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Rue des Caves

French HO



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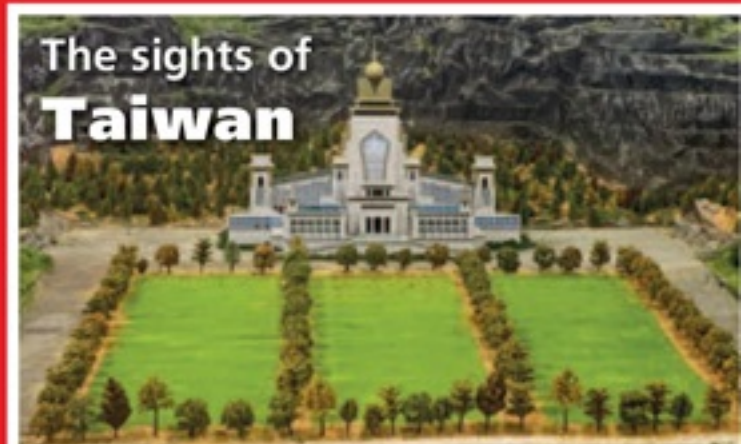
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W10421 GP9 Conrail.....£138.00



10475 GP9 SPSF.....£138.00

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130 GP9 Pennsylvania.....£69.00

103 GP9 Santa Fe.....£69.00



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1505 CSX.....£24.00

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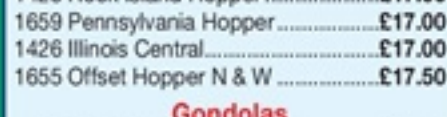
104511 ACL 50' Pulpwood.....£21.50

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

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

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1426 Illinois Central.....£17.00

1655 Offset Hopper N & W.....£17.50



1861 D & RGW.....£19.50

6216 D & RGW/Railgon.....£27.50

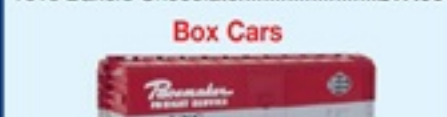


1124 Union '76 3 Dome.....£22.50



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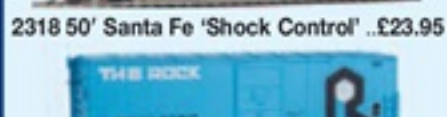
1343 NYC 40' Box Car.....£29.50



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



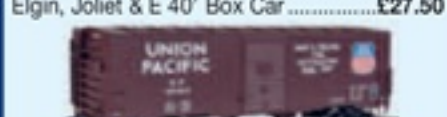
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2015 CP 50' (Pacman Logo).....£21.00

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1453 B & O 40' Box Car.....£22.85

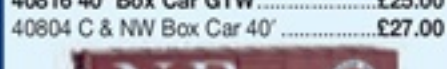
Elgin, Joliet & E 40' Box Car.....£27.50



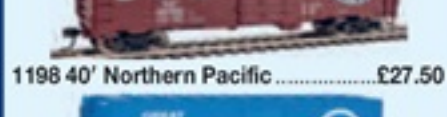
1173 40' Union Pacific.....£27.00



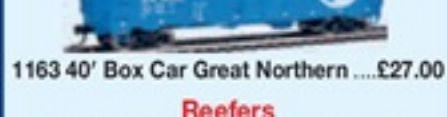
40816 40' Box Car GTW.....£25.00



40804 C & NW Box Car 40'.....£27.00



1198 40' Northern Pacific.....£27.50



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



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

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



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

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American HO Scale Locomotives/Freight all brands



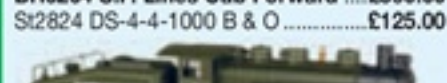
A3208 GP38 Bangor & Aroostook.....£165.00



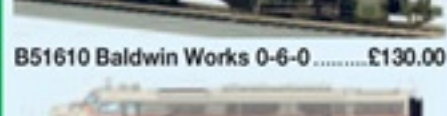
B50709 GN 0-6-0.....£115.00



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



St2824 DS-4-4-1000 B & O.....£125.00



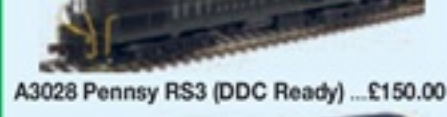
B51610 Baldwin Works 0-6-0.....£130.00



BR4828 CB & Q F3a.....£285.00



K3024 GP35 NYC.....£120.00



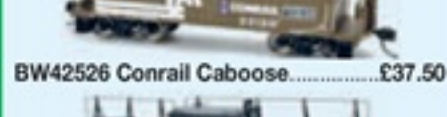
A3028 Pennsy RS3 (DCC Ready).....£150.00



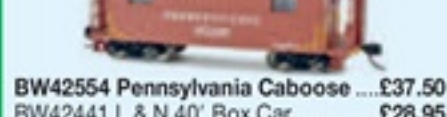
A3416 GE U23B Santa Fe.....£170.00



B50406 B & M 0-6-0.....£125.00



BW42526 Conrail Caboose.....£37.50

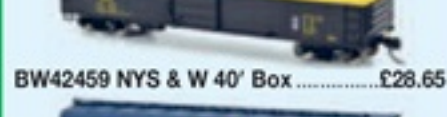


BW42554 Pennsylvania Caboose.....£37.50

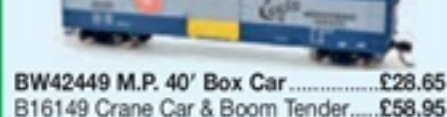
BW42441 L & N 40' Box Car.....£28.95

BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60



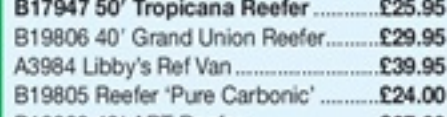
BW42459 NYS & W 40' Box.....£28.65



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



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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

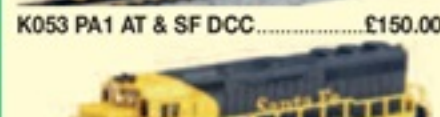
HO Scale

Broadway 6368 Pennsylvania GG1
Single Stripe, Keystone Logo.....£399.00

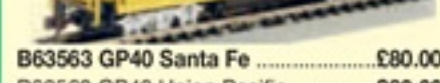
American N Gauge post & packing £3.99



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



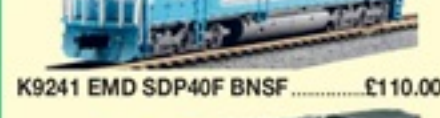
K8513 SD70 N & S.....£118.00



K7608 Union Pacific SD70M.....£110.00



K9241 EMD SDP40F BNSF.....£110.00



K7035 GE AC4400CW C & NW.....£108.00



K4960 SD40-2 B. N.£106.00

B63565 GP40 Norfolk & Southern.....£89.00

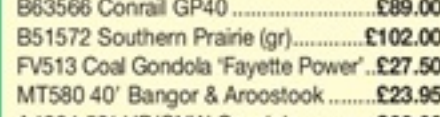
B63566 Conrail GP40.....£89.00

B51572 Southern Prairie (gr).....£102.00

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

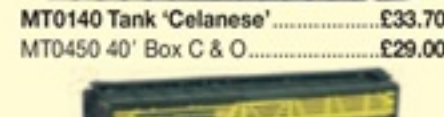
B14654 72' Str. Baggage



WOT D & RG Box Car.....£25.40



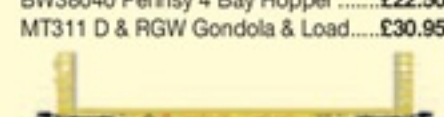
WOT MP Box Car.....£25.40



MT0140 Tank 'Celanese'.....£33.70



MT0450 40' Box C & O.....£29.00



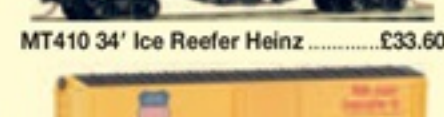
A4147 C & NW Stock Car.....£23.50

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

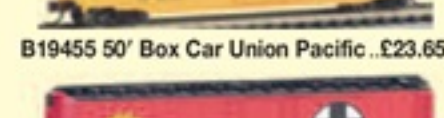
A4152 Pennsylvania Stock Car.....£23.50

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

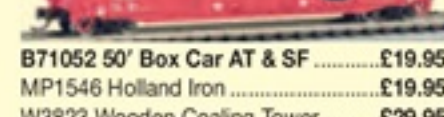
MT311 D & RG Gondola & Load.....£30.95



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

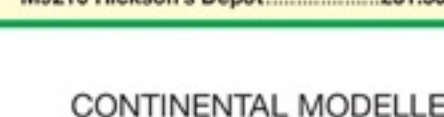
MP1546 Holland Iron.....£19.95

W3823 Wooden Coaling Tower.....£29.95

W3235 Waltons Lumber.....£31.50



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



M9210 Hickson's Depot.....£31.50



On The Road Again

Bring life to your roadway by installing the Faller Roadway System. With a magnet on the steering arm and driven axles, the vehicle follows a wire under the road. With the use of other electronics you can insert stopping sections, traffic lights and many other exciting accessories.



FA161491 MB ATEGO SIXT Lorry Car System Starter Set - HO Scale - £180.00

This starter set provides you with all you need to make a start with the Faller Car System. A nice project for any layout is to add additional movement, and this can be done easily with this starter pack.

The set comes with a MB ATEGO SIXT Lorry with pivoting axle and on-board battery, as well as a charger for the vehicle. Also included is a roadway guide wire to be installed in your existing roadways, or this can be used in conjunction with the range of separate laser street sections if you are just starting out on your roads. Roadway filler, paint and markings allow you to bring your road up to a finished state, and the included crash barriers keep everyone safe.



FA161487 - HO Scale - £170.00
MB SK Lorry Emons Starter Set - V

FA141488 - HO Scale - £175.00
MB ATEGO Fedex Starter Set - V

FA161479 - HO Scale - £145.00
Childrens Merry Go Round Kit - IV

FA162009 - N Scale - £155.00
MB O302 Railway Bus Starter Set



FA161431 - HO Scale - £125.00
MB G Class Vehicle - VI

FA161432 - HO Scale - £145.00
MB Sprinter Minibus Taxi Vehicle - VI

FA161480 - HO Scale - £185.00
LKW MB SK94 with Load - V

FA162033 - N Scale - £130.00
MB SK Lorry - VI



FA161656 - HO Scale - £68.00
Traffic Lights with Stop Sections

FA162033 - Basic Components Set - Multi Scale - £165.00

The extremely inexpensive entry-level pack contains most important functional elements for the expansion of your Car System systems. These modules can be used independently or together to cover all eventualities on your highways.

Package contents:

- 1x **FA161651** Traffic Control Module
- 1x **FA161773** Pack of 3 Sensors
- 2x **FA161675** Stop Sections
- 1x Branch Off Junction Section
- 2x Additional Magnets for traffic control

The control sensors control various processes of the functional elements. The electrical branching allows the targeted turning of vehicles, while the stop is needed to temporarily stop / start the vehicles in different holding situations.

Additional modules are available separately to further enhance your models.



FA161674 - Multi Scale - £24.50
Parking Space Module

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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Bring Halloween to your layout with these themed items from Noch. From vampires to castles, graveyards and haunted houses, make a scary scene for your ghostly ghouls to inhabit. Just remember to lock the cabin door after you and to always travel in pairs...



N15801 - HO Scale - £12.50
6 Vampires, 1 Slayer and a Coffin



N15800 - HO Scale - £12.50
6 Zombies



N15802 - HO Scale - £11.50
The Hunchback, A Priest, Lady, 3 Gargoyles



N14874 - HO Scale - £11.50
Funeral Assessor Set



N14872 - HO Scale - £13.50
Tomb Monuments And Statues Set



N14870 - HO Scale - £12.50
Christian Symbols Set



N13100 - HO Scale - £11.50
84cm Iron Residential Fence



N13100 - HO Scale - £11.50
84cm Iron Residential Fence



N58280 - HO Scale - £20.25
Hard Foam Granite Walling 105 x 2cm



N58281 - HO Scale - £20.25
Hard Foam Basalt Walling 105 x 2cm



N58600 - HO Scale - £46.00
Castle Ruin Hard Foam Scene
18cm x 14cm x 12cm



N58609 - HO Scale - £53.00
Castle Ruin Hard Foam Scene
20cm x 16.3cm x 16.5cm



N14211 - HO Scale - £9.00
N14611 - N Scale - £9.00
10 Gravestones Laser Cut Kit



N13219 - HO Scale - £11.75
Pumpkin Patch Deco Minis



N66990 - HO Scale - £185.00
Haunted House Laser Cut Kit with Microsound, Lighting Effects, and Ghostly Figures



N58585 - HO Scale - £64.00
Creepy Graveyard Hard Foam Scene



N65606 - HO Scale - £185.00
Cabin In The Woods Scenery Set

'Tradition and Passion' is the long-standing motto of Fleischmann, whose model train products are well known for 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. The PROFI track system is pre-ballasted which makes laying your track quicker and easier.



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



FM736607 - N Scale - Epoch V - £170.00
OBB RH1044 Electric Locomotive



FM739421 - N Scale - Epoch IV - £260.00
DB BR194 178-0 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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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 around the world.



The HOe 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 they are 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 VI - DCC Sound Fitted - £200.00
DBAG BR233 493-6 Diesel Locomotive VI



NEW 2021

RC73216 - HO Scale - Epoch VI - £210.00
CD REGIOJET RH193 206-0 Electric Locomotive



NEW 2021

RC73974 - HO Scale - Epoch VI - £210.00
MERCITALIA RAIL 193 702-8 Electric Locomotive



NEW 2021

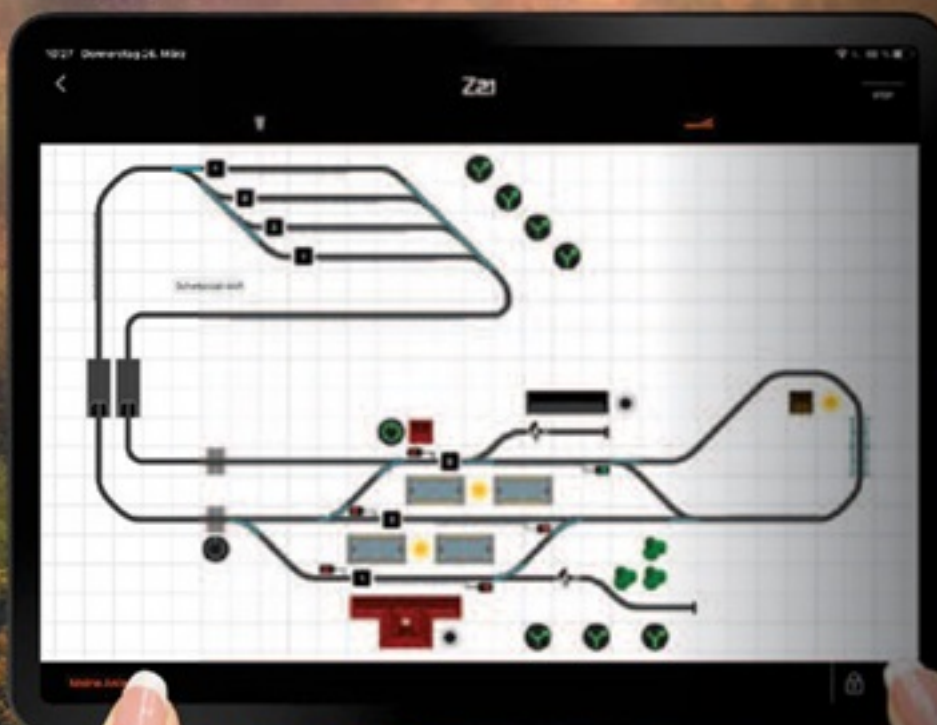
RC73159 - HO Scale - Epoch III - 165.00
ALPSPITZ BAHN Rack & Pinion Steam Locomotive



RC33315 - HOe Scale - Epoch III - DCC Sound - £265.00
DR V60K Diesel Locomotive



RC33272 - HOe Scale - Epoch VI - £290.00
NOVOG MH.4 Steam 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.



M22986 - Epoch IV - DCC Sound Fitted - £490.00
DB BR043 Long Henry Steam Locomotive



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



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



M25192 - Epoch VI - DCC Sound Fitted - £370.00
SBB CARGO RE6/6 Electric Locomotive



M25190 - Epoch VI - DCC Sound Fitted - £360.00
HECTORRAIL G2000BB VOSSLOH Diesel Locomotive



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

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

MINITRIX



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



M16585 - Epoch I - £390.00
KWStE G12 Steam Locomotive



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



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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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.



NEW 2021

MN55081 - Gauge 1 - 1:32 Scale
Epoch III - ~AC-Sound - £4,695.00
DR BR08 1001 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 II - ~AC-Sound - £380.00
DSB KOF Diesel Freight Train Pack



NEW 2021

MN37148 - HO - 1:87 Scale
Epoch VI - ~AC-Sound - £300.00
KPEV T3 Steam Locomotive



NEW 2021

MN39064 - HO - 1:87 Scale
Epoch II - ~AC-Sound - £440.00
SNCF FRET BENALUX Class 66 6601 Diesel Locomotive



NEW 2021

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CONTINENTAL MODELLER

October 2021

Volume 43

Number 10

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

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

Telephone: 01297 21542

E-mail: cm-editor@btconnect.com

Website: www.pecopublications.co.uk

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

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

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

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ISSN 0955 – 1298

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

RAILWAY MODELLER

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



Cover
SNCF diesel BB67039 heads
a train through the suburbs
alongside the Rue des Caves.
Photo: Frédéric Mouget.

One step forward, two steps back?

We were very disappointed to hear that the Warley club eventually decided not to proceed with the National Model Railway Exhibition at the NEC in November. Some events have been successfully staged at the NEC, but the exhibition management team felt that the necessary requirements represented a financial risk which was not prudent.

Many other exhibition organisers will be facing similar challenges, whether due to limits on capacity imposed by the venue or simply caution on the part of potential visitors (not to mention exhibitors and traders). It seems likely that more modest events will be returning first (indeed, we have been delighted to attend a few already) – they involve less risk, and can be more flexible, as the overheads are likely to be lower, not needing exhibitors to come from so far, and relying on a similarly 'local' audience, for the most part. Events could still be attractive and worthwhile even with fewer layouts and trade stands to allow adequate social distancing; visitors, layout exhibitors, and traders can make their own decision, and we trust all will act responsibly.

Many clubs rely on an annual exhibition to make a significant contribution to their budget, especially where there are premises to be maintained and rent/rates to be paid. Some now face the prospect of a second year without that revenue.

Some clubs and societies have been able to develop on-line alternatives to keep members in touch, using facilities such as Zoom or Teams for informal meetings, committee business, and the required Annual General Meeting. While these may be practical – and indeed offer some advantages – they are not really a substitute for getting together to see the models and layouts which are the essence of our hobby.

Another important event which we would normally have been eagerly anticipating at the end of October (traditionally the last Saturday in the month) is Expo Narrow Gauge, but this is in abeyance for other reasons, primarily the re-development of the venue, with no certainty when it will be available again, or indeed if it will still be suitable. The show was often noted for the presence of layouts and visitors from across the Channel; that participation would have been more of a challenge since Brexit.

We would also normally have noted the major Eurospoor show in The Netherlands as well worth attending but while we understand it is still going ahead (from Friday 29th to Sunday 31st October – see www.eurospoor.nl), at the time of writing (early September) the Dutch government is only permitting essential travel from Britain. As important as it may be to us, railway modelling may not qualify!

Actually, it seems it is possible to enter France (under certain conditions) and there are no further controls once within the Schengen area, but the situation can change – both for getting in to different countries and getting back to the UK.

The editorial team is still working mostly from home to relieve pressure in the building – we are not out of the woods yet and employers, like exhibition organisers, still have to be cautious and sensible even if restrictions are not imposed by government, and despite the success of the vaccination programme in the UK. Perhaps predictably, it now appears that the benefits of the vaccine do not last indefinitely and boosters may be needed.

We do appreciate all your comments about keeping the magazine going during the difficult circumstances of the pandemic, but our situation is easy compared to – for example – contributors such as Davide Raseni in northern Italy and Ranjeev Dubey in India, where the effects have at times been much more dramatic.

Wherever you are, we hope you are able to stay safe and keep well, and continue to enjoy the hobby. We all thank the health service personnel who have made that possible.

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Antony Quinlan describes his American N scale layout, set in the Pacific north-west.

BNSF Horsethief Bridge

A superb setting for watching trains roll by

The wilderness years

The *Horsethief Bridge* marks my return to railway modelling after a period of some forty or so years in a wilderness bereft of all things model trains – a wilderness that so many of us seem to discover in our late teens: a barren landscape of beer, the opposite sex, and also in my case an (un)healthy assortment of various rugby club shenanigans. This period of irresponsibility was quickly followed by a period of deep responsibility, a daunting combination of career advancement and family commitments, not least of which was the customary 24-hour teenage taxi service – and being a major shareholder in the bank of Mum and Dad.

Forty years is a long time but I am pleased to say that model railways are now firmly back on the agenda. The result is this N scale exhibition layout which is based on the ex-Spokane, Portland and Seattle Railway line running along the north bank of the Columbia River Gorge in Washington state, just along from Horsethief National Park. I am totally captivated by the scenery out there – and of course I also have a thing about the trains.

Background

I am fascinated by American railroad history with the various mergers, bankruptcies, stock market scams, scandals, and the mighty railroad barons, all battling for railroad domination and supremacy.

There was no greater rivalry than that between the two main railroad barons of the American west – James Jerome Hill (owner of the Great Northern, Northern Pacific, and Chicago, Burlington & Quincy railroads) and Edward H. Harriman (the head of both the Union Pacific and, at the time, the Southern Pacific). Hill was the major player in Washington State whilst Harriman was top dog in neighbouring Oregon, the two states and the two railroads being separated by the mighty Columbia River Gorge.

Hill had the intention of stepping on Harriman's toes to take some of the lucrative timber traffic originating in the forests of the Cascade mountains in Oregon, but it would be difficult without a direct route into Portland. He had also heard rumours that the Canadians might be eyeing up potential new routes in the area. He therefore quickly formed

Right

BNSF General Electric ES44AC units #5748+5738 in different liveries lead a double stack container train over Horsethief Bridge.

Below

Heading the other way is the Swift Roadrailer also hauled by two ES44ACs, Citirail 'Legacy' #1201 and BNSF #6621.

Layout photos by the editor.





a new railroad company, the Spokane, Portland and Seattle Railway (SP&S), and started construction almost immediately on a new line running along the north bank of the Columbia River and into Portland. This was partly to prevent the Canadians getting in but also to challenge Harriman's stronghold in Oregon; he already had a line running into Portland along the south bank.

Harriman was not best pleased and launched a number of expeditious but ultimately unsuccessful legal challenges. Very quickly, there were two railroads running along the Columbia River Gorge, Hill's Spokane, Portland and Seattle on the north bank and Harriman's Union Pacific-owned line on the south bank.

James J. Hill is often referred to as 'The Empire Builder' and dreamt of merging all of his railroads into one huge company but was prevented by the federal government's anti-trust authorities. It was not until many years after his death that the 'Hill Lines' – the SP&S, NP, GN, and CB&Q would merge to form the Burlington Northern (BN) in 1970. Then in 1996 the BN was merged with the Santa Fe to form the Burlington Northern & Santa Fe. Today known simply as BNSF, it is wholly owned by Warren Buffet's Berkshire Hathaway multi-national conglomerate.

Even now, the two lines continue to run in competition with each other – the UP along the Oregon bank and the BNSF (ex-SP&S, ex-BN) along the Washington bank.

Below left and below
The Columbia River Gorge, with the railroad on a ledge carved into the hillside or on causeways created with the excavated fill, inspired the layout.
Photos: author.





Horsethief Bridge
Overall layout size 14' x 6' 4". Each grid square 1' x 1'.

Construction

Baseboards for the fiddle yard were constructed using traditional plywood sandwiched beams – basically two 100mm wide strips of 5mm plywood separated and held together by softwood timber fillets. Personally, I find this to be the best combination of light weight with strength and rigidity. The scenic boards are also of plywood beam construction but open top.

Trackwork is mainly Peco Streamline code 80 with Atlas code 55 on the scenic section. I wanted the strength and robustness of Peco track for the rigours of loading and unloading in and out of exhibition halls. However, I opted for the aesthetics of the Atlas American sleeper spacing for the scenic sections.

Electrics

I use the North Coast Engineering (NCE) Power Pro DCC system. At shows, I get asked two main questions with regards to electrics and DCC. The first is usually: does DCC simplify the wiring? This is not easy to answer. DCC would certainly simplify the wiring of a small analogue layout which would otherwise have a lot of isolating track sections and possibly cab control, such as, for example, a small M.P.D. However, my experience is that on complex layouts, DCC does not so much simplify the wiring but simplifies the operation – tremendously so. I can easily set a route for a road in the fiddle yard by pressing just one button – on any of the control throttles, or on any of the control panels, or even on my I-Phone. It is the same with routes requiring signalling – one



Far left
The baseboards were made using sandwiched ply beams with plain flat tops for the storage yard.

Left
Scenic section baseboards are similar but open top, and with a fixed backscene. Photos: author.

button will set all of the necessary points and signals whilst at the same time also setting all of the LED indicators on each of the control panels. The DCC system vastly simplifies our operation at shows which better enables us to keep the trains on the move.

The second question we mostly get asked at shows is: would I recommend NCE? There are no easy answers to this either! I think everything depends on individual experiences, situations, and personal preference. I chose NCE simply because of the control throttles, which in my opinion at the time were the easiest in terms of ergonomics. There are weaknesses associated with NCE, though – for example, the confusion as to the legality/certification of NCE radio control in the UK. In my opinion this is not much of a problem as I think radio control will eventually fall by the wayside and will be replaced by Wi-Fi controllers, such as the new TCS Wi-Fi throttles. These look very promising and I will be experimenting with one very soon to see how well it works with NCE.

I can say that I have not experienced any problems with my NCE system. It enables me to programme various macros for the automation of signals, detectors, and route setting. It was also very easy to connect the DCC system to various traditional push-button control panels, complete with LED displays. Although I can control everything from the hand-held throttles, I much prefer traditional push-button control panels with diagrams and indicator LEDs. Originally, I used to hook it all up to a computer so that we could control everything wirelessly through our smart 'phones and tablets – but the novelty of that soon wore off.

