europ)
46, route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLE SUPPLIED BY
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Faversham, Kent, ME13 8NU.
www.hobb-e-mail.com

PRICE
DC ref.MB-080 £250.00.
DCC sound ref.MB-080S £350.00.
P&P extra.





Recently released by Austrian specialists Jägerndorfer is their long-awaited brand new model of the ÖBB Rh5045 three car diesel train set, in original condition with four windcreens and a high roof on the power car.

Eight sets of diesel power car and driving trailer were ordered from SGP in May 1951, initially classified C4VT 5045/7045. At the end of 1953 the 7045 driving trailer was reclassified 6545. In December 1953, another four 5045/6545 sets were ordered from SGP, bringing the total to twelve.

In December 1956 the DR, CSD, and ÖBB agreed on the creation of an intercity express connection between Vienna, Prague, and Berlin. The 565km route was to be run as a daily connection with a diesel multiple unit. The three administrations would alternate every two years. This pair of trains, 54/55, had a Latin name derived from the destination – *VINDOBONA*. The DR already had suitable vehicles (VT137) and carried out the first runs in January 1957. With the 1957 summer timetable, an express from Vienna to Venice was introduced for first time as a daily connection, TS 190/191 *VENEZIA*. Because of the lower clearance profile in Italy, only the 5046/7046 could be used for through running; the FS had no suitable vehicles.

In August 1958, various intermediate coaches were designed by SGP. The type 7645 was a composite with 31 second and 30 first class seats; six were built, classified AB4TI. Type 7745 had three first class compartments and a dining area; three were built, classified AR4TI.

The livery was the same but the 7745 is two metres longer and runs on different bogies (Wegmann 15).

The sets were delivered as three car units in July 1959.

With the timetable change in May 1962, the ÖBB took over the operation of the *VINDOBONA* until May 1964. It was worked with two power cars and one half-diner plus one or two intermediate coaches depending on demand.

The model was made in China.

Our sample represents 5045 02 / 7645 02 / 6546 02 in original condition with Epoch III markings.

The finish is good, with the main colours even and all markings nicely printed and just a little fuzziness to some of the lining. This is more apparent in unkind close-up photos than when the model is on the layout!

The model conforms closely to published dimensions.

The body shells are plastic, with the various grilles and panels neatly formed; added parts include the buffer heads and corridor connections.

Delicate brake hoses and dummy scale couplers are provided accessories, even though these parts are already fitted. Some fit quite loosely, so the spares may be turn out to be useful.

The cab interiors are detailed, windows are flush glazed, with wipers moulded in place and neatly painted black.

The bogie side frames have good relief detail.

The mechanism is based on a cast metal frame which carries a central can-type motor with flywheels, driving both axles through reduction gears in the powered bogie. There is pickup from all wheels on the power car and driving trailer. The power car weighs 78gr, and to ensure good pulling power traction tyres are provided on one wheel each side.

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

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

Both power car and driving trailer are noted as having a NEXT socket for a digital decoder. There are no through electrical connections.



A DCC sound fitted version is also available.



An illustrated eight page A5 size instruction booklet is included.



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

Manufactured for

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

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

PRICE ref.75010 £370.00.





The 1100 class Bo-Bo electrics were acquired by the Nederlandse Spoorwegen as part of the extensive post-war rebuilding and 1,500v DC electrification programme. Ordered from Alstom in 1948, they were derived from and similar to the SNCF BB 8100 class. They were built in France, the first fifty between 1948 and 1952, then ten more in 1956.

They were delivered in the NS turquoise livery but this proved a problem to keep clean so they were repainted dark Prussian blue in the mid-1950s. From the 1970s they got the grey & yellow livery.

With a top speed of 130km/h they formed the backbone of loco-hauled services for many years. They were eventually rebuilt with crash-protection cab fronts, which changed the appearance radically; all surviving machines (58) had been done by 1981. In the course of the 1980s they were ousted by the new 1600 class. The last was withdrawn in 1999.

Piko have recently produced a new model of this distinctive type, with the ends as rebuilt, but still in the classic blue livery with metal beading and cast plates but with the new NS logo added and yellow end warning panels.

In other respects it is identical to the previous model of the unrebuilt variant.

It is very accurate in all dimensions and details, according to published data and illustrations. Length over buffers is 88mm.

Added components include the detailed roof equipment, separate hand-rails, and steps.

Full brake hoses and dummy scale couplers are provided for the modeller to fit for display. These are tiny parts, likely to require a magnifier and a steady hand!

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

All glazing is flush with neat frames, and there is interior detail in the cabs and the machine room.

The head and tail lights change according to the direction of travel, using LEDs. Under digital control,

cab and machine room lights can be switched separately.

The bogie sideframes exhibit very crisp moulded features, with added details such as the sandboxes and cab steps, realistic springs, and brake gear, plus accurate representations of the buffer beams on the ends of the bogie frames, as per prototype.

The loco has a cast metal chassis carrying a can-type motor with flywheel, driving both axles in both bogies via cardan shafts and reduction gearing. Current is collected by wipers on all wheels.

The model is equipped with a NEM662 Next18 socket for a digital decoder. A DCC sound version is also available.

As delivered, the model has no traction tyres but two alternative wheelsets with tyres (one on each inner axle) are supplied.

A weight of c.61g should provide enough pulling power.

Performance is quiet, smooth, and controllable, with the top speed slightly more than the prototype.

Standard couplers are fitted in NEM pockets flexibly mounted on the bogies.

The minimum recommended radius is 192mm.

Manufactured by

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

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

PRICE ref.40372 £230.00.

Hornby International has recently re-released some of the generic structure kits originally marketed by the former French scenic specialists MKD, produced for them (now as then) by a German manufacturer. They have clearly been adapted from existing German products, largely with new signs for the French market (and others). They make good use of standard sprues, so there are some surplus parts, and features of some components that are not used.

They are cleanly moulded in different coloured plastics (our samples are not painted), with little flash and feeds mostly on hidden edges, which are easily cleaned up. The fit of parts is generally good, and though there are no locating pins for major elements, this should no pose any difficulty.

The kits come with printed paper interior decor sheets, plus an assortment of relevant signs in various languages.

The instructions are in French, Italian, German, and English; they consist pri-





New from Kato is a set of two SBB RIC/UIC Eurofima type Bcm second class couchettes in the blue livery, with the older logo and gold doors, with Epoch IV markings. The models are noted as new tooling, but were announced quite some time ago.

From 1964, the SBB undertook a fundamental renewal of its fleet of coaches for international traffic, and new vehicles to the standard UIC designs were ordered from Jenbacher Werke. As well as coaches, restaurant cars, sleepers, and couchettes were obtained for use on cross-border routes to Austria, Italy, and Germany.

The livery is nicely rendered, with clear distinction between the colours and markings clearly printed. Running numbers are 51 85 50-70 011-7 and 51 85 50-70 014-1.



The one-piece moulded plastic body shell has a ribbed roof and added corridor connections with fall plates.

The glazing fits flush, with neat metallic frames, and there are internal fittings (side corridor and compartment walls, and seats).

The model comes as standard with interior lighting.

Current collection is through the stub

axle bearings of all wheels for minimum friction.

The underframe has the major components (battery boxes, brake system) moulded in deep relief. Buffer beams and steps are added units. The bogie side frames are very well detailed, and the main pivots are lightly sprung.

The model runs on blackened metal disc wheels on plastic tube axles.



Standard couplers are fitted in NEM 355 pockets on close-coupling mounts.

Each coach is 163mm long over buffers. No minimum radius is noted.

The models are supplied in separate plastic cases within a card wrapper, not individually labelled.

They are also available with the new logo, for Epoch IV-V (ref.23010).

Manufactured by Kato

DISTRIBUTED IN EUROPE BY
Lemke Collection, Schallbruch
34A, D-42781 Haan, Germany.
www.lemkecollection.de

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

PRICE ref.K23009 £115.00.



marily of a sequence of keyed diagrams with parts clearly numbered, so language is not an issue.

The size of the assembled item is not shown on the instructions, packaging, or website.

house with garage
ref.MKD2020 £17.49.

This 'villa' – inaccurately translated into English as 'terraced house' – is clearly a detached suburban "des res".

One unusual architectural feature is that it only has only one entrance door.

The up and over garage door can be opened.

Seven colours of plastic are used, and the glazing has to be cut to size as required from thin clear sheet.

The gutters and downpipes also have to be trimmed to suit.

The chimney is not open at the top and would benefit from the addition of a pot (or pots).

The house is mounted on a base, with some moulded textures (pathways, etc.); it feathers to a thin edge which should be easy to blend into the layout scenery.

The base is 167mm x 98mm, and the house is c.75mm high.

tractor repair / agricultural workshop
ref.MKD2021 £23.99.

This barn-like building measures 122mm x 110mm over the eaves (the floor area slightly smaller), and is c.105mm high.

It could easily be adapted for other purposes.

The arch infills (door or wall) are interchangeable, so it could be built with one closed side and a through 'line'.

The doors can be opened.

It features three colours of plastic, with some printed 'stone' trim on the rendered walls.

Here too the glazing has to be cut to size as required from thin clear sheet.

The kit includes enough wall and roof parts for a substantial outbuilding (not illustrated), though no doors, windows, or other accessories are provided.

Manufactured for

MKD (Hornby Hobbies Ltd.),
Enterprise Road,
Westwood Industrial Estate,
Margate, Kent, CT9 4JX.
www.hornbyinternational.com

PRICES in text.

French specialists REE have an impressive selection of authentic rolling stock. Each subject has been selected and designed to offer many versions.

