

CONTINENTAL MODELLER

CHRISTMAS
GREETINGS
to all our readers

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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Cheakamus Canyon

Canadian HO

Also in this issue...

Spiez



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Köln Brückenmühle



German HOe

Waldviertel



Austrian narrow gauge

Latest Reviews ... and much more



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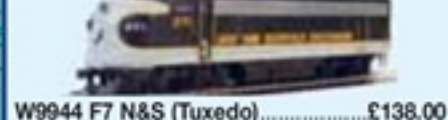
E-mail: kittlehobby@gmail.com

Walthers HO USA

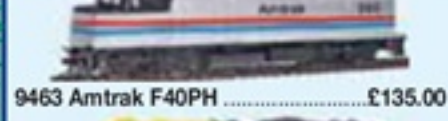
post and packing £3.99
ring for our illustrated lists sent post free
(all items in stock at time of going to press)



W10371 SD50 DRGW£145.00



W9944 F7 N&S (Tuxedo).....£138.00



9463 Amtrak F40PH.....£135.00



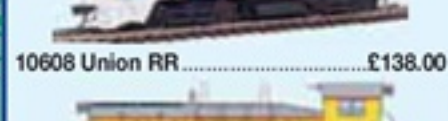
10475 GP9 SPSF.....£138.00



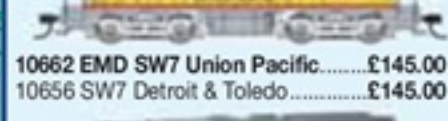
W10421 GP9 Conrail.....£138.00

9232 Western Pacific SW1.....£90.00

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



10608 Union RR.....£138.00



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

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



9468 Amtrak F40ph Ep5.....£135.00



10452 GP9 Santa Fe.....£138.00



WP42401 GP7 Belt Railway of Chicago
DCC & Sound.....£290.00

Caboose



8751 Boston & Maine.....£38.00

8757 Norfolk & Western.....£38.00

Flats

104511 ACL 50' Pulpwood.....£21.50

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

Hoppers

6919 34' Golden West.....£27.50



7829 Saskatchewan Grain Hopper.....£29.00

7456 PS2 'Cargill' Hopper.....£27.50

Gondolas

6216 DRGW/Railgon.....£27.50

Walthers Catalogue 2022

NOW IN STOCK

Walthers HO & N Catalogue.....£18.00

We are now taking orders!

Box Cars



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



1343 NYC 40' Box Car.....£29.50



1173 40' Union Pacific.....£27.50



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

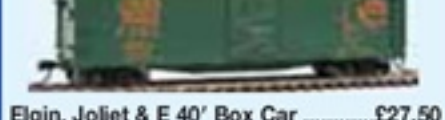


1198 Northern Pacific 40'.....£27.50

1185 C&NW 40'.....£27.50



1806 Burlington 50'.....£26.95



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

2015 CP 50' (Pacman Logo).....£21.00

40818 40' Box Car 'Lackawana'.....£23.00

1453 B&O 40' Box Car.....£22.85



40816 40' Box Car GTW.....£25.00

40804 C&NW Box Car 40'.....£27.00



1200 Rock Island 40'.....£27.50

Tanks



1124 Union '76 3 Dome.....£22.50

Reefers



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

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

American HO Scale

Locomotives/Freight all brands



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



B54404 WP 2-8-2 DCC Ready.....£225.00



A3529 Southern FM H16-44.....£147.00

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Mon & Tues 10 a.m. to 5 p.m.
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Sat 10 a.m. to 4 p.m.
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ALL items IN STOCK at time of going to press!



K3024 GP35 NYC.....£120.00



B65306 Amtrak GG1 (DCC).....£195.00



B50709 GN 0-6-0.....£115.00



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

BR6262 Southern Pacific Cab Fwd.....£590.00

BR4828 CB&Q F3a.....£285.00



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



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



A3416 GE U23B Santa Fe.....£170.00



B50406 Boston & Maine 0-6-0.....£125.00

BW42526 Conrail Caboose.....£37.50



B14004 GT Caboose.....£34.75

BW42554 Pennsylvania Caboose.....£37.50



A5807 Reefer 'Nuckolls'.....£38.00

A5415 C&NW 53' Box Car (Red).....£26.70

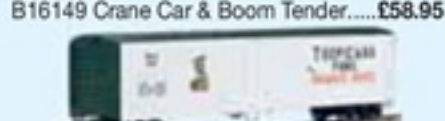
BW42441 L&N 40' Boxcar.....£28.95

BW41850 B&O 2 Bay Hopper.....£19.99

BW42055 H21A Pennsylvania.....£25.60

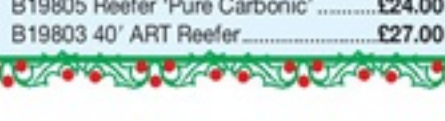


BW42459 NYS&W 40' Box Car.....£28.65



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

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

B19803 40' ART Reefer.....£27.00

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

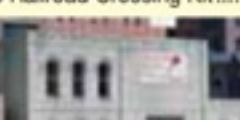


Victorian Station Kit (pre-coloured) 380mm
x 120mm.....£42.45 whilst stocks last!

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

Walthers Trainline post & packing £3.99



101 GP9 Burlington Northern.....£69.00



102 GP9 Union Pacific.....£69.00



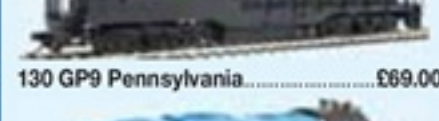
103 GP9 Santa Fe.....£69.00



113 GP9 AT&SF.....£69.00



130 GP9 Pennsylvania.....£69.00



451 GP9 Boston & Maine.....£69.00



1501 Burlington Northern.....£24.00



1503 Santa Fe.....£24.00



1505 CSX.....£24.00



1520 BNSF.....£24.00



1482 Denver, Rio Grand.....£28.75

1756 Union Pacific.....£28.75

1753 Burlington Northern.....£28.75

1100 Spare Pads for Track Cleaner.....£5.95



1603 UP Flat.....£17.00

1462 D&RG Flat Car.....£17.00

1601 Burlington Northern Flat.....£17.00

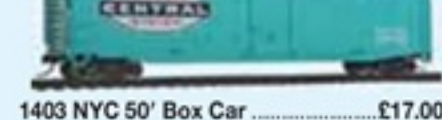


1842 Reading Coal Hopper.....£19.50

1426 Illinois Central Hopper.....£17.50

1655 Offset Hopper N&W.....£17.50

1844 UP Coal Hopper.....£19.50



1861 D&RG Gondola.....£19.50



1403 NYC 50' Box Car.....£17.00

1672 50' UP Box Car.....£17.00



1804 50' CSX Box Car.....£19.50

1805 50' Union Pacific.....£19.50



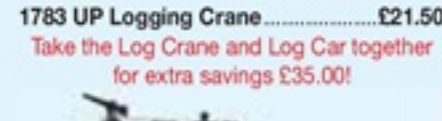
1680 Union Pacific Stock Car.....£17.50



1444 Santa Fe Tank.....£17.50



1773 UP Log Car.....£17.50



1783 UP Logging Crane.....£21.50



1793 U.P. Firefighting Tank.....£17.50



N15920 - HO Scale - £16.25
Santa and Angel Figures with Sleigh



N15924 - HO Scale - £19.50
Santa Claus With Reindeer Hauled Sleigh



N15929 - HO Scale - £14.00
Santa Claus & Knecht Ruprecht Figures



N15928 - HO Scale - £13.00
6 Winter Workers



N15930 - HO Scale - £12.00
Family Meier In The Winter Figures



N16220 - HO Scale - £36.50
Winter's Day Themed Figure Set



N15926 - HO Scale - £13.00
N36926 - N Scale - £13.00
6 Christmas Market Figures



N15927 - HO Scale - £13.00
N36927 - N Scale - £13.00
Selling Christmas Trees Figures



N22111 - Multi Scale - 5cm - £28.50
N22121 - Multi Scale - 8cm - £34.50
N22131 - Multi Scale - 12cm - £36.50
Illuminated Christmas Tree



N22110 - Multi Scale - 5cm - £28.50
N22120 - Multi Scale - 8cm - £34.50
N22130 - Multi Scale - 12cm - £36.50
Illuminated Snow Covered Christmas Tree



N14393 - HO Scale - £10.50
Christmas Mulled Wine Stall Laser Cut Kit



N14394 - HO Scale - £19.00
Christmas Market Crib Laser Cut Minis Kit



N14391 - HO Scale - £15.50
N14681 - N Scale - £15.50
Christmas Market Entry Arch Laser Cut Kit



N14395 - HO Scale - £19.00
Christmas Market Pyramid Laser Cut Kit



N65610 - HO Scale - £27.00
Christmas Market Stall With Fairy Lights



N66412 - HO Scale - £26.00
Christmas Market Stalls Without Lights



N12897 - HO Scale - £35.50
Christmas Sound Scene Containing a Christmas Sound Module and Figures



N14392 - HO Scale - £10.50
N14682 - N Scale - £10.50
Christmas Market Stall Laser Cut Minis Kit

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

MN55085 - Gauge 1 - 1:32 Scale
Epoch III - DCC-Sound - £4,675.00
SNCF Serie 241-A-58 Steam Locomotive



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



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



NEW 2021

MN39027 - HO - 1:87 Scale
Epoch IV - ~AC-Sound - £600.00
DR BR02 0314-1 Steam Locomotive



NEW 2021

MN37984 - HO - 1:87 Scale
Epoch VI - ~AC-Sound - £695.00
UP Class 800 Steam Locomotive 844



NEW 2021

MN39379 - HO - 1:87 Scale
Epoch VI - ~AC-Sound - £380.00
DBAG BR101 DB Museum Nurnberg Electric Loco VI



NEW 2021

MN88744 - Z - 1:220 Scale
Epoch III - £225.00
DB BR64 Steam Locomotive



MN88083 - Z - 1:220 Scale
Epoch VI - £225.00
DRB E18 Electric Locomotive



NEW 2021

MN88485 - Z - 1:220 Scale
Epoch VI - £215.00
DBAG BR146.5 IC 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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tel - 01903 884488 fax - 01903 884377 email - sales@gaugemaster.com www.gaugemaster.com E&OE.

A Comprehensive Model Railway System

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

PIKO

NEW 2021



PK51871 - Epoch III - DCC Sound - £315.00
Expert DB E18 Electric Locomotive

NEW 2021



PK51873 - Epoch III - £245.00
Expert OBB Rh1118 Electric Locomotive III

NEW 2021



PK52466 - Epoch II - DCC Sound - £295.00
Expert USATC 65-DE-19A Diesel Locomotive

NEW 2021



PK52462 - Epoch III - DCC Sound - £320.00
Expert NS 2000 Diesel Locomotive

NEW 2021



PK55916 - Epoch IV - DCC Sound - £495.00
Expert+ DR BR83.10 Steam Locomotive

NEW 2021



PK57401 - Epoch VI - DCC Sound - £200.00
Hobby DBAG BR218 PIKO/Marklin Diesel Locomotive

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

HO

NEW 2021



PK40504 - Epoch IV - £115.00
DB BR221 Diesel Locomotive



PK40506 - Epoch VI - £115.00
RTS BR221 Diesel Locomotive



PK40354 - Epoch II - £210.00
DRG E16 Electric Locomotive

The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.

N

NEW 2021



PK37400 - Epoch VI - DCC Sound Fitted - £665.00
OBB Railjet Rh1116 Electric Locomotive

NEW 2021



PK37511 - Epoch VI - £450.00
DBAG BR218 PIKO/Marklin Diesel Locomotive



PK37442 - Epoch VI - DCC Sound Fitted - £790.00
RAILADVENTURE BR103 Electric Locomotive

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

G

NEW 2021



PK47327 - Epoch IV - £145.00
DR BR131 Diesel Locomotive

NEW 2021



PK47347 - Epoch IV - £140.00
DR BR119 Diesel Locomotive



PK47008 - Epoch VI - £185.00
DBAG ICE3 4 Car EMU

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

TT

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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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

RC52469 - HO Scale - Epoch VI - DCC Sound Fitted - £220.00
DBAG BR233 493-6 Diesel Locomotive VI



NEW 2021

RC73216 - HO Scale - Epoch VI - £220.00
CD REGIOJET RH193 206-0 Electric Locomotive



NEW 2021

RC73974 - HO Scale - Epoch VI - £220.00
MERCITALIA RAIL 193 702-8 Electric Locomotive



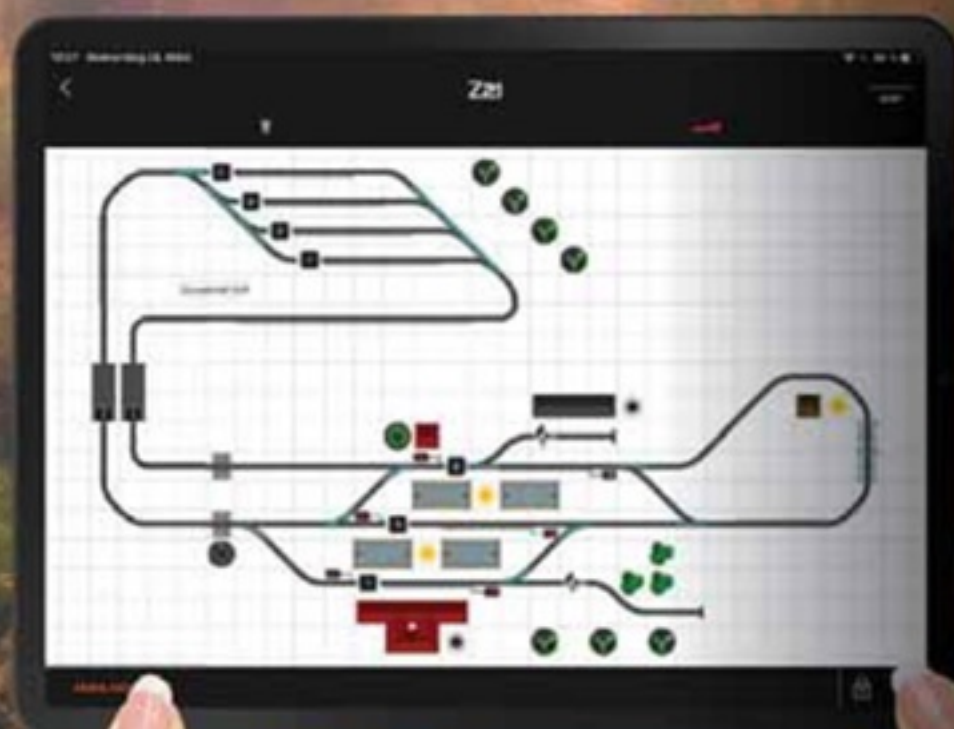
RC73159 - HO Scale - Epoch III - 170.00
ALPSPITZ BAHN Rack & Pinion Steam Locomotive



RC33238 - HOe Scale - Epoch I - £180.00
RUKB 120 0-6-0 Steam Locomotive



RC33256 - HOe Scale - Epoch IV - £155.00
OBB RH1099 012-5 Electric 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 - £235.00
Z21 'Start' Digital Set



RC10820 - £445.00
Z21 Digital Set



RC10834 - £510.00
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 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 - £195.00
DB BR98.8 Steam Locomotive



FM707504 - N Scale - Epoch III - £170.00
DB BR78 Steam Locomotive



FM736607 - N Scale - Epoch V - £175.00
OBB RH1044 Electric Locomotive



FM739421 - N Scale - Epoch IV - £190.00
DB BR194 178-0 Electric Locomotive



FM739282 - N Scale - Epoch VI - £185.00
NS BR193 759-8 Electric Locomotive



FM781210 - N Scale - Epoch I - £330.00
KPEV G8.2 Steam Freight Train Pack I



FM781209 - N Scale - Epoch II - £300.00
DRG BR78.0-5 Ruhr-Schnellverkehr Train Pack II



FM931899 - N Scale - Epoch IV - DCC Fitted - £319.95
DB BR212 Diesel Freight Starter Set

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Walk through the wilds of winter with these snowy themed products. From icicles to snow covered trees, these products will add that winter chill to any scene.



N60815 - Multi Scale - **£49.50**
Winter Landscaping Starter Set



N08756 - Multi Scale - **£9.75**
Icicles - 30ml



N08752 - Multi Scale - **£14.50**
Snow Paste - 250ml



N08750 - Multi Scale - **£9.25**
Snow Powder



N24681 - Multi Scale - Pack of 16 - **£29.00**
N24682 - Multi Scale - Pack of 6 - **£17.25**
Snow Fir Classic Economy Trees 10-14cm



N25087 - Multi Scale - Pack of 7 - **£21.50**
N25234 - Multi Scale - Pack of 3 - **£10.25**
Snow Fir Classic Economy Trees 8-12cm



N26828 - Multi Scale - Pack of 25 - **£26.00**
N26928 - Multi Scale - Pack of 10 - **£12.00**
Snow Fir Hobby Trees 5-14cm



N68046 - Multi Scale - 25cm - **£21.75**
N68047 - Multi Scale - 30cm - **£25.50**
N68048 - Multi Scale - 35cm - **£28.50**
N68049 - Multi Scale - 40cm - **£35.50**
Single Snowy Fir Tree



N25075 - Multi Scale - **£26.00**
7 Classic Economy Winter Trees 8-10cm



N15824 - HO Scale - **£14.00**
N36824 - N+ Scale - **£14.00**
6 Ice Skaters Figure Set



N15928 - HO Scale - **£13.00**
6 Winter Workers



N15616 - HO Scale - **£15.25**
N36616 - N Scale - **£15.25**
5 People Chopping Wood Figure Set



N15819 - HO Scale - **£13.00**
N36819 - N Scale - **£13.00**
6 Children and Accessories Figure Set



N17921 - O Scale - **£26.00**
Children & Snowman Playing In The Snow

Snow Sports

Hit the slopes this winter with these sporting scenes.



N15826 - HO Scale - **£15.25**
6 Snowboarders Figure Set



N15827 - HO Scale - **£16.25**
6 Skiers



N15828 - HO Scale - **£15.25**
N36828 - N Scale - **£15.25**
6 Skiers



N15829 - HO Scale - **£15.25**
6 Skiers

N66832 - HO Scale - **£330.00**
Micromotion Cross Country Ski Trail with Alpine Cabin and Figures

The micro-motion Cross-Country Ski Trail with Après-Ski Cabin really gets skiers moving. Thanks to an easy-to-install power unit, the cross-country skiers move around the ski trail as if by magic, doing their laps. The power unit and figures are prepared so that the model kit can be easily adapted to your particular installation set-up.

The model kit contains a ready-to-connect motor with power unit that drives a subterranean chain studded with magnets. On the surface, skiers equipped with metallic plates move in a circle. A true highlight on your model landscape!



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STEP
01



STEP
02

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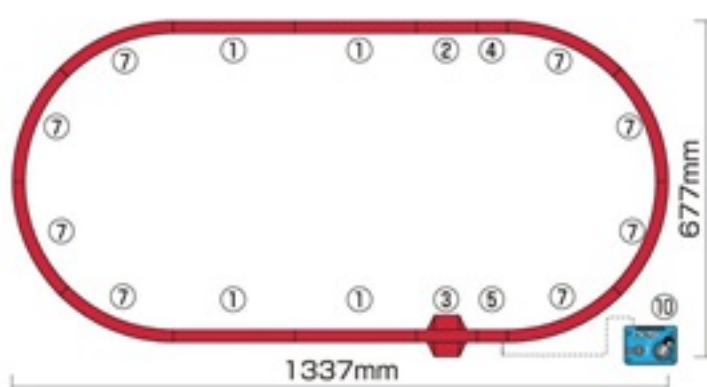
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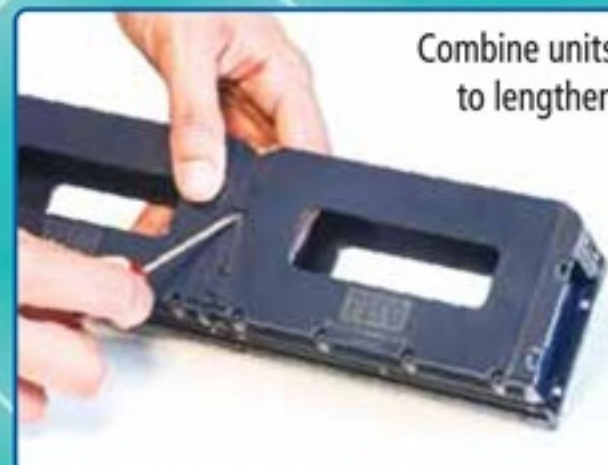
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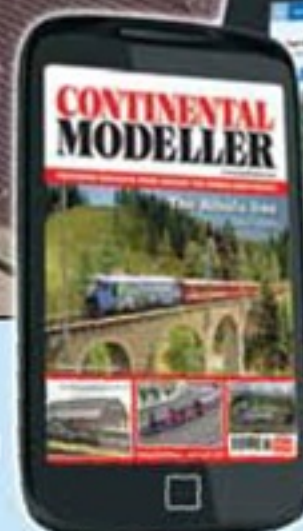
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A scene on 'Marx Engels Platz' by Bill Roberts. Photo: Derek Shore.



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RAILWAY MODELLER

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



Cover

A British Columbia Railway train headed by three different Alco-powered diesels winds its way through Cheakamus Canyon passing from rock cutting to tall trestle and back.

Photo: Scott Fitzgerald.

Season's greetings

As is customary at this time of year, we would like to take this opportunity to thank all our readers, contributors, advertisers, and suppliers for their support through the past year, with all its challenges, and we wish everyone a happy Christmas and a peaceful and prosperous New Year.

We have heard that some subscribers got the November issue late: this is quite unusual, as the distribution system normally manages to deliver the subscription copies before the magazine is available in the shops. (Just one of the advantages ... !). It is inevitable that a few will be delayed or even go astray but last month rather more appear to have been affected. As far as we can tell, this was at random, and has been ascribed to local postal problems, staff shortages due to pandemic conditions.

This is a timely reminder that we are not over Covid yet by any means and sensible care is still advised. We may debate the effectiveness of social distancing and wearing face coverings in crowded places and public transport compared to vaccinations – and in due course boosters – but it does no harm, and may re-assure many.

That said, it has been good to see events re-starting, and indeed to get out to some.

At this time of year we are also reminded of the train set as a traditional Christmas present which could also attract new recruits into the hobby. Some of the larger companies set great store by this, and it is certainly a good opportunity to promote the hobby. If selling train sets is in itself profitable, that is fine – not least as it may subsidise what we modellers regard as more 'worthwhile' products – but to regard them as a 'loss leader' might be rash, as only a very small proportion of those who get train sets will get the modelling 'bug' long term. A more successful approach might be to get those already interested and active to do more, or something different. This is probably one of the characteristics of many of our contributors (and likely more so for CM than RM) who are well aware of the appeal of the 'other', something different, even exotic. Take as example *Cheakamus Canyon*, our Railway of the Month in this issue: built by three Australians with a background in modelling their own local prototypes (and indeed that is not a simple subject as each state has a different railway history, not to mention geographical setting) but nowhere in Australia has mountains like Canada. There are many examples of modellers active in more than one scale, gauge, or subject, either simultaneously or sequentially, and often prompted to a new area of interest by the availability of proprietary items, either used as intended or creatively adapted. But manufacturers should be wary of speculatively pursuing novelty for its own sake: if there is an apparent gap in the market, there may be a very sound commercial reason for it!

We must note with sadness the passing in late October of Malcolm Scrimshaw, a prominent member of the Hull MRC, who will have become known to many in the hobby in recent years as the manager of the York show, having stepped in to the breach left by the death of the redoubtable Mike Cook and (supported by other Hull members) effectively saving the show and taking it forward. He had not been in the best of health for some time, but (as far as we are aware) had fortunately not been affected by Covid-19.

He will be much missed as a club member, a modeller and layout exhibitor, and an exhibition manager. Our sincere condolences to his family and many friends.

The York show organisers advise that despite this loss, the exhibition is due to happen at Easter (16-17-18 April) 2022, Covid situation permitting.

