

CONTINENTAL MODELLER

NOVEMBER 2021 £5.20 (UK)

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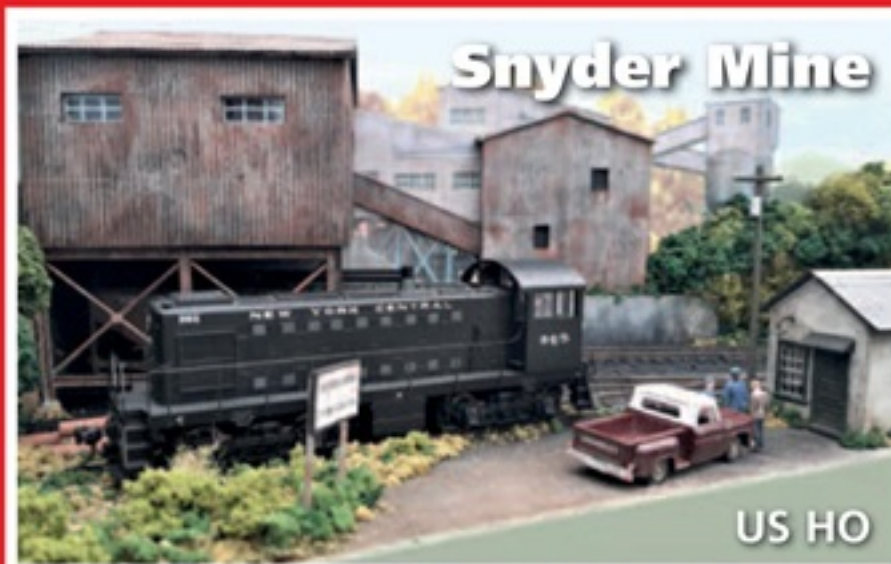
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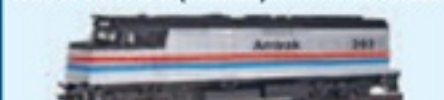
post and packing £3.99
ring for our illustrated lists sent post free
(all items in stock at time of going to press)



W10371 SD50 DRGW£145.00



W9944 F7 N & S (Tuxedo).....£138.00



9463 Amtrak F40PH£135.00

102 GP9 Union Pacific£69.00

130 GP9 Pennsylvania£69.00

103 GP9 Santa Fe£69.00



10475 GP9 SPSF£138.00

W10421 GP9 Conrail£138.00

9232 Western Pacific SW1£90.00

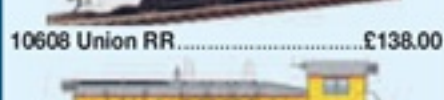
9457 F40 Caltrain (DCC ready).....£125.00



2500 GP15 BNSF£78.00



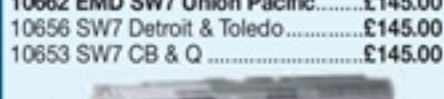
10608 Union RR£138.00



10662 EMD SW7 Union Pacific.....£145.00

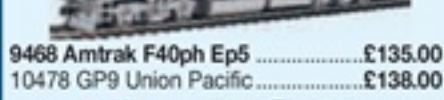
10656 SW7 Detroit & Toledo.....£145.00

10653 SW7 CB & Q£145.00



9468 Amtrak F40ph Ep5£135.00

10478 GP9 Union Pacific£138.00



10452 GP9 Santa Fe£138.00

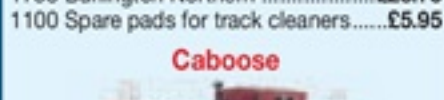


1482 Denver, Rio Grande£28.75

1756 Union Pacific£28.75

1753 Burlington Northern£28.75

1100 Spare pads for track cleaners.....£5.95



W8761 Northern Pacific.....£38.00

1520 BNSF£24.00

1505 CSX£24.00

1503 Santa Fe£24.00



104511 ACL 50' Pulpwood£21.50

104511 IC 50' Pulpwood Flat£21.50

1603 Union Pacific Flat Car£17.00

1462 D & RG Flat Car£17.00

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6919 34' Golden West£27.50

7829 Grain Hopper£29.00

7455 PS2 'Cargill' Hopper£27.50

1423 Rock Island Hopper£17.00

1659 Pennsylvania Hopper£17.00

1426 Illinois Central£17.00

1655 Offset Hopper N & W£17.50



1861 D & RGW£19.50

6216 D & RGW/Railgon.....£27.50

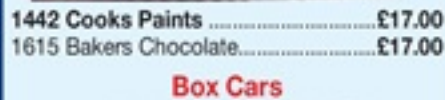


1124 Union '76 3 Dome£22.50



1442 Cooks Paints£17.00

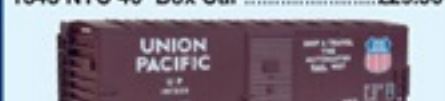
1615 Bakers Chocolate£17.00



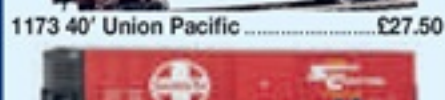
1343 NYC 40' Box Car£29.50



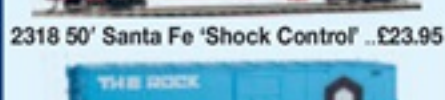
1173 40' Union Pacific£27.50



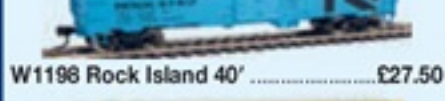
2318 50' Santa Fe 'Shock Control' ..£23.95



W1198 Rock Island 40'£27.50



1805 50' Union Pacific£19.50



1403 NYC 40' Box Car£17.00

2015 CP 50' (Pacman Logo).....£21.00

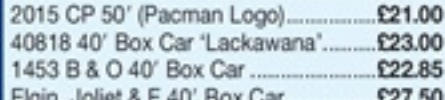
40818 40' Box Car 'Lackawana'£23.00

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

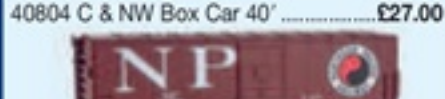
40804 C & NW Box Car 40'£27.00



1198 40' Northern Pacific£27.50

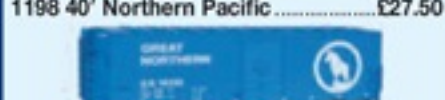


1163 40' Box Car Great Northern£27.00



41211 40' North West Reefer£28.00

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



Walthers HO & N Catalogue.....£18.00

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Sat 10 a.m. to 4 p.m.
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American HO Scale Locomotives/Freight all brands



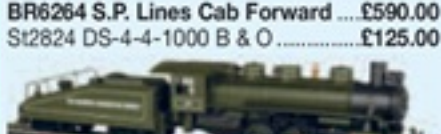
A3208 GP38 Bangor & Aroostook. £165.00



B50709 GN 0-6-0£115.00



BR6264 S.P. Lines Cab Forward£590.00



S12824 DS-4-4-1000 B & O£125.00



B51610 Baldwin Works 0-6-0£130.00



BR4828 CB & Q F3a£285.00



K3024 GP35 NYC£120.00



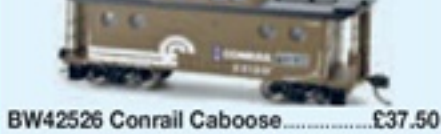
A3028 Pennsy RS3 (DCC Ready) ..£150.00



A3416 GE U23B Santa Fe£170.00



B50406 B & M 0-6-0£125.00



BW42526 Conrail Caboose£37.50

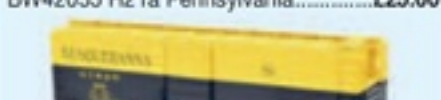


BW42554 Pennsylvania Caboose£37.50

BW42441 L & N 40' Box Car£28.95

BW41850 B & O 2 Bay Hopper.....£19.99

BW42055 H21a Pennsylvania.....£25.60

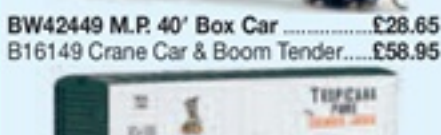


BW42459 NYS & W 40' Box£28.65



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



DPM951 Heier Kite Co.....£58.40



Lattice Footbridge£27.95



B33165 12 Seated People£16.50

B45978 Water Tower£25.70

AMB494 Dry Goods Store (laser cut wood)£46.20

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

HO Scale

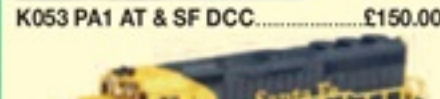
Broadway 6368 Pennsylvania GG1

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

American N Gauge post & packing £3.99

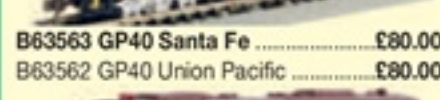


K053 PA1 AT & SF DCC£150.00



B63563 GP40 Santa Fe£80.00

B63562 GP40 Union Pacific£80.00



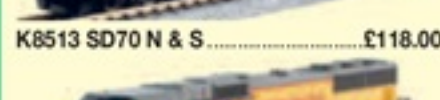
K5314 Pennsylvania E8A Unit£95.00



K8513 SD70 N & S£118.00



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

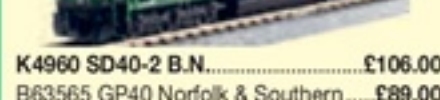
FV513 Coal Gondola 'Fayette Power'.....£27.50

MT580 40' Bangor & Aroostook£23.95

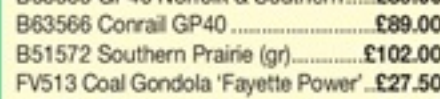
A4684 52' UP/CNW Gondola£22.00



A2540 50' MKT Box Car£22.68



BW879 Westmorland Coal.....£16.80



M9210 Hickson's Depot.....£31.50



B54404 Mikado Western Pacific ..£225.00



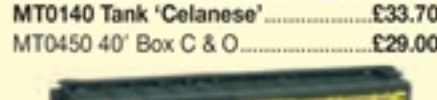
WOT D & RG Box Car£25.40

WOT MP Box Car£25.40



MT0140 Tank 'Celanese'£33.70

MT0450 40' Box C & O£29.00



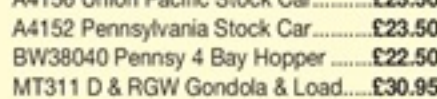
A4147 C & NW Stock Car£23.50

A4156 Union Pacific Stock Car£23.50

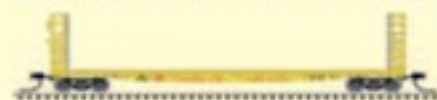
A4152 Pennsylvania Stock Car£23.50

BW38040 Pennsy 4 Bay Hopper£22.50

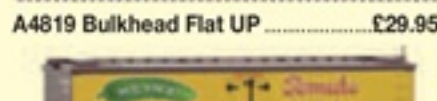
MT311 D & RGW Gondola & Load.....£30.95



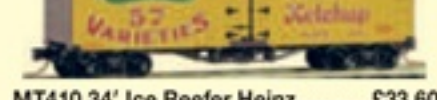
A4819 Bulkhead Flat UP£29.95



MT410 34' Ice Reefer Heinz£33.60



B19455 50' Box Car Union Pacific ..£23.65

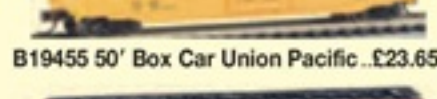


B71052 50' Box Car AT & SF£19.95

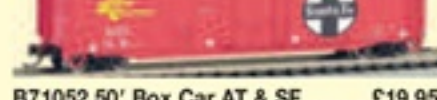
MP1546 Holland Iron£19.95

W3823 Wooden Coaling Tower£29.95

W3235 Waltons Lumber.....£31.50



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



M9210 Hickson's Depot.....£31.50

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

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



NEW 2021

MN88083 - Z - 1:220 Scale
Epoch VI - £235.00
DRB E18 Electric Locomotive



NEW 2021

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

Marklin Central Station 3

MN60226 - Marklin Digital Central Station 3 - £645.00

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

Also Available:

MN60216 - Marklin Digital Central Station 3 Plus - £795.00



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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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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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

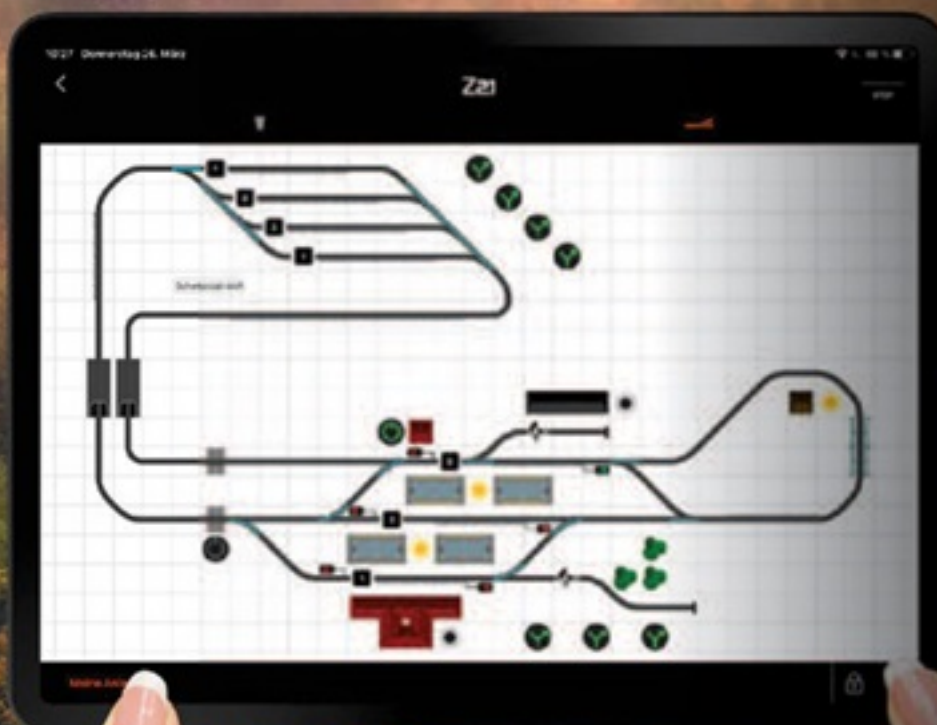
RC73159 - HO Scale - Epoch III - 165.00
ALPSPITZ BAHN Rack & Pinion Steam Locomotive



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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'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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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



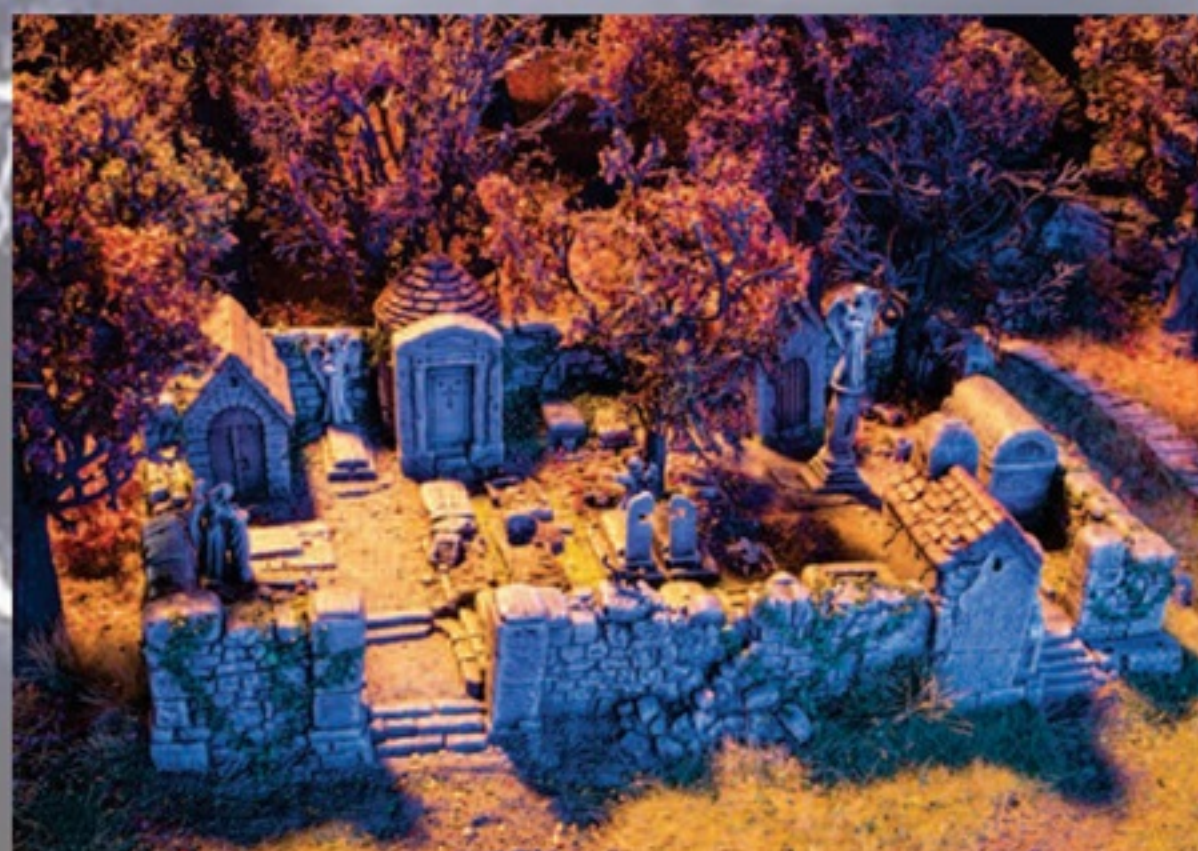
N14211 - HO Scale - £9.00
N14611 - N Scale - £9.00
10 Gravestones Laser Cut Kit



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



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.

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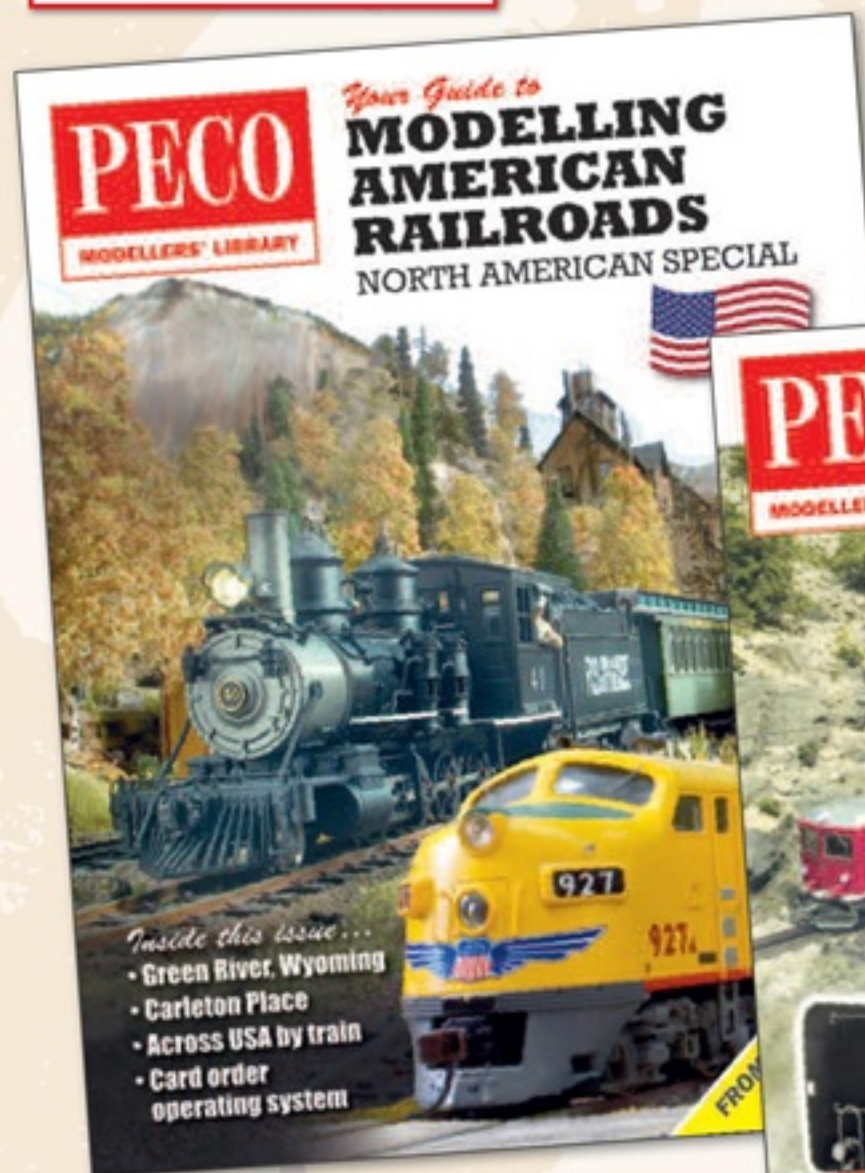
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RAILWAY MODELLER

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



Cover
SBB Cargo International
Vectron electric 193 469-4
rolls an intermodal freight
though part of Spiez station
on the module built as a result
of the research and planning
presented in this issue.
Photo: Peter Marriott.

Interesting times

We continue to be delighted by the range of subjects which modellers choose to adopt, and share through their articles, from layouts created in lockdown like *Snyder Mine* to interests which have clearly spanned a much longer term, such as Swiss period freight wagons, and from the relatively familiar like the Austrian narrow gauge *Gollwald*, making authentic use of commercially available stock (at least initially, as you can read in this issue) to the exotic, such as *Puerto de Los Speculos* – making rather more unusual use of proprietary items intended for other markets. All different in scale and gauge, size and setting, but with one common factor – a large input of thought and creativity from the builder.

The busy Bern Lötschberg Simplon junction of Spiez may look impractical as a potential prototype for a layout – unless you have a lot of space available! – but as will be seen from the cover photograph and demonstrated next month, it is possible to capture the essence quite successfully and give an impression of a much more expansive scene with a diorama that could be a module as the basis of future development.

It is said that no layout is ever quite finished. When we first saw the French industrial *Chematé-Hourné* it seemed complete and self-contained but subsequently gained an extension to depict – logically enough – the source of the traffic in addition to its destination, completing the 'picture' and giving the operation even more of a purpose.

Maranique illustrates quite a different use of the narrow gauge in France, and is most appropriate in the November issue, during which we observe Remembrance Day. Modelling the War Department Light Railways in this way is a commemoration of the effort and not a celebration of conflict; we should be able to appreciate the technical contribution without condoning the activity. Railways played a major role in both world wars, and it is not just a matter of the *Kriegsloks*, *Austerity* designs, and *USATC* types, some of which remained in use far longer than ever intended.

In this respect it is interesting to see the new *USATC Whitcomb* diesel in HO from Piko, which arrived just as we closed for press and so will be reviewed in the next issue.

It may seem an odd choice for a manufacturer based in Germany, but they were quite widely used across Europe at the end of and after the Second World War, in some cases being taken into state railway stock, perhaps most notably in Italy (as Ne 120, later much rebuilt as D.143) and The Netherlands (as NS class 2000) – two 'fringe' markets where Piko have been active recently; also their Dutch representative has a connection to a previous Philotrain brass model. And with so many subsequently going to shortlines and industrial users in the USA, it may provide a way in to the American market.

While some new products are arriving, they may be in short supply and sell out quickly – indeed, many are fully allocated in advance – and we continue to hear of eagerly awaited new releases being delayed for a variety of reasons: problems with the supply of raw materials and components (particularly electronics), workforce availability, working conditions (social distancing), international transport (though we do wonder how many railway models were actually held up by the blocking of the Suez Canal!), shortage of containers, fewer international flights, a lack of HGV drivers (not just in the UK, we are told), and (in the UK) consequent fuel delivery problems (at the time of writing) – just when you thought it would be possible to start getting out to exhibitions and meetings again!

All these factors combine to push up prices, and in the UK we also have the issue of imports from European suppliers. We have observed prices simply with a £ sign applied to the Euro value, even though the exchange rate has moved somewhat in our favour – reasonably indicative of the extra costs involved for administration and carriage.

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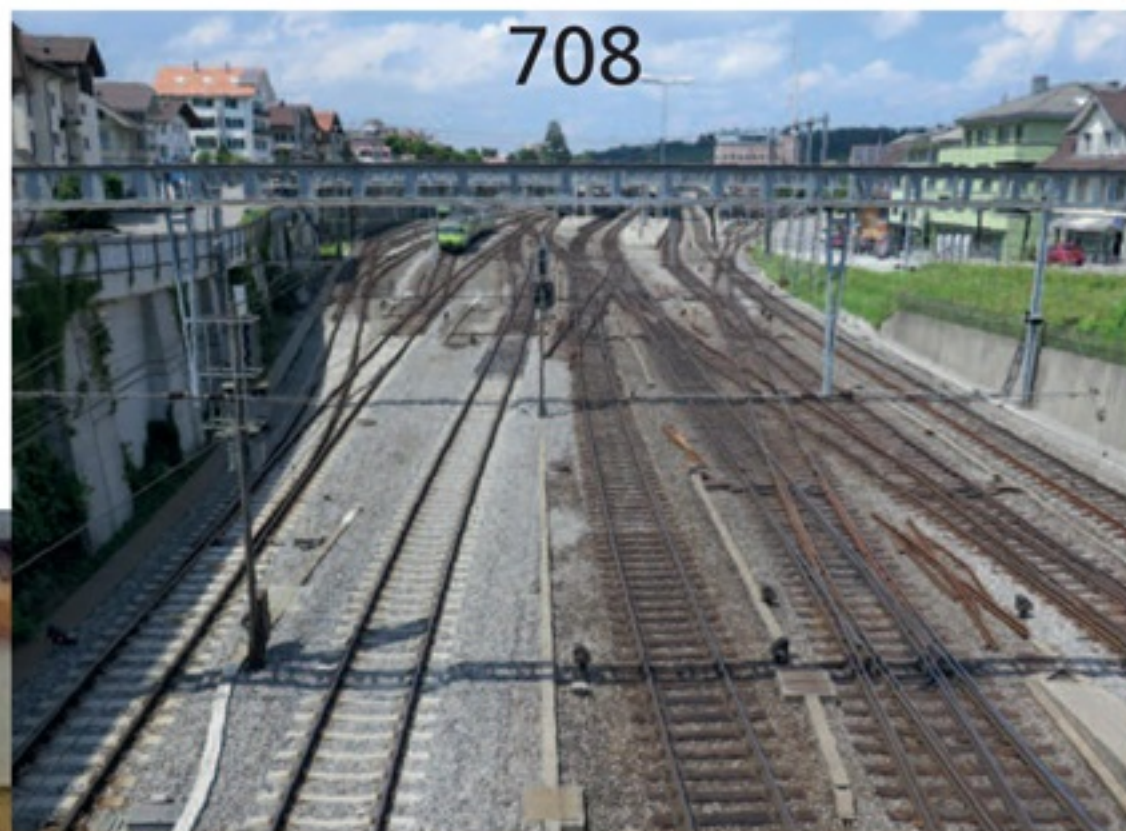
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The place is northern France, the time early summer 1918 – Peter Gray of the Waveney Valley MRC describes his First World War OO9 narrow gauge layout.

690 VINTAGE SWISS WAGONS

Freight rolling stock in HO for Epoch II – Keith Hoggins explains how he came to be interested in period wagons and shows how he creates models from commercial items.

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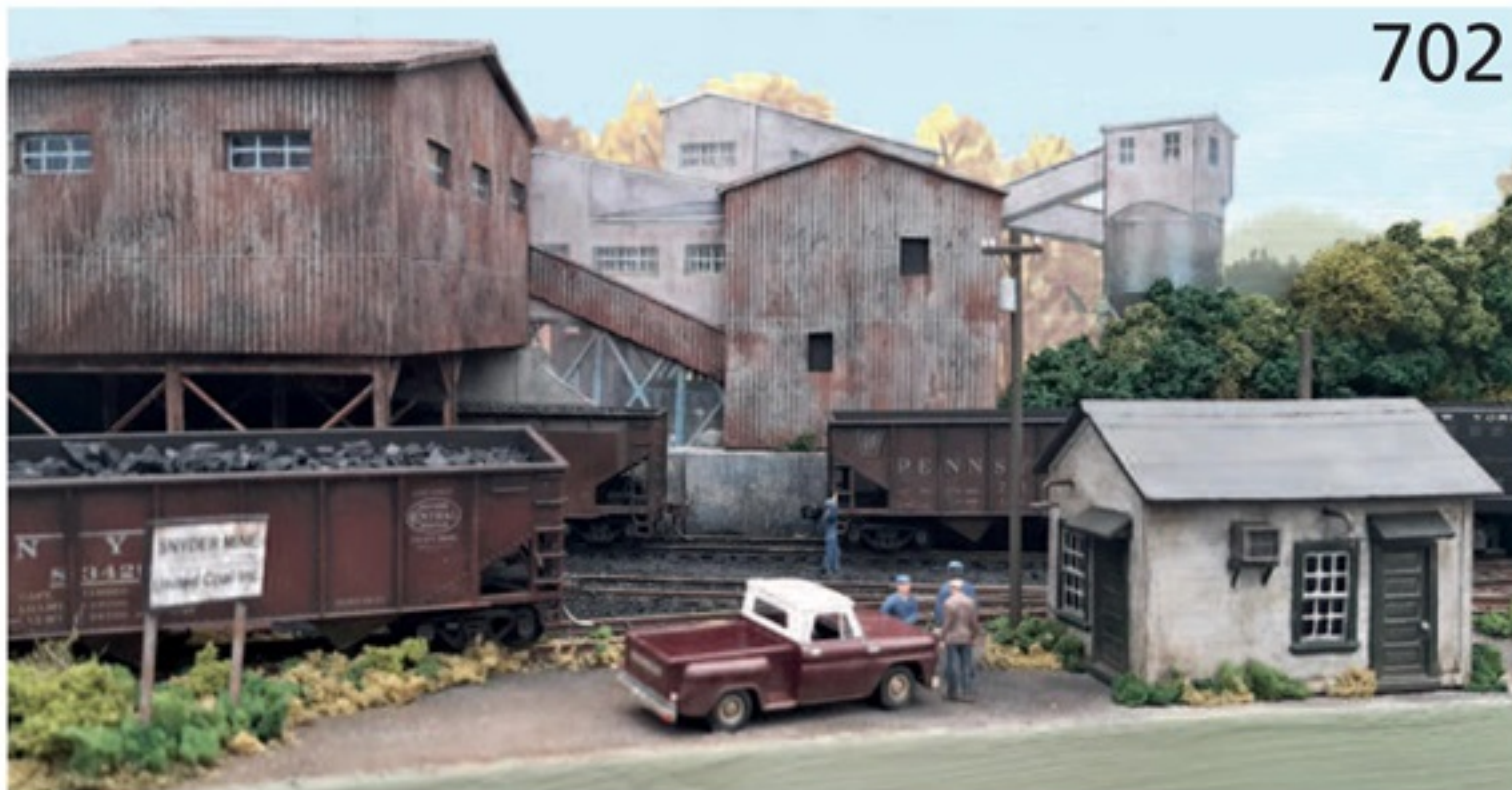
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**696 PUERTO DE LOS SPECULOS**

Luc De Martelaer has a new N gauge layout, set somewhere in South America.