Among recent arrivals is a set of three SNCF OCEM RA (visible rivets) bogie compartment coaches, with Epoch III markings and black roofs: type A3B5myfi first/second composite, type C9myfi third, and type C4Dmyfi third baggage.

All vehicles display an excellent standard of finish, with all markings very clearly printed. The shaded lettering is a delight.

The glazing is flush, and there is a fully detailed interior.

Parts for modeller to add include: retracted corridor connections; short and long NEM pockets; model couplers; dummy scale coupling hooks and links; brake hoses; steam heat pipes; electric cables and sockets; dynamo and drive belt (as the position varies on different vehicles); and shock absorbers. A good illustrated instruction leaflet is included.

There is no mention of interior lighting in the catalogue or on the website, though some outlets do refer to compatible kits from REE.

Those who wish to install lighting or add figures will have to work out how to dismantle the model – the body can be eased off by spreading carefully at the latch contact points.

The steps have very fine supports, moulded in resilient black plastic.

The underframes have moulded relief features with battery boxes, brake gear, reservoirs, and some pipework and brake rodding added.

Around the wheelsets there is full brake rigging, with the brake shoes in line with the wheel treads.

The models run on metal disc wheels on stub axles in plastic tube centres, carried in outside bearings which serve to collect current if necessary with minimum friction.

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



Manufactured for

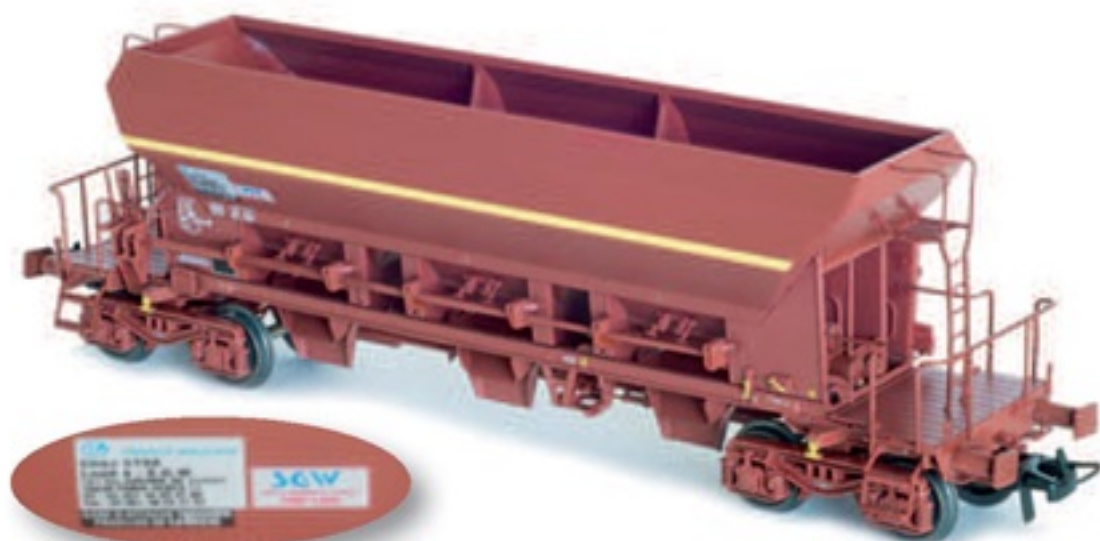
REE (Rails Express Europ)
46, route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLES SUPPLIED BY
A&H Models
95, High Street, Brackley,
Northamptonshire, NN13 7BW.
www.aandhmodels.co.uk

PRICE ref.VB-281 £179.50.

HO

SNCF F70 coal hopper new from REE



French specialists REE have recently released a new batch of the SNCF type F70 bogie coal hoppers. The pack of three, naturally with different numbers, is part of the fifth run of these deservedly successful models.

The design was introduced in 1968, built in quantity, and many are still in service. The wagon is 13.44m long, with a capacity of 48m³, to carry between 42.5t to 50.5t, according to the material.

They were originally coded Eads and from 1979 Fads. Some have been adapted for ballasting, coded Uads.

They could be found in block trains of up to twenty-two wagons, but are also used in smaller groups – even singly.

This latest batch carries Epoch V markings with small 'SGW' logos.

All markings are very neatly printed.

These models are empty: others have coal, sand, or gravel loads. The ballast variants have working extensions to the discharge chutes.

The primarily plastic model exhibits a very high level of detail, with many added parts representing brake equipment and the discharge control levers

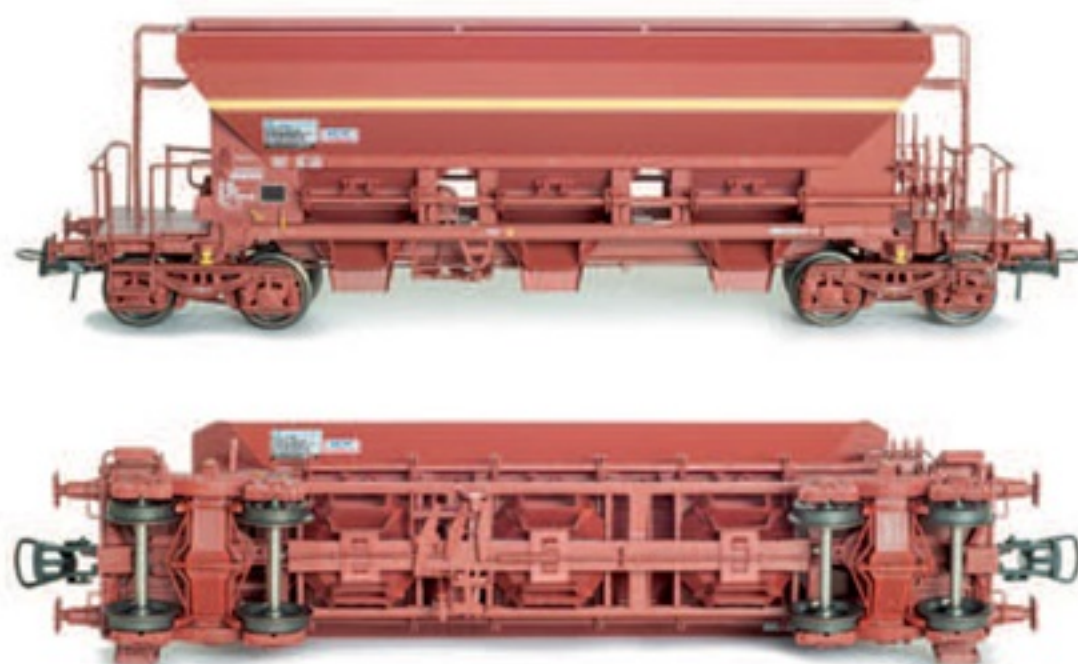
and rodding, with fine end railings and steps.

The type Y25 bogie side frames are moulded with deep relief, and carry full brake rigging, with brake shoes in line with the wheel treads.

Each wagon weighs c.58g and runs freely on blackened metal disc wheels, with fine (0.8mm) flanges, on pinpoint metal axles, insulated one side by a plastic centre bush.

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

Minimum recommended radius is 360mm.



Manufactured for

REE (Rails Express Europ)
46, route de Paris,
F-77370 Nangis, France.
www.ree-modeles.com

SAMPLES SUPPLIED BY
A&H Models
95, High Street, Brackley,
Northamptonshire, NN13 7BW.
www.aandhmodels.co.uk

PRICE ref.WB-753 £125.00.

HO

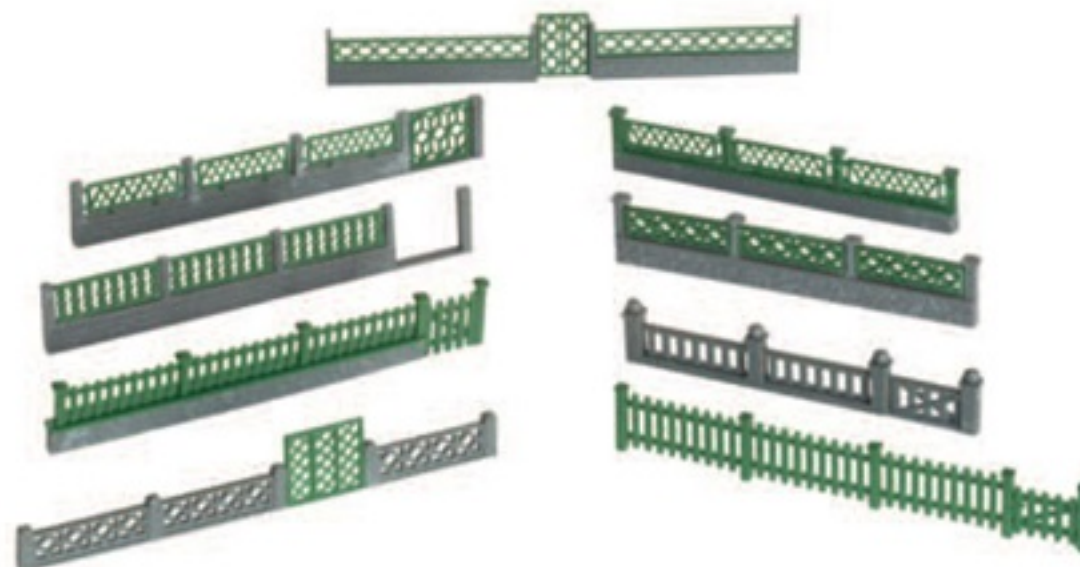
versatile kit for garden fences and gates by MKD

Hornby International has recently re-released one of the accessory kits originally marketed by the former French scenic specialists MKD.