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Cheakamus Canyon

Scott Fitzgerald

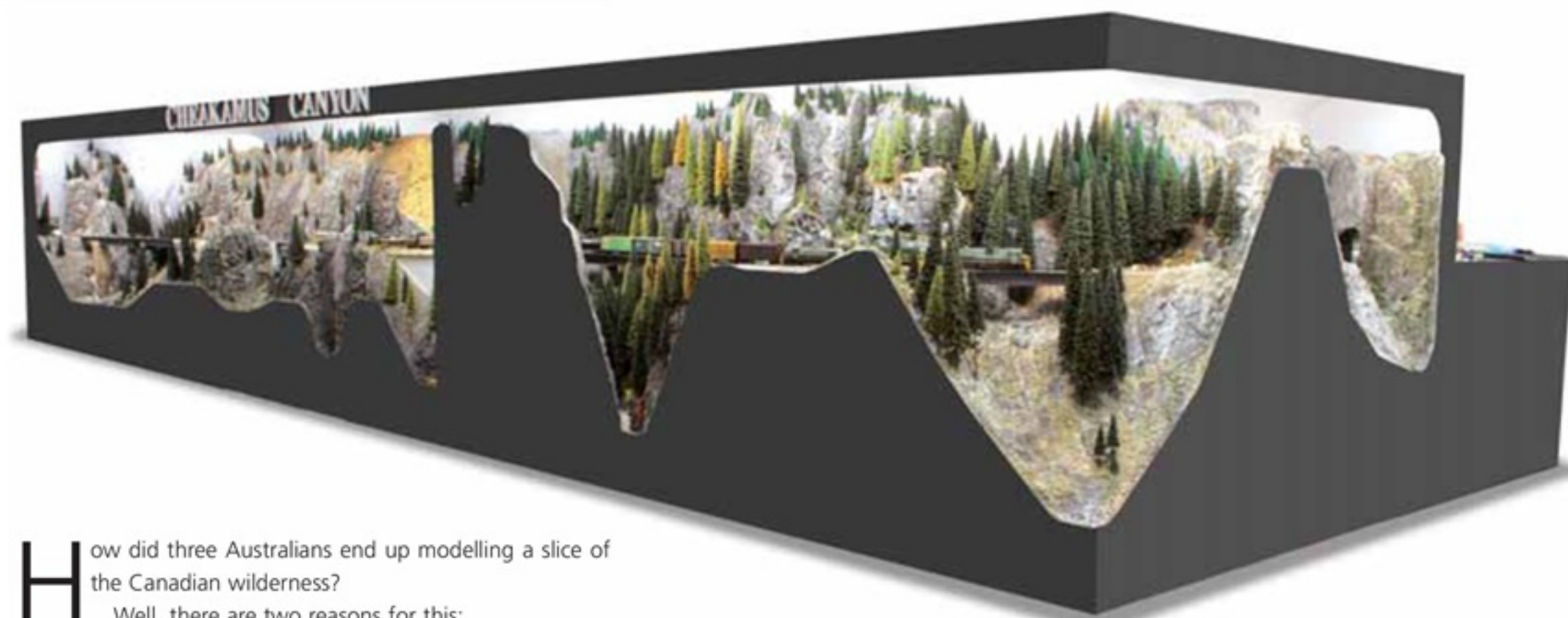
describes the dramatic Canadian HO layout he built with Dave Standen and Roger Cole.

Photographs by the author.

On the British Columbia Railway (BCR)



Above
British Columbia Railway
SD40-2s #751 and #755
lead CP Rail SD40-2 #5614
across the bridge at Cunningham's Cut.



How did three Australians end up modelling a slice of the Canadian wilderness?

Well, there are two reasons for this:

1. The book *British Columbia Railway* by J.F.Garden. This contains exceptionally inspirational images, covering the entire railway.

2. The release of the BC Rail C40-8M diesel locomotive in HO by Rapido Trains.

Winding back the clock, we had long talked of one day building a layout based on the BCR. A visit there in 2001 further cemented in my mind that the location had amazing potential.

Inspiration alone does not bring a layout into life, plus there the significant cost of acquiring rolling stock.

Around 2004 we agreed that if an affordable plastic model of the C40-8M became available, only then would we contemplate building a BCR layout.

Fast forward to 2017 and the planets aligned – Rapido Trains released the C40-8M in HO. All three of us ordered them. With the rolling stock dilemma solved, now came the hard part, selecting a location, and defining the layout footprint.

Selecting the location

The BCR is a very photogenic line, and to narrow it down a location that would satisfy our aspirations was going to be difficult.

Dave is a Denver and Rio Grande Western (D&RGW) modeller (an expert at scenery construction and building rock faces, etc.), Roger was already a Canadian fan, and I largely model Australian but I have dabbled in North American prototype.

Dave showed us what he would like to build – tunnels, bridges, etc. – and marked locations from the J.F.Garden book.

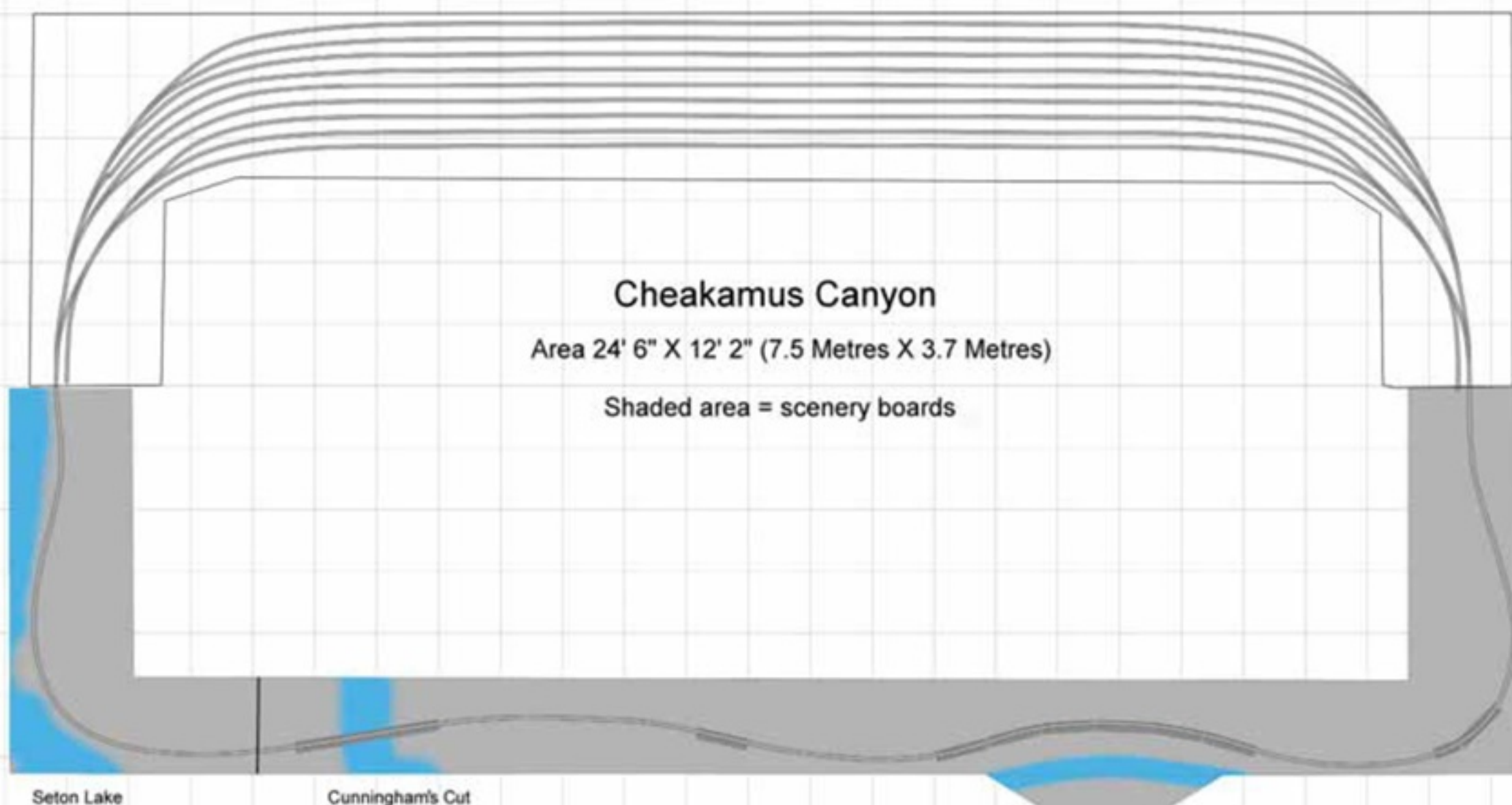
We contemplated making a generic location that would include most of the scenic features. Dave was itching to build the iconic Cunningham's Cut bridge in Cheakamus Canyon. The more we looked at this location, the more obvious it became that it would be a great for a first BCR layout.

Above

The layout as shown at the Yarra Valley Model Railway Club's Diamond Creek exhibition in Melbourne in 2021.

Right

BC Rail SD40-2 #764 leads leased Canadian National C40-8M #2422 northbound over the Cheakamus River at Cunningham's Cut. The photo backdrop was created by Ross Pearson.





Constraints

As it was going to be an exhibition layout, we were limited by the internal dimensions of the available trailer – 7'6" long, 4'8" wide, and 4'4" high. We needed to have each board 4' high, to do the scenery justice.

We used the fiddle yard from an existing layout of mine, *Murray River Bridge*. The fiddle yard boards needed to be loaded into the same trailer.

Templates were made of the maximum board footprint available. Viewing the mock up, we agreed we could model Cunningham's Cut bridge and two other bridges through the rest of the canyon.

Board construction

The next challenge was designing a board that could incorporate 4' deep scenery, lighting, and a backdrop. I pondered over this design challenge for a while. Inspiration came from looking at aircraft fuselage construction. The resulting structure is like a square monocoque aircraft fuselage, with frames, stringers, and a skin. 7mm ply formed the base, with 12mm ply for the front pelmet and rear support straps. Frames and stringers were made from 19mm x 42mm pine, with 3mm MDF gussets used for assembling the frames.

Board assembly was accomplished using PVA glue and a pneumatic nail gun.

The end frame was nailed to the rear straps. Stringers were then nailed to the straps. The next frame was positioned against the ends of the stringers. The pelmet was then nailed to the ends of the frame resulting in board a bit like an open box.

Sub base and scenery

There is an interesting phenomenon that occurs when a group of mates embark on a joint project such as this: we end up encouraging each other to keep the project advancing, almost engaging in oneupmanship!

I was shocked one weekend when Dave arrived at my house with a completed model of the Cunningham's Cut bridge. He was effectively challenging me to complete boards! As I finished the third board, Dave had completed the large curved bridge at the other end of the canyon, and so on we went.

We set up all three boards to work out the track heights. This was a little more complicated than we first thought, as the Cheakamus River drops down over a number of waterfalls through the canyon. We had to leave enough depth to show the river dropping down while ensuring the space above the track was sufficient.

With the track height established, we roughed in the track bed with 19mm x 42mm pine formers and 12mm ply as the track sub base.

Dave has limited space for modelling at his house, so he could only work on one board at a time. He got to work roughing in the scenery base, using 30mm and 50mm foam board glued in place with 'liquid nails'.

To this superstructure he applied various sections of cast plaster rock moulds. Using the library of prototype images Roger had collated, Dave painstakingly replicated the rock work. He has an extensive collection of latex rock moulds, so there was enough variety to meet each different feature required.



Once Dave completed the base plaster rockwork, the board was transported to Roger's house. Roger then painted the rocks, and added grass tufts, etc. Together they completed the last of the scenery, adding bushes and trees.

However, not everything went to plan. Dave struggled to fit the curved bridge into the third board. The board was just too narrow, and Dave came up with a novel solution by making the opposite side of the canyon a removable extra section.

Eventually all three scenery boards were at Roger's house, and were assembled in order. The lighting was installed, and the track (Peco code 83) was laid and ballasted. Finally, the front pelmet was painted theatre black.

During this process Ross Pearson joined the team, helping with the scenery.

Cheakamus Canyon was exhibited at the Caulfield exhibition (near Melbourne, Victoria) in 2019 and we were delighted when it won 'best private layout'.

Expansion

To allow for layout expansion, I purchased an enclosed racing car trailer with an internal capacity of 22' long, 7'6" wide, and 6'6" high.

With transport issues resolved, we decided to build a corner board to complete the canyon. This board would have two short tunnels and another bridge (as per the prototype). It was built in an L shape, 4' high and 6'3" long. It was big!

Learning from the first three boards, the construction method was changed slightly. This time, I roughed in the sub road bed, added a curved backdrop made of 3mm MDF, and installed the lights.

The pelmet (12mm ply) was installed almost to the full height. This gave Dave plenty of freedom when it came to shaping out the final scenery base. However, this did make the board quite heavy!

This board was delivered to Dave's house so he could start the scenery, then to Roger's for completion.

The addition of this board added a whole new dimension to the layout; the curved section and the rock slip area was modelled right down to almost the bottom of the board. Dave and Roger did an amazing job and the result is quite dramatic.

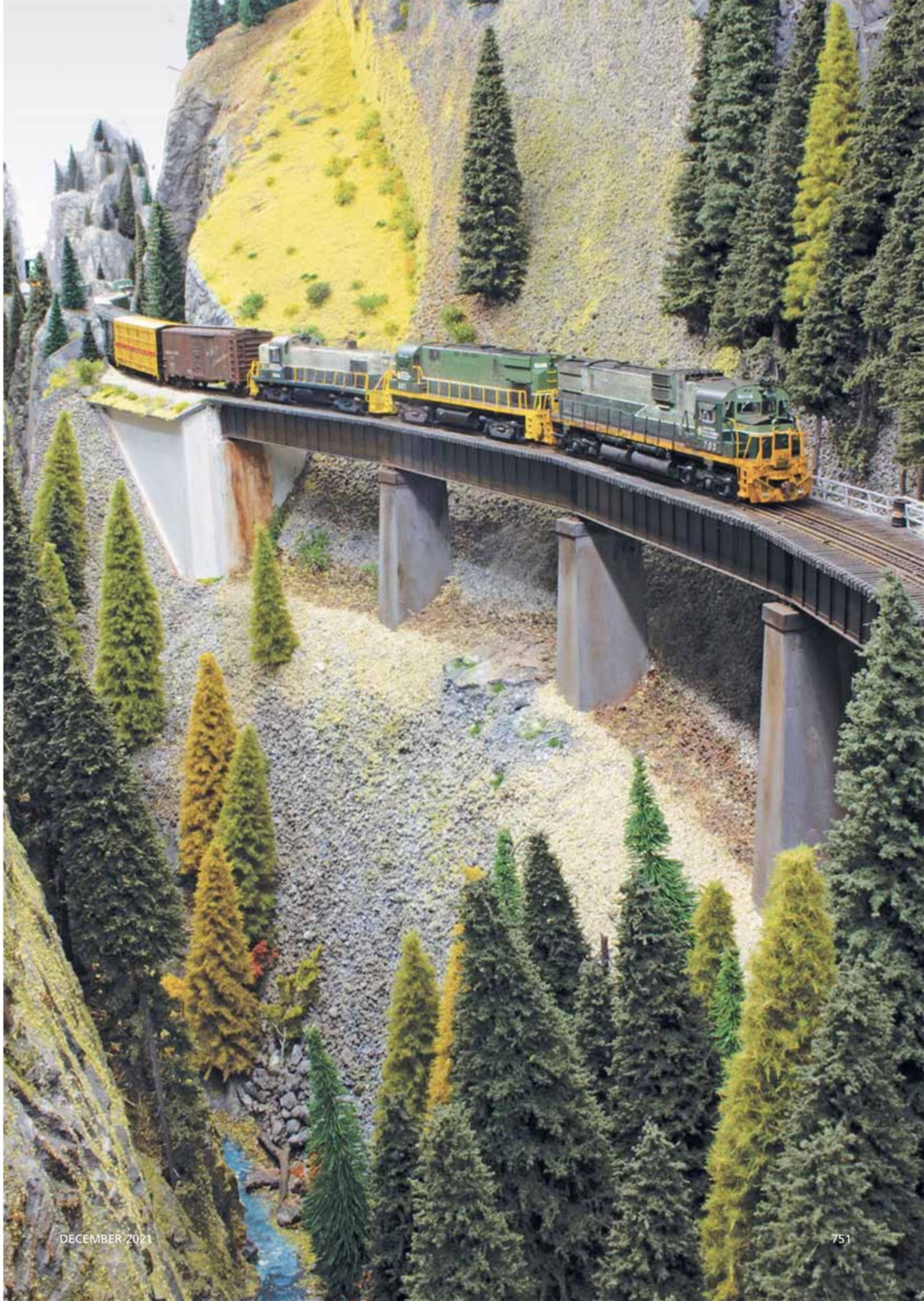
The layout was exhibited in its new four scenic board format at the Yarra Valley Model Railway Club's Diamond Creek exhibition in suburban Melbourne.

During set up we found one slight problem: the new board was slightly longer than C channel track board on the other side of the layout. It was a bit of a concern to discover my error at this stage! However, we had spare sections of timber for shimming the layout. These were used to lengthen the C channel enough to link correctly to the scenery board and the fiddle yard. Finally, I added the track – we always bring spare sections in case of damage.

Above
A diverted Canadian National train enters the canyon, with M420 #2539, SD40-2W #5243 and (out of town) Duluth Winnipeg & Pacific RS-11 #3610.

Left
Back to when two-tone green Alcos ruled the BCR – C630m #703, C425 #801, and RS-3 #564 wind their way through the canyon.

Right
Close to the deepest part of the canyon, three Alco prime movers in the form of C630m #703, C425 #801, and RS-3 #564 echo against the granite walls. The Cheakamus River can be seen at the lower left.





Below

BCR SD40-2 #751 is traversing the fourth bridge southbound in Cheakamus Canyon, with #755 and CP Rail #5614 following. The rock face here shows the maximum depth of the scenery.

Left

BC Rail SD40-2 #764 leads leased Canadian National C40-8M #2422 northbound through Cheakamus Canyon.

Further expansion

We then discussed options for completing the layout, possibly building an entire scenic yard for open staging.

The other option discussed was to build a branch line, such as the Dawson Creek branch.

The most obvious addition would be to have another scenic board to replace the C channel track at the Cunningham's Cut end of the layout. There is an iconic scene where the railway hugs the edge of Seton Lake. I thought: how hard can that be?

The Seton Lake board would be a solo effort, giving me the opportunity to learn rockwork, and lake building skills.

The board was built in a similar fashion to the other end L-shape, except that I used 4mm ply for the base and 7mm ply for the pelmet and straps to reduce weight.

Below

The locomotive that started it all, C40-8M #4601, leads SD40-2 #756 and CP Rail SD40-2 #5614 across the curved bridge in Cheakamus Canyon.



Above
BCR C425s #801 and #802
rumble southbound over the
fourth bridge in the canyon.

Above right
BC Rail B36-7 #3613 with
all the rock lights on heads
north with a short freight,
having just left the short
tunnel at milepost 55.5.



Left
BCR SD40-2s #751 and #755
burst out of the tunnel
at milepost 55.5
only to dive back into
the tunnel at milepost 55.4.

Right
BC Rail SD40-2 #764 leads
leased Canadian National
C40-8M #2422 out of the
tunnel at milepost 55.4 and
is about to head into the
tunnel at milepost 55.5.



Dave (nervously) loaned me his immense collection of latex rock moulds. I must admit after roughing in the scenery base with foam, I became a little hesitant of how to start the rock work. The moulds are a negative of what would be the end casting, and the best way to figure out what each would look like was to cast examples. From this exercise, various moulds were selected and cast in sections that were close in texture to the real location. This was not as easy as it seemed, but a number of rebuilding attempts later we are close to replicating the prototype.

The lake bed was spray painted with various hues of blue and a dirty sandy colour. A two-part epoxy resin was applied over the lake bed and finished with a coat of Modpodge gloss.

Summary

The layout has yet to be exhibited with the Seton Lake addition, and we expect there may be more changes.

This project brought out all our skills and we learnt some new ones in the process. Roger has honed his scenery skills, adding washes and moss with truly amazing results. Dave has been inspired to start his own D&RGW diorama. This project has definitely changed my approach to exhibition layout construction.

When the layout is at an exhibition, it is great to see Dave and Roger in their element, Dave out front with his dog-eared reference book, fielding questions and showing visitors how the layout relates to the prototype, and Roger also fielding questions while operating the fiddle yard. That is where Doug Hart (a *Murray River Bridge* operator) and myself take over – we just keep trains rolling through the scenery.

The layout has proved to be extremely popular. At that first Caulfield exhibition (before Covid, of course) the audience was five deep.



Peter Marriott models a section of this busy location on the Bern Lötschberg Simplon system, described in the previous article (November 2021).

Photographs by the author.

Spiez

A lockdown layout project

I have visited Spiez station on many occasions over several years, with Lake Thun on one side and the Stockhorn mountain on the other. This is a very busy station and covers a vast physical area, but it appealed to me even though for practical reasons I usually model small stations and scenic locations. How could I ever model Spiez – even if I had the space?



Left
SBB Cargo Eem923 shunter
Stockhorn (HAG Classic).

Right
BLS and SBB versions of
Vectron locomotives (Roco).

Below
A weathered SBB Am841
(Lima) with ballast hoppers.
The buildings are
(from left to right)
a plastic kit by Kibri,
a laser-cut card kit by Noch,
and a plastic kit by Falter.
The *Stockhorn* mountain
looms over the layout –
the backscene is from
photos I took in July 2020.





I puzzled on this in the early days of lockdown in 2020. I had a 'spare' baseboard, effectively the storage yard for the proper layout on an adjacent baseboard, when the penny dropped: rather than just having a storage yard with plain track feeding into the other end of the layout, I could make the storage yard look like a very small slice of Spiez. I decided that five key criteria might help me to turn four plain tracks into something that might resemble a little part of Spiez:

- The track would be ballasted and between the tracks a lighter colour finer sand would fill the space.
- The retaining wall would feature concrete-covered half round pillars plus a fair bit of foliage growing along it, as in reality.
- There would be a row of different chalets and buildings on top of the retaining wall behind the road, and several trees between the retaining wall and the road.
- The backscene would include a representation of the Stockhorn mountain.
- There would be catenary gantries over the tracks.

Above
BLS Cargo Vectron (Roco) on an intermodal service, as would be seen most days passing through Spiez.

Right
The BLS Tm235 maintenance unit with crane is by Kibri, the figures are from Preiser. The BLS bus is by Rietze – in fact BLS buses do not operate around Spiez and it would be more realistic to see a Postbus.

Below left
BLS 'Mutz' class 515 double-deck e.m.u. (Liliput) as regularly seen at Spiez.

Most of the components used in this project had been collected over a decade and it all seemed to come together during the building of this layout. So, for example, the buildings on the layout are a mixture of laser-cut card and plastic that I had assembled as small 'evening' projects and had been stored for years: at last I had a home for some of them, which was quite a satisfying feeling.

The figures and detailing parts had been purchased on my various European trips and at last I could use them in some cameo scenes which I found to be a bit of fun.

The backscene was made from a series of photos I took on a visit to the location in July 2020, printed out at home and fixed to a few sheets of mounting card using Deluxe Materials 'View Glue'.

The concrete retaining wall is arguably the most visually distinctive feature of Spiez station, so I tried to make this look as good as possible. The road was raised up from the



The layout at a glance

Location: Spiez station, Bernese Oberland, Switzerland
Scale: HO
Size: 1.35m x 0.63m on one board
Track: Peco Code 100 with Electrofrog points weathered with Humbrol dark brown acrylic aerosol.
Locos and stock: Roco, Piko, Liliput, Mehano, Lima, HAG, and Kibri
Buildings: Faller, Kibri, and Noch
Retaining wall: scratchbuilt plus some Noch sheet
Figures: Preiser, Noch, and Bachmann US
Road vehicles: Rietze, Wiking
Scenic materials: Woodland Scenics Fine Turfs; static grass fibres by Noch and Woodland Scenics; foliage by Hornby Skale Scenics.
Trees: Anita Décor, Gaugemaster, Model Scene, and miscellaneous



Below
 SBB Am843 (Piko) with SBB and BLS ballast wagons (Roco). The retaining wall was made from mounting card plus hand carved pieces of balsa all painted with concrete paint.





Below

Three of the four sidings in the yard, with the road running along the top of the retaining wall. The pavement was made from mounting card, and the trees are by Gaugemaster.



baseboard using Woodland Scenics Foam Risers then the front of the wall made from mounting card. To make the half round concrete pillars I used balsa wood carved and fixed to the cardboard with Woodland Scenics Scenic Glue then left the entire wall to dry fully. Once the glue had dried, I filled any gaps and cracks using Woodland Scenics Foam Putty and then left it to dry. Once dry, I painted the whole wall twice using Woodland Scenics Top Coat Concrete paint.

I could not get hold of sufficient catenary wires and metal gantries at the time of construction, so I did not install any wires – which speeded the project somewhat – and I used gantries made from laser-cut kits by Scale Model Scenery.

Above

SBB Cargo class 610 (Roco) on a mixed goods. A Postbus has arrived on the top level.

Below

SBB Cargo Eem923 Stockhorn (HAG Classic) with Rigips wagons (Roco) bound for the plasterboard plant at Leissigen.