We have a Centralised Traffic Control (CTC) panel on the front of the layout to show how American signallers (known as 'dispatchers') traditionally set routes and signals. It is so

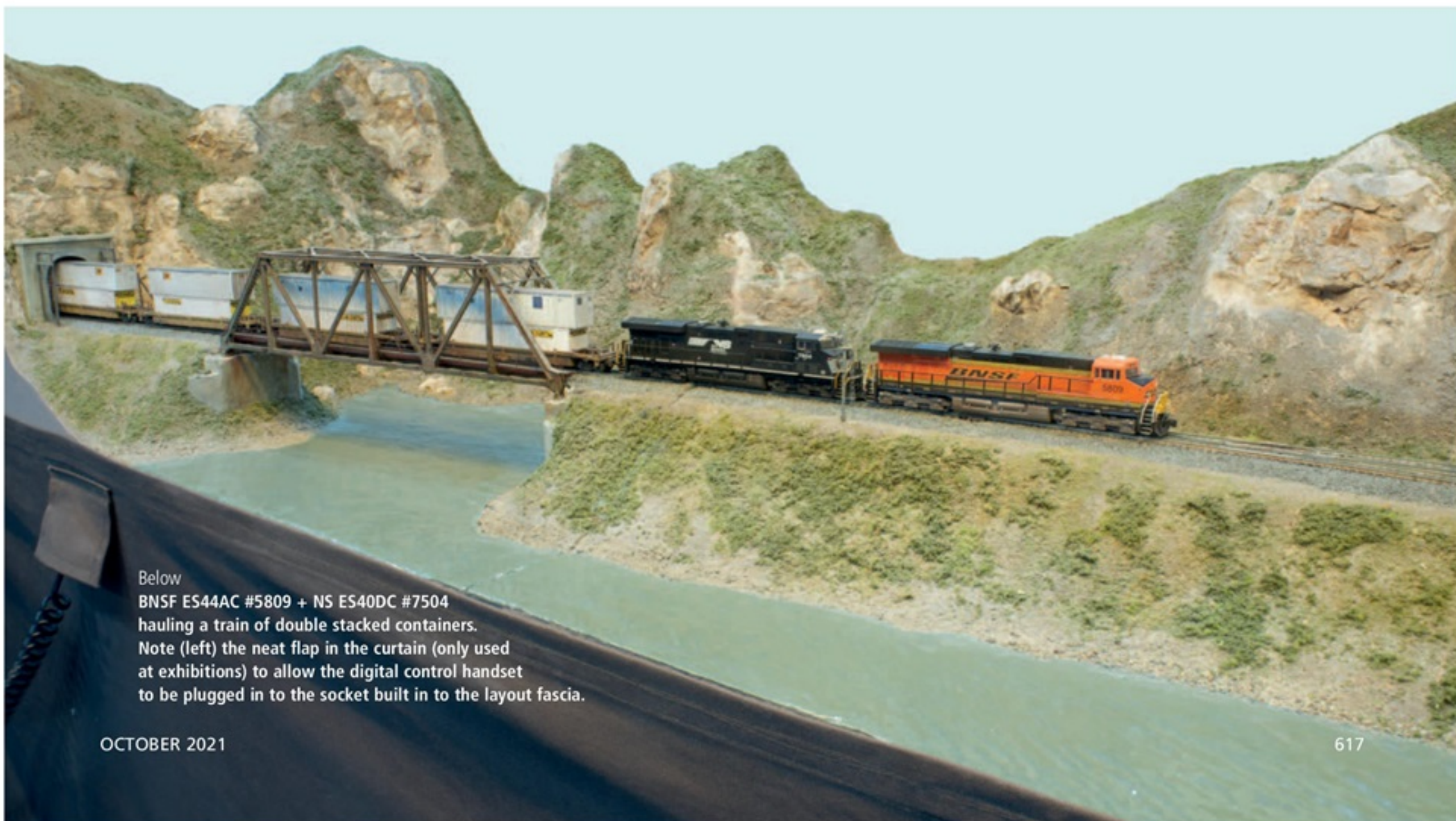


Above

The layout is fully signalled. BNSF ET44C4 #3999 + NS ET44AC #3610 get the green light.

Below

The signal controlling entry to the loops: red over yellow indicates caution on the diverging route. Both aspects are red as SD70MAC #9863 gets under way in the opposite direction.



Below

BNSF ES44AC #5809 + NS ES40DC #7504

hauling a train of double stacked containers.

Note (left) the neat flap in the curtain (only used at exhibitions) to allow the digital control handset to be plugged in to the socket built in to the layout fascia.

different to the British system of signalling that we thought we would include it as a discussion point at shows. Under the CTC panel is a row of twelve pushbuttons, one for each of the roads in the fiddle yard. Each of the buttons has an LED inside which illuminates if that road is set. There is another control panel round the back for the second operator, again with the LED pushbuttons. This is all wired straight into the NCE system via an NCE 'Mini-Panel'.

My favourite DCC loco decoders are the TCS non-sound versions which I find to be ultra-reliable and very user friendly.

Gradually, all locos are being fitted with sound decoders, albeit with mixed results. The first sound decoders I fitted were MRC which I found very disappointing and I ended up ripping them all out. The current sound chips being trialled are ESU Loksound v5, mainly because they come pre-fitted in Scale-Trains locos; they seem to work very well and I like to try and standardise – again for simplicity of operation. Reliability, full NMRA compliance, and functionality are my main criteria for decoders.

Scenery

The western side of the Cascade mountain range in Washington State is covered in rainforest. This is due to an abundance of rain clouds drifting in from over the Pacific Ocean. However, Horsethief Bridge is set in what is known



as 'mountain desert' as it falls within a rain shadow to the eastern side of the Cascades. It is very dry and extremely susceptible to wild grass fires. Every time I have been out there, I have ended up driving through such fires with firefighters on hand to maintain a safe thoroughfare for road vehicles. It is a regular thing for motorists there but very disconcerting for a first timer! The area has barely any trees and just a little foliage here and there, usually found close to the water line.

Above
The schematic track diagram, CTC panel, and pushbuttons for route setting.

Below
Dash 9-44CW #722 + #727 hauling a grain train.



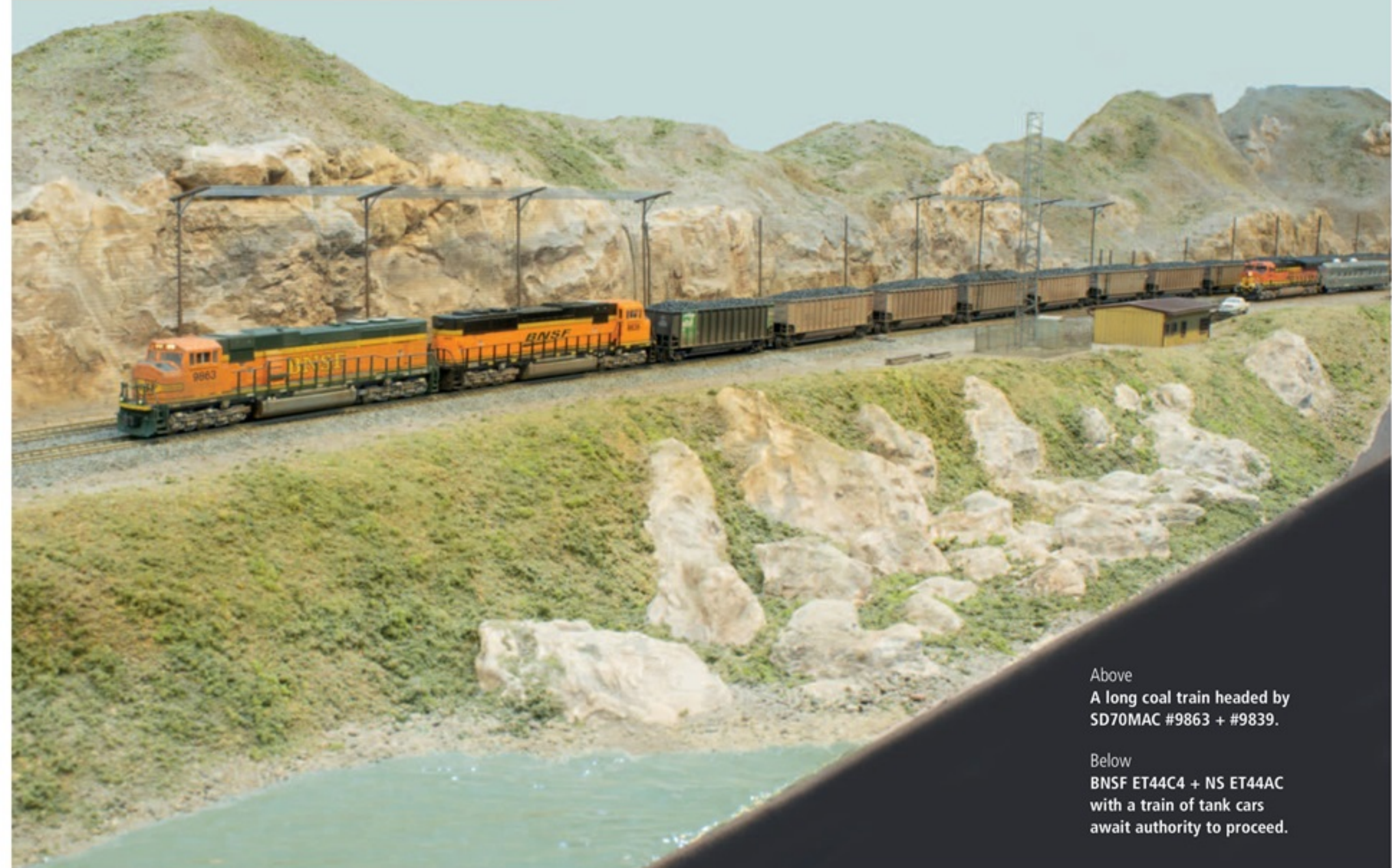


Above
The Amtrak *Empire Builder*
 passes the small yard office
 headed by GE P42DC #145.

Below
BNSF business car No.1
Gerald Grinstein will not tax
 ET44C4 #3984 as officials
 make a tour of inspection.

The SP&S was very well engineered. The Empire Builder's civil engineers were masters of cut'n'fill and used the technique to great effect in order to make the line as level and as flat as possible. They would cut and blast away rocks for the right of way and then use the spoil to fill in and make embankments, often across waterways forming little lakes. This is what I have attempted to capture with *Horsethief Bridge*. Horsethief Lake itself is much too big to fit on a baseboard so my lake/bridge scene is loosely based on a vista located further down the valley.





Above
A long coal train headed by
SD70MAC #9863 + #9839.

Below
BNSF ET44C4 + NS ET44AC
with a train of tank cars
await authority to proceed.

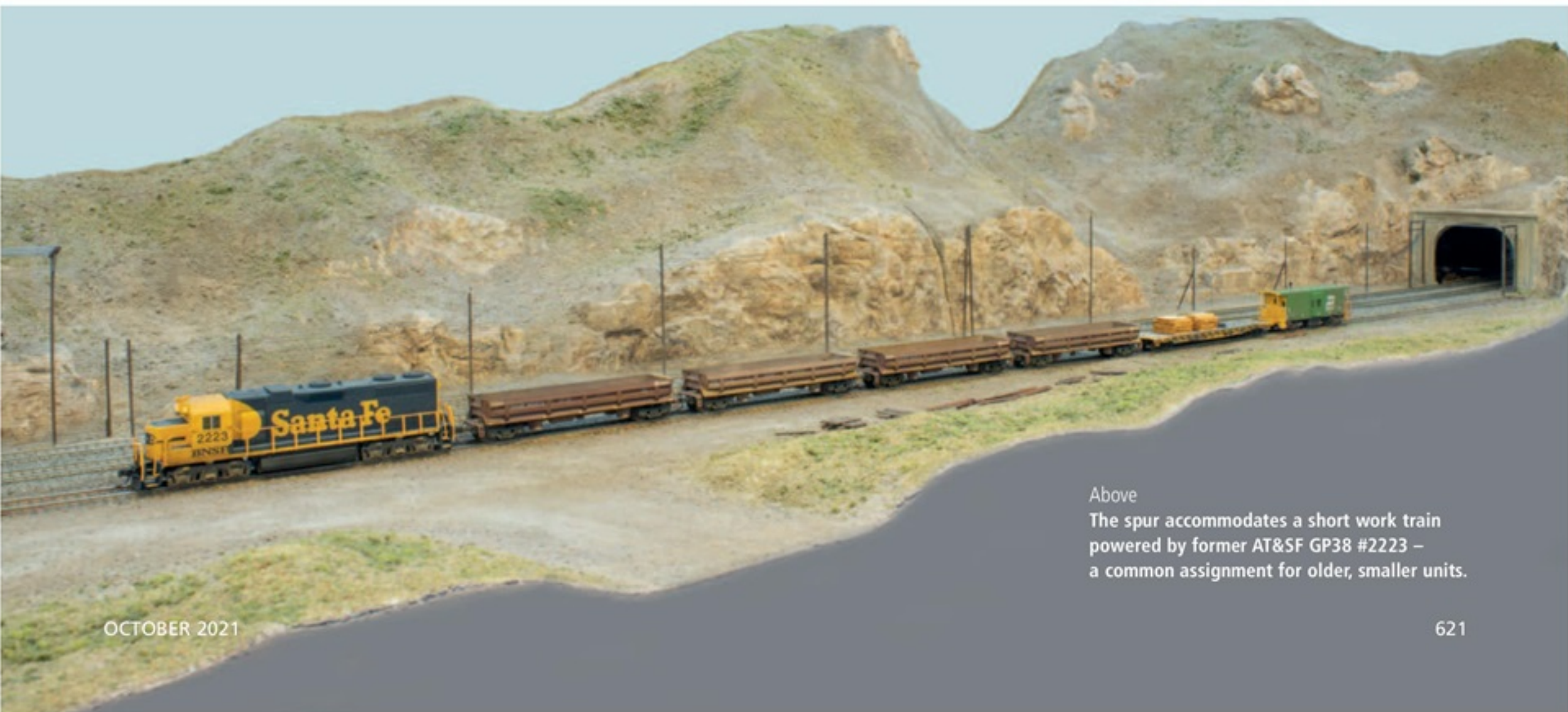




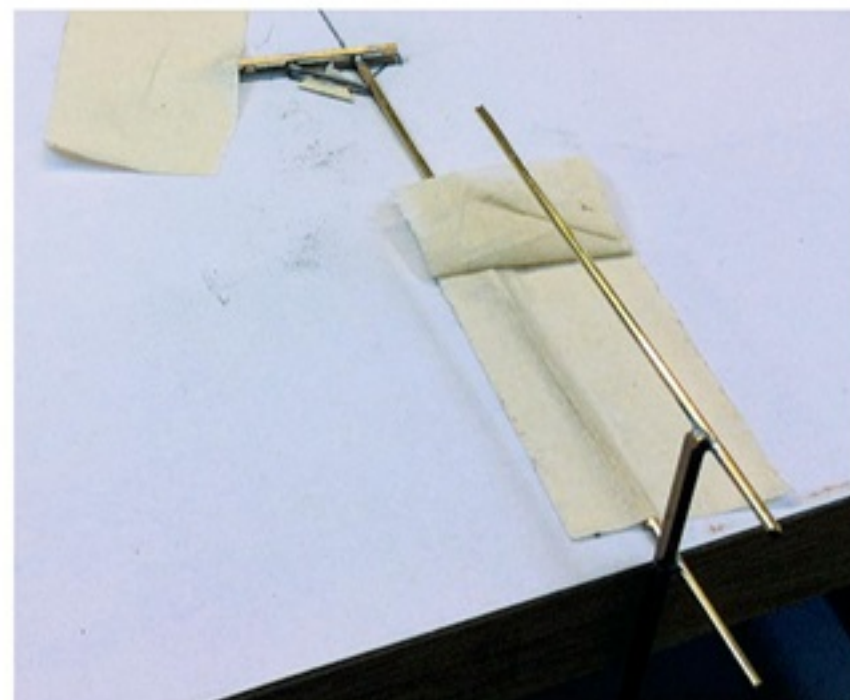
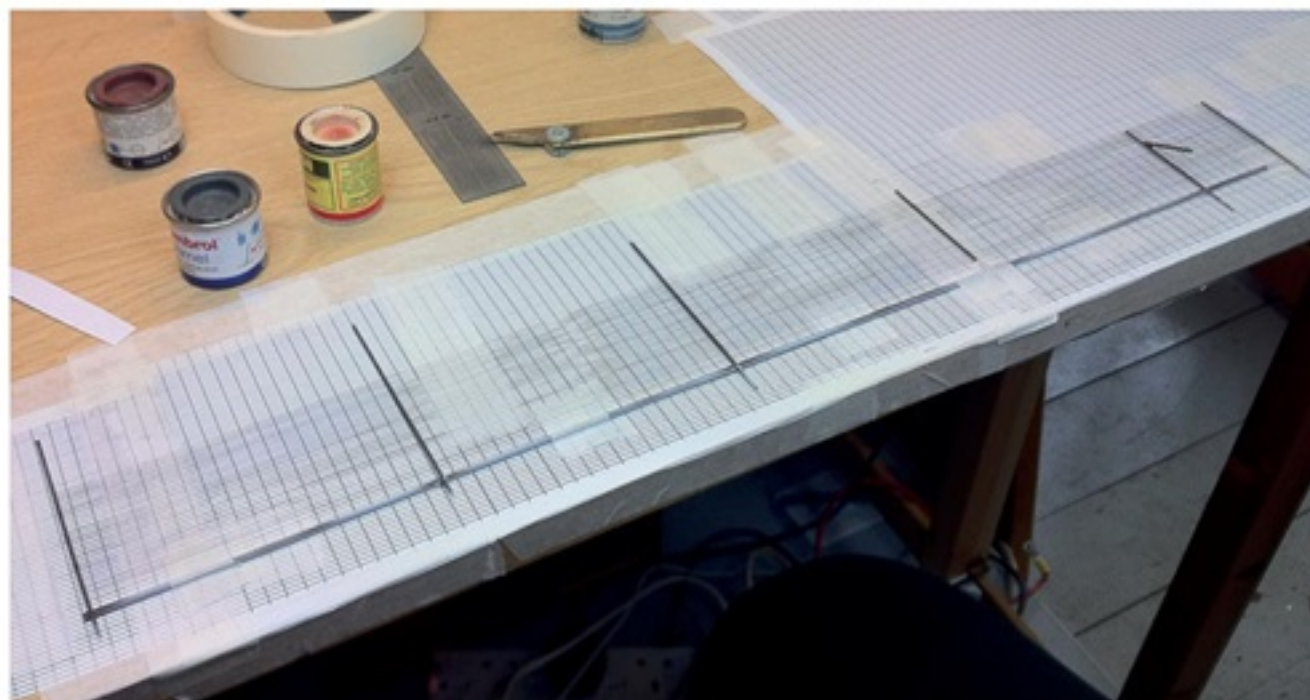
Above
A contrast in motive power
– and logo styles – older
SD40-2 units #6752 + #6746.

Left
The eponymous bridge
spans an inlet created by the
causeway carrying the line.

Right
Adjacent to the yard office
is a communications mast.



Above
The spur accommodates a short work train
powered by former AT&SF GP38 #2223 –
a common assignment for older, smaller units.



Scenery is traditional plaster bandage on polystyrene. Rocks were cast using Woodland Scenics lightweight hydrocal and rock moulds. For variation, the casts were broken, turned around, re-arranged, and stuck together again using more lightweight hydrocal before being stained with Woodland Scenics stain. Ground cover is a combination of Woodland Scenics shrubs and Treemendus Earth Powder, all stuck down with diluted PVA with the obligatory dash of washing-up liquid to break the surface tension.

The track is protected from falling rocks by way of slide detector fences. In real life, these consist of a host of electrical wires, hung on posts alongside rock faces and around tunnel mouths, anywhere where there is likely to be a rock slide. The wires do not actually prevent the rocks from falling onto the track – falling rocks break through the wires thereby breaking an electrical circuit which in turn sets all the signals in the area to danger. I soldered the fence posts together from brass section and attached rows (and rows and rows...) of elastic EZ Line to the fence posts. This was all carried out at the workbench before digging various troughs in the scenery and planting the fences in place.

Operation and exhibitions

The period modelled is generally from about 2003 onwards concentrating on the time when BNSF introduced their 'swoosh' logo.

There is a short maintenance of way spur where we occasionally stable a works train, and a small yard office which provides for crew changes.

The layout is very much for watching trains 'roll by' (as the Americans call it).

We run a broad selection of trains that are found along the gorge, including domestic and international intermodals, tanker trains, the Swift Roadrailer, auto racks, Amtrak's *Empire Builder* (named after James J. Hill), grain trains, coal trains from the Powder River Basin, and a range of manifests. One of my favourites is the Boeing 737 fuselage train which runs from Wichita in Kansas to the Boeing 737 factory in Renton, Washington. It normally runs across the Cascades via Stevens Pass but I use a little modeller's licence and assume there was a maintenance-of-way possession on Stampede Pass necessitating a temporary diversion along the Columbia River Gorge.

Above

Constructing the wire panels and support posts for the detector fences.

Below

The elastic EZ Line employed should withstand damage.

Photos: author.



Below

ES44AC #5942 has charge of the diverted train carrying Boeing 737 fuselages on the way to Renton.



Our objective at shows is to always have at least one train moving on the layout at any one time. We feel a strong responsibility to keep the paying public entertained.

Perhaps the best compliment I have received at a show was when an American came rushing across the exhibition hall to tell us he recognised the location and that he grew up there as a child. He shared with us how he would regularly take the train from Portland to visit his grandmother in Spokane and so was very familiar with the route.

Successful outings to exhibitions are dependent upon a wonderful team of operators and contributors to whom I am much in debt: Morgan Hughes-Owens, Bob and James

Norris, Nick Prior, and particularly Graeme Wheeler. I build my layouts, but Graeme is the person who teaches me how to best operate them. He is also logistics manager.

I am a member of the Western Model Railway Society and also of the National Model Railroad Association (NMRA). I would recommend membership of the NMRA to anybody who is interested in model railways and particularly those modelling the North American prototype.

Please feel free to ask any questions if you see us at a show.

The layout is next scheduled to appear at Uckfield on **Saturday 16th and Sunday 17th October 2021.**

Above
More freight traffic variety:
ET44C4 units #3856 + #3786
with a mixed manifest.

Below
The work train is tailed by
bay window caboose #11704
– about the only duty for
such cars, no longer needed
on regular freight trains.



Frédéric Mouget reports how his dioramas have been expanded and developed to make an even more satisfying layout. *Photographs by the author.*

Rue des Caves

Wine Cellar Road – French industrial scenes

Reminder

The first two modules were built in 2017 (rue des Papelards) and 2018 (the industrial cul-de-sac).

They were of the independent 860mm x 300mm show-case type with the only link being the Peco code 100 track which serves the various companies.

In 2019, for the *TrainsMania* exhibition in Lille, a through track using Peco code 75 was added to the foreground on two 860mm x 200mm boards, so I could connect my scenes to two neighbouring layouts. (See CM French Special, November 2019.)

The Rue des Caves

The name is a little nod to the wine cellars in Meursault where an exhibition was held in 2019, and also to the French cinema of the 1960s with the films of Michel Audiard, noted for his witty, irreverent, and slang-laden dialogue.

It is a continuation of the first scenes and is located to the right of the rue des Papelards.

It is made up of two 860mm x 500mm modules like the previous ones but I abandoned the principle of the individual show case; the side uprights have also now been removed on the first two modules. The scene is now continuous over all four modules.



Above

With the side panel removed, what had been the end of the Rue des Papelards scene was modified to connect with the new Rue des Caves by removing the overbridge and modelling the factory beyond the sweet shop.

Below

030 TU 18 is about to pass from the Papelards section to the new Rue des Caves.





As this was not foreseen at the beginning of the 'adventure', I found myself with a new challenge: how to connect four tracks and a road in a harmonious way on two levels? The shunting layout is 30mm higher than the through line in the foreground.

The removal of the uprights was a real challenge as once they were removed it was necessary to create some continuity between the groups of structures at the back and the scenic section at the front. After long hours of reflection, some buildings were moved or modified, and other more suitable ones were found.

Above

The first part of the Rue des Caves, looking back to the Rue des Papelards.

Below

The new lower level through line includes a siding which extends alongside Paper Quick on the Papelards section.



The theme is still a small industrial town in the north of France some time between 1950 to 1960, but it can easily be updated to the 1980s by changing road vehicles and railway rolling stock.

Structures and scenery

The backdrop buildings were largely inspired by an actual street, and adapted to the dimensions of the module. Some of the storehouses also have shop fronts.

All the industrial buildings were scratchbuilt; only the chimney is from a kit (Kibri), modified and weathered.

The construction techniques are the same – a heavy card substructure covered with plaster then painted and weath-

ered with acrylic washes and earth powders. The roofs make use of the very practical Redutex textured sheets, or sheets made with aluminium foil pressed into a former, then painted and weathered in the same way as the façades.

The retaining walls as well as the pavements are made of 3mm insulation material (Depron) covered with gesso, with the addition of different shades of grey weathering powders to give the road surface a slight grainy relief.

The signs and advertisements come from images found on the internet and photos taken during walks, such as the furniture store photographed in Reims. They were reworked, resized, then printed out onto thin paper or photo paper.

The baguette and sweet signs were made from Fimo modelling clay by my niece, Élise.

Right

The Rue des Caves rises gently behind the railway. The buildings are all based on real examples (see inset) though they are not all from one place but selected to suit the scene.

Below

The new section of the line on the upper level serving various industries includes a loop, making operation much more interesting.





The ground was treated with a mixture of garden soil and wood glue and then covered with 2mm and 6mm static grass fibres.

The large trees come from the MBR range, chosen for their robustness and detail because they are placed in the foreground.

The bushes I made myself using string as a base, covered with Peco 6mm static grass fibres, then painted and flocked with foliage of different shades.

Below

Note the baguette sign on the front of the bakery. Vehicles, figures, and details are placed sparingly.

Below right

Between the bakery and the grocery is a furniture store, inspired by a real façade.

Track

The ballast is a mixture, all from ABE.

The track is Peco but the points are now Electrofrog, operated by DLY servo motors.

The new city part turned out to be quite complicated. A second track makes it possible to serve three new compan-





ies, to store wagons, or pass two short trains. The industrial line now ends in a sliding traverser with three 450mm long tracks.

The through line was fitted with points to form a return loop. It now makes a circuit with five storage sidings hidden at the rear. This allows *autorails* and longer freight trains to circulate while shunting tractors and small locos manoeuvre wagons to the various companies, creating animation in the city section along the back.

Above

The through line can accommodate longer trains requiring larger locomotives, which adds to the variety.

Below

Trackwork may be planned – maintenance department stock stabled on the headshunt.



But it is not finished: the two curved modules at the ends which connect the through line to the storage sidings are being sceniced, one representing a rather dilapidated town district with a road in a cutting, the other a more rural scene with abundant vegetation.

The layout of four modules currently measures 3.44m by 0.5m; for exhibitions it will be 4.72m long with the visible part 0.5m wide, plus 1.5m behind the scene for the storage area.

Control

Since January 2020, the layout has been operated digitally with a Digikeijs DR5000 central unit and the Roco Z21 app on a tablet and a smart 'phone.

The locos are being progressively fitted with decoders.

Rolling stock

The stock is very varied, across Epochs III and IV. Naturally there are typical *autorails* on the through line, and a range of steam and diesel locos which haul short passenger trains and longer freights with a mixture of wagon types and liveries. I am particularly fond of flats and open wagons, for which I can make interesting loads, appropriate for the industries served.

The rolling stock is gradually being weathered.



Forthcoming exhibition

If the Covid conditions allow, the layout should appear at the major Savoie Modélisme exhibition planned for Chambéry on 30th and 31st October 2021.

Savoieexpo, 1725 Avenue du Grand Arietaz,
F-73000 Chambéry, France.

Seventy layouts plus other modelling exhibits.