Supplied in a polythene bag with a card header are two sprues in two colours, grey and green, representing stone and either wooden or cast panels. There are subtle rebates on some of the bases and uprights to locate the panels, and some of the inserts have a 'right' side.

The pack offers eight styles of garden fence, of slightly different sizes:

- A 2 x 126mm, 14/16mm high
- B 1 x 92mm, 18mm high
- C 4 x 113mm, 17mm high
- D 2 x 92mm, 19mm high
- E 2 x 111mm, 18mm high
- F 2 x 88mm, 16mm high (one piece)
- G 2 x 115mm, 11/18mm high
- H 4 x 111mm, 17mm high (one piece)



For the type C base there are alternative sets of panel inserts, but only one type of gate, hence we illustrate nine fences.

In addition there are several pieces random or dressed stone wall bases, in various lengths (32mm, 64mm, and 92mm), mostly 6mm tall.

All the parts are cleanly moulded, with almost no flash and small feeds which are easily trimmed.

While there is not a great length of any one style, there is likely to be enough for a domestic garden.

Manufactured for

MKD (Hornby Hobbies Ltd.),
Enterprise Road,
Westwood Industrial Estate,
Margate, Kent, CT9 4JX.
www.hornbyinternational.com

PRICE ref.MKD2022 £9.99.

Anlagen Design Journal Nr.1 Juli 21

Edited by Otto O.Kurbjuweit

Edition Jaffa

Jürgen Hans, Kirchwehrener Straße 7,

D-30989 Gehreden, Germany.

www.jaffas-moba-shop.de

297mm x 210mm 32pp

Hardback €6.00

ISBN 978-3-9823330-1-4 German text

As a member of the Layout Design Special Interest Group of the NMRA for some years, OOK founded the MAPUD forum twelve years ago to discuss similar themes. But while an online forum is very suitable for discussing topics and developing them step by step, it is less so for presenting them in clearly and concisely – the printed form is more suitable for this, which is why OOK has started the *Anlagen Design Journal*.

Produced in full colour, the frequency of publication should be approximately three times a year. Issue 1 (July 2021) is now available, another should follow in the autumn, and the third is planned for spring 2022.

OOK was previously well-known as the editor and publisher of *Mittelpuffer*, devoted to narrow gauge and primarily in O scale, which he gave up due to the related pressures of publishing, distribution, and sales, but he feels able to return to a magazine because those functions are being undertaken by Jaffa.

The emphasis is on planning for operation, a topic for which he is well known; design encompasses more than simple track planning.

The features are illustrated with schematic track plans, selected photos, and a few of OOK's inimitable cameo drawings. One article includes coloured 1:87 scale drawings/templates for various goods sheds.

As well as the main features, there notes, news, and musings, plus some book reviews (including English and American titles) and a few small advertisements from specialist suppliers.

The language often seems very colloquial, and may challenge even relatively competent German speakers! But it is worth persevering.

It is interesting to see ideas and themes that might be familiar from British and American practice reflected back through a German prism.



MIBA-Spezial 129 Bahn am Hafen

by Helge Scholz

VGB – Verlagsgruppe Bahn GmbH

Infanteriestraße 11a,

D-80797 München, Germany.

www.vgbahn.shop

286mm x 216mm 108pp

Softback €12.00

German text ref.07950

ISBN 978-3-96807-950-9

The latest special from MIBA is devoted to a single topic, railways around harbours. These do not necessarily have to be on or near the coast, but serving the once busy inland waterways, canals and rivers navigable by vessels of various sizes.

It would be relatively easy to compile a selection of archive and contemporary photos to illustrate this potentially interesting theme, but this book goes further, showing modelled examples in HO based on specific prototype situations.

Even more remarkably, apart from the few examples used to illustrate wider points in the introduction, all the scenes have been modelled, described, and photographed by one person.

The settings range from Epoch I to III, featuring either standard or narrow gauges, from a small landing stage to a larger harbour.

There are seven chapters:

- loading red cabbages from an agricultural line into barges at Bodden on the island of Rügen;
- with the narrow gauge Rügenschke Kleinbahn to the harbour at Wiek;

- a standard gauge line serving a berth for a passenger-carrying steam ship;
- an idyllic quayside on a branch canal with a grain silo and a small boat maintenance yard;

– Tetschen on the Elbe as it was in the 1930s, with track on two levels and a substantial road bridge as a central feature;

– from pirate hide-out to large inland harbour: a small section of the harbour at Oldenburg.

The features are substantial, ranging in length from six to twenty-six pages. They are supported by relevant historic images, old maps, and track plans.

The modelling processes are fully illustrated with step-by-step photo sequences, and information panels provide lists of materials and the products used.

The historic material is naturally in black & white, the model photographs all in colour, all very well reproduced on good quality paper. As might be expected from Herr Scholz, both modelling and photography is of a high standard.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours.

The high pictorial content with relatively simple captions makes it worthwhile even for those with only basic German.

The issue includes the equivalent of eleven and a half pages of advertisements; most are for other Geramond group publications, but some promote relevant suppliers and selected retailers.

This book should provide plenty of ideas for rail-served harbours either as scenes in their own right or for incorporation into a larger layout.



Loco-Revue Hors-Série 79 40 fiches pratiques

by Daniel Aurilio

Éditions Loco Revue,

BP 30 104, F-56401 Auray Cedex, France.

www.locorevue.com

300mm x 210mm 92pp

Softback €15.00

ISSN 0024 5739 French text

This new special from Loco-Revue, dated 06/2021, presents a selection of practical modelling tips in the style of the detachable pages presented from time to time in the regular issues of magazine, which are intended to be collected in a loose-leaf folder; they are colour coded by subject and numbered accordingly within the relevant subject groups. At first glance, therefore, it may seem that this is merely a collection of past projects – convenient enough and useful in itself – but in fact all are previously unpublished, though some of the models described have appeared in issues of *Clés pour*

le train miniature (nos.44 to 49) and the final three pages provide a convenient listing for reference.

All are on one layout, by one clearly more than competent modeller, who has also provided all the illustrations.

There are six topic groups: scenery (nineteen features), electricity (five), rolling stock (four), techniques and materials (seven), track and equipment (one), and 'diverse' (four).

They include: a dead tree using natural materials; a tree with a wire armature; cobbled surfaces; cutting the grass; drums, pallets, and sacks; a small wooden shed; a working wall light; a loading dock; a hand-operated crane; cable shunting capstans; concrete bomb shelter; sheet metal roofing; coaling conveyor; improving MKD concrete power poles; wooden power poles; using figures to create authentic cameo scenes; commercial vehicles; a fuel tank as a wagon load; low relief background building; use of different types of switch, and cable connectors, plus wiring advice; interlocking point motors; detailing the REE Moyse *locotracteur*; weather-

Le Train – spécial 105 2/2021 Les Trans Europ Express

by Jean-Marc Dupuy

Editions Publitrain eurl,

CS80010, F-67660 Betschdorf, France.

www.lettrain.com

297mm x 210mm 100pp

Softback €16.50

ISBN 1267-5008 French text

This new special from *Le Train* is devoted to the Trans Europ Express services, from their creation in 1957 though to their decline in the 1980s, when they became absorbed into the expanding EuroCity network.

It is a story of the not always straightforward collaboration between the railway administrations and operators in various countries, and a remarkably varied selection of motive power and rolling stock, often dedicated railcars or fixed train sets – electric or diesel, of course: such symbols of the modern age were not intended for steam haulage.

The story is told in five main sections: the genesis of a great European project; the first network of 1957; the development of internal TEE services from 1965, mostly loco-hauled; the peak in the 1970s; and the decline in the 1980s, not least due to the growth of economical short-haul air travel. (Could environmental concerns eventually see this situation reversed, one wonders?)

The scope is wide – France, Germany, Belgium, The Netherlands, Switzerland, Italy, Austria, and Spain, and the services employ some iconic trains – SNCF RGP 1, DB VT08.5 and VT11.5, SBB-NS joint RAm/DE, SBB RAe, FS ALn442/448 and Settebello, and RENFE Talgo, not to mention a collection of classic electrics and diesels heading the loco-hauled trains.

As usual for these specials from *Le Train*, the work is built around an excellent collection of 180 illustrations; bar a few black & white images from the early years, most of the photographs are in colour, and all are very well reproduced. Some impressive scenic views, plus station scenes exuding period atmosphere and detail.

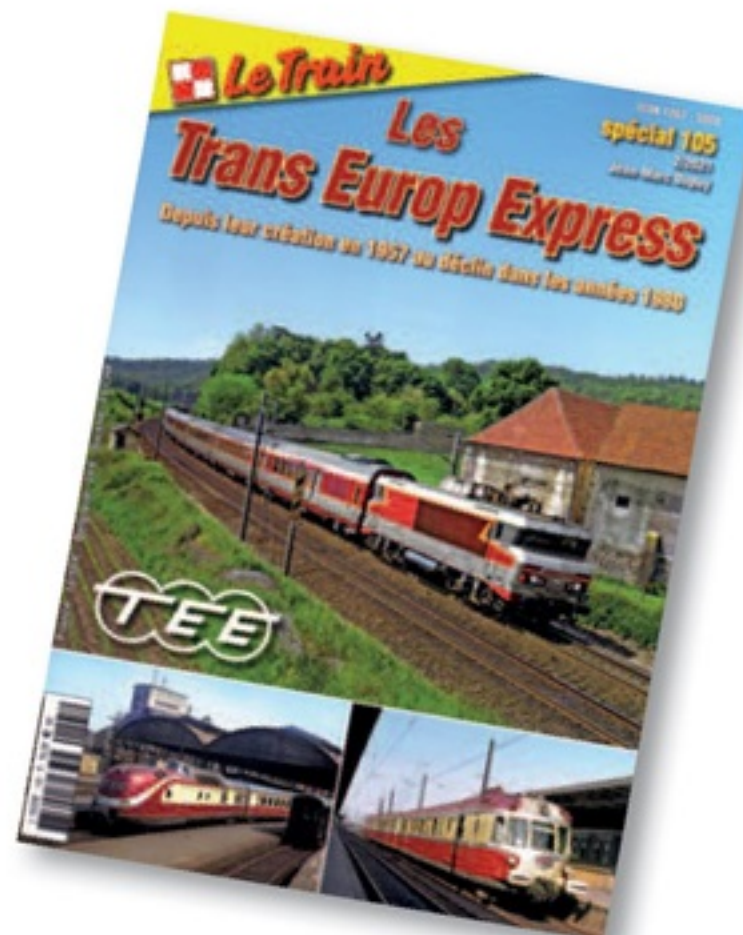
The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

Perhaps oddly, there is only one map, a clear schematic showing the maximum extent in the 1970s.