Above
BLS Re4/4 420 504 (Roco) with coaches (Liliput) which are often seen on the shuttles to and from Interlaken Ost. Among the road vehicles are modern and classic Swiss Post vans.

Below
SBB Cargo Am843 (Mehano) hauling a mixed freight, including vans covered in graffiti.

Because of the decent weather in summer 2020, I was able to work in an unheated garage to produce this layout over a period of around five weeks. It represents probably about sixty hours of work, although I already had fully assembled buildings which made the project a lot quicker than if I had started from scratch.





In the final article of this 'mini series' I will show how some of the cameo scenes and small details were created.

Conclusion

I wanted to imagine I was standing on platform 5 looking across to the activity in the yard. I now have a tiny bit of Spiez station yard, which has given me a lot of fun. I am glad I realised that I did not need to build long platforms to capture something of the location. I am really pleased with the result and have 'played' trains more on this than any other layout!

This project fired my enthusiasm for modelling real locations and I may model another extract of a different BLS station or line.

Above

Two generations of BLS high power Bo-Bo electrics – an 'Alpinist' 193 Vectron and a 465 appropriately in 'Stockhorn' livery. Both models are by Roco.

Right

BLS Am843 (Mehano) with two loaded ballast hoppers. The BLS has three of these locomotives.

Right

SBB Cargo class 610 (Roco) on a mixed goods. A Postbus is just visible on the road above.

Below left

Weather-beaten SBB Am841 (Lima) with ballast hoppers.

Below right

SBB Cargo International Vectron class 193 (Roco) on a typical intermodal train.





Adrian S.Garner researches an unusual prototype and plans a model.

Drawings by the author.

Rigibahn No.7

A veteran rack locomotive

This iconic standard gauge rack railway locomotive built for the Rigibahn has been brought out of retirement during 2021 to celebrate the 150th anniversary of the opening of the line.

The Rigibahn climbs from Vitznau on Lake Lucerne to the summit of the Rigi; it was opened on 21st May 1871 and was the first rack railway in Europe. It was designed by the engineer Niklaus Riggenschach to convey tourists to the top of this popular destination.

When the line opened it only ran to Rigi Staffelhöhe, just below the summit, as the remaining section of the line to the summit entered a neighbouring canton. Agreement was finally reached between the cantons and the railway was extended to Rigi Kulm in 1874. A line from Arth Goldau in the neighbouring canton was subsequently built and joined the Rigibahn at Rigi Staffelhöhe to run parallel to the summit.

To build and operate the line Riggenschach opted for vertical boiler locomotives built in his own workshops at Olten. The first arrived on 18th May 1870. It was named *Stadt Luzern* and just three days after its arrival it was set to work on construction. This loco was joined by a further nine, all of similar design. The last four were built in the newly opened factory of the Schweizerische Lokomotiv und Maschinenfabrik (SLM) in Winterthur.

It seems likely that Riggenschach opted for vertical rather than horizontal boilers due to concerns about the water level in the boiler as the angle of incline changed. Vertical boilers had also been adopted by Sylvester Marsh for the world's first rack railway which had opened just two years before the Rigibahn, in 1869, to the top of Mount Washington in the U.S.A. In practice, whilst the vertical boilers proved to be successful, they were difficult to maintain and clean and the uneven axle loading led to inferior braking. These issues, combined with the increasing success of the line, encouraged the Rigibahn to rebuild them, replacing the vertical boilers with larger horizontal boilers. Subsequently five horizontal boiler locos were purchased from SLM and delivered in 1899, 1902, 1913, 1923, and 1925. The rebuilt original locomotives, however, continued to form the major part of the motive power until the line was electrified in 1937.



Top

An early postcard showing locomotive No.2 posing on the Schnurtobel viaduct prior to 1882.

Above

One half of a stereo pair showing locomotive No.2 climbing across the Schnurtobel viaduct with a carriage full of passengers. Unfortunately this scene cannot be repeated with the restored No.7 as not only has the viaduct been replaced but mature trees now block this dramatic view.

Both photos: author's collection.

Table 1 The vertical boiler locomotives of the Rigibahn

No.	Name	Maker	Year	works no.	rebuilt	out of service
1	<i>Stadt Luzern</i>	SCB Olten	1870	17	1882	~1913/4
2	<i>Stadt Basel</i>	SCB Olten	1870	18	1883	1932
3	<i>Stadt Bern</i>	SCB Olten	1871	19	1884	1932
4		SCB Olten	1872	21	1886	1937
5		SCB Olten	1872	22	1886	1937
6		SCB Olten	1873	23	1891	1923
7		SLM Winterthur	1873	1	1892	1937 *
8		SLM Winterthur	1873	2	1892	1937
9		SLM Winterthur	1873	3	1891	1937
10		SLM Winterthur	1873	4	1888	1937

* Now preserved and operational

On electrification, the Rigibahn had the foresight to retain No.7 and restored it to its original form with a vertical boiler. It was displayed for many years at Vitznau and subsequently transferred to the *Verkehrshaus der Schweiz* transport museum in Lucerne.

By 1946, just two steam loco, No.16 built in 1923 and No.17 (1925) remained in use. Both have been preserved and are now used for steam specials on the Rigibahn.

In 1996, for the 125th anniversary of the opening of the line, No.7 was restored to working order and operated a shuttle with a single carriage on designated days between Rigi Staffelhöhe and Rigi Kulm, to the delight of many visitors. To reach Rigi Staffelhöhe it ran light from Vitznau where it was maintained and refuelled. A small number of passengers were able to pre-book to ride in the front basket of the loco on its climb to Rigi Staffelhöhe and I was privileged to be one of them. It was thrilling to stand in the open air watching the track ahead, hearing and watching the valve motion and the actions of the crew. By sheer luck, the Swiss mountains unfolded in near perfect weather. I knew I had to model this loco – the catalyst for the attached drawings.

After the 125th year celebrations, No.7 was returned to be displayed in the *Verkehrshaus* in Lucerne.

The drawings

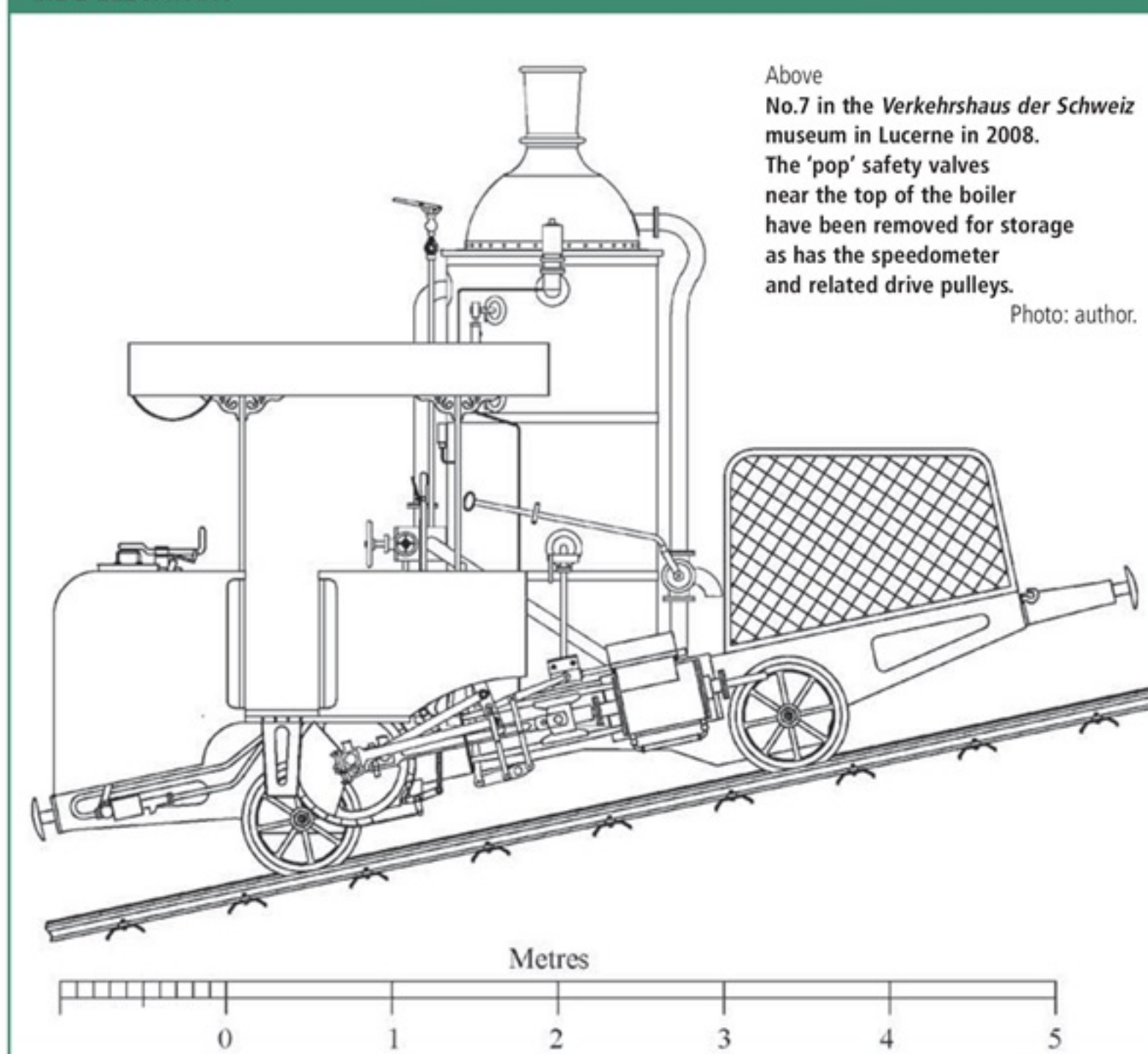
The structure of the machine does not lend itself to the typical modeller's drawings consisting of side, front, and end elevations. These hide too many components which are visible when looked at from different angles. I have consolidated my separate drawings to generate a side elevation, which makes a pleasing illustration but does not provide the information needed to make a model.

A further problem is that parts of the loco, in particular the boiler, are tilted at 12° the track (being just under half the maximum angle of ascent). Conventional front and end elevations therefore end up distorting sizes and shapes with circular objects becoming ellipses, etc. Whilst technically correct in terms of the drawing, it is not helpful for determining part sizes when making a model.

I therefore drew an outline side elevation showing known dimensions and used this to ensure subsequent consistency in generating the drawings of the various elements of the loco.

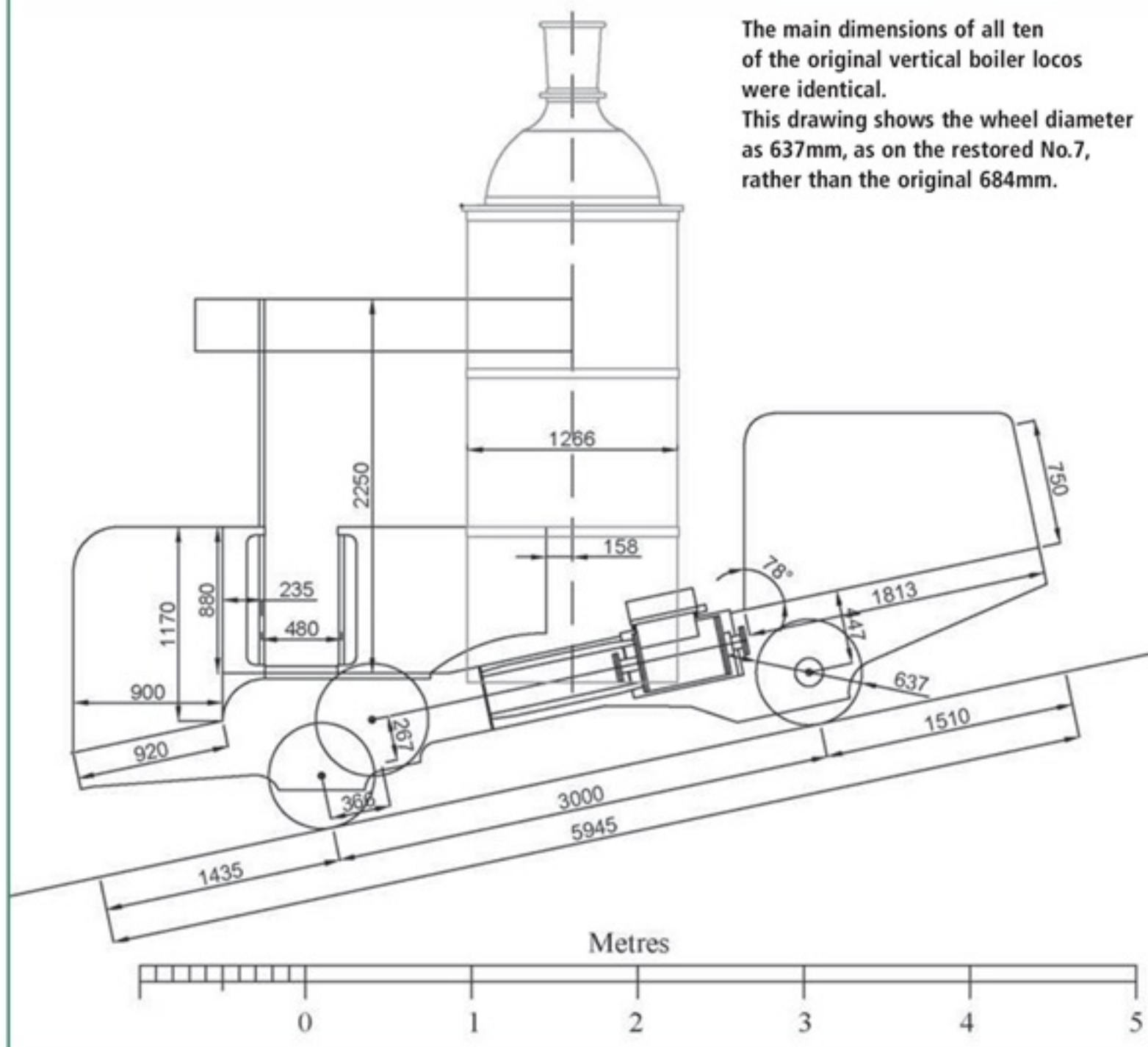


SIDE ELEVATION



GENERAL ARRANGEMENT

The main dimensions of all ten of the original vertical boiler locos were identical. This drawing shows the wheel diameter as 637mm, as on the restored No.7, rather than the original 684mm.



The original locos

Photos show that when delivered No.1 had neither a roof nor a cab. Instead, it had just a single tubular railing to protect the engineer from falling. It also had a riveted square cornered rear water tank with one side used to store coal. Early on a short roof was added and subsequently sheet metal sides were added to form an open cab. Nos.2 and 3 had similar square cornered tanks and may have been similarly frugal on delivery. Later pictures show both had short roofs and sheet metal cab sides. Later locos all appear to have arrived with a short roof and sheet metal cab.

The valve gear on the six locos provided by SCB Olten was operated by eccentrics driven by a pin on a return crank mounted on the piston rod's driving pin. The four later locos built by SLM Winterthur had the eccentrics replaced by conventionally shaped valve gear coupling rods with split brass (possibly bronze) bearings. These allowed each to be mounted on its section of a complex pin which had two offset round sections mounted on the return crank to provide the necessary oscillating motion.

Two forms of brakes were included for safety in the original design. At the rear of the cab a screw brake handle above the

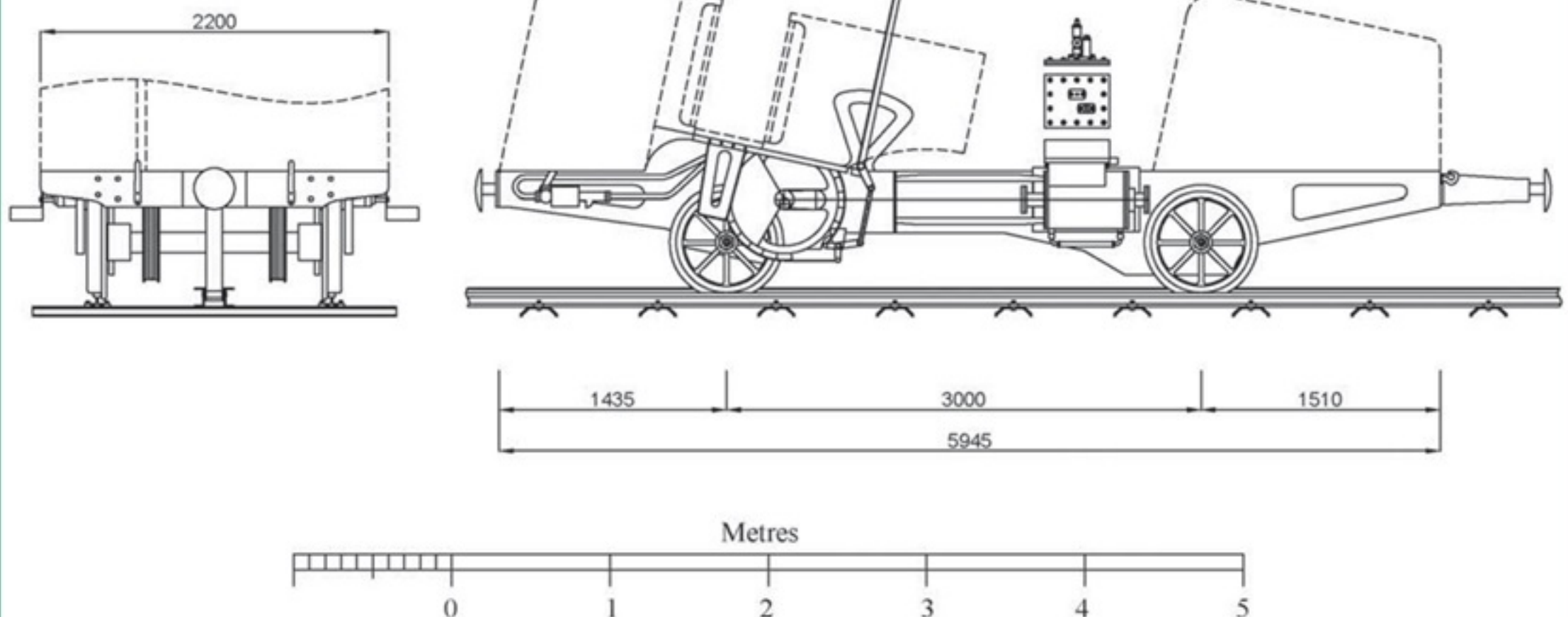
FRAMES, CYLINDERS AND WHEELS

Prior to rebuilding with horizontal boilers, all the vertical boiler locos had either no rear buffer or only a wooden block.

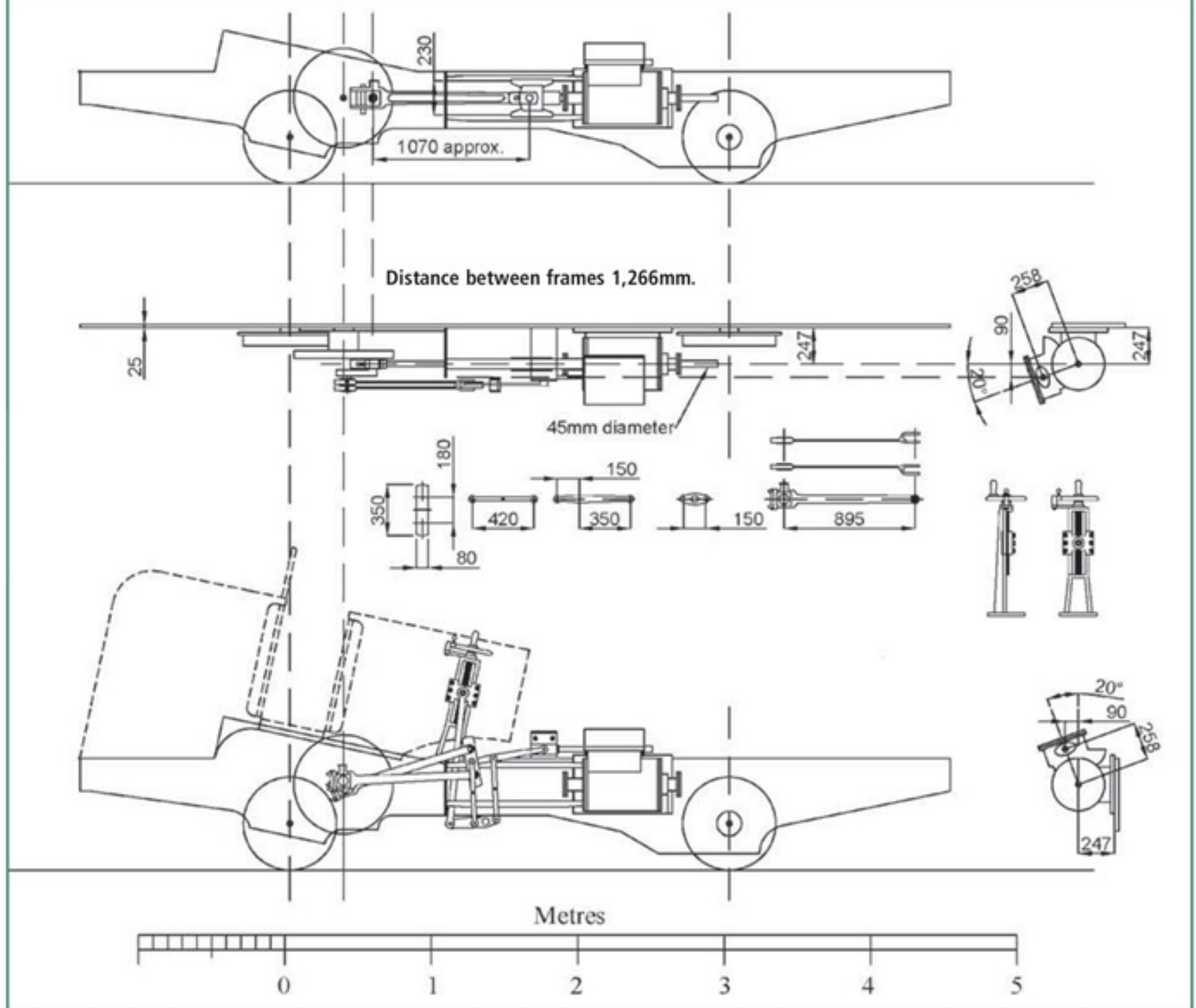
Short rear buffer shown as now on the restored No.7.

The crankshaft brake drums were originally between the frames controlled by a screw handle near the front of the cab.

The front buffer was originally short; the extended buffer on No.7 was probably fitted on restoration.

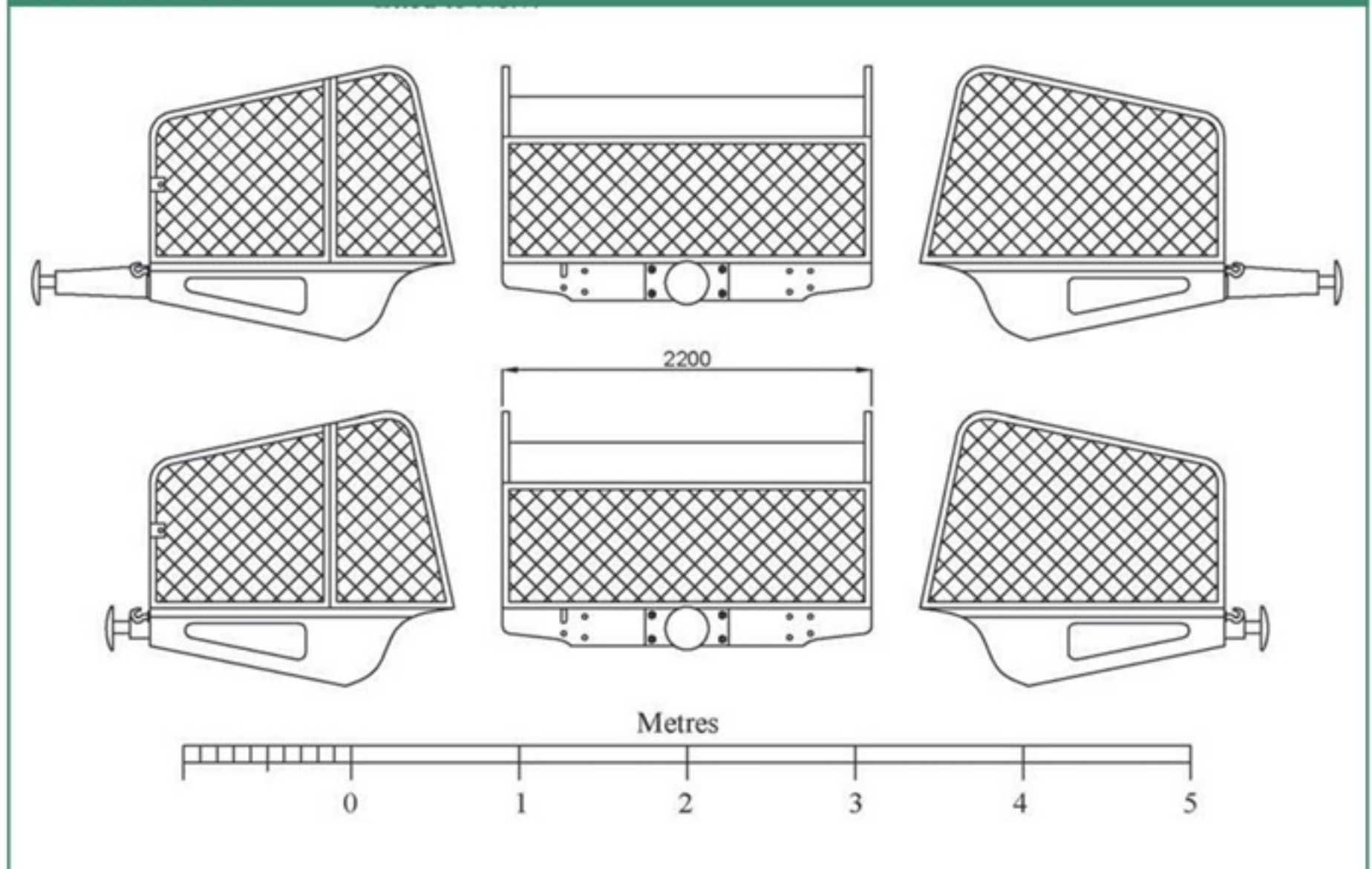


MOTION WORK AND VALVE GEAR



Right
Dimensions of the individual valve gear components are approximate as they have been scaled from works drawings.