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An American industrial micro layout in HO – Julian Andrews reveals he has not been idle in lockdown.

708 SPIEZ – PLAN OF THE MONTH

Peter Marriott observes this busy junction on the Bern Lötschberg Simplon system as a prelude to modelling part of it.

718 CHEMATÉ-HOURNÉ

Quarrying quartzite in rural France – the Escadrille Saint Michel have a new O-14 layout, industrial narrow gauge with ingenious working features.

726 GOLLWALD – 3

A narrow gauge terminus in Austria modelled in HOe: Peter Hoffmann has created a fictitious but plausible line with careful consideration of the historical background, geographical setting, and operating requirements.

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Peter Gray of the Waveney Valley MRC describes his First World War narrow gauge layout.

Maranique

Northern France, early summer 1918

The British Army is building up for its 'big push'. The German spring offensive, which came close to ending the war in their favour, has fizzled out. Now the Allies are preparing, moving up materials, stores, and ammunition, for day-to-day needs as well as for the forthcoming offensive. The guns do not stop firing, nor do the men stop eating, even when it is "all quiet on the Western Front", so there is constant traffic.

This is the scenario for my OO9 layout featuring the War Department Light Railways (WDLR). Light in this context meant narrow gauge rather than light railways as generally understood in Britain.



Above

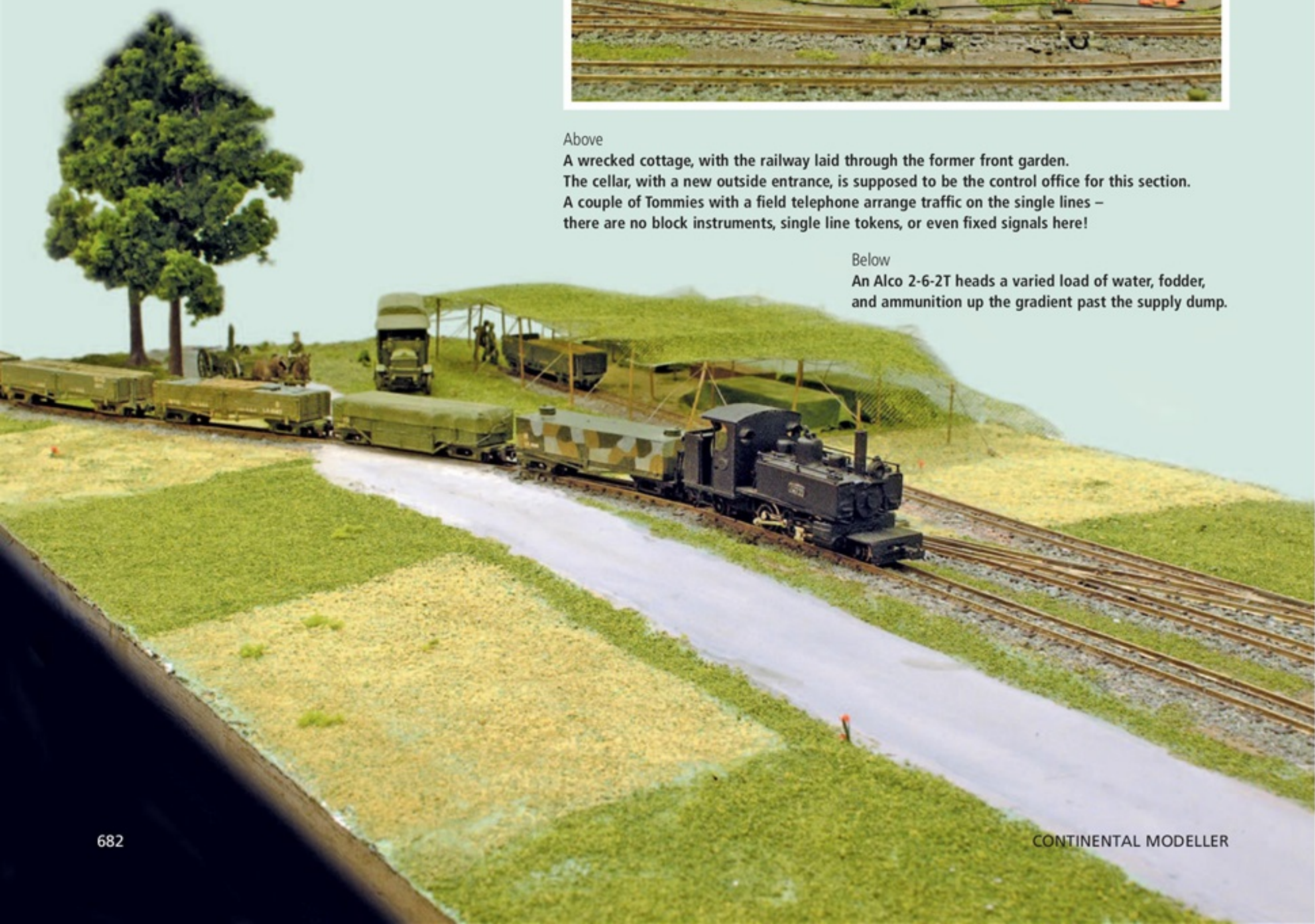
A wrecked cottage, with the railway laid through the former front garden.

The cellar, with a new outside entrance, is supposed to be the control office for this section.

A couple of Tommies with a field telephone arrange traffic on the single lines – there are no block instruments, single line tokens, or even fixed signals here!

Below

An Alco 2-6-2T heads a varied load of water, fodder, and ammunition up the gradient past the supply dump.





Above
A Baldwin 4-6-0T passes the erstwhile Café du Nord. The café is perhaps a bit close to the edge of the village, but it does help to set the scene as being in France.

Below
A Dick Kerr petrol-electric waits with a short train of artillery ammunition. The guard/brakeman on the back was essential both to help control the train on some of the gradients and to confirm that the train was complete.

I decided many years ago on a model of these railways as it had several advantages. It combined my secondary interest in things military with my main interest, railways. It was fairly easy to model as much of the stock was available in kit form. Narrow gauge is, of course, less space hungry than standard. Narrow gauge lines were often built as such because of low traffic, which in model terms gives difficulty in justifying an intensive service or numerous locomotives. But at the Front narrow gauge was used because it was easier, and quicker, to lay, was less visible to the enemy, and it was less effort to re-rail vehicles after 'incidents' or indeed repair the track.

All together the WDLR was a substantial operation, employing at its peak well in excess of a thousand locomotives. It existed in a belt behind the trench systems, and forward of the standard gauge railheads. These latter, together with their supply dumps, were kept back out of

reach of all but the longest range German guns. Even within the zone of narrow gauge railways there were variations. Steam locomotives were used mainly in the rear areas, their smoke/steam, and at night firebox glow, could attract unwelcome attention from the other side. Petrol locomotives ('tractors' in the jargon of the time) could operate closer to the front line. Right up at the front mechanical power gave way to human operation of the trench tramways.

Choice

There was the usual choice in narrow gauge modelling of either OO9 or O-16.5. Either would be suitable for the 60cm gauge of these lines. I went for the former as there were a number of advantages. It allowed a feeling of spacious open country, typical of much of northern France, while keeping the layout to a reasonable size. It allowed lengthy trains,



Left
Looking towards the Front.

Right
From the village end.

up to five bogie wagons, and could avoid the twee feel of so many narrow gauge models. There were plenty of kits available for rolling stock as well as military figures in 4mm scale. The latter proved a bit illusory, there were plenty of figures firing rifles, lobbing grenades, etc. –but most of these were of little use as railway staff. This situation has improved somewhat since I built the layout with the availability of the WD Models range.

I still wonder if O-16.5 would not have given rather better running.

Below
An Alco 2-6-2T hauling a varied load of water, fodder, and ammunition.

The layout is basically an oval. The size 7'6" by 2', including the fiddle yard. The scenic area is 6' by 1'5".

Setting

The story is that trains originate at an off-scene exchange point and come into view trundling across fields before clattering across a road into the yard area. The yard serves a number of functions. It provides a crossing point on the line, and a basic marshalling yard for trains to/from the branch. There is a siding running back into a camouflaged supply





Above
The rail-served camouflaged supply dump.

Below
A Kerr Stuart 'Joffre' 0-6-0T brings building materials past a 20hp Simplex on an ambulance train. The 'Joffres' were built for the French Army but with changes in sectors the odd one may have been borrowed by British units.

dump. At the far end of the layout, as it enters the shattered village, the branch goes off behind the Café du Nord. This leads close to the front line so is the domain of petrol 'tractors'. On the model this is just goes to a short dead end siding off scene. The main line carries on, supposedly nearly parallel to the front, in reality round to complete the oval.

Operation

The traffic is predominantly one way, towards the front. Boxes of rations, small arms ammunition, and shells form the main loads, together with individually loaded larger calibre shells. Construction materials for both the railway and for the trench systems and dug-outs also contribute to the traffic. Perhaps the most startling loads are artillery pieces: manually heaving 4 tons of 6" howitzer onto or off a wagon must have been interesting.

Running a couple of loaded trains one way round the circuit and trains of empties plus a train of wounded the other way gives an impression of the traffic.

Other locos work trips to and from the yard, with some shunting. An armoured or protected Simplex then takes loads forward to the front.

Removable loads help create the impression of traffic going places. One firm rule is that there must be a brakeman on the last vehicle of each train. Quite apart from helping stop the train, he was a sort of human tail lamp. Confirming that the train was complete was vital. Stray trucks are not good news at any time, but in the dark, loaded with high explosive, they are definitely a problem to avoid!

Track and control

Peco 'crazy' track and points were used, with Peco point motors. While this is not really accurate for the mainly steel sleepers prototype, it is easy to use and gives reliable running.

Control is plain DC, using Gaugemaster equipment.



Scenery

The scenery is fairly flat – just subtle variations here and there. Hopefully this represents the gently rolling open countryside of parts of northern France. There are some gradients in the line, achieved by ramping the 6mm MDF baseboard surface between levels. The maximum difference in rail height is only 12mm, but this is enough to give the ‘laid straight on the ground’ look. Heavy earthworks were avoided if possible – too much like hard work.

The scene is set on the edge of an abandoned village which has seen some shelling. As this is supposed to be some way behind the lines, I have avoided total devastation. People often comment: “Look at the bomb craters”. Even though they understand that the layout is set in wartime France, they tend not to realise that these railways operated within range of the German guns.

Most of the scenery was just ordinary scatter on filler applied over a base of polystyrene. The idea is to show a previously farmed landscape that has been abandoned for some months. I started to add more flowers and weeds. With the developments in static grass since the layout was built, an upgrade with that has been undertaken since the photos were taken. As it is the right season a good sprinkle of poppies has been added.

The cottage was scratchbuilt, mostly from plastic. This includes Slaters embossed brickwork for the corners and chimneys. The roof is from Wills moulded sheet with extra loose tiles added. I first attempted to make the loose tiles by cutting up the Wills sheet. This was rather hard work and the resultant tiles too thick anyway. Those on the model were made from paper. This was done by taking a strip of paper, cutting it part way through and then forming it into shape with a jig of two pairs of tubes. Dampening the paper allows it to curve neatly but then stay in shape when it dried. Once dry and released from the jig, a good coat of enamel paint reinforced the shape. The individual tiles were then cut from the ‘sprue’ and applied to the rafters and battens. The idea was to merge the moulded sheet into the bare battens.

The windows were produced from plastiglaze. Parcel tape was applied, then cutaway where the frames and glazing bars were to go. After painting, the remaining areas of tape were removed leaving clear panes. The shattered effect was made by cutting out star shapes with a fine knife.

Above

An ambulance train. The scratchbuilt 20hp Simplex is propelled by a Kato chassis fitted into the covered wagon.

Below

A Dick Kerr petrol-electric shunts an F class wagon which has been adapted to carry medium artillery, in this case a 6" howitzer. Note the well supplying the water tower by hose. The water tower was built in the shadow of the house so as to avoid prying eyes.





Above

The junction area. A couple of officers discuss important issues by a Ford Model T staff car. The driver has gone to the control office on an even more important matter – to fill up the tea flask!

Locomotives and rolling stock

The stock is mainly from kits. The locos are generally whitemetal body kits on ready-to-run chassis – fiddling with mechanical bits is not my forte. The fleet includes items from Gem, Chivers, Langley, and particularly Meridian. Their armoured and protected Simplexes are powered by Arnold N gauge Köf shunters inserted complete. The petrol-electric tractor was made from Worsley Works etches and a Bull

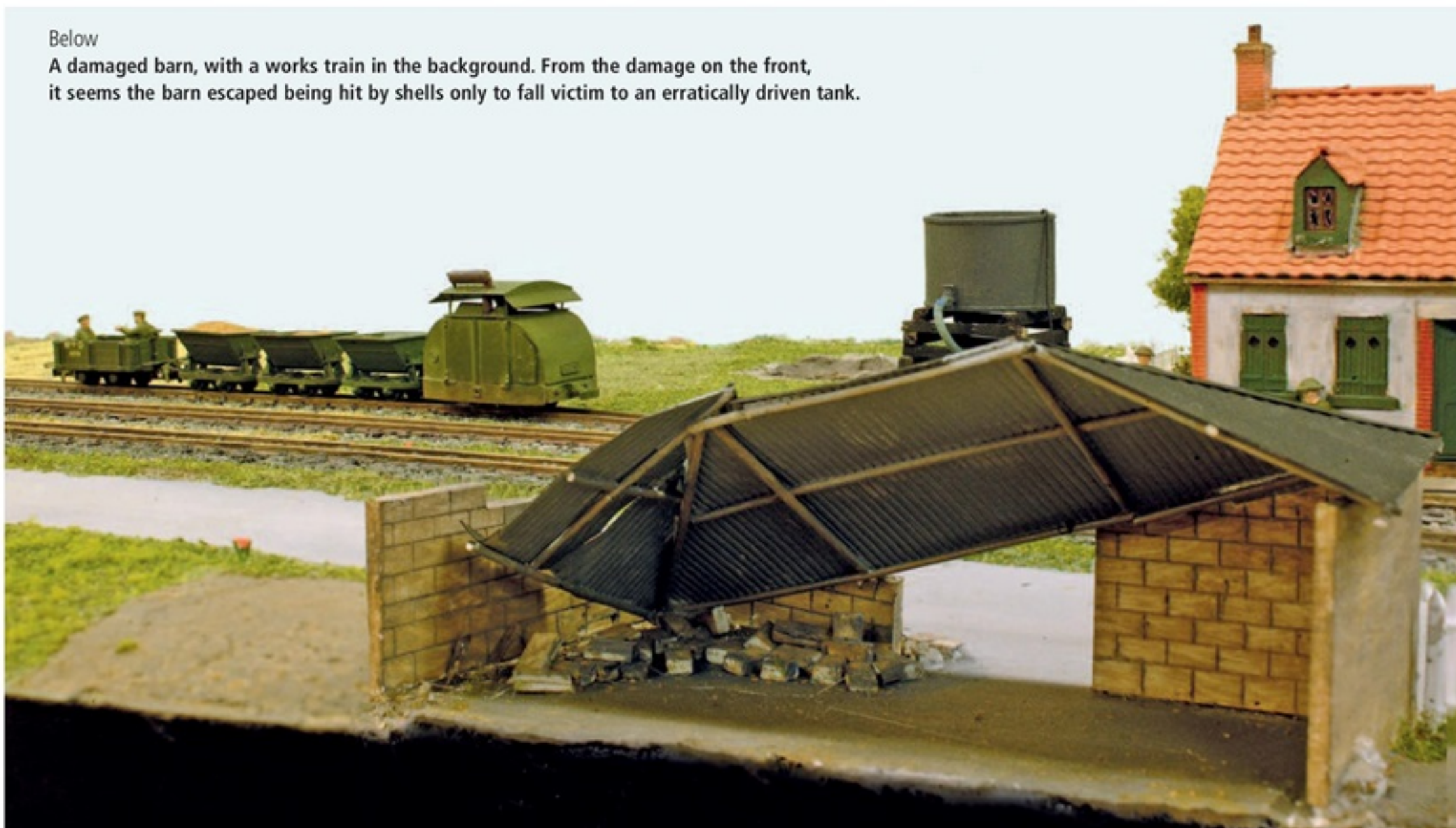
Ant motor bogie. The latest additions have been a batch of Bachmann Baldwins.

The wagon fleet is predominantly from Parkside Dundas kits. Some of what I produced by modification from them is now available from WD Models.

A few different vehicles – for example the gun trucks and the inspection saloon – add some variety in what trains the operator can send round.

Below

A damaged barn, with a works train in the background. From the damage on the front, it seems the barn escaped being hit by shells only to fall victim to an erratically driven tank.





Above
A Baldwin 4-6-0T returning from the forward area with mainly empty wagons; the exception is a D wagon loaded with salvage – empty brass cartridge cases were of value.

Overall atmosphere

The idea was to create something different in a relatively modest space. In order to present a basically rural uncluttered atmosphere, I have limited the amount on the layout. It was tempting to add anti-aircraft guns and a column of tanks or other transport, but I think that the solitary mobile field kitchen trundling along the road conveys the feeling better. For much of the time relatively little was actually happening near the front – 95% boredom, as the saying about war goes.

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The light track from Arras, T.R.Heritage.
Railways and War before 1918,
 D.Bishop & W.J.K.Davies.
WDLR Album, Roy C.Link.
Australian Railway Historical Society Bulletin,
 Volume 46 Nos.695 & 696.

Below
A 'protected' 40hp Simplex heading a works train. The brakeman in the wagon at the rear chats to his comrade, seemingly oblivious to the war.



Below

A Hudswell Clarke 0-6-0WT waits near the water tower. The scratchbuilt body is rather light so I intend to add a supplementary water tender to aid current collection. These locos only had a small water capacity so did sometimes run with extemporised tenders if used on line work.



Suggestions

One suggestion has been that as much of the operation of these lines took place at night I should try to replicate this. Of course all those pretty lights in an otherwise darkened scene would look most attractive. Yes, but in a blackout? One of the advantages of these railways was that the rails kept you on course without the hazard of using lights to see where you were going!

Another idea is the background rumble of gunfire. There are a couple of problems with this – one is that it would probably get on neighbouring layout operators' nerves after a while. The other is that it would only really work as part of an overall sound package. So when somebody develops a sound system that fits a OO9 Simplex ...

Below

A fully armoured Simplex trundles back from the front with an empty wagon.

Photographs by the editor.



Keith Hoggins describes his period rolling stock.

A version of this article appeared in the Swiss railway magazine *LOKI*, as part of an occasional series about Swiss wagons of the inter-war period.

Photographs by the author.

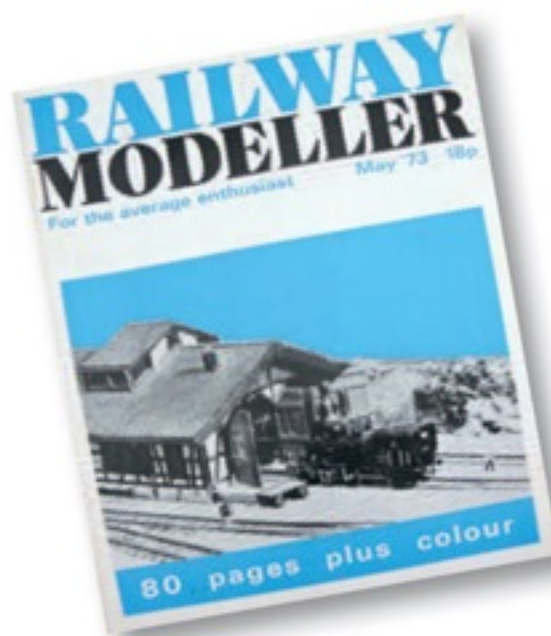
Vintage goods wagons

Swiss rolling stock for Epoch II

My interest in this era of Swiss railways dates back to May 1973, when *RAILWAY MODELLER* featured a layout set in 1920s Switzerland as its Railway of the Month. Using a foreign layout in such a prominent way was unusual at the time and quite a brave departure from normal practice; it pre-dated the introduction of *CONTINENTAL MODELLER* by several years. The layout itself was set when Switzerland's railways were changing from steam to electric traction. At the time I had a British Railways OO layout, but was inclined towards the slightly unusual – steam locos in the experimental blue colour scheme, and home-made Beyer-Garratt articulateds – so the move to a period Swiss concept was not so extreme. The same year I holidayed abroad for the first time, to Lake Sarnen in the Bernese Oberland.

Having set myself the challenge of creating a period Swiss layout, I then had to populate it with suitable rolling stock. In the pre-computer era this was not easy. Whilst some foreign models were readily obtainable, pre-war Swiss items were decidedly thin on the ground. Liliput, then still made in Austria, was the first to consider and relatively straightforward as they had a UK agent. The only other maker I knew to produce a good range of suitable Swiss rolling stock was Kleinbahn, also Austrian. Unfortunately, they had no UK representation, so contact with them was simply a letter (written in English) and a hopefully worthwhile order. However, obtaining their agreement and invoice was only the first step as it was then necessary to visit the bank to arrange a credit transfer and pay the exorbitant foreign exchange fees. The UK had joined the EC Customs Union in January 1973, so customs duties were no longer an issue for EC-produced items.

Further increases to my rolling stock had to await Swiss holidays, but were limited by the UK currency controls that had been imposed in 1939 and remained in force for forty years. These limited foreign currency purchases to £50.00 per trip, plus £15.00 in sterling. On return to the UK any purchases could be subject to the attentions of Customs, and attract large additions of duty, Switzerland not being part of the EEC.



Interestingly, the writer of the original RM article mentioned that he had regular contact with overseas model railway enthusiasts, one of whom was an airline pilot. They sound like very useful friends for anyone attempting this sort of enterprise, but unfortunately I did not have such connections! Nevertheless, as the result of several holidays to Switzerland I acquired numerous models made by Swiss makers such as RUCO and HAG, plus others from Lima, Märklin, and Roco.

From the mid-1980s domestic matters took priority, offset by regular visits to Victor's model shop near Kings Cross. By the time this shop closed, the internet had created a whole new world of opportunity.

Shortly after retiring, I decided to review my now extensive and diverse collection of Swiss models. This resulted in refocusing primarily on goods wagons and a few steam or electric locos, in addition to a small collection of HOm models. One of the reasons was that these items take up less space, both for display and storage. But a possibly more compelling reason was that a train of different wagons looks more interesting than a rake of identical coaches.

My collection included a number of Kleinbahn SBB M6 flat wagons, quite nice but basic models with a moulded underframe/coupler arrangement that betrayed their toy origins. They needed upgrading, which was achieved using recycled Piko underframes, metal wheels, and close couplings.

Above left
My original introduction to Epoch II Swiss railways.

Above
The source of inspiration for many wagon conversions.



This led on to my first original creation, a disguised M6 flat topped with a Märklin tank body, which already had suitable SBB identity marking. By this time I had also obtained a small supply of WABU decals, including some printed onto brass plates. These were probably intended for O gauge wagons but worked well with some HO stock, particularly an old Märklin SBB wine wagon. My version was given a new underframe, a repaint, and a pair of WABU brass plates.

RUCO and WABU were associated businesses. RUCO produced models of older style Swiss wagons, whilst WABU produced decals and specialised in adapting commercial models, rather in the same way that I do but to professional standards. Both businesses ceased trading when their owner

retired in the early 2000s.

At this stage I should make it clear that my models are not intended to be exact reproductions of specific wagons, rather they are intended to convey the spirit and diversity of the period.

My source of inspiration came from a reprint of *Stock list of Swiss freight wagons as of December 31, 1913* (ISBN 3 906681 13 0) which I found in a London bookshop. It lists all of the freight wagons in operation at that time, along with additions from 1918, as line drawings. All known types and a large number of privately owned wagons are represented. The variety is huge – a total of 353 different types, including over 50 designs of tankers.

Above

A selection of the wagons created by modification on the layout – clearly still a work in progress.



Far left

The Märklin tank on a Kleinbahn M6 flat wagon. The wagon markings are original Märklin, the name plates from WABU.

Left

A re-worked Märklin wagon. The A Louot & Fils owner's plate is WABU, the other markings are original.



Left
A fairly simple adaptation. A chlorine gas tank wagon by Fleischmann is the closest suitable substitute for the genuine article, with a Swiss brake cabin, a new coat of paint, and decals from Roland Born.



Right
A stock Piko wine wagon, with some extra detailing, a repaint, a new brake cabin, and an extra centre axle.



Left
Piko wine barrels mounted on a RUCO wagon chassis.



Right
A Piko superstructure on a Brawa tank wagon chassis. An early experiment, and not entirely successful, but it shows that Piko wine barrels look best on a short wagon.



Left
A Piko tank wagon simply with new decals.



Right
A stock Brawa tank wagon, with added chassis bracing, a repaint, a WABU brass owner's nameplate, and a new top platform with access ladders. The brake cabin and destination board are original to the model.

Below
A Märklin oblong tank body on a RUCO chassis, and a Klein Modellbahn product. Both were repainted and have Born or WABU decals.

As will have become obvious, I do not build my models from scratch – they are developed from what is commercially available. Nor do I follow strict plans, I just think about what is available and imagine it in a different form. This often results in buying several identical models, leaving one as the

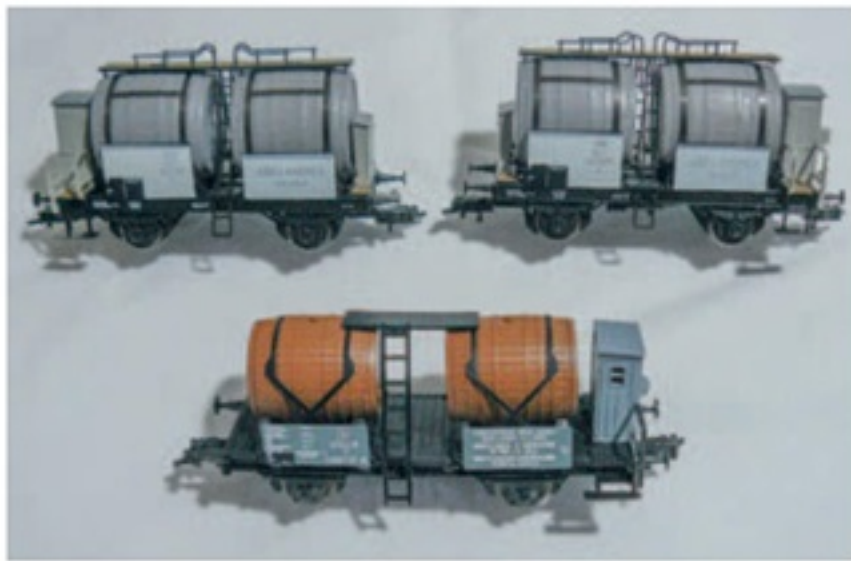
original and adapting the others. They can be described as variations on a theme.

Whilst some model railway purists might raise objections to my 'fantasy' models, I would argue that our hobby is all about imagination and creativity. These models are simply my versions of what might have been.

Until recently, the main difficulty was the lack of suitable decals specifically for older Swiss rolling stock. I still have not been able to source suitable metre gauge markings. The situation changed a few years ago when I found a supply of old WABU decals on e-Bay, and then obtained several sets of waterslide decals from the expert modeller Roland Born of Rapperswil. These inspired me to start my adaptations and, to a certain extent, determined what I produced.

The 'adjustments' to my wagons range from giving them a Swiss identity by changing the markings and adding a typically Swiss brakeman's cab, through repainting and adding new markings, to complete dismantling and rebuilding. None of this is particularly difficult. The only limitations are one's imagination and suitable decals. Currently I have about forty converted wagons. I hope they are of interest and provide a possible source of inspiration.