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

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

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



As always, some knowledge of French will help to get the most from the text, but the captions should be clear enough and the strength of the publication is in the illustrations. We expect this will appeal to many CM readers.

Die V300-Familie der Deutschen Reichsbahn Band 2: Einsätze bei der DR, DB AG, NE-Bahnen und im Ausland

by Kurt Köhler, Andreas Stange,

and Matthias Michaelis

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 360pp

Hardback €49.90

German text ref.6047

ISBN 978-3-8446-6047-0

The first volume of this work looked at the development, technology, and the numerous rebuilds of the V300 family of Russian-built diesel-electric locomotives; this volume is concerned with their allocation and service with Deutsche Reichsbahn, Deutsche Bahn AG, and private operators, as well their use in countries beyond Germany.

The first chapter, 'Beheimatung und Einsatzgeschichte der V300-Lokomotiven bei DR und DB AG' occupies 192 pages and includes 130 black & white and 183 colour photos. It takes a detailed look at the allocation of V300s from 1971 to 2021, first with DR and then DB AG, covering the operational divisions Berlin, Cottbus, Dresden, Erfurt, Greifswald, Halle, Magdeburg, and Schwerin, as well as depots in the old *Bundesländer* (federal states): Kornwestheim, Mainz-Bischofsheim, Maschen, Mühlendorf/Oberbayern, Nürnberg Hbf., Oberhausen, Osnabrück, and Seelze. There are tables giving the number allocated to each depot and the time spent there. Extracts of the working diagrams are included, together with an account of the main duties

performed at each depot.

The second chapter (52 pages) is 'V300-Lokomotiven bei Tochtergesellschaften der DB AG, privaten EVU sowie Museen/Vereinen in Deutschland' and looks at the loco used by DB AG subsidiaries and private operators, as well as preserved examples in Germany, with 94 colour photos. Details are given of ownership, allocation, and deployment.

'Lokomotiven der V300-Familie im Ausland' (45 pages) looks use beyond Germany, including both those delivered new and those sold later by DB AG, with 4 black & white and 81 colour photos. There are details of services worked in the former Czechoslovakia, the Soviet Union, Bosnia, The Netherlands, Austria, Poland, Romania, Russia, the Czech Republic, and Hungary.

The fourth chapter, 'Instandhaltung und Unterhaltungswerke der V300-Lokomotiven bei DR und DB AG' (twelve pages) looks at the main works and depots responsible for the overhauls and maintenance, with one colour and 14 black & white photos. Tables show the types of overhauls undertaken and details of power unit changes from 1986 to 2003.

The following eighteen pages, 'Unfälle der V300-Lokomotiven bei DR und DB AG', lists the locos involved in accidents between 1971 and 2019, illustrated with 39 black & white photos.

A short three-page section entitled 'Erlebnisse mit der 'Ludmilla' – Eisenbahner erzählen' relates personal experiences by railwaymen who worked on V300s, supported by four black & white photos.

One page provides further information regarding classes 130 and 132 which has come to light since the publication of the first volume, together with some corrections.

The work is completed with a full list of all the type T3 109 (V300 family) locos up to the end of December 2020, using thirteen black & white photographs over thirty pages, plus a page giving sources of information.



As expected from this well-known German publishing house, this is another well-researched and expertly written book on these familiar machines and can be thoroughly recommended to all those with an interest in diesel locos and their development in Germany. A good knowledge of the German language will be required to get the best from it as it contains a lot of technical information. However, the wealth of photographs (c.570) alone adequately shows the varied and changing life story of this locomotive type and are particularly useful for the modeller. A must for all 'Ludmilla' fans!

ing a Roco flat wagon and an OCEM van by REE; making a track cleaning wagon; using a Silhouette cutter to make window frames and fences; fibre optic lighting; updating older Peco points; L-girder baseboards; paint palettes; a sector fiddle yard; and the ideal work space.

Very varied, as will be seen. Many make use of commercial products, and not only French. Realistic weathering is a common theme.

The features are all two page 'quickies', arranged back to back so the single sheet can be easily detached and filed. Our only comment would be that the modelling process would be slightly easier to follow across

a double page spread, as they no doubt would have been presented as normal magazine articles.

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, either exactly as shown or modified to taste.

The presentation is clear and straightforward, with restrained use of different fonts and colours for the titles and subheadings. There are tinted panels with

lists of required materials or supplementary details, plus a few tips or points of interest highlighted. Each heading includes an icon defining the topic, and two excellent full page photos precede and conclude the collection.

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

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

Very useful for anyone modelling the French scene, but with wider applications.

EK Special 140 Deutsche Kriegslokomotiven

by Dirk Winkler, Michael Reimer,
and Wolfgang-Dieter Richter

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

280mm x 210mm 100pp

Softback €12.90

German text ref.7034

ISBN 978-3-8446-7034-9

This special from *Eisenbahn Kurier* is sub-titled 'locomotives for war service' and deals with far more than the very familiar standard gauge BR52 2-10-0 *Kriegsloks*, though of course these form a major part of the contents.

It opens with a look at the developments which led to the BR52 in 1942, the result of a growing realisation of how essential railways would be to support military activity, which the authorities had not initially appreciated.

There is a survey of the standard designs of steam, diesel, and electric motive power (not to mention fireless and compressed air) on standard and narrow gauges. Most were hastily adapted from existing industrial designs, simplified for speedy and economical production, with more or less success. Some types were built in quantity, others remained relatively rare.

Then we get a look in more detail at certain types. The BR42 and BR52 were intended primarily for supplying the eastern front, but arguably came too late to support forces which had become dangerously stretched by rapid advances.

There were experiments with condensing tenders to extend the range where water supplies were scarce, and proposals for even larger machines, illustrated with drawings.

There are sections dealing with the E94 Co-Co and E44 Bo-Bo electrics, and selected diesels, principally the WR360C14 (later V36) 0-6-0.

The last chapter considers the use of the war locos after the war, in Germany and elsewhere; they were widely spread and surprisingly long-lived for machines designed to be dispensable. The list of surviving KDL1s (BR52) runs to over 150!

The work is illustrated with a wonderful collection of photographs, the historic material naturally in black & white with a few later images in colour; all have been well reproduced on good quality paper. There is a good mixture of classic portraits, details, factory, workshop and shed views, plus action shots with trains on the line, augmented by a number of outline drawings. The presentation is straightforward, with restrained use of coloured backgrounds.

Reasonable German will be needed to get the full benefit of the text.

There are nine pages of advertisements, most for other EK publications, distributed through the magazine but with most at the back.



This should more than satisfy many modellers requiring background information on the surprising range of motive power manufactured for military purposes which went on to have longer careers.

Stoom bij NS in de jaren dertig

by Hans van Poll

W Books,
Boerendanserdijk 33a,
NL-8024 AE Zwolle, The Netherlands.
www.wbooks.com

305mm x 245mm 192pp

Hardback €34.95

ISBN 978 94 625 8437 2 Dutch text

This substantial large format book is devoted to steam on the Nederlandse Spoorwegen in the 1930s, as exclusively recorded by visiting British photographers. The appearance of the Dutch machines reminded them in many ways of locomotives on their own railways, and not wrongly, as many came from British builders. They managed to observe quite a wide range of steam locos old and new in various parts of the country, thereby assembling a significant historical record which until now has gone largely unknown in The Netherlands, and unappreciated in the UK where the images were stored in various archive collections. Forty years later, some of the prints (cropped and in small format) were sold as part of the Photomatic collection, and a few were used in Dutch publications, but a comprehensive photographic account of what the British captured on film has so far been lacking.

One major source was a well-organised official visit by a group of seventeen members of the Stephenson Locomotive Society in April 1930, which included professional railwaymen as well as gentlemen enthusiasts such as Henry Casserley. They were accompanied and facilitated by high ranking NS staff, which ensured access and co-operation.

However, some came on their own. George Grigs, for example, is known to have stayed in The Netherlands for a long time in 1935. Much of his negative material later came into the hands of Colling Turner, himself active photographing in The Netherlands.

The photographers include some very well known names, and others less so – but who, on this evidence, should be: so as well as those already mentioned, we find F.R.Hebron, O.S.Nock, H.R.Norman, A.W.Croughton, and a few uncredited.

Humble shunters and ordinary branch line locos were of as much interest as the prestige express machines, and ancient curiosities got as much attention as the latest deliveries.

After an interesting introduction to the railway scene in The Netherlands, to set the historical context, the SLS tour is described and then photos are presented in sections – the oldest types, newer designs, the variations of the class 3700, scenes in the four large cities (Amsterdam, Rotterdam, Den Haag SS, and Utrecht CS), and other locations.