LUGGAGE BASKET



Right
The luggage basket design appears to have been the same for all the vertical boiler locos. The lower drawing shows the original short buffer; the upper drawing shows the longer front buffer as now fitted to No.7.

Right

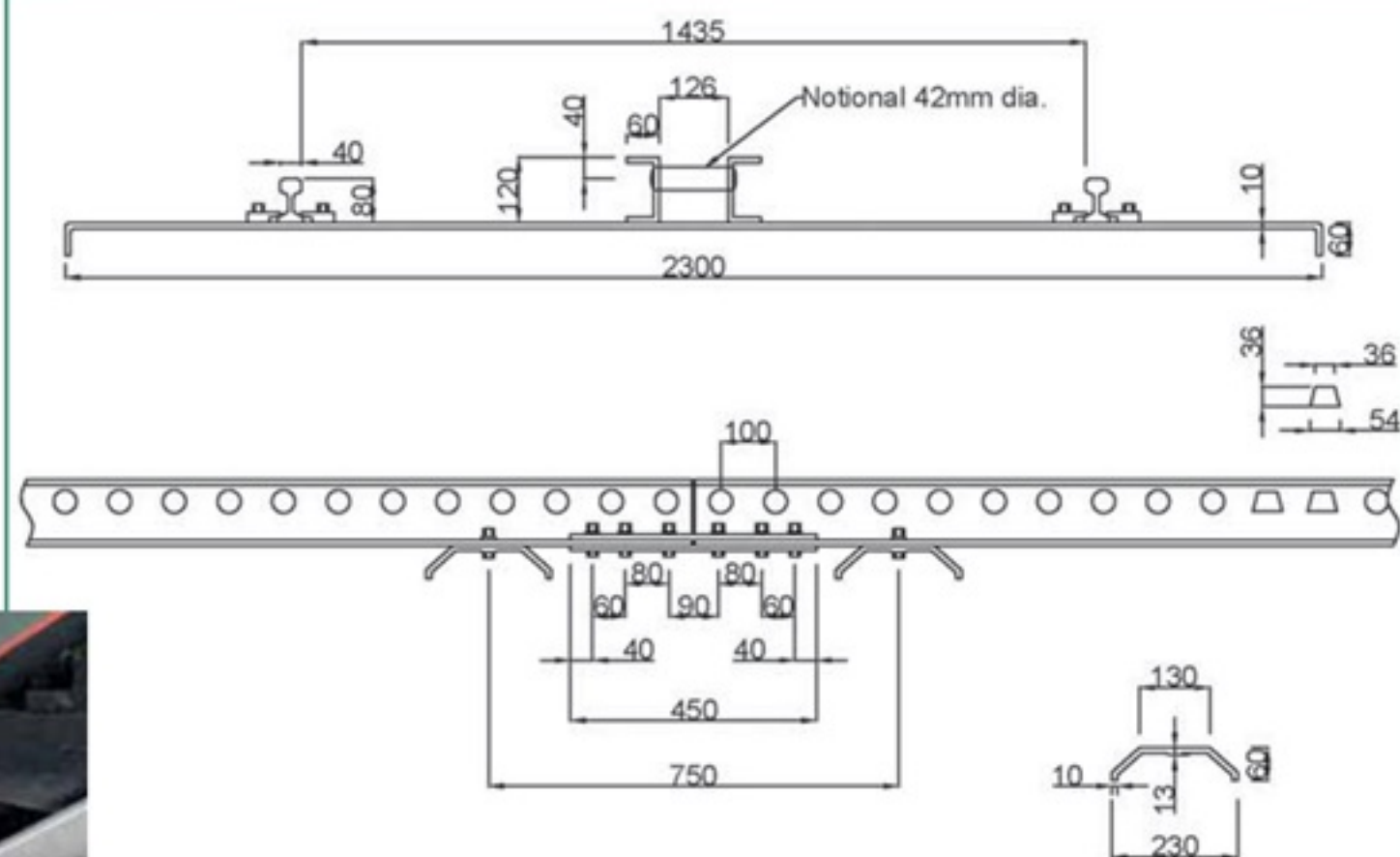
In 1871 the original rail height was 80mm. From 1890, the rail height was increased to 90mm with a head width of 47mm. Heavier rail with a height of 130mm was introduced in 1970; a corresponding spacer was fitted under the rack. The rack is in 3 metre sections.

Below

The valve rods mounted on their complex multi-centred pin on the return crank. The pulley for the speedometer had been removed when this picture was taken in the *Verkehrshaus* in 2008. Photo: author.



TRACK



rear tank acted on brake drums on both wheel axles. This remained unchanged during the operating life of the locos and is retained on the restored No.7. The other brake acted on a brake drum on the crank shaft and was operated by a second screw brake handle positioned in the front part of the cab. Early on the screw arrangement for this crank shaft brake was changed to be operated by a long lever. The internal brake drums on the crankshaft were replaced by external drums around the piston crank. This feature is retained on the restored locomotive No.7.

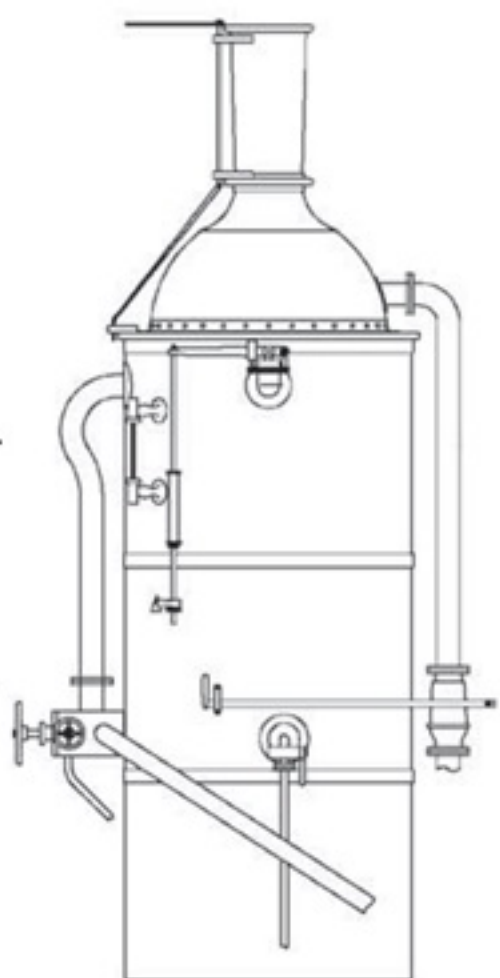
EXAMPLES OF CHANGES AND DIFFERENCES BETWEEN THE VERTICAL BOILER LOCOMOTIVES

Chimney cover.

Salter spring type safety valves.

Curved steam pipe.

Only one short unprotected water gauge on right-hand side.

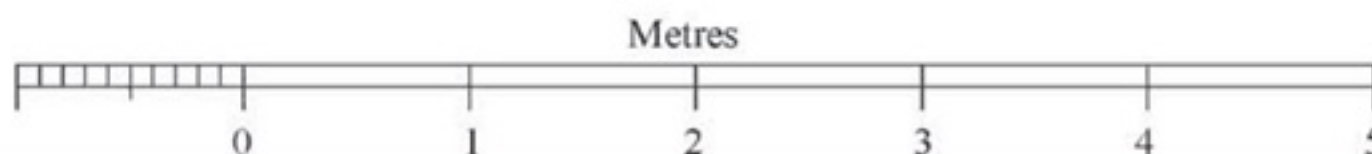
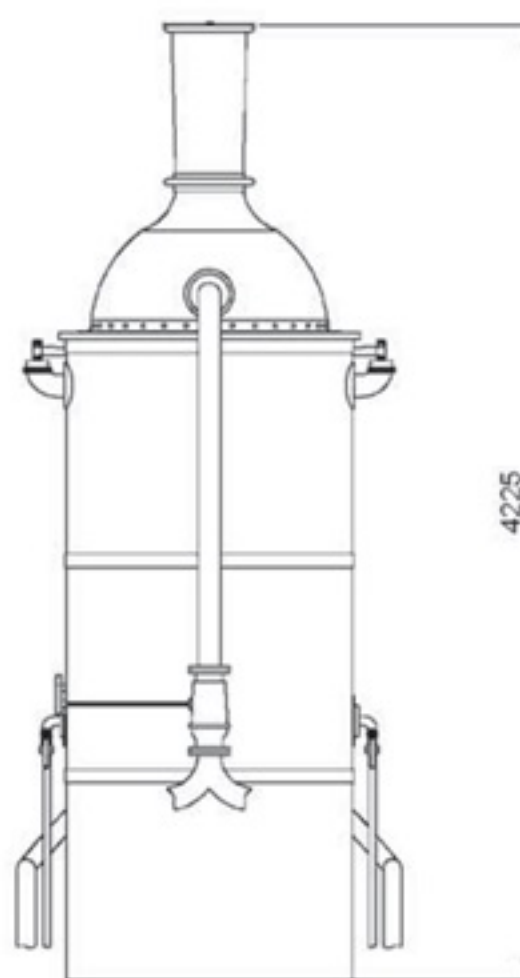


Tall chimney. (The restored No.7 has a shortened chimney to avoid the catenary.)

Straight steam blast pipe.

Early form of steam blast pipe valve.

Steam pipes to cylinders pass outside boiler feed pipes.



There were also two types of valve which directed the exhaust steam from the cylinders either to the top of the boiler and thence out through the chimney to help draw the fire or to exhaust towards ground level. It is not clear if these valves varied between the different generations of loco or whether they were changed during maintenance.

The routing of the pipework varied between locos and clearly changed as maintenance occurred. Some of the variations are included in the drawings.

Rebuilding

When the locos were rebuilt with horizontal boilers, the diameter of the wheels was reduced from 684mm to 637mm. On a conventional locomotive this would not be of note but the effect on a rack locomotive, if no other changes are made, is to lower the toothed cog wheel that engages with the rack by half this change, i.e. 23.5mm. Around the same time, however, the original 80mm high rails were progressively being replaced with heavier 90mm high rail raising the cog wheel in relation to the rack by 10mm. As locos were rebuilt over a period of ten years and the rails replaced progressively, there must have been a wide permissible tolerance on the cog wheel/rack engagement. Indeed, the tooth shape on the cog wheels is not the typical involute shape – the teeth are longer, presumably to allow for wide variation in engagement.

In addition to the change in boiler, the roofs were extended. The exception to this change being No.10, which was fitted with a fully enclosed cab.

The restored No.7

Since construction in 1873, a change has been made to the gearing between the crankshaft and the driving axle. The SLM works drawing shows the crankshaft geared to the driving axle via separate gears each side of the main rack cog gear. The teeth appear to be finer than those on the cog wheel gear but unfortunately they are not specified on the general arrangement drawing. The detailed engineering quality drawing of the rebuilt locos published in 1896 by *Schweizerische Bauzeitung* also shows this gearing indicating that no changes were made when the horizontal boilers were fitted.

The restored No.7, however, now has a central eight tooth gear on the crankshaft engaging directly with the twenty tooth cog wheel. It is not known when this change was made but it is possible that it was carried out on restoration in 1996 to allow for changes in the relationship of the rack and rail heights.

The restoration captures the romance of the original locomotives and whilst much is probably not original from 1873 the essence of the design has been retained. The key external differences from No.7's current appearance and that prior to rebuilding with a horizontal boiler in 1892 are:

- The chimney has necessarily been shortened in order to avoid the overhead catenary.
- The cab roof is the longer version installed on rebuilding in 1892.
- The water tank/coal bunker and cab sides appear to be welded and are thus probably relatively new.
- When delivered in 1873 the piston coupling rod and valve gear connected to a triangular shaped counterweight



Above
A 1920s postcard showing a rebuilt locomotive with a horizontal boiler passing the hotels at Rigi Kaltbad.
Photo: author's collection.

at each end of the crankshaft. As mentioned earlier, at that time separate brake drums were mounted on the crankshaft between the frames. This arrangement was replaced early on by brake drums mounted on the ends of the crankshaft which incorporate the necessary counterweights and to which the cranks for the piston coupling rod, etc., are attached.

- The SLM drawings and early photos show that only one Salter safety valve was fitted. Two 'pop' safety valves are now fitted in line with modern safety practice.

- The loco was fitted with only one water gauge on delivery. Again for safety two are now fitted. It seems likely that from 1892 onwards two safety valves and water gauges would have been fitted.

- A speedometer driven from an external pulley fitted to the crankshaft is incorporated as a safety feature. Photos show this was an early addition and seems to date from the rebuild in 1892.

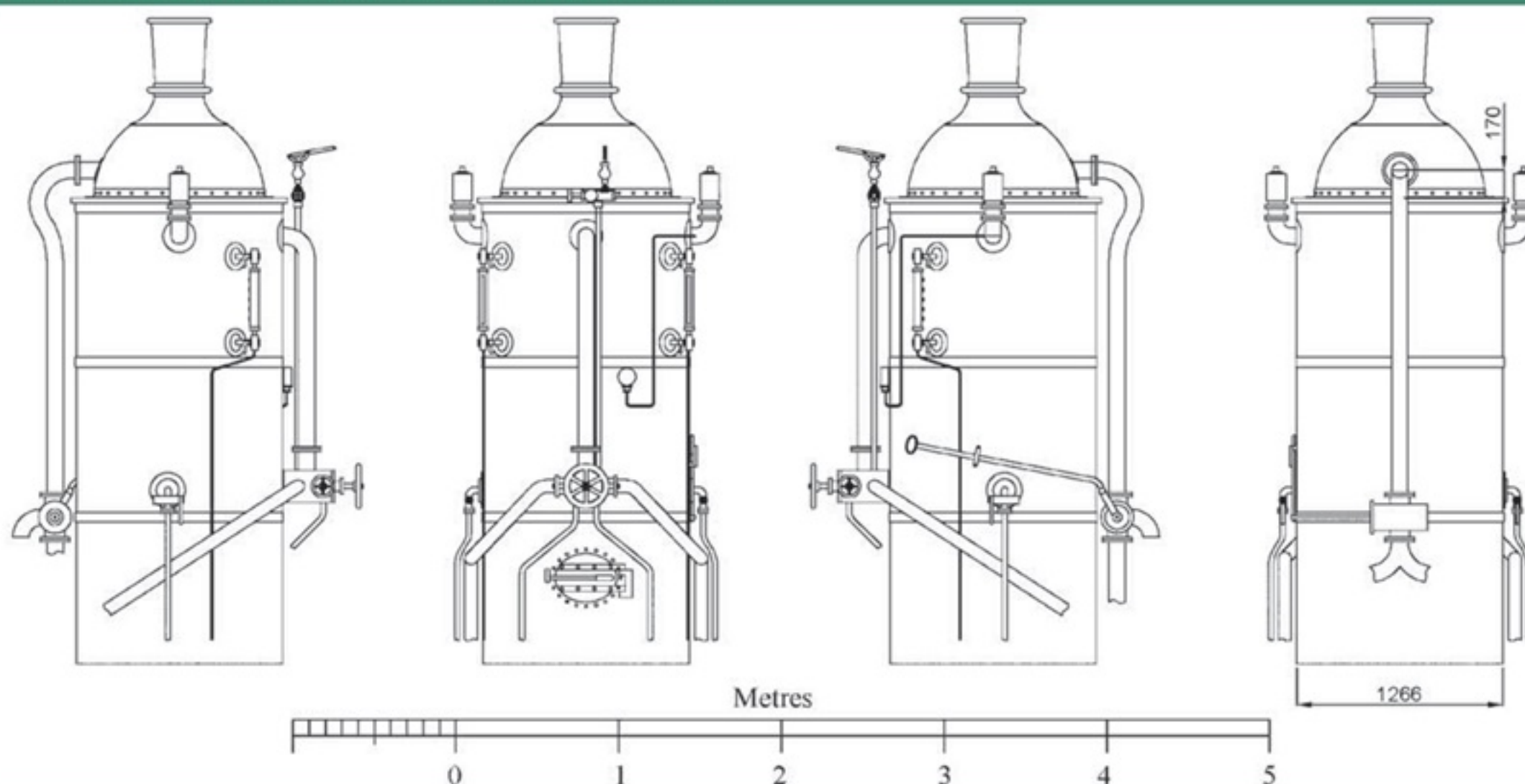
- The SLM drawings show that only one injector was fitted to feed the boiler with water, with the controls mounted on the top of the rear tank. A second injector is now fitted for safety beneath the left (coal) side of the loco tank. The controls are external.

- The pipework layout continued to mutate and has changed substantially since the loco was built in 1873. Indeed, changes continued even after restoration in 1996.

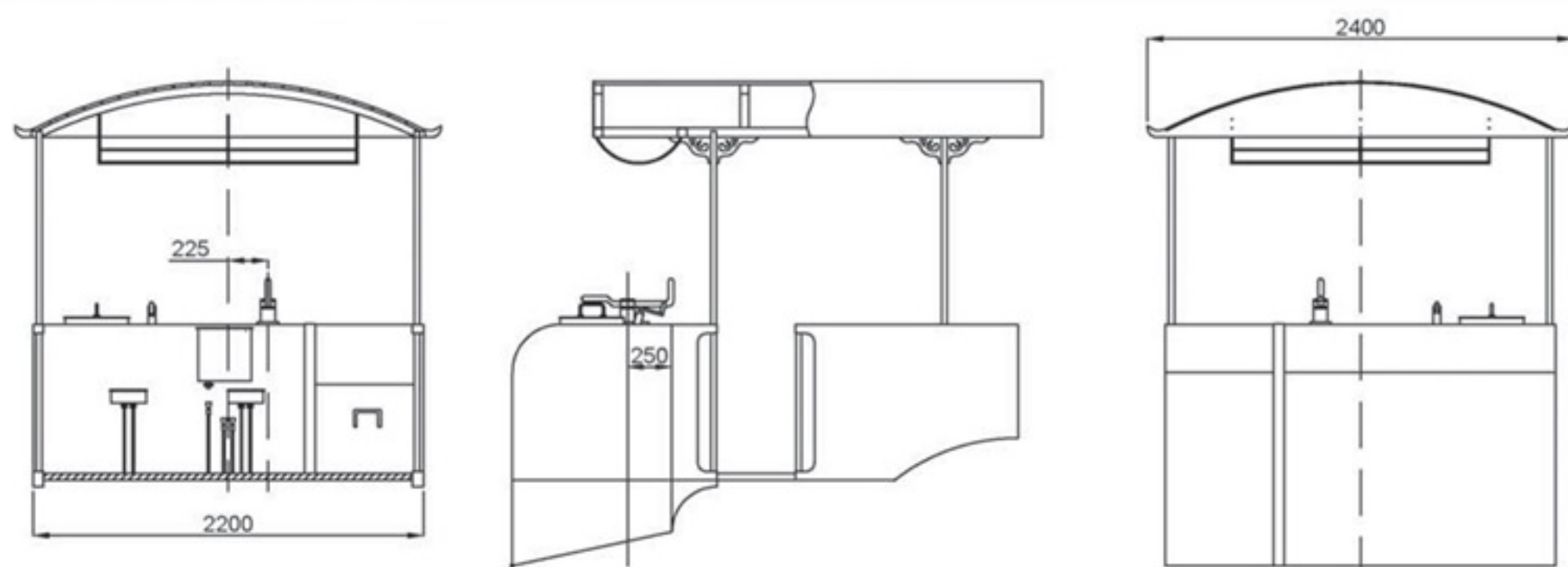
Below
A contemporary postcard with an artist's impression of No.9 as rebuilt in 1891 with a horizontal boiler.
Photo: author's collection.