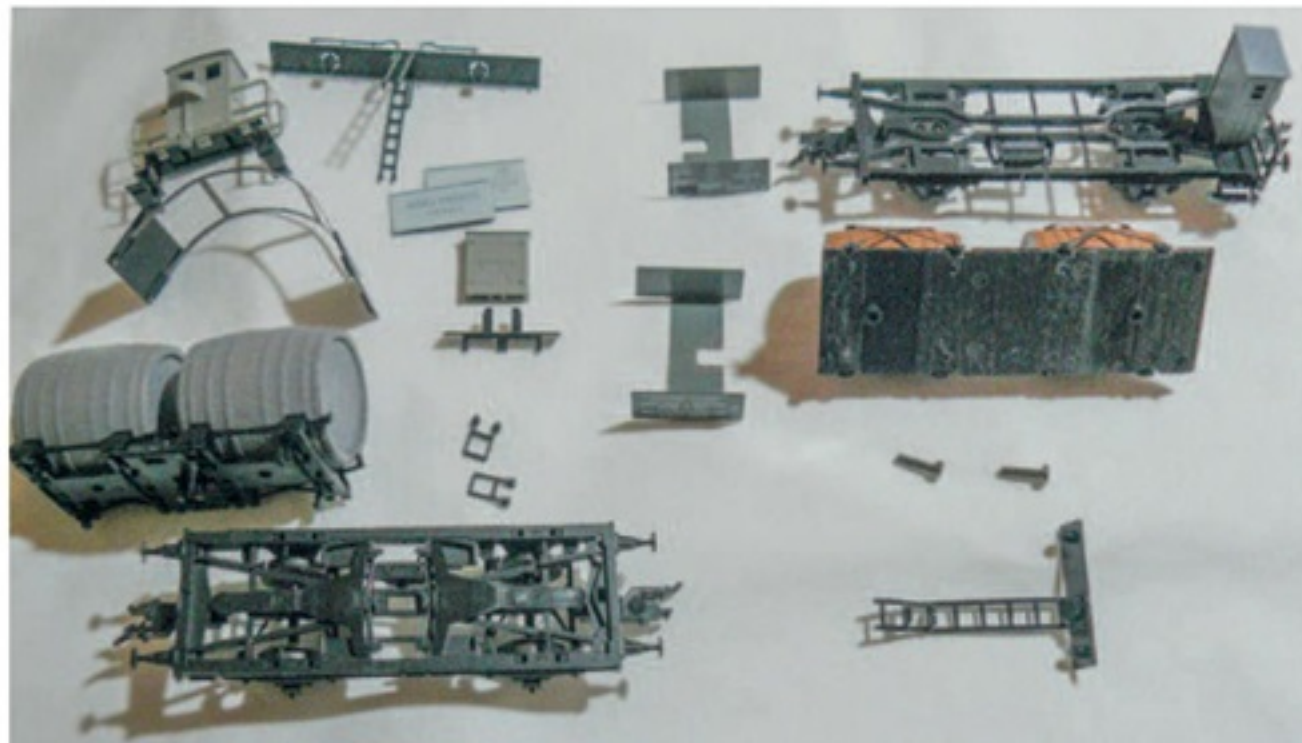


Conversion examples

The starting point for these conversions were two Märklin 'Räas Frères' wine barrel wagons from an SBB wine wagon set. They are excellent models of fairly recent manufacture. I also had a Piko wine wagon with markings for 'Schweizerische Wein-Import-Gesellschaft A.G. Basel'. Again it was a nice model, but obviously made of plastic and based on a very much older design originating from the former East German maker Schicht. The wine barrels on these models appear too small for the long Piko chassis, so I decided that a shorter RUCO chassis would be more suitable. Fortunately, I happened to have a spare RUCO chassis and an old acid tank body by Schicht which would fit exactly onto the now redundant Piko chassis.

Below

On the left, an original Märklin model;
on the right, another reworked Märklin/Piko combination.



Above left

The two Märklin 'Räas Frères' wine wagons as manufactured,
and a Piko wine wagon with markings for 'Schweizerische Wein-Import-Gesellschaft A.G. Basel'.

Above

The models dismantled.

Below

Little and large – two converted wine barrel wagons, showing the size difference:
on the left, a Märklin model with Piko details added and new decals,
on the right, a RUCO chassis carrying Piko barrels with added details and Märklin markings.



Left

Three conversions,
all based on RUCO chassis.
The wine wagon on the left
has original Piko fittings and
markings, the one in the
centre has repainted Piko
barrels with adapted Märklin
fittings and markings.
These conversions are not
entirely fanciful – RUCO did
actually produce a prototype
of such a model in the early
1980s but it never went into
production.

The open is a standard RUCO
model but with two bodies,
fitted one above the other,
to create a high side wagon.



Above

The Schicht tank body in the course of adaptation, fitted to the spare Piko chassis. The black plastic plates with lettering are old Märklin parts used as bracing for new larger signage.



Above

Next to a finished RUCO/Piko/Märklin conversion, the first version of the Schicht/Piko model, with inboard railings and a new brake cabin, but still awaiting decals.



Right

The final Schicht/Piko wagon, now with outboard railings and decals applied.

Left

A repainted Roco wagon with Märklin gas tanks, based on a Swiss original but with the cooling system above the tanks added.



Left

A simple reworking of a Piko acid vat wagon, with new paint, decals, and a brake cabin.



Right

A reworked Fleischmann acid vat wagon with Piko markings.



Below

It is not only continental wagons that can provide a starting point. This is a conversion of a BR Weltrol wagon into an SBB drop centre wagon dating from 1913. The model was made by the British part of the original Trix company in the 1960s. The body is cast metal; the bogies, buffers, and couplings have been replaced. The planked areas at each end are etched brass and were originally part of a pair of RUCO flat wagons, whose chassis have been recycled as wine wagons. Left: carrying a Waldenburg 0-6-0T (an old Liliput HOe model). Right: with a Bern tram engine (a Chinese-made plastic model marketed by Atlas Editions).





Above

My modifications have not been limited to SBB standard gauge – the layout also includes a metre gauge line; here are some simply repainted Bemo and Tillig wagons. The buildings and the vehicles have also been adapted to suit the period.

Right

A repainted Bemo van, a Tillig open body on a Bemo chassis, and a Brawa tank body mounted on a Bemo six-wheel chassis.

Below

A repainted Tillig van and a pair of Bemo Rhätische Bahn M class open bodies mounted on a bogie chassis from STL.



Luc De Martelaer has a new layout, and is looking forward to being able to exhibit it.
Photographs by the author.

Puerto de Los Speculos

Set somewhere in South America



The initial inspiration for this small portable layout was the *Nariz del Diablo* (the Devil's Nose) in Ecuador, which I saw on YouTube: the train has to climb the mountain by a succession of switchbacks. I was looking for an exotic scheme to follow *Bolormaa Mashbalgir* set in Mongolia (see CM October 2019) and this seemed a suitable challenge.

There were some basic requirements:

- the layout had to be easy to carry and set up at model railway exhibitions;
- it would be N and use a Gaugemaster controller, as that is what I am comfortable with;
- there need be no concern for geographical or historical accuracy – it would be truly freelance!

The story

El Platanero is a banana plantation located in a valley; all the agricultural products must cross the Los Speculos Pass to reach the seaport, for export to destinations in the rest of the world. The trains come back down empty, and there is some passenger traffic, mainly for plantation workers.

The track plan that logically follows is a 'point-to-point' but out of sight of the spectators is a hidden three track yard. The line climbs the mountain by means of three successive switchbacks, and then leaves the jungle to arrive at Los Speculos, which is on the edge of a sort of *altiplano*. The line goes around the village, then disappears from view, towards another hidden three track yard.

Above

The line climbs all the way from deep in the rain forest to the village of Los Speculos on the *altiplano* by means of two reverses and a bridge.



Technical details

The track is all Peco code 80, with point motors by Peco and Conrad.

Control is by a Gaugemaster model W, supplied from a Fleischmann ref.6735 transformer.

For lighting, I use LED panels, like the ones set in false ceilings in offices. They give a great light, powerful and very diffuse, if rather cold. They are light, and inexpensive.

Trains pass *inside* the mountain; as there are point motors and electrical connections in there, a lot of possible trouble, so I made sure to leave as many little access hatches as possible, then tried to hide them. The village of Los Speculos and the fire station are removable!

Rolling stock

As the journey is, let us say, 'difficult', they have to use what will work!

I had to choose locos that were both short and powerful enough, and whose presence in South America was not too

Above left

The basic box, with backscene and lighting installed.

Above

The multi-level substructure under construction. Note the access holes cut into the lower part of the backscene.

Right

The village and fire station modules are also removable. This also made it easier to work on them.

Below

Track is laid, wired, and tested and trains are running. Now scenic work is in progress.





Left
El Platanero.
The unusual car in front of the building is a 3D-print; it is well known as a comic book / cartoon character.

Below
The Mallet propels a flat car loaded with a lorry.

Foot of page
An old GP9 diesel and train climbing carefully between the first and second reverses.

implausible: American four-axle diesels (e.g. GP9, GP38, and BL2), heavily weathered, which can stand in as equipment downgraded in the north and then re-used here.

Eventually I also acquired a Shay and a Bavarian BBII Mallet: I like them both very much, and I was glad to see that they were willing to serve!

The freight cars had to be short. Most are Atlas box cars or Fleischmann vans (with BANANEN written on them!).

¡Todos a bordo!

The best way to get an overall view of the layout is by taking a train. So we embark at El Platanero, in the valley.

We ride past the plantation buildings and climb up to the ruins of the temple, which were recently rediscovered in the jungle.

Here we reach the first switchback or reverse. The train stops alongside the Cyclopean walls, the point is changed, then it is up to the second reverse!





Left
The marsupilami
(and the Mexican figure
in the hut by the trestle)
are the work of the talented
Michelle Schaffhauser
of the Rail Club de Meaux,
for which I am very grateful.

Right
The temple ruins by the line,
only recently discovered.

Below
The Shay is the ideal power
for this type of line.

Foot of page
A former Rock Island BL2
diesel with a banana van
and a lorry on a flat car.



At the second reverse there is a choice: either continue straight under the mountain towards the third reverse or switch back to pass outside the mountain. The point of this bizarre setup is that this level is a loop! So I can, when I am tired of shunting, let a train turn in circles and thus keep some semblance of animation without having to worry about it. This is how I can be attentive to visitors, in a show; talking to someone and running trains at the same time is asking for disaster!

After the third reverse, on the trestle, the climb is at its steepest. We pass next to a hut where a Mexican is having a nap, then we are near the edge of the jungle; Palombia (home of the legendary marsupilami) cannot be far away.

(The marsupilami are well-known comic book characters dating back to 1952 and still very popular in cartoons.)



Below

The village of Los Speculos. In the centre is the mission 'Nuestra Señora la Reina de Los Speculos'. Spot the sacristan's bicycle leaning against the wall.



Right

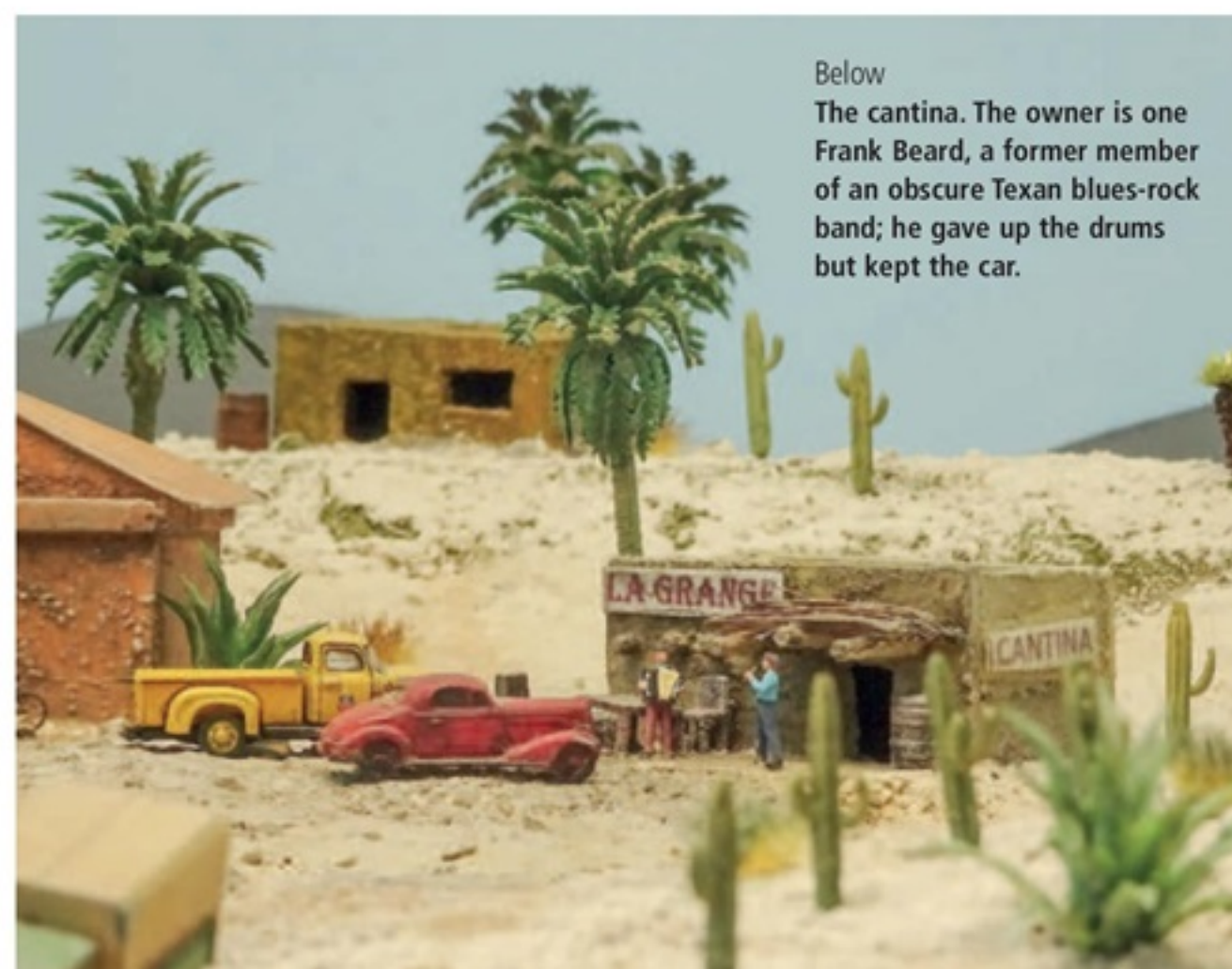
The sheriff has come to investigate a break-out at the jail, but he and the guard are looking the wrong way; only Rin-Tin-Tin the dog will find the escapees!

Below

One of the village buildings under construction.



The lovely GMC truck outside the fire station is by REE.



Below
The cantina. The owner is one Frank Beard, a former member of an obscure Texan blues-rock band; he gave up the drums but kept the car.

We have now reached the top; we have to cross a truss girder bridge (Kato) then bypass the village of Los Speculos, and continue our journey towards the rest of the world, sitting on a crate of bananas.

Los Speculos is an important settlement – all civilisation is here!

The structures were made of Forex foamboard, but card or plasticard could also have been used, with toothpicks fixed with superglue. The walls were then painted with a thick paint, and while it was still wet fine sand was sprinkled on to get the texture.

Implausibilities

I know it makes no sense to run European wagons here, and it would have made much more sense to make the line narrow gauge, given the terrain, as in much of South America. But the company engineer and manager had a good reason for doing so (of course!) and this is the explanation I will give at an exhibition if I am asked the question! I have an explanation for everything because I dreamed it all up ...

Julian Andrews reveals he has not been idle in lockdown.
Photographs by the author.

Snyder Mine

An American industrial micro layout

Things are not looking too good up at Snyder Mine: the coal is pretty much worked out, only the rust is keeping the buildings from falling down, and nature is starting to take over. At best, New York Central shows up and hauls out three or four carloads every few days but soon ... ?

And just where is Snyder Mine, you ask? It is anywhere you like. Only the thickly wooded hillsides and valleys and the road name on the coal hoppers and the locomotive which switches them defines its possible location.

Well, you know how it goes. You leaf through a magazine or a track plan book and you hit on an idea or a picture which lodges somewhere in your memory and just nags away at you every now and again, whispering: "Build me – you know you want to". So it was with the late Jack Trollope's *Jaxcilli Industries* micro layout plan, which appeared in one of Carl Arendt's *Small Layout Scrapbooks* about fifteen years ago.

Although I gave up US-outline modelling long ago, rather rashly selling all my US locos and rolling stock, the prospect of building that intriguing little shunting puzzle would not go away. Two or three freight cars, one loco, one turnout, and all in 3' or less – a quick fix to keep me busy during lockdown, and perhaps the opportunity to display a micro layout at a show one day.

Construction

I made the baseboard from a length of scrap 9mm MDF, braced with 18mm x 34mm softwood bought from a local DIY store, with a fascia and backscene from hardboard. I would favour plywood over MDF every time but it is what I had.

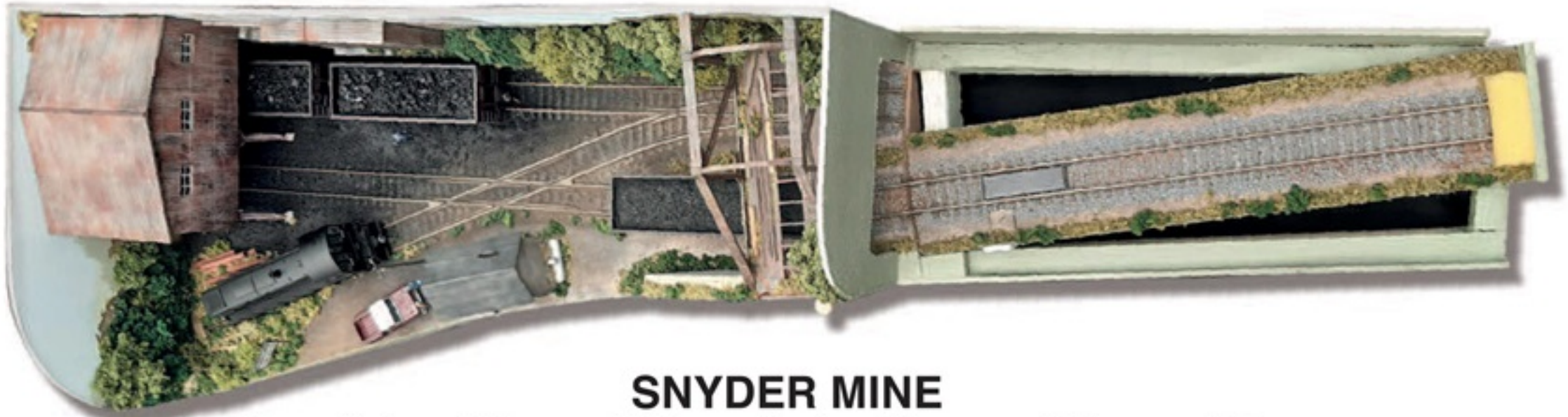
The overall size is approximately 900mm x 280mm, in a triangular shape.

Above
 The rail link to the mine passes under a now disused girder bridge.



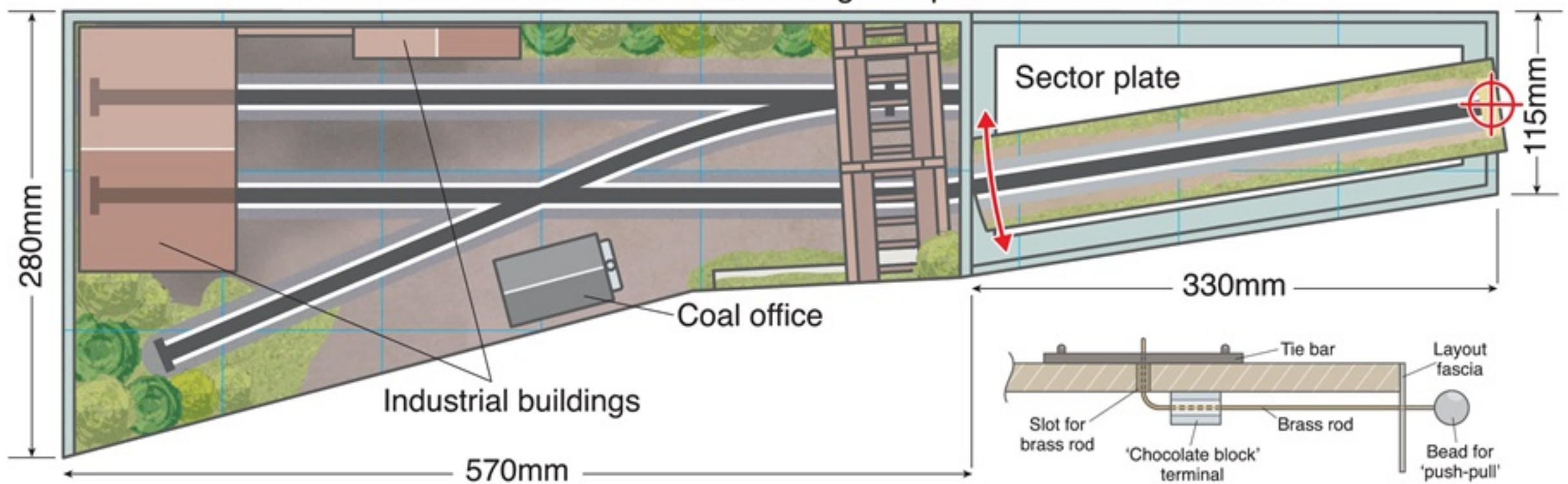
Below
 New York Central Alco S1 Phase II #865 (a Proto 2000 model from Walthers) shuffles hoppers in the yard.





SNYDER MINE

Overall size: 900mm x 280mm. Each grid square 100mm x 100mm.



The track is a mixture of bits of surplus Peco code 100 flexible track, with a Peco ST241 Setrack point and a Peco ST250 Setrack crossing, all fixed onto 5mm cork sheet. I do not like seeing 'orange rails' on layouts so I try to paint the rail sides in darker and dusty rust shades, referring to colour photos.

The point is operated from the front of the fascia using a very low-tech system which I have used for years, comprising a length of thin brass rod, with one end bent through 90° and filed down slightly to engage with the hole in the tie bar, passing through a small slot cut in the baseboard. The rod is kept in alignment and rigid by passing it through a 'chocolate block' electrical connector screwed and glued to the underside of the baseboard. A small bead is fixed to the other end of the rod where it emerges through the front fascia, to act as a push-pull knob. This costs very little, takes all of twenty minutes or so to make up, and it is totally reliable when used with Peco over-centre sprung points, even when reliant on blade contact alone, I have found – just keep the track and the contacts clean.

The sector plate is a piece of MDF rounded slightly at one end to serve the two tracks, simply pivoted on a screw which is fixed into the end of the baseboard frame. The rails are soldered to a couple of brass screw heads at the 'business end' to keep them from moving out of alignment.

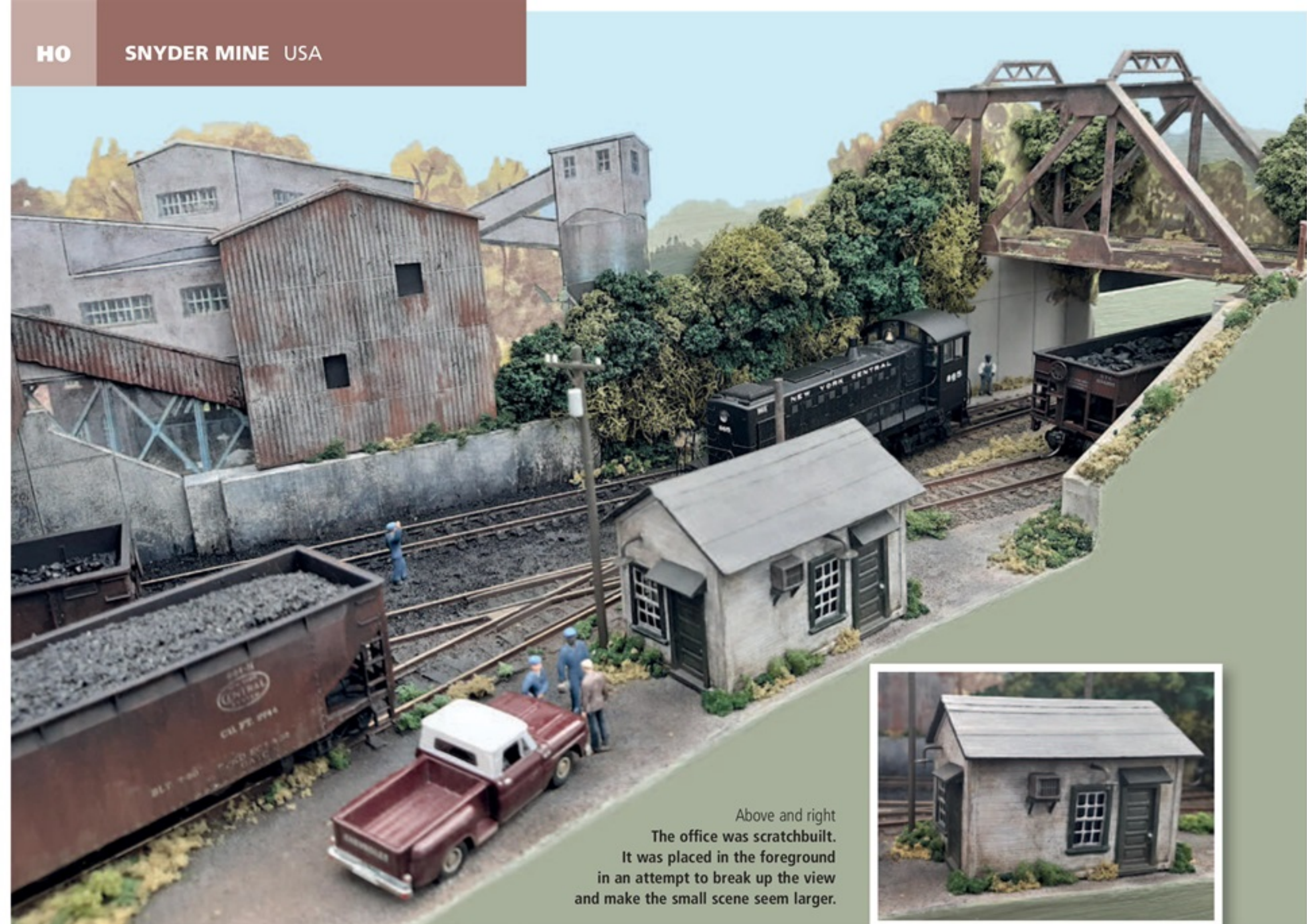
Wiring is just a feed and return to serve each track on the scenic part of the layout and the same for the track on the sector plate, all worked from a Gaugemaster 'Combi' hand-held controller. No DCC for me, but a sound-fitted switcher would enhance the enjoyment of this layout, I am sure.

Setting

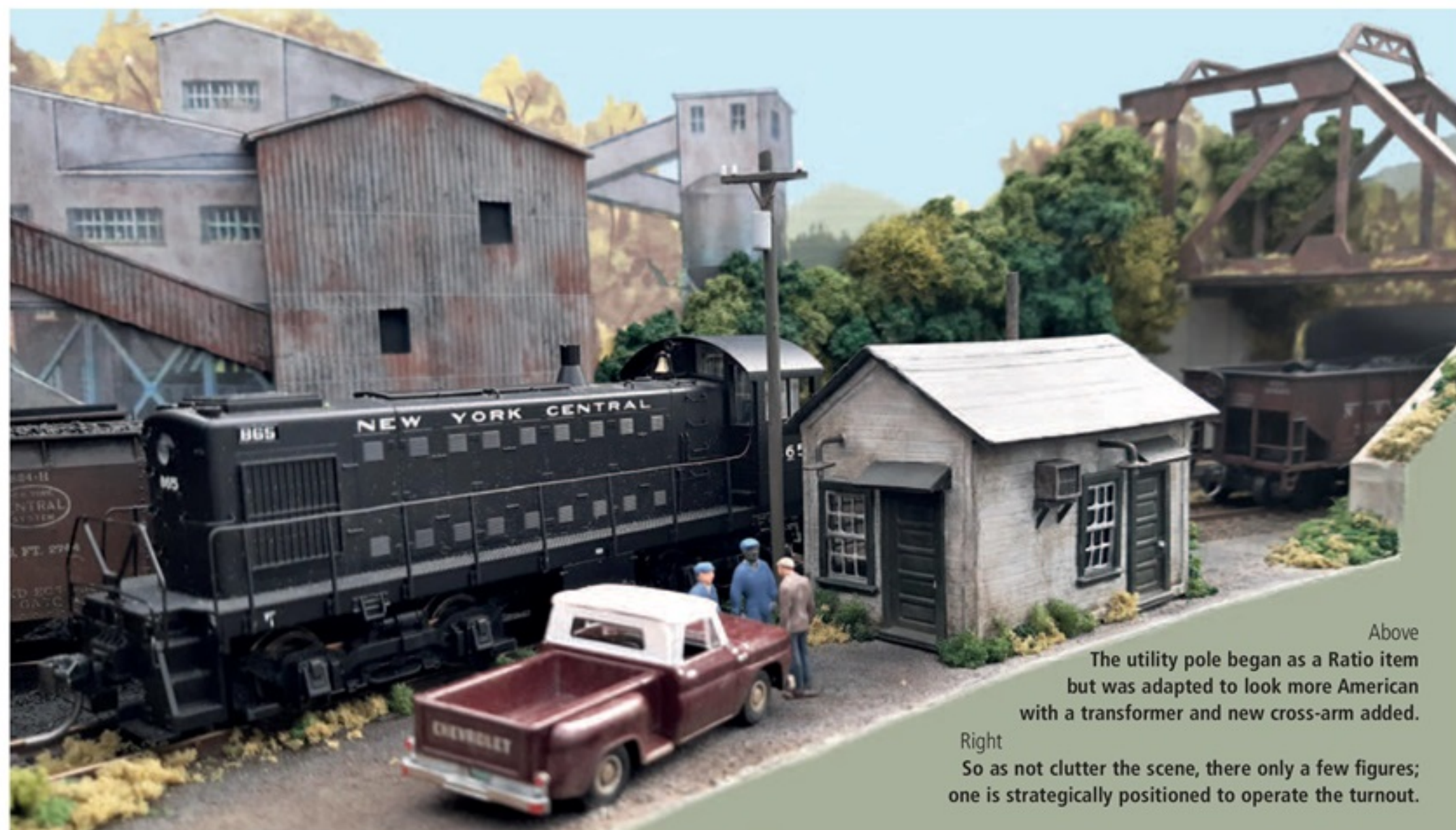
I chose to model an early north American 1960s coal loading facility, perhaps set in rural Pennsylvania or south west Virginia, but that was largely dictated by the choice of a suitable loco which would negotiate the dead-frog point without stalling. A Proto 2000 Alco S1 switcher and three coal hoppers, two 34' and one 40', were bought second-hand, fitted with Kadee couplings and Kadee non-magnetic wheels. These are essential if you use the Kadee under-track magnets, otherwise wagons fitted with steel axles roll towards the magnet and may uncouple unintentionally.