As interesting as the Photomatic images were, the size was small. This book has been able to use high-resolution scans made directly from the original negatives, which do justice to what the images show. Many of those photos were cropped to concentrate on the loco in question. The originals include much more of the environment, which of course looked very different then. Whether station buildings and yards, signals or carriages: where it is visible on the original negatives, the photos as reproduced in this book show it all. They provide a picture of a period when the steam loco was already on its way out but would still be essential for quite some time.

Another factor is that photographer George Grigs noted the arrival or departure time of the passenger trains he photographed. These details were not known in The Netherlands when the small prints were sold, but now his photo session in, for example, Utrecht Central Station on 13th July 1935, can be perfectly reconstructed.

The negatives from the Photomatic collection are now included in the Rail Archive Stephenson, and the owner has granted permission for their publication.

Another source was the collection of negatives by the British photographer and author of several books on railway and maritime subjects Patrick Ransome-Wallis. He also came to The Netherlands on his own initiative and in 1932 was able to look behind the scenes at a number of locomotive depots. In his book *On railways at home and abroad*, he devotes a chapter to his experiences in The Netherlands. His collection now is kept in the National Railway Museum in York.

Most of the photos were taken during tours of loco depots or at stations; there are relatively few views of trains out on the line.

In all there are more than two hundred black & white images, all of excellent quality in both the originals and the reproduction. Most have not been published previously, certainly not in their entirety or to such a high standard. They are supported with a number of facsimile documents (timetables, working diagrams, and maps).



The author has been a steam enthusiast from an early age with a special interest in Dutch locomotives, and has previously published *Stoomtractie bij de Nederlandse spoorwegen 1944 – 1958* (1983) and *Vervlogen Stoom* (2000). He acknowledges assistance from noted Dutch rail historians such as Dr A.J.Veenendaal, P.Henken, and Dr J.G.C.van de Meene.

The book was produced as part of the NVBS (Dutch railway and tramway historical society) collection. It is rounded off with list of published sources.

We cannot pretend any competence in the language, but the quality of the design and production is evident.

In short, super photos, superbly reproduced. Author and publisher can be rightly proud.

It is an odd quirk of history that these Dutch locos were recorded for posterity by visiting British enthusiasts: the nationality of either subjects or observers is largely irrelevant.

A must for all fans of Dutch railways, and worth serious consideration by any who appreciate steam traction.



50 Jahre Intercity in Deutschland

EK-Videothek DVD c.58mins ref.8601 €19.80

On 26th September 1971 Intercity (IC) services began on the Deutsche Bundesbahn. Under the slogan 'Deutschland in 2 Stundentakt' (Germany in two-hour frequency) services initially offered only first class accommodation, with second class being introduced in 1979 under the slogan 'IC79 – jede Stunde, jede Klasse' (IC79 – on the hour in each class). In the years following the fall of the Berlin Wall the Intercity network has grown, and now IC2 services have been introduced using double-deck stock. This programme the history of Intercity services from the beginning through to the present day. The

first runs of the IC2 stock with BR146.5 and 147.5 electric locos are featured, as well as the new IC2 double-deck electric units.

It begins with scenes of BR101 electrics at the head of IC services, with scenes filmed on board the trains showing the passenger accommodation. A double-deck rake is seen from the lineside and on board, and an IC2 double-deck unit is seen.

Archive colour film then shows BR601 TEE diesel units in service, filmed from the end of a platform at München Hbf., the lineside, and from in the cab, as well as the passenger seating in these trains, seen as predecessors of the IC services. Next we see BR103 electrics on IC services in the original TEE wine red and beige colour scheme, with some filmed from in the cab. Further footage shows the passenger accommodation in the IC coaching stock, including the open plan *Großraumwagen* type.

We then see BR403 electric units, including a look at the passenger accommodation, and scenes in the cab. 103 132 is then seen at the head of an IC then others sporting the later orient red livery. 103 144 is seen arriving and departing with an IC service at Berlin-Schönefeld. In the south of Germany two 103s (unusually one at each end of the train) are seen on an IC service in the snow heading towards Oberstdorf.

120 129 in orient red livery arrives and departs from Saalfeld (Saale) on a rake of IC coaches typical of the 1990s. 120 127 is also seen here on another IC service, and further 120-hauled IC trains are filmed from the lineside and from in the cab. In München Hbf. 101 116 is seen arriving on an IC service and 101 071 is seen departing. Further film shows 101s on IC trains on the München – Berlin route.

Next we see 110 electrics on some IC services, 115 166 on an IC service arriving and departing Schwerin Hbf. A BR112 in TEE livery is also seen on an IC service, and 110 292 in traffic red is seen leaving Murnau with an IC service. This is followed by

scenes of a BR111 on an IC service in the snow and then BR181.2s in ocean blue & beige, orient red, and cobalt blue are spotted on IC services, including the now preserved blue 181 206.

Deutsche Reichsbahn motive power is then seen on IC services, beginning with 'Ludmilla' diesel-electric 132 032 powering out of Berlin, with others filmed from the lineside around Berlin. 232 680 is seen arriving and departing from Saalfeld (Saale) and 232 689 is seen on another IC working.

DR BR143 electrics are then observed on IC services around Dresden, and 112 009 is seen on an IC service in orient red. At Berlin-Friedrichstraße station further 112s are noted on IC services, including 112 115. 112 028 is seen arriving at Berlin Hbf., and is released by a DR V60 0-8-0 diesel-hydraulic shunter, while the train carries on its journey behind diesel-hydraulic 229 184. 229 181 is seen entering Berlin-Friedrichstraße with an IC to Hamburg and more 229s are seen on IC services, including 229 106.

We then see double-headed DB BR218 diesel-hydraulics heading IC services, including along the Marschbahn between Hamburg and Westerland (Sylt). 218 389, double-headed with another member of the class, is seen departing Westerland (Sylt) station, with further scenes of 218s along this route filmed from the air. At Fehmarn-Berg station 218 321 is seen arriving with an IC service which includes a driving trailer. The train then departs with the 218 pushing. Further double-headed 218s are seen on IC services filmed from the lineside and at Geislingen (Steige) station.

Next we get BR245 diesel-electrics on IC services – 245 027 is seen coupling up to a rake of IC coaches at Gera Hbf. The train is then observed departing the station, with further footage from the lineside. The brief use of BR612 diesel units on IC services is then shown, including scenes in the cab, and we then see Siemens 'Taurus' electrics hauling IC services between Hannover and Würzburg and along the Rhine Valley. An example in the ÖBB Railjet livery is also seen. This is followed by scenes of the TWINDEXX double-deck IC stock, with a look inside showing the passenger accommodation. At Mühlacker a rake is seen with a BR147.5 loco at the rear, then we see new double-deck IC2 electric units arriving and departing from the new Berlin Flughafen station. The programme ends with lineside scenes of a new ICE 4 set and preserved BR103 electrics on IC coaches.

The production features a fair amount of background music but it is not intrusive. The commentary (only in German) is clearly delivered and offers lots of information.

Around six minutes of trailers are shown for other programmes available from Eisenbahn Kurier.

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



Die Geschichte der Deutschen Reichsbahn

EK-Videothek DVD c.58mins ref.8606 €19.80

The Deutsche Reichsbahnen came into being from 1st April 1920, formed from eight *Länderbahnen* (individual state railways). In 1924 it was reorganised as the Deutsche Reichsbahn-Gesellschaft (DRG), a nominally private company but completely owned by the state. In 1937 it was re-organised again, as a state authority, and given the name Deutsche Reichsbahn (DRB).

Using historical scenes this programme tells the company's story. Länderbahn locomotives, standard types, express passenger services, wartime, and post-war operations are covered, as well as the partition of Germany into east

and west. In the east the name Deutsche Reichsbahn was retained and many archive film sequences from the end of the 1940s show the development of the Deutsche Demokratische Republik (DDR) network right up to the unification of both railway administrations, West Germany's Deutsche Bundesbahn and the East Germany Deutsche Reichsbahn in 1994 to form DB AG. It begins with colour film of the ceremony to mark the coming together of DB and DR, followed by archive black & white footage of locomotives being built, including the Prussian P10 type. Further old film shows steam-hauled passenger trains and there are scenes from immediately after the First World War and the early days of the DRG.

In an interview, eminent railway historian Dr Alfred Gottwaldt tells how the Deutsche Reichsbahn came about.

Further black & white film shows passenger services being worked by BR01 Pacifics, then scenes of BR44s at the head of goods trains, including some film from the footplate. Pacific 03 027 is seen running light and then being coaled and watered before we see streamlined express passenger diesel units in service. The streamlined Henschel-Wegmann tank engines are also shown, with scenes at Berlin's Anhalter Bahnhof on services to Dresden. The streamlined BR05 express passenger steam locos are then featured, with 05 002 during the record-breaking run.

Archive black & white film shows the celebrations in Nürnberg to mark 100 years of German railways in 1935. New electric locomotives are then shown, including class E18, and new electric units for the Berlin S-Bahn network, filmed around the time of the 1936 Olympic Games. This is followed by further film of streamlined steam locos on express passenger services, plus BR52s on goods and troop trains.

The damage sustained by the German railway network from air raids is then shown, including bomb-damaged München Hbf. Aerial views in colour show the damage to the railway around Berlin before further black & white film shows Berlin Anhalter Bahnhof and the departure of steam-hauled passenger services, and scenes at Hamburg Hbf. following the division of Germany into separate Allied-controlled zones. We visit the Borsig works. The east-west border station at Helmstedt is featured and a passenger service to Berlin is shown departing. This is followed by film of the Berlin air lift, and in Stendal a condensing tender steam loco is seen.