Above

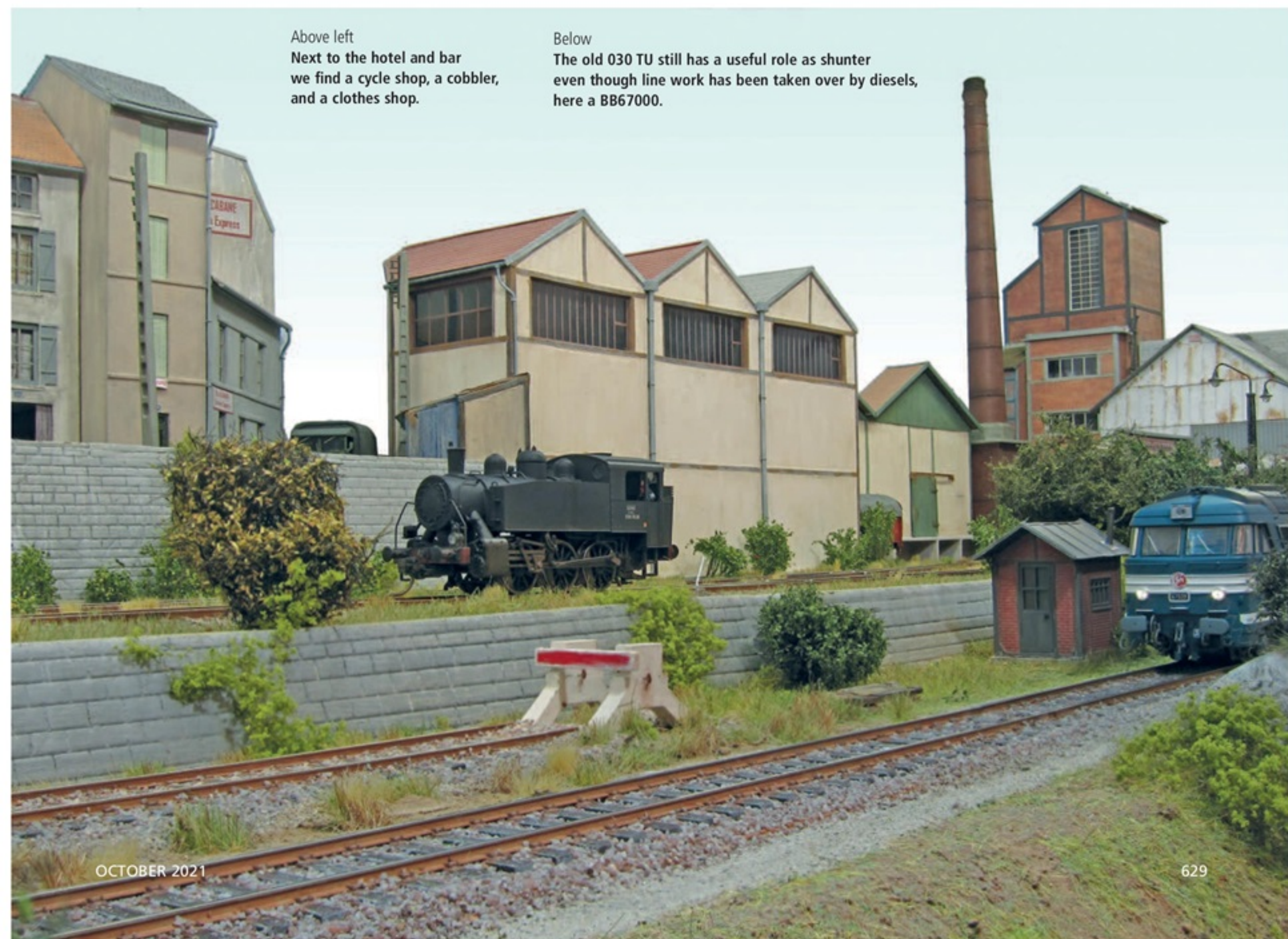
At the end of the scene is a large rail-served factory though what it produces has never been clearly defined! Both sidings pass through to a small fiddle yard.

Above left

Next to the hotel and bar we find a cycle shop, a cobbler, and a clothes shop.

Below

The old 030 TU still has a useful role as shunter even though line work has been taken over by diesels, here a BB67000.



Bill Longley-Cook describes the latest additions to the collection of rolling stock used on his garden railroad – the line gets some serious ‘varnish’.

Photographs by the author.

El Gato

A prestige passenger train for the C&CSRR



A little background

During the second quarter of the twentieth century, between 1936 and 1952, the Denver & Rio Grande Western Railroad (D&RGW) operated two ‘varnish’ trains over their 3’ gauge network in Colorado and New Mexico.

Trains 315 and 316, named *Shavano*, made a daily return trip from Salida to Gunnison, seventy-four miles, over Marshall Pass. The westbound train operated in the morning and the eastbound one returned to Salida in the evening. The schedule allowed through passengers to connect at Salida with an overnight standard gauge train to Denver.

Trains 215 and 216, named *San Juan*, ran between Durango and Alamosa via Chama (where there was a change of crew), Cumbres Pass, and Antonito. The two *San Juan* trains ran daily, crossing at Carracas siding, and took just over nine hours to cover the two hundred miles. At Alamosa there were connections to and from Denver on standard gauge trains over La Veta Pass.

Both trains crossed mountain passes reaching elevations greater than 10,000’ above sea level.

These trains were primarily mail and express baggage carriers, but in an attempt to improve passenger usage the D&RGW upgraded a number of 1880 vintage passenger cars. These cars were given closed vestibules, reclining seats, and centre sofas (thereby reducing the seating capacity of each car from forty-four to twenty-four), steam heat, an emergency coal heater, electric light, and an air signal system. In addition to the upgrade of the passenger cars, the company built a number of parlor cars, named after towns served by the trains, which provided enhanced accommodation with swivel armchairs and dining facilities for up to ten passengers, at a supplement of \$8.00.

Both trains normally consisted of a railway post office (RPO), an express baggage car, one or two (sometimes more) closed vestibule coaches, and, at the rear, a parlor car. The cars were painted Pullman green with gold lettering.

Above
The full five car *El Gato*
at Lepa Siding on the way
to Walkabout Gap.



Motive power was provided by K-28 'sports model', K-36, and K-37 Mikado 2-8-2 locomotives.

Above
Combination coach #215 tails the Mixed between Donkey Corners and Lepa Siding.

Labelle cars

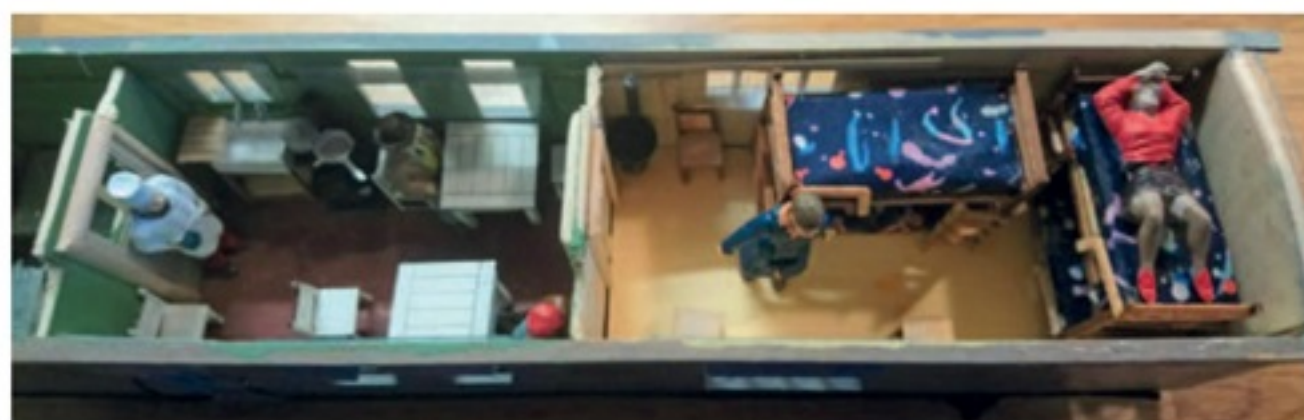
The Cumbres and Cat Shed Railroad (C&CSRR), described in the August 2018 and August 2020 editions of CM, is an On30 (1/4" to the foot) dead rail (on board battery powered) system running in a North Yorkshire garden. Until recently the railroad was solely a freight carrying operation. Then a combination coach kit was purchased from Labelle Woodworking of Cheyenne, Wyoming. Once built, Car #215 was added to a mixed train facilitating the carriage of passengers, mail, and freight. Building and detailing the kit (which comes without trucks, interior, or lights) gave me great pleasure.

In the spring of 2020, the Cumbres and Toltec Scenic Railroad celebrated fifty years of operating the line between Chama and Antonito. Part of that celebration was a run of their Rotary OY snowplough over Cumbres Pass. A video of that run showed a kitchen/diner car in the support train and so I decided that a similar coach should be built for the crew supporting our model of Rotary OM (described in the December 2019 CM). A short RPO kit was therefore purchased from Labelle for conversion to kitchen/diner cum bunk car #057, as was done by the D&RGW in the 1950s. Bunks, seats, and kitchen equipment were obtained from Jane Harrop (www.janeharrop.co.uk) and a chef and diners from Omen Miniatures (www.omen-miniatures.com).



Above
Kitchen Diner cum Bunk Car #057.

Below
Interior of #057.





Left
Car #310 complete, awaiting
interior and lettering.



Left
Car #310 – all lit up.

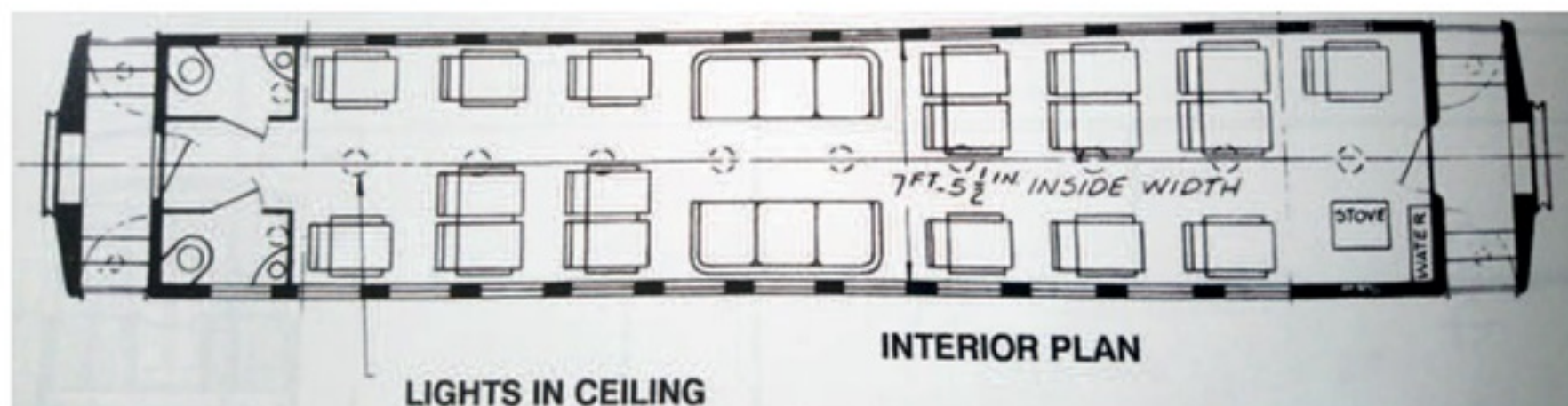
Below left
Car #310 plan, and interior.
All the chairs and sofas
in Car #310 and Car #327
were scratchbuilt.

Below
Friends and family enjoying
the ride in Parlor Car *CAROL*.
Notice the swivel armchairs
custom made by Jane Harrop,
the waiter serving coffee to
the trio seated at the table,
the conductor chatting
to Carol herself, the chef
ready to cook short order
steaks or mountain brook
trout, and William in the
prime seat asleep
after an excellent lunch
despite the lovely scenery.

***El Gato* – The Cat**

COVID-19 lockdowns over the summer and autumn of 2020 resulted in a significant reduction in the model railway “things left to do” list. Whilst leafing through a copy of Krause and Grenard’s *Colorado Memories of the Narrow Gauge* I noticed photos of a four car *San Juan* preparing

to depart from Durango behind a K-36. This book also has excellent pictures of the closed vestibule coaches, the RPO, and the parlor cars. Thus an idea was born to build a ‘varnish’ train for the C&CS, and a word was put out to those who count. As a result, just in time for Christmas, three slim boxes arrived and were placed under the tree.





The initial order to Labelle comprised a parlor car, to be named *CAROL* in honour of the Chief Financial Officer of the C&CSRR, a closed vestibule car, #310, and a baggage car, #126. Trucks were obtained from San Juan Car Co., lighting bars from www.dcpexpress.com, and passengers from Omen Miniatures. The most important items, the swivel armchairs for the parlor car, were produced by Jane Harrop as a 'special' from photos and drawings supplied.

Labelle Woodworking could not at that time provide a long RPO, correct for those trains, but assured me that, given time, a kit for such a car could be produced.

Christmas over, celebrations done, and it was time to start work on the new train. The first issue was to find the correct colour of spray paint to match Pullman green. With COVID-19 restrictions in place the local model shop was closed, but the hardware store was open, as it was deemed to be an essential. Not only were a range of glues available, including Canopy Glue, to ensure the plastic used to glaze the windows did not become fogged, but so was Humbrol Acrylic Dark Green spray. This appeared to be the closest match I could find to the colour of Passenger Car Olive shown on the paint chart in *Slim Gauge Cars*.

Given that our little railroad is called after the shed in which our cats dwell, it was obvious what the name of the train was to be, hence *El Gato*! The graphic on the drumhead at the rear of the parlor car is based on the logo of an American Tex-Mex restaurant chain.

Above left
Parlor Car *CAROL* on the trestle over Goat Creek.

Above
The *El Gato* drumhead.



Above
Baggage car #126.

Left
Parlor Car *CAROL* with closed vestibule Car #310.

Below
Parlor Car *CAROL* with #486.





Above
Baggage #126 and RPO #63
with #486.



Left
Car #327.

Having completed the first three cars for *El Gato*, and with COVID restrictions still in place, thoughts turned to what next? First, another closed vestibule car, #327, to make *El Gato* five cars (once the RPO had arrived).

Operating experience of the set showed that the parlor car and closed vestibule car, 12" (47'4") long, would negotiate

the 30" radius curves on the C&CSRR but there was concern about the performance of the 50' long RPO. It was therefore decided to purchase a short RPO, similar to the one previously converted to the kitchen diner. Four of these used to run on the D&RGW branch from Antonito to Santa Fe (the so-called 'Chilli Line'). Whilst waiting for the kit to arrive, a



Left
RPO #63 at Cerro Mesa.
The lower sides of the
baggage cars and RPOs
were fitted with steel sheets
for security. To model this
effect, card was glued on
and then rivet decals added.



Above
K-36 #486 brings the five car
El Gato set, with Car #327
included, up the 4% grade
through Lepa Siding.

Left
Cars #327 and #310.
With the interiors detailed,
they had to have lighting.

Below
El Gato eventually arrives
at Walkabout Gap

Foot of page
The four car consist.



kind friend in the US sent me a spare one he had "sitting on a shelf"! So now I have two short RPOs! The challenge with the kit sent by my friend was that, unlike the purchased kits, the roof ends had not been rounded. However, with the aid of a new Dremel tool, using a sanding roller, a satisfactory result was achieved.

Conclusion

El Gato now provides a bi-weekly service from Buck Hollow, that mythical location to the north-west of our home, to and from Donkey Corners and Walkabout Gap. The train normally consists of four cars, sometimes in the summer strengthened to five by the addition of a second closed vestibule car. It is usually hauled by K-36 #486, but can be powered by one of the K-37s.



Maurice Hopper describes his latest layout.
Photographs by the author.

A second visit to

Holtzapffel

This all started when a friend asked if I could make a baseboard to carry a circle of Peco No.4 radius OO Setrack to form a test track. Rather than building a round board with a large amount of redundant material in the middle, it was decided to produce a ring. This was just 100mm wide and 37mm deep, the centre line being the radius of the Setrack. As I had recently reduced the capabilities of my workshop, and being aware of the difficulties of making four quadrant boards that would join perfectly, I handed over the cutting to Tim Horn, the master laser-cutter. He produced some excellent parts to my specification that went together perfectly. As I had several sets cut, this left me with a test track board for which I had no purpose.

There was once a layout called *Holzapfel** which appeared at exhibitions in Exeter and St.Albans (and in the June 2012 CM). This was a single baseboard split level layout with four fiddle yards, two at each end, which used the excellent low profile N gauge flexible track and points from Peco. It was designed to be operated from behind working over the backscene. My decision to focus on only exhibiting small projects that could be carried by public transport and the impossibility of converting this layout to front operation lead to it being scrapped. However, all the figures, trees, bridges, and buildings were carefully removed and stored against a replacement being built. Even the poles in the vineyard were recovered for future re-use.



Inset
 A BR24 passes the vineyard with a train of oil tanks.

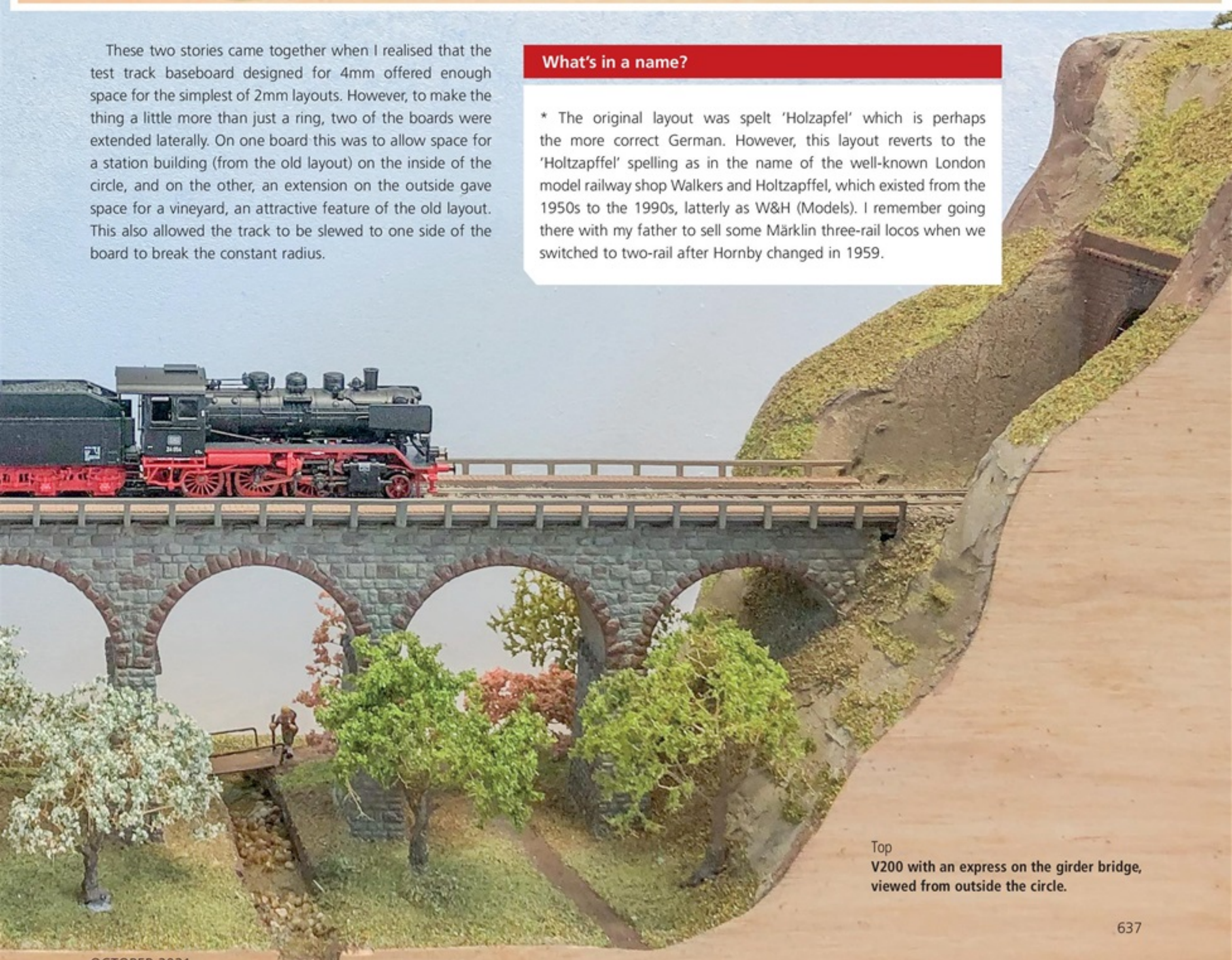
Above
 The BR24 with a goods train on the stone viaduct viewed from outside the circle.



These two stories came together when I realised that the test track baseboard designed for 4mm offered enough space for the simplest of 2mm layouts. However, to make the thing a little more than just a ring, two of the boards were extended laterally. On one board this was to allow space for a station building (from the old layout) on the inside of the circle, and on the other, an extension on the outside gave space for a vineyard, an attractive feature of the old layout. This also allowed the track to be slewed to one side of the board to break the constant radius.

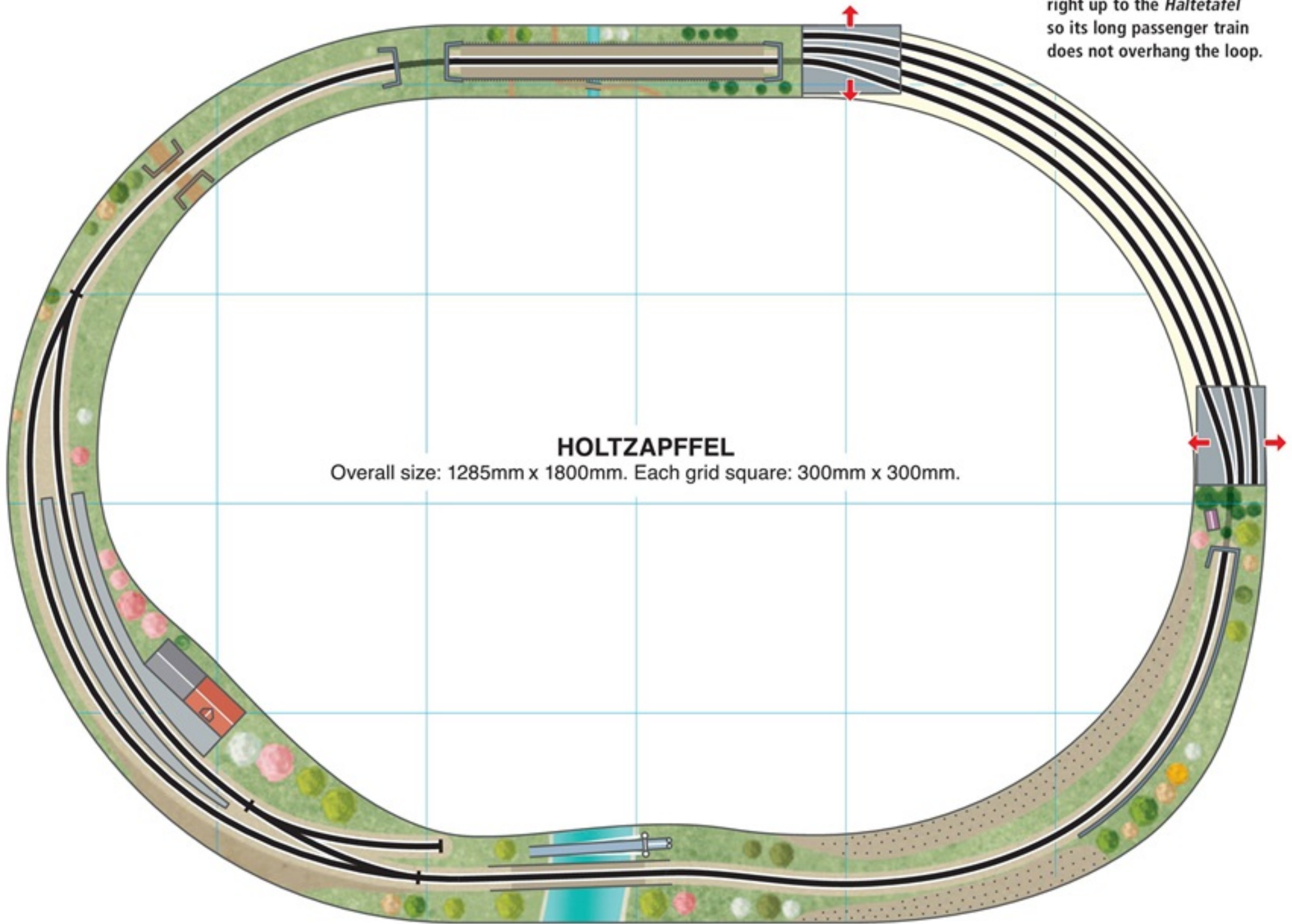
What's in a name?

* The original layout was spelt 'Holzapfel' which is perhaps the more correct German. However, this layout reverts to the 'Holtzapffel' spelling as in the name of the well-known London model railway shop Walkers and Holtzapffel, which existed from the 1950s to the 1990s, latterly as W&H (Models). I remember going there with my father to sell some Märklin three-rail locos when we switched to two-rail after Hornby changed in 1959.



Top
V200 with an express on the girder bridge,
viewed from outside the circle.

Right
The BR24 will have to pull
right up to the *Haltetafel*
so its long passenger train
does not overhang the loop.





1. **Getting the feel for the layout on the bench.**
2. **Adding the outriggers to carry the scenic extension for the station ... working upside down.**
3. **A test set-up with the track and platforms in place but without the fiddle yard.**
4. & 5. **Set up in the circular format on the recycled legs.**
6. **The underside of the vineyard with the laser-cut main board, the outside extension to the left, and the deeper board for the fish belly bridge beyond.**
7. **One of two 'storage hods' which protect the layout when not in use and allow it to be covered with a cloth to keep dust off without damaging the rather vulnerable trees. The higher trees to the left of the station are on a lift-out piece of scenery that is stored elsewhere in the same boxes.**

During the period between the layouts I had come to recognise the visual potential of the European FiNe 1:160 standards. This uses code 40 flat bottom rail and copper-clad sleepers from the 2mmFS Association. This rail accommodates the flange depth of Fleischmann wheels, although I needed to turn down some wheels from another manufacturer. The point crossings appear closer to fine scale, but have a compromise of wider than scale flangeways – with the smaller rail this does not show too much, especially when viewed from the side.

So a new layout was planned as a passing station on a German rural railway, with just two loop tracks rather than the usual three, on a line controlled by fixed *Nebensignale*.

The layout is roughly divided into four sections:

1. A single line emerges from a tunnel onto a curved embankment, passing over a small underbridge to arrive at the point for the station loop.
2. Most of the station is situated in the second quadrant, including a crossover at the end of the loop that provides a short siding.
3. The third board sees the railway running through the vineyard, both above and below the line, while the track moves from the centre line to the outer edge of the board, passing an arcade wall before entering a tunnel.
4. The final board has a fiddle yard with four tracks, three directly accessible by way of a 'route traverser'.

These flat bottomed baseboards could be set up on a table. However, this was not the original intention, which was to operate it from the inside, preferably sitting on a swivel stool. One way to do this was to straddle the layout between two tables leaving space for the operator. Again two things came together to change the plan. The circular

design was not able to make use of the two railway bridges and the modern asymmetric suspension footbridge from the original layout. To accommodate these and give rather more operating space two, slightly deeper, straight boards were built to give the circle some straight sides. These afterthoughts had to be carefully made to fit the ends of the finished quadrant boards, matching the dowel and bolt locations. The track was laid to match the circle board ends so the layout could be operated in either circular or 'oval' mode.

The core of each curved board is one of the test track quadrants. Two of these had 'outriggers' added to widen them. This was done by gluing some 25mm strips of ply to the core structure and adding some extra top board to support the scenery. A layer of 25mm extruded polystyrene (a material I had in stock, but that will be avoided in future as I try to 'green' my modelling) was added to the top of the boards to allow the cut-away for the embankment and the vineyard. The sides were dressed with 1mm ply to hide the voids in the core boards and the edges of the blue polystyrene and provide an edge for the scenery. However, in a rather unsatisfactory arrangement, the electrical connections between the boards required cutouts that are not very attractive but maintain the ability to set up the circle on a flat surface.

As another afterthought, some previously used woodwork was pressed into service to provide some legs to carry the curved boards with the straight boards appropriately bridging the gap between the two half circles, supported only on the dowels and bolts of the board joins. These legs are surprisingly firm under such light baseboards. This means the layout can be setup independently, with the track at 980mm from the floor.



Route traverser



Above.
The transition from the scenic boards to the fiddle yard for a test train ... from gentle curves to tight curves. This train would not normally take this route!



Above.
On a curve and at only 100mm wide, clearances in the fiddle yard are tight. Modern DB coaches can only use track No.2, second from the left.

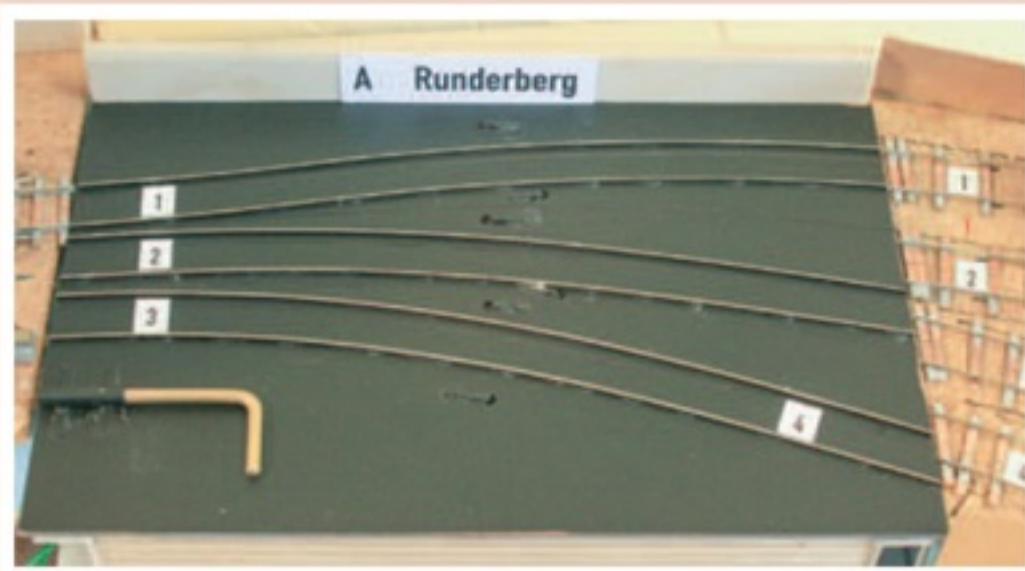
Below.
The fiddle yard with a 'route traverser' at each end.