BOILER OF No.7 AS RESTORED – ONLY MAIN PIPING SHOWN

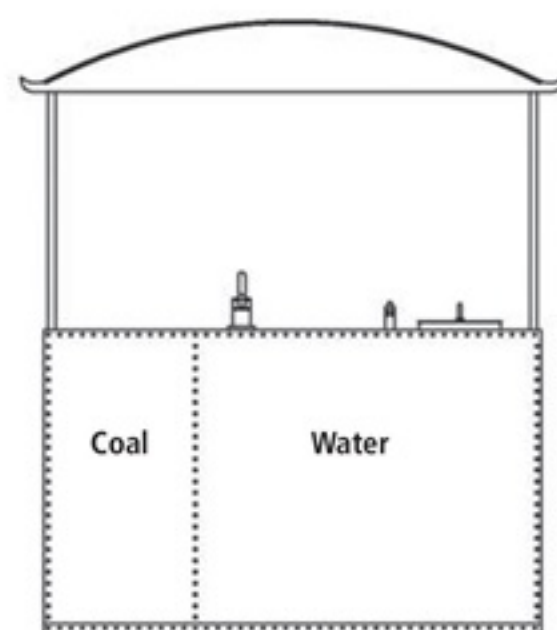
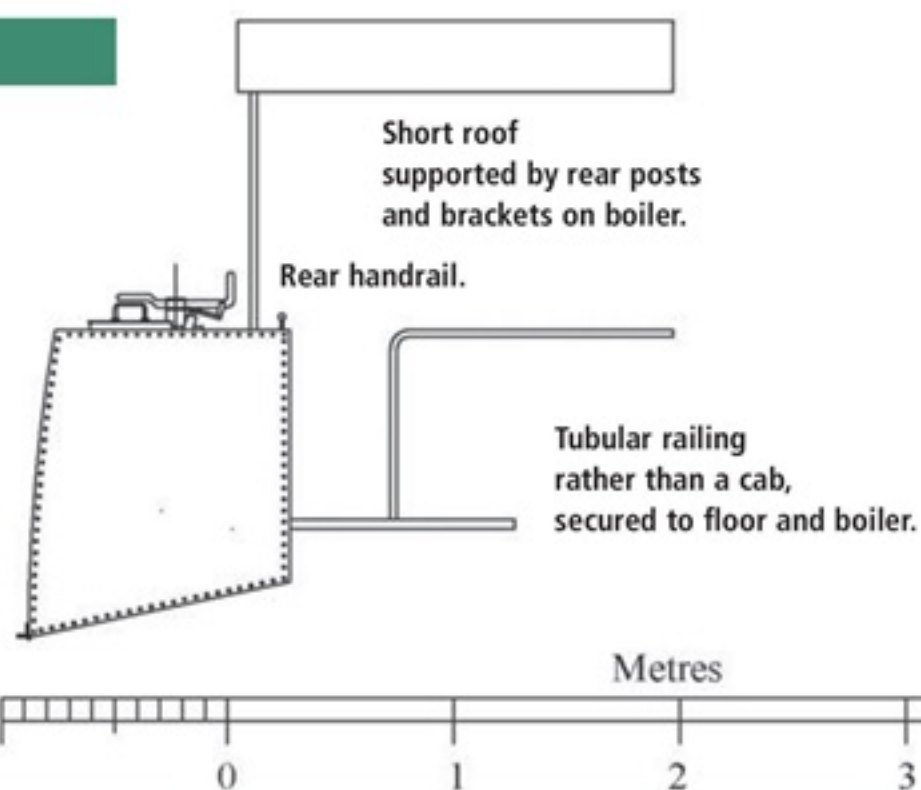


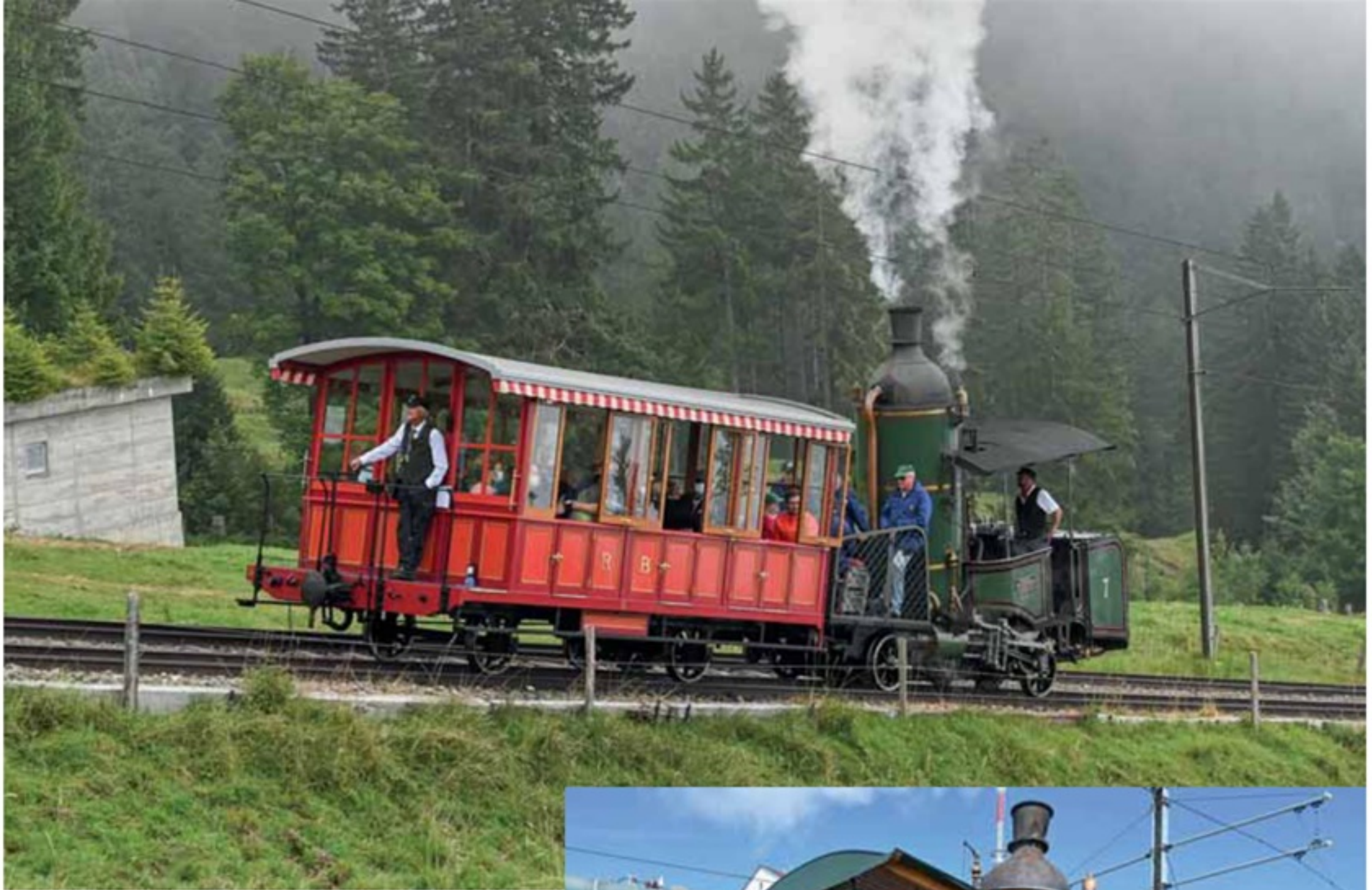
CAB AND WATER TANK AS RESTORED



DETAIL VARIATIONS

Riveted square cornered rear tank.





150th celebrations

This year's 150th anniversary celebrations have unfortunately coincided with the Covid pandemic. No.7 has, however, been operating its planned schedule but on this occasion it has been based at Arth Goldau rather than Vitznau. On one Saturday a month (and on a few special occasions) it has climbed from Arth Goldau to Rigi Staffelhöhe and then run short trips to Rigi Kulm before descending that evening to Vitznau. On the Sunday it has climbed back from Vitznau and repeated its working to Rigi Kulm. It has then descended late afternoon to its base at Arth Goldau.

I revisited the line in September to see the loco, and you too can see it in action in 2022 as its operational period has been extended into next year to offset the restrictions imposed by Covid during 2021. See www.rigi.ch



Top

No.7 climbing from Vitznau to Rigi Kaltbad on Sunday 12th September 2021. It had a full load both in the light carriage No.5 and in the open basket on the front of the loco. I was luckier in 1996 as the loco was run light, giving a perfect forward view.

Above

With its climb complete, No.7 rests at Rigi Kulm. The belt and pulley drive to the speedometer can be seen.

The information for the drawings came from copies of the original SLM works drawings, the engineering journal *Schweizerische Bauzeitung* 21 March 1891 & 27 June 1896, the book *Les Chemins de Fer Suisses après un Siècle, 1847 – 1947*, and photos. The drawings were made in 2D with AutoCad LT.

Left

The inclination of the boiler is clearly seen. The added injector with its external controls can be seen under the rear tank.

Andrew Knights has a new a layout. Or is it?

Photographs by the author.

Köln Brückenmühle

Recycling a layout

This is almost the story of two, or possibly three layouts. A friend first constructed what was to become this layout several years ago and displayed it at that year's Wealden Railway Group exhibition, in its original Cornish N guise as *Ponts Mill*.

The following year it came to our show and appeared on the group's sales stand. At the end of the show it was due to be taken back to Cornwall. I had been thinking about trying American N and the general operation of this layout looked as though it would cross the Atlantic easily. Money changed hands and I brought the layout home. After some time I did convert it into an American short line. The main work needed was the addition of another short siding and raising the road bridge so that it actually cleared a box car or loco roof. All worked well. Mostly.

Operationally the layout worked well and showed that what I wished to do was possible and interesting enough to pursue. However, a small curvy branch line was not what Micro-Trains couplers needed for hands free operation. As a result, a replacement was built which turned out to be twice as long and nearly as wide again – *Ponts Mill VT* (see CM October 2019). There the story of this little test track could have ended.



Under my loft layout I had amassed quite a collection of Minitrains HOe equipment. Plans for a layout to actually use this kept going from envelope to nowhere. Then while tidying up the book shelves where the former *Ponts Mill* sat, I put a Minitrains steam engine which happened to be handy onto the layout. It seemed to be quite at home. The box of stock was brought downstairs and thoughts turned to this small abandoned US former short line once more.

Above
A passenger train arrives
at the main platform.

Below
A train awaiting the road.





Above
All of it, from the front.



Below
The layout in position
on top of a bookshelf.

Overall scenic dimensions: 48" x 7½". Each grid square = 6" x 6".



Below
The whole thing
from the rear
or fiddle yard side.

I might add that very soon into this project I began to think that this was not a great place to start. However, bit between teeth, and a list of things needed started to be drawn up.

Not least was the need to rebuild that bridge. US N was much larger than British stock, but even small HOe stock is much taller, if not too much wider. The bridge had to go.

I wanted to be able to hold two trains off scene and have the fiddle yard, if that is what it may be called, placed at the rear. Front operation is an important feature here. The layout sits in a bookcase so has to be operated from the scenic side. So a point was added just at the entrance to this yard. A little wood was added to the back too, so that the new road was fully on a baseboard!

A bay platform was also desirable. This is fed, not so conveniently, from the yard track. Not so convenient, but more interesting to operate.

Storage for two engines in some sort of shed was also needed. I have quite a collection of Minitrains engines. Here there was another snag – a lack of points.

A rubbing was taken of the only suitable radius point to hand, the wrong hand of course. Scanned into the computer and flipped, then printed out twice. Sleepers were cut and next day a couple of points were built, to be mostly equivalent to Peco medium radius N gauge points. Live frogs and hinge bladed, the pivot pins go into the road bed and all else is code 80 rail and copper clad sleepers. Some spare track was dragged from old stock and used to extend sidings and lines as required. As the layout started life as N gauge, all of the track tries to follow suit.

Point switches were added to a strip of wood fixed to the front edge of the layout. These have wires fed directly to the point tie bars and then wrapped around the switch toggles. Positive route selection and also frog switching is provided by these. Three more switches were added to control isolating sections.

Scenery came next. Any parts of the existing scenery not required, or in the way, were removed and put to one side. The original building was relocated to the rear of the layout. It was renamed to show its new location in the world, and reflect the line's original constructor.

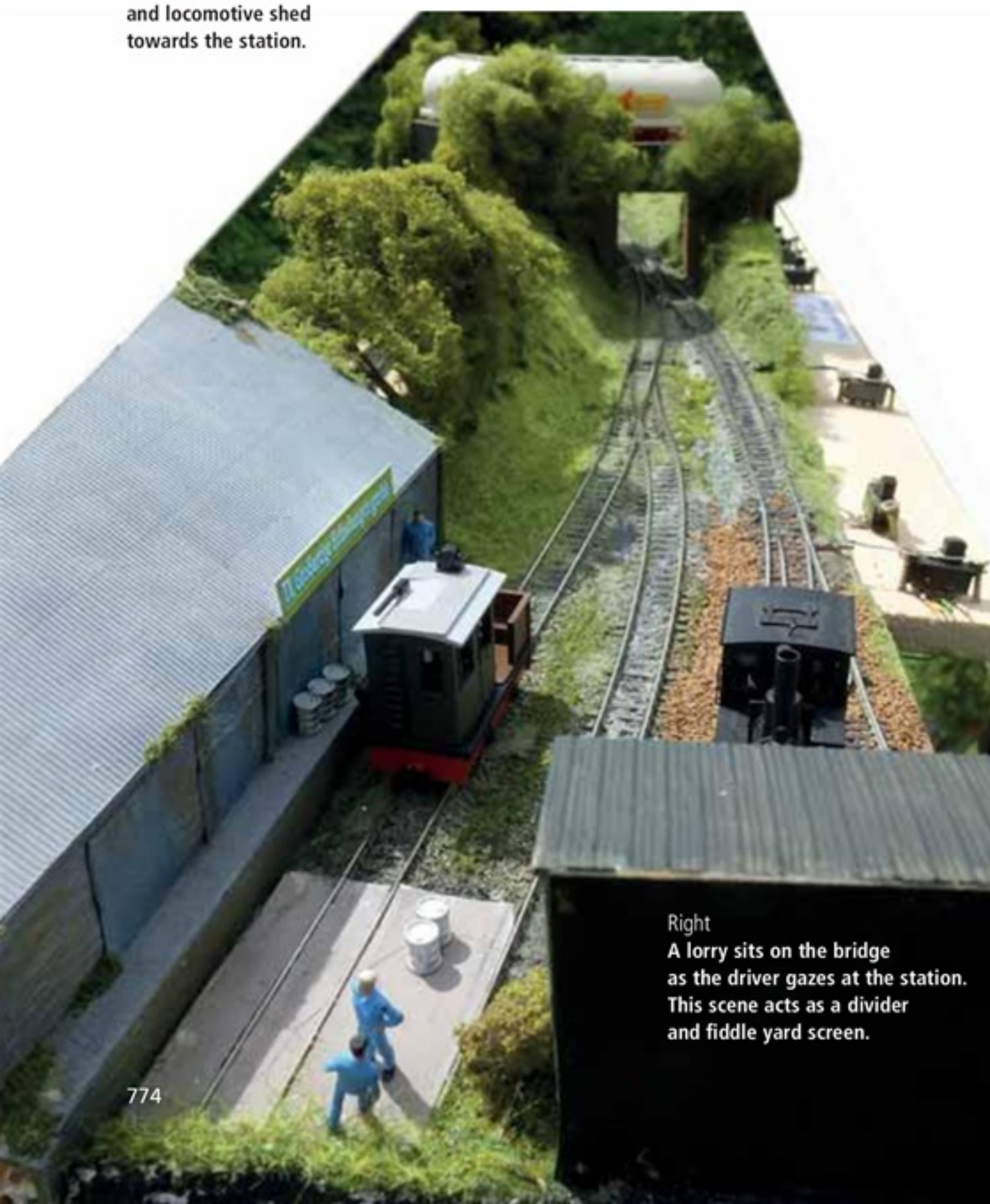




Above
Logs have just been delivered to the factory sidings.

Above right
A passenger train departing on the main line.

Below
Looking over the factory and locomotive shed towards the station.



Right
A lorry sits on the bridge as the driver gazes at the station. This scene acts as a divider and fiddle yard screen.



and reset into its place on the layout. Painting was all done with Citadel acrylic paints of various colourfully named hues.

My favourite toilet paper and acrylic varnish scenic 'goo' (a method for making "sea water" found on the Märklin of Sweden YouTube site) was used to make up the missing bits of hills and embankments. This is made by placing a quantity of acrylic varnish, matt or gloss it matters not, into a plastic container. Toilet paper is torn into small pieces and stippled into the varnish with a stiff brush. The process continues until there is no varnish visible when the paper paste is pressed and no structure is visible in the paper itself. It may then be pulled out and used much like putty or plaster. It has the advantage of setting much more slowly than plaster and having none of the weight. It is also slightly flexible once dry so does not crack or chip. It takes paint and glue readily, and this was the next stage. Glue atop the paint and Woodland Scenics flock added, using colours to match the surroundings. Once this was dry, more varnish and a very little 'wet water' and a quick scattering of static grass followed. This went over all the flatter ground areas.

On top of the bridge, and central to the layout, is a bulk sugar lorry. It is there, along with its driver, who is peering over the top of the bridge, stationwards, to act as a view block. With the yellow coated driver and the truck positioned as it is there is little to draw the eye to the yard tracks behind.





Above
Passenger stock in the bay as a short freight arrives from the main line.

Above right
An arriving visitor's view of the station.



Right
The station between trains.

Below
Passengers await the arrival of the loco for the next train.



The platform was made from most of a Wills GWR Halt kit. The station building/ticket office is a much modified Wills Garden Shed.

The smaller the layout, the more importance everything on it assumes.

Various adverts from around the Köln area were pressed into service, to try and give the flavour of an occasionally working line with Waldbahnfreunde interests.

I had seen a YouTube video of a German Waldbahn close to Frankenstein and this provided much inspiration for design and operation.

The original building gives purpose for shunting some goods traffic into place. In the main, passenger traffic is a two train affair. One sits in the bay, ready to depart. The next returns from the far end of the line and runs into the main platform road. The locomotive is uncoupled and runs to the end of the spur, to be admired from the car park. A fresh loco trundles out of the shed road, collects the train, and backs it into the now empty bay road, then the train engine goes on shed for a little TLC.

Nothing too exhausting, but add a freight train and there can be some minutes head scratching. Not a layout for exhibiting – eight hours intensive operation would be taxing to say the least. A great diversion for an hour or so, or a change from reading a book, or watching the box in the corner of

the room. The layout looks quite attractive on its shelf too.

As the wall behind the model was plain white, I thought that a backscene would improve the presentation. A length of paper was cut from a roll and stretched along the back and both ends. It was sprayed a dappled blue from a can of Plasti-Cote Sky Blue. A tree-shaped paper template was laid over this and a can of Halfords green sprayed over this to suggest distant trees, but with little definition. When dry, this was tacked lightly behind the model and the layout replaced.

So, a third life for a small plank of a model railway, and well worth the efforts to preserve it.



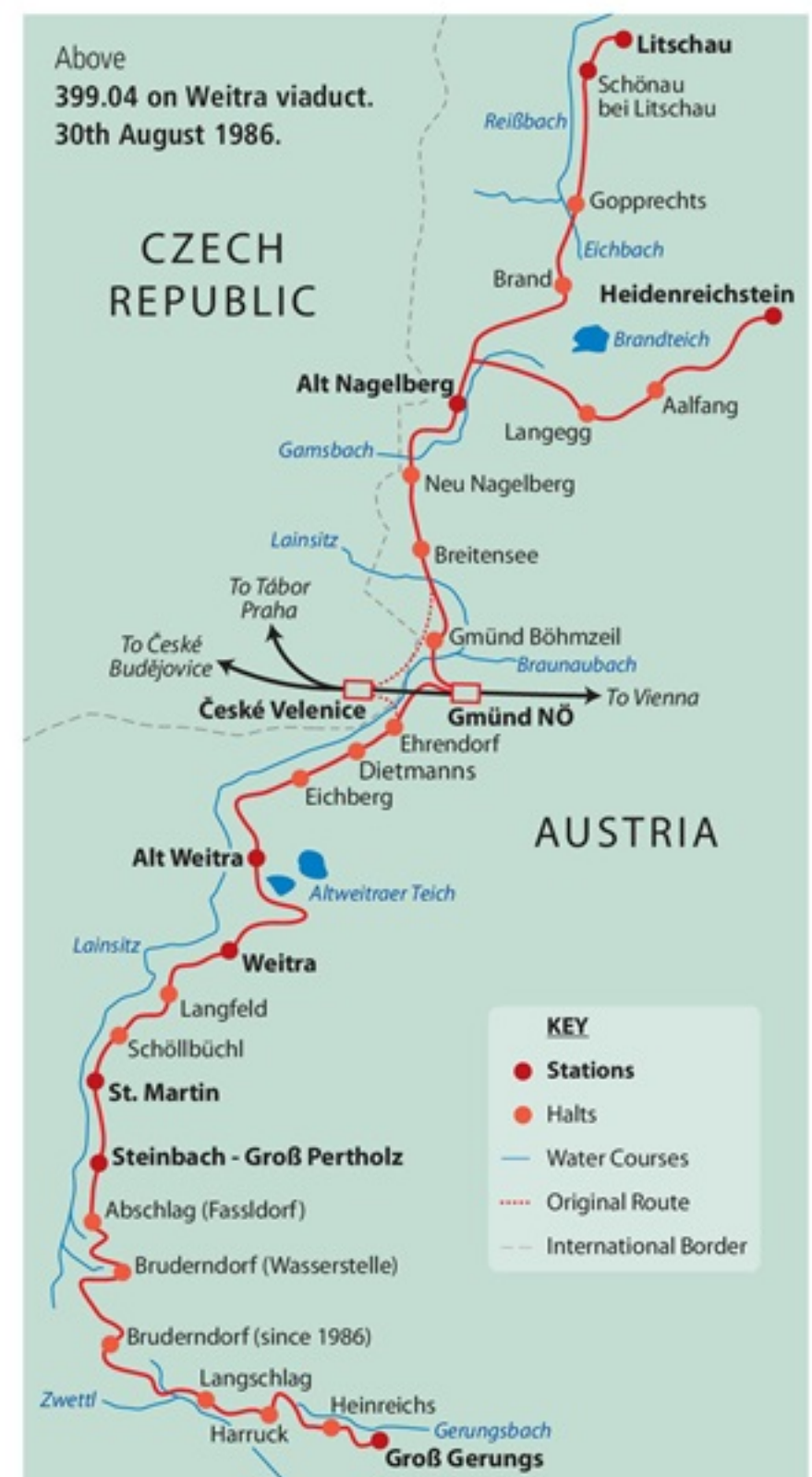
Waldviertelbahn



Peter Dale recalls 1980s visits to one of the most interesting of the Austrian 76cm gauge systems. *Photographs by the author.*

The Waldviertelbahn network is my favourite of the Austrian 76cm gauge lines due mainly to the magnificent sight and sounds of the 399 (Mh) class. It was about a two hour drive from where I was living, so I was there quite often!

Below
2095.07 at Gmünd with loaded transporters – freight traffic was considerable.
9th August 1986.





Above

399.06 near Abschlag on 10th October 1986 with a typical mixed train – three loaded transporters, a narrow gauge bogie van, a riding van for the train crew, and a four-wheel coach in case of any passengers.

The system began at Gmünd in Lower Austria and was part of the Lower Austrian Provincial Railways (Niederösterreichische Landesbahnen, NÖLB). It consisted of two lines. The northern one opened in July 1900 and ran to Alt Nagelberg and Litschau, a distance of 25.5km, with a branch from Alt Nagelberg to Heidenreichstein, 13km. The southern line, to Groß Gerungs, opened in two sections and for the first section, to Steinbach-Groß Pertholz, there was an opening ceremony on 9th August 1902 when the guests were wined and dined at a banquet in the Kleinen Brudendorfer tunnel! The line opened to traffic the following day. The final section to Groß Gerungs opened in March 1903, giving a total length of 44km.

The Franz Josefs Bahn opened in June 1870 from Vienna to Gmünd and on to Prague and Budweis. Gmünd had a very handsome station (the Hauptbahnhof) with extensive workshops – however, at the end of the First World War the empire was dismembered and the new border with Czechoslovakia was the River Lainsitz, passing through Gmünd. The north-western part of the town, including the fine station, lay across the river in the new Czechoslovakian town of Ceske Velenice – which consequently had a very large station for a town of c.3,600 people! This affected the narrow gauge as both lines had run into the Hauptbahnhof which now lay outside Austria. A new station was built within Austrian territory and from 1922 the narrow gauge trains left from there, the southern line running solely in Austrian territory but the northern line continued running through Czechoslovakia, although no stops were permitted, until 1950 when a new bypass line was built on Austrian soil, re-joining the old line just south of Gmünd Böhmeizel.

During the 1970s the most interesting event on the northern line was the simultaneous departure from Alt Nagelberg to Heidenreichstein and Litschau. Some people were lucky enough to get photos of the event – but not me! Regular passenger traffic on these two lines ceased in June 1986 but the southern line still had timetabled services, diesel-hauled during the week, with two daily steam services on summer weekends which were the last regular steam workings on the ÖBB narrow gauge lines.

Below

298.207 leaving St.Martin. 9th August 1986.



Below

A steam special on the northern section – 399.03 at Litschau, 13th September 1987.





Above
399.06 leaving Alt Weitra. 27th September 1986.
The long train includes the buffet coach in its special livery.

The southern line has some steep gradients, including 1 in 37 on the loop up to Weitra, with a climb of about 1 in 50 to Steinbach-Groß Pertholz. Before this point the countryside is mainly pleasant farmland but after that the character of the line changes to that of a mountain railway in mainly wooded scenery. There were impressive departures from Steinbach-Groß Pertholz on a gradient of 1 in 38 and this was followed by similar gradients all the way up to the Wasserscheide (the watershed between the Danube and the Elbe rivers). Likewise there were steep gradients working up to the watershed from Groß Gerungs (though not as attractive as they were either bunker or tender first). The impressive steam working required to climb what is also known as the Kleiner Semmering (a reference to the Semmering Pass on the route to Italy) made it an easy choice for me to spend most of my time there on the line to Groß Gerungs.

For the opening of the northern line in 1900, four U class 0-6-2Ts were delivered and in 1902 two Uv class compound 0-6-2Ts were provided for the opening of the southern line. Three four-wheeled Komarek steam railcars each seating 22 passengers each were supplied in 1903 and a further two larger (five-axle) cars in 1906, each seating 44 passengers. There are photos of these cars with either passenger or goods trailers. The smaller cars did not last long but the larger ones remained until after the First World War.

Over the years many loco types worked on the lines, including one of the Yv class 0-6-4Ts and a P class 0-8-2T. However, the Waldviertel lines are particularly known as the haunt of the 'mountain' locos. Four class Mh 0-8+4 Engerths were built in 1906 for the opening of the mountain section of the Mariazellerbahn beyond Laubenbachmühle, with two further examples of the superheated type following in 1908 and two similar but compound examples (Mv) in 1907. After electrification in 1911 and when enough of electric locos had become available, steam was pretty much restricted to the long branch, the Krumpe, from Ober Grafendorf to Gresten. All of both types worked on the Waldviertelbahn but the compounds had gone by the mid-1970s. By 1986 all but



Above
The standard passenger service train – 2091 009-7 with one coach and a van, at Groß Gerungs. 7th July 1987.

Below
2091.08 and 298.207 on a works train near Weitra. 9th October 1986.



one of the six Mh class were allocated to Gmünd (399.01 was at Krimml) as well as 298.207 (originally supplied to the Mariazellerbahn) of the Uv class.

Diesels began to appear in the 1960s when the three members of the 145hp 2190 class were based there, joined later by some of the 2091 class (210hp) and later the 2095 class (600hp). 5090 diesel railcars were also used here.

Both lines carried passengers and general freight with a lot of wood traffic, and extensive use was made of transporters carrying standard gauge wagons, but in summer 1986 regular passenger service was withdrawn on the northern line.