Right
Beyond the sceniced area, the two tracks are accessed with a simple sector plate, manually operated and arranged so that the tracks are aligned when the plate is against the end stop.



Above and right
The office was scratchbuilt.
It was placed in the foreground
in an attempt to break up the view
and make the small scene seem larger.



Above
The utility pole began as a Ratio item
but was adapted to look more American
with a transformer and new cross-arm added.

Right
So as not to clutter the scene, there only a few figures;
one is strategically positioned to operate the turnout.

There are plenty of reference photos available nowadays on the internet to help with structures and details on a project like this and Google searches turned up all I needed and more, helped by suggestions from my US pen-pal (hence the mine's title).

Structures

The coal loader was scratchbuilt with a foam-core board shell, finished with thin cardboard overlays, then covered with Slater's corrugated sheeting. The supporting steelwork was made up from lengths of various shaped plastic girders from my local model shop. Initially, I used the excellent Scalescenes printed sheets for the final rusty cladding but I found to my dismay that the ink from my printer reacted badly with moist air and the colours all turned green-ish after a couple of months.

The bridge which serves as the requisite scenic break is the venerable Airfix/Dapol offering, cut down and suitably distressed, made to look as though the railway track which it once carried has now been torn up, the sleepers and rail lengths left rotting and rusting where they were removed, awaiting the scrapman who never comes. Hopefully I have made it look as though nature is reclaiming the bridge too. A post-and-chain barrier has been erected by the railroad company to deter trespassers.

The yard office is also scratchbuilt on a plasticard shell, overlaid with Slater's planked sheet, with a felted roof made from masking tape and windows and doors from old Campbell parts. An air conditioning unit and a propane tank (by Unit Models, I think), lamps from bits of bent wire and paper hole-punch shades complete the building.

The utility pole started life as a Ratio item, but was made to look more like an American-style pole with a transformer and new cross-arm added.

Right

The bridge which forms the scenic break is the familiar Airfix/Dapol product, cut down and suitably distressed, the track which once crossed it removed. There is space for just one freight car between the crossing and the sector plate.





Above

The mine has loading chutes over two tracks.

Below

A pick-up truck and a group of three figures engaged in conversation outside the yard office make a point of interest in the foreground.

It was important to place the yard office at the front of the layout, I felt, to make the overall scene less open and more constricted, as befits a valley-based coal mine. There can be a tendency to put all the structures at the rear of the baseboard, against the backscene – I have been guilty of that myself. Putting something right at the front, preferably with some vertical element to it (e.g. a building, sign, tree, or utility pole) makes the layout look less flat and boring.

Scenery

Scenic materials were largely what I had in store: remnants of bags of Woodlands Scenics ground cover and foliage, some excellent Jarvis clump foliage, and long grass tufts made from old hanging basket liner. Lots of real crushed coal and coal dust too in the grubby areas. There is probably not enough coal dust but I wanted to avoid a 'just paint it black' approach and show that weeds, grasses, and bushes were soon going to take over this decaying industrial scene.

For a change, I ballasted the track and put down some grass on the sector plate too as this is visible if you happen to look under the scenic break: it helps to preserve the illusion that the line continues – well, I think it does! You may think otherwise ...

The backscene is a composite of old Billezi printed trees, a re-tinted copy of a photo of the box of one of Walther's coal mine kits, and distant hills painted using DIY store matchpots.

I am not a great fan of contrived cameo scenes on layouts. That said, I have added a pick-up truck (Oxford Die-cast) and a group of three figures engaged in conversation outside the yard office, plus a couple more figures (Model Power) in what I hope are realistic positions – operating the point and calling-on the loco and coal hopper into the loader.

Operation

Operation is simple: you have two or three freight cars (three makes it more complicated), and you shunt them to and from the industry, replacing a loaded car with an empty. You can denote the freight cars to be shunted in various





Above
The disused rail overbridge on the right-hand side forms a convenient scenic break ...

Below
... though the sector plate beyond has also received some scenic treatment.

ways: using the railroad title and/or car number written on a card or using coloured markers glued onto the coal load, for example. Decide how they are to be switched and which track each freight car is finally to occupy, setting the cards or markers out on a table or whatever. Shuffle them up and repeat until you get fed up. The length of each siding must accommodate the longest freight car with a suitable passing clearance and the switch lead – the sector plate in this case – must take the switching loco and one freight car. The use of the diamond crossing in this design is crucial in making the game more difficult, of course, and is a good space saver.

Conclusion

This was always intended to be a 'fun-sized' switching game layout, nothing too ambitious, just a chance to get something running in 3' by 12" which would not take up much room in even the smallest of homes, or take too long to complete. It should not cost a fortune either, especially if you already have some suitable stock. The beauty is that you could tailor it to virtually any era, any setting, any country, or any type of freight traffic. How about a steel mill or a cement terminal? A paper mill or a distribution warehouse? A wagon works or a quarry? A modern container terminal with an overhead crane or a reach-loader? An oil or chemical tank farm or a grain silo/elevator? There is plenty of scope to consider.



Peter Marriott describes himself as the 'number one fan' of this busy location on the Bern Lötschberg Simplon system and has long wished to model it, if only in part.

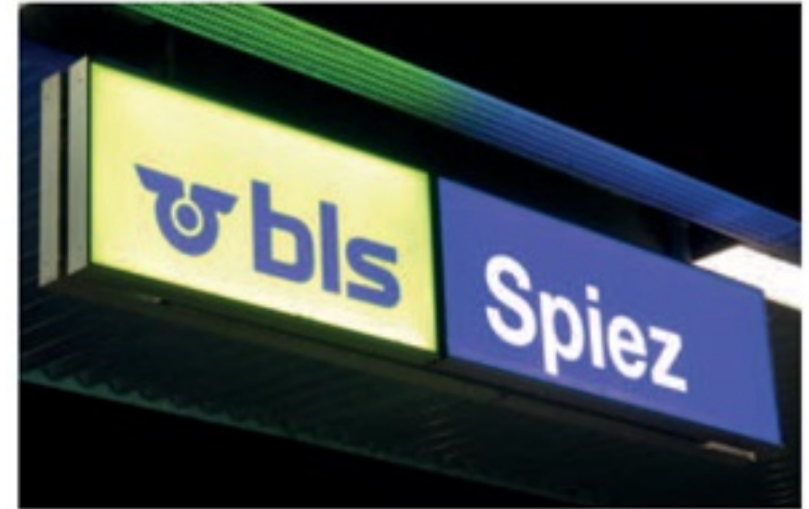
Photographs by the author.

Spiez

A busy junction in the Bernese Oberland

The Bern-Lötschberg-Simplon (BLS) is the largest independent private railway company in Switzerland operating on behalf of seven cantons supplying national regional rail services, international regional rail services

(the Iselle – Domodossola route), long-distance services (BLS Fernverkehr AG), regional bus services (Busland AG), boat services, and the car transporter service through the Lötschberg Tunnel.





Above
On 24th July 2020 the yard was being used to store multiple units, including a 565 with two low floor Jumbo intermediate coaches.

Left
Three generations of BLS motive power – 465 018, 485 002, and veteran Ae4/4.

Below
Old and new power heading an intermodal train north, two Re4/4 and a 465, lead by No.192 Spiez.

The network stretches from Interlaken to Marin-Epagnier by Lake Neuchâtel and Zollbrück in Emmental. The main artery is the Lötschberg axis with its 108-year-old mountain line from Frutigen to Brig and the 34.6-km Lötschberg Base Tunnel opened in 2007.

BLS also operates trains on the Bern and Central Switzerland S-Bahn networks from Bern to Payerne or from Lucerne to Langenthal, with InterRegio and RegioExpress lines from Bern to Biel, La Chaux-de-Fonds, and Domodossola in Italy. This results in an overall route network of 660km, carrying more than 180,000 passengers daily in 140 trains.

In Emmental and Oberrhein, BLS operates a bus network covering over 200km and eighteen routes from two regional centres in Burgdorf and Langnau, carrying 10,000 passengers a day. The bus operations are overseen by Busland, a subsidiary of BLS since its foundation in 2006. The head office is in Burgdorf, with other depots in Langnau, Sumiswald, and Huttwil.





Since 1913, BLS has operated boat services on Lake Thun and Lake Brienz in the Bernese Oberland with hourly scheduled cruises from spring to autumn and others off season.

Since 1960 BLS has operated the car transporter service through the Lötschberg Tunnel between Kandersteg and Goppenstein using purpose-built wagons. Since 2017 some services have been extended through the Simplon Tunnel between Brig and Iselle.

BLS Cargo

BLS Cargo was founded in 2001 for transporting freight across the Alps on both the Gotthard and Lötschberg routes on the north-south axis as well as within Switzerland. BLS has shareholdings in BLS Cargo, RAlpin, and Hupac, and in 2019 the company successfully acquired Belgian rail freight operator Crossrail Benelux NV. The total number of trains operated in 2019 was 22,265 compared to 17,051 in 2018.

Above
Crossrail Traxx electrics
in the yard, 30th May 2011.

Below
BLS Tm235 203 in the rain.
The goods shed is now used
as a drinks warehouse.





Crossrail is now responsible for running trains in Germany and Belgium on behalf of BLS Cargo. In November 2019, BLS Cargo broke new ground by running services through to Belgium without a change of locomotive at the borders, using multi-system Vectron locomotives.

In October 2019, BLS Cargo ordered twenty-five new Vectron multi-system locomotives from Siemens, equipped with traction and train control systems required for operation in Switzerland, Germany, Austria, Italy, The Netherlands, and Belgium. Ten had been delivered by the end of 2020 with the remaining fifteen due to follow in 2023.

Spiez depot

Rebuilding work on the Spiez motive power workshop was completed on 6th December 2019 after over two years while operations continued uninterrupted. The workshop was in poor structural condition so part of the old workshop was replaced with a larger, modern hall 145m long and 38m wide. The new building offers sufficient space for servicing the 105m long trains. The old washing facility has been replaced by a modern, environmentally friendly one, together with revised track connections to the station and main lines.

At Spiez, BLS services passenger trains, locomotives, and construction vehicles, including vehicle cleaning, repairs to doors, air-conditioning units, radiators, and lighting, plus wheel inspections.

From 2025 onwards, BLS trains will be serviced at sites in Spiez, Bönigen, and Chlifforst Nord.

Spiez station

The rebuilt Spiez station was officially inaugurated on Saturday 25th September 1999 though other modifications have been made in the last few years. At 628m above sea level, the station has a ticket office, travel centre, a supermarket, restaurant, various kiosks, left luggage lockers, and an underpass and footbridge to the five platforms.

Spiez is a beautiful lakeside resort with a castle dating back to the tenth century. Even if you do not have the time to spend exploring the town, it is worth just crossing the road behind the station building to take in the splendid view of Lake Thun, the vineyards, the castle, Romanesque church, and numerous chalets. The walk down to the lakeside takes about 20 minutes (longer coming back up!) but in the summer there is a road 'train' carrying people between the station and the boat pick-up point for Thun or Interlaken.

Above left
The main station building from the platform side. The signalling centre is to the right. BLS Re4/4^{II} 420 540-3 is a former SBB machine, No.11123, sold to the BLS in December 2004.

Above
The signalling centre at the Brig end of platform 1 and the adjacent footbridge.

Below
BLS maintenance and building services building at the north end of the station.





Above
SBB 420 + 620 combination (often known as Re10/10)
heading a freight north.

Below
A pair of DBAG Traxx BR185s hauling a long train of roll-roof bogie wagons north
as an SBB 460 still in the original red livery pauses with a regional express.



Spiez is the main junction station on the BLS with lines to Brig and on to Italy over the Lötschberg route, to Zweisimmen to link with the Montreux Oberland Bernois (MOB) line to Lake Geneva, a branch to Interlaken Ost, and north to Bern, Basel, and Zurich.

At the Thun end of Platform 1 there is the distinctive glass building of the Spiez tourist office. The Spiez Park and Ride Bärengraben station car park at below platform level is on six floors and has capacity for 200 cars and places for 250 bicycles.

Most postcards of Spiez include a view of the impressive castle. It began as a medieval fortress and became an impressive family home. Open in summer months, it features some fine stucco work.

The famous Golden Pass rail journey across Switzerland includes the Montreux Oberland Bernois railway (MOB) from Montreux to Zweisimmen, the BLS to Interlaken Ost via Spiez, and then the Zentralbahn to Luzern. Whilst the Zentralbahn and MOB lines are metre gauge, the BLS is standard gauge. Changes of train are therefore needed at Interlaken Ost and Zweisimmen, but plans are well advanced to link Montreux and Interlaken Ost via Spiez with variable gauge bogies thereby permitting through conveyance of passengers. The provisional date for this to begin is 2022.

A memorable day's outing can be the round trip from Spiez over the Lötschberg line to Brig and Domodossola, then change to the narrow gauge Centovalli to the Mediterranean resort of Locarno in the Swiss Ticino. The return journey can be made to Bellinzona, the Gotthard pass to Luzern, then via the Zentralbahn route back to Spiez. The train journey



will be about nine hours, but the changes in scenery will be worthwhile – from green Alpine meadows over mountain passes to a lakeside resort which differs from those found in the Bernese Oberland.

Modelling Spiez station

Chalets in this area are generally a mixture of timber and timber/plaster wall construction. Models could be made from plastic kits by Faller, Kibri, Noch, and Vollmer or laser-cut wood kits by Aku, Busch, Joswood, Faller, Fides, Laser Creation, Noch, Swiss Model Rail, and Tip Top Modell (which actually makes a kit for Spiez station in HO).

Above
The Kambly train with
BLS Re4/4 504 in the yard
on 23rd July 2020.

Below
BLS Re4/4 166 leading
a Golden Pass RE service
towards Zweisimmen.
14th June 2007.





Sheets of timber planking would be useful if you scratch-build the station building and chalets. Fides offer sheets of timber, diamond and octagonal roof tiles, slates, and corrugated iron. Alternatively some of the Wills plastic sheets might be useful.

Specialist Swiss companies such as Swiss Rail Model produce detailing accessories including trackside signs while Microscale make exquisite signals and trackside accessories.

Brawa, Busch, Schneider, and Viessmann also provide lights and signals.

Models of Swiss locomotives and rolling stock are generally readily available in the usual scales, though some specific BLS vehicles might be harder to find. Liliput produced a MUTZ e.m.u. in HO and Tip Top Model a NINA unit in HO and N.

More information

There is a wide range of sources to assist research into Spiez:

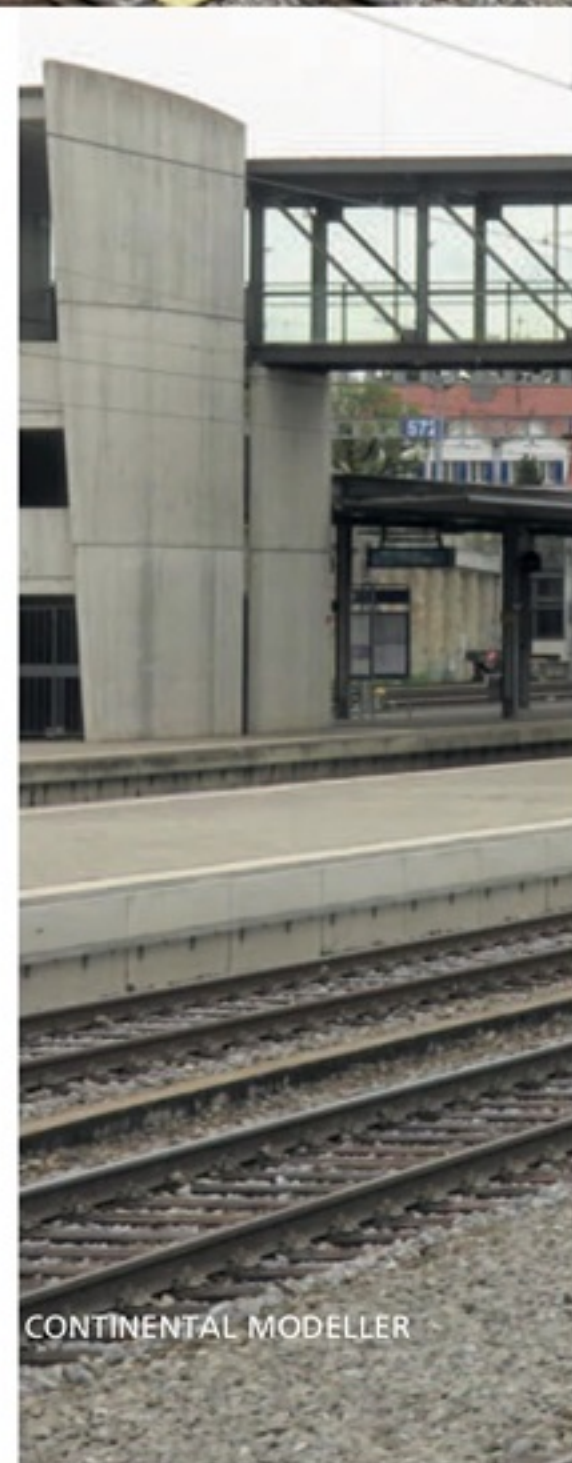
The English contents of the BLS website www.bls.ch are gradually being expanded and include information about the recent changes at the motive power depot.

Tourist information can be found on the official Switzerland Tourism website www.myswitzerland.com as well as the Lake Thun tourist office website www.thunersee.ch

A Platform 5 European Handbook covers Swiss railways including the BLS. (www.platform5.com)

There is a wide range of videos and DVDs covering Swiss lines including Lineside Video Productions (www.linesidevideos.co.uk) and Ticket to Ride (www.tickettoride.co.uk) that both have excellent recordings about this area. Lineside Video Productions *Line by Line: Switzerland – The BLS from Thun to Kandersteg* includes a good portion of footage at Spiez. Ticket to Ride *Just Trains 14* contains excellent material about Spiez.

Membership of the Swiss Railways Society is also recommended – www.SwissRailSoc.org.uk



CONTINENTAL MODELLER

Left

Two 465s plus a Traxx 485
await the next assignment.
465 011 is in the latest
rather bright green livery.
To the right, a BLS MUTZ 515
unit on a shuttle to and from
Interlaken Ost.
23rd July 2020.

Right

Two BLS Re4/4 electrics
in the classic brown livery
leading empty wagons south
on 11th June 2014.

Below left

Regionalverkehr Mittelland
Re4/4 at the stabling sidings.
14th June 2007.

Below

Railpool Traxx 3 187 007-0
with BLS graphics
on the stabling sidings
south of the station.
29th May 2015.





Above
SBB ETR610 leaving Spiez
on a service from Basel
to Milano Centrale
on 21st May 2012.

Above right
Looking from the footbridge
along the platforms
towards Frutigen
and the motive power depot.
17th May 2012.

Left
To the left a stabling siding,
in the centre the two lines
to and from Interlaken,
to the right are the two lines
towards Frutigen,
and to the extreme right
the motive power depot.

Right
The motive power depot.







1.2m² of happiness – the **Escadrille Saint Michel** have another new layout! As usual, industrial narrow gauge with ingenious working features.

Chémate-Hourné

Quarrying quartzite in rural France

The Escadrille Saint Michel, never short of ideas, already has a new layout. Of course it is 1:43.5 and narrow gauge (14mm), as usual.

The layout is a L-shaped and made up of two modules. The loading module is 1.2m x 0.60m, the unloading module 1.2m x 0.40m.

In a hidden corner of France a small, unpretentious factory called Chémate-Hourné sits in a hollow in the landscape. The site seems lost in the middle of nowhere, as if out of time. What is going on over there?





Left
A Schneider 0-6-0 diesel (built for the French military) propels an unusual train – of just two wagons – towards the unloader.

Above
As the diesel's wagons are being tipped, empties are taken back to the loader by a Cockerill vertical boiler tank loco.

On top of a small hill on the right are the remains of an abandoned line. It was even electrified. There is a beehive hidden behind some small trees. Near a tunnel, there is makeshift depot for the locomotives.

A little further on, a large wooden building and a tall concrete silo have a strong presence in the landscape. A few grass-covered sidings, accessible by a three-way point, fill the space.



Right
Outside the workshop is a V10C 0-6-0D, built by Lokomotivbau Karl Marx (LKM) of Babelsberg.

Photographs by the editor.



A narrow gauge train ensures the supply of raw material. Most of the traffic is carried by two sets of three wagons. The peculiarity of this operation is that the wagons are pushed by the locomotive.

The train slows down and runs under the wooden building where the driver skilfully stops the first wagon in front of a tipper. A mechanical arm holds the wagon frame on the track while a second arm tilts the load sideways into a hopper. The sequence is repeated for the other two wagons. It is simple but effective.

The dead-end unloading track is short and there is no room for the locomotive to enter the building, hence the need to reverse with the wagons.

Of course, after emptying, the train leaves to return to the rock extraction site.

The rocks discharged will be crushed. The crusher is located in the concrete silo attached to the wooden building. The result of this treatment will give a fine white powder, quartzite, which will be transported by lorries to a nearby glass factory.

Above

The loading scene, arranged at right angles to the board with the crusher and sheds. Trains leave the tunnel and run into the headshunt, then the wagons are pushed back under the chute for loading.



Left

Lorries on the lower level are filled with crushed quartzite from the silo.

Right

This view from the hillside at the right of the scene clearly shows the track plan.



On the other side of the tunnel there is a large building, of mixed construction with concrete and bricks, overlooking the tunnel exit. No doubt this is the loading point for the wagons. These pass one after the other under a chute to receive their load of rocks. As for the unloading, the manoeuvre is also done by pushing back.

Chains attached to the chute channel the rocks and prevent them from falling beside the wagon. This is the theory, because sometimes some do fall to the ground. It does not matter – there will always be a worker willing to pick up the pieces.

A little further on, a herd of cows watches the trains go by, as tradition obliges. The poor cattle do not yet know that their small field of green grass is threatened in the future. There is a project to install an oil pump. There will be more pollution and the countryside will be much less bucolic. The cows will have to graze elsewhere.

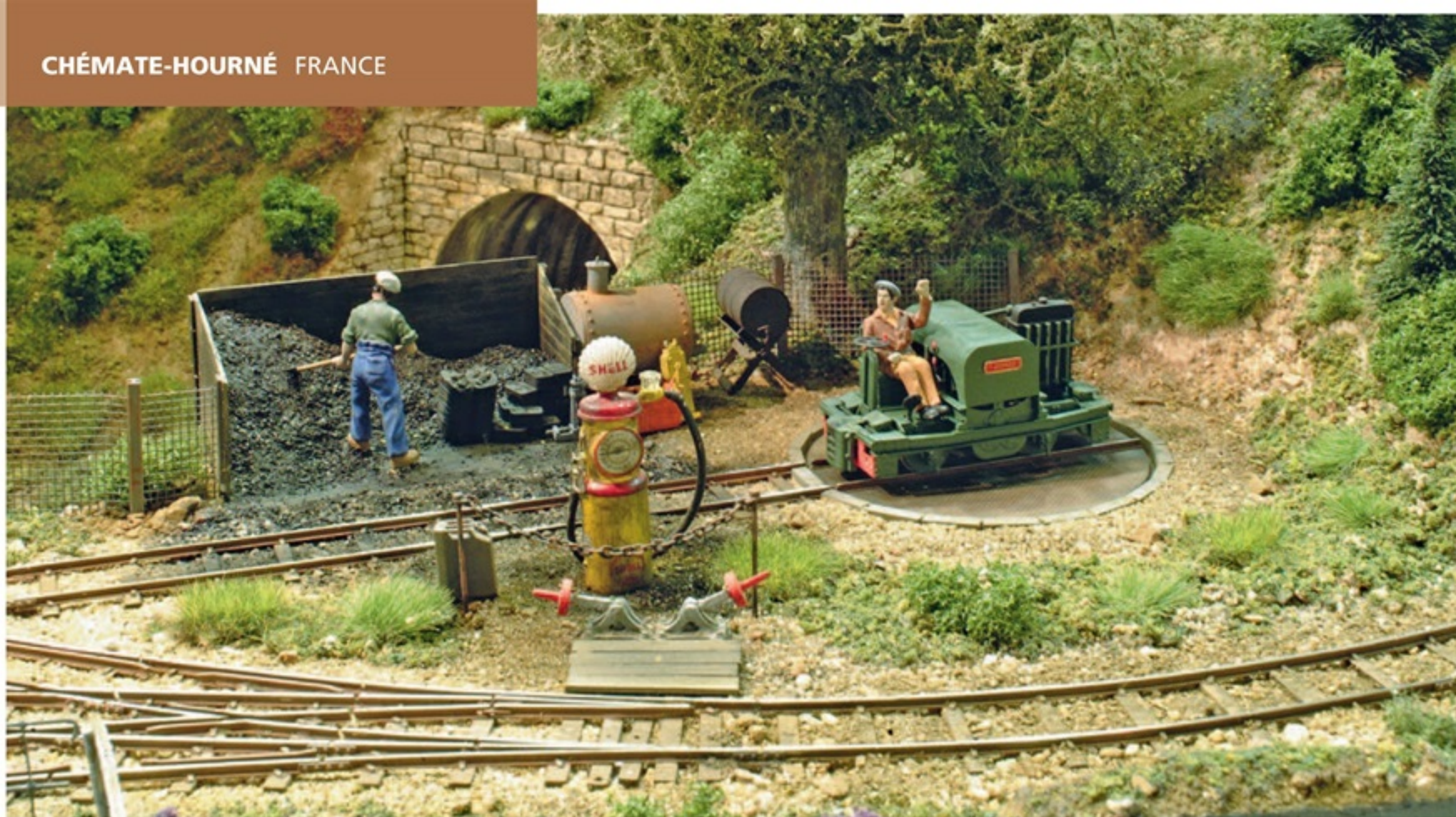
The mention of the arrival of an oil pump in the field is real – it is to bring an additional touch of animation to the scene. As everyone knows, a layout is never really finished – there are always details to be added and things to improve.

The four members of the Escadrille Saint Michel sharpened their sense of staging to animate this layout and create a plausible scenario. The plot is very simple. The loading and unloading of the wagons takes place in front of the public. The use of the nice wooden side dump cars produced by Bachmann for On30 is ideal. Designed in a very intelligent way, these small wagons are equipped with bodies which really tilt, offering many possibilities for operation. They are made for 16.5mm track, of course, so we had to mill the frame and adapt the axles for use with 14mm gauge track. This unusual model gauge corresponds exactly to 60cm track at a scale of 1:43.5.

Two fixed sets of three wagons run alternately.

The wagons are loaded manually. The rocks are pushed into the hopper above the track with a homemade tool. Of course the spectators only see the filling of the wagons, not the filling of the hopper. The necessary amount of stone is adjusted visually.