Next we see the building of double-deck coaches, with scenes of these vehicles on commuter services. Newly electrified lines are then featured, followed by further scenes of steam-hauled passenger workings. More scenes show S-Bahn trains in Berlin before we see the building of the Berlin Wall in 1961. Some of the film is in colour, including cross-border ticket checks on the Berlin S-Bahn.

Attention then turns to new DR diesel and electric motive power, including classes V100, V180, V200 (*Taigatrommel*), V300 (*Ludmilla*), and the Romanian-built 119. BR132 Ludmillas are then shown on 'Städte Express' and cross-border services, and electric 250 003 is seen being turned on a depot turntable. Narrow gauge steam is represented, including in the Harz and around Dresden, and the preserved standard gauge Pacific 18 201 is seen on a rake of double-deck stock.

Next colour film shows the fall of the Berlin Wall on 9th November 1989, followed by scenes of trains from East Germany arriving at destinations in West Germany, plus film of the Berlin S-Bahn, including the re-opening of closed lines and stations. A BR118 diesel-hydraulic is seen at the head of a passenger service, and another working a freight train. A V100 and a BR119 are observed on passenger services and a DB BR601 TEE diesel unit is seen departing Berlin Zoologischer Garten station. DR electric locomotives are then shown, including BR112s, followed by BR132, BR119 diesels, and Bordeaux red-liveried BR143 electrics on passenger trains and BR155s on freights.

The programme ends as it began with scenes of the ceremony to mark the fusion of DB and DR with the preserved Pacific 18 201 arriving on a special in the background.

Compressing one hundred years of history, and indeed covering both pre- and post-war iterations of the DR, is a challenge so the coverage is necessarily selective, but the programme moves at a good pace and holds the interest.

A fair amount of background music is used but it is not intrusive. The commentary (only available in German) is clear and informative.

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



New from NOCH

Hobby figures in HO, TT, and N

Hobby figures are painted more simply than the standard range, and are thus ideal for economically populating the layout.

The following sets are now available in HO, TT, and N:

Fire brigade (not TT), shunters, railway construction workers, bathers, deer, and brown cows.

Stone pines

Stone pines are ideal for a Mediterranean landscape. The pack contains two trees, 85mm and 115mm high.

Water Colour Set

The new Water Colour Set offers five ready-to-apply paints: dark blue, ultramarine, turquoise, mud brown, and white (30ml each). Thanks to the dosing tips on the little bottles, the paints can be dispensed precisely.

The paints can be mixed with NOCH Acrylic Paints, and adhere to wood, plaster, cardboard, and NOCH Hard Foam; they dry with a realistic matt finish, and are heat-resistant when dry so they can be combined with NOCH Water-Drops®.

Artificial Water 'colour'

Also new – the easiest way to create bodies of water, especially small lakes, pools, ponds, and puddles. The substance comes coloured teal, which increases the depth effect enormously compared to transparent substances. It is poured on to the prepared base straight from the bottle in a layer of 2-3mm maximum. Due to the shrinking process while hardening, the volume is reduced by about 50% after approximately twelve hours. Result – a perfect water surface!



Aqua Effects

Aqua Effects can be used to create effects such as waterfalls and rapids on bodies of water made from Water-Drops®, Artificial Water, or 2K Water Gel. Aqua Effects is a white viscous substance that is flexible and milky-transparent when dry. You can use it directly on steep spots (e.g. for waterfalls). For rapids, simply apply a few streaks and spread with a coarse bristle brush.

Detail Markers

Many details can be enhanced with just a little colour, but sometimes it is not worthwhile opening a tin of paint specially for that purpose. NOCH has developed Detail Markers with 2mm wide tips so that details can be quickly painted without all this hassle. The set includes six colours: black, white, red, yellow, silver, and brown.

The water-based acrylic paint sticks to many surfaces, such as metal, plastic, wood, paper, glass, ceramics, and much more. All paints dry realistically matt.

www.noch.com www.noch.de



New decoder from SoundTraxx

The Tsunami2 TSU-N18 decoder is designed as a drop-in replacement for models equipped with a NEXT18 socket. It offers six function outputs. Its small size makes it suitable for both N and small HO models.

The TSU-N18 comes loaded with all the sounds and features of the Tsunami2 range. It is available in steam, diesel (EMD, GE, Alco, and Baldwin and others), and electric versions.

Dimensions: 25 x 10.5 x 4.1mm

Max. motor stall current: 1A

Max. function current: 100mA (each output)

Audio amplifier: 1 Watt, 8-Ohm load.

Sound channels: 16



The decoder is compatible with NMRA DCC Standards and Recommended Practices.

SoundTraxx

141, Burnett Drive,

Durango, Colorado 81301, U.S.A.

www.soundtraxx.com

New for HOe from Ferro-Train

Magnetic couplings

Operating couplings, especially on larger layouts (where sidings may be harder to reach) or with models that have detailed buffer beams, often requires dexterity and patience. Magnetic couplings simplify the procedure enormously and are enjoying growing popularity.

These brand new ingenious couplings enable their use on HOe narrow gauge layouts for the first time.

The unique design allows the coupler heads to move freely in standard mountings (Ferro-Train, Roco, Liliput, Tiho, etc.). This is essential for stable connections on curves.

Two micro magnets in each coupling head allow direction independent coupling and have impressive power which both assists initial connection, even on curves, and holds the vehicles together.

To be compatible with models that have not yet been converted to magnetic couplings, the coupler head has a hook for classic coupling loops.



More Mariazellerbahn coaches

The latest two coaches for the Mariazellerbahn are classic representatives of the end of Epoch 4. They have the new computer numbering, with a control digit – in some cases not a zero but a small letter O! Hardly any coach had the same lettering as the next. The models have been made exactly according to the originals, right down to the individual missing window pictograms.

ÖBB B4ip/s 3260-o is also the last representative of the brown coaches with a white line. For elusive reasons, some of the 31xx and 32xx series were decorated with a thin white stripe, but this never caught on and so examples are uncommon.

Ferro-Train / Leopold Halling

www.halling.at



Latest for N by AB-Modell

The new scenic accessories announced by AB-Modell earlier this year are now available.

Châlet kits

The laser-cut kits for Swiss chalets have been produced by NordModell and represent typical buildings with rendered bases and wooden upper floors. Features include separate balconies, recessed entrances, and external staircases.

The models have a complete representation of the interior walls and ceilings so all walls are exactly at right angles without time-consuming alignment.

The kits involve up to 390 parts. High-quality cardboard and real wood guarantee an extremely prototypical effect.

Comprehensive illustrated step-by-step instructions guide the builder through the construction process.

Four styles are available: *Alpenblick* and *Alpenrose* (each 71 x 50 x 57mm), and *Bergkristall* and *Bergsee* (60 x 55 x 56mm) – enough for a village scene!



Catenary parts

Curved mast arms for prototypical overhead lines are also available. They have prototypes on the Bernina line and Berner Oberland.

They are designed to be mounted on a 2mm diameter pole (wood or metal).

The extremely fine design is not intended to have functional catenary attached under any circumstances. If required, cotton twine or elastic filament should be used as dummy contact wire.

The cantilevers can be used equally well pulling inwards or outwards.

The kits come with comprehensive illustrated instructions.

www.n-schmalspur.de



Forthcoming events

Saturday 4 September

TADWORTH, Surrey

Organiser:

North Downs Model Railway Circle

Venue: The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE.

Open: 1000 – 1700

Admission: adult £6.00, under 16s £3.00, concessions (senior/disabled) £5.00.

In aid of the Good Shepherd Church.

Amenities: free parking; venue is close to station and bus stop; facilities for disabled visitors; refreshments.

Features: 26 layouts; demonstrations; trade.

Contact: Stuart Robinson

07758 458827

stuart.robinson27@outlook.com

www.ndmrc.info/Home/Tadworth.htm

Saturday 4 & Sunday 5 September

COTGRAVE, Nottinghamshire

Organiser:

Bingham MRC

Venue: Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire, NG12 3PJ
Take 'The Cotgrave' bus from outside Nottingham station.

Open: 10.00 – 17.00 Saturday

10.00 – 16.30 Sunday

Admission: adults £4.00, concessions £3.00, children £3.00, family (2+3) £8.00, under 5 free.

Amenities: free parking; limited disabled access; refreshments.

Features: twelve layouts, including *Bregenbach im Schwarzwald* (German N) and *Kozel Cement* (Czech HO, see CM March 2013), plus traders, demonstrations, and loco clinic.

Contact: cirs@btinternet.com

Les Richardson, Show Manager.

Saturday 4 & Sunday 5 September

ALNWICK, Northumberland

Organiser:

Aln Valley Railway Trust

Venue: Lionheart Station, Lionheart Enterprise Park, Alnwick, Northumberland, NE66 2EZ.

Open: 1030 – 1600 both days

Admission: T.B.A.

Amenities: standard gauge steam trains will be running, and the railway's café will be open.

Features: layouts include *Schläbelsringen* (German N, in this issue).

Contact: www.alnvalleyrailway.co.uk

Saturday 11 & Sunday 12 September

Warwickshire Event Centre

INTERNATIONAL N GAUGE SHOW

Venue: The Fosse, Fosse Way, Radford Semele, Leamington Spa, Warwickshire, CV31 1XN.

Open: 10.00 – 17.00 Saturday

10.00 – 16.00 Sunday

Admission: adults £11.00, seniors £10.50, children £5.50.

All tickets must be purchased in advance through the website. Tickets are valid for a specific day only, i.e. Saturday or Sunday. Tickets will be issued in line with government guidelines on capacity limits.