The status of the lines at the beginning of the summer timetable on 1st June 1986 was:

The northern lines had regular freight workings Monday to Friday with occasional steam passenger specials.

The southern line had daily passenger services using either the 5090 class diesel railcars or a 2091 with a coach and van, with steam haulage at weekends. There were regular freight workings (including some Saturdays when they were workdays according to the freight timetable).

However, this understates the position because I have left the best bit until last! There were only fifteen of the 2095 diesels spread across four (five until 1983) ÖBB narrow gauge lines, and the freight traffic on the steep gradients of the southern line needed that kind of power. All was well until a 2095 failed or required overhaul – then a 399 steam loco was rostered. The problem was to know when that happened, but I got the telephone number of the loco depot in Gmünd and was in contact with the shed foreman on a regular basis! It needed a day off work but I always had days in hand, so unless there was an urgent job I could go. It happened four times in the two years I was there. It meant a very early start as the departure from Gmünd was at 05:05! I think it was worth it but the surprising thing is that I never saw another enthusiast there on those days – now such an 'event' would be all over the internet.

Still, the writing was on the wall: places like Langschlag and Groß Gerungs looked to Zwettl as the regional centre rather than Gmünd, and passenger services ceased on the southern line from June 2001.



Above
**399.06 at Gmünd,
05:00 on 7th October 1986.**



Right
**399.06 climbing to Weitra,
05:30 on 10th October 1986.**

Right
**399.06 at Weitra,
06:00 on 11th March 1987.**

Below
**399.06 at Weitra,
06:00 on 7th October 1986.**







Above
399.04 at the water stop at Brudendorf. 9th August 1986.



Above right
399.06 leaving Brudendorf. 24th August 1986.

Right
298.207 at Groß Gerungs with the buffet car in the train.
This is a Uv class compound – the larger low pressure cylinder is clearly visible on the left-hand side of the loco. June 1987.

Tourist services now run on both lines during the summer and at certain holidays such as Advent and Christkindl under the auspices of the Lower Austrian Transport Organisation (NÖVOG), operated by the provincial government.

Models

There have been a number of appropriate models in HOe from Liliput, Roco, Stängl, and Ferro-Train. Liliput made the 2095 and 2091 diesels, as well as a lovely model of the four-wheel buffet car in the correct livery. Ferro-Train also made the 2091 while Stängl has also made a 2095. Most recently Roco have also produced the 2095.

The Mh/399 has been made as a limited edition brass model by Ferro-Train (their first product, as noted in CM last month), as a whitmetal body kit by Chivers in the UK, and as a ready-to-run model by Roco.

Liliput have produced the U class for many years, revised and improved from time to time, but there does not seem to have ever been a model of the compound variant.

The 5090 diesel railcars have been produced by both Stängl and Halling; they were sold in the UK by Winco under the same Narobahn label though there were technical differences.

A model of the Komarek steam cars would be nice – perhaps something for Ferro-Train/Halling? I can dream! So it was particularly interesting to see Peter Hoffmann's model on his *Gollwald* layout in CM recently (November 2021).



Right
399.06 shunting at Groß Gerungs. 11th March 1987.

Neil Rushby converted a Tomy toy into a convincing early colonial coach.
Photographs and diagrams by the author.

Darjeeling coach

A matter of recognising potential

I am a fan of charity shops, preferring recycling to waste, appreciating a bargain, and enjoying the unpredictability of what may be in stock. Browsing in a local Oxfam shop I spotted a Tomy 'Clarabel' carriage from the *Thomas the Tank Engine* range. Despite its hideous underframe and portly girth, I thought that the sides were nicely moulded and it might have potential for a narrow gauge rebuild. At just 99p, how could I go wrong?

Once home, and with the chassis removed, I could see that the body sides looked to be in keeping with the proportions of my other OO9 stock. A good amount would have to be removed from the width and something done with the austere plain ends too. I would also have to make a decision about the style of reconstruction. I have been making narrow gauge models in OO9 since my teens, but of late my allegiance has become divided. The railways of Wales still have a strong pull, but my interest in colonial systems, particularly the Indian sub-continent, has surged ahead in recent years. To my eyes the Tomy carriage sides had both Ffestiniog and Darjeeling possibilities; the Darjeeling won.

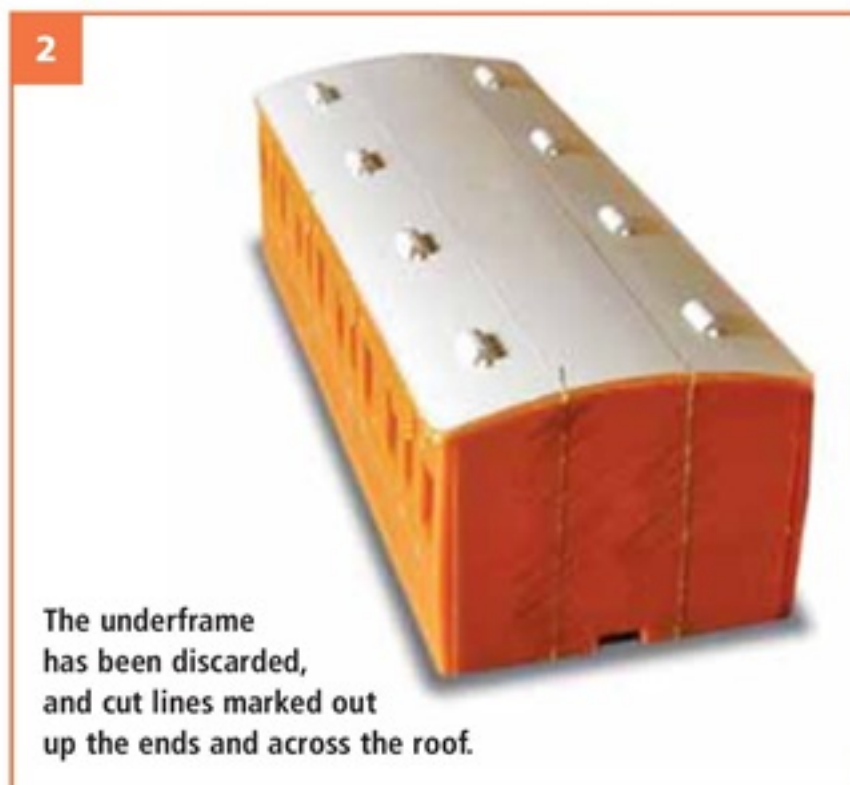
To start I unscrewed the chassis and discarded it before snipping off the ends of the locating stubs that reached from the roof down to chassis so that I could sit the body level on the workbench and work out how much to take out of the width. I settled on an overall width of 26mm, marking two lines up the ends and along the roof set 13mm in from the sides.



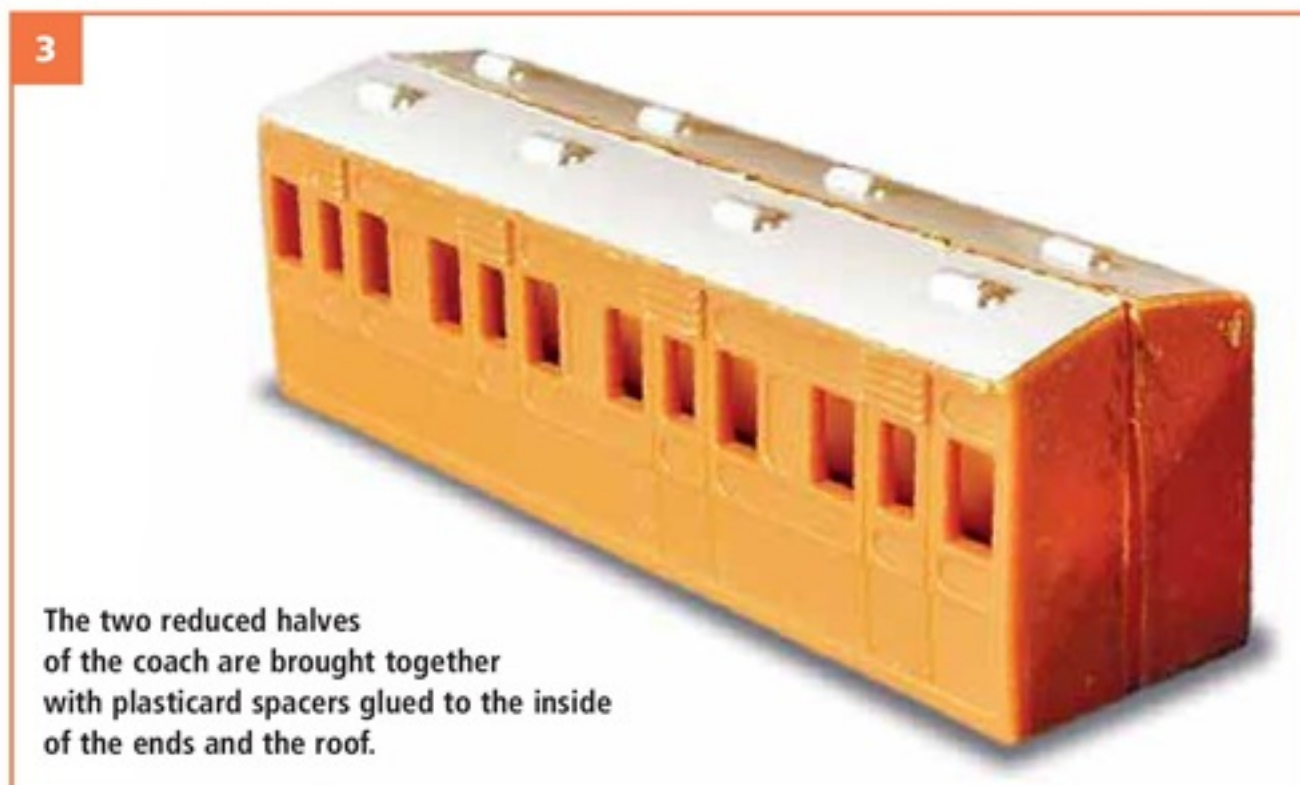
The raw material, straight from the charity shop. That underframe just has to go!

Body modifications

I made the cuts along these lines with a diamond disc in my pendant drill; a razor saw would have been almost as quick and easy. I made sure that I cut on the line or just to the outside of it, as I wanted to avoid any tedious filing away of excess material. The burred edges were cleaned up with a craft knife. I cut two pieces of 23mm wide 40thou plasticard



The underframe has been discarded, and cut lines marked out up the ends and across the roof.



The two reduced halves of the coach are brought together with plasticard spacers glued to the inside of the ends and the roof.

4



The strangely shaped moulded ventilators have been filed off and filler applied to the gaps in the roof and ends.

5



Two applications of filler and lots of sanding later, a smooth arc to the roof is the result.

6



The new underframe starts as a flat strip of plasticard to which a shaped spine and bogie mounting pads assembly is fixed.

to stick inside each end, one large to go below the window line and one small to go above. After checking that the body was square and of consistent width along its length, a 5mm wide strip of plasticard was glued under the roof joint from end to end. Once set I bulked out the gaps in the surface of the roof and ends with off-cuts of plasticard and some 1mm square strip to minimise the amount of filler needed. Two passes with the filler were still required; I found that after sanding the first layer down it tended to sink into the gaps, so the second layer addressed this shortcoming.

Underframe

Whilst the first helping of filler was hardening, a start was made on the underframe. It is useful to have two distinct sections to work on as progress can be made on one when the other needs to be put to aside. In keeping with the cut-price theme of the project, I decided that the running gear would use N gauge bogies from an American tank wagon (part of a secondhand job lot).

The underframe itself was a simple inverted U shape formed from three strips of 40thou plasticard reinforced by square section Evergreen strip along the joins. The shape of the bogie mounting pads at each end of their central joining spine was established by trial and error, filing bits away until full clearance for bogie rotation was achieved, then solvent welded in place.

Roof

By now the roof profile had been sorted and smoothed to my satisfaction, though unlike most railway carriages it stopped flush with the ends, having no overhang. To remedy this, I cut a strip of 10thou plasticard to the exact width of the roof, but a good bit over length. I stuck this down to the roof surface ensuring an overlap at each end. When set I stuck a 40thou square strip into the corner of the roof overhang and end, followed by some representational microstrip beading on the formerly blank ends.

Body

Headstocks from sections of 3mm square Evergreen strip were added under each end.

7



Side sections are added, the corners reinforced and kept at right angles with square section strip.

8



A thin skin has been added to the roof and reinforced where it overhangs the ends. Microstrip starts the panelling of the lower sides.

9



Filler has been worked into the panelling to make corners, and headstocks have been added to the ends.

By luck or judgement, the underframe turned out to be a good push fit into the body. To hold it square and level, two strips were glued to the inside of the ends to meet the top of the underframe.

Though the coach rode at the right height and functioned correctly, it still looked a bit plain. Footsteps under each door from 40thou plasticard helped matters, as did the application of some riveted strips at each end and the middle from my long-hoarded stock of Kenline wagon strapping.

With the underframe sorted, attention turned back to the body. I realised early on that the Darjeeling coaches on which I was basing my model on had an extra section of beading between waist and floor by each door which the Tomy mouldings lacked. It was easy enough to insert short lengths

10



After sanding back the filler, a thin coat of primer reveals promising radiused corners.

of microstrip each side of the doors, but the prototype had rounded corners. I decided to try filling to make these curved corners. Fortunately I had a piece of brass tube the same radius as the corners of the existing beading. Holding this firmly end on into the square corners, I packed filler in behind it on the tip of an old craft knife blade. Withdrawing the tube with a twisting motion left what looked to be a vaguely promising blob in each corner. Once set and sanded, more of the desired curve appeared, though some fussing into shape was needed.

A waft of red oxide spray primer on the sides allowed an assessment of how the disparate materials would look once painted. Fortunately all was well.

Couplings

I am not a fan of the usual/standard OO9 coupling, or perhaps I should say that it does not agree with me. I find it hard to incorporate into smaller vehicles, hard to adjust, and when I get a working installation I often find there is a bigger gap between the stock than I would like. Surely, I thought, I can come up with something better. Recently I have been fitting new builds with a body mounted pin and loop system. Both ends are fitted with a central buffer coupler, at a height which matches my old EggerBahn bits and bobs. At its simplest this centre buffer can just be a chunk of Evergreen square section strip.

Diagram 1 – panelling corners

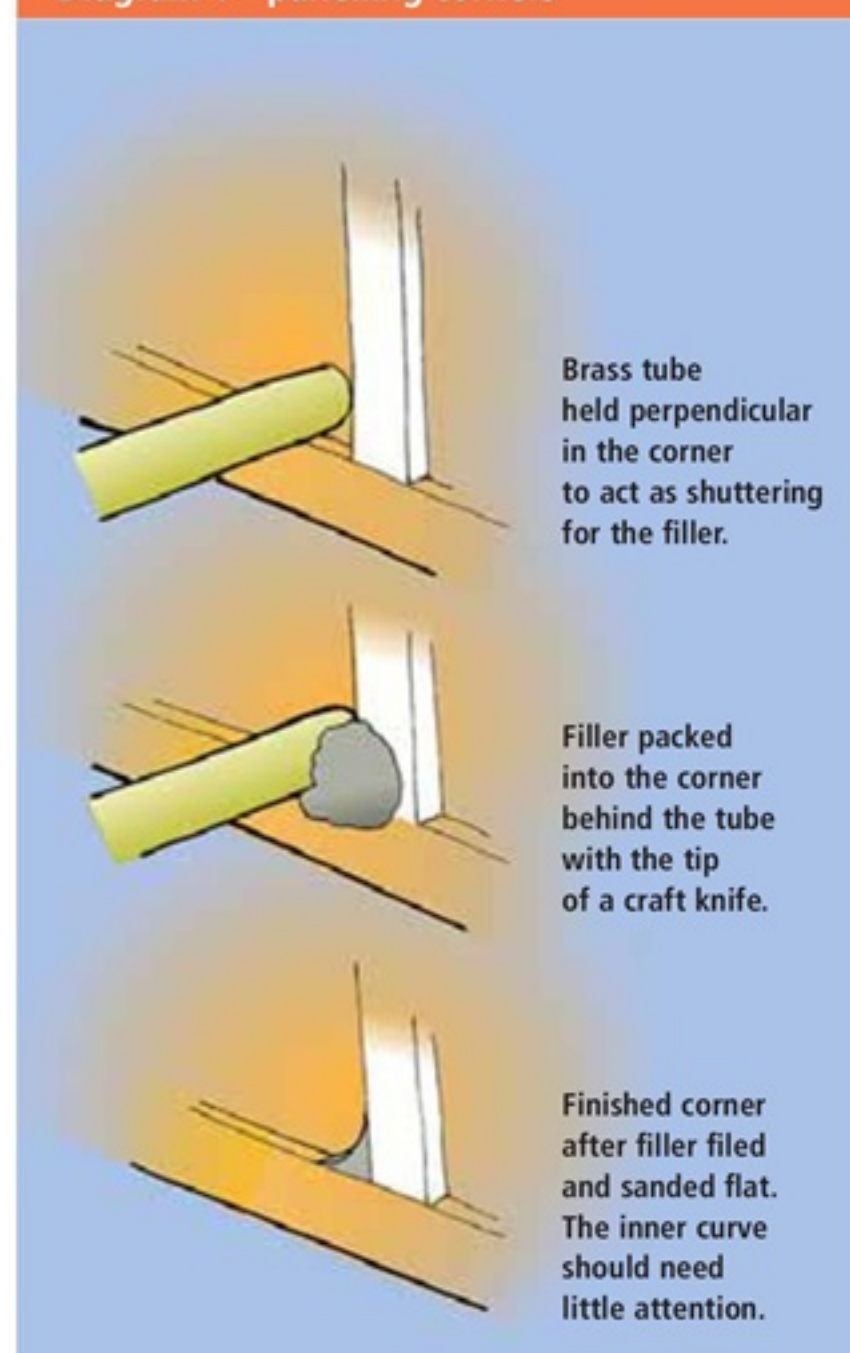
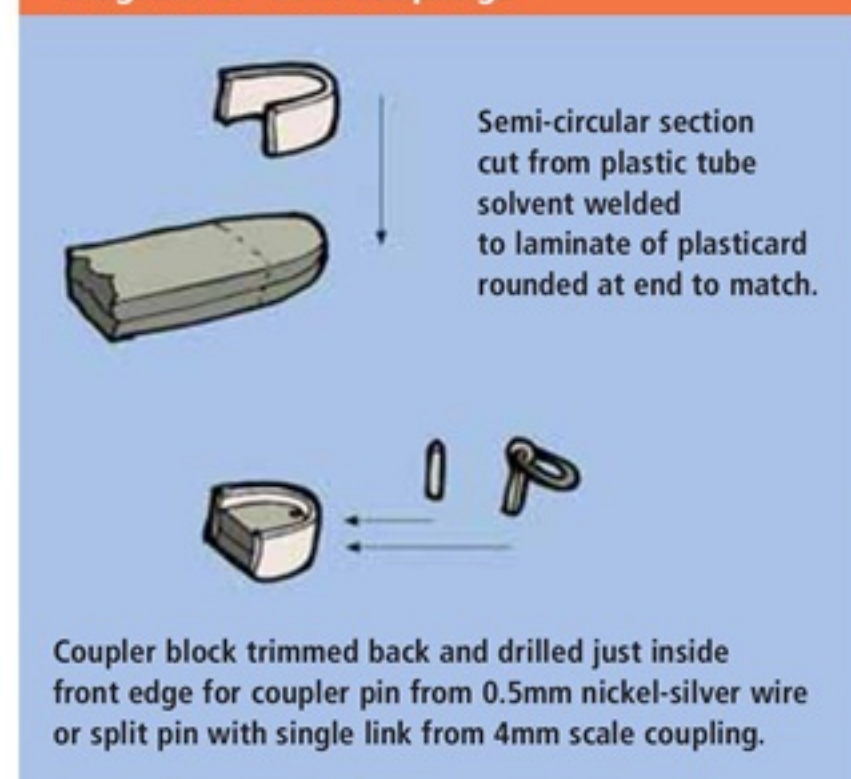


Diagram 2 – DHR couplings



For this coach I came up with a Darjeeling inspired semi-circular buffer from a section of split plastic tube, filled in with off-cuts of plastic sheet. One end is fitted with an upright pin of 0.5mm nickel-silver wire, the other has one link from a standard 4mm scale three-link coupling held in place by the split pin from the same pack of couplings. It will mate with EggerBahn and Bemo style couplers but it is quite fiddly to use so perhaps not suitable for those who need to shunt trains frequently. For me, the appearance trumps any operational awkwardness.

Painting

With the body and underframe complete I got out the paints. The body had further coats of the red oxide applied from the spray can while the underframe received a dusty black mixed from black, cream, and rust Humbrol brushed on. The white panelling, used to denote a first class carriage, was applied in several thin coats. The technique used is one I first read about thirty five years ago in the RAILWAY MODELLER and came from the late Jim Whitaker. The secret is in the consistency of the paint mix: it should be that of milk, even though it may seem too thin. With the coach flat on its side the paint is not so much brushed on as floated on and coaxed into the corners of the panelling. If the consistency is right, it only needs chivvying close to the raised panelling, capillary action will take care of the rest. The only disadvantage to this technique is that as the coach needs to be level until the paint has dried, only one side can be done at a time, and as the paint is thin several coats may be required.

After this slow and painstaking work on the sides, brushing the full strength grey onto the roof seemed very quick and easy.

And finally

I still have not fixed the underframe to the body permanently. It is a good friction fit, and I want to make seating and add passengers once I source appropriate figures.

Some brass door handles and handrails would be nice.

Also on the 'to do' list is some gentle weathering, which will further bring out the character of the coach. I normally save up this job till I am in the right frame of mind.

Even with these finishing touches left to do, I am very pleased with the outcome, doubly so for the source material being so unpromising.



Painted panels, footboards under the doors, and the coupler with pin.



At the other end is the split pin and loop coupling.

13

The coach poses for its works photo before being shipped out to India, where no doubt local conditions will eventually make inroads into its pristine condition.



Eddy Podevijn and **Frans De Weerd** describe an award-winning micro layout created by members of the MSC De Kempen.

The ironing board

A small loco depot with some ingenious working features

In 2016, MSC Het Spoor in Sint Niklaas organised an inter-club competition with the challenge: build a train-related scene on a standard ironing board. The interpretation was open – it could be static or operational.

The idea

We wanted to include as many animated features as possible in our design, but not the usual gimmicks such as road accidents with flashing lights on police cars and fire engines, burning buildings, smoke from a factory chimney, etc. While perusing an old *MIBA* magazine we found an article describing a working water crane. We quickly decided to make a small loco depot on an imaginary branch line with a single road shed, a coaling stage, and the water crane.

Construction

First, a 15cm deep plywood box was made to fit round the base of the ironing board. This has two functions: it makes the layout a little higher for viewing and accommodates the drive components for the moving parts. The end was made from insulating foam which could be rounded to follow the shape of the ironing board.

We chose Tillig code 83 for the track (as one of our members had it already for a project that had been abandoned), but the sleepers were set further apart because our scene represents a branch line where the axle load is not so high.

The control is very simple, digital, using a Roco MultiMaus.

Below

The water tower and working water crane.

Photographs by the editor.



The exit signal and the point are both functional.

The semaphore signal is operated by a servo, and even the pull wires have been modelled.

The point is manually operated by means of a mechanical pull rod. A switch is provided that polarises the frog. The switch toggle is attached to the pull rod of the point so that when the point is changed, the ball (counterweight) rotates with it.

The water crane is also functional, and incorporates two moving elements. The first has the workman opening or closing the valve. The second is the swinging of the arm.

The crane was made up from hollow brass tubes soldered together. It is rotated by an electric motor to the correct position for the filler on the tender. Then the valve is opened and real water is pumped into the tender.

For this we needed a Belgian steam locomotive with a tender which not contain the motor or decoder. The choice fell on a Trix class 81 (former Prussian P8) 4-6-0. The tender was fitted with a folded and soldered brass funnel, with a pipe down between the middle and last axle through which the water can drain. An opening was made between the rails, with a small collecting tray, painted black to make it less obvious. From there a plastic hose runs back to the water tank with the pump, which completes the 'circuit'.

The water tower was made of a PVC tube onto which Evergreen styrene strips were glued. The octagonal stone pattern on the base was made by fixing individual pieces onto 1mm plasticard.

Note the bicycle by the entrance.

The small coaling stage was constructed using an old plastic Jouef crane kit, mounted on a coal bunker. The crane has been modified with the necessary axles and motors in such a way that it can rotate and hoist.



Top
The exit signal and the point.

Above and below
The small coaling stage.



Above and right

The small locomotive shed, complete with opening doors. Work is in progress to repair the ventilator section of the roof.

Then there is the locomotive shed, where workers are busy repairing the roof. The doors are equipped with servos for opening and closing.