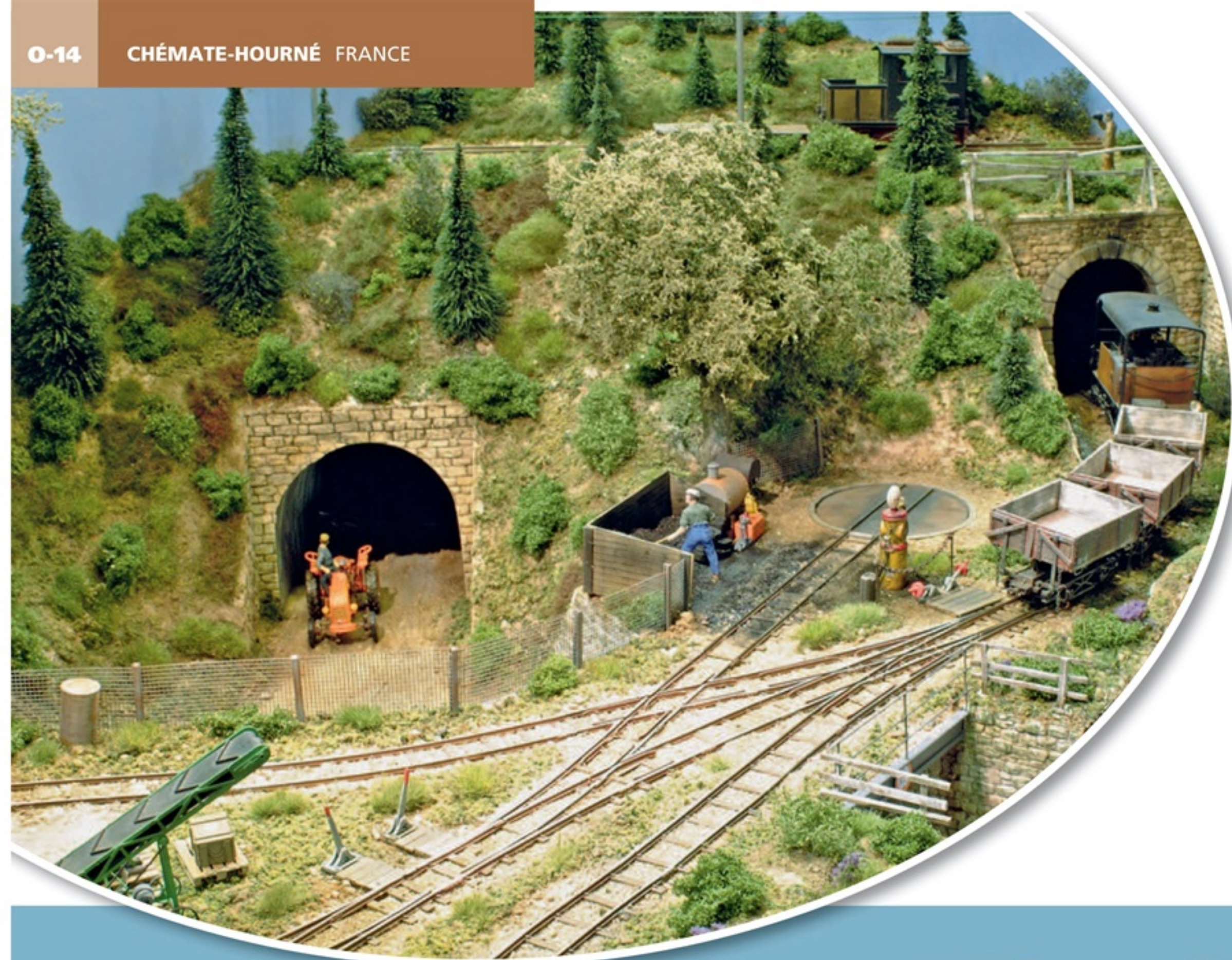


Left
The servicing area caters for both steam and diesel locos. On the small turntable is a Motor Rail Simplex.

Right
It would not be an ESM layout without hand-laid track and some impressive points.



Above
The Cockerill 0-4-0VBT arrives, propelling three loaded wagons. The sharp curve in the tunnel from the rock loading site (on the next module) requires the use of a long coupling bar. As soon as the line is clear, the large Schneider diesel will depart with the empties.



Top
The Cockerill 0-4-0VBT departs
with a rake of emptied wagons.

Above
Like the real thing, layouts are developed over time. A more substantial shed and workshop has been provided for the locos. Outside it is a small Baldwin gas mechanical (re-gauged Bachmann On30). By the old shed is a large French Coferna diesel.



The arms necessary for unloading are operated by means of two slow motion Tortoise-style motors. The first arm keeps the chassis on the track to prevent the wagon from tipping over. The second arm simply tilts the wagon body and consequently empties the load by gravity.

Everything suggests that this small layout was designed to make the most of these wagons. All this works flawlessly and the trains follow one another with a well-established rhythm.

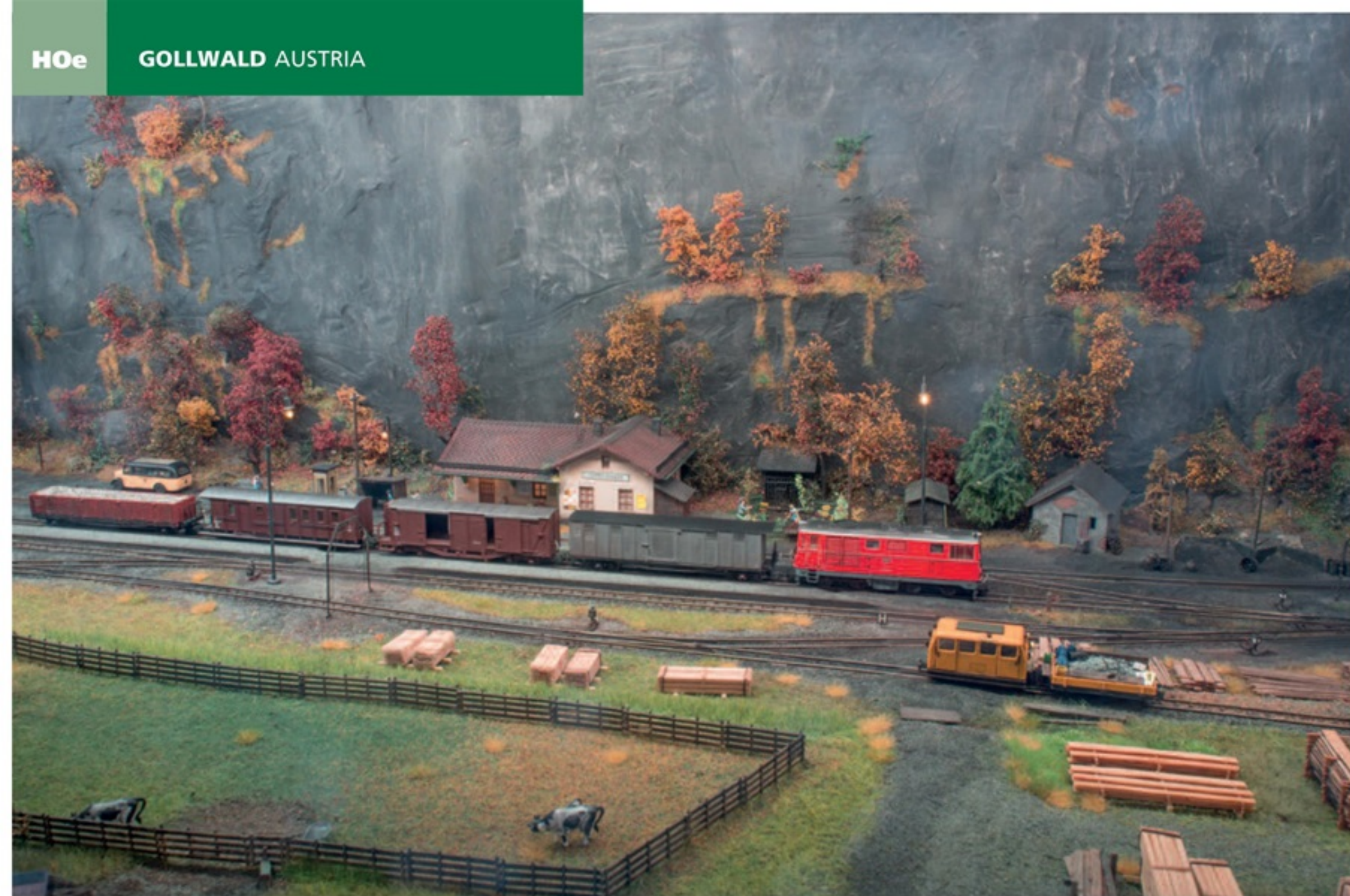
Another attraction of the layout is the great variety of motive power. The company is small, but the locomotive fleet is eclectic. Diesel traction is preferred. You may see a Coferna T25, a Billard T75, a Deutz OMZ 122, or a 50hp Baldwin. Sometimes a Cockerill 0-4-0T vertical boiler steam locomotive is used – a pleasure for the eyes.

Without going into detail, the locomotives were made from kits of European origin from several specialist suppliers, and unfortunately most are no longer available.



Above right

An enthusiast videos the passing works diesel, a 1:43.5 *homage* to the classic Eggerbahn HOe model, as it runs along the high line. This separate section was once electrified but is now being dismantled. The bees will soon have the place to themselves.



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

Gollwald

A narrow gauge terminus in rural Austria – 3

Rolling stock

The line to Gollwald is served from two main lines, the Mariazellerbahn (St.Pölten – Gusswerk, operated by the ÖBB) and the Thörlerbahn (Kapfenberg – Turnau, operated by the STLB). The rolling stock seen is therefore a mix of the 'professional' Austrian state ÖBB and the rather lightly equipped STLB, the railways of the province of Styria. The Mariazellerbahn used a lot of bogie coaches and wagons, while most of the STLB stock was four- or six-wheeled, good enough for lower speeds and lighter track.

In HOe, the modeller is fortunate to have a wide variety of rolling stock available. Mariazellerbahn bogie stock has been produced by Roco, while Liliput (now part of Bachmann) has some STLB material. Some smaller specialists have provided other items, sometimes as conversions from proprietary models.

The standard loop and hook couplers have to undergo a precise height adjustment using a home-made coupling gauge.

Logs for loading the wood wagons were harvested on a winter excursion into the forest, deciduous trees and bushes providing the desired straight pieces, 4 to 8mm in diameter.

Coaches have had a few passengers fitted.

A fair bit of weathering finishes off my small roster for now.

The locomotives are expensive fun and can quickly turn into a time consuming hobby on its own. My requirement to run the layout without 'magic hands' appearing from above is fully dependent on reliable low speed performance.

For a good start, the Rh2095 B-B diesel by Stängl (now part of Ferro-Train) is an excellent runner, featuring a coreless motor. For DCC operation a decoder fits without any mechanical modifications, just removing the analogue printed circuit board. Sound is another story, as space for the speaker must be machined into the chassis block.

Another good option is the STLB Austro-Daimler railcar by Austromodell, perfect for the 1940s, which just needs a decoder installing.

Above

An ÖBB Rh2095 B-B diesel arrives with a goods train. An X626 draisine and track maintenance trolley are parked on the timber siding.

Layout photos: editor.



Good running steam locos are rarer in HOe: good options are the Roco Rh399 (Mh) 0-8+4 Engerth and the smaller HF110C 0-6-0T+T. Both are a bit light, but that is inevitable due to their size, with very little room for ballast.

I have tuned all my locos as well as I could. The worst 'patients' (e.g. the Rh2091 1-Bo-1 diesel) got a completely new brass chassis with a machined gear set and a new coreless motor with flywheel. Thus the weight is maximised, even with the unavoidable rail to wheel contact issues.

Tuning follows these principles:

- use all wheels for as many electrical contacts as possible.
- the wheelset should allow vertical movement and/or three-point equalisation.
- maximise the weight.
- maximise the flywheel mass – a large diameter is crucial.
- coreless motors make flywheels even more effective (less cogging effect).

I am still working on the improvement of locomotives and gears; my precision mechanical skills and my tools have improved over the years, so there is still some hope.

Sometimes using a commercial mechanism, or parts of one, makes a new creation possible.

First exhibition

In due course, *Gollwald* seemed to be ready for the exhibition in Vienna. With the landscape and details almost finished, the layout had to be tested with various locos and the maximum train length.

First a big clean-up was necessary: the building materials had left traces all over the layout, so all loose particles had to be collected with the vacuum cleaner. The contact surface of the rails is critical with narrow gauge and small locomotives.

All the rails were cleaned with a pad soaked in acetone to remove any tiny spray glue particles and other residue. This is crucial to avoid any aggregation of sticky stuff on the wheels – once on the wheels, it is likely to become a never-ending story of poor contact and spreading sticky particles all over the track.

Eventually the test runs were satisfactory. In some places there were minor problems, in most cases just a tiny stone on a rail fixing right next to the rail. All the locos in service are tuned, with decoder installed, with sound where possible.

My aim for running the layout was that it should be operable without human intervention. I know this is a rather tall order for a terminus station with frequent essential shunting, compared to a continuous run.

The uncoupling was at this stage still a mechanical system: the crossing boards are lifted and thus unlock the standard HOe loop and hook couplers – with all their disadvantages.

To finish the visuals, just a few minor weathering activities along the track, where diesel and steam locos spread black oily grime all over the track and sleepers, especially where they have to spend time in certain spots, near the water standpipe and in front of the depot. Again black enamel paint with a lot of thinner and a brush make the dark marks.

Next a big cleaning operation with acetone provides clean and perfectly conductible rails.

The Vienna exhibition is about to start, so I have to stop the detail work and pack up for the first presentation.

I took half a day off work, as the transport and installation would take some hours. My time consuming preparations worked pretty well, and finally *Gollwald* was on the substructure at the desired level for viewing. A quick test run – and it works!

Above

An ÖBB Rh2091 1-Bo-1 diesel pulls into Gollwald station with a mixed train.

These machines were built with a baggage compartment to save hauling the weight of a separate vehicle.



The show was open to the public from Friday to Sunday. It was the first time I spent so many hours with the layout. The first day was pure fun, and I was still learning about effective shunting procedures. With the numerous shunting movements and answering questions of the visitors, the first day just rushed by. Day two, Saturday: the hall was packed with people, and answering questions while shunting became a serious challenge. My brain can only deal with one thing at a time! More complicated explanations stop the shunting, and vice versa. And Sunday was crowded again and I was very busy, so shunting was limited to simple loco changes, and the railcars were run frequently.

In the end I left the exhibition with a long list of ideas and improvements. At the very top of the list: I need at least one colleague to help run the layout and answer questions all day long. My brain cannot concentrate for eight hours continuously.

Alterations and improvements

Uncoupling issues

I was not happy with the mechanical uncoupling system: most of the locos have got delicate rail guards on both ends and the commercially available stock is not heavy enough. Both cause problems with the electro-mechanically lifted uncoupling plates. The rail guards hinder the uncoupling process because they are just one millimetre above the rail head, and the coupler loops need approximately two millimetres movement to uncouple. Further, the lightweight vehicles have a strong tendency to 'dance' when the uncoupler hits the bogie from below.

These failings made me think about a non-contact uncoupler concept. Following the electro-magnet-based

systems used for loco uncouplers in commercial models, I favoured a multi-purpose combination of electro-magnetic loco uncouplers and permanent magnets on the rolling stock. Unfortunately, the standard loops for HOe are stamped steel parts and not suited to a permanent magnet system. Replacement etched-nickel silver loops solve this problem. The standard plastic HOe buffer/hook needed some modifications to make room for the small round permanent magnets. The system worked well on test, but finally I came around to machining a new master and ordering a batch of cast brass buffer/hooks. These hooks and loops replace the plastic parts and make non-contact uncoupling possible. The coils under the board were removed and replaced by a servo controlled rocker system which moves a strong neodymium magnet up and down under the relevant track. With the same poles facing each other (on the neodymium under the board and the magnet on the loop), the loop is pushed up and released from the opposite wagon's hook.

Locos got another brass buffer/hook with room for an electric coil, powered from one of the decoder auxiliary outputs. The tiny coil draws a maximum current of 80mA, within the limits of the function outputs of ESU decoders. The first tests are a hair-raising and nerve-wracking gamble, but eventually one in five survives the installation process. I now have some prefabricated coils happily stored for future loco projects.

RailCom integration

The exhibition in Vienna taught me about the high workload when shunting and answering questions at the same time. Since I know all my locos pretty well, I can tell which loco is coming out of the tunnel and which number I have to put in

Above

Trains of two coaches are sufficient for normal traffic and hardly tax the capability of the Rh399 0-8+4.



to the DCC controller. But a colleague would need to learn all the numbers – not very convenient.

To reduce the workload, I started to integrate the RailCom detection system. For a long time RailCom was only available from Lenz Elektronik, but eventually ESU was allowed to incorporate this system into its central unit. Luckily all my locos are equipped with fourth generation ESU decoders, which do provide RailCom functionality.

I spent some days adapting the layout, to isolate the track sections and to connect the resulting sections to the RailCom detector. I did not enjoy using a cutting disk between the fragile telegraph lines and brittle tree branches along the track. But I managed to keep the collateral damage to a minimum and the new RailCom arrangement works perfectly.

But another issue popped up later, with the first complete test run including the hidden return loop: from time to time a train ran out of its storage track 'unauthorised'. I obviously had to investigate the sensors and electronics of the stop sections.

The micro-controller worked perfectly in normal DCC mode and I could not see any errors activating the stop sections. After studying the detailed technical specifications for RailCom, I had a suspicion: RailCom needs a rather long gap in the central unit's DCC data stream in order to send the decoder's information back to the central unit. My micro-controller for the return loop might be (unnecessarily) fast, and was 'recognising' the lack of power in the RailCom gap as an empty track. As soon as I figured out what was going on, I had an idea to re-program the micro-controller with multiple check back loops for the stop sensors to avoid those ugly mishaps. The check back loops proved to be good enough to solve the problem.

3D-printing technology

For some loco projects 3D-printing parts was the solution. But while the hobby scene was flooded with low resolution plastic filament 3D printers, other technologies were just on their way. Soon some companies were offering 3D-printing in combination with brass casting services. I used such services for making high resolution UV-resin masters to cast brass parts.

Nowadays I run a UV-resin printer with excellent resolution at low cost. The main advantage is simple: time – overnight delivery from my basement! This saves at least two weeks for each order.

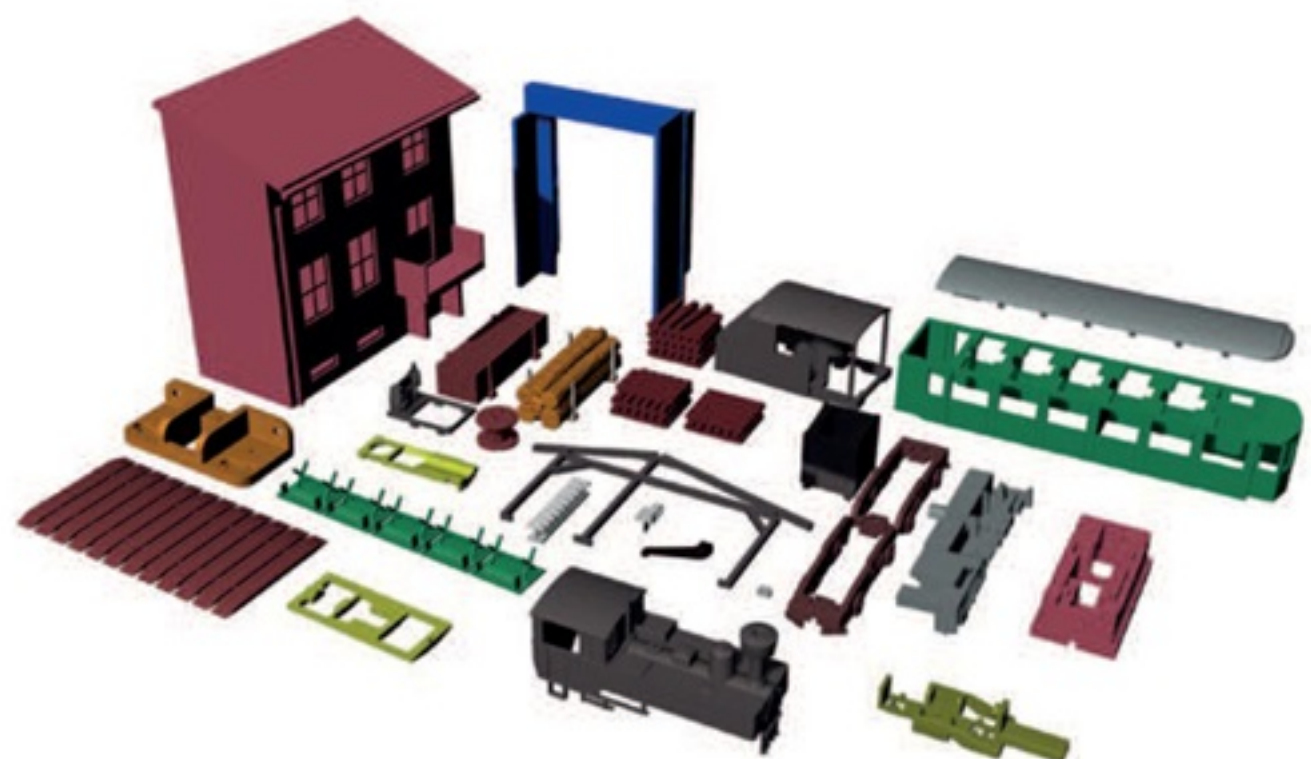
My production to date includes additional details for the layout, gearbox test prints, and parts for locos.

Above

The loco shed and servicing facilities beyond the station, and part of the timber store; the sawmill has its own small diesel for shunting.

Below

A selection of items designed in CAD to be 3D-printed.
Graphic: author.





The big Komarek railcar

History

The Mariazellerbahn quickly became very popular in the first years of the 20th century. For more efficient passenger transport, the Viennese company Komarek proposed steam railcars. The first trials with a small four-wheel machine suffered from poor steam engine performance. In 1906, four of a larger five axle variant ((1B)2n2) were delivered, with a vertical boiler steam engine on a loco-style front bogie. The attached passenger coach had one bogie at the back while the front rests on the steam engine unit. The era of these narrow gauge steam railcars ended in 1926, after the Mariazellerbahn was fully electrified.

HOe concept

My idea for modelling the big Komarek railcar started with an old list showing the original wheelbase measurements of most Austrian narrow gauge locos and railcars. If a new commercial model becomes available, I can check the list and may eventually find a matching wheelbase. For the Komarek

railcar the Roco HF110C steam loco came very close, if the middle axle was removed. Fortunately this tiny loco runs excellently and the installation of a coreless motor is easy. A starter set with the tank version looked cheap enough to start my Komarek adventure.

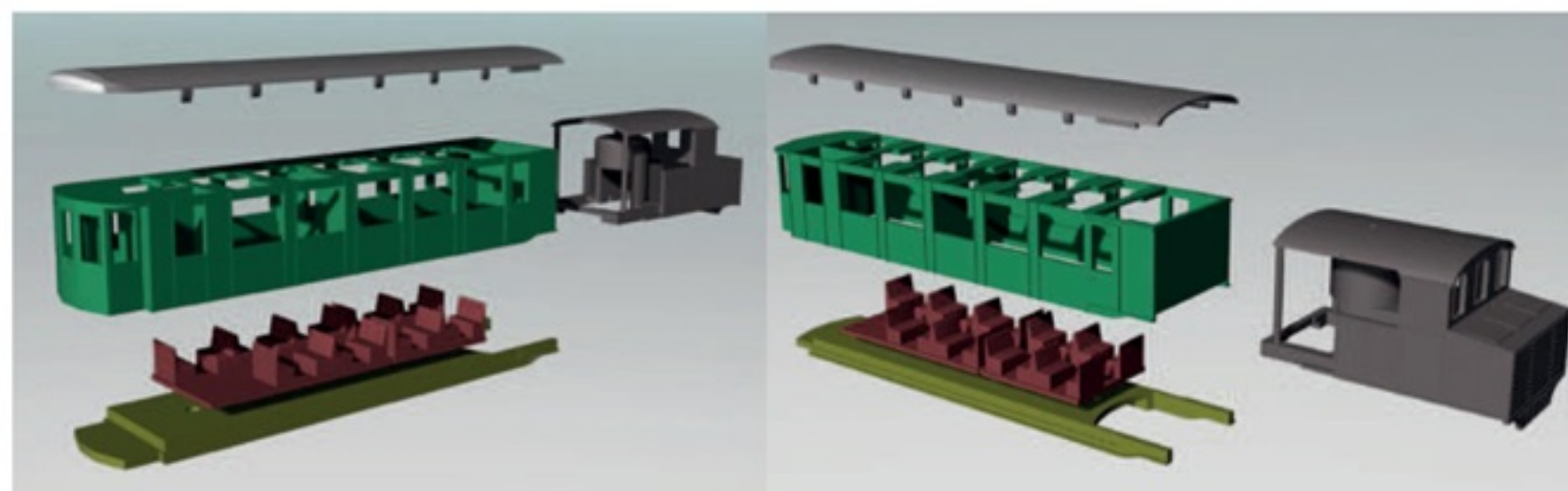
With the loco body removed I took a closer look at the construction details. The worm gear on the motor points backward and thus occupies the cab. This would need a good idea to couple the loco to the coach. At the front the cylinders look good, and the wheels are simply driven by the coupling rods.

The few photographs of the Komarek railcars do not reveal any details of the cylinders, though old plans mention the Heusinger valve gear, the same as the HF110C. As the chassis with the massive coal bunker and water tank in front would hide most of the cylinder details, I decided to ignore the matter of the cylinder diameter and drive system.

After some hours with the CAD program and even more going through old books, the bits and pieces for the design came together.

Above

The Komarek steam railcar has road competition.



Left
CAD graphics for the parts
for the Komarek railcar.

Drawings: author.



The main parts are:

- cylinders and valve gear from HF110C (Roco);
- front loco body: 3D print (1 pc.);
- passenger car base frame: CNC machined brass;
- passenger car seat plate: 3D print (1 pc.);
- passenger car body with luggage rack: 3D print (1 pc.);
- passenger car arched roof: 3D print (1 pc.);
- passenger car rear bogie: Roco or Ferro-Train (1905 type preferred);
- cardan shaft and universal coupling: CNC machined brass;
- numerous details (e.g. loco lamps, passenger compartment gas lanterns, ventilation scoops).

Basically my Komarek railcar was the 'first of its kind' for me and so I needed to find my way around all the bigger and smaller issues arising. Most time consuming was the decoder wiring with a plug system hidden under the brass base frame. This needed numerous iterations to create a serviceable plug arrangement.

The arched roof was prepared to house the passenger compartment lighting system.

The Roco HF110C runs perfectly, the brass base frame of the carriage makes it heavy, with a low centre of gravity. Like the prototype, the model can pull a maximum of two additional wagons.

Looking forward

Gollwald was also shown at the OntraXS! exhibition in Utrecht in March 2019. We managed to fit the layout, control stand, rolling stock, tools, and two people into my estate car. It was a really tight fit, and our clothes had to go into flexible plastic bags as there was no room for suitcases!

The exhibition was a good experience, with many visitors and inspiring conversations about technical details and new layout ideas.

Back home, *Gollwald* found its place in my living room – it looks like a (long) piece of furniture. Once the flaps are open I can merge into its own small world, a very relaxing world.

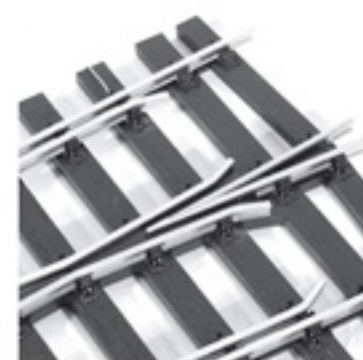
All modellers have plans, and so have I – I have started modelling the narrow gauge line serving small village of Schwarzbach in Styria, home to a specialised steel industry.

Above
Railcars rule!
The steam Komarek and the Austro-Daimler diesel at the station.



Far left
All loaded in the car – just! – for transport to OntraXS!
Photo: author.

Left
At OntraXS! in March 2019.
Photo: author.



new DR variant of former Prussian T3 0-6-0T from Tillig



Recently arrived from Tillig is a new variant of the successful Prussian T3 0-6-0T, specifically depicting DR 96 009 – as fitted in later life with a six-wheel tender, and now preserved.

It has an interesting history. Built by Humboldt as works number 135 in 1902, it was initially numbered 1808 Berlin. In 1920 it was renumbered 6146 Berlin, and became 89 7403 in 1926. It was withdrawn in 1930 and in 1931 sold to the Kleinbahn Heudeber – Mattierzoll, Hessen (Kreis Wernigerode) as their second No.2. In 1939 it was renumbered 284 in the overall numbering scheme of the provincial department for light railway (Kleinbahnabteilung des Provinzialverbandes Sachsen). In 1949 it was taken into Deutsche Reichsbahn stock as 89 6009, and in 1953 it was one of a few rebuilt with a type 3T12 six-wheel tender to extend its range for use on branch lines.

In June 1970 it became 89 6009-8, and was considered a museum loco from 1971.

In 1992, it was transferred to the stock of the DB Museum in Nürnberg and subsequently loaned to the Interessengemeinschaft Bw Dresden-Altstadt as DR 96 009.



The model is exactly to scale, according to published dimensions – and it looks very small! It measures just 121mm long over buffers. The only variation from strict accuracy is that the cylinder centres are slightly wide, for practical considerations of the motion in model form.

The boiler and tanks are cast metal, augmented with many fine plastic parts – smokebox door, dome cover, whistle, safety valves, bell, air pump, pipework, handrails, and the top half of the cab, plus glazing.

It has the cab steps as added parts, integrated with the tool boxes, and brake shoes in line with the wheel treads. The characteristic Allan valve gear and motion is well detailed and very fine, made in resilient plastic, with blackened metal coupling rods. The valve chest covers are added parts.

The fine details mean the model is delicate, so should be handled by the tanks, not the motion.

The model is driven by a five-pole can-type motor with flywheel located in the lower part of the cab via gears to the front and rear axles. The centre pair is coupled by the rods.

The minimum radius is not quoted but the model easily negotiates 250mm.

The wheels are of commendably fine profile, and no traction tyres are fitted to optimise current collection, achieved by hardly visible wipers on the back of all wheels. The loco alone weighs just

under 60gr so haulage capacity might be an issue on steeply-graded and sharply-curved layouts, but in keeping with the prototype.

Straight from the box the model runs well, with a top speed rather more than the 40km/h of the prototype but with good control across the range.

The maximum speed can be set for both analogue and digital control – the model comes equipped with an Uhlenbrock digital decoder, vertical against the back wall inside the cab. It can be accessed by removing the upper part of the cab – take care with the door handrails. A loudspeaker can be glued under the cab roof if sound is required.

The makers recommend 20 minutes running-in in each direction, and lubrication after about 100 hours running.

There are two directionally-controlled headlights at each end, using LEDs, which can be switched separately, and with just one illuminated, for shunting, by F3 under digital control.

The model is delivered with close-couplers, in pockets on flexible mounts.