With limited space at each end of the fiddle yard there is not enough room for points and all the switches and levers required, so I did some experiments with entry curves using flexible track. Once it was established what curves the locos would negotiate, two sliding plates were made of copper-clad sheet fixed to some 12mm ply. These were screwed to two pieces of aluminium U section running inside another two of the same. (It was a good thing the scenic part of the layout had that 25mm of extruded polystyrene which provides the vertical space for the traversers.). Once tested by hand movement, the copper-clad was 'gapped' using a fine toothed saw guided along the rails separated by a coffee stirrer. It was found that there was enough friction between the aluminium not to need locating pins in each position; the bolt seen in the photos is just for security when the boards are being moved, although it does locate correctly for track No.2.

While the traversers are live, with connecting wires underneath, there are section switches for each line in the yard. Once all this was working well, the plates were removed from the board and sprayed black for a smart finish.

Each traverser has three routes. Nos.1 and 2 serve yard tracks 1 and 2 directly. No.3 links to the third track directly and also to No.4 by using the plate as a traverser.

It is quite fun to shunt with the traverser rather than the usual points.



Above. The left-hand 'route traverser' resting on its aluminium slides.

Right. The fiddle yard with the traverser set for track No.1.





Above.
The VT95 *Schienenbus* waits as the BR24 arrives with a train of green coaches. All very 1950-1960s.

Once set up, with the operator inside the circle, it is possible to run trains with a continuous sideways view, the operator's eyes being slightly above the train. Some speed/time calculations were made suggesting it should take over a minute (slightly longer with the bridges in the circuit) for a train to complete a revolution. However, if one is operating properly, stopping at the *Trapeztafel* – stop and wait permission board – before entering the station and waiting for the train in the other direction, the passing of two trains can take up to ten minutes fiddle yard to fiddle yard. One can of course decide to ignore the *Nebensignale* and the run trains at higher speeds around the circle without stopping.

While this has a certain 'playing trains' feel, it does emphasize the differences between different parts of the layout. The embankment has carefully filed rail joints while the track in the vineyard is super-elevated, with no joints. It is surprising how the little steel rimmed wheels respond to the different track! Who needs onboard sound effects?

The collection of rolling stock covers a wide period of time and probably ends up running anachronistic combinations with some relatively modern DB stock running alongside older DRG and historic stock from the KPEV. So it must be a museum line, but with some DB freight traffic carried on modern timber wagons!

Wheel turning

One set of Roco coaches made their presence felt by riding on the sleepers of the new finer track. I checked to see if I could replace their wheelsets with Fleischmann wheels but I discovered the two companies use different length axles.

I tried to get some spares before putting these little fellows on the lathe to skim off the lower part of the flange, but none were available.

Rather than risk turning the wheels under power and cutting metal with the lathe tool, I decided to use the lathe just to hold the wheels. This allowed me to turn them by hand and file down the flange with a needle file. One wheel was gently held in the headstock chuck and the pinpoint at the other end of the axle in the tail stock chuck. I then turned the headstock chuck and filed the wheel next to the tail stock, where there was just enough space to file. After two short, if tedious, sessions the wheels were returned to the coaches and tested. There was still plenty of flange but they no longer bumped over the sleepers. Reducing the wheels this way assured the 100% success rate as there was no capacity for messing up a wheelset! An abundance of caution paid off.

Right A Roco wheelset held in the Unimat lathe, with one flange already reduced.



Elements of *Nebensignale* signalling

Vorsignaltafel Ne2

Distant warning at braking distance from *Trapeztafel*.

Trapeztafel Ne1

Entrance signal — stop and await permission.

Haltetafel Ne5

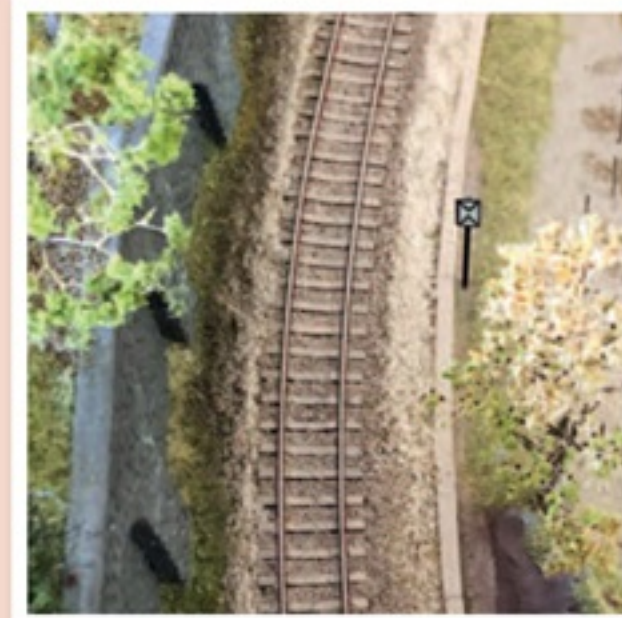
Stop board — marks the stopping place for trains.

Operation under *Nebensignale*

- Select a train in the fiddle yard.
- Run the train towards the station, reducing the train speed passing the *Vorsignaltafel* to stop at the *Trapeztafel*.
Stop and await permission to enter station.
- Bring the train into the station.
- Repeat for a train from the other direction.
- There is an isolation switch for each loop.
A train running clockwise can also be isolated at the *Trapeztafel* by the vineyard, if the anti-clockwise train needs to run in first.
- Select which train is to leave first and run to the fiddle yard.



Above
A V60 approaches the tunnel, passing the *Vorsignaltafel* for traffic in the other direction.



Above right
The *Vorsignaltafel* by the vineyard. This signal is moved to the position of the *Trapeztafel* when the bridge board is in place to maintain the correct distancing.



Left
The *Trapeztafel* at the approach to the station from the fish belly bridge. This signal also has another place on the vineyard board when the layout is in circular format.

Right.
A BR62 stands at the *Haltetafel* at the station.

Below
The BR24 moves up to the *Haltetafel* at the station.



My interest in German N gauge developed by being attracted to Fleischmann locos during various visits to Germany shortly after unification in the early 1990s. A eclectic variety of locos and rolling stock was acquired, many being models of the same HO items as those purchased by my father in the 1950s and 1960s when he visited Germany with groups of British railwaymen.

I no longer purchase new items, supplementing my original collection with items from the 'previously used' market. This, along with the small size of the project, helps reduce the impact my modelling hobby has on the environment and resources. It also means that the project has not become overwhelming in terms of material or space, an important aspect of my present modelling. A layout that can be easily stored and a box of rolling stock with little room for any more keeps things under control!

The length of trains is limited by the fiddle yard, but one longer train can be run from the outer platform as long as it does a complete circuit back to the station.

While the layout achieves its concept of watching trains running from the side, with the eye focusing on the movement, the limited background makes it difficult to photograph. Some of the pictures were taken with a movable sky to reduce the background 'noise' and visual confusion.

It is unlikely this layout will be exhibited, which avoids questions of backscenes and viewing height. Even at home it would be anti-social to put up a 'sky' around the outside: while it might improve the operator's viewing, it would close the view from outside. Likewise, at home when the layout is set on the 915mm legs, it is close to the seated operator's eye level but rather too low for exhibiting.

Below

Early spring in the vineyard with dandelions and manure as the BR62 passes with a freight.



Below

V200 with express coaches crossing the stone bridge, with cyclists below.



Below

The operator's view of the BR24 on the fish belly girder bridge, watched by walkers from the Müllerbrücke (based on the Miller's Crossing Bridge in Exeter!).





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

Gollwald

A narrow gauge terminus in rural Austria – 2

Station buildings, workshops, and sheds

In the 19th century Austria was ruled by the emperor Franz Josef. With industrialisation he decided to improve economic and strategic transport capabilities. Great efforts were made to connect the capital Vienna with the harbour at Trieste. The eastern flank of the Alps was crossed by the Semmering main line (opened 1854). More standard gauge branch lines were developed from this. Narrow gauge lines, with their smaller minimum radius, provided access to the narrow alpine valleys. Following the experience on main lines, a cheaper standard design was developed for station buildings along branch lines. The plans could be mirrored where local circumstances required adaptation.

Following my plan, Gollwald was to have a representative but small station building of this style. Fortunately there is a plastic kit (Faller) available representing the former station at Zweinitz in Carinthia. Assembly is straightforward and serves as a good basis; I had to add inner walls, curtains, and lights. The outer walls and the roof got some good weathering – smut from steam locos must have settled everywhere.

Now I had the station building, but in a cork 'desert' with some track in front.

On the right-hand side, the loco shed and siding were looking rather bare. The loco shed area will need special attention, because it must finish off the layout, looking natural. The water standpipe and the coal bunker (cast whitmetal) were put in place, using an old coach to check the minimum clearance.

With the track and coal bunker in place, the room remaining for the loco shed was defined. Following the functional designs of the early 20th century, subsidiary buildings were made from locally available material – spruce wood in most cases.

To try and imitate those cracked and sloppily mounted boards forming the shed walls, I took a piece of leftover 1mm balsa wood. The sharp scalpel cut into it easily, but the soft wood practically closed the cut. I tried a Stanley knife, but still no reasonable cracks were visible. The solution was to force the back of the Stanley knife blade through, roughly following the grain. The front looked good, but the back was uneven with wood fibres sticking out. Also, balsa has

Above

The small station building, adapted from a Faller kit, was the first structure on the layout.

Layout photos: editor.



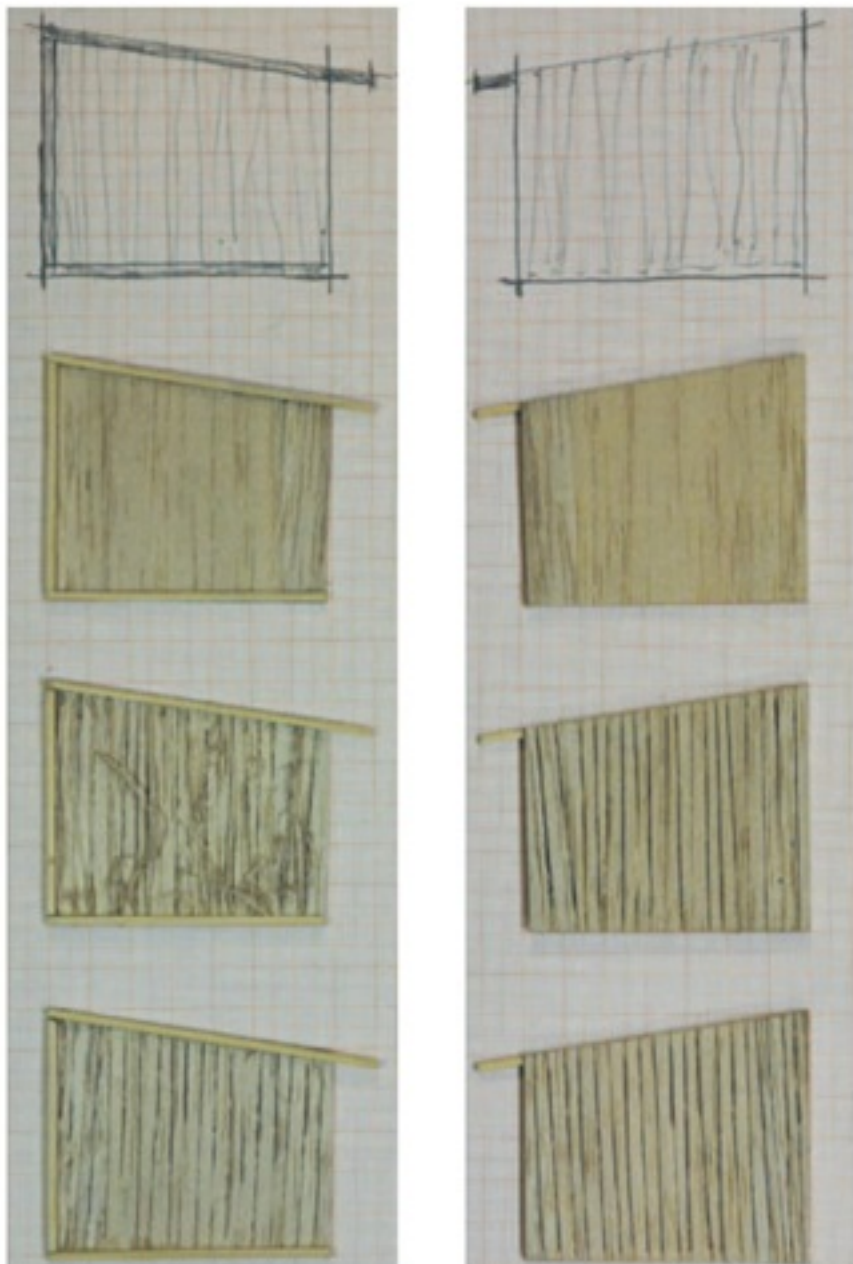
a strong tendency to fall apart. I changed the strategy, and glued 2mm by 2mm pine 'beams' onto the upper and lower and upper edges of the balsa first. These would be on the inside of the wall. When the knife blade digs in to the outer surface, the beams hold and reinforce the boards. The fibres left inside were removed carefully. Now with light behind the boards, the cracks in between become visible.

Above
The loco shed, right at the end of the line.

Right
The wooden loco shed is now rather dilapidated.
Photo: author.



Left
Making rustic wooden walls: left, the inner face; right, the outer face.
Photos: author.



Right
The result, weathered.

Photo: author.



With this method the loco sheds are just a matter of planning and measuring. I prefabricated the walls and roofs from 1mm balsa. The walls were joined with tiny drops of superglue, but the roofs were left separate for the moment.

My workshop turned into a weathering kitchen, as black and mahogany brown enamel paints (with a lot of thinner) turned the balsa into 60-year-old impregnated wood. Three and more steps of colouring and weathering created the realistic character desired.



In the real world, the goods sheds have a better, weather-proof, wall: cover strips are mounted over the gaps between the roughly machined wooden boards. To imitate this, 0.6mm balsa was cut into strips approximately 1mm wide. I cut it by hand and the strips are rather wobbly. Very small amounts of white glue hold the strips, and the weathering helps to secure them. Laser-cut plywood might now be a better solution, as long it did not look very straight and thus too perfect.

The real roofs are European spruce or larch wood, covered with roofing felt or flat tiles. My balsa is covered with waterproof anthracite sandpaper, 400 to 600 grain, to represent roofing felt.

The open goods sheds are filled with all kinds of items, just what a small village would produce or need to obtain from outside: wooden barrels, glass bottles, hay, iron pipes, and so on.

With old lights on iron brackets installed and the necessary wiring threaded though to under the baseboard, the sheds were finally mounted in their designated places.

My critical eye checked the arrangement from different perspectives. It looked good, but I would certainly need to guide the observer's line of view in some way; I have a vision of colours, trees, bushes and lights.



Terra-forming

I was ready to start on the landscape surface. The impressive Gollwald Wall was already towering behind the tiny station building and the sheds, but the major task was the alarmingly open mountainside on the left and the tunnel entrance.

With my background in aero modelling, my only idea for a light but stable surface was glass fibre or carbon reinforced plastic. I had some epoxy resin and carbon fibre leftovers in my workshop, so I decided to give it a try. The preparation work is quite similar to the mesh wire and papier mâché or plaster methods: build supports in strategically important places, especially on the edges, where the slope changes.

First came the tunnel portal and the retaining wall. While the portal is plastic (and needed extensive weathering), the retaining wall is plaster poured in a mould with the stone-work engraved while it set. The mould was quickly prepared using plastic coated chipboard as a base with 5mm wood strips creating the 'walls' for the intended shape.

The plaster needed to dry, then got a first weathering.

Plywood was used to back the wall and support the landscape surface cloth.

For the steep cliff next to the sawmill siding, I went back to nature: I collected some suitable stones, concentrating on a light grey colour, sharp rocky edges, and a rather flat shape. Epoxy resin fixed the stone arrangement in place beyond the end of the track.

With all supports and cliff stones done, the day of serious terra-forming had come: the carbon fibre cloth (preferred weave: Koeper) was cut over size and placed on a strong plastic film. Following the strongly recommended health precautionary measures, I used sturdy latex gloves and goggles – uncured epoxy resin is raw chemistry. The mixed resin/hardener fluid was poured onto the cloth and spread evenly with a wide plastic spatula. With a flat, clean board under the plastic film this was quick and easy. With an eye on the setting time, the plastic film with the carbon cloth

Above

The small loading shed and the busy sawmill.

Left

I thought it was important to equip the loading shed with some authentic freight.
Photo: author.



Above
The ÖBB Rh399 0-8+4 Engerth
 prepares to depart, as usual
 hauling a mixed train.

was rolled over the supports on the layout. The edges of the carbon cloth were tacked to the surrounding plywood walls and supports. The Koeper weave allowed me to sculpt the surface to some extent; unwanted dips were propped up with removable supports underneath.

Finally the plastic film (now on top) was removed with caution. The courageous can now strew a bit of the later surface material (earth, sand, etc.) onto the still sticky surface. This helps to provide grip for the next layers of soil.

After 24 hours the resin has cured, the shape is set, and the temporary supports can be removed.

The fibre reinforced plastic forms a light, self-sustaining surface. This method also works for sections that have been removable – just make sure all points of contact that should be separable are covered with plastic film, as the epoxy resin is a very durable adhesive!

The right module was also formed with this technique, with a few cliff stones and some smaller transition surfaces to the existing back and side walls.

Then it was time to move on to surface textures.

First, the ballast along the tracks. Photos of existing lines were helpful: depending on the local situation, the trackbed was accompanied by a drainage ditch, at least on one side. The Alps get lots of rain and snow, and the trackbed needs to stay stable under those conditions. Here the cork bed comes in very handy: using a sharp Stanley knife, the drainage ditch can be cut into the cork, down to the plywood base. An old narrow gauge track bed would have uneven edges – it was created many years ago and has been flooded frequently, even if the track workers have re-ballasted here and there, the fringes might be covered with grass and bushes.

After cutting the drains, I had to put on the ballast. Where could I find the right material? In Austria the railways are ballasted with hard granite gravel from various sources, with a certain stone size, and various colours. Fortunately there are sources for HO ballast. I obtained not only HO but

also a fair bit of N gravel, since old railway stations had very 'natural' platforms, made from fine gravel or local sand. Very little concrete was used, and tiles were simply too expensive. Gollwald would have a luxurious middle platform with wooden beams for the edges and fine N ballast for the surface in between.

I distributed the appropriate amount of gravel along the track and used a soft brush to place it in between the sleepers, away from the rails. The station tracks and platforms were left for later, as I wanted to gain experience with the next step: fixing the ballast with a mixture of PVA white glue, used to hold wooden parts together. I prepared a mixture of white glue and water, ratio 1:8, with a few drops of liquid soap to reduce surface tension. The mixture was applied to the ballast with a squeezable plastic bottle. It took some seconds to be sucked into the small cavities, but once started at one end it was easy to move on. It is most important to avoid all point mechanisms, as they will most likely get stuck – not a good idea. Keep the gravel away from all moving parts, as it tends to draw the fluid into any gap.

The soaked gravel needs at least twelve hours to dry thoroughly, depending on the environment and temperature.

The areas around the delicate moving turnout levers (Weinert) need patience and special care with the glue. I changed my strategy and applied undiluted white glue in a syringe sparingly onto the cork, then added the ballast on top. It was then left to dry.

Platforms and the already defined ramps for the level crossings (uncoupling boards) in the station area were topped with the fine N gravel. Footpaths for railway personnel were made from local sand, fine screened soil, or N ballast.

The trackbed was now encased in the grey band of ballast, while in the station area platforms and pathways cover most of the surface. Although the station is small, a bus would bring passengers from the villages round about, using the



narrow road behind the loading sheds. I took a piece of plywood and tried a new method to create wheel tracks. An old Matchbox excavator had tyres of a suitable profile, but I needed something which would retain the imprint. My solution was polyester cement, applied with a spatula. Then the excavator was used to make uneven tracks and even some potholes. Half-an-hour later the polyester has cured, and various shades of matt brown make it a bumpy, muddy side road.

The patches as yet uncovered needed appropriate texture and colour. I collect some brown 'old' earth from my garden ('fresh' soil from the garden centre contains rather oily and fibrous turf, not favourable for our purposes). Again white glue was applied to the cork, and the brown earth was sieved straight onto the wet glue. Removing the loose particles finished off the messy part of my terra-forming activities.

Autumn leaves

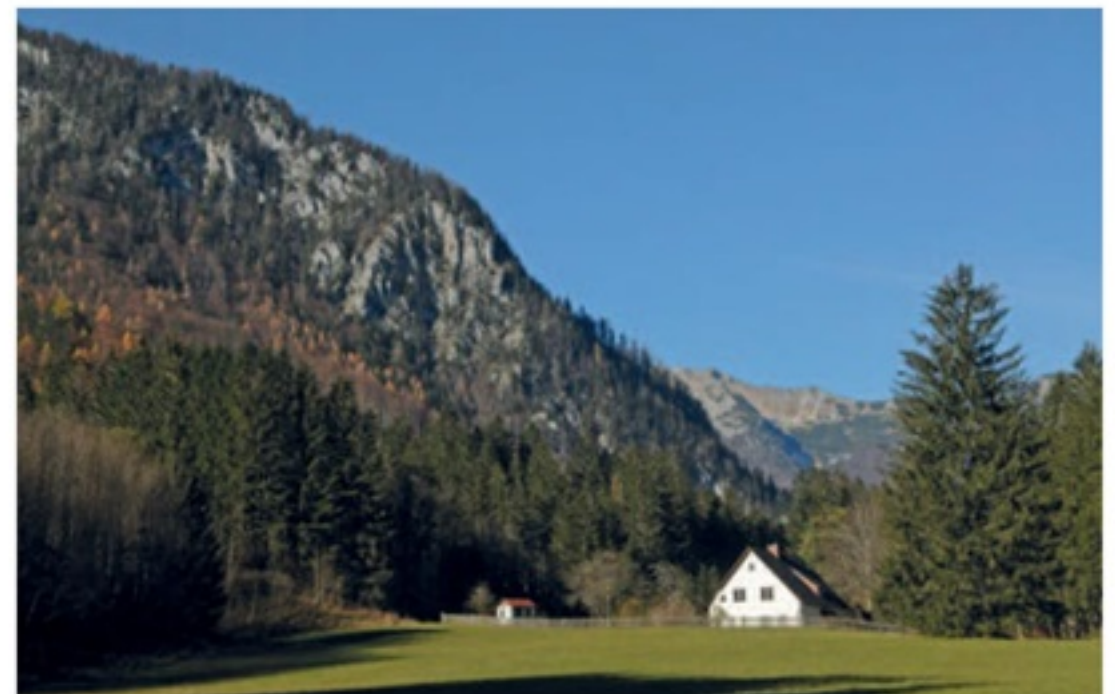
Next my thoughts turned to the botanical 'equipment' needed and where to obtain it. Although I had no detailed picture yet, typical Austrian characteristics were my guide.

Trawling commercial internet sites offering all kinds of trees and bushes left me speechless: the cost would break all budgets, but worse – those trees did not meet my needs. I thought about this for a while and figured out that my fantasy represented my memories of an ideal Austrian landscape. That was a good hint and the perfect excuse to make another day trip to the Mariazellerbahn.

It was a wonderful sunny autumn day. I forgot about the trains and followed the river towards Hieflau, a tiny village in the eastern Alps, with rocky mountains around. The steep limestone walls are in sharp contrast with the warm colours of the deciduous trees and the dark green of the firs. I took some photos of coloured patches in the meadows, the yellow larch trees, and the limestone formations. A series of photos even documented single leaves and needles! Unexpectedly, most colours are not a brown or red warm tone: bright colours dominate, and yellow is very common. On my way back home I was sure about the autumn colours for my layout, but still had a lot of questions about making them.

On the internet I found numerous methods for modelling trees. One method for deciduous trees caught my attention, with very promising results. No tree looks like another, no

Above and below
**Mountain landscapes,
with autumn trees –
inspiration and reference
for the scenic work.**
Photos: author.



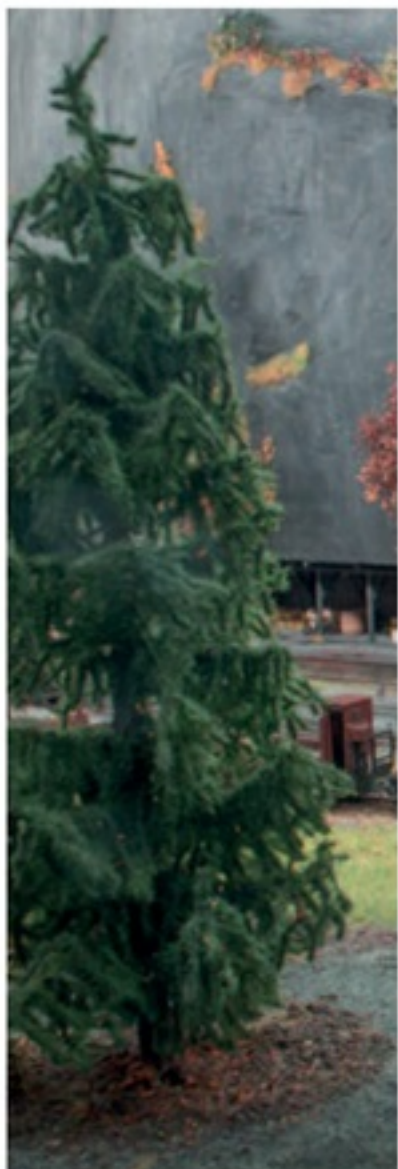


Above
A scratchbuilt autumn tree.
Photo: author.



Right
The trees were carefully
placed in the scene.

Below
One of the 'second quality'
conifers found by chance
on sale at an exhibition,
not only economical but also
more in line with my idea of
what they should look like.



bottle brush symmetry. A few days later the material was to hand: 'seemoos' for the skeletal tree structure, various colours of leaf foliage, plus adhesive spray and super strong hairspray. The seemoos has realistic, fragile branches but a rather skinny trunk. For a good looking trunk, something more substantial is necessary. In the demonstration video, white sand and white glue was added to the thin stem. Being impatient by nature, I used the HO and N ballast I had available for my very first test trees. I covered my work table with paper, as white glue and sand has the potential to make a big mess. The glue has a viscosity like honey, and I used a small brush to apply it to the lower stem and branches. Seconds later the sand must be spread all over the glue. With the huge surface of the sand, the mixture comes to halt and sticks to the branches and the stem – well, most of it. The N gravel works better than HO. The whole thing needs to set for some hours, as the glue must evaporate the water. A second layer makes a considerable trunk diameter, and the texture of the fine sand has a perfectly rough surface, scratchy like the bark of an old tree. Adding a matt brownish colour transforms it to a barked trunk.

Next to add the leaves to the branches. The first attempt was with white glue, but the tiny twigs became green sausages – not what I wanted! With the video in mind, I used the rather expensive adhesive spray. This is definitely the way to make affordable trees with delicate leaves, though it is going to be a messy task.

Finally I started production of some forty deciduous trees: The seemoos plants were sorted for use as trees (with a strong stem) or bushes. The trees got one or two layers of white glue and sand on the stems and lower branches. The 'skeletons' then got dipped repeatedly in thinned matt brown enamel paint. Some trunks got some extra colour applied, e.g. white for birch trees. Then the leaves were added, using suitably coloured commercial products held with adhesive spray, finally fixed with a coat of extra strong hairspray.