Meridienne Exhibitions have confirmed their intention to deliver the show. They will continue to monitor and act on advice from the Government and respond accordingly to guidance throughout the coming months, to ensure the event can safely be delivered with compliance to any Covid-19 requirements that may be in place at the time.

Amenities: parking; disabled access; refreshments.

Features: over 25 British, continental, American, and other foreign layouts, including *Ishinaka*, a new Japanese N layout by the Raven MRG (below); demonstrations; society displays; nearly 40 specialist trade suppliers.

Contact: 01926 614101

www.meridienneexhibitions.co.uk

www.ngaugeshow.co.uk

Friday 24 - Sunday 26 September

RIJSWIJK, The Netherlands

Modelspoordagen

Venue: De Broodfabriek, Volmerlaan 12, 2288 GD Rijswijk, The Netherlands.

Open: 10.00 - 17.00 each day

Admission: adults €12.00, children €6.00. There will be an access control at the entrance. This check is closely related to the Corona Check (App), which has been set out nationally by the government.

Amenities: parking; catering.

Features: 150 stands – c.40 layouts, around half making their debut (no list available at time of going to press), demonstrations, children's activities, traders, secondhand sales.

Contact: www.modelspoordagen.nl

modelspoor@de-broodfabriek.nl

Saturday 25 & Sunday 26 September

CROMFORD, Derbyshire

2021 new items show - belated!

Organiser: Mount Tabor Models.

Venue: Cromford Community Centre, 9, Market Place, Cromford, Derbyshire, DE4 3RE.

800 yards from station.

Open: 1030 - 1630 Saturday

1000 - 1600 Sunday

Admission: free.

Amenities: free parking 200 yards.

Features: several layouts, including *Trifolou* (French Nm by Piers Milne). Mount Tabor Models sales stand, with new items brochures.

Contact: Mount Tabor Models

01629 822294

mount.tabor@btopenworld.com

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out 16th September

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Rue des Caves

French HO



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Latest Reviews... and much more

PECO

• Rue des Caves

Frédéric Mouget has expanded his series of HO modules depicting an urban environment with industrial sidings, incorporating a through line for added operating interest.

• Holtzapffel

Maurice Hopper developed an ingenious circular design using lightweight and easily portable baseboards for his second essay in modelling German railways in N.

• El Gato

Bill Longley-Cook assembles a prestige passenger train to complement the existing heavy freight services on his American On30 garden railroad.

• The sights of Taiwan

Kieren Haskell describes an unusual large display layout constructed in China, with scenery in (approximately) HO around a 5" gauge ride-on line which carries the visitors.

• C50 narrow gauge diesel

Andrew Knights scratchbuilt a Hungarian prototype in O around an old motor bogie – and 'exported' it to the US!

... and much more!



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This section is reserved for the use of traders only.

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

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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.

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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

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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

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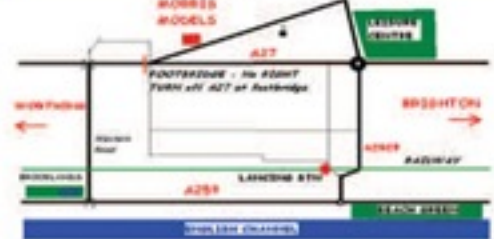
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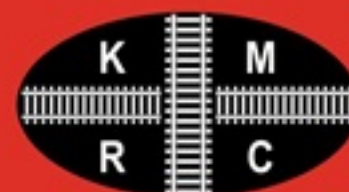
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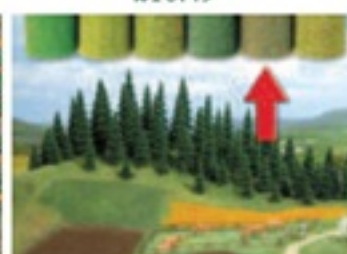
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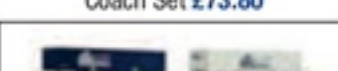
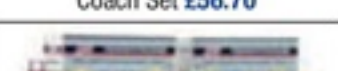
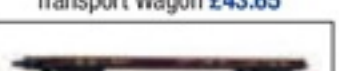
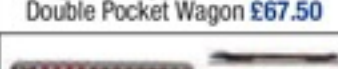
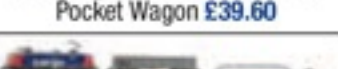
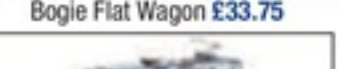
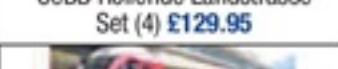
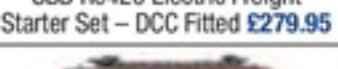
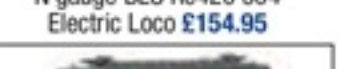
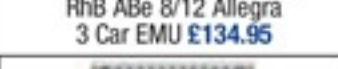
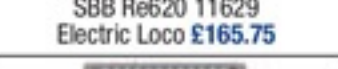
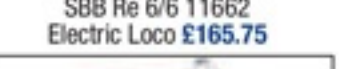
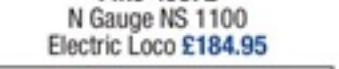
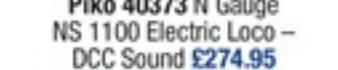
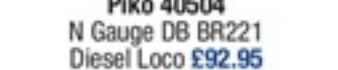
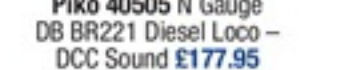
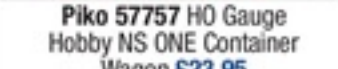
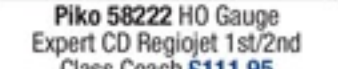
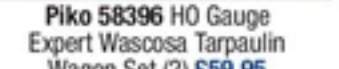
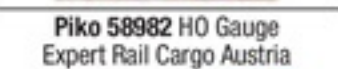
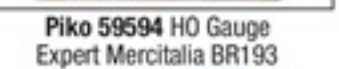
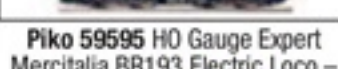
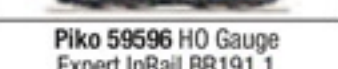
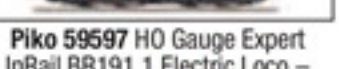
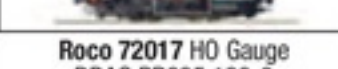
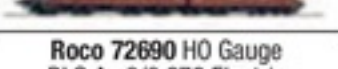
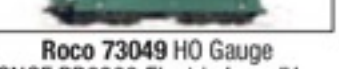
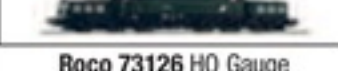
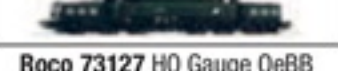
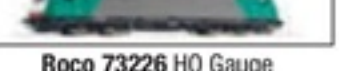
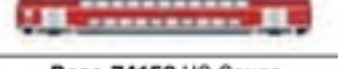
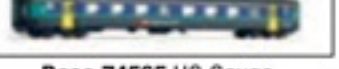
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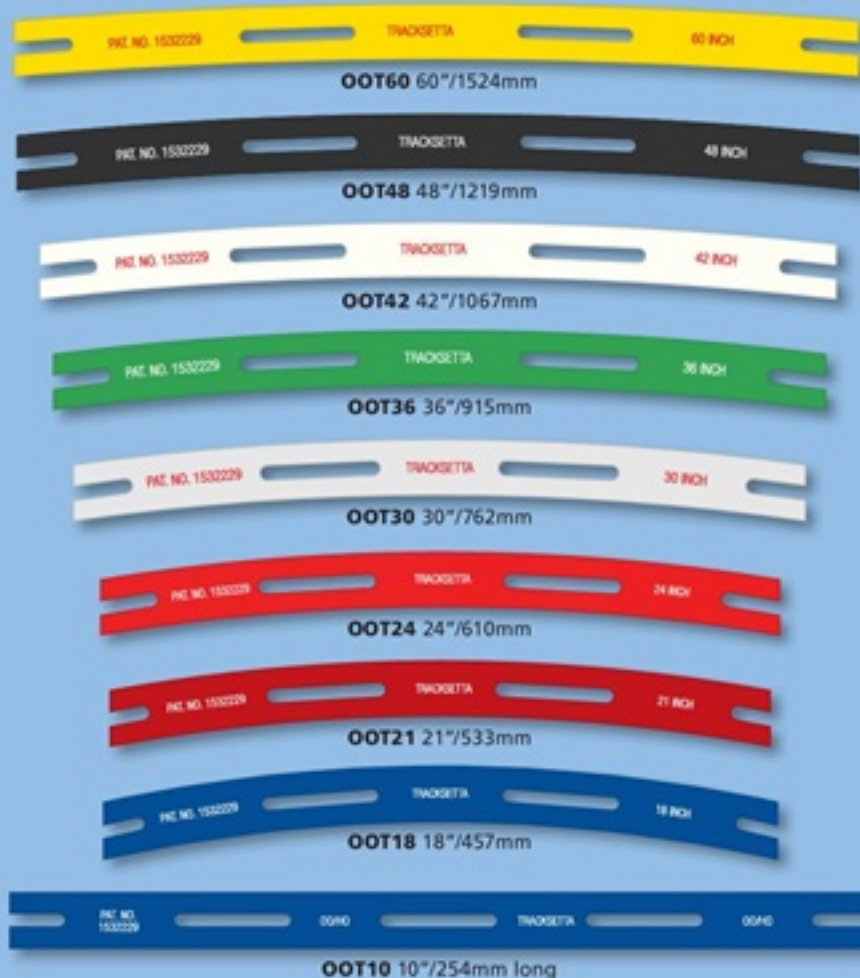
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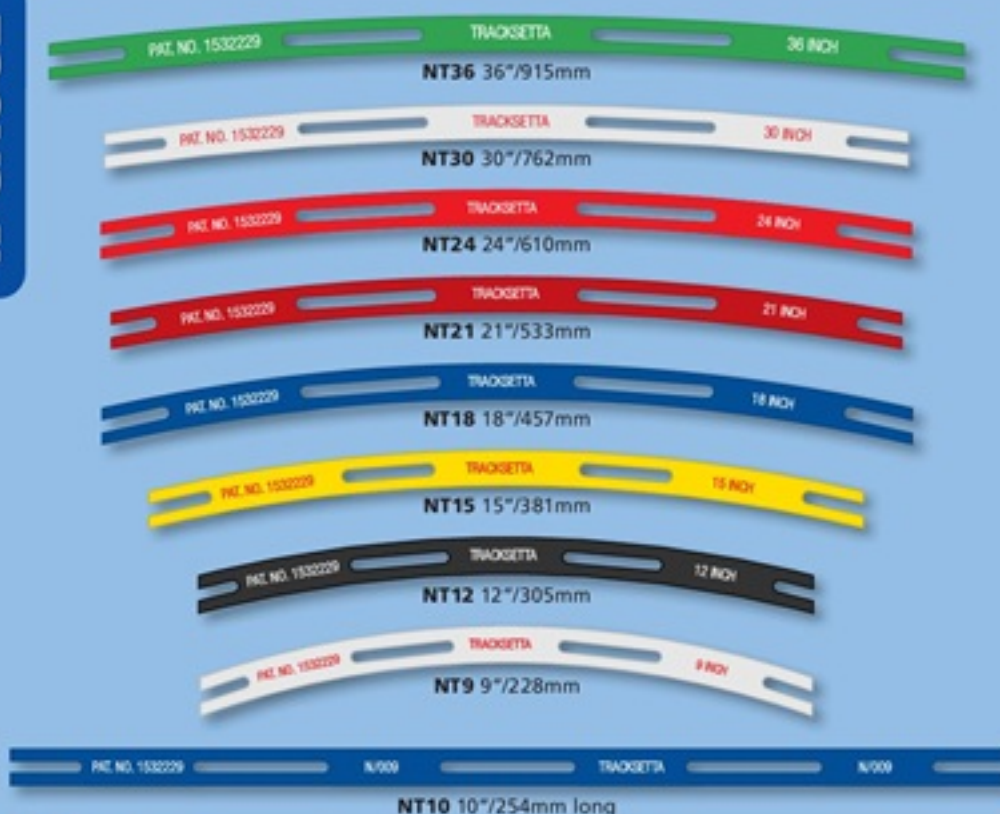
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1. *Journal of Management Studies*, 1996, 33, 1, 1-15.