Dummy scale couplings and brake hoses are provided for the modeller to fit if required.

The illustrated instruction booklet is in German, English, French, Czech, and Polish.

Manufactured by

Tillig Modellbahnen 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.4230 £239.90.





The Bavarian Group Administration of the Deutsche Reichsbahn commissioned BBC and Maffei to supply twenty-nine of these 1-C-1 electric locomotives for light passenger trains, designated EP 2, between 1924 and 1926. They were numbered 20006 to 20034. The distinctive machines with a jackshaft and diagonal rod drive had a top speed of 75km/h and were initially used in Upper Bavaria and Schwaben. In 1927, they were reclassified E32 006 - 034. In

1932, eight were re-gearred to allow a top speed of 90km/h. After the Second World War, twenty-four survivors passed to the DB. They replaced the old E71 electrics and ET25 railcars on the Wiesen and Wehratal lines in southern Baden. After 1968, they were classified BR132. The last remaining eight were taken out of service on 1st August 1972.

The brand new Piko model represents DB E32 12, based at Haltingen in the Karlsruhe administrative area, with a last overhaul date of 11.3.59.

Painting and printing are of the usual high standard, down to the smallest detail. Note touches such as the 'brass' door and window handles.

The roof is accurately detailed with subtle rivets, added access platforms, prototypical cabling, main switch, and insulators, and completed with fine metal type SBS 10 pantographs. These are sprung but not wired for current collection from the overhead.

The plain body side panels have neatly formed join cover strips and ventilation louvres.

The loco does not have the original end doors and gangways, as correct for this period; also correctly present are the small electrical connectors. The combination of headlight types is also correct.

The cab interior (control desk and back wall) and equipment room are detailed, with a clear view through the equipment room at the No.2 end. The glazing fits flush.

The model sports numerous added detail parts. These include free-standing handrails, lamps, sandboxes (with delivery pipes in line with the wheel treads), battery boxes, toolboxes, air reservoirs, and much other underframe equipment, with some very fine and delicate components, among them the speedometer and lubricator drives.

The buffer beam can be equipped with the usual supplied accessories (brake hoses, dummy scale couplers) if working model couplings are not required.



Regular couplings are fitted in NEM pockets on close-coupling mounts on the chassis.

The rod drive is reproduced true to the original, in metal, and the brake gear is fully represented.

The model is driven by a powerful five-pole can-type motor with twin flywheels, through reduction gears to both outer axles. The centre axle and jackshaft are connected by the rods and allowed some play.

The runs very smoothly and quietly, from walking pace to a top speed very close to the (modified) prototype.

Two traction tyres, on one outer wheel each end, plus a weight of 409gr should ensure ample pulling power.

Current is collected by wipers from all wheels.

LEDs provide working directionally controlled headlights, plus in the cab and equipment room (switchable under digital control).

The mechanism has a PluX22 socket for a digital decoder, and there is space for a loudspeaker.

An alternative jumper plug is supplied for different head and tail lights, according to period (the default appears to be for Epoch II).

The digital sound and AC versions come with the new Piko SmartDecoder XP 5.1 for the first time. Up to eight sound channels can be played at the same time, with a maximum of eight minutes of sound memory. A fade function enables volume reductions (e.g. for in tunnels, or when the loco departs to the storage sidings). In addition,

the locomotive and sound controls are co-ordinated, with finely adjustable load dependent sound control: without a sensor the decoder detects whether the locomotive is running up an incline, level, or downhill, and the sound is automatically adjusted in sync with the wheels; drive rod noises are matched exactly to the running. In addition, sound functions can be linked and trigger each other. This can also be done randomly.

The volume can be adjusted to five levels using a function key. When cornering and braking, squealing noises can be heard, which can be adjusted depending on the speed. The Piko SmartProgrammer makes this easy without the bother of entering CV values.

The decoder uses RailComPlus® to identify itself automatically to the digital control system. For AC operation, the new decoder is mfx-compatible.

The model is supplied within a stout card box in the usual clear plastic wrap-around protective cocoon but now also mounted on a black plastic base with locating pins into the chassis. It only fits one way round.



This is serious small series model quality in a mainstream product, with the option of state-of-the-art digital technology, representing a prototype with fairly specific geographical applications and a relatively short life span, which restricts the number of possible permutations for a model manufacturer, so hats off to Piko for another outstanding achievement.

Manufactured by

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

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

PRICE ref.51410 DC £245.00.



In the early 1960s, the Deutsche Reichsbahn put into service the first express coaches that largely complied with the international UIC-Y standard. The vehicles had a length of 24.5m, a side corridor, and corridor connections with rubber surrounds. Initially, there were compartment coaches for both first and second class. Towards the end of the 1960s, the design was modified to the then current state of the art in numerous respects and then referred to as Y/B70. These vehicles were built both for the DR and for export. Couchettes, sleepers, and dining cars were also constructed. At first these coaches were used exclusively on prestige services, and especially for international connections. When more modern material became available in the 1980s, they were also used on ordinary expresses. The compartment stock, often called 'Bautzen' coaches in a reference to the factory where they were built, was to be found in several variants, enabling the creation of a wide range of train formations.

These vehicles were taken out of service soon after the rail reform of 1994.

Piko has recently released not one but three brand new models of these coaches: a type Ame first (numbered 51 5019-40 018-0, ref.58550) a type ABme first/second composite (51 50 39-40 035-0, ref.58551), and a type Bme second (51 50 20-40 164-2, ref.58552), all with DR Epoch IV markings.

A sleeper is also planned, and two three coach sets are due to appear later this year.

This is the first time these widely-used coaches have been produced exactly to scale in 1:87.

The models are very well detailed, with extremely crisp mouldings. The roof is notable for the grilles, with the exact number of individual louvres. These are complemented by the maintenance hatches and correctly positioned air intakes. The proportions have been perfectly captured. The doors have separate handrails ready fitted, and the window panes are surrounded by metallic frames, with the lower section correctly recessed and the handle at the top carefully reproduced.



The interior is prototypically reproduced, with individual compartments.

The corridor connection surrounds and gangway fall plates are added parts, and destination boards are supplied as optional accessories.

The underframe is finely detailed with all the major components in place and brake equipment with controls added.

The buffer beams can be fitted out for display with brake pipes, steam heat hoses, and dummy scale couplings, supplied as accessories for the modeller to fit. Door steps are provided for use on curves greater than 422mm.

The bogie frames are moulded in deep relief, with suspension, shock absorbers, and axleboxes very well represented, with a generator and drive shaft at one end. Brake shoes are line with the wheel treads.

The models roll freely on blackened metal disc wheels on metal axles, insulated one side by plastic centre bushes.



The are prepared for fitting interior and tail lights: kits are available (ref.56270 for coaches and ref.56271 for couchettes) with appropriately coloured LEDs.

Standard couplers are fitted in NEM pockets on close-coupling mounts on the frame. For fixed rakes, a linking bar (ref.56048) will keep the corridor connections particularly tight.



Manufactured by

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

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

PRICE £60.00 each



Rivarossi have recently released three new versions of their popular model of the widely used European type Rils bogie bulkhead flat with hooped tarpaulin cover with British identities, described as ferry wagons which operated in the UK and across Europe.

'Railfreight Metals' (ref.HR6495), numbered 961001

'Easiloader' (ref.HR6496), numbered 33 87 474 6 003-2(P)

'Cargowaggon' (ref.HR6497), numbered 33 87 474 6 025-5(P)

The first number relates to a British type BGA (which differs in significant details – a BJA would have been better); the other two are registered in France.

The markings are neatly printed, and the top of the cover is lightly weathered.

The model is similar in some respects to a former Lima HO offering (now also under the Hornby International banner, of course) which was also produced in some British liveries and with OO couplings. The cover and upper body do not have the locating pips and corresponding holes, while the main girder frame is more detailed, with better buffers and NEM coupler pockets on close-coupling mounts. The Y25 bogies are new, and significantly better.

The one-piece tarpaulin cover can be removed to reveal a planked floor and eight bolsters, with double locating holes for stanchions (not supplied) at the end of each bolster.



The bogie side frames are excellent, moulded in deep relief, with brake rigging added and brake shoes in line with the wheel treads. The model runs freely on blackened metal disc wheels, on pin-point metal axles, insulated one side by a plastic centre bush.

The couplings are fitted in NEM pockets on close-coupling mounts; the models come equipped with British style tension lock couplers though European hook & loop are also provided.

The minimum radius recommended is 356.5mm.



Manufactured for

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

PRICE each £37.99.

Busch have recently released versions of the classic East German Trabant P601, in both saloon (ref.53106) and 'Kombi' (ref.53109) forms.

This third generation variant was made by VEB Sachsenring in Zwickau, Saxony, in both 'limousine' (saloon) and 'universal' (estate of 'Kombi') forms. It was in production from 1963 to 1990 and as a result is the best-known Trabant. During this long production period, 2,818,547 were produced, making it the most common private vehicle in the former East Germany.

At the time of its release it was quite modern in many ways, with front wheel drive, a low maintenance engine, composite bodywork, and independent suspension all around, but the main failing was the inefficient pre-war two-stroke 594cc engine which was soon out-dated and at 23hp (later 26hp!) under-powered.



The models have glazing and interior fittings; the finish is good, with lights and chrome detail neatly painted. The number plates are blank.



Wing mirrors are provided separately for the modeller to fit.

The rubber-tyred wheels roll freely but the front pair do not steer.



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 each version £19.00.



Recently released under the brand name of Hobbytrain, European models made for Lemke, are new models of classic teak-bodied luxury stock operated by the Compagnie Internationale des Wagons-Lits (CIWL) now in the later dark blue livery.

The new models represent vehicles from a Simplon Orient Express. The sleepers and dining cars had extremely luxurious interiors.

The first set (ref.H22106) contains two bogie sleeping cars and a type F4 bogie baggage van, the second set (ref. H22107) provides a dining car, another sleeper, and another baggage van. (There was usually a baggage van at either end of the train.)

Technically the models are unchanged from the teak versions offered previously. They have a very detailed roof and chassis, with many separately added

components – corridor connections, roof access ladders, buffers, handrails, footsteps, and so on. A small packet of spares of some of these parts is included.

The markings are very clearly printed.

The sleepers and diner have internal fittings, realistically coloured, and are supplied with working interior lighting. Current is collected via wipers on the axles; the wheelsets are insulated one side, with one bogie 'live' to each rail.



Standard couplers are fitted on close-coupling mounts on the frame. Link bars are also provided to create fixed rakes.

These models have been made to the highest standards, under licence from and with the permission of Wagons Lits Diffusion France.

Manufactured for

Lemke Collection,
Schallbruch 34A,
D-42781 Haan, Germany.
www.lemkecollection.de

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

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

PRICES each set €259.90.



DR sliding roof wagons new from Tillig

Tillig has released the eastern European sliding roof only variant of the type Tims four-wheel wagon as a Deutsche Reichsbahn type Tms5756, with Epoch IV markings, in a pack of two (naturally with different running numbers); neither has a brake platform.

These 10m long 5.4m wheelbase wagons were intended as multi-purpose vehicles for the transport of goods that could not be exposed in ordinary open wagons which clearly formed the basis of the design. The two-part lifting and sliding roof is supported by the sides and central spars.

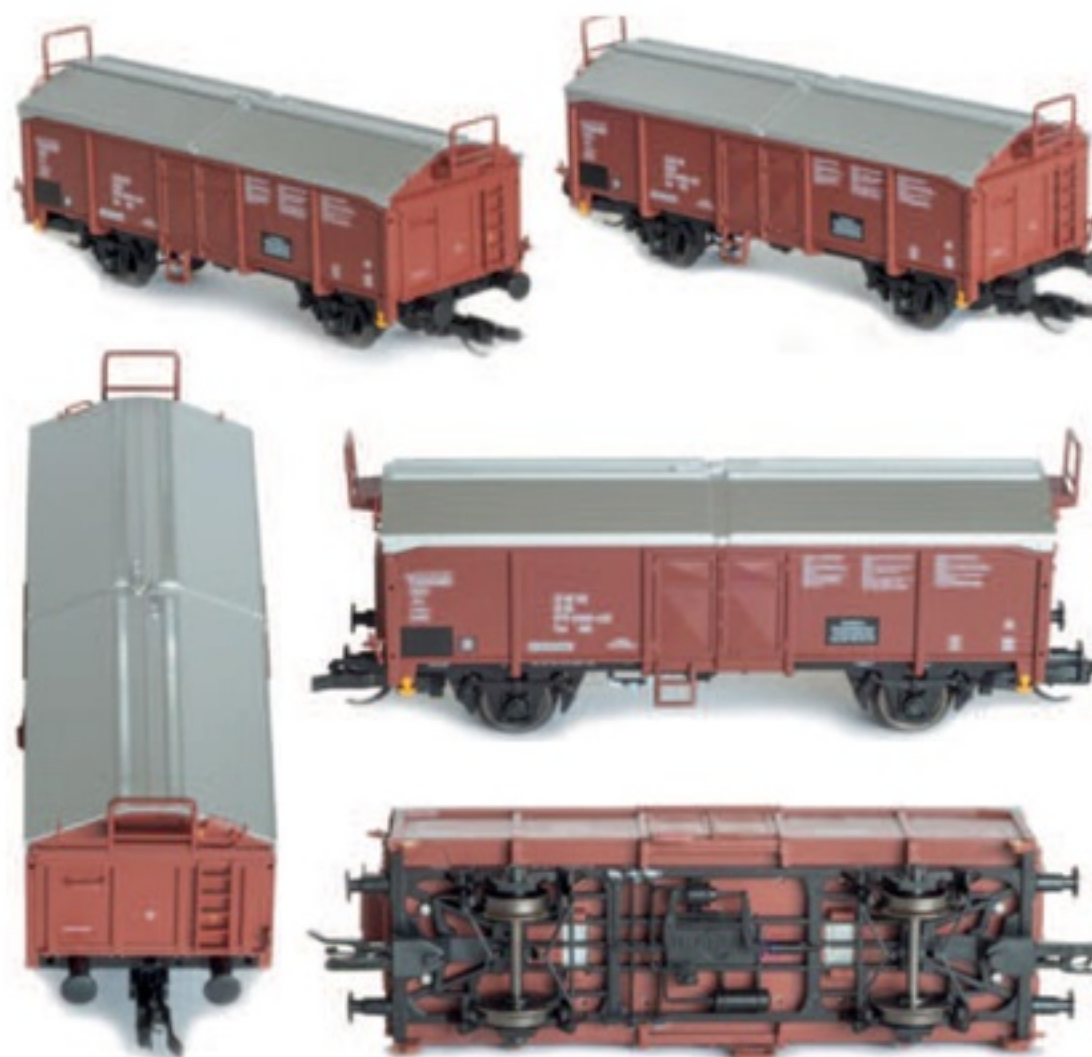
The wagon had a capacity of 27.5 tonnes.

As with the previous releases (see CM January and July 2021), the markings are neatly printed.

The moulded plastic bodies correspond closely to published dimensions.

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

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



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

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

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

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.01033 £76.90.

The pinnacle of Belgian steam locomotive construction was undoubtedly the mighty Class 1 four-cylinder simple Pacific. Between 1935 and 1938, thirty-five were built, numbered 1.001 to 1.035. With a top speed of 120km/h they were mostly used on heavy express trains on the Ostend - Brussels - Liège - Aachen route and on the steep route from Brussels via Arlon to Luxembourg.

Since Belgian state railways had received a large number of relatively new locos from Germany as reparations after the armistice of 1918, there was no need for new designs. But increasing competition from road and air as well as increased train weights - especially on the steep Brussels to Luxembourg line - required a more powerful machine, and so in 1935 (coinciding with the centenary of the Belgian railways) the first Class 1 was delivered.

The driving wheel diameter was 1,980mm. The rear truck had an outside frame, necessary because of the large firebox. The firebox even had two fire doors; when maximum effort was required, two firemen were employed.

The inner cylinders did not have separate valve gear but were actuated by levers in front of the valve chests of the outer cylinders.

The locos were characterised by the semi-streamlined front with the smokebox door clipped at the top and the large smoke deflectors. The cab was shaped to match the boiler cladding, and most of the pipework was concealed, giving an elegant and smooth look. As built they had single headlights, later converted to dual or even triple headlights.

The Second World War put an end to most express services and they were used for secondary trains. After the war, Belgian state railways soon began to procure diesels on a large scale, above all



the series 202, the famous Nohab design built by Anglo Franco Belge. These soon quickly over the most important express-es on non-electrified lines, while the main line from Ostend to Liège was completely electrified from 1955. So the Pacifics were very quickly displaced to lesser services, using M2 coaches rather than express stock. The end came very quickly, and by 1962 all had been taken out of service. 1.002 was preserved and even restored to working order for the 150th anniversary of Belgian railways in 1985. Today it is at the Chemins de Fer à Vapeur des Trois Vallées museum line at Treignes in the south of Belgium near the French border, but not currently operational.

Märklin and Trix sprang a big surprise when this model was released late in 2020: all new construction for a very specialised market, and not previously announced.

The model was made in limited quantities and is apparently sold out at the factory but if you are lucky might still be found at dealers.

The loco looks as it did around 1953/1954. The loco and tender bodies are largely metal, and the model comes as standard with a smoke generator and a digital decoder with many light and sound functions.

Access to the digital functions will depend on the controller used.

They include headlights, cab lighting, and firebox flicker; smoke; running sounds; four different whistles, including one for shunting; brake squeal; letting off steam; shovelling coal; tilting the grate; air pump; water pump; injector; sanding; and fuelling.

Direct control (bypassing the programmed inertia, for shunting) is also possible.

The model has a powerful high-efficiency motor with flywheel in the boiler. All three driving axles are powered, with traction tyres on two wheels.

The headlights on the loco and tender change according to the direction of travel; they work in conventional analogue operation but can also be controlled digitally. The emergency light on the smokebox door can also be switched separately in digital mode. All lighting is by maintenance-free warm white and red LEDs.

There is an adjustable close coupling between the loco and tender, and a close coupling with NEM pocket on the rear of the tender.

The minimum recommended radius is 437.5mm (R2), but 360mm (R1) is also possible if there is sufficient clearance.

Brake hoses and imitation screw couplings are supplied as optional accessories.

An AC version of the model can be found in the Märklin HO range (ref.39480).



Manufactured by

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

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

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

PRICE ref.25480 €599.00.



The range of large scale stock by Piko has been augmented with a new model of a typical Deutsche Reichsbahn standard four-wheel baggage van with cupola lookout.

VEB Waggonbau Bautzen delivered a total of 240 of these new steel vehicles, type Pwgs88, to the Deutsche Reichsbahn – a prototype in 1956 then 139 in 1957 and 100 in 1959. At the end of 1968, 237 were still in service, 96 upgraded with roller bearings. The vehicles did not meet expectations right from the start (with regard to running characteristics which limited the speed) and were later replaced by new developments.



The designation Pwgs88 is not entirely correct. Freight baggage vans (Pwg) were usually named after the first year of construction of the type. Later, all were grouped under the generic code 88. The DR assumed that these vans would replace all other types, so referred to them without further differentiation. The 's' indicated 'fast', for use at over 90km/h, but when this was not applicable they became Pwg.

Though originally designed for freight trains, some later migrated to passenger services, reclassified accordingly as D65 (type 743) and after the introduction of computer numbering as Daa (type 93-26). Those in freight traffic remained Pwg (type 940).

The model has Deutsche Reichsbahn Epoch IV markings, which are very clearly printed.

It is made in weatherproof materials so is suitable for use outdoors as well as inside.

It has loading doors which slide to open, and covers over the tail lamps which can be moved.

Added detail parts including the stove chimney, steps, handrails, and toilet outfall, plus the tail lamp covers.

The interior is fitted out as per the original. The roof can be removed, in two sections: instructions can be found on the website. Internal and tail lights can be retro-fitted if required.

The axleboxes and suspension components are very nicely represented, and the underframe features brake equipment moulded in medium relief. Brake shoes are in line with the wheel treads.

The model runs freely on one-piece plastic wheelsets on metal axles. Metal wheels are available as alternatives – necessary for lighting, of course, unless battery powered units are used.

The wagon has standard gauge buffers; alternative buffer beams with narrow gauge central buffer/couplers can be obtained as spares.

Regular large scale couplings are fitted, flexibly mounted on the subframes – the single axle wheelsets rotate to allow for running on sharp curves, of 600mm minimum radius.



Manufactured by

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

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

PRICE ref.37840 £205.00.

silver conductive paint from Golden Valley Hobbies



This silver conductive paint is a simple and easy alternative to soldering. It has special conductive properties and can be used in restricted areas which would be difficult to reach to solder wires, such as on circuit boards, when repairing wiring, or making extra connections. Once dry the paint forms a conductive join.

To apply, simply put the tip of the needle against the area to be 'soldered' and squeeze the syringe.

The paint will cure in 24 hours at room temperature or faster if heat is applied.

The syringe contains 0.2ml (approximately 4g), enough for several joints or circuit board connections. It is resealable to allow later use of the remainder.

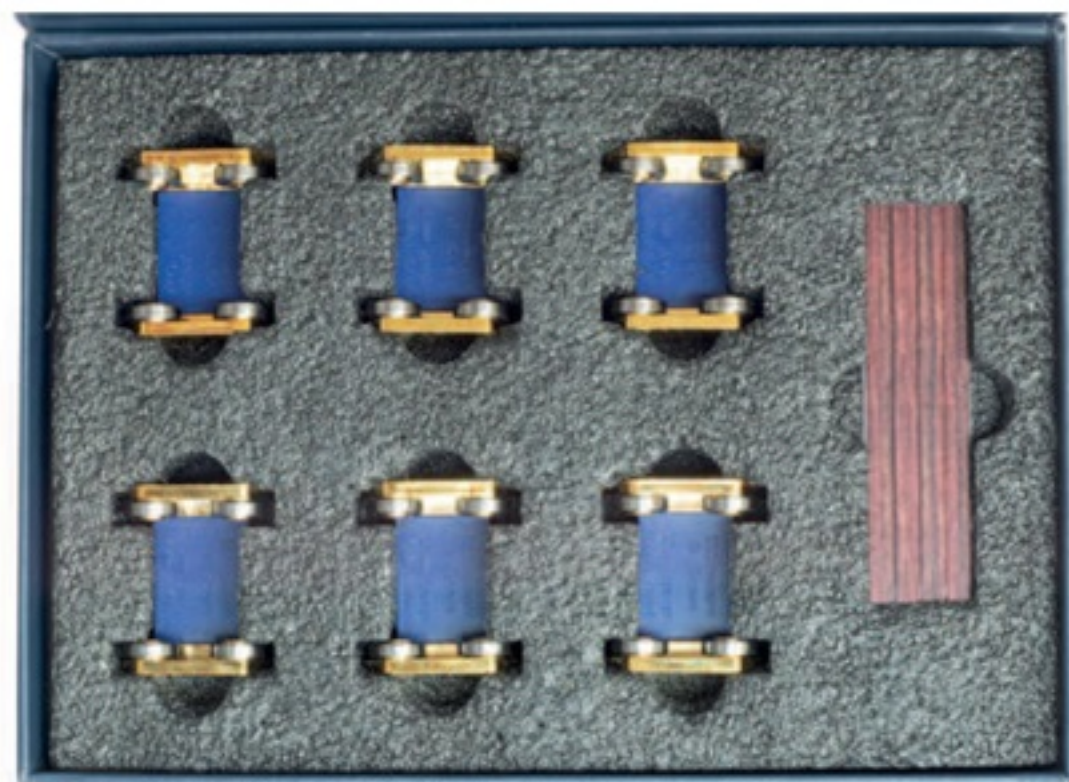
Two needles are provided.

It would be worth cleaning the tip well to avoid blockage by dried paint. The packet gives technical information but no suggestion of a suitable cleaner.

Sample supplied by

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

PRICE ref.GVSCP £10.00.



The rollers pick up power directly from the track, and work equally well with DC or DCC.

It can be hard to hold a large loco and adjust the spacing of the rollers at the same time, so to make this easier the base of each roller set incorporates a strong neodymium magnet to hold it in place while allowing easy adjustment. To give the magnets something to work on, some metal plates are supplied, etched to represent wooden planks; they can be installed on the layout where the 'test track' is required. Simply secure them in an appropriate position on the top of the sleepers, between the rails, using silicone or a contact adhesive.

Once the plates are secured, the roller sets can be placed over them at an appropriate spacing to suit the loco.

The large side plates will limit how close the stands can be positioned; on locos with a closely spaced driving wheelbase, just the leading and trailing drivers can be supported, but this is ample.

Place the loco onto the roller sets and control it as if it was on 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.

DCCconcepts have recently issued a new Premium Edition set of six rolling road stands for O gauge. 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, and 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 high quality materials, so you can expect many years of trouble-free use. The gold-plated side pieces will never tarnish and are certainly impressive, with free-rolling stainless steel roller-bearings discs within to support the loco wheels, either side of injection-moulded plastic spacers.



Manufactured for

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

PRICE £149.95.

new action figure set by Busch

Recently delivered by Busch is another new item in the 'action set' range - a wild boar 'raid' (expressed in English on the box as "perky wild pig"!).

This is allegedly based on an actual incident which happened at the Teufelsee park near Berlin last August: presumably thinking it contained food, a marauding boar made off with a laptop bag belonging to a nude sunbather who promptly gave chase in an attempt to recover his property.

The event was witnessed - and recorded - by a photographer and subsequently went viral on line. The man in question apparently gave his permission for the image to be posted on social media, and the faces of all in the picture were obscured. According to press reports, the photographer is not pleased that Busch have turned it into a commercial item without consultation or remuneration, though they admit to get-



ting work as a result of the publicity and presumably they have been paid for any subsequent press use. Once the theme is in the public domain, they would not seem to have much of a claim.

As well as the boar, making off with the bag, and the unfortunate victim (not perhaps the most athletic of figures!), the set includes two air mattresses. Missing are the two piglets who followed their mother as she charged into a nearby wooded area, as well as the

onlookers (in various states of dress) who watched the chase.

The boar eventually dropped the bag and the man was able to recover it.

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

The pieces are nicely formed, with very little flash. They seem to be 3D-printed rather than injection moulded. They are neatly painted to a basic level of detail.

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

Manufactured for

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

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

PRICE ref.7948 £13.99.

DR Diesels and Electrics

by Bryan Tozer

German Railway Society

GRS Sales,

4, Woodmere Avenue, Croydon, Surrey, CR0 7PA.

www.grs-uk.org

300mm x 215mm 32pp

Softback £7.00 incl.p&p.

No ISBN

The German Railway Society has produced a fourth album of photos from the slide collection of the late David Odd. The fifty-nine images take us on a tour of the former East Germany observing a variety of diesel and electric traction. Both pre- and post-1945 types are covered, including some in preservation, ranging from heavy freight locos through to multiple units.

David Odd seems to have travelled widely, usually for a week or so at a time in April or May.

There are photos from July 1985 (one), May 1993 (four, two showing ex-DR locos in the west), May 1994 (fourteen), October 1994 (one, at Erfurt), April 1995 (four), April 1996 (seven), May 1997 (eighteen), May 2000 (eight), February 2001 (one, at Nürnberg – presumably during a visit for the Toy Fair!), and May 2002 (two). All show standard gauge machines, except one diesel regauged for use on the Harz metre gauge. Most are everyday scenes, but he seems to have attended one or two special events or museums.

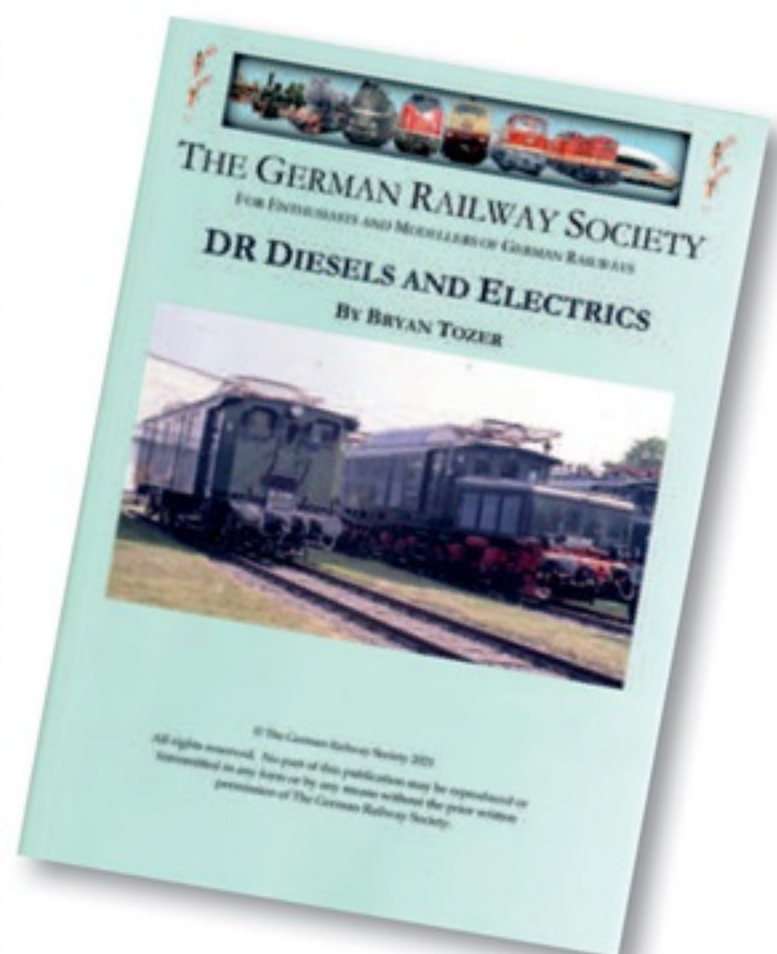
Many other enthusiasts were able to visit the former DDR by this time, so few of these images are particularly rare or remarkable, but to some extent the fact they record normal railway operations is of interest.