I am happy with my little bit of forestry, as each tree has its own shape and leaf colours.

Conifers

Leaving the leaves behind, the needles started to loom in front of me. I did not feel comfortable with commercial conifers, and I needed a good solution to save myself from the terrifying bottle-brush trees. Compared to leaves, needles are so thin, and I had no idea how to create a good representation.

Then at a model railway exhibition in Vienna I found a small shop offering handmade conifers of different heights. Most important to me, they were rather natural, of uneven appearance. In fact, I found the most uneven and natural looking examples – ideal for me – in the 'second quality' box under the table, and for a reasonable price.

The next step was to plan where which tree should go.

Here I would like to take a quick sidestep. In my opinion every diorama in a limited space has got one or more weak points in terms of unnatural borders and edges. These shortcomings and compromises are the inevitable price for a certain layout size and transport capacity. Playing around with the trees and bushes, it struck me that every alteration changed the way the view was guided. I thought that various colours, buildings, and details could possibly steer the viewer's eye away from the unavoidable weak spots. So I spent a few evenings on this. I had to take care to avoid locking myself onto problems that would only be apparent to me because I had built the layout. If my visual prompts were successful, nobody else would notice.

Expansion

Just before I started to 'plant' grass in the open spaces, the front flaps of the diorama boxes came to my attention. What was the best moment to install these doors? Where would the hinges go?

Then I had a new idea: could I use these flaps to gain some more depth? A few seconds later my concept was explored with the open flaps horizontal in front of the current boxes, hinged on the lower edge.

The flaps had to be removable, otherwise I would not have been able to reach into the boxes for the remaining work.



It took me some time to develop a concept for the recently gained extra area. The left side would definitely continue the existing mountain; the rest should represent a peaceful countryside, with cows in the pasture, one or two barns, and eventually a small creek.

Within a few weeks the flaps had the desired landscape and buildings, and the whole layout was now ready to receive the ground vegetation.

With the trees temporarily in place, the remaining patches – basically the meadows and grasslands – must be formed and covered with typical grass, dark green in the ditches, blonde to brown in the dry spots. Another day trip helped to get the natural details right. There is not much vegetation under the trees, just a sparse green in those shady spots.

It took me some time to make my way over the layout with various commercially available grass lengths and colours. I removed the trees in the working area to gain some space. I used a powerful electrostatic device to 'plant' the grass fibres into a thin layer of white glue. This method is good enough for the first layer. In places where a dense thicket is wanted, the spray adhesive helps with a second and third layer of fibres. The vacuum cleaner collects the leftovers in an old nylon stocking over the nozzle, and this mixture can be re-used in less prominent places.

Finishing off the grass work, I was keen to try a delicate topping in just one spot: tiny violet blossoms for the late autumn scabiosas.

Details, details, details

The addition of all the grass, bushes, and trees with the autumn colours changed the layout in a sensational way. This motivated me to start with the small but essential details.

Although I had been collecting various details for Gollwald for some time, a lot of things were still missing and I needed to think about the best ways of making them.

For the tiny bits and pieces, brass etching looked good to me. My investigations on the internet taught me about the whole process – there is a lot of chemistry involved. The process of ultra-violet exposure and chemical etching convinced me to use a professional etching service for just one or two A4 sized sheets, in brass or nickel-silver.

First I had to design what I wanted. With my old vector-graphic software the construction was slow, but after a few days I had a mass of pieces on screen. The next job was to arrange them most economically on the A4 sheet, with the limitation of a solid frame to hold all the bits together. This was very good training for thinking in various layers and how to fold three-dimensional objects from a flat sheet of metal. There are also certain requirements for etching a bend line or just a line for a visual effect.

Step by step I laid out the parts within the frame. Every part had to be kept in place with tiny links, otherwise they would fall off during the etching process and get lost in the etching fluid. Since the etching happens from both sides of the sheet metal, a mirrored version of the drawing must be provided. All the black lines will stay, all white will go – but only on the side you are currently looking at.

After six weeks of patience, the etched nickel-silver sheets arrived. Apart from some small mishaps and in consequence the loss of some small panels, the sheet looks perfect.

The weigh house and the loading gauge require some folding and soldering, and most of the miniature garden tools must be bent along the etched lines.

The tiny parts got a brown to black finish in a chemical bath. The weigh house was airbrushed, and plastic film windows were installed.

In total, the etching adventure took some months and extra patience, but I was able to achieve some special requests at reasonable cost, and I learned to work with an old but effective technology.

The details include:

- station signs
- kitchen garden plants
- kitchen garden fence
- posters and timetables on station buildings and sheds
- benches for the waiting passengers
- bus stop sign
- bicycles
- tools in the loco shed
- goods in the loading sheds
- telegraph poles along the tracks
- telegraph lines
- trolleys and wheelbarrows
- track milestones
- flowers and plants next to the station buildings
- railway construction bits and pieces
- railway signs of all kinds
- passengers waiting
- coal in the bunker
- grass near the water standpipes
- green moss on the roofs

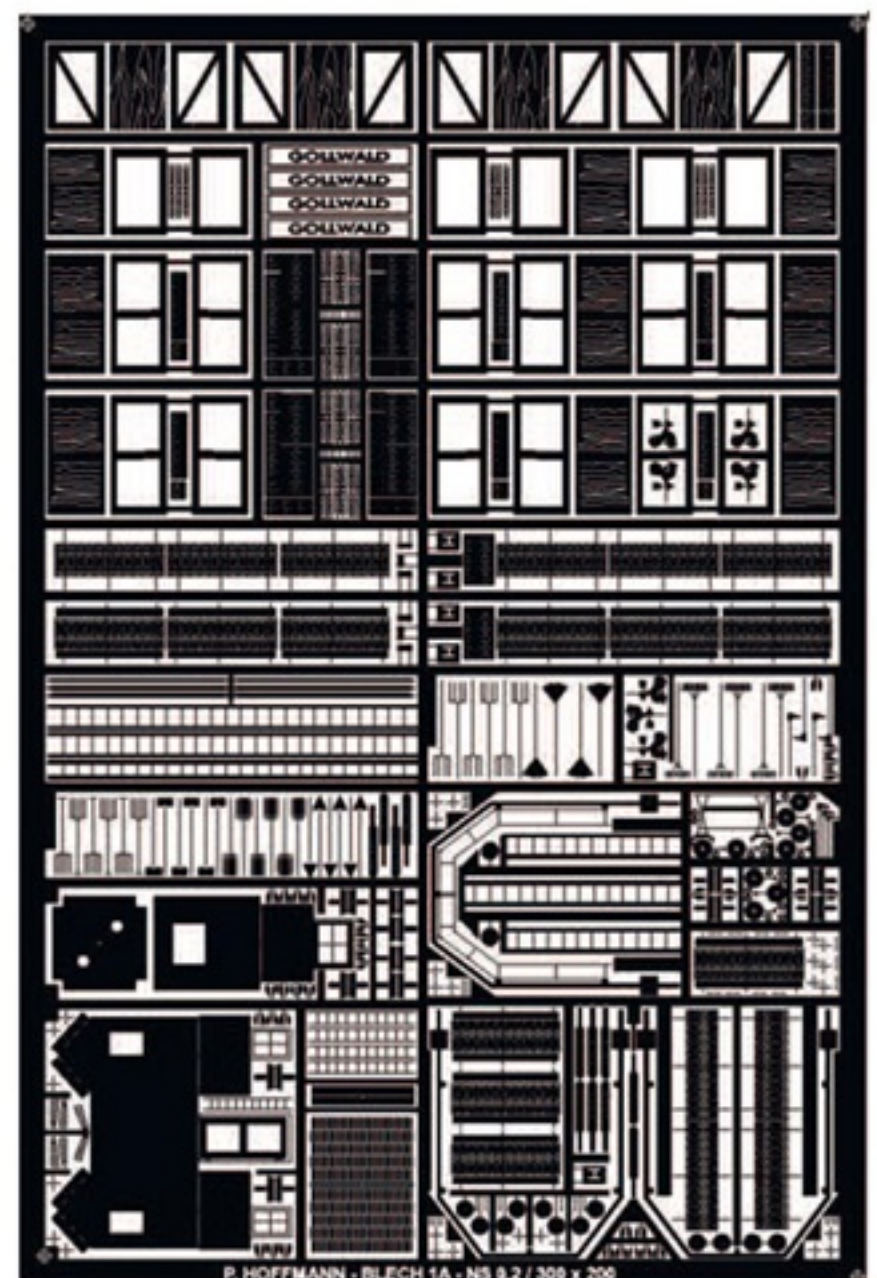
This list is not exhaustive – and still growing!

With hindsight, the details took much more time than I ever estimated (I think around a hundred hours so far), and I still have more ideas ...

... to be continued.

Left
The Austro-Daimler railcar
stabled by the loading shed.
The conifers and other trees
create controlled views,
and there are many details
to be discovered.

Right
An etched fret of detail parts.
Artwork: author.



Les Fordham found an unexpected benefit of DCC – the same control equipment could be easily used on different layouts: ideal for a self-confessed 'railway muddler' with many varied interests.

Photographs by the author.

Transferable DCC

Just one advantage of digital command control



I probably read too many model railway magazines and have seen too many layouts which give me ideas. Before I know it I get carried away and out come the woodworking tools, and a baseboard results. I may have diversified my interests too much, but I enjoy what I am doing.

For forty years we lived in Sydney and my interest was the New South Wales Government Railways.

A move from Sydney to Adelaide in 1989 saw my interest kindled in the South Australian Railways when I joined a group of local modellers who held regular operating nights each week. I now have a South Australian Railways layout around the wall in the garage, as recorded in CM in 2013. This layout is now operated with an North Coast Engineering 'Powercab' system which has proved quite versatile and very easy for myself and the young grandchildren to operate.

A couple of holidays in the UK mixed things up and I really became a railway muddler. After hearing a British diesel departing Highley on the Severn Valley Railway, I purchased as a memento of our holiday a Bachmann class 25 with sound. Before long there were a few wagons to go with it. After two more holidays, the roster has grown and the number of boxes has increased. My first OO model railway, in the 1950s, was a Trix Twin system with a Midland Compound locomotive. When Bachmann released a new model a few years back the collector bug bit and I had to buy one.

One of our local talented modellers has built a number of folding layouts, one of which is illustrated in the Peco book, *A Compendium of Track Plans*, on page 49. I was lucky enough to be able to obtain one of them and that has been wired so my DCC system just plugs in.

Above
**South Australian Railways,
Mallee Lines.**

Right
**Midland Compound 4-4-0
and class 25 diesel
on the folding layout
Great Moor Street, BR era.**

I had seen a number of small diesel depot modules in various British magazines and publications, and *Sulzer Lane* is the result. This has been an enjoyable small layout to run the sound equipped diesels.

I usually make a list of the features I want on a layout, and once the baseboard size is determined set out to work out a track plan. Over the years I have done this by placing track and points down on the baseboard and moving things around until I arrive at a plan I am happy with. I find I can visualise things much better that way than from lines on paper.

I have used Peco code 75 track on all of my 'distractions', with the frogs wired as per the instructions. Points are changed by a slide switch and wire-in-tube. This ensures good power switching and nice slow running.

The NCE system connects to the layout with a small panel, NCE part number 524-222, PCP Power Panel, which I have fitted into the layout fascia. I have added a DPDT switch next to the panel so that I can switch the 'Powercab' over to a programming track to program the locomotive decoders when required.

A small plug powerpack from any electronics store is plugged into the rear of the panel to provide power, and the 'Powercab' handset is plugged into a connector on the front and it is ready to go. The NCE system is very versatile in this way, and I expect other systems could as easily be transferred from layout to layout. There should be no problem with a basic conventional DC transformer/controller and fitting a plug and socket to do the same thing.

Below

North Coast Engineering PCP panel and added programming track switch.



Above and below

The *Sulzer Lane* diesel depot micro layout provides a home for several sound-fitted locomotives.



Over the years there have been a number of 'Inglenook' style layouts featured in CM and RAILWAY MODELLER. The builders of these layouts seem to have a very creative flair and have produced some highly detailed, very attractive, and nicely presented models.

I have been fascinated by some of these layouts and a friend who attends our local *Modelling the Railways of South Australia* convention told me that there are over six thousand moves in shunting an 'Inglenook' layout. The concept is suitable for any prototype but the small steam and diesel locomotives and four-wheel rolling stock of older British and European railways make them eminently practical for a very compact layout. There have been a number of very nice American versions but these use bogie stock which means the end result is slightly longer.

I have used Kadee knuckle couplers for over forty years, so everything is fitted with them.



Left
Overall view of the
'Inglenook' layout.

Right
Goods sidings, loco siding,
and carriage siding on *Yanga*.
New South Wales 48 class
diesel and C30T 4-6-0
are ideal branch line power.



The 'Inglenook' is operated with small locos, such as a class 08 diesel or small 0-6-0 steam locos.

The basic 'Inglenook' design uses only two points but I added a small diesel stabling point and an extra small siding.

As with the diesel depot, I added an NCE PCP panel to the fascia and the DCC system then just plugs in and everything is up and running.

One day while I was operating the 'Inglenook' the grandchildren arrived and wanted a drive. At that time one was seven and the other just five. Within a short time they were running everything quite well. It was not long before they were able to enter loco numbers, change direction, and adjust the speed. The good thing was that they spent a lot of time operating the layout, and wanted to do so again on other visits.

Each year we meet friends from Sydney in Hay and go to the annual show there. Hay is miles from anywhere in out-back New South Wales, but conveniently for us about half way between Adelaide and Sydney.



Left
Granddaughter Bethany
operating the 'Inglenook'
with the NCE 'Powercab'
DCC controller.

Right
DCC test module.
It also has a Kadee coupler
height gauge installed
so I can check coupler height
at the same time.



I had been thinking about a static display of models of trains that ran to Hay to present at the show, but my enthusiasm for small layouts prevailed and *Yanga* was the result. (See CM July 2020). I guess my modelling had come full circle. The track plan simply evolved on the baseboard by shuffling points and track. The NCE 'Powercab' was used again just with the addition of the PCP panel in the front fascia and a cheap plug power pack.

For some reason I seem to have been enjoying this layout far more than others and can happily go into the garage and run trains for an hour or so. The variety of trains and the operation has been surprising. *Yanga* has since been improved and an update article is being prepared.

So, the one DCC system has easily been employed to operate on five different layouts. So far!

The October 2020 CM described another use for the NCE PCP panel – on a test track so that I can program decoders from my computer using Decoder Pro. The computer is connected through the NCE USB module.



Giles Barnabe has a suggestion for a scenic feature, a versatile structure which could be almost anywhere.

Photographs by the author.

Coal yard

A classic corner filler

A holiday some years ago took us to Stockholm where this small coal yard was seen. I am not sure of its present usage, as it is tiny by commercial standards and is surrounded by containers and trailers awaiting the next ferry, but as a structure it has lots of potential as a model. Perhaps 'structure' is a misnomer as it is an assemblage of small components that look as if they originated in a modeller's scrapbox, and which give it its character.

On the left is an irregular compound, the shape dictated by the adjacent wharf; this contains a large pile of coal. The walls are made of rendered concrete blocks, and there is what appears to be a pair of solid metal gates covered in graffiti (UB99).

Next to this is a square area surrounded on three sides by old shipping containers; the ones at the sides looked to be 20' long with a 40' one (less its roof) at the back. The large container seemed to be used as a scrap metal store. At the front of the containers there is a pair of small hoppers, made of wood with a metal framework, which span the gateway, all held up by steel uprights. A pair of large metal doors shut off the smaller compound, inside which there is a front loader.

The whole yard is backed with some scruffy trees and a rocky cliff, and there is a fair amount of scrap bits and pieces lying about.

I suspect that one of the green 20' containers probably has some windows and a door cut into it and serves as an office – at least that is how I would model it.

If not coal, then it might be used for sand or aggregate storage, or even as a builder's yard.

It would make a great modelling project and could be made to look quite at home almost anywhere in Europe or the USA.



Andrew Knights shows how he made a small diesel, combining a vintage mechanism with modern technology.

Photographs by the author.

Once a C50 diesel

A part Hungarian emigrates across the Atlantic

In the February 2021 CM there was an article that particularly caught my attention – the description of the Hungarian C50 kit construction.

I had no plan to model one but as soon as I saw the side view my immediate thought was: Tri-ang OO 'Dock Authority' four-wheel diesel shunter. I have several of these and most have had their flanges ground down, using a Dremel and cutting wheel, so that they can run on code 100 track and pass through most Peco Streamline points without hopping. It is a relatively simple, if brutal, procedure – running the chassis flat out while holding the edge of the Dremel disc against the flanges to re-shape them. Once the deed is done, the chassis is totally stripped down and cleaned of any disc residue or steel filings.

These chassis are much under-rated and they can run quite slowly enough for shunting – you do not have to use their excessive top speed capability!

All of mine still have their Tri-ang knurled wheels, a sound of pure nostalgia.

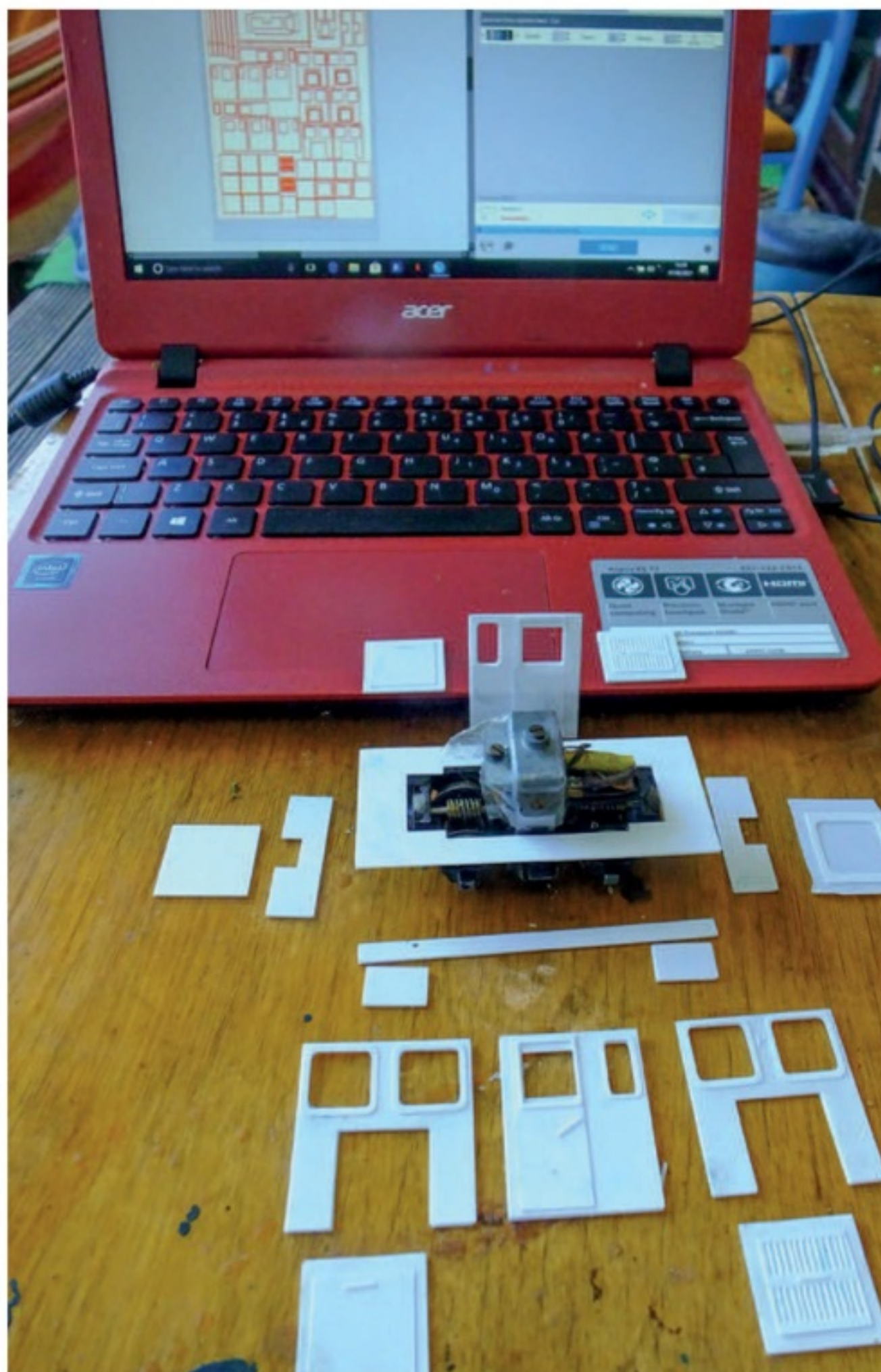
The pictures showed a loco that had the same chunky axle journals and a simple 'three box' body.

A while ago, I had a series of failures with my Silhouette cutter; that and the problems of finding styrene glazing led to the temporary abandonment of one layout project. I needed a simple project to try out new cutter settings and some more plastic sheet.

The result was an afternoon sitting on the verandah with the chassis, CM, and laptop.

Measuring the chassis gave me an overall size of 90mm long as being ideal to allow fitting chassis to loco, and couplers to same. I made the cab door 6' high and then scaled everything else to fit from there. The bonnets were made to fit, along with vented hatches for the motor end and plain hatches for the other end. The hatch handles and cab door handles are the cut outs from these vented hatches – waste not, want not. As many parts as possible were nested into the 'scrap' areas of larger components, and in general everything is made up from three layers of 10thou plasticard – the most that the Silhouette can usually cut cleanly.

With all the parts drawn out, I dug out the cutter and reset the cutting parameters. By this time the cutter (in the kitchen) and the laptop (still out in the garden) had 'found' each other courtesy of Bluetooth. I inserted an A4 sheet of plastic and hit 'send'. A few minutes later, even before the coffee cooled, the cutter spat out a well-cut sheet of plastic.



Above

The nearly sixty-year-old Tri-ang chassis meets parts newly cut by the Silhouette.



The sundry parts were taken of the tacky mat and outside. The layers were then laminated together using d-Limonene. This somewhat odorous biodegradable solvent and cleaning agent seems to work well with thin styrene, not dissolving or blistering it.

Thus fixed, all the parts were left outside overnight to de-fume and dry out. I then ran a little wash of Plasweld along the edges of each part just to ensure all were firmly glued. All the corners of the body need rounding off later.

Next I put the footplate over the chassis and added the main side rails. Buffer plates and sand box covers came next. The cab and both bonnets were glued together. I then simply placed cab and bonnets onto the footplate and ran Plasweld along all the joins, fixing the layout of the loco.

Later some 2mm plasticard was cut to provide the roof and the bonnet tops – they were not on the original sheet as there was not enough room. The bonnet tops were glued in firmly, while the roof was made to be a plug fit onto the cab.

The next day all the corners of the cab, bonnets, and roof were rounded off with a file.

I dug out a bridge rectifier, two white LEDs, a resistor, and a sub-miniature slide switch from the electronics store. The LEDs were a firm push fit into the brass tube used for



the headlights, which were fixed into/through the roof. The bridge rectifier had its DC side connected to the LEDs, via the resistor. The AC sides of the rectifier were connected to the motor's track supply. The wire to one brush was unsoldered and connected to the small switch, a wire from that being lead on to the brush. The Mertonford and Pine Tree RR (MaP), on which imaginary Vermont narrow gauge line this loco was to work, has few isolating sections; these switches on the locos allow them to be stopped as required. The headlights show power supply status, as they are directly fed from the track.

The couplers are Kadee No.5; the chassis lug that Tri-ang use for their couplings had to be ground off before the new couplers could be fitted. However, the model does make use of the cowcatcher fixing lugs they designed to fix the chassis to the new body.

All in all, a happy little project: a new loco for the MaP, the Silhouette cutter working again, and a nearly sixty-year-old chassis found gainful employment.

So why the bicycle? Well, as part of the loco is almost Hungarian, like a popular character in *Open All Hours* known for the squeaky wheel on his bike, the new machine had to be named *Granville* – and just had to have a bike attached.

Above left
The headlight wiring and isolation switch.

Below left
Just assembled, with switch and lighting.

Above
On Gammon Point Trestle during a test run.

Below
Granville at the home depot, complete with bicycle.





Kieren Haskell reports on a remarkable large scale project.

Photographs by the author.

5" gauge ride-on layout

Presenting Taiwan in China

This may be one of the most unlikely layouts you will ever hear about but it is very much real, and unbelievably was completed in a relatively short time – only a couple of months of actual installation, with none of those involved (other than myself) ever having worked on a model railway or ever setting foot on the place it is based on – Taiwan.

Many among us will have dreamed of riding through the layouts we have created but it is rare we actually get the chance to do so. I never really thought that I would get to build one, albeit not for myself but for an amusement park in ShenZhen, China. Because most of the visitors are of course mainland Chinese, even before the virus it was difficult or impossible for many of them to travel to Taiwan because of the political situation so a trip around a model world at least provides a glimpse of what Taiwan has to offer. The name of the park in English is Smaerd. (I am happy to say I had nothing to do with choosing the English name!)



A very large scale model which you can ride around is just one of the unusual things about this 'layout'. The idea is for people to be able to gain an impression of the main sights and attractions of Taiwan. The island is roughly oval but the track layout is more of a U shape. The trains run on 5" gauge but the layout is not really in a consistent scale. Because things needed to fit in and be clearly visible, some are scaled down (e.g. the almost 4,000m high YuShan mountain in the middle is only about 5m tall) and other buildings are almost G scale but for the most part the buildings are roughly HO. Virtually all of the most famous buildings, sites, and attractions in Taiwan are modelled in some form, albeit with varying degrees of accuracy and detail.

It is just one of many attractions in the amusement park where it is located, and most of the other features are not train related, although there is also a large and much more detailed HO layout in another section. Interestingly, it seems that although far less time and money was spent on the 5" gauge 'layout' it is attracting more attention from visitors than the far more detailed HO layout.

Almost everything was constructed from scratch, starting with the trains, which were made at a factory in DongGuan although I did bring a few parts from Taiwan where my company also produces ride-on miniature trains.

The track was also made at a factory in DongGuan, including the motor-operated points which can be set by the train driver with a remote control. The trains are based on a Taiwan e.m.u. tilt train and are battery powered, with the driver sitting on the last coach in a raised position so he or she can watch over the passengers. Experience of operating miniature trains in Taiwan has taught me that with large crowds one ends up not so much needing to concentrate on driving the train as on controlling the movements and actions of the passengers! The gearing has deliberately been set to allow for the heavy weight of up to twenty-four passengers over six coaches, with operating speed restricted to quite slow. Even so we found that one trip around was not enough for people to take in everything, so we run with one slow loop followed by one very, very slow one!

The ballast on the 5" gauge track is stones used in fish tanks glued in place with a white glue and water mix much like we would use in smaller scales. I found with the larger stones it did not form as hard a final block as would normally be the case with small scales. We wiped the stones off the sleepers as we installed the ballast so that they would be visible but the ballast is purely for visual effect since we already had a very solid flat base with a tiled cement floor.

There is a flat border on each side of the track because of government fire safety rules about exit routes. I wish we did not as it does detract from the appearance and general flow of the scenery. That said, it does serve the purpose of keeping things literally at more than arms length from the passengers without the need to add other physical barriers which would have a negative effect on the ability to take photos while still preventing passengers from damaging the models.

For the HO track we did not have suitably coloured ballast and ended up spray painting beach sand, which somewhat against my expectations actually worked quite well. We just needed to keep moving it around as it dried to stop it from sticking in clumps.



Top
The three trains are all of the same design, loosely based on Taiwan railway's PuYuMa series e.m.u. tilt trains. Only two sets are used at once, with one spare in reserve.

Above left and right
Ballasting the track. Sometimes techniques from smaller scales still work in a large scale, although I find with larger stones it is best to use less water relative to the white glue.

Left
The floor in the station area is covered with fake wood 'platforms'. In the background the large blue structure is model of Taipei 101, the tallest building in Taiwan (and at one stage the world). The mountains behind it were at that stage not yet fully decorated.