Of course, the scene had to include a crate of Belgian beer!

The road was made of foamboard with one side peeled off, into which the cobblestones were pressed.

The typical Belgian concrete lighting poles have insulators and lampshades scratchbuilt around with LEDs. Also notice the wires hanging between the posts, a trademark of our club.



All the animated features are individually switchable so that everything can be explained step-by-step to the public during exhibitions. Some details are so small that a word of explanation makes things much more interesting for the viewer – and for the operator.

To make the presentation attractive, the layout was provided with a plain painted backscene and a fascia for the lighting. A mirror was also placed behind the shed, to give the scene more depth.

Conclusion

This layout won us the first prize during the exhibition and led to a similar project in Z, *De Valies* (The Suitcase), with the same working features – but much smaller. Technology knows no boundaries!

Chris Marshall shows how he undertook an interesting conversion project.
Photographs by the author.

TT-1770

A Russian steam locomotive

I have dabbled in HO for some years with an interest in Austrian railways, but my primary interest is locomotives of the former Soviet Union. The HO has taken second place to a huge time commitment in my Soviet steam locomotive project on 7¼" gauge.

However, last year I managed to acquire some 1950s Soviet coaches by A.C.M.E. and then a Roco M62 diesel with a view to being able to create a modest Soviet layout set in the late 1960s to early 1970s. Working in this period means that I can use the commercially available diesels and passenger stock and still have steam in the frame, as, on the vast rail network in the Soviet Union, steam was still in use well into the 1970s.

My interest in Soviet steam started over thirty years ago, before 'Glasnost', and at a time when the most detailed account available of this vast rail network was one solitary book, by Le Fleming and Price. The photograph on the cover was of Su251-51, a class of 2-6-2 which was the mainstay of passenger services in the USSR. I was hooked before I had even read the book. There is one factor to Russian railways that puts their locomotives literally head and shoulders above the rest in terms of elegance – the 17' tall loading gauge!

However, even today there are still far fewer options for modelling Soviet era Russian railways than the usual favourites from western Europe. Some diesels are available from the major manufacturers – mainly based on types exported as well as being used in the USSR – but steam traction is pretty much non-existent, with the only commercial models being of German prototypes that were taken into Soviet stock after the war. So I still dream of the day that one of the principal manufacturers takes up the challenge and produces the likes of the Su 2-6-2, the P-36 4-8-4, or one of the numerous freight classes such as the E 0-10-0 or L 2-10-0.

Another issue driving this project is that it is only more recently that I have moved my HO efforts from Austria to the Soviet Union and, with that recent re-focus, the few Soviet models that have been made are no longer in production and are very hard to source. So the only solution to acquire a Soviet era steam loco was to convert an existing model.



There was a relatively easy route to having at least one Russian steam loco in my collection. After the war, a number of German locomotives were taken into stock as 'trophies' and converted to the Soviet 5' gauge. One of these was the TT class 2-6-0T, the German BR91, former Prussian T9³ plus some of the earlier T9 class. There is a preserved example, TT-1770, in the St.Petersburg Railway Museum. The premier source on Soviet era railway locomotives, *Lokomotivy Otechestvennyh Zheleznih Dorog 1845-1955* (Locomotives of our Homeland Railways) by V.A.Rakov also covers this class. This little shunter may not have the sheer elegance of the main line engines, but it is a good starting point and will be the station pilot on the new layout.

Whilst I am fairly experienced at scratchbuilding in larger scales, this was my first attempt to work on this type of project in HO, so it has been quite a bit of a learning curve.

The source model was a Liliput (Bachmann) ÖBB Rh691, the Austrian version of the T9³ with the black running gear and disc front wheels. This model never ran particularly well and was not a favourite in my Austrian fleet and was therefore considered to be 'expendable' and fair game for a first attempt at a conversion. A bonus was that the frame and parts were black so there was not the abundance of red plastic of the German BR91 models – that meant I could deal with the red framing and wheels by more focused paint application and hopefully create a better look.

Above
The finished model.



I had found some photographs of a couple of conversions of this type on the internet and had noticed a few aspects that I thought I could possibly improve.

One was the fact that the rear air reservoir under the cab is not present on the Soviet TT class. On the Liliput model this is plastic so I was able to cut it off carefully in such a way as to look fairly correct without any issues.

The other main aspect was the smokebox door and headlight. Some of the BR91s taken into Soviet stock kept the original smokebox door but others were converted to the standard two-part Soviet pattern. I particularly wanted to replicate that to ensure the finished model had that uniquely Russian look.

Also, most were fitted with a Russian generator.

Taking the bull by the horns I dismantled the loco and removed the body, tanks and boiler, to work on the two parts separately, the first job being to deal with the chassis.

I sourced a suitable spoked front wheelset to replace the disc wheels of the Rh691. The coupling rods were removed and all the wheelsets taken out of the chassis to be painted in a few careful coats of Humbrol matt red and then the characteristic white tyres and axle centres were added. That was the first job completed and successful so far.

The key modification to the chassis was the removal of the air cylinder: some careful work with a piercing saw and a craft knife did the trick and I was then ready to paint the chassis. I was able to apply the red to the frames and buffer beams and ensure that the stowage boxes below the cab remained black, along with the steps, front air receiver, and other minor details. After a couple of coats had dried and hardened, I reassembled the chassis and it actually looked fairly decent, so I was satisfied at the half way point of the project.



Above
Modifications were required to the rear of the chassis removing the air reservoir.

Above right
Removing the smokebox front using a milling machine.



Above
The new smokebox front, fabricated with door, clamps, hinges, and headlight.



The superstructure was the next job and the key fabrication element was the smokebox door. I decided to make the door assembly before I did any actual work on the main casting. The door was made from brass bar and was a basic machining job, with the hinges and lamp bracket soft soldered in place. The hinge pins and the representation of the centre door bolts were made from 1/32" rivets.

A key aspect of Soviet era locomotives is the star on the smokebox door. On the smaller less significant locos this was often just painted on the door in plain red, but on larger machines it was usually a more ornate casting picked out with white edges. This is where I did depart from authenticity, wanting to make the little TT look as clearly Russian as possible. I machined up a small star in brass and managed to get some white edging applied.

The next step

I was sufficiently happy with the job so far to go ahead and modify the body casting. It was carefully set up in the milling machine and with a sharp cutter I machined the smokebox door off flush with the front plate of the smokebox. I then set the new door onto the front of the boiler and drilled a fixing hole through – the spigot on the back of the star pins the whole lot together.

The second job was the Russian style generator which is mounted between the chimney and the dome. The German/Austrian one on the smokebox was removed – in fact it was poorly attached so literally fell off when touched! A small



Left
Smokebox front in place, held by a projecting pin on the back of the star.

Right
The smokebox painted and with details picked out.



Left
The turbo generator was scratchbuilt from brass.

Above
The generator in place between bell and dome.

brass representation of the new generator was made and pinned to the top of the boiler with a little pad beneath it to represent the fixing base. The fixing pin is in the position of the lifting eye on top of the generator body so looks reasonably authentic. It is nowhere as finely detailed as a factory-made accessory but is at least of reasonable proportions and in the right location.

Finishing

For painting I mixed some Humbrol matt black with some satin black and managed to get a reasonable match to the original paint on the model. I do not have an airbrush, so it was brush painted and although not perfect it has blended in to the original tolerably well. I was able to paint over the ÖBB markings and the newly applied parts to blend them in.

The next job was to pick out the white details – many Russian locomotives have painted handrails and window surrounds. I found it quite challenging to make this neat enough as I am still learning the techniques of working in this small scale.

The final task was to apply the transfers to the cab sides, the running number, and the Soviet railways crest. I was incredibly pleased to acquire a set of decals from an enthusiast in Russia who has been printing these sets for steam, diesel, and freight stock, enabling me to add that finishing touch of realism to the model.

Conclusion

Whilst this was basically a lockdown project, unlike many who have written of extra spare time to pursue new projects, lockdown dramatically increased my workload and kept me out the workshop. Progress on the big loco was put on hold and I used the occasional small amounts of time available to work on this much smaller project. It is therefore the result of effort over several months but actually very few hours.

Overall I am delighted with the results of my first foray into this kind of work, and it has exceeded my initial expectations.



Above
Headlight, tyres, handrails and window surrounds are picked out in white.

I am contemplating the next conversion, which may be a Chinese QJ 2-10-2 to a Russian Lv. The QJ was a Chinese development of the Lv and Bachmann China has produced models of the QJ. It would be a far more complex conversion than the small TT class but I believe it is possible. The only drawback is that at present the HO QJs are fairly expensive to purchase and there are no new ones available from retailers. Given the cost and my lack of experience I will need a fair bit of courage to take the plunge ...

Below
The finished model.



Les Fordham recalls a pioneering layout in New South Wales.

Photographs by the author.

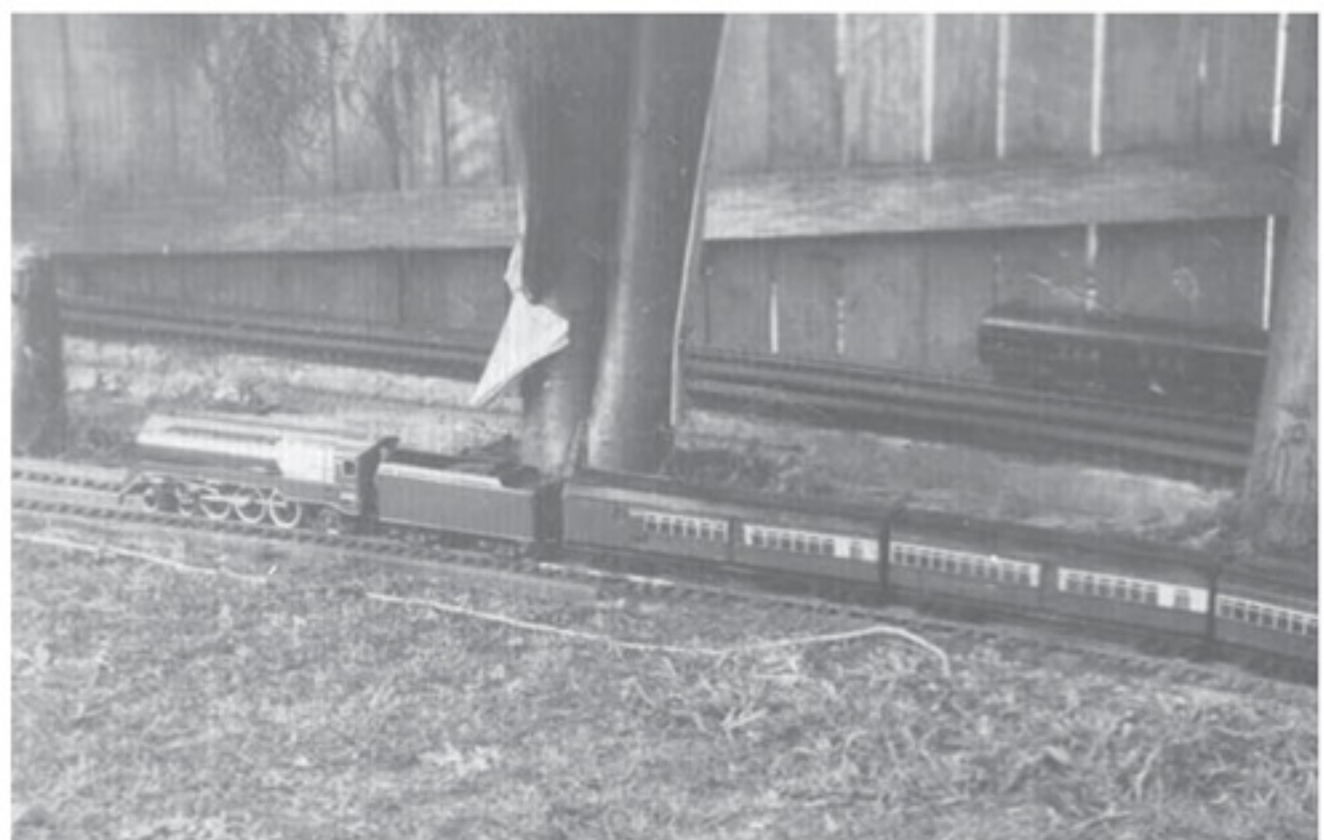
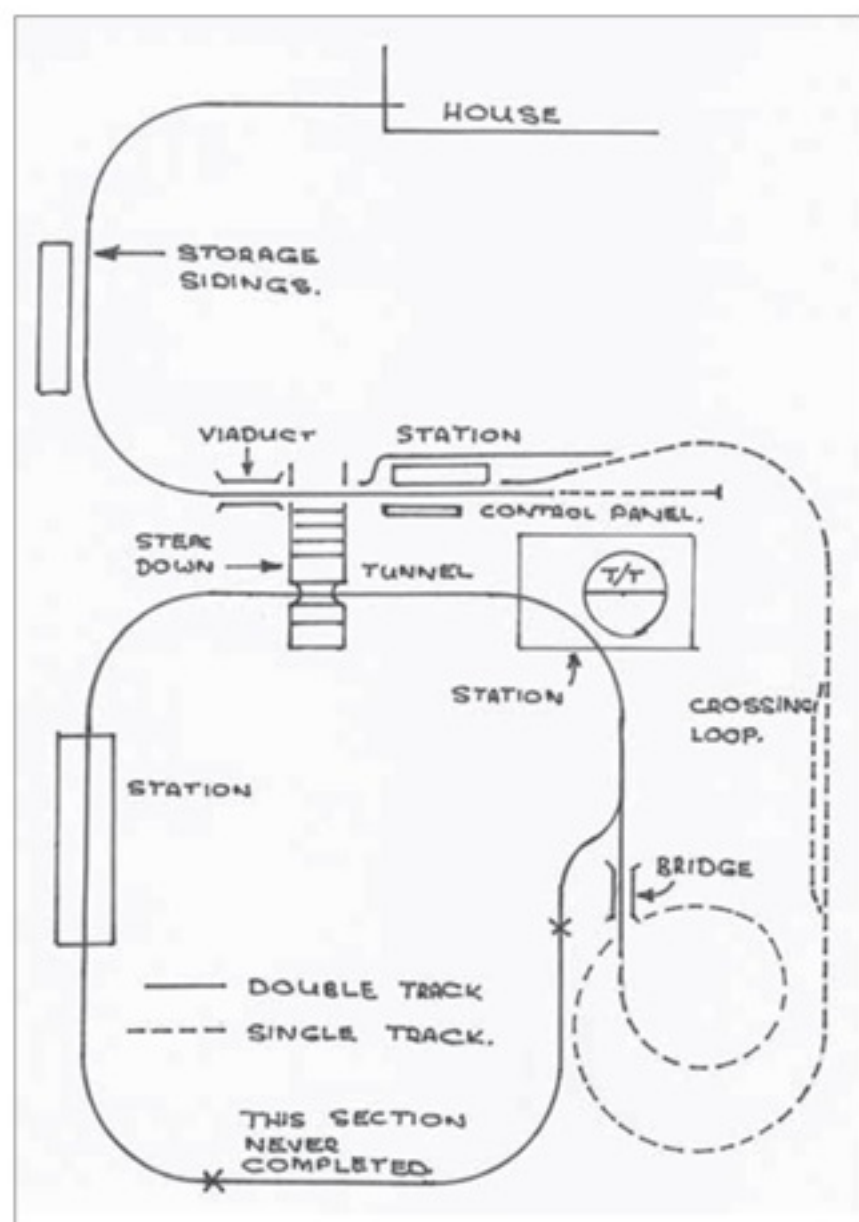
A lost garden line

A piece of Australian model railway history

When you consider the many examples of great layouts, few are ever preserved and hundreds may never have been documented. I think this is one of them.

In the Sydney suburb of Cheltenham there was an extensive O gauge garden railway based on the New South Wales Railways. It would have been started in the late 1940s, and I have photographs taken in the early 1950s.

This line was constructed by setting battens on a concrete base to which were attached wooden sleepers and then the brass rail sections were spiked in place.



The major supplier of O gauge in Australia at that period was O Gauge House, who produced kits and ready-to-run models at their factory at Ashfield in Sydney. Some of the models used on this layout would have been their products, and some of the rolling stock would have been scratchbuilt.

When this railway was constructed many components would not have been readily available and much would have been scratchbuilt. From what I understand, motors were war surplus items that were re-purposed for model railway use.

Under the house there were sidings to store locomotives and rolling stock. From here a double track was laid out into the yard and then followed the fence line. Adjacent to this were a number of carriage sidings.

The back yard was on two levels, and when the line reached the edge of the top level it curved onto a concrete viaduct and continued across the steps to the lower level into what was a suburban style station. A single track main line curved away to the left while one track went straight ahead for about 10', where suburban electric trains terminated.

Above
3802 passing the outdoor carriage sidings.

Above right
Round boyled 36 class 4-6-0 on a passenger train coming off the girder bridge. The crossing loop on the higher level is visible on the right, with the spiral, girder bridge, and uncompleted track in the foreground.

Right
3802 crossing the bridge.

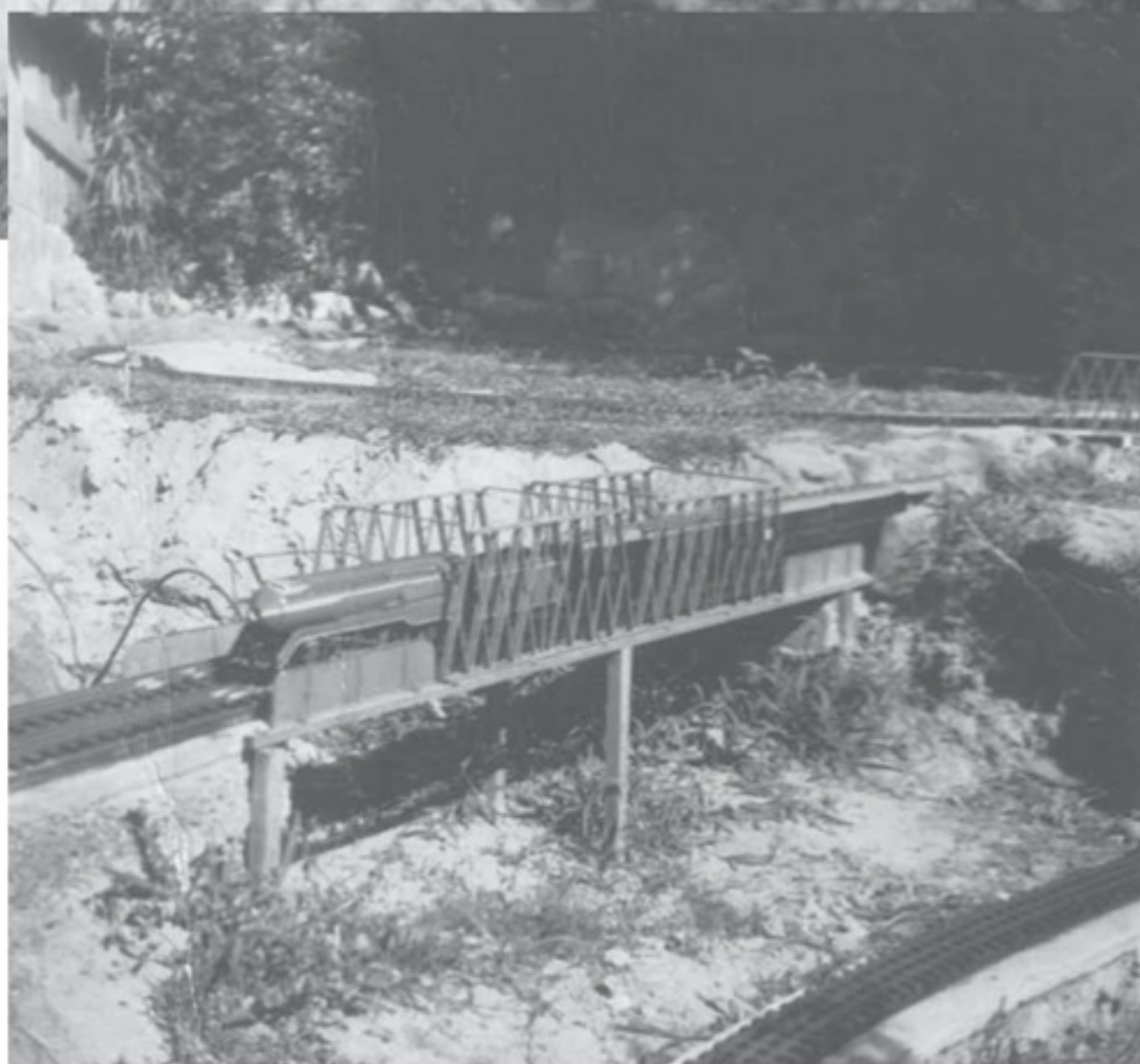


The left hand line then curved to follow the fence line as single track until there was a long crossing loop before the line entered a spiral so that it could descend to the lower level. The line then crossed a girder bridge and then became double track for the run into the next station yard. This was extensive, with engine sidings and a turntable. In front of the curved yard there was a pit dug out and concreted so that operators of that station area would not have to bend as much.

The double track continued out of the yard and ran parallel to the track on the top level, tunnelling under the steps between the levels and around to the next station yard, parallel with the fence line again.

The track continued on and was planned to join up near the first lower level station, but this was never completed.

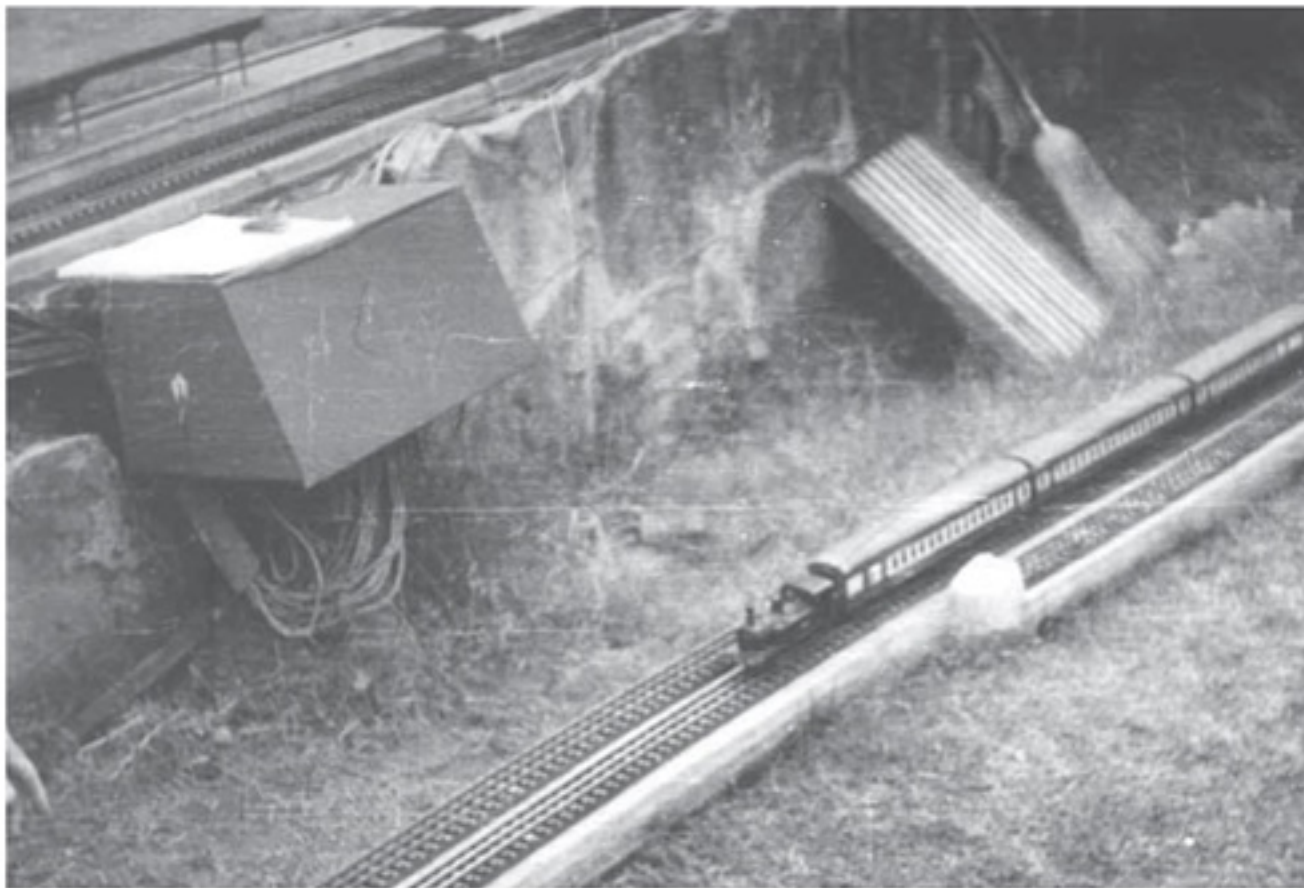
My father and I had a model of the New South Wales Railways streamlined 38 class Pacific numbered 3802. The photos of this loco at various points on the layout illustrate a journey from the house down to the lower level station.