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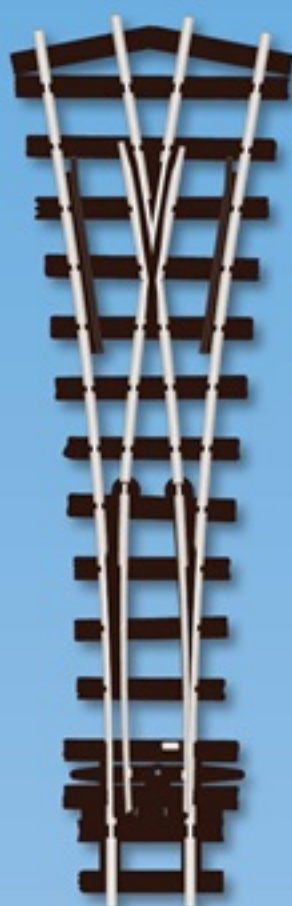
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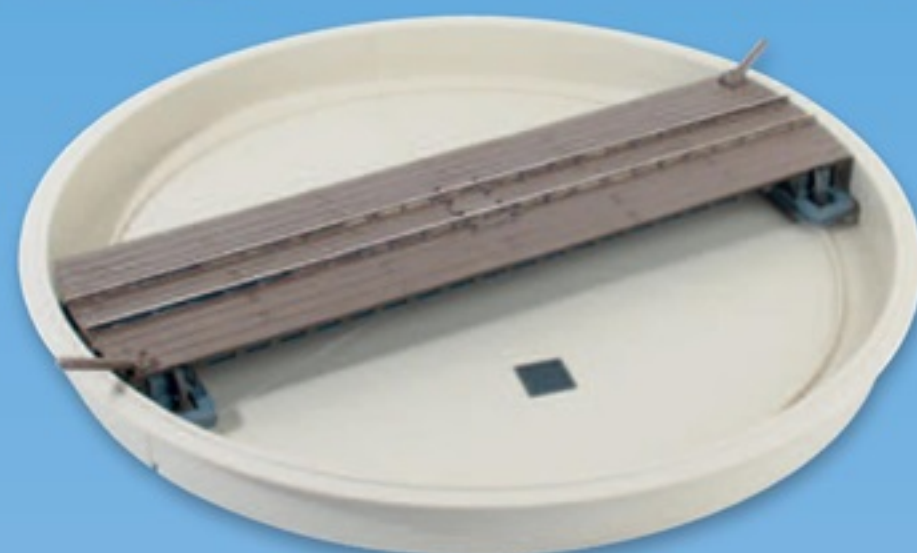
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- Output plug fits directly to PL-55 and PLS-100 units
- Suitable for use with Pecolectrics SmartSwitch servo system



With the weather never on our side in the real world, bring all the summer sun to your layout with these beach themed items. From palm trees to soft sand, picturesque cliffs and sandy dunes, and of course a beach bar to relax in after a long walk; whats not to love in these sunny scenes this summer.



N15841 - HO Scale - £11.50
N36841 - N Scale - £11.50
6 Sunbathers Figure Set



N15849 - HO Scale - £11.50
N36849 - N Scale - £11.50
6 Bathing Figure Set



N15850 - HO Scale - £11.50
6 Sunbathers Figure Set



N18300 - HO Scale - £10.25
6 Sunbathers Figure Set



N14261 - HO Scale - £11.25
Changing Rooms Laser Cut Minis Kit



N14260 - HO Scale - £13.25
Beach Bar Laser Cut Minis Kit



N58152 - HO Scale - £18.50
Hard Foam Basalt Rock Fall Wall



N58462 - HO Scale - £21.75
Hard Foam Basalt Rock Wall



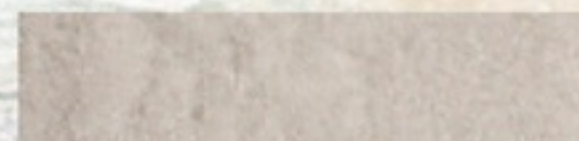
N21971 - Multi Scale - £11.50
Palm Profi Tree - 15cm



N21981 - Multi Scale - £12.50
Palm Profi Tree - 19cm



N09234 - Multi Scale - £2.45
250g Fine Sand



N09235 - Multi Scale - £2.45
250g Medium Sand



N09237 - Multi Scale - £2.45
250g Gravel



N08310 - Multi Scale - £2.75
20g 2.5mm Summer Static Grass

Building Bridges and Walking Walls



N58692 - HO Scale - £24.25
Hard Foam Argen Bridge



N58696 - HO Scale - £24.25
Hard Foam Oberdorf Bridge



N58694 - HO Scale - £19.50
Hard Foam Waldobel Bridge



N58690 - HO Scale - £31.00
Hard Foam Archtobel Bridge



N58280 - HO Scale - £20.25
Hard Foam Granite Walling 105 x 2cm



N58281 - HO Scale - £20.25
Hard Foam Basalt Walling 105 x 2cm



N58282 - HO Scale - £20.25
Hard Foam Sandstone Walling 105 x 2cm



N58283 - HO Scale - £20.25
Hard Foam Natural Stone Walling 105 x 2cm



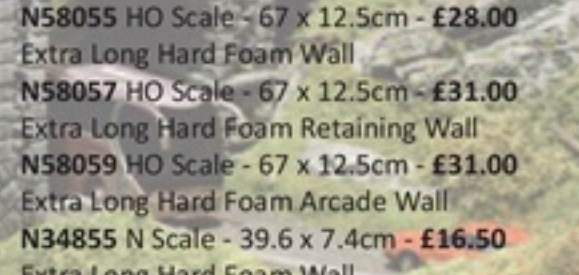
N58056 HO Scale - 33.5 x 12.5cm - £16.00
N34856 N Scale - 19.8 x 7.4cm - £9.25
Hard Foam Retaining Wall



N58058 HO Scale - 33.5 x 12.5cm - £16.00
N34858 N Scale - 19.8 x 7.4cm - £9.25
Hard Foam Arcade Wall



N58054 HO Scale - 33.5 x 12.5cm - £14.50
N34854 N Scale - 19.8 x 7.4cm - £9.25
Hard Foam Wall



N58055 HO Scale - 67 x 12.5cm - £28.00
Extra Long Hard Foam Wall
N58057 HO Scale - 67 x 12.5cm - £31.00
Extra Long Hard Foam Retaining Wall
N58059 HO Scale - 67 x 12.5cm - £31.00
Extra Long Hard Foam Arcade Wall
N34855 N Scale - 39.6 x 7.4cm - £16.50
Extra Long Hard Foam Wall
N34857 N Scale - 39.6 x 7.4cm - £18.25
Extra Long Hard Foam Retaining Wall
N34859 N Scale - 39.6 x 7.4cm - £18.25
Extra Long Hard Foam Arcade Wall

These 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.

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