These photos were taken before digital cameras became so widely used – one tends to forget how far the technology has advanced and spread in (only!) twenty years. Processing the slides for publication has been limited to basic shadow reduction and colour improvement, and while some of the images would have benefited from a little more work, there are only a few instances of dust or dirt leaving minor marks to spoil the effect. In general, the image quality is reasonable to good, given the age of the slides.

The style of presentation is straightforward – large pictures, just two to a page, and the captions are of reasonable size, in a clear font. They simply identify the loco, the train (where known), the location, and the date. One or two place names are slightly mis-spelled – this may reflect the photographer's original notes but would have been better corrected.

As before, the arrangement is random – not by date, geography, or loco class. Further, there is no contents list and no index, which does not make reference to a particular image easy. A more structured arrangement would, we feel, have made this interesting subject even more accessible to those not already familiar with it.

The inside front cover of the book gives general information about the Society and its activities.



At the price, it must be considered good value.

Die Baureihe 01 Band 2

by Frank Lüdecke and Horst Troche

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 352pp

Hardback €49.90

ISBN 978-3-8446-6041-8

German text order no.6041

This substantial publication, the latest in the EK series of class portraits, is concerned with the undoubted star among the Deutsche Reichsbahn Gesellschaft standard designs, the BR01 express Pacifics.

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

The first volume contained the origins of the competition between four-cylinder compound and two-cylinder engines, test results, and comparative tests with the preceding state railway locomotives and contemporary French designs. Also described in detail were the modifications by the DB, with the installation of high-performance boilers. It included a list of delivery dates and allocations, and a summary of the boilers fitted to each loco over time. As well as a mass of technical detail, anecdotes from footplate crews and maintenance staff provided an insight into the hard world of railway operation in former times.

This second volume is devoted to operation, presented by depot, with statistics giving the service careers of select machines as representative examples. The depots are grouped by administrative area (Direktion) and presented in alphabetical order.

The work is supported with around six hundred illustrations. Most of the photographs are black & white but there is a significant colour selection through the book. The colour images are post-war, the earliest May 1956 (Boppard), the latest April 1982 (Neubukow) – all in service, no preservation.

Most of the images are presented large, two or at most three to the page, with several full page.

Photos range from classic roster records and close-ups of specific details to views of the locos on shed, at stations, and out on the line. Some have been drawn from manufacturers' records and official railway archives, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.

In addition there are many old documents (timetables, working diagrams, etc.) reproduced in facsimile and a few track plans.

The work is rounded off with a complete list of the class, a list of the new boiler installations, a list of survivors (fourteen, three of them operational), an index of the photographs by locomotive, a page of extra notes and (just a few) corrections to the first volume, and a list of source material. Thorough.

The very last page is an advertisement – the only one in the book – for the Märklin HO model.

Modellers should find it particularly useful to understand the detail differences and changes over time to



features large and small, and to see how and where the locos were serviced and deployed, primarily of course on express passenger work.

This completes another standard work of reference from EK.

DB Lokomotiven und Triebwagen 2021 EK-Aspekte 44

Edited by Jörg Sauter

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

280mm x 210mm 68pp

Softback €12.80

German text ref.1923

ISBN 978-3-8446-1923-2

The latest edition of the 'Aspects' series, dated for the fourth quarter of 2021, once again offers an annual analysis of the allocation of all DBAG locomotives and railcars, electric and diesel, owned and leased, as at 1st July 2021.

After an introductory four-page essay which looks back at significant railway events and technical developments of the previous year, the major part of the publication is simply a listing, class by class, of all units with their present allocation. Machines allocated to DB subsidiary companies and operational historic locos are also listed, along with nominally withdrawn units still in use with specialist departments and now

classified as 'plant'. There are interesting summaries of classes withdrawn from certain depots, or newly allocated to others.

Apart from this factual information, which will no doubt interest future historians as well as present enthusiasts wishing to work out where to find specific types, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, most taken in fine weather within the last year or so (the earliest from May 2020, the latest as recent as July 2021 – showing the newly repainted black-and-white 218 497, modelled in various scales by Märklin

Narrow Gauge Panorama

by James Waite

Pen & Sword Books
47, Church Street, Barnsley,
South Yorkshire, S70 2AS.
www.pen-and-sword.co.uk
288mm x 222mm 296pp
Hardback £40.00
ISBN 978 1 52677 621 1

Sub-titled 'steaming along the rustic and narrow', this is James Waite's second book for Pen & Sword about narrow gauge railways. (His first, *Twenty First Century Narrow Gauge*, was published in 2019.) He has been a life-long railway enthusiast who first became interested in the narrow gauge during his school days, and he has been an avid photographer for more than fifty years. He has travelled extensively in search of interesting, and often obscure, railways in remote locations. The previous book looked at the narrow gauge scene around the world and how many of its historic railways were surviving. This new volume looks at some of them in greater detail, using much hitherto unpublished material. Some of the photos depict railways that were in their last days of everyday use while others show heritage operations which still look much as they did when the trains were running commercially, often carefully recreated for photographic purposes.

After the preface (which makes some interesting and salient points) and acknowledgements, three pages list locomotive builders and the abbreviations used to identify them in the captions.

The photos are arranged to present a journey around the world from Alaska to New Zealand, if by a rather roundabout route!

They are not intended to provide comprehensive coverage of world's narrow gauge railways, simply a

record of some of those he has been fortunate enough to visit, in some cases more than once.

The countries featured are: Canada and the USA, Mexico, Guatemala, El Salvador, Costa Rica, Colombia, Brazil, Argentina, France, Norway, Sweden, Ireland, Wales, England, Portugal, Spain, Luxembourg, Germany, Switzerland, Austria, Hungary, Czech Republic, Slovakia, Ukraine, Russia, Italy, Serbia, Bosnia, Greece, Romania, Eritrea, Kenya, South Africa, Syria, Jordan, Pakistan, India, Burma, Thailand, Cambodia, Vietnam, Malaysia, The Philippines, China, Taiwan, Japan, Australia, and New Zealand.

The photos date from between 2004 and 2020, and each image is accompanied by a long, detailed, and informative caption.

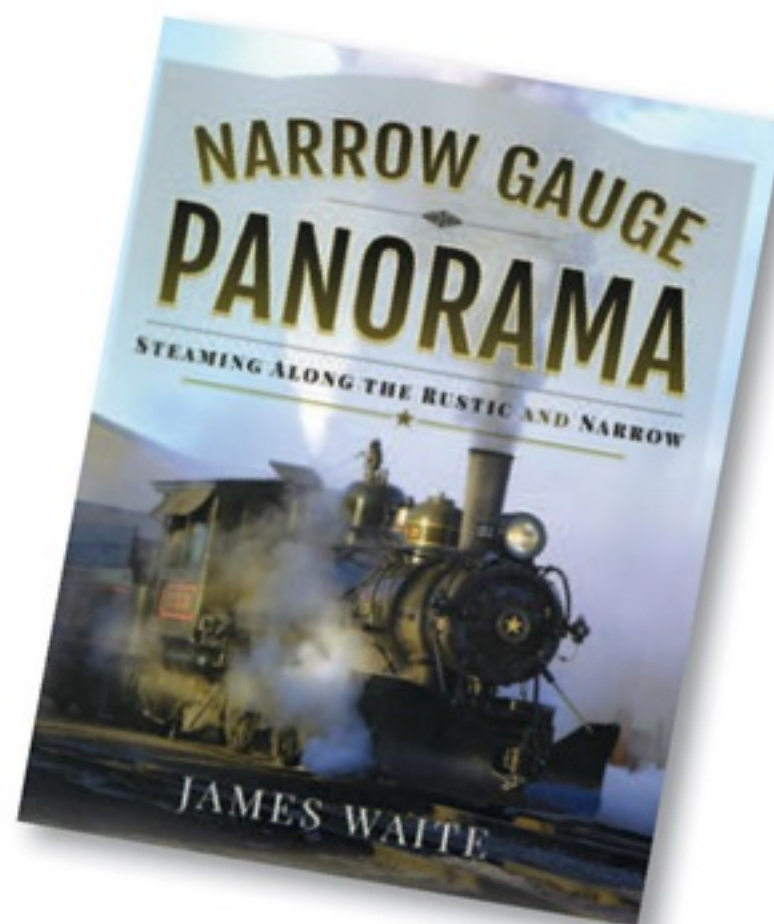
These include occasional references to much earlier visits to some locations – it would be interesting to see pictures from those trips.

There are only one or two views of most locations. There is a high proportion of trains in the landscape (and what landscapes!), and a fair number of loco portraits, sometimes in sheds or workshops, but some plinths or quietly decaying: overall a good variety.

The collection is the more remarkable for being the work of one man. As well as having the time and resources to visit so many places, he often seems to have had privileged access. Few others will have the good fortune to experience even a fraction of the railways represented here.

Whether in the heat of summer or the snowy chill of winter, in ideal sunshine or more challenging conditions such as night or gloomy shed interiors, the technical quality of the images is excellent, and they have all been very well reproduced on good quality paper.

As before, the presentation is refreshingly simple – either spreads with two large images on one page and one plus captions on the other, or larger single pictures



on each page, sometimes verticals. There are no fancy graphics or excessive use of colour or exotic fonts.

Put simply, another excellent selection of high quality railway photographs which happen to show steam locos on narrow gauge lines. Enjoy!

BORHT Journal No.45 Summer 2021

Edited by Julian Rainbow and Dr P.E. Waters

British Overseas Railways Historical Trust
West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk
295mm x 210mm 16pp
Softback £2.50
ISSN 0952-5483

The latest issue of the BORHT Journal contains two main articles, two short feature, and three obituaries.

The features are related, being a report about the 150th anniversary of the first major railway in Argentina, the Central Argentine Railway, and a note on the use of Wickham four-wheel railcars (originally petrol engined, later diesel) on the Southern Railway in Argentina. Both stem from a new collaboration with *Tren Rodante* of Buenos Aires.

The first article looks in detail and the career and work of John Dowling, who rose from an apprenticeship with LMS to a very senior position as a design engineer with GEC Traction. He was particularly noted for diesel and electric locomotive bogies, and given the

work outlined here for railways all over the world it is surprising that his name is not better known.

The second article looks at examples of British-built steam locomotives 'down under', based on a series of trips to Australia primarily to visit family but which seem to have involved a remarkable amount of rail-related exploration! This first instalment – all too brief – covers Victoria, New South Wales, and Queensland.

The obituaries are for Derek Shepherd, a noted tram enthusiast who would have been the manager of the proposed BORHT museum had it ever been realised; Ángel Ferrer, founder of the Rosario station supporters association in Argentina; and Major John Poyntz, the last Army officer to join HM Railway Inspectorate (after an interesting career in the military) and well known as a helpful and sympathetic advisor to many railway heritage projects.

The text is augmented with occasional footnotes, appropriately in the manner of an academic journal, literally at the bottom of each page, and the articles are supported with many references.

The work is illustrated with seventeen black & white photographs and two drawings.

The price quoted above includes postage & packing in the UK.



and Piko). All are in colour, well reproduced on good quality glossy paper. The photos are presented large, taking half a page, which allows detail to be examined. The majority of the views show trains in context, from industrial settings to scenic landscapes, all over the country. Traffic red livery dominates but there are specials, advertising graphics, regional liveries, work equipment, and historic colour schemes to add a little variety.

The work is only concerned with DB stock and does not include private operators, so while it is a comprehensive guide to current DB motive power, it is not a complete handbook for anything you might see on German rails. No technical details are provided.

The factual nature of the data and the strong pictorial content make this worthwhile even for those who read little German.

The book includes five pages of advertisements for other EK publications – magazines, books, DVDs, and calendars.





Eisenbahn Video-Kurier 150

EK-Videothek DVD c.60mins + 60mins ref.8550 €19.80

The main topic in the programme looks at the railway centre of Saalfeld (Saale). It begins with scenes of a Deutsche Reichsbahn Bordeaux red BR143 electric entering the station with a rake of two green & cream Halberstadt coaches, followed by the arrival of an ICE service. We then see various DB Regio local passenger trains and some archive colour material showing DR steam locomotives on shed and at the head of both passenger and freight workings filmed from the lineside. Film taken in more recent times then shows preserved Pacific 01 0509-6 being turned on the turntable at Saalfeld depot and later departing at night with a train of green & cream Halberstadt coaches.

Diesels of classes 119/219/229 and 132/232 are then observed on a mixture of workings, including a troop train. At Saalfeld station 232 680 is seen arriving and departing on an Intercity (IC) train and electric 120 129 in orient red departs with another IC service. DB Regio diesel unit 641 038 is then seen departing with a local service, followed by electric 140 504 unusually double-headed with a DB Cargo BR189 on a heavy freight. Further scenes show this train from the lineside before we see diesel-hydraulic 204 671 on the turntable at Bw Saalfeld and a BR365 0-6-0 diesel is seen shunting in the freight yard. Further 204s are then depicted on freight workings, followed by the new Voith 'Gravita' diesel-hydraulics, including 260 502.

The next subject is the recent 'Planstrom' event at Ries in Bavaria with veteran electrics of classes E94, 151, 140, and E63, along with some diesel-hydraulics. There are some aerial views of the event, including 140 438 in green and 110 262 in blue, plus ex Deutsche Bundesbahn V100 diesel-hydraulics on both passenger and freight trains filmed from the lineside.

The next section is concerned with the Eurorunner diesel-electrics, the ÖBB Rh2016 'Hercules', with scenes filmed from the lineside on passenger and freight workings, including 2016 041 on a timber train and some in use with 'Dispolok' markings. An Alex passenger service at Immenstadt in the Allgäu is seen being worked by their Eurorunner 223 070, with further scenes of this and other Alex services filmed from the lineside. Eurorunners used by the NordOstseeBahn in Schleswig-Holstein are also briefly shown, followed by further examples working for private operators in various colour schemes, including 223 158.

Next we take a look at Intercity (IC) services on DB, beginning with DB Fernverkehr 101 055 and another member of this class at the head of an IC service. Further film shows scenes on board these services, together with the latest white-liveried IC double-deck units. Archive colour film then shows VT11.5 diesel units, from the lineside and from in the cab and passenger accommodation. Electrics of classes 110 and 103 are then featured on IC services, including 103 157 and 103 204. BR120 electrics are also featured while at Schwerin Hbf. 115 166 is shown departing at the head of an IC service. At Bullay on the Mosel a blue BR181 electric is seen crossing the dual road and rail bridge with an IC train. A BR232 'Ludmilla' diesel-electric is also shown on an IC working, with some scenes filmed from in the cab, and a BR112 is noted on a similar service before we see BR218 diesel-hydraulics working IC services on the Hamburg – Westerland (Sylt) line and in the south of Germany over the Geislingen Steige incline.

The *Erinnerungen* section celebrates one hundred years of the Kandertalbahn in Baden-Württemberg. We see steam-hauled passenger services on the line filmed from the lineside and from the footplate of their tank engines No.532 'Tigerli', a type E3/3 built by SLM in Winterthur in 1915, and No.30, a Prussian T3 built in 1928. The railway's diesel railcar VT3, built by the Sächsische Waggonfabrik, dating from 1928 is also featured.

Bahn News marks thirty years in service of DB Fernverkehr's ICE trains, reporting a celebratory event at Berlin Hbf. Examples of ICE 1, ICE 3, and the latest ICE 4 are shown, including an ICE 4 bearing the name 'Bundesrepublik Deutschland'. Other ICE units are shown filmed from the lineside, and there is an ICE 3 bearing rainbow coloured bodyside stripes at Berlin Hbf. bound for Munich. This is followed by film of Berlin U-Bahn services at the new Museumsinsel station, and 150 years of the Berlin S-Bahn services are also celebrated, including scenes at Südkreuz station.

The final *Rückblick* section offers archive colour film of services on the narrow gauge line from Bad Doberan to Heiligendamm in DR days, including scenes of the famous street running.

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

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

The *Bonus* section is Video-Kurier 77 which includes: new-build locomotive meeting at Bochum-Dahlhausen; a visit to the DB Regio Works in Halle (S); Ten Years of the class 152; Farewell to 50 0072; 75 years of the Class 86; memories of the forest lines in Romania; and a look at TÜV testing for railways.

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



Dieseltriebwagen der Deutschen Reichsbahn

EK-Videothek DVD c.58mins ref.8612 €19.80

Triebwagenvielfalt auf Haupt- und Nebenstrecken

As far back as the early 1930s the Deutsche Reichsbahn set about replacing uneconomical steam-hauled services with diesel railcars (Verbrennungstriebwagen, or VT for short) such as classes VT 133 to 137. This programme looks at the history of these vehicles on both standard and narrow gauge railways and shows examples still in use today on preserved lines together with those which have been saved for posterity as static exhibits.

It begins with scenes of VT 35 in red & cream livery in service on the Kandertalbahn in Baden-Württemberg. We then see another diesel railcar, this time in overall maroon filmed from the lineside and a Wismar railbus in red & white is then seen, including some sequences on board the vehicle as well as from the lineside.

Archive black & white film of early machines follows, including views of their power units. Stills are also shown, with a map showing where these vehicles were introduced on the DRG network. A VT 37 unit is seen in service with further footage filmed from inside the vehicle including from the driver's cab. At Selb Nord station colour film shows later types. Private railway companies deployed similar units and colour film of some is also featured, along with further archive colour film of DRG types.

The next section illustrates preserved units running on both museum lines and the main line, including at Berlin-Charlottenburg. Enthusiasts' specials using three vehicles are shown at Berlin-Schöneweide and at Oranienburg, 685 254 being one of these. DR 2-10-0 50 3527 is also observed hauling a diesel railcar while in Potsdam Wildpark West a further VT set is shown passing through the station. Further examples of both hydraulic and electric transmission types are seen at railway festivals, including at Bad Freienwalde.

Next we witness diesel-hydraulic shunter V60 162 heading railcar 140 250, and an ABG VT98 railbus is also seen leading 147 080 on a service to Dessau with further scenes filmed on board this vehicle, running round at Dessau Hbf., and from the lineside. At Dessau the *Triebwagenmuseum* is also shown in aerial views, and we see a number of units awaiting restoration. A representative from the museum is interviewed and gives a tour of the site, explaining the machines based there. 147 080 and 145 027 are two of the vehicles seen.

At Bruchhausen-Vilsen preserved narrow gauge railcars are shown working, both from the lineside and with scenes inside the passenger accommodation and from in the cab of T42. T41, another Wismar railbus, is then shown and standard gauge T1 in blue & cream livery is seen in service.

We move to the metre gauge Harzer Schmalspurbahnen (HSB) where a diesel railcar is seen departing from Nordhausen and followed along the line. Red & cream 187 001-3 is also featured.

Back on the Kandertalbahn, VT 35 is seen again. At Behringsmühle 135 069 and trailer are seen departing the station with further scenes from the cab and the driver explains the history and technical details. There are further scenes from the lineside, plus some views of the passenger accommodation, with arrival at Ebermannstadt. At Salzwedel further preserved units are seen stabled. We also see 771 031-2, a 'Ferkeltaxi' railbus in DR Bordeaux red, and older vehicles including the OHE Wismar railbus VT 508, seen in action from the lineside and from in the cab. The programme ends at Döhle where OHE VT 508 is seen on arrival.

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

Trailers lasting approximately five minutes advertise other programmes available from Eisenbahn Kurier.

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



Verkehrsknoten Rostock einst und jetzt

EK-Videothek DVD c.58mins ref.8611 €19.80

Rostock, the Hanseatic city on the Baltic, stretches across the Warnow from left to right and up to its estuary at Warnemünde. The city is a major ferry port and freight hub. Six lines converge at its main station, Rostock Hauptbahnhof, which with eleven platforms is one of the largest on the Deutsche Bahn network. ICE and Intercity trains, as well as local RE and S-Bahn services, are all part of the daily scene at this station, together with trams and buses. This DVD takes a look at the variety of transport operations in and around Rostock today, together with archive film material showing the situation in

former times.

It begins with scenes in the streets showing tram services, and aerial views of the city centre and harbour. This is followed by film of a class 143 electric on DB Regio double-deck coaching stock and DB Regio diesel units at the Hauptbahnhof. Further scenes show modern low-floor trams and then we see DB Regio electric unit 442 359 arriving at Rostock Hbf. and a class 142 electric is seen passing with a train of bogie tank wagons.

Footage of an RBH class 145 on a container train leads to further aerial views of Rostock and its harbour, then scenes of freights departing from the yards, where an Austrian Vectron electric is observed. DB Fernverkehr class 101 electrics are shown at the head of Intercity services filmed from the lineside, and we visit the Werk Rostock depot. A KISS Intercity double-deck train is seen, followed by more aerial views, this time showing the Hbf. followed by ground level views of the main entrance hall and platforms. From the lineside local DB Regio services are shown arriving and departing the station, and there is an interview with the station manager, followed by further scenes of tram and local rail services. The 10.25 Intercity service for Nürnberg Hbf. is seen departing, formed by a DB Fernverkehr ICE 3 set. Further film shows the Hbf. and local services, while 120 120 is seen working a Hansa-Express to Hamburg Hbf. Next a Railpool TRAXX electric is seen passing through the Hbf. with a freight and another KISS Intercity double-deck unit departs for Warnemünde. Local services operated by ODEG are also shown.

The main tram depot is visited and maintenance work on its vehicles explained. Further scenes of trams include archive colour film of earlier types in action before we see inside the new low-floor trams, including on route 5 to Südblick. There is film from inside the cab before we are treated to views of Rostock's historic city centre buildings and further trams on routes 1, 5, and 12. The historic tram No.26 is also featured.

Archive black & white film from the 1930s then shows the harbour and its historic buildings, with trams. Ships are seen being unloaded and at Warnemünde trawlers are observed, with trains being loaded with fish. Passenger services are seen here too, plus the train ferries to Denmark. More recent archive colour film shows further ferry services and local passenger trains formed of Deutsche Reichsbahn (DR) double-deck stock, worked by both diesel and electric motive power.

Back to the present day we get scenes of the harbour at Warnemünde. Ferry services are featured and we take a look at the station, which has five platforms. Local DB Regio services are shown arriving and departing, so too some Intercity workings. This

is followed by further archive black & white film of goods being handled at the port of Rostock, including scenes inside signal boxes, on the footplate of steam locos, and from the lineside. Colour film from the 1990s also shows a number of steam and electric locos working enthusiast specials, including E44 103 and 0-10-OT 94 134. Further aerial views of Rostock are shown, including scenes of the factories, the harbour, and apartment blocks. A small railway museum is visited where we see a preserved Köf diesel shunter and some freight wagons.

Film from the present day then shows a class 145 electric at the head of a train of LKW Walter lorry trailers on low floor wagons, followed by further aerial views of the harbour area and the container terminal. A Railpool class 187 electric is seen shunting and a DB Cargo BR298 B-B diesel-hydraulic passes by at the head of a train of containers. Another 145 is seen on a similar freight working and at the Hbf. further DB Regio local passenger services are featured, including a train bound for Sassnitz.

The programme ends with film of the preserved green-liveried Pacific 18 201 at the head of a special passenger service, passed by DB Regio electric 114 014 with a train of double-deck coaches, complete with a 143 electric and a 363 diesel-hydraulic 0-6-0 shunter at the rear.

The commentary (only in German) is clearly delivered and informative. There is some background music, but it is not too intrusive.

The presentation is rounded off with approximately five minutes of trailers for other programmes from Eisenbahn Kurier.

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

Below

Rostock depot on 31st May 2012 with 120 202, 112 111, and 642 183.

Photo: Graham Lightfoot.



SAR Passenger Cars

Modelling the Railways of South Australia Convention Committee

P.O.Box 356, Parkholme, South Australia 5043.

www.mrsac.com

DVD A\$20.00

This electronic collection of material about South Australian Railways coaches was published at the Modelling the Railways of South Australia Convention in 2019, bringing together presentations made at that and some earlier events with extra background information.

It includes some 440 files (!), amounting to just under 500MB of data.

There are a dozen articles, of various lengths, stored as PDFs, and four comprehensive lists (as both PDFs and Excel spreadsheets) by running number.

The topics include both broad (5'3") and narrow (3'6") gauge stock.

Eight of the articles relate to presentations made the Convention and were included in the (printed) notes provided to those attending.

In addition there are 175 photos, most black & white from archive sources but with a fair number of colour views of preserved examples, and 220 line diagrams and scale drawings, among them some previously unpublished. Most provide a side elevation and an interior plan. Most are direct from archive sources, but some have been prepared specially (or adapted for clarity).

There are also scanned copies of several SAR historical records, among them lists of thumbnail sketches of carriage types.

The photos and diagrams are all saved as .jpg files.

The resolution limits how closely you can zoom in but the possible enlargement seems adequate for most purposes. The images can be printed out.

There are no instructions, either on the disc or on the sleeve, but simply clicking on the file, document or image, opens it in the appropriate program.

Note the disk is simply a convenient storage medium for so much data – there is no video footage included.

Overall, this is a remarkable collection of information, invaluable to any modeller of the South Australian scene, and represents amazing value.



The disk is available from hobby shops in and around Adelaide.

Our thanks to CM contributor Les Fordham for bringing it to our attention.



Noch market scene in HO



New from Noch in HO are six themed figure sets to represent a typical weekly market: a relic from the good old days and yet, in the time of 'buy local', as relevant as ever.

Each set contains figures and finely detailed accessories. All parts are carefully hand painted.

Vegetable Stall ref.16225 contains a canopied market stall with vegetables and scales, a market table with vegetables, four baskets of vegetables, the grower, three figures, and a dog.

Fruit Stall ref.16226 contains a fruit barrow with roof and wheels, a market table with fruit, four baskets of fruit, the fruit seller, and four figures.

Flower Stall ref.16227 includes the florist and four other figures, a large umbrella, a floristry table with cut

flowers, two displays of cut flowers in vases, and two crates of pot plants.

Fish Stall ref.16228 includes the stall with canopy and scales, a market table with display, a snack table, an advertising sign, the fishmonger, and four figures.

Ice Cream and Hot-dog Vans ref.16229 includes the ice cream and hot-dog vans, two advertising signs, the two salesmen, two adults, and two children.

Coffee Stall ref.16230 includes the coffee bicycle, the barista, two bar tables, two advertising signs, one dustbin, three coffee-drinking figures, and a dog.

www.noch.com
www.gaugemaster.com



New French buildings and accessories from Cités Miniatures



BV-007-1-HO

This warehouse or factory façade is a replica of a building situated a few hundred meters from the premises of Cités Miniatures. It is still occupied today, and is thought to have originally been a printing press.

The building is made of brick and complements existing kits ref.BV-001 and ref.BV-002. Its footprint is quite similar to these – same depth but a few centimetres longer.

Note that the production model will feature some improvements, including slightly slimmer window frames.

BF-012-2-N

This administrative depot building was first released in HO and then in O a few years ago. It is an important addition to the 1:160 range, and could very easily be converted into a city administrative building (town hall, post office, etc.).

There is a choice of roof – slate or tiles. Note that the slate roof in the photo has not been painted. Only the walls need painting.

BF-009-HO

Work is under way on the next HO building, from a private industrial siding, originally a military store, then a goods

shed that was later converted several times. It will be available in two versions, brick or plaster.

BV-011-O

The low relief corner town house has been very successful in the smaller scales and will now also be produced in 1:43, expected around the end of the year.

ED-075-HO

For those who model Mediterranean regions, there are now geometric terracotta pattern sheets to create balconies, terraces, parapets, or even ventilation grilles. They can also on request be produced with larger or smaller dimensions.
<https://cites-miniatures.com>



New for Z from AZL



AZL is releasing new versions of the EMD F7 for the Milwaukee Road and the Alaska RR.

In each case they come in A+B sets and as single A units, naturally with different numbers.

The Alaska A units will be fitted with a large plow.

These models come DCC ready, with a 7mm motor, dual flywheels, metal steps, directionally controlled LED lighting, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers.



The R-70-20 reefers are coming in SOO Line colours, as usual in four-packs, two-packs, and singles.

<http://ztrackdistribution.com>



Latest decoders from Zimo

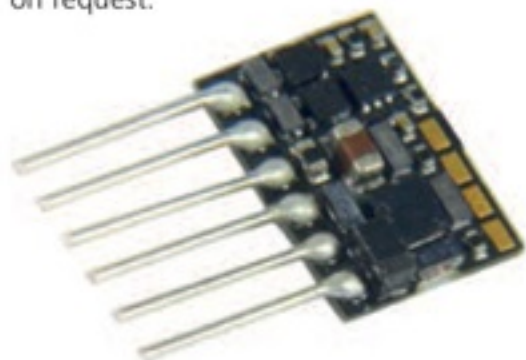
Zimo decoder now also for Z

Until now, the MX616 series was the smallest Zimo decoder (8x8x2.4mm); with new assembly and soldering machines in house, miniaturisation could be taken one step further.

The result is the new MX615 series measuring 8.2x5.7x2mm – quite suitable for many Z models, and of course for especially small N or TT applications.

The total current is limited to 0.5A. The MX615 has two additional function outputs in addition to the front and rear light outputs, and many of the features of larger Zimo decoders (RailCom, HLU, and ABC); only the SUSI interface and servo outputs are omitted.

The decoder is optionally available as NEM651 version (ref.MX615N) with six directly attached pins (without a pin header socket, which reduces the dimensions, or with free wires (ref. MX615). Wired NEM652 (ref.MX615R) or NEM651 (ref.MX615F) are available on request.