Right
The model of Taipei 101 under construction.



Although it is indoors and well lit, lighting has been added to some buildings, the road tunnels, and the airport runways, which were done with simple LED strips.

Unlike the HO layout, the scenes are mostly not animated and the few HO trains that appear on it are not operational but are just Taiwan outline models from my own company on regular Peco OO/HO track, a compromise in that Taiwan's national railway system is 3'6" gauge. The trains in the mountains representing the 2'6" gauge Alishan line are just printed representations on paper wrapped around balsa and are not intended to be viewed close up.

The buildings were all made specifically for the layout with extensive use of 3D-printing and laser cutting. Many of the more mundane urban buildings were simply repeated but this is not unrealistic in that such terraced house style buildings are very common in the cities of Taiwan. We added or subtracted a few floors, painted them in different colours, and added a range of advertising signs to create some variety. Thankfully I had a couple of guys who had experience in making architectural models working on these. The buildings were all completed at a factory in DongGuan over a relatively long period. Because of the high rental cost at the final installation location, as much as possible was prepared in advance.

We made a huge amount of flock in many colours from foam as well as preparing more trees than I would want to count (literally thousands) using cheap Chinese plastic tree trunks in various sizes purchased in bulk.

A beach scene of the Kenting area on the southern tip of Taiwan used fine sand that had been put through a sieve and requisite palm tree models.



Above

Taoyuan International Airport, significantly simplified and reduced. The building is based on the real one but much reduced so it did not take too much space. Using off-the-shelf model planes and by printing the runway and signs, it was one of the fastest sections to complete.

The main scenery is based on relatively conventional techniques despite the size of the layout. We used foam covered with plaster cloth for most of the base of the scenery. In areas where we needed flat ground, such as the airport and city streets, we added a plywood base.



Left

The station building on Alishan mountain is made from wood, plasticard, and 3D-printed parts. The large brown tree trunk is a 3D-printed model of a famous tree there. This area is really meant to be viewed from less close up than in this photo, hence the relatively low level of detail.

Below

The 2'6" gauge Alishan trains are very simple printed representations wrapped around balsa blocks.





Left
Rocky areas were produced with roughly cut foam pieces covered in plaster cloth. It was faster to cut foam into small pieces than to carve rock shapes directly in the foam.

Right
The fast way of shaping large areas of foam bases – with an air-powered disc.

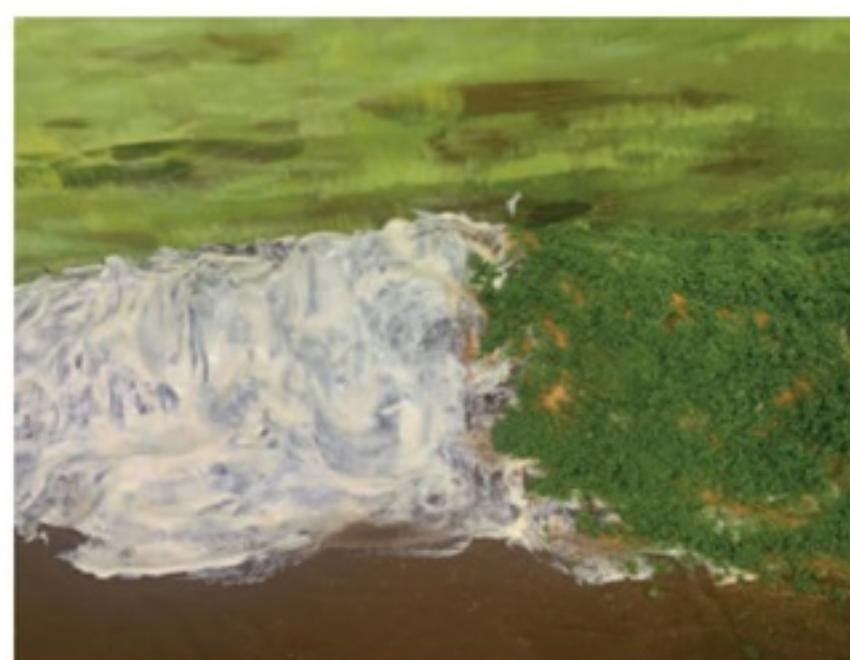
Right
Not-so-dry brushing – I used one base grey with two lighter colours on top. This was quite effective in terms of time.



Left
Cut foam pieces form the basis for rocky scenery, under plaster cloth.

Right
With the base colour painted, ground cover was applied in the usual way – but in bulk!

Below
Taiwan is very mountainous (with peaks up to 4,000m) in the centre of the island so it is appropriate to have large mountains as a kind of 'scenic divider' in the centre. But in reality there is no rail route through the mountains from one side to the other.



Most of the hills and mountains were made from layers of foam cut with a mix of hobby knives, saws, and even angle grinders for speed! For rocky areas foam off-cuts were prepared in relatively small pieces no more than a couple of inches across and glued onto flat foam boards before being covered in a few layers of plaster cloth. This way they passed the 'cigarette lighter' test of seeing if they would burn at all (the plaster will not) and were still able to take trees pushed in to holes quickly drilled.

The plaster cloth was spray painted for speed and then paint brushes used on edge something like dry brushing and flock added with white glue after that.

For relatively smooth rolling hills we cut the rough shape from foam and then used air powered angle grinders to smooth off the surface before covering them in grass mats with the occasional rocks and trees hiding inevitable wrinkles in the mats from changing ground shape.

Left
The valley between mountains was a deliberate way of separating sections of the layout.



The tunnel was based on a welded steel frame covered in chicken wire with scrap pieces of foam to give an uneven rock-like texture and then a plaster cloth covering. We spray painted it black for speed with lighter grey being deliberately roughly brushed on and with flock and trees glued on as well.

Time constraints prevented using more sophisticated techniques like cast plaster rocks and although I originally planned on using vacuum-formed 'rocks' which we had already prepared and I find convenient because of its flexibility, safety rules saw this plan abandoned.

The 'brickwork' of the tunnel mouth, like much of the scenery, was based on foam, shaped to represent the bricks and mortar spacing with plaster cloth plus some clay to cover gaps in the plaster and painted with a wiping down alcohol based wash weathering to alter the colouration.

The scenery techniques may not seem particularly sophisticated but this was perhaps inevitable given the need to work quickly, and that I was the only person who had any experience of making model scenery. I had been hired from Taiwan to work there mostly on the basis of recommendations from others – and having written the first Chinese

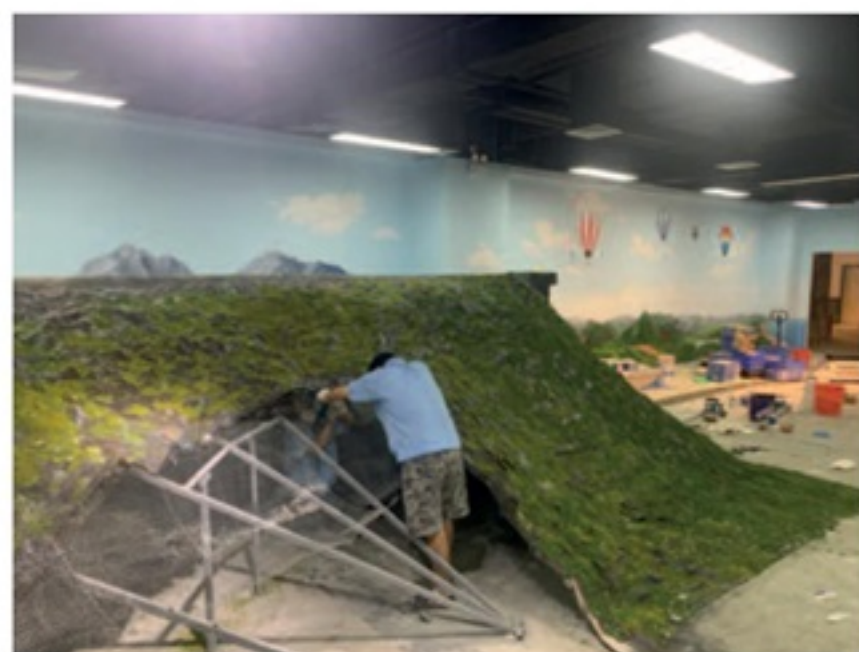
Above left
Areas intended to have grass flock were painted green to hide any bits missed and for speed as most of the workers were inexperienced young locals who had never seen a model railway.

Above
Smaller, lighter members of the team had to do the later scenic work!



Far left
Tunnel construction – welded frame, chicken wire, then conventional model construction beyond that. The peaks on the top with snow were added later but should have been done first – we all think of things to add when we see 'final' results!

Left
The tunnel mouth was carved from foam to get the shape.



Left (2)
Then plaster cloth was applied, plus some clay (to hide holes in the cloth), and appropriate weathering, with green flock on areas we missed when painting! It was actually surprisingly quick to make.

Right
The tunnel nears completion. The snow was just Christmas window spray-on decoration 'snow' over the base rocks.



language books about model railways. I was given plenty of workers to help but the conditions were very trying with temperatures extremely hot at times, and working from 8:30am to 9:30pm six days a week. This did at least allow for us to finish the on-site work in just a couple of months, which given the more than 1,000m² size was a daunting task. We were under pressure as the owner was paying a substantial rent, but ironically after all that quick work the opening was much delayed because of the virus

Because the layout is designed to be viewed from a moving train (even if a rather slow moving one) and the sheer scale of it taking the viewer's attention, I believe that using relatively simple scenery was the only practical method.

Although the budget was not small, the scale of the project meant that we still had to use relatively basic products for most of the purchased items like figures and cars.

Above

The mountains at the back represent an area on the south-east side of Taiwan called LuYe. The impressive background is linked to the scenery. Some of the hot air balloons are odd character shapes.

Below right

Even more hot air balloons have appeared in the field and are preparing to fly.

Thankfully with such products produced cheaply for architectural model use in China, they were easy to obtain quickly as it is sometimes difficult to accurately estimate the amount needed for an area to not look too bare. With a viewing distance of at least a metre and usually a lot more, the lack of detail on figures is not very obvious, especially when viewed from a moving train.

A large wall mural or background was painted on by professional painters while we were installing everything. This initially worried me because they had not worked with models before and I usually prefer the realism of photo backdrops for layouts, but I have to admit in this case they were a great choice because they added considerably to the depth of the scene and worked very co-operatively to help match colours and the continuity of the scenes whilst we worked around each other rotating areas to allow enough space to work.





Most of the paved roads were prepared as stickers printed on large commercial printers usually used for advertising signs. The vinyl material used fades less than paper and sticks very well. Likewise plazas and paved areas in front of buildings and the airport runways and parking areas for planes were prepared in a similar manner, allowing us to work quickly. The model planes used are of considerably smaller scale (1:200) than many of the other models because of space and availability. We realised if we had accurately modelled the airport at anything approaching a realistic size it would take up an enormous amount of space. It was deliberately set back behind other buildings for some false perspective effect and no figures were added, but the inevitable presence of roads to it and cars on those roads perhaps

somewhat destroys that effect. Like all models we did have to make compromises. The area initially seemed large and I was worried about filling it but by the end I was doing the opposite and trying to figure out ways to fit things in without making scenes too cluttered.

The road tunnels were PVC pipes with holes drilled for LED strip lights and similarly printed stickers used for the tiles on the inside walls.

Being a tropical Asian country with heavy rainfall in the flat farming areas, rice is a relatively common crop in Taiwan. To represent rice paddies we used a few different techniques to show different stages of growth. A 'cement' wall was shaped from balsa wood or foam and covered in plaster cloth at the edges for all of them. For freshly planted areas, we glued finely sifted dirt, added strips of green flock or grass, and epoxy resin 'water'. For areas with heavy growth nearing harvest, I developed a technique that I have not seen or heard of before that I think was quite effective but unfortunately would really only be suitable for larger scales. I used cheap fake grass lawn cut to shape and carefully sprayed the top yellow while retaining the green underneath. I found I needed a very strong/bright yellow and several layers of paint, usually brushing the grass upwards with a wire brush first and spraying at an angle so the bottom areas would not be covered. Ideally one could add epoxy water but we did not do this, partly in the interest of cost and time, but because the water is usually largely obscured anyway when rice nears maximum size.

I found that with some of the hills several metres high we had to be careful about who was able to work on top. I am pretty tall compared with most people in southern China, making it easier for me to climb, but my weight was a bit too much for the areas with broken pieces of foam for rocks. We had a couple of shorter, lighter guys who could work on top if lifted up, but if anyone wants to build model mountains of more than 3m tall I would suggest a welded metal frame would be worth the effort rather than just foam! Under 2m is not a problem.

Above (2)

ChingJing is a well-known tourist farm in Taiwan. The shape of the ground was formed from foam boards shaped with an angle grinder for speed, and, unlike the mountain areas, deliberately smoothed before adding grass mats, sifted dirt, etc. The small white animals are sheep.

Left

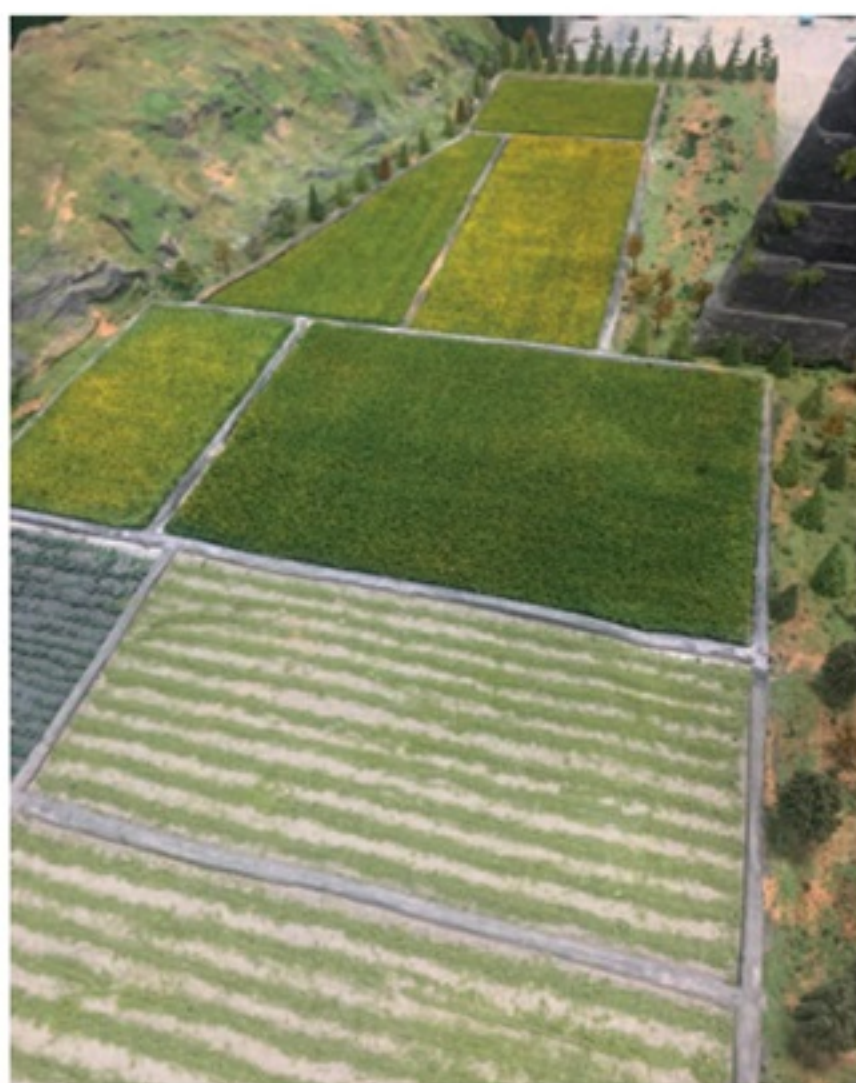
It was essential to represent rice fields in various states of growth, as in reality.

Right

The high-heeled shoe is based on one of the more bizarre buildings in Taiwan. It is a 'church', as is the building next to it.

Far right

The main building is a fairly accurate HO representation of the well-known (in Taiwan) Taipei Palace museum (a.k.a. GuGong). The arches at the front were 3D-printed, the walking plazas are just 'tiles' printed with advertising sign printers that allow for a much longer life without fading than home printers. It is huge, and needed six people to lift it attached to the base.





Above
Chung Tai Chan monastery in Puli – over 1m wide in HO. 3D-printed parts were used for the more complex shapes but most was laser-cut.

I often find working on commercial projects very different to model railways as a hobby and this project was no exception. The sheer size of the layout induces concerns that most modellers would never need to consider. With the large mountain areas, if we had been working outside or on the first floor we would probably have used concrete rather than

foam cores which would obviously have increased strength and made them much easier to climb on for maintenance and painting but with the layout on the second floor of the building we actually became concerned about weight – not to mention needing to carry all that cement up to the second floor!





Left and above

The former Spanish fort San Domingo Danshui (a.k.a. Tamsui) in Taipei. This was one of the first structures to be prepared and at c.1:35 is really a bit over-size in relation to the others but it would be quite small for detailing otherwise. The real buildings were built of stone around 1642; the models are a mixture of plaster, plasticard, and 3D-printing. Some modeller's license was taken with the arrangement of the gardens and the addition of signs to say what it is, but it is still recognisable to those familiar with the real location.

For almost twenty years I have been involved with selling, producing, and translating for producers of models in Taiwan and mainland China, but this was certainly one of the most unusual projects I have worked on. I often hear modellers from the west complain the hobby is dying. I do not agree because I have seen it grow from virtually nothing in Asia (other than Japan) to the point where a large range of models is available in both HO and N for Taiwan and Chinese outline, as well as models for a few other countries (e.g. Indonesia and India).

A project like this may not appeal to purists but I believe that such things can be hugely beneficial to the hobby for exposing it to a wide audience whose interest may potentially be sparked by such an encounter.



Above

The former British consulate building in Kaohsiung which today is a tourist attraction that overlooks the ocean, not a railway!

Left and below

Another very recognisable structure – the presidential office building in Taipei, like all other structures made in advance. Once in place, I created a 'national day' parade in front of it but I had to make things a little less realistic, with no accurate flags, etc., because of political considerations.





Above and right

The FoGuangShan Buddhist temple in Kaohsiung, the longest building on the layout, if the walkways are included. Buddhism and Daoism are the two most common religions in Taiwan (and are not mutually exclusive) and this is one of the best known temples. It is a fairly accurate representation in close to HO. Again laser cutting, 3D-printing, and hand crafting were used.



Left

The ornamental entrance gate to Taroko gorge – perhaps the most dramatic scenic location in Taiwan but virtually impossible to model on the ride-through layout as it is very narrow with a river in the middle.

I left the location at the very end of 2019 expecting to go back in February after the Lunar New Year but on the day I arrived home in Taiwan immigration officials were already asking if I had visited Wuhan as I had come from mainland China. At the time it seemed like a strange question but within days I understood and the world had begun to change for the worse, but if any good comes of this at least many modellers will have had more time to work on their home layouts even though the market for commercial ones has disappeared. I have continued to work on making model trains in Taiwan, perhaps the only developed country not to have needed any lock down.

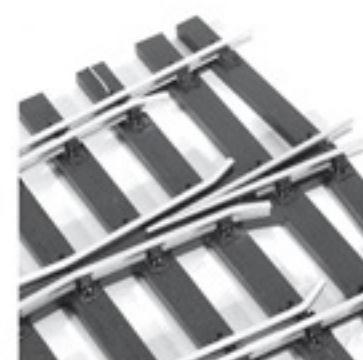
Below

The Dr Sun Yat-Sen memorial hall, a large tourist attraction in Taipei, produced in a similar manner to the other buildings, all prepared in advance in DongGuan, while the garden areas, roads, etc., were made on site.

Below

The large white building with a blue roof is the 228 memorial building in Taipei, with the gardens near it, another of the well-known tourist attractions in that crowded city. The model was 3D-printed.





N

ÖBB Rh5145 diesel railcar set new from Jägerndorfer



Austrian specialists Jägerndorfer have quickly followed the new model of the ÖBB Rh5045 diesel train set with the Rh5145 variant.

In May 1954, Yugoslav State Railways placed an order for four railcar sets similar to the ÖBB Rh5045. The main differences were a top speed of 100km/h, 540hp engine, luggage compartment in the driving trailer, and multiple unit controls. These units were not delivered until December 1956, but since the JZ could not pay for them a rental agreement was arranged between SGP and the ÖBB. They were originally designated 5145.01 to 5145.04 then following modifications 5145.13 to 5145.16 from November 1963.

The four leased units were bought by the ÖBB in November 1957, and converted for international express services. Alterations included lowering the entire radiator system from 4,575mm to 4,260mm above rail level, converting the exhaust ducts, reducing the steam heat boiler by 100mm, installation of a second 500l fuel tank, an electric feed pump, and three headlights.

The long-standing requirement for a fast connection from Vienna Südbahnhof via Graz, Maribor, Zidani Most, Ljubljana, Postojna, and Pivka to Trieste was inaugurated in May 1963. The first TS 183 MIRAMARE was formed by 5145.11, 7645.05, and 6545.11; the journey time was ten hours.

At the end of the summer schedule in 1970, the TS 195/194 VENEZIA was discontinued using the Rh5145. This released the intermediate and half-dining cars from international traffic. The AR4TI 7745 were adapted as seconds for national traffic as B4TI, reclassified as 7845, with the dining area converted to compartments.

The model was made in China.

Our sample represents 5145 009-6 / 6545 009-0 with the later low roof, three windscreen cab, and opening half windows in the passenger compartments, with Epoch IV markings.

The finish is good, with the main colours even and all markings nicely printed



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.

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.

An illustrated eight page A5 size instruction booklet is included.

Manufactured for

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

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new version of ÖBB Rh1046 electric by Arnold

The first of these machines was delivered in 1956, at the time classified Rh4061, which corresponded to its intended use as a luggage railcar. It had a luggage compartment with large sliding doors and was designed for city express traffic to save using a baggage van.

Twenty machines were delivered in two batches, which differed slightly.

In 1964, 4061.13 and 14 were the first Austrian locos to have Indusi (today PZB) fitted, in order to haul the Mozart express from Vienna to Munich.

In May 1976, the machines were reclassified from 4061 to 1046 by the simple expedient of remounting the metal numbers. As they had only been used as locos for some time, this was logical.

In 1981, 1046.25 was converted as a test for a dual frequency three-phase loco: it was particularly suitable as the luggage compartment offered sufficient space for the installation of the technical equipment.

As a result of these tests, the sub-series 1146.001-002 was created in 1986 by converting 1046.03 and 17. The frame and traction equipment was retained but the body was replaced. The three-phase current technology brought a 25% performance increase and the possibility of running under 15kV/16.66Hz and 25kV/50Hz, with a top speed increased to 140km/h. This made cross-border working into Hungary possible for the first time.

The remaining 1046 machines were in poor condition, and as the need for locos increased a large conversion campaign began in 1987. The body was completely rebuilt, without the luggage compartment, and the space gained used for the equipment. The cabs were also lengthened. Components from newer locos were used to reduce the stock of spares and make the conversion more economical. The programme ended in 1994 after thirteen had been rebuilt – 1046.001, 005 – 009, 012, 016, 019, 021 – 024.

In 1993, the seven remaining old loco (1046.002, 004, 013 – 015, 018, and 020) were withdrawn. 1046.013 was preserved, restored in the ÖBB main workshop in Floridsdorf, painted green, and used under the original number 4061.13 on nostalgic trains.

In 1998 the two dual-system 1146s were retired.

The last the 1046 series was retired in 2003.

1046.001 was handed over to the Österreichische Gesellschaft für Eisenbahngeschichte and is operational.

Arnold have recently released a new version of their model (first produced in 2015) in pre-rebuild condition in blood orange livery with Epoch IV-V markings, retaining the metal emblems on each end.

The finish is good, with all markings neatly printed.

The model is accurate according to published dimensions, and well detailed with panels and grilles. Nose, cab, and baggage door handrails and cab door handles are moulded in place and neatly picked out in silver. The buffers, dummy scale couplings, insulators and switch-gear on the roof are added parts. The pantographs are very fine, and sprung, but not wired for current collection from the overhead.

The glazing fits flush; the cabs have interior detail.



Operation is smooth and quiet, with good control across the speed range, though the maximum is rather more than the prototype.

Two traction tyres are fitted, one on each outer axle at opposite corners. With a weight of c.67gr, tractive effort should be ample.

The printed circuit board within has a six-pin (NEM 651) socket for a digital decoder.

A sound-fitted model is also available.

There are working directionally-controlled triple white headlights.

192mm is the minimum radius recommended.

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

Manufactured for

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

PRICE ref.HN2501 £180.99.

HO

weathered wall by Busch

Busch have expanded their range of realistic matt finish card construction sheets with a pack of two sheets representing weathered brickwork, suitable for all kind of walls and old buildings.



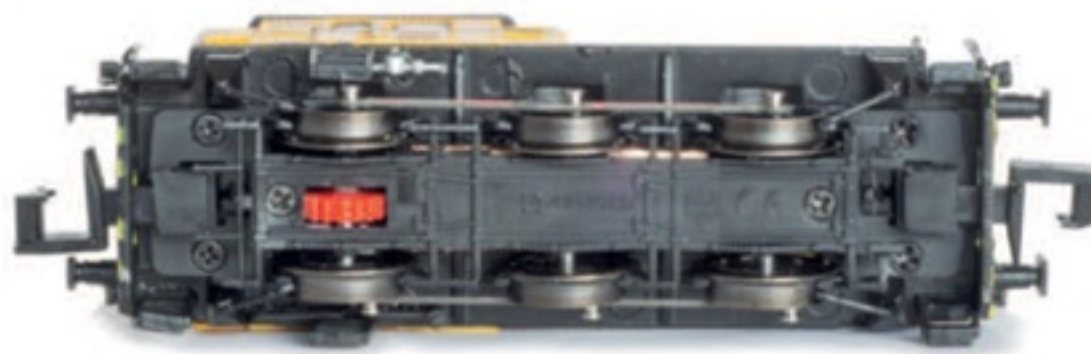
The elaborately printed panels are 210mm x 148mm, and 0.6mm thick. It therefore intended for use as a surface finish rather than a structural element. The pattern repeats, and includes what looks like a blocked-up window, so some care will be needed to match the joins if covering larger areas.

Manufactured by

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

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

PRICE ref.7438 £2.50.



Arnold have recently released a new version of the former RENFE class 303 0-6-0 diesel shunter in the bright yellow livery of the major Spanish civil engineering company AZVI, which undertakes infrastructure construction and track maintenance contracts in Spain and elsewhere. Its Tracción Rail division, formed in 2005 in response to the establishment of open access to rail in Spain, has been an accredited rail operator there since 2008.

In the early 1950s, RENFE intended to replace steam traction in shunting operations. During 1953/1954 an order for twenty 0-6-0 diesel-electric shunting locomotives was split equally between Maquinista Terrestre y Marítima SA of Barcelona and Babcock y Wilcox of Bilbao, both licencees for Sulzer for diesel engines. In working order the locos weighed 48 tons, with a 350hp 6LD-22 engine giving a top speed of 28mph, though they were principally intended to shunt 500 ton trains up to 12.5mph.

The original order eventually expanded to a total of 202, manufactured between 1961 and 1966, numbered 10301-10400, 11301-11400, and 12301-12302, later reclassified 303.001 - 303.202. This numerous class was used all over the country.

In the late 1970s RENFE began planning to modernise its shunting locomotives; initially modernisation of the 303 with new engines was considered and one was converted, but the experiment was not carried forward.

10349 (303-049-1) was possibly the last of the class in service, as the departmental shunter at Miranda depot in August 2003.

During February 2017, it was saved from scrapping by the Spanish Railways Foundation (FFE), probably destined for the Madrid-Delicias museum. As Miranda depot had a considerable stock of spares for this class, the possibility of the loco being made serviceable was considered.

The Arnold model (made in China) was initially issued at the end of 2018.

The finish is good, with well defined lining and clearly printed markings. The metallic number and maker's plates are a nice touch.

RENFE Epoch IV green livery versions are also available.

The moulded plastic body is well detailed with grilles, louvres, and panels. The cab door handrails are formed in place, and the windows are flush glazed.

Separate parts include the end railings and hand grabs, marker lights, buffers, steps, sandpipes, and some underframe pipework, as well as the brake gear (as part of the keeper plate).

The mechanism uses a flywheel-fitted can motor driving via a worm and double reduction gear drive to the rear axle; the other wheelsets are connected by the fluted metal rods. There are no traction tyres, and with a weight of just 39g the haulage capacity will be limited – as per prototype. Current is collected by wipers on the back of all wheels, and the model has working directionally controlled lights (on the body only).

It runs smoothly and quietly, though on analogue DC the top speed is well above that of the prototype.

The cab roof can be removed to access a Next18 (NEM 662) socket for a digital decoder.

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

The minimum radius is 192mm.

Manufactured for

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

PRICE ref.HN2508 £124.49.





New from Tillig, as announced in this year's new items programme, is a set of three Deutsche Bundesbahn four-wheel steel-bodied open wagons, loaded with hard coal.

The set consists of one type Omm52 with metal brake house, one type Omm52 without brake house, and one type Omm54.

The different side panel, door, and underframe styles are apparent.

The Omm52 is a new model.

The Omm52 was developed by the Uerdingen wagon factory in collaboration with the DB. Between 1952 and 1962 over fourteen thousand were built, making them (with the Omm37) the DB's most common open wagons. Wagons that were used in the EUROP fleet were designated E 037 until 1968. After 1979, over five thousand were converted to Eo 017 and devoted exclusively to beet transport. The last of these wagons were retired by the DB in the late 1990s. In the late 1970s more than



eight hundred were sold to the DR, and operated as EI 5568, later EI 5598. The last of these did not go out of service until 1994.

The Omm53 and Omm54 were built between 1954 and 1956 by Aw Kaiserslautern using re-usable parts from older wagons. Between 1981 and 1986, 3,707 were overhauled for further operation as E 039. During this last refurbishment, the bodies were reinforced and the old braking systems were replaced by KE-GP brakes. The DBAG still had 2,246 on the books in 1994, but by the end of 1997 only 418 were left; in the third quarter of 1999 there were only

forty-four, twenty by mid-2000, and five at the end of 2004. All were taken out of service by mid-2006.

The moulded plastic bodies correspond closely to published dimensions.

The markings are neatly printed.

Separately applied parts include the handrails, lamp holders, grab handles, and shunters' steps.

The underframe is nicely detailed, with the main components added. The brake rigging is separate, with shoes in line with the wheel treads.

A standard sprue of short and long coupling hooks and brake hoses is supplied to detail the buffer beams.

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

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

Manufactured by

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

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

PRICE ref.01305 £89.50.



more ÖBB Schlieren coaches from Arnold

The Schlieren coaches were versions of the Swiss EW1 built for the ÖBB between 1965 and 1981 by SGP and Jenbacher Werken (JW) under license from the Schweizerische Industrie-Gesellschaft Neuhausen am Rheinfall (SIG) and the Schweizerische Wagons- und Aufzügefabrik Schlieren (SWS). In contrast to the Swiss vehicles, the Austrian firsts have only seven windows instead of eight and the seconds only nine instead of ten, with corresponding seating. In first class there are fourteen rows of seats in 2 + 1 arrangement, in second class eighteen 2+2 rows. They are open saloons for domestic traffic, easily recognised by the characteristic entrances, with two narrow folding doors, as well as the full windows. The length over buffers is 23.7m, and the permitted top speed 140km/h (before 1967 120km/h).

Eight hundred were built, of types Apo first, ABpo composite, Bpo second, Bpoz second with buffet, BDpo second baggage, and BDpoz second baggage with buffet. (The secondary symbol 'o' for coaches without steam heating was omitted after 1981). The first 211 cars



were delivered with the old classification B4ipüho, numbered 33 000 to 33 211. After that they were given the UIC numbers 50 81 29-35 xxx.

All had been withdrawn by the ÖBB by the end of 2010, but some were sold on to the GySEV and others have been preserved.

Arnold have recently issued a new batch of their familiar model of these useful coaches. Our sample is a first/second class composite coach in the Epoch IV-V 'jaffa' orange and cream colour scheme, with 'Drinks/Snacks' lettering. A second and a second baggage are also available to match, as well as in the later red & grey.



The livery is nicely rendered, with clear distinction between the colours and markings clearly printed, right down to the brake control levers.

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 trim round the toilet windows, and there is a basic interior with seating.

The underframe has the major components (battery box, brake system) moulded in deep relief. Buffers are added.



The bogie side frames are very well detailed, and carry the lower door steps.

The model runs freely on blackened metal disc wheels on pinpoint metal axles insulated one side by a plastic centre bush.

Standard couplers are fitted on close-coupling mounts.

The minimum radius is 192mm.

Manufactured for

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

PRICE ref.HN4328 £39.49.



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

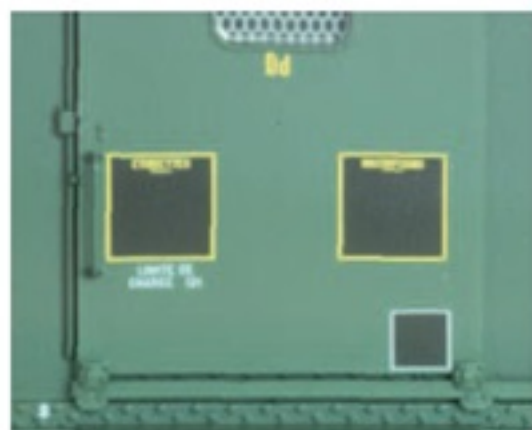
Among recent arrivals are:

- Paris-Lyon-Méditerranée bogie *fourgon* (ref.VB-346) with cupola lookout, end ladders, and full length footboards. Epoch II.

As well as the usual buffer beam accessories as optional details there are also four coupling safety chains.

Alternative full relief axlebox and spring assemblies are also provided, if curves will allow – this increases the minimum radius from 360mm to 500mm.

- SNCF ex-PLM bogie *fourgon* (ref.VB-361) without cupola lookout or end ladders, with short footboards. In 306 green. Epoch III.



- SNCF ex-PLM bogie *fourgon*, as rebuilt with an all metal body, in 301 green. Epoch IV. This version of the model is fitted with working red LED tail lights with a smoothing power pack and a six-pin socket for a digital decoder (ref.VB-364).

All these *fourgons* come fitted with one retracted and one extended corridor connection as it is assumed one end will be at the end of the rake. Alternatives are included.

All vehicles display an excellent standard of finish, with all markings very clearly printed. The shaded early 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; and shock absorbers. A good illustrated instruction leaflet is included.

The steps have very fine supports, moulded in resilient 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 fitted in the 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

PRICES
ref.VB-346 £72.95.
ref.VB-361 £72.00.
ref.VB-364 £83.00.



The REE range also includes four-wheel *fourgons* in both pre- and post-war standard designs, with markings and liveries for different periods:

- SNCF OCEM 32 four-wheel *fourgon* in the lighter 301 green with Epoch IV markings, with two aluminium framed lamps and 1,500v cabling, as allocated to the Sud-Ouest (ref.VB-332).

- SNCF DEV 52 four-wheel *fourgon* in the darker 306 green with Epoch III markings, also used in the Sud-Ouest, with old lamp brackets and three lamps (ref.VB-338).

The models are supplied with buffer beam details (coupling hook, brake hoses, and steam heat pipes) for the modeller to fit, plus alternative coupling mounts.

Both of these also have red LED tail lights with a smoothing power pack and a six-pin NEM 651 socket for a digital decoder; REE recommend their function decoder ref.XB-414.

The working lights are on one end only, and are directionally controlled when the vehicle runs on an analogue DC supply. They can be isolated by a switch on the printed circuit board with-in; the body can be removed by carefully spreading at the centre and lifting.

The *Office Central d'Études de Matériel de Chemin de Fer* (OCEM) was created in 1919 to unify the standards for the manufacture of rolling stock (locomotives, coaches, and wagons) between the different railway networks. It was dissolved at the creation of the SNCF on 1st January 1938, and replaced by the *Division des Études des Voitures*, better known by the acronym DEV, which was initially responsible for designing passenger coaches by taking over projects from the old companies or by creating new designs. However, due to the war, the first examples did not appear until 1946.



The models are very well detailed, with free-standing handrails, lamp brackets, ventilators, and fine shunters' steps. Brake gear is represented on the underframe, with brake rigging around the wheelsets and brake shoes in line with the blackened metal treads. The wheels roll freely.

Current collection is by the stub axle bearings for minimum friction.

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

PRICES
OCEM 32 ref.VB-332 £68.50.
DEV 52 ref.VB-338 £69.00.

kit for Peugeot dealership showroom from MKD

Hornby International have recently re-released another of the generic structure kits originally marketed by the former French scenic specialists MKD, produced for them (now as then) by a German manufacturer. It has clearly been adapted from an existing German product, largely with new (printed paper) signs for the French market. It makes good use of standard sprues, so there are

some surplus parts, and features of some components that are not used.

The parts are cleanly moulded in four different coloured plastics (our sample is not painted), with little flash and feeds mostly on hidden edges, which are easily cleaned up.

It has moulded glazing as the large windows are effectively 'structural'.

The fit of parts is generally good, and though there are no locating pins for major elements, this should not pose any difficulty.

The kit comes with printed paper interior decor sheets, plus an assortment of relevant signs.

The interior display signs are (only) in English and the prices in £ ...

The mouldings include signs for a German establishment, revealing its origins.

The instructions are in French, Italian, German, and English; since they consist primarily of a sequence of keyed diagrams with parts clearly numbered, language is not an issue.

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

It is designed to be assembled onto a base which measures 210mm x 133mm; the building is c.90mm high.

This kit makes a potentially versatile modern retail unit, its identity and purpose determined by the signs and any accessories.



Manufactured for

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

PRICE ref.MKD2024 £26.49.



In May 1989 the American firm of Baldwin supplied what was effectively a standard 'catalogue item' 2-4-2T as works number 15,965 to the 2' gauge Lynton & Barnstaple Railway in England.

The L&B was initially equipped with three elegant 2-6-2Ts by Manning Wardle of Leeds, delivered in 1897, but the management soon realised that this left no spare capacity and a fourth loco was required. Manning Wardle and other British builders were unable to supply at short notice but Baldwin – geared up for mass production – could offer quick delivery of a stock item which met the specifications.

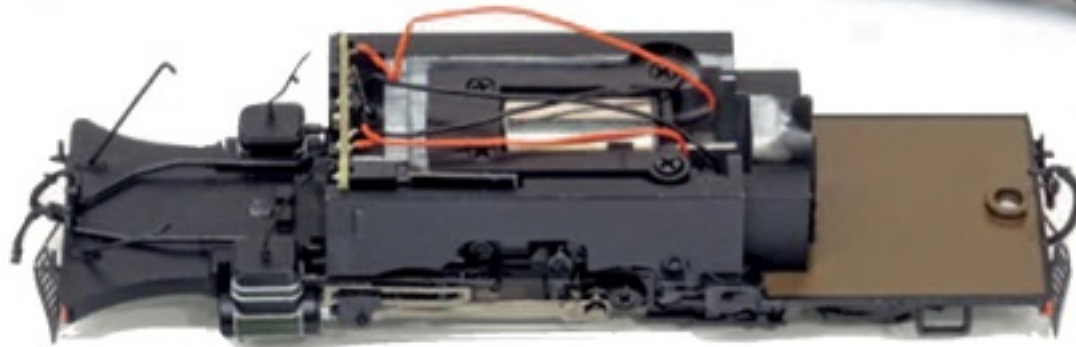
The loco had outside bar frames and elaborately equalised pony trucks – perhaps required for rough track but hardly necessary on the well-laid permanent way of the L&B.

It was shipped in kit form and assembled at Pilton yard. It arrived in a standard dark green (almost black) livery with simple yellow ('gold') lining, and the name *LYN* was painted on the cab side in a typically American elongated lettering style. The maker's plates were on the sides of the smokebox, which also had ash clearance holes and a stylish copper-capped chimney. In usual US style, the smokebox door was secured with rim locks and the handle was a disc, though in this case without the usual road number.

The siren whistle was mounted on top of the dome alongside the Cole safety valves but was too tall and had to be off-set before the loco could enter service.

Heljan have recently released a new model of this 'Yankee' to complete their L&B range. It is offered in several liveries, including the original dark green (ref.9981), which bar the name would suit any Baldwin product of the era, and they have also taken the opportunity to produce a plain black version (ref.9980, described as 'ex works') which should suit a wide market.

The similarity in appearance to the 2'6" gauge NA class 2-6-2T supplied to the Victorian Railways in Australia at almost the same date has been noted.



The model closely matches published dimensions and scale drawings.

The boiler and tanks and the main chassis block (with pilot deck and cab floor) are metal castings, while the cab, smokebox, and many small detail parts are plastic mouldings.

Pipework and rivets are all present and correct, with the ejector pipe along the top of the loco.

There is a slender operating rod to the side of the sand domes on top of the boiler, and the fine lubricating feeds to the top of the valve chests have not been forgotten.

The plain black model is fitted with a headlamp which is illuminated according to direction by a LED.

At the other end, the bunker has a representation of coal within.

Brake hoses, safety valves, whistle, and cab door handrails are separate added parts.

The windows are glazed, with simulated wooden frames. The rear windows have representations of the protective bars.

The loco has outside cylinders with slide valves above, supplied by inside Stephenson valve gear with just the valve rod and slide bars outside the frames. The slide bars are metal, the crossheads plastic.

The coupling and connecting rods are blackened metal, correctly not fluted.

The flycranks are held onto the extended axles by cross-head screws – almost the only concession to a robust a practical working model.

The pony trucks seem to have adequate side movement – 12"/305mm is quoted as the minimum radius; it may manage slightly less but this is a long machine (96mm over buffer beams).

All wheels are spoked, with blackened metal tyres with fine flanges.

The brake rodding is represented.

Current collection is by wipers on the backs of all four driving wheels and the wheels of the rear pony truck, though the inevitable friction does impede their rotation.

A weight of 88g should make for a reliable runner. No traction tyres are fitted, and the pony trucks are only lightly sprung so most of the weight is carried on the coupled wheels. The real thing

could haul four or five coaches, or the equivalent mixed train; the model should easily cope with such a loading.

The small can motor is fitted with a flywheel, and performance is smooth and quiet, from walking pace to a realistic maximum. Running-in of 30 minutes in each direction at moderate speed is suggested, but hardly seems necessary.

Three screws secure the body, which can be carefully removed to reveal a 6-pin socket for a digital decoder and space within the boiler to house the device, which would have to be small.

The only supplied accessories are the working model couplings and ready shaped etched metal cowcatchers; these cannot be fitted if the couplings have the loop installed. There may also be a concern with the cowcatchers shorting across the rails if the track is not level – inevitable given the length of the loco and no fault of the model.

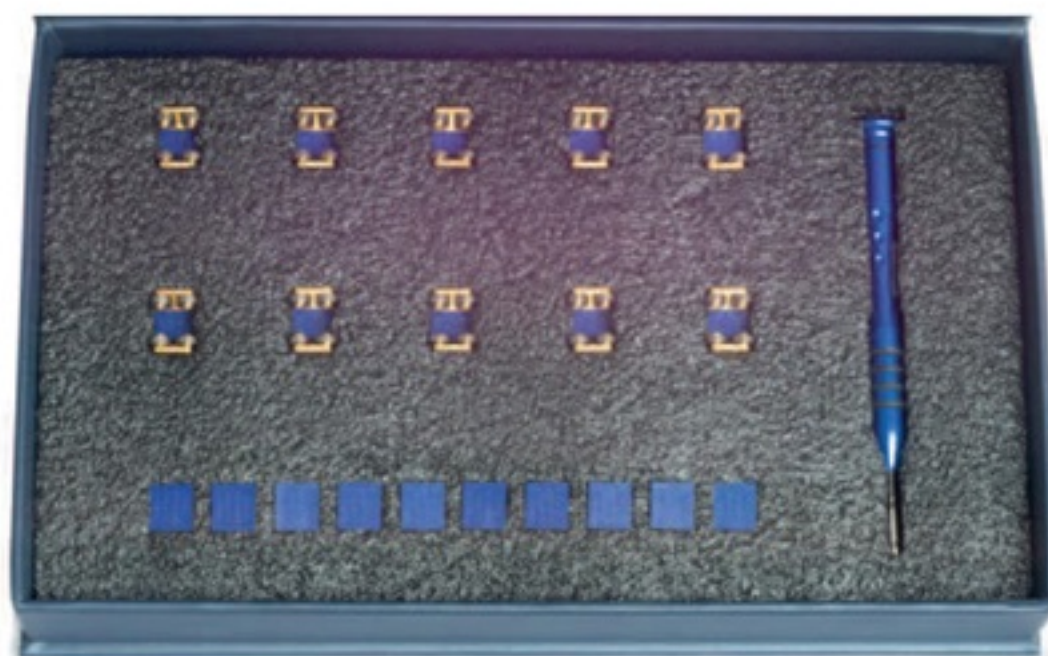
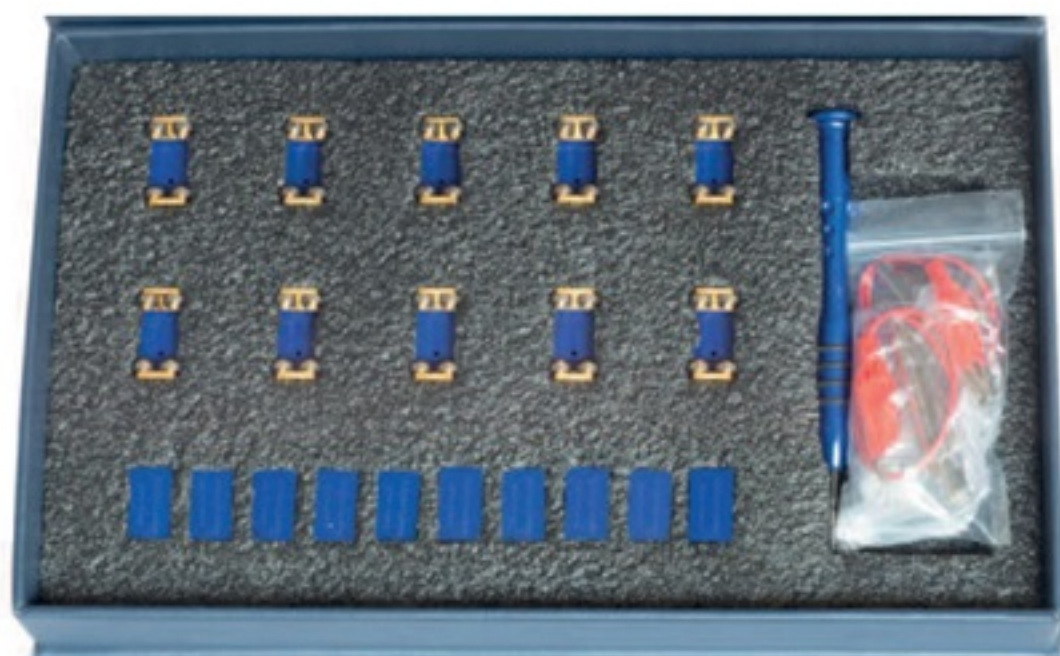
As a typically American stock Baldwin product it will be easy to justify in a freelance context, either in the US or for export.

Manufactured for

Heljan A/S
Rebslagervej 6,
DK-5471 Sønderød, Denmark.
<https://heljan.dk>

PRICE £239.95.





DCCconcepts have recently issued new Premium Edition sets of ten rolling road stands for both HO/00 and N/TT. They come neatly packed in a smart blue stout card box with a concealed magnetic catch, securely mounted in foam. Labels and instructions (in English, German, and French) are enhanced with 'gold' lettering.

A rolling road can be a great help with running in a new model, testing and evaluation of locomotive performance, active cleaning of driving wheels, simpler digital set up, especially for sound-fitted models – in fact, all kinds of tweaking can be achieved right in front of you on the desk or workbench.

These rolling roads are intended to be easy to use and exceptionally reliable. They have been carefully designed, and manufactured using only high quality materials, so you can expect many years of trouble-free use. The gold-plated side pieces are certainly impressive, with free-rolling stainless steel roller-bearings discs within to support the loco wheels, either side of injection-moulded plastic spacers.

They work equally well with DC or DCC.

Just place the roller sets onto the track at the appropriate spacing to suit the loco. The rollers pick up power directly from the track.

It is important to keep the track area used with the rolling road clean so that it can transfer the power reliably – just as for normal operation.

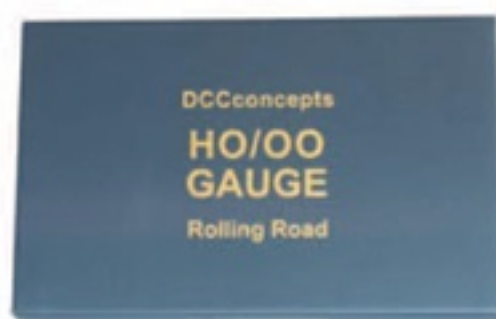
The rollers can be cleaned as needed, but abrasive cleaners must not be used.

The rollers are ready lubricated but a little fine oil can be applied if required.

What makes these sets particularly versatile is that they are gauge convertible.

The 9mm gauge set is ready to use on N or OO9/HOe track, but comes with a full set of alternative spacers for 12mm gauge (TT or HOm).

The 16.5mm gauge pack comes set for OO/HO but also includes spacers for



the uniquely British fine scale EM and P4 gauges; the roller treads should be wide enough to accommodate the difference.

Changing gauge should be easy. It is important to use the screwdriver provided as it has the correct size tip; also, it is magnetised to make it much easier to hold the small screws.

With the screws removed, simply slip off the end caps and exchange the

spacers for the longer set, then carefully replace the screws – the alternative spacers have pilot holes ready to accept the small self-tappers. Take care not to over-tighten them, or damage the head by applying too much force: either could be a temptation to get the sides and spacers together as positively as they are delivered.

The alternative spacers are longer, of course, but the moulded centre divider is the same width; firm location therefore relies solely on the 'shoulders' of the T shape where the spacer engages with the side pieces.

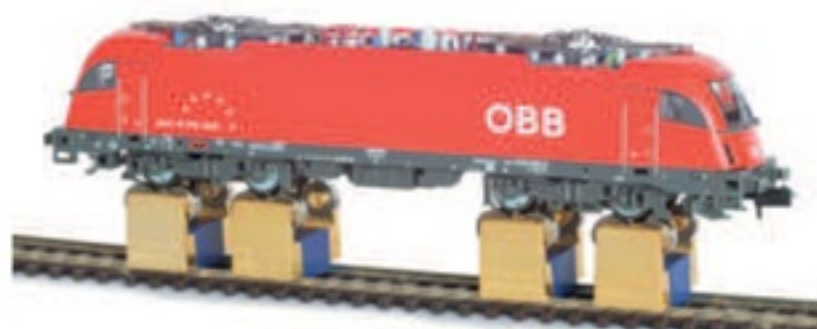
We found that when replacing the screws to return the rollers to the original gauge, they seemed to hold the sides and spacers more firmly if they were in the same holes.

Too many changes of gauge might result in slack holes and hence loose sides.

The OO/HO set comes with a further accessory: DCCconcepts have also thought about collectors and modellers who enjoy running three-rail models, whether classic Hornby-Dublo, Trix Twin, or Märklin, and have included two three-rail adaptors. They should be fixed to the blue spacers which have been made to accept them using the screws provided. These screws should be left slightly loose so the spacing of the rollers can be easily adjusted. Once screwed in place, the alligator clip connected to the centre pick-up plate should be attached to the centre power rail of the three-rail track.

These adaptors have also been added to all existing four, eight, and twelve axle packs.

You might think you have no need of a rolling road. Until you try one ...



Manufactured for

DCCconcepts Ltd.,
Unit E, The Sidings,
Settle, North Yorkshire, BD24 9RP.
www.dccconcepts.com

PRICE £99.95. (either size)



The new MPD from DCCconcepts offers a totally safe way to handle and store precious locomotives and stock.

In most cases you may never need to handle them again, as the drive-on/drive-off ability lets you add locos to the layout without handling, protecting fine details, weathering, and delicate mechanisms. There is no need to plug and unplug loco and tender. Perfect for

taking locos to the club or an exhibition, and so secure you could even post a loco across the world in it!

For smaller layouts, the MPD can even be used as a cassette fiddle yard system.

The MPD is simply placed over an existing track and does not need a special connection stub – just need enough length, and adequate clearance either side.

It is currently available in three lengths:

360mm fits all but the longest rigid frame locomotives.

460mm is ideal for medium-sized articulateds and Garratts.

560mm is long enough for a Big Boy or a set of three F units.

Further, a 2 metre long one is due soon.

The MPD is ready to use as it comes. It consists of an extruded aluminium cradle with moulded plastic ends/handles and a high density foam lid, supplied within a smart heavy duty leatherette finish box. There is a blank label for the end.

Several foam inserts are also included which can be cut to protect specific models in transit.

As well as being used to store and transport models safely, it can also function as a servicing cradle. The protective moulded foam top is lined with velvet and capped with closed cell foam inside. Drive a loco onto the MPD, put the top on, turn the whole thing upside down, then remove 'rail' structure and the loco is ready for wheel cleaning and lubrication. When you are finished, replace the carrier, flip it upright again, and the loco is ready to drive off.

Simple enough ideas, for which some products are already available separately, but here cleverly combined, and well made. A quality product which should give years of useful service.



Manufactured for

DCCconcepts Ltd.,
Unit E, The Sidings,
Settle, North Yorkshire, BD24 9RP.
www.dccconcepts.com

PRICES
MPD360 £49.95.
MPD460 £59.95.
MPD560 £69.95.

Loco-Revue – Hors-Série 80 De Pau à Canfranc

by Pierre Lefebvre

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

www.locorevue.com

300mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

This new special from *Loco-Revue*, dated 08/2021, presents comprehensive coverage of just one layout, which depicts the challenging mountain line from Pau through the valley of the Aspe in the Pyrenees to the international interchange – and change of gauge – at Canfranc in Spain.

Largely based on the author's own research and exploration while various sections of the line were closed (between 1970 and 2016), the scheme has been under development in various forms since 1992, but the present version was inaugurated in 2014. It occupies an area of 12m x 7m, on two levels, linked by a helix, but even in this generous space certain elements had to be compressed, though all the major features of the line are included, and recognisable. Canfranc station yard would be vast, and the Spanish side has not been modelled at all, sensibly using the huge station building as a low relief backdrop.

The landscape and scenic work is of a very high standard. The layout also features authentic motive power and rolling stock (much scratchbuilt or at least adapted from proprietary products), scratchbuilt catenary of the correct pattern, and accurate signalling (fully interlocked, mechanically). It was built with analogue DC control, but will be converted to DCC.

Justifiably described in the introduction as spectacular realism in 1:87, the project is even more remarkable as it is the work of just one modeller, and one with high standards in all aspects.

Coverage begins with a short look at his modelling history and some previous layouts, then the story is told in logical chapters: some prototype background and the inspiration for the layout, planning, design, baseboards and structural work, track (adapted and appropriately detailed Peco and SMP), background, landscape, vegetation, water courses, the use of cast plaster for the distinctive stone structures, the Midi catenary, motive power and rolling stock (all fitted with sprung buffers and wheelsets with flanges reduced), control (of trains, turnouts, and other accessories), and operation. One section shows selected scenes directly compared to views of the real thing.

The subjects are presented as separate articles, so each chapter heading repeats the author credit: some have appeared in the magazine since 2008, and are here combined with additional material. One small quirk is that every photo caption is numbered, and the number appears at the appropriate point in the adjacent text, almost as if (evidently successful!) hints to the page designer had not been removed.

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 step-by-step sequences which should be easy to follow if required. There are several impressive full page images, fully justified by both the modelling and the photography. Many of the photos are by the author, augmented by significant contributions from Alexis Avril (L-R editor) and F.Fouger. There are scale drawings of the characteristic BB4100 electric locomotives.



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

Reasonable French will be needed to get the most from the book but much should be apparent from the photos; the layout can certainly be appreciated on that level alone, and it is very convenient to have the whole story (so far ...) in one volume.