Prices: MX615 €35.00, MX615N €34.00, MX615R €37.00, and MX615F €39.00.

MS sound decoder for Kato sets

The special sound decoders for Kato sets such as the ICE 4 are now being replaced, like all other Zimo sound decoders, upgrading the 8-bit MX technology to 16-bit sound playback, 128 Mbit memory, 16 sound channels MS.

The dimensions of the MS560 are 27x14x2.6mm (due to the special design of the connectors, the active area is only about half that, so similar to other Zimo miniature sound decoders).

A peculiarity of the interface arrangement in the Kato models concerned is that headlights and interior lighting are not connected to the main decoder but separate function decoders are used. The MX605FL and MX605SL are still available for this purpose, since a change to MS technology would have no advantage.

If required, Zimo StayAlive technology is also available for Kato models with the MS560, by using the STACO-1 StayAlive controller in conjunction with two or three Mini-GoldCaps. This makes it possible to continue running with no interruption to the sound for up to 1 second in the case of loss of contact.

www.zimo.at

Detailing kit for Citroën HY van

Tramfabriek has released a useful upgrade kit for the Citroën HY van from Busch and Herpa. It replaces or adds several items to add more detail and realism to the models.

- radiator grille (for Busch model only)
- lamp rings
- wing mirrors
- windscreen wipers
- step plate
- backing plates for number plates

The price is £6.20 in the UK (incl.VAT) or €6.00 for the EU (excl.VAT).

More information can be found at:

<https://tramfabriek.nl/cars.html>

Tramfabriek Ltd.,
2, Locken Cottages,
The Walk, Eton Wick, SL4 6LN.



New Austrian HOe by Ferro-Train



Ybbstalbahn coaches

The latest version of the series 3200 coaches in the popular Jaffa colour scheme includes vehicles from the Ybbstalbahn that have never been offered before. They have been modelled closely on the originals, with the correct lettering and even where window pictograms have fallen off they are missing on the model.

ÖBB B4iph/s 3246-1 has the prominent YBBSTALBAHN logo.

The other two were only part-time on the Ybbstalbahn. ÖBB B4iph/s 3200 was in service there in 1996-1997 and was restricted from 60km/h to 40km/h due to bearing damage – the manual alteration with a paintbrush can be seen on the model.

ÖBB B4iph/s 3241-2 was only on the line for one year and the 'St.Pölten allocation was never been updated. Like the prototype, the model is not blood orange but traffic red/ivory (Jaffa 2) and is the only coach with a completely red brake housing on the end.

All models are fitted with fine highly detailed metal accessories; these parts are also offered separately to upgrade older models.

New edition of the 'Himmelstreppe'

The HOe models of the Niederösterreichische Verkehrsorganisations-gesellschaft (NÖVOG) 'Himmelstreppe' (Stairway to Heaven) electric railcars ET1 to ET9 have been out of stock for a some while. For the first time in the history of the model, all nine numbers are now available. The colour scheme has been adapted to represent the current vehicles and the model technology has been comprehen-

sively revised: in addition to continuous interior lighting, there is a NEM658 (Plux16) socket for a decoder and space for a loudspeaker.

These multiple units were built between 2012 and 2013 by Stadler Rail especially for the Mariazellerbahn. The three-part trains have an intermediate car which carries two pantographs and end cars each with only one motor bogie. In one of the end cars there is a handicapped accessible toilet, in the other a multi-purpose compartment with twelve bicycle parking spaces or eleven folding seats.

The sets can also haul additional coaches, in particular two first class panorama cars, which were designed by Stadler Rail to match the railcars, though there is no corridor connection on the end cars.

The model has been designed and manufactured entirely in Austria with the greatest care and an extremely high level of detail. All models are now delivered coupled together, eliminating the need for time-consuming assembly before the models are put into operation for the first time.

The new edition has triple white/red headlights (LEDs) and continuous interior lighting; the new circuit board has a decoder socket and easily accessible large soldering pads for easy sound conversion and additional function outputs.

For operation in multiple or with the panorama cars, the extremely strong SKP-HTP magnetic couplings are recommended for easy coupling and shunting.

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



Minitrains HOe diesel also in green

The new four-wheel industrial diesel, as noted in our previous issue, will also be available in green (ref.2082) as well as red and white.

The price should be around £129.00 (depending on exchange rate).

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



Forthcoming events

Saturday 30 & Sunday 31 October ABERDEEN

Organiser: Aberdeen MRC

Venue: Aberdeen Airport Dyce Hotel, Sure Hotel Collection by Best Western, Farburn Terrace, Dyce, Aberdeen, AB21 7DW.

Open: Saturday 10.00 – 5.00
Sunday 10.00 – 4.00

Admission: adult £6.00, children £3.00, students £5.00, family (2 adults + up to 3 children) £15.00; under 3s free.

Amenities: free parking; disabled friendly; refreshments.

Features: a variety of layouts, including Swedish HO; societies; traders.

Contact: colin@aberdeenmrc.co.uk
www.facebook.com/
AberdeenModelRailwayClub

Saturday 30 & Sunday 31 October CATHCART, Glasgow

Organiser: Clydeside MRC

Venue: Pollokshaws Burgh Hall, 2025, Pollokshaws Road, Glasgow, G43 1NE.

Open: Saturday 10.00 – 5.00
Sunday 10.00 – 4.00

Admission: adult £5.00, concessions £4.50, child £2.50.

Features: Tuerland (European N).

Contact: www.clydesidemrc.com

Friday 5 to Sunday 7 November FRIEDRICHSHAFEN

Faszination Modellbau

Organiser: Messe Sinsheim GmbH

Venue: Messe Friedrichshafen, Neue Messe 1, D-88046 Friedrichshafen, Germany.

Open: 9.00 – 5.00

Admission: day ticket adult €16.00, reduced €13.00 (between 9 and 17, students, pensioners, and other entitled persons with identification), family €40.00 (2+2), under 8s free.

N.B. tickets only available in advance on line. No ticket sales on the door due to pandemic regulations.

Features: not only model railways but also road vehicles, boats, and aircraft. Over 400 exhibitors, from market leaders to small series manufacturers and well-stocked specialist retailers.

Contact:
www.faszination-modellbau.de

Saturday 6 November SHEFFIELD

Venue: Carterknowle Methodist Church Sunday Schoolrooms, Edgedale Road, Sheffield, S7 2BQ. Open day and mini exhibition

Open: 10.00 to 4.30

Admission: adults £3.00, accompanied children under 16 free.

Amenities: layouts and refreshments on ground floor, clubrooms accessible by stairs.

Features: 7+ layouts of various gauges, scales; and sizes; sales stand.

Contact:

Kevin Rayworth 07768 513880.

Saturday 13 & Sunday 14 November HULL, East Yorkshire

Organiser:

Hull Miniature Railway Society

Venue: Walton Street Leisure Centre, Goathland Close, Walton Street, Hull, East Yorkshire, HU3 6JB.

Open: Saturday 10.00 – 5.00
Sunday 10.00 – 4.00

Admission: adult £4.00; child £1.00; under 5 free with paying adult.

Features: Veldvoort (Belgian HO, typical wayside station in the northern part of Flanders in the 1980s).

Contact: www.hullmrs.org/hullshow/

Saturday 13 & Sunday 14 November TOLWORTH, Greater London

Tolworth Showtrain

Organiser: Hampton Court MRC

Venue: Tolworth Recreation Centre, Fullers Way North, Tolworth, Surrey, KT6 7LQ.

Open: Saturday 10.00 – 5.30
Sunday 10.00 – 5.00

Admission: adult £7.00; child £3.00; family (2+2) £15.00; Sunday Special – one child free with every paying adult.

Features: Köln Draußen (German HO, CM October 2018); Beijiao (Chinese HO); Franklin (US On2).

Contact: 020 8949 3413
www.tolworthshowtrain.co.uk

Saturday 20 November PORTSMOUTH, Hampshire

Organiser: South Hants MRC

Venue: The Admiral Lord Nelson School, Dundas Lane, Portsmouth, PO3 5XT.

Open: 10.30 – 4.30

Admission: adult £6.00; no concessions; accompanied children free.

Features: Laramie Engine Terminal (US O, CM November 2017).

Contact: www.shmrc.org.uk

Saturday 20 & Sunday 21 November WORKINGTON

Organiser: Solrail

Venue: Energus Building, Blackwood Road, Lillyhall, Workington, Cumbria, CA14 4JW.

Open: Saturday 10.00 – 5.00
Sunday 10.00 – 4.00

Admission: adults £5.00, accompanied children (5-16) free or £1.00 if unaccompanied.

Amenities: regular bus service from town and railway station on Saturday; free parking; full disabled access; refreshments.

Features: 10+ layouts, including American and Japanese snow scenes in Z, and Franklin Falls NH (US HO). Demonstrations, line societies, trade.

Contact: www.solrail.co.uk

Russian experimental loco query

Kevin Stibbe writes:

"I am planning to scratchbuild a model of a Russian experimental 2-10-2 steam locomotive that I saw on the internet, and there is one detail of its driving rods that is a little difficult to make out, even though I have a fairly good understanding of how steam locos (even some

experimental designs) operate and can usually work out the finer details.

The feature includes a diagram (a basic line drawing) that shows how the engine's drive system works, but there is one part that is not quite clear."

Can a knowledgeable reader help?
kstibbe5@hotmail.com

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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Cheakamus Canyon

Canadian HO



Also in this issue...



Spiez



Köln Brückenmühle



Waldviertel

• Cheakamus Canyon

Scott Fitzgerald explains how a group of Australians chose to model the British Columbia Railway in Canada as an exhibition layout in HO.

• Spiez

Following the research and planning shown in this issue, Peter Marriott went on to create a module in HO which captures the essence of Spiez in a reasonable space.

• Köln Brückenmühle

Andrew Knights tells the story of a compact layout which has recently been recycled as a German HOe scene.

• Waldviertelbahn

Peter Dale delves into his vast slide collection once again and presents more images of the Austrian narrow gauge in the 1980s, summer and winter.

• Vintage O in the garden

Les Fordham recalls a long lost garden railway in Sydney which hosted visiting locos and stock, among them items from the New South Wales Railways display collection.

... and much more!

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

Replies to box numbers should be sent to:

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Trade Sales

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

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Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratch-built. Contact: 009 Society, 1, Corinthian Road, Chandler's Ford, Eastleigh, Hampshire, SO53 2BA. Email: members-sales@009society.com. For society details see www.009society.com

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CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

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The Rowsley (Model Railway) Group at Peak Rail's Rowsley South Site



Advance Notice:
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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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Our sales stand will be present at the Winchester O Gauge Meet 23rd October 2021. www.winchesterogauge.meet.co.uk

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www.frenchrailwaysociety.org

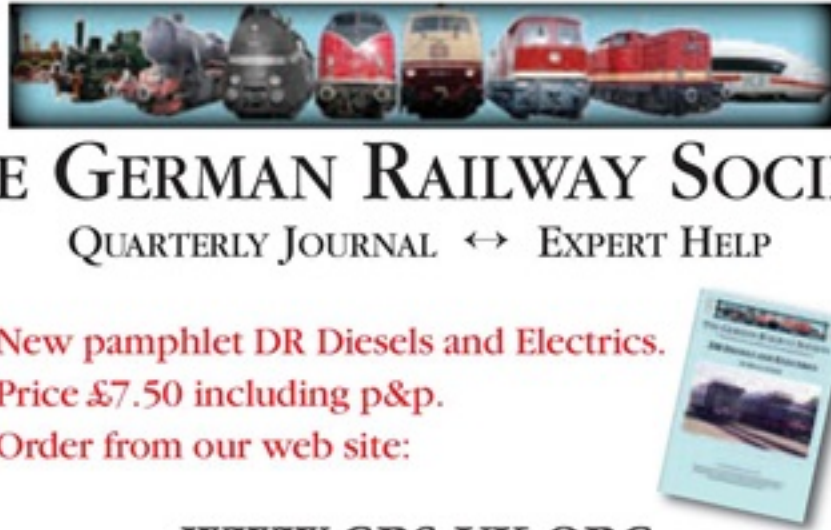
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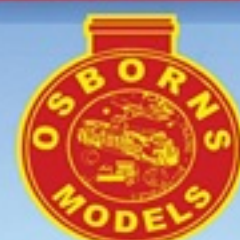
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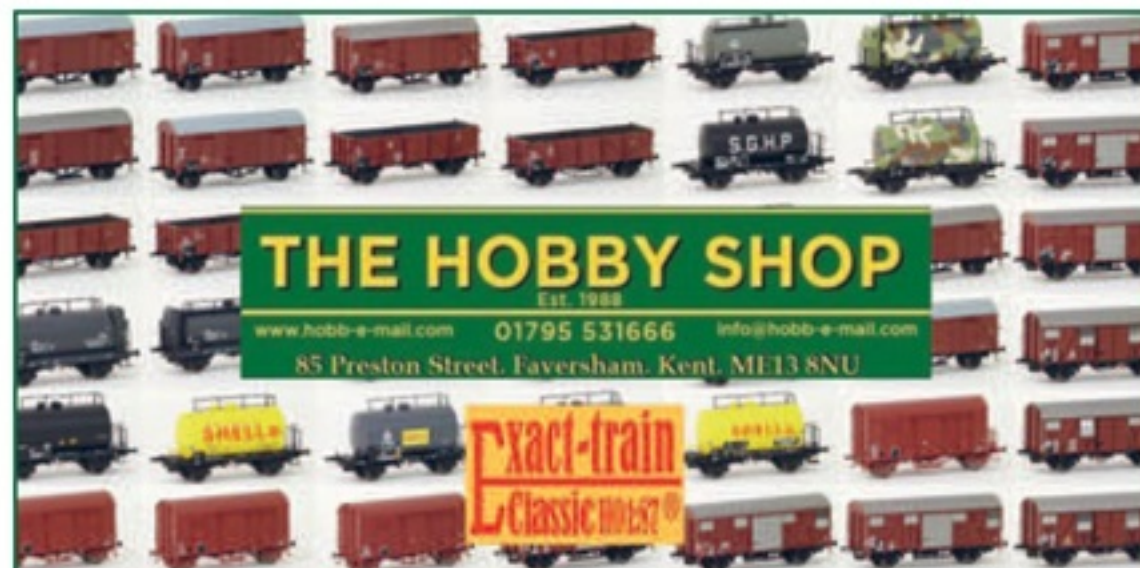
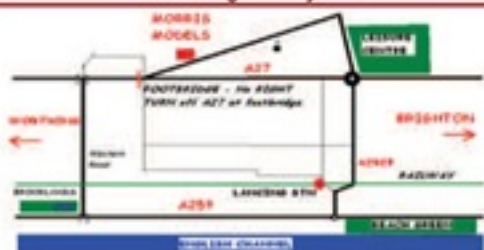


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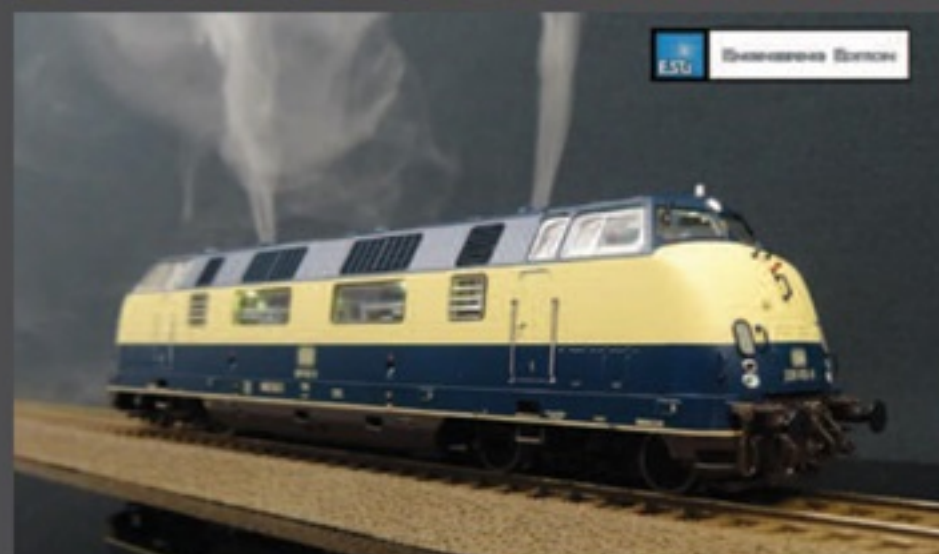
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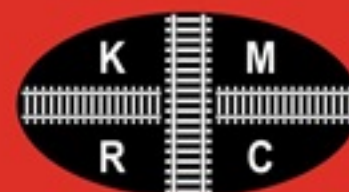
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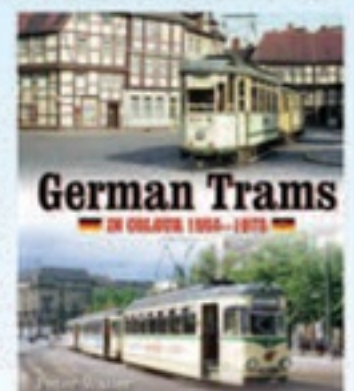
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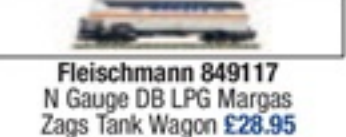
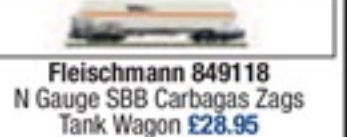
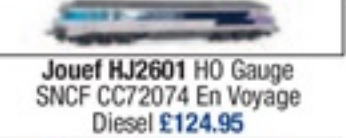
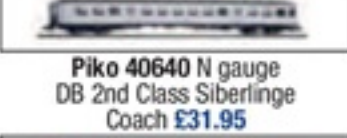
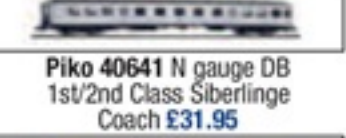
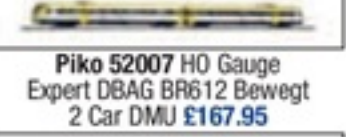
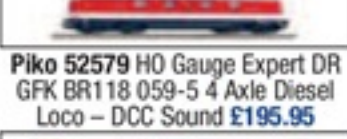
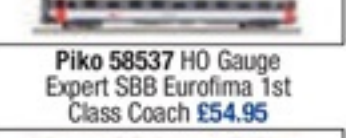
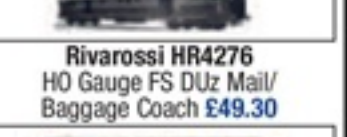
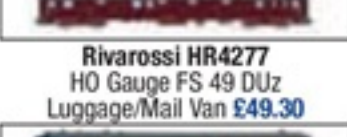
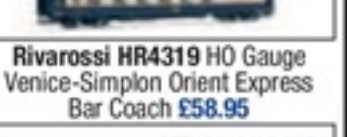
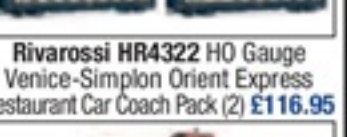
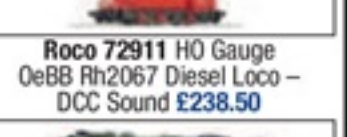
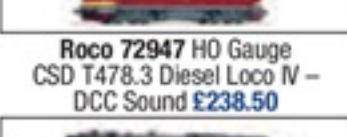
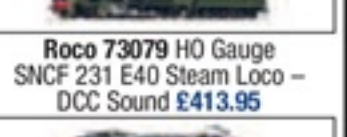
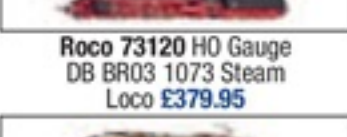
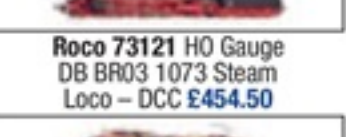
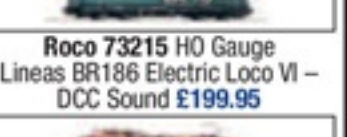
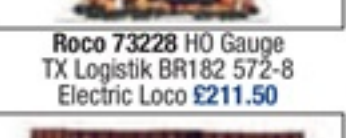
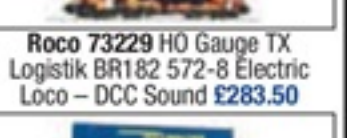
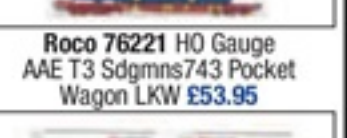
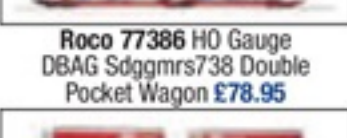
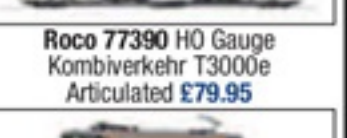
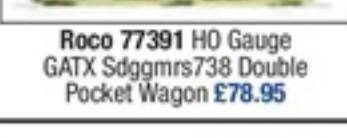
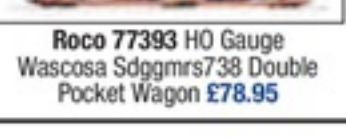
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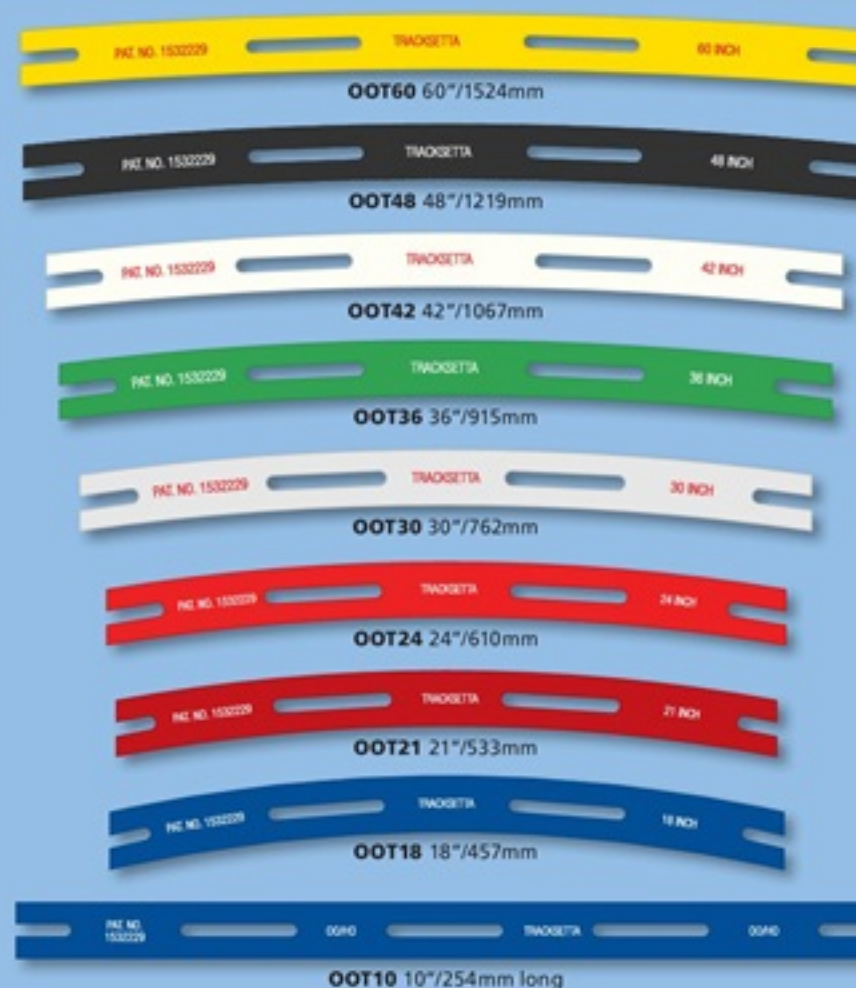
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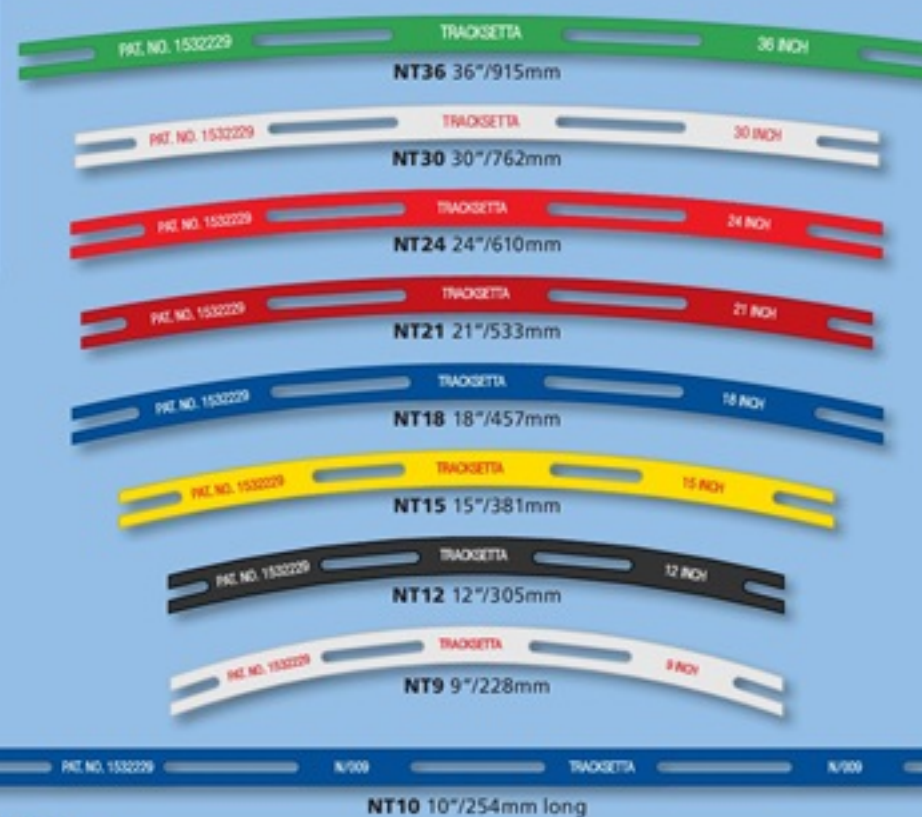
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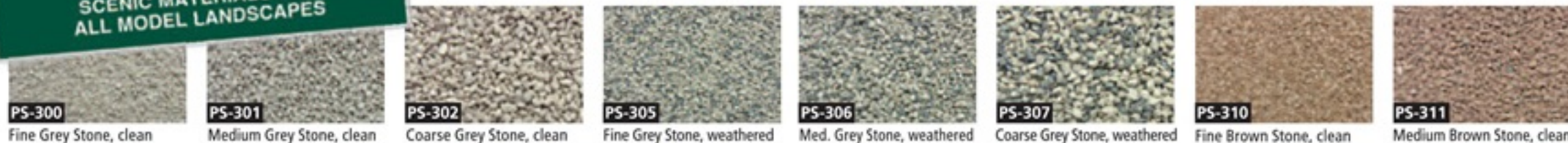


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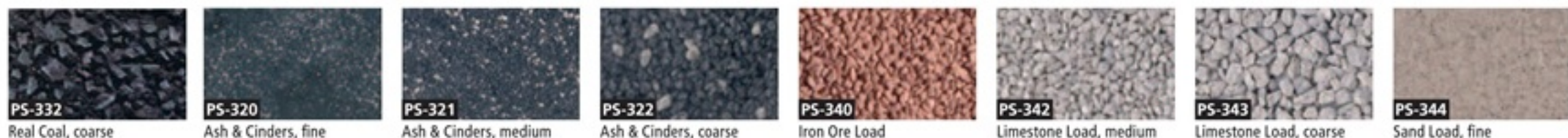
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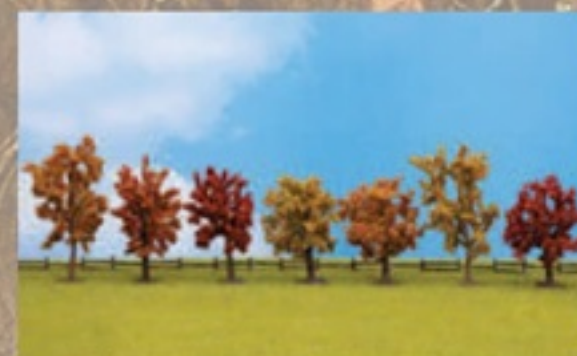
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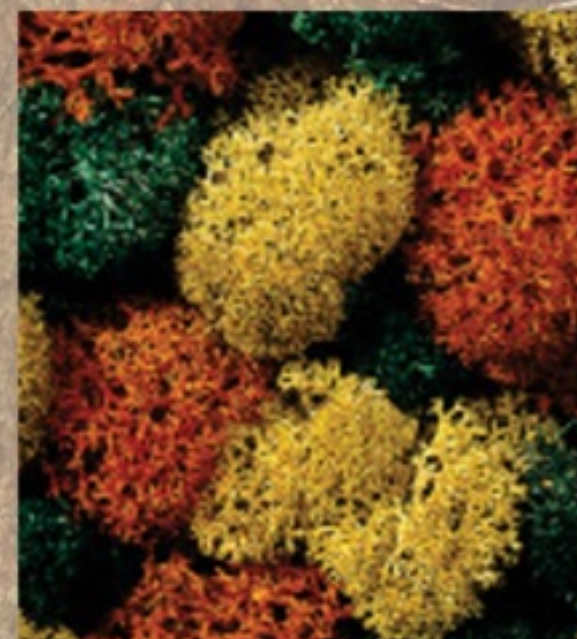
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