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

Indian Steam Locomotives in HO Scale

by Glyn Thomas

Edited by J. Julian Rainbow

British Overseas Railways Historical Trust
West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk

216mm x 345mm 128pp

Softback £23.95

ISBN 978 1 901613 04 9

This large landscape format book reviews the development of the steam locomotive in India in the 20th century on all the main gauges – broad, metre, 2'6", and 2'.

During the period of British colonial rule, steam locos were generally acquired from builders in Great Britain. Following independence, India became self-sufficient in building steam locos, and steam remained in general use into the 1980s.

Locomotive design eventually became heavily standardised, and the majority of standard designs are represented here, along with notable others.

Each loco is described and illustrated with photographs, most of which have not been published previously, and side and front elevation outline diagrams to 1:87 (HO) are given for each type; all were drawn by the author between 2018 and 2020 in a clear and consistent style – quite a body of work. Principal dimensions are provided in tabular form. Dimensions are noted on the drawings (including all wheel diameters), and a scale bar is included.

The accompanying notes are packed with interesting details.

Readers who have enjoyed Ranjeev Dubey's articles on his Kalka – Shimla layout will find the development of the KS 2-6-2Ts particularly interesting.

The introduction usefully summarises Indian railway history, locomotive development, regional/zonal railway divisions, and liveries and lettering (with examples of the Devanagari script).

There are some thoughts on the scales and gauges that might be used for modelling; the main lines of 5'6" gauge are most commonly represented by 16.5mm HO. (N.B. British EM is 18.2mm, not 18.5mm!) HOm suits the metre gauge, HOe the 2'6", and there are some kits in OO9 (1:76 on 9mm) for 2' gauge prototypes.

To be consistent, all the diagrams are presented to 1:87 (HO).

Enlargement ratios are given for copying to common modelling scales – with a warning of the inaccuracies of photocopies.

The collection includes twenty-one broad, eighteen metre, nine 2'6", and four 2' gauge subjects.

It is illustrated with fifty-six locomotive diagrams, eleven maps, and 136 photos.

Some have come from the author and other noted enthusiasts, and a lot from official archives; many were sourced from the editor's collection – an ideal collaboration.

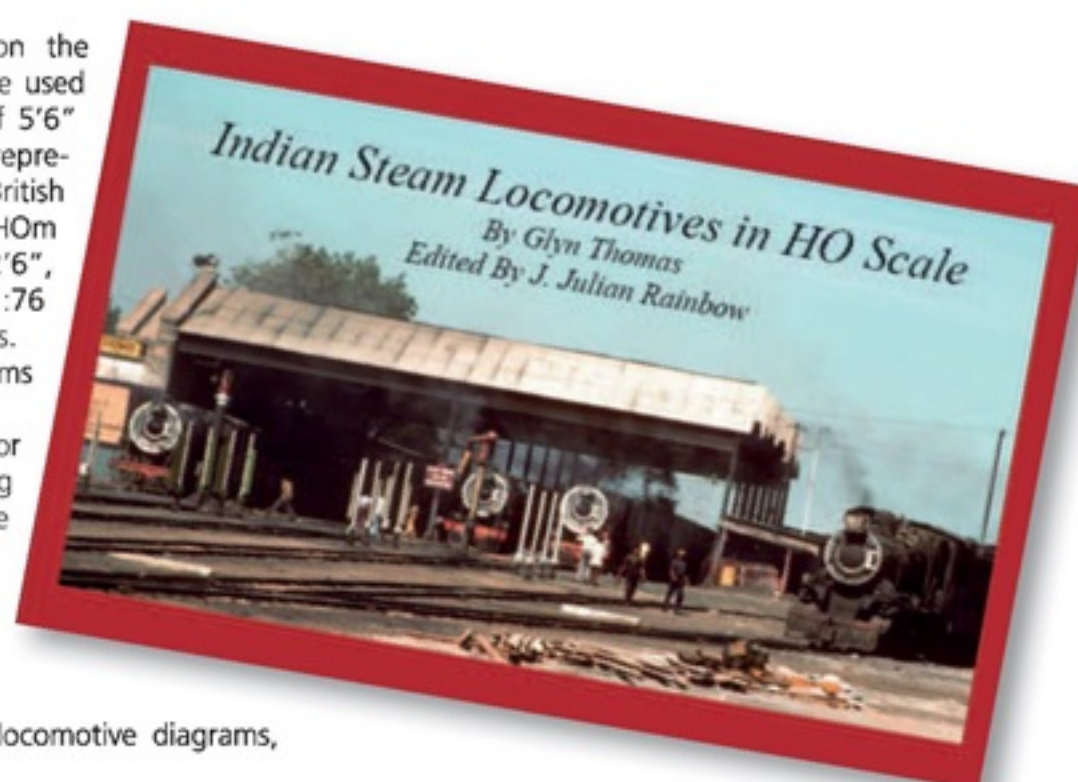
The collection does not duplicate locos for which drawings have been published elsewhere, but provides a comprehensive list (including several in CM).

There is also an extensive bibliography.

The author is a CM contributor and recently achieved NMRA Master Model Railroader status. We hope he might turn his skills to some of the locos in this book!

It must be said that the format is unusual: the book is bound along the long top edge, and (as far as we can tell) the extra width is not needed for most of the drawings at this scale. Even the broad gauge NWR 2-6-2+2-6-2 Garratt would fit A4 – just! – while the BNR N 4-8-0+0-8-4 has to be split even on this generous width (hence the composite is shown at 1:160, N).

The landscape format makes sense, but left hand binding should have been feasible. The result is awkward to fit on the bookshelf either horizontally or vertically!



The book is printed on glossy paper throughout, giving excellent reproduction of the drawings and photos.

It was slightly puzzling that Figure 2 is mentioned on page 5 but not found until page 18 (in the colour section).

Between the introduction and the first loco description, there are six pages of additional photos and sixteen pages of colour images, amongst them the overall map of the country; no doubt the colour was kept to one concentrated section for production economy reasons.

Such minor comments on the production apart, this is a fascinating collection, clearly the product of a great deal of work by the author and editor for which they must be congratulated, and it should inspire some interesting modelling.



New scenic supplies from NOCH



Natur+ Mini Mats are a small but clever innovation for getting started in realistic model landscaping. Normal grass mats use only one fibre length and colour, but these are flocked with two different lengths and colours. Electrostatically charged during production, the fibres are perpendicular to the base and appear like real grass.

An additional plus is the ease of use. The mat is cut to the appropriate shape and size with scissors and stuck to the landscape. Transitions and edges can be concealed with NOCH Grass Tufts.

Each pack contains two mats each 250mm x 250mm, which are colour coordinated. An additional natural effect can be achieved by combining the two.



So far they are available in five finishes: natural meadow, lush meadow, reed meadow, heath, and grass steppe.

NOCH have expanded their range of Laser-Cut minis with a pair of transformer cabinets, offered in HO, TT, and N.

New only in HO are a covered footbridge, an octagonal pavilion, a bee house, and a mobile chicken coop.

The mighty oak with a treehouse would make a special eye-catching feature on any layout. It is available for HO, TT, and N. The treehouse is a laser-cut finished model.

Figures are not included.

www.noch.com

www.gaugemaster.com



Unique collaboration on BR218



For the first time there is a prototype locomotive and corresponding models on which the logos of two well-known model railway manufacturers, Märklin and Piko, are both depicted: diesel locomotive 218 497-6.

It is based at the vehicle maintenance plant (FZI) in Cottbus, which undertakes everything from reconditioning steam locomotives to ICE maintenance.

The loco is finished in a special livery, which was the result of a competition among FZI employees: it combines steam era black with red frames and modern ICE light grey with a red stripe.

Märklin are producing metal-bodied models in for HO three-rail with multi-protocol mfx+ digital decoder with sound based on original recordings).

Models will also be produced in Z, and under the Minitrix brand in N (again with sound decoder).

Piko will be offering an analog HO DC model. Their sound version will also make use of new recordings of the original made in Cottbus, under the new Piko TrainSound® label – Super Sound with load control using the latest generation decoder.

Piko will also be issuing a large scale model.

As advertising partners, both model railway manufacturers supported the project from the start.

www.maerklin.de

www.piko.de

www.gaugemaster.com

New diesel in HOe by Minitrains



After a slight delay, the first batch of new Minitrains models has now arrived. They were expected in May, but circumstances have delayed their arrival.

These are the first versions of the sturdy little 60hp four-wheel Schöma diesels and accompanying wagons announced earlier this year. All these models are made in Germany.

The red loco with yellow stripes is based on Vf2 Untersberg of the Salzburg Open Air Museum Railway, along with the matching passenger coaches; as well as this colour scheme the model is available in white and in green. The price should be around £129.00 (depending on exchange rate).



The passenger coaches are priced c.£21.00.

The white livery loco can be seen on the oil railway at Rühlermoor in northern Germany, hauling large tank wagons carrying water for cooling the oil pumps. Minitrains have also produced a tank wagon, priced at around £22.50.

Another batch of the popular Decauville open coaches has arrived, in blue or red. These were new last year but sold out quickly. c.£33.00 each.

Minitrains (Standard Light GmbH),
Werftstraße 12,
D-76189 Karlsruhe, Germany.
www.minitrains.eu



Rhätische Bahn *Bärenland* Allegra new from LGB



The co-operation between the Rhätische Bahn and the bear sanctuary in Arosa has existed for three years. Recently the RhB decorated one of its Allegra units to mark the occasion, and a model of this will be released as a limited edition by LGB (ref.L22226).

The model measures 206cm long over buffers. All doors can be opened, and there are many separately applied details, such as cables, sockets, wind-screen wipers, aerials, and rear view mirrors. It is powered by two Bühler motors and is equipped with an mfx/

DCC decoder with many sound and light functions. The pantograph can be raised and lowered remotely. All cars are equipped with metal wheelsets. The unit has sprung buffers and a standard LGB coupling can be fitted if required.

www.lgb.de www.hobbyco.net



Ferro-Train marks 25 years



It all started in 1996 when a small then unknown company presented a high quality HOe brass model of a well-known steam locomotive, the preserved Mh6 (ex ÖBB 399.06) 0-8+4. For the occasion, a special train was put together on the Mariazellerbahn and suitably decorated – and Ferro-Train was born.

Back then there were only a few models of Austrian prototypes in HOe. Stängl had produced the large 2095 diesel, Liliput made the U class 0-6-2T, and TiHo produced the small 2190 diesel for Doloscho, while from Roco the first sets with the 1099 electric were available. Ferro-Train's founder, Dipl.Ing. Rudolf Neumann, set out to fill this gap.

In just 25 years (!), Ferro-Train has developed significantly. While the first models were produced in Japan, production of brass models was soon relocated to a factory in nearby Brno.

The long friendship with Stängl led to the acquisition of the brand and its injection moulds in 2016.

The demand for brass models has declined over the decades and alternative production methods have been developed. Today Ferro-Train produce not only elaborate brass models but also the Stängl plastic models in lim-

ited batches. In addition to components made of plastic or laser-cut wood, etching is still one of the most important production methods for the finest details. Resin casting, used for a long time, is slowly but surely being replaced by components from the 3D-printer.

The coaches of the Mariazell 'FERRO-TRAIN' anniversary set are based on the popular Stängl models. The many differences between the individual cars have been recreated with great care. The unusual lettering on the frame and the smallest details in the numbering of the cars were taken into account, as were some missing window pictograms. All of this is made possible by the most modern printing methods that were only dreamed of 25 years ago.

The '25 years of FERRO-TRAIN' anniversary models are offered as a set of four coaches as an exclusive limited edition, with signed certificates to confirm the authenticity and uniqueness. Only one set can be purchased per customer, and the series is strictly limited to just fifty. The price is €299.00.

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

New Swiss Nm from AB-Modell



In 1961, the Furka Oberalp and the Rhätische Bahn obtained three bogie baggage vans from FFA/SIG numbered D4341 to D4343. They are very similar to the subsequent type I standard coach. The body and roof are tapered towards the end. They had two sliding doors each side for convenient loading and unloading to and from luggage carts, as is common at larger stations. Nowadays they are mostly used to transport bicycles.

AB-Modell is now delivering the FO baggage van D4341. It differs from the RhB version with its slightly darker colour and silver sliding doors. The model has been upgraded compared to the sample shown previously and now has the silver protective strips in the door recesses, implemented using decals.

The 1:160 scale models are handcrafted from nickel-silver and run on 6.5mm gauge. They are fitted with Micro-Trains couplings, as usual. €279.00.

The RhB ordered low floor bogie flats for container transport from JMR (Josef Meyer, Rheinfelden) from 1999, classified Sbk-v. AB-Modell produces these wagons for 6.5mm gauge only entirely from nickel-silver, supplemented with a few 3D-printed parts. An iron strip hidden in the floor allows appropriately equipped containers to adhere magnetically. The containers with independent cooling units are Minitrix, supplied with a small magnet glued under the base.

These wagons have been produced carrying Coop containers with sunflower, orange, and lettuce motifs, as well as Aldi containers with Rhine Falls graphics. The sunflower and lettuce designs are already sold out, and the others are already down to small quantities. Delivery of new orders can take several months. Each €209.00.

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



SNCV/NMVB type SO Coastal tram set new in HOm from Ferivan



When the SNCV/NMVB started to replace the standard wooden motor cars with the type S in 1954, nothing changed on the coast, due to a soured relationship with the leasing company. Because of this, the fleet of coaches on the coast was in a very bad condition.

In 1956, the SNCV/NMVB took over the operation of the coastal lines, which meant the end of the Veurne network

and of the Ostend city network. The Knokke – Brugge line also disappeared. Only the De Panne – Oostende – Knokke – Het Zoute line was retained. At the same time investments were made in the modernisation of the fleet and after some tests with the type S, a derivative motor car was developed, the type SO (Oostende). The most important feature was that it was single ended.

The SO ran with several trailers, among them the wooden Standard, the Destelbergen, and the NO (converted N motor cars), in different formations. From 1980 the BN trams were tested on the coast line and in 1982 it was all over for the type SO.

Ferivan offers a nice coastal tram set for HOm, consisting of powered SO motor car, NO trailer, wooden Standard

trailer, and Destelbergen trailer. There are two versions of the wooden Standard trailer, one with closed doors and one with some doors open, as was often done in summer.

The complete set comes as a painted kit for €795.00 or fully finished for €945.00. The vehicles are also available separately.

www.ferivan.be

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The irrepressible Escadrille Saint Michel return with another highly detailed French industrial scene ingeniously modelled as usual for them in O-14.

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Julian Andrews found he had time during lockdown to build this compact American HO switching layout.

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Keith Hoggins explains his fascination with older vehicles and shows how he creates convincing HO representations by combining proprietary parts and scratchbuilding.

• Puerto Los Speculos

Luc de Martelaer takes us deep into the Amazon with this imaginative N gauge layout quite plausibly equipped with stock exported from Europe and America.

... and much more!

Forthcoming events

Saturday 2 October SUTTON COLDFIELD

Organiser: Sutton Coldfield Rly.Soc.
NOTE new venue: Trinity Centre, Church Hill, Mill Street, Sutton Coldfield, B72 1TF. In the centre of Sutton Coldfield.

Open: 10.00 – 16.30

Admission: adults £4.00, concessions £4.00,

accompanied children under 16 free.

Amenities: light refreshments.

Features: eleven layouts, including the first public appearance of an extensive (50') narrow gauge layout from the American Modular Group and *Hawaika* (new On30 switching layout); trade; preservation societies.

Contact: www.scrs.club. Adrian Hall, scr2021@ukmodelshops.co.uk

Saturday 16 & Sunday 17 October UCKFIELD, East Sussex

Organiser: Uckfield MRC

Venue: Uckfield Civic Centre, Civic Approach, Uckfield, East Sussex, TN22 1AE. The Centre is a 3 minute walk from the railway and bus stations.

Open: 10.00 – 17.00 both days.

Admission: adult £7.00, accompanied children free.

Amenities: free parking in adjacent High Street car park, signposted from the Uckfield bypass; disabled friendly with easy wheelchair access; periscopes available to borrow; refreshments from the licensed restaurant.

Features: 15+ layouts in various scales including *Marmagne* (French HO, CM March 2005), *Horsethief Bridge* (US N, in this issue), and *Clearwater Harbor* (US On30, CM September 2019, right).

Contact: www.uckfieldmrc.co.uk enquiries@uckfieldmrc.co.uk Adrian Colenutt, 01903 745759

Saturday 23 October WINCHESTER

Continental and American O Gauge Meet

Venue: Kings School, Winchester, Hampshire, SO22 5PN.

Open: 10.00 – 16.00

Admission: adult £7.00, children £2.00

Amenities: parking; refreshments.

Features: layouts, test track, French Railways Society stand, bring and buy, trade.

Contact: Alan Marlow alanmarlow1000@gmail.com www.winchesterogaugeevent.co.uk

Saturday 23 & Sunday 24 October NORTH SHIELDS, Tyne and Wear

Organiser: Blyth and Tyne MRC (charity event).

Venue: Christ Church, Preston Road, North Shields, NE29 0LW 125 yards from Metro station, bus stop outside.

Open: Saturday 10.00 – 16.00 Sunday 12.00 – 16.00

Admission: £4.00, children under 5 free.

Amenities: free parking in adjacent school yard; refreshments.

Features: ten confirmed layouts, including *Die Lötschbergbahn* (Swiss N, see CM Swiss Special), a new German HO layout, and US HO; trade. **Contact:** trevor3489@hotmail.com www.btmrs.co.uk

Meetings

Monday 11 October 19:30 LINCOLN RAILWAY SOCIETY

The other Harz by Graham Lightfoot, focusing on the standard gauge lines and other narrow gauge railways in the area.

Venue: St.Hugh's Church, North Hykeham.

Contact: Graham Lightfoot, 01522 698085

BORHT Zoom talks

Under lockdown conditions, the British Overseas Railways Historical Trust has organised a successful series of Zoom presentations.

Next in the programme are:

Tuesday 12 October 19.00 BST

Indian Self-Propelled Passenger Equipment by Glyn Thomas.

Tuesday 11 January 19.00 GMT

Palestine Railways 1920 – 1948 by Rabbi Walter Rothschild.

These talks are open to non-members. If you would like an electronic invitation to join a meeting, contact: borht.org@gmail.com



Society news

British 1:87 Scale Society

Satellite is the free online magazine of the British 1:87 Scale Society, for those modelling British outline in HO. It may be accessed at:

www.british-ho.com/society/satellite_70_1_med.pdf

Membership of the Society is free and offers a lively online discussion forum plus a large section full of information on what is available in British HO, as well as access to all 69 back issues of the magazine.

The front page of the current issue (No.70) is devoted to the programme of providing members with 3D-printed resin models. The intention is to have a series of wagons designed and printed on a regular basis, something that is badly needed.

Contact: Kenneth Clark (Editor), kennclark@btinternet.com

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5th-7th August 2022

Saxony Narrow Gauge Line with historic vehicle show and Hillclimb in nearby Lueckendorf.

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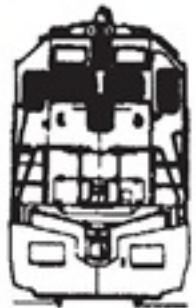
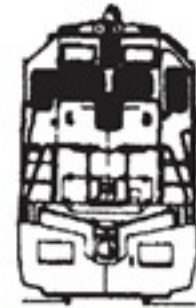
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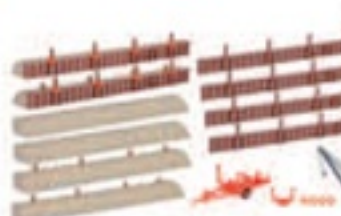
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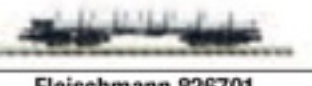
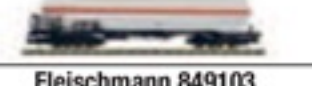
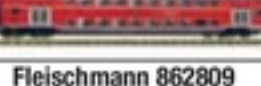
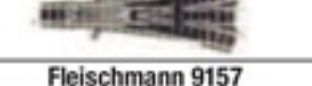
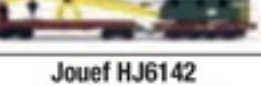
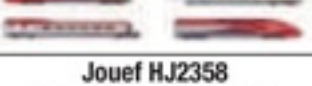
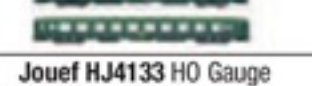
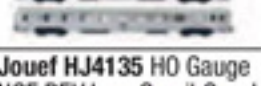
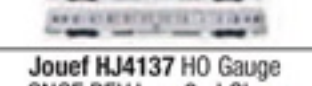
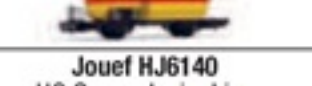
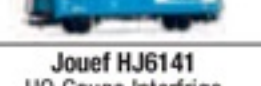
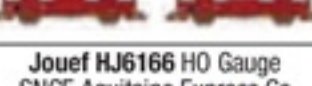
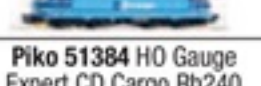
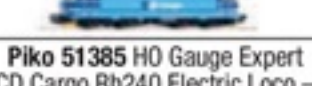
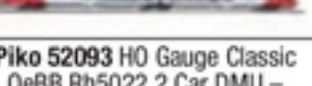
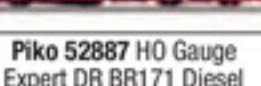
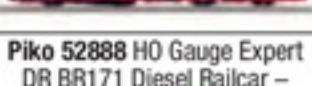
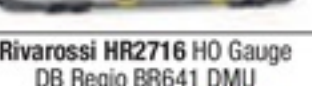
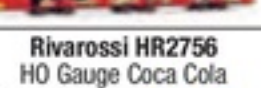
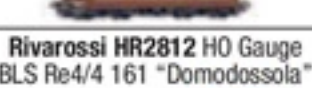
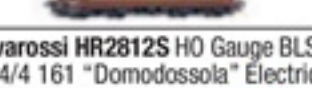
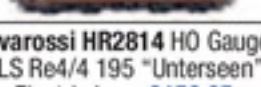
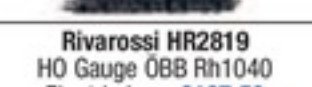
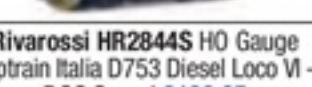
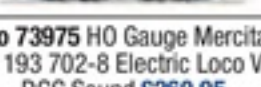
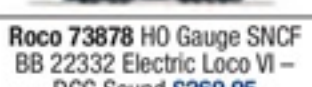
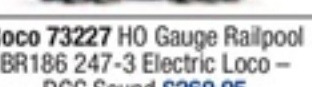
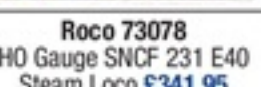
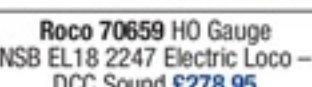
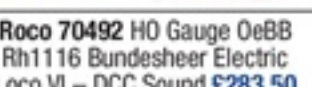
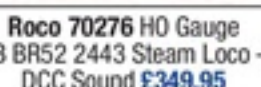
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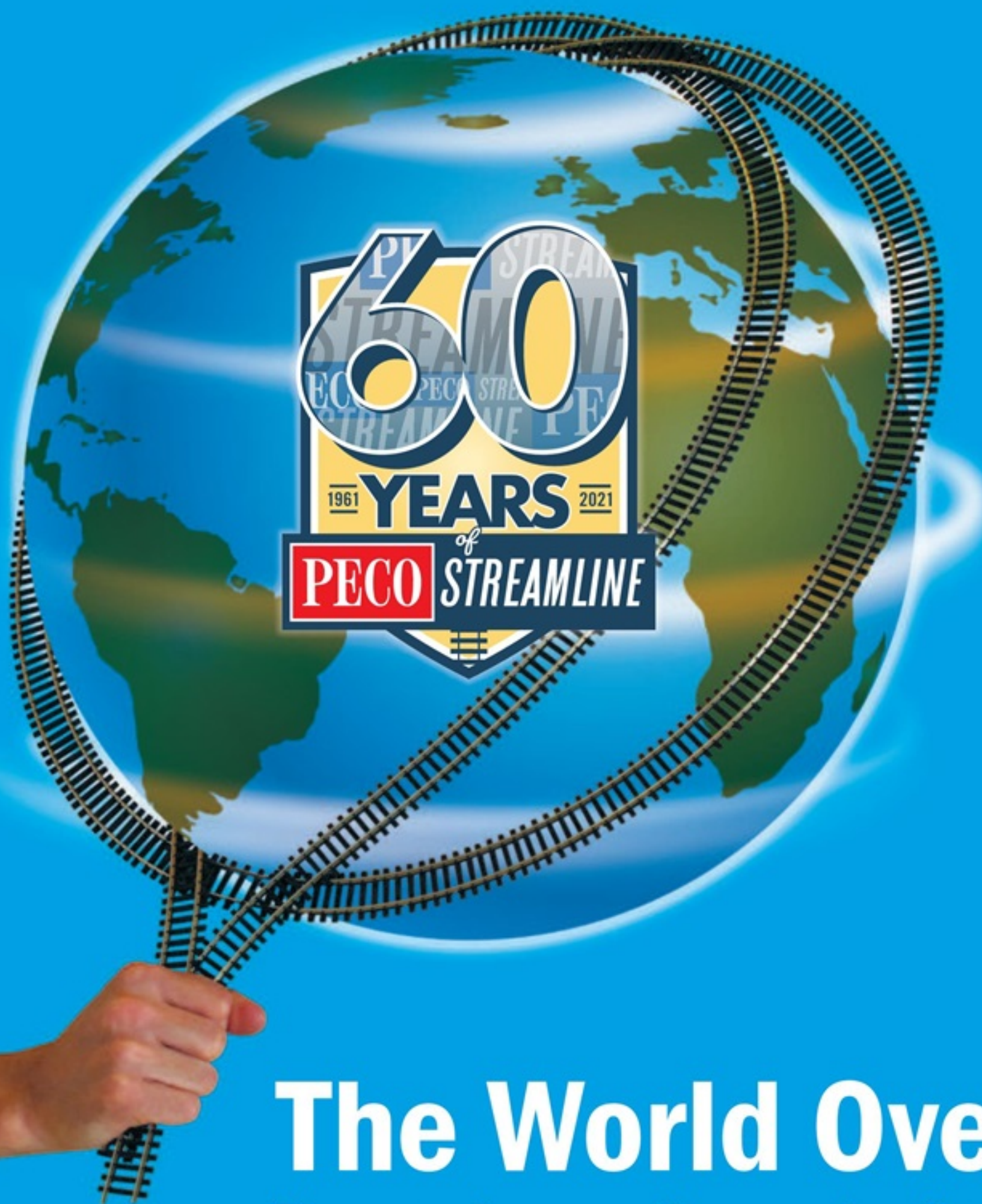
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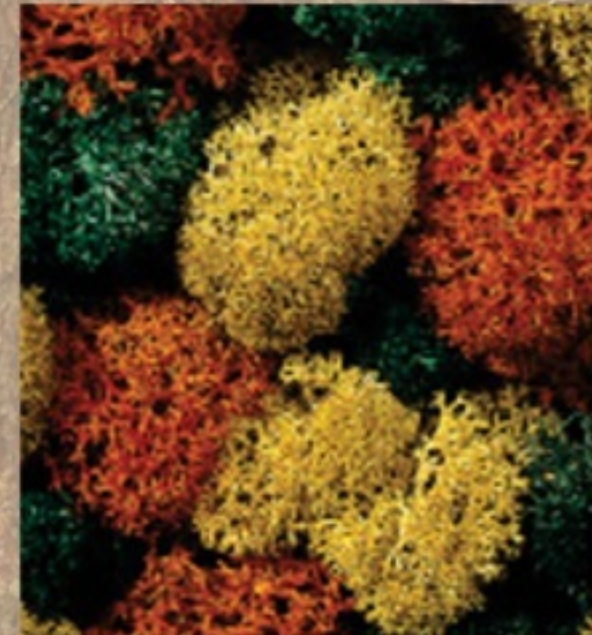
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