Above
3802 crossing the concrete viaduct on the upper level.

Below
A train on the lower level, showing the difference in height and the control panel and cables.



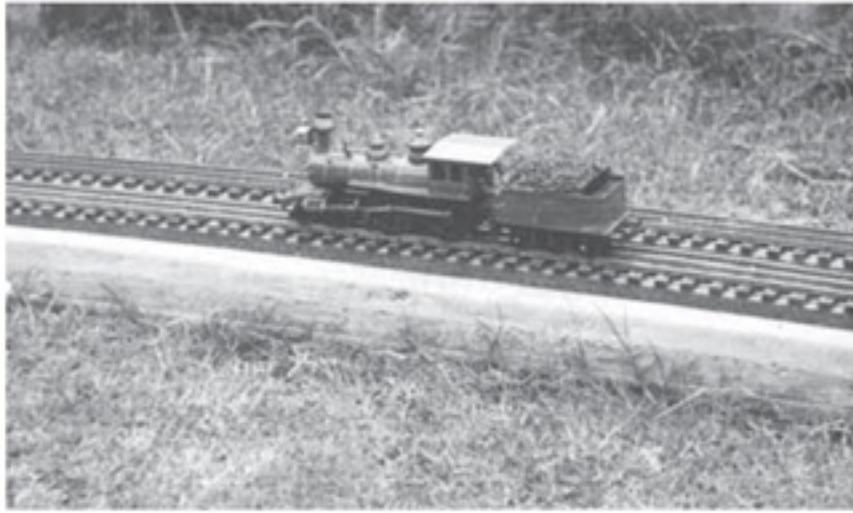
Above right
3802 near the turntable
in the lower station yard.

In the 1950s, the New South Wales Railways had a large O gauge display layout which was exhibited every year at the Sydney Royal Easter Show. They also staged a display at the Newcastle show each year. In those days the railways had a small section devoted to building, maintaining, and operating these layouts for publicity purposes. For the 1955 centenary of the railways in NSW there were large displays and an extensive O gauge display layout. That year at the Royal Show the layout featured an upper level track on which ran models of very early locomotives. Some of these were also operated on this garden railway.

Below left
Class A93 0-6-0 No.116. Fifty were supplied by Beyer, Peacock between 1877 and 1881, and later designated 19 class.
Note the support batten and track construction.

Below
Class N67 0-6-0T No.74. Eight copies of Stroudley 'Terriers' were built by local firms (Mort & Company and Vale & Lacy) for suburban passenger work and placed in service in 1875.



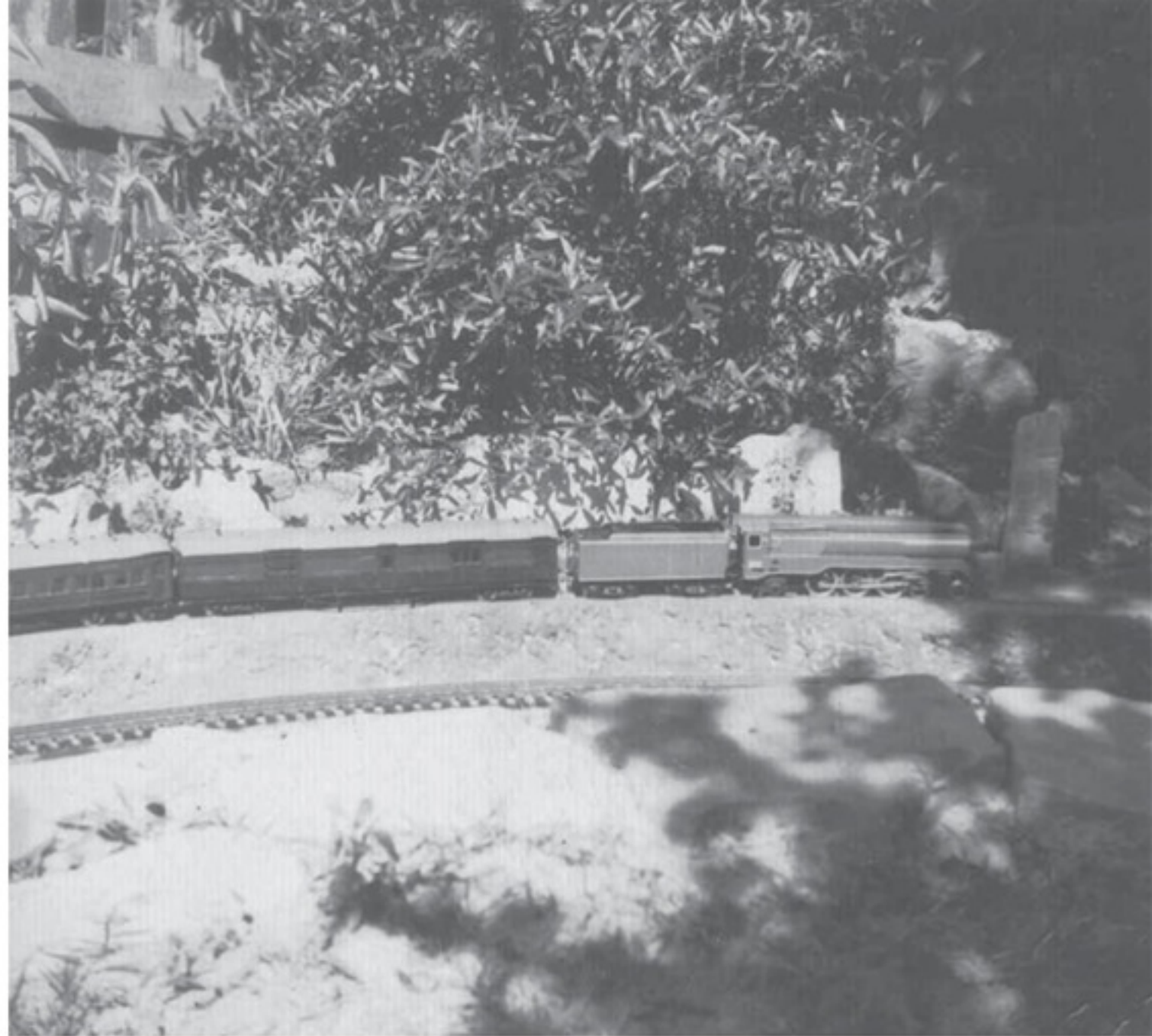


Above
Baldwin-built 4-4-0 U105 on the lower level.

In the early 1960s the layout fell into disuse and despite a few of us looking at restarting it, the task was beyond us.

Over the years I have tried to contact people who might have been involved with the layout, but without success.

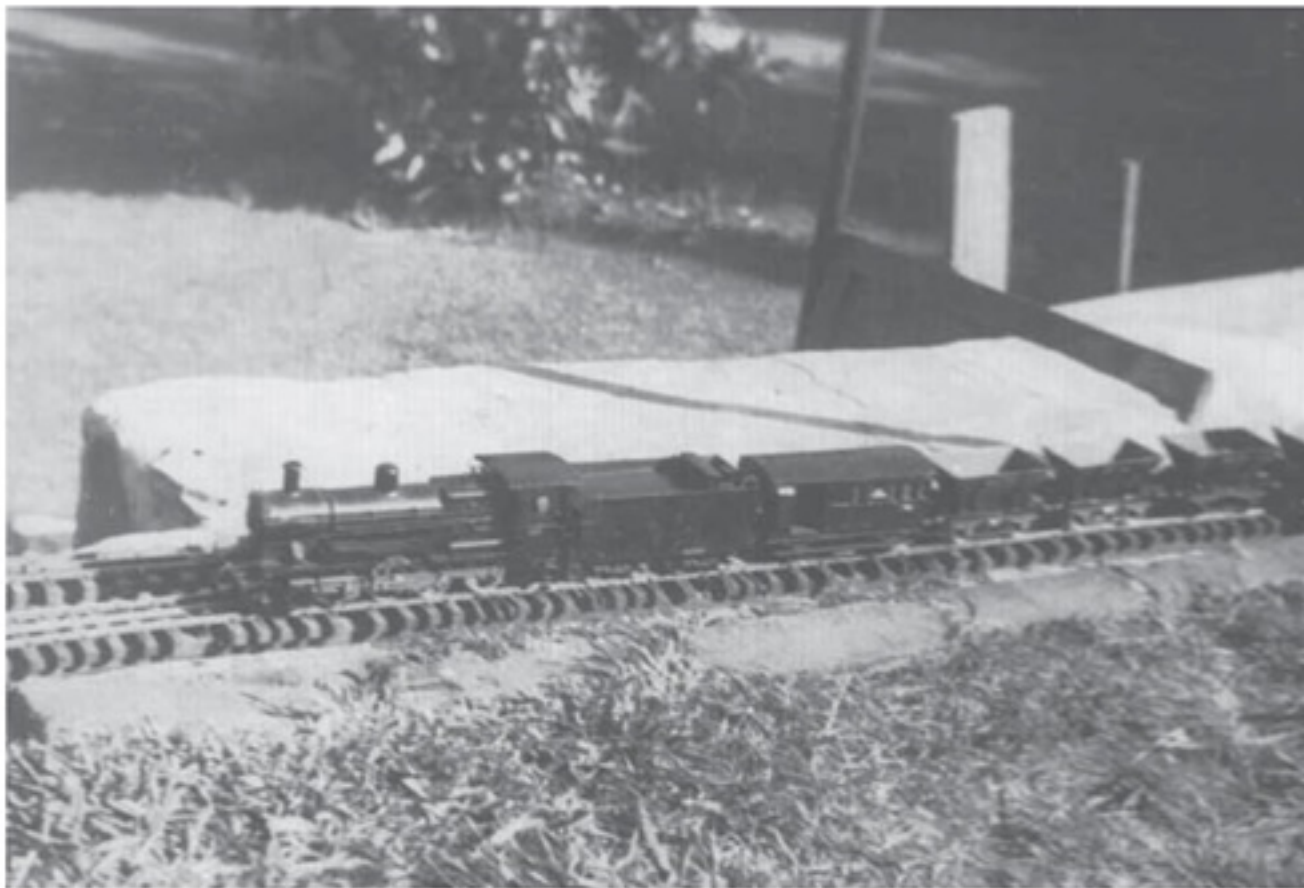
The sight of a six car passenger train winding its way around the garden is something to remember!



Above right
3802 at the start of the spiral.

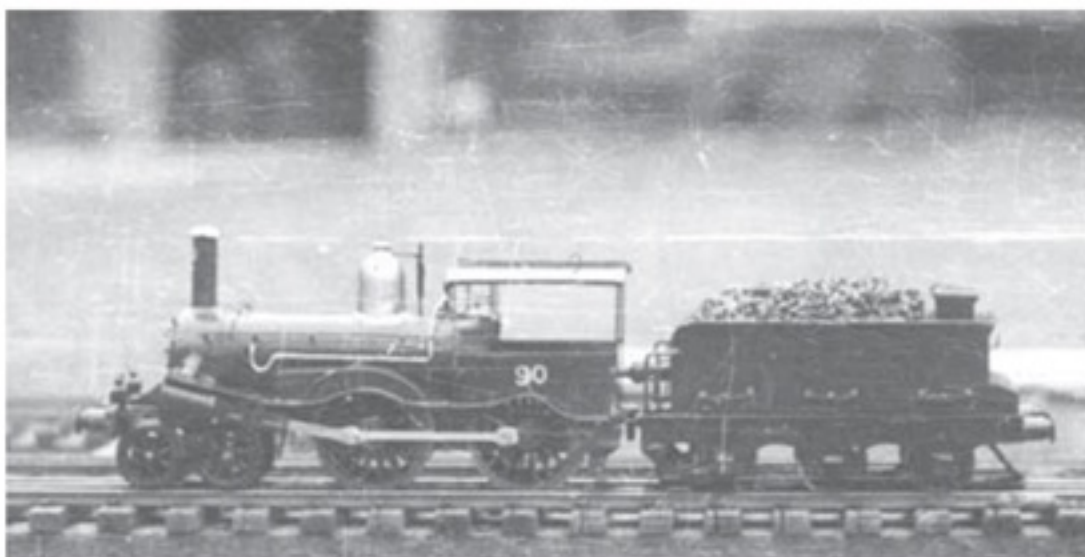
Below
55 class 2-8-0 on a train of non air braked coal hoppers.

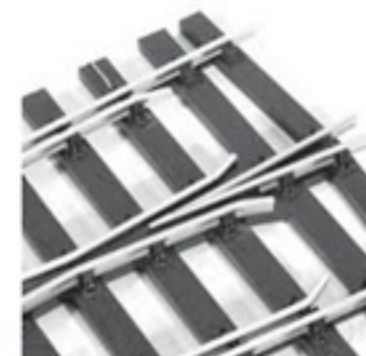
Right
Non-streamlined Pacific 3806
at the lower level station.



Below left
Class C79 4-4-0 No.90. Thirty came from Beyer,Peacock between 1877 and 1879; twenty-six from Dübs in 1880-1881; four more from Beyer,Peacock in 1881; and eight from local company Atlas Engineering in 1881-1882. Some survived to become the 12 class.

Below
U105 4-4-0 (Baldwin Locomotive Works, 1876). Two were built and delivered in 1877 and 1879 to compare with the C79. They were not repeated and scrapped in 1904.





HO

USATC Whitcomb 65 ton diesel new from Piko



The Whitcomb 65 ton diesels (also known as the 65-DE-19A) were built in America during the Second World War as centre-cab Bo-Bo road switchers for military service in Europe and the Middle East, designed to fit the smaller loading gauge of European railways.

The first fifty-two were ordered in 1941 from Baldwin, who allocated construction to Whitcomb under licence. They were classified 65-DE-14, and were followed by variants 65-DE-14A and 65-DE-14B in 1942 and 1943.

From this design the 65-DE-19A was developed for the US Army Transportation Corps. 168 were built in 1943 and 1944 and served in many theatres of operation, including Britain, France, Belgium, and Italy. The first were shipped to England in early 1944, and some were used for training on the Longmoor Military Railway. After D-Day in June 1944, locos were shipped direct to France and used in much of Europe.



After the USATC was done with them, many were returned to America and sold off to shortlines and industrial railroads all over the country. Others were sold to Canada, Cuba, Mexico, Italy, and The Netherlands. However, the Dutch soon found theirs unsatisfactory and replaced both the diesel engines and the traction motors in the early 1950s. They were initially numbered 601 – 619, later changed to 2001 – 2018 after the installation of new Thomassen engines. They were used in many parts of the country until 1955 working from Zwolle and Eindhoven depots. Between 1955 and 1960 they were allocated to Amsterdam Watergraafsmeer, but between 1958 and 1960 all were scrapped.

The example currently preserved on the Stoomtrein Goes Borsele heritage line in The Netherlands (USATC #7989, works no.60359 of December 1943) was in fact acquired from the Lehigh Cement Company in Mason City, Iowa, where it had been out of use since 2005.

In Italy, the FS had 49, classified Ne120: they were the first high-powered diesel-electrics to be used regularly on the state railway network. As early as 1946, there were problems with

the cylinder heads breaking, and as it was difficult to obtain spare parts the engines were replaced with FIAT units, the same type as used in the ATR 100 railcar power bogies.

The locos then proved to be very robust and suitable for heavy shunting.

When the engines reached the end of their useful life, instead of scrapping them, the FS decided to undertake a radical modernisation, which was carried out between 1965 and 1974. The modernised machines were classified D.143, and some remained in use until the beginning of the 21st century.

The new Piko model features diecast metal hoods with a plastic cab, enhanced with numerous separate detail parts, including metal handrails and grab handles, plus plastic horns, marker lights, windscreen wipers, tool box, and bell.

The windows are glazed and there is cab interior detail.

All lettering is very crisp and cleanly printed, right down to the small inscriptions.

The chassis is also a metal casting, driven by a powerful can-type motor with twin flywheels for smooth running, even at low-speeds, allowing precise control. All wheels are driven (via cardan shafts and reduction gearing in the trucks) and collect current. Two traction tyres are fitted, on one outer wheel of each truck, and the weight of 346g should ensure good pulling power.

The analogue version is equipped with a PluX-22 socket for a digital decoder (Piko ref.56596) in the fuel tank, accessed from below. A loud-speaker can be mounted in the hood; the connections must be soldered. The model can also be obtained with the sound decoder installed.

The model comes fitted with European hook & loop couplers; for

American users the buffers can be removed and the couplers replaced with knuckle couplers (Piko ref.56043, sold separately).

Brake hoses and dummy scale screw couplings are supplied as optional accessories.

Piko also offer a Dutch version with different tooling to reproduce the details correctly, such as the two lower head-lights, different marker lights, and lamp brackets.

The minimum recommended radius is 358mm/14".

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.52464 £205.00.



Brawa have recently delivered their eagerly-awaited brand new model of the German standard 01 Pacific, which was announced in 2018 as a new item for 2020.

The Deutsche Reichsbahn acquired 231 examples of this class between 1926 and 1938 for fast passenger services. Originally, the top speed was 120km/h. To raise this to 130km/h, the diameter of the front bogie wheels was changed from 850mm to 1,000mm from 01 102 onwards, and brake effort was increased by installing double-sided brake shoes on the coupled wheels and by braking the trailing truck wheels. The air and feed pumps were located in recesses in the smokebox behind large Wagner smoke deflectors, which were fitted from 01 077. (Earlier locos were soon fitted with these deflectors.) This made access for maintenance more difficult and later *Einheitsloks* had the pumps in the middle. Other detail differences over time include the smokebox door, a modified boiler, and the provision of a third headlight.



01s remained in service with the Deutsche Bundesbahn until 1973, and were still working on the DR in East Germany up to the early 1980s.

The specific prototype of this model is DB 01 173, built by Henschel as works number 22721 in 1936, with 1,000mm bogie wheels and 2'2'T34 tender, based in Köln with a last overhaul date of March 1962.

The model is very accurate in all dimensions, according to published data, and displays a great deal of fine detail. The markings are all very sharply printed.

The boiler, cab, running plate, and tender body are injection moulded plastic, with a few features formed in place (e.g. lubrication lines) but the majority of the details added as separate parts – the model is enhanced with steps, handrails, pipework, conduits, sandpipes, cylinder and valve chest 'plumbing', handwheels, valves, safety valves, steam manifold, generator, and air pump. (This also allows for detail variations, of course). The cab boasts a detailed backhead, and even a separate reversing wheel. The chimney is a separate metal casting and seems very slightly tall. Piston tail rod covers are provided for the modeller to fit if curves allow.

The motion is made of blackened metal parts, with a plastic crosshead; this loco has the welded motion brackets.

The chassis is cast metal, with open bar frames as well detailed as the body. The wheels have correct pattern axle ends, and fine flanges, allowing a scale wheelbase.

The loco and tender are permanently close-coupled, with electrical connections built into the drawbar.

The tender is no less detailed than the loco, with many added parts, and axleboxes true to the originals.

The model is powered by a double-ended can-type motor with two flywheels in the tender driving the two outer axles through worms and reduction gears. The bogie frames are rigid but all axles are allowed a certain amount of side play, so the minimum radius is 360mm but 420mm is recommended.

All loco wheels and the outer tender axles collect current, to ensure a secure supply.

The model runs smoothly and quietly, and is controllable across the speed range, from an almost imperceptible crawl to a realistic maximum. The model weighs c.612g and there are traction tyres on the four driven tender wheels, so pulling power should be more than enough for most layouts.

The lanterns on the buffer beam are illuminated via light guides from warm-white LEDs; the third top lamp, being further from the source, is slightly dimmer. The directional headlights are separately switchable in digital mode, as is the cab light, firebox flicker, and running gear lights.

The loco has a Plux-22 socket for a digital decoder in the firebox.

The model can be obtained with digital sound factory-fitted, using a Döhler & Haass decoder; the device is multi-protocol, and in all there are no fewer than twenty-six functions. A smoke generator is included; a Seuthe type 20 can be retro-fitted to the analogue model.



Standard couplers are supplied to fit in NEM pockets on close-coupling mounts at each end; the front fitting is optional.

Finely moulded brake pipes, steam heat hoses, and dummy scale couplings are provided for the modeller to fit if working couplers are not required.

Brawa also offer DRG and DR versions, and no doubt more will follow. Details and fittings are correct for each period.

Full illustrated instructions for loco and decoder are provided in German and English.

A state of the art offering in terms of detail, finish, technology, and performance.

Manufactured by

Brawa,
Uferstraße 26-28
D-73630 Remshalden, Germany.
www.brawa.de

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

PRICE ref.40904 DC £390.00,
ref.40906 DCC Sound £525.00.





New from Roco is model of the type Sdggmrs^{738.1} (T3000e) articulated double pocket intermodal wagon, designed to carry containers, swap bodies, and lorry trailers.

In 2013 and 2014 DB Schenker purchased 250 type Sdggmrss wagons from Tatavagónka of Poprad in Slovakia). They were built according to a patent from Cattaneo SA (Switzerland) and are identical to wagons for Kombiverkehr, Cemat, CFL, and Wascosa. They are rated for up to 120km/h and can carry two semi-trailers or up to four swap bodies and/or containers. For this, the wagon has a three-way adjustable support frame as well as fixed hinged mounting pins on the side beams. The maximum load is two 40t semi-trailers.

Between 2015 and 2018, DB Cargo procured a further 500 similar wagons from the same supplier, classified Sdggmrs^{738.1} as they are only rated to 100km/h and incorporate technical changes to reduce wear on the wheelsets and brake blocks.

The model is to be produced in various versions, with branding and markings from Epoch V to VI.

Our sample represents the latter type, in traffic red numbered 4955 543-2. It has four movable snap locks on each half and carries two EKOL 45' curtain-side containers.

All markings are very neatly printed, even in the recessed areas of the frame and on the ends of the containers.

The wagon has metal main frames (for rigidity and a low centre of gravity) augmented by plastic details.

Fitted details include the struts at the end of the wheel well, the mesh floor plate, various pipework, and the brake gear underneath.

Four packets of parts provide much more for the modeller to fit, finely moulded in red, yellow, and black plastic, including the container-bearing cross beams (of three types, depending on position), container/swap body securing clamps, the wheel chocks for trailers, side steps, end step, pipework, brake handwheels, handrail, trailer hitch, brake hoses, and dummy scale couplers.

Where all these parts are to be mounted is shown in diagrams in the instructions, with the components numbered. Some of these numbers can be found on the sprue adjacent, but not all, and some parts come already detached from the sprue. While some are self-evi-

dent, care is needed particularly with the cross beams to get them in the right places, which can vary to suit 20', 30', 40', or 45' containers, whether from Roco or other suppliers with different fixing methods.

The bogie side frames are moulded in deep relief, with brake shoes in line with the wheel treads.

The model runs very freely on blackened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush. The central articulation moves easily.

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

A minimum radius of R3 (434.5mm) is recommended.

A very nice model, typical of modern freight operations in block trains across Europe.

Manufactured by

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

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

PRICE ref.77386 £93.00.





Tillig have released a brand new model of one of the two Salon coaches equipped with communications equipment which formed part of the East German Government train.

While based on the standard type Y stock, when built in 1969 it was suitably modified for its purpose and this is faithfully replicated in the scale length model (282mm). Not only are the sides different, but also the roof and the equipment attached to the vehicle floor. The relatively high price reflects the unique nature of the model.

These coaches were not only used in the government train (also known as the state train) but also when required by the Ministry of National Defence and the Ministry of Transport.

As well as radio equipment, the installation included bilingual manual typewriters for German and Russian: by turning a lever, the letters were automatically set in Cyrillic – Russian technology at its best! Fortunately, much of the equipment survives in the preserved example.

The use of the train was naturally discontinued in 1989, and from 1992 these coaches were used for radio measuring and testing communication equipment.

The model carries Epoch IV marking, and is numbered 61 50 70-80 161-3. (The other was 61 50 70-40 162-1.) As with the other coaches in the government train, it was based at Berlin-Lichtenberg works. The last examination date is noted as 16.05.84.

It completes the series of sets produced by Tillig over the last four years by representing various vehicles in the government train:

2017 ref.70033 set 1 – Salon B with kitchen, Salon B without kitchen, Salon B auxiliary coach.

2018 ref.70039 set 2 – Salon A, Salon A auxiliary coach, Salon sleeper with eight compartments.

2019 ref.70046 set 3 – Salon B with kitchen, Salon diner with kitchen, generator and baggage van.



2020 ref.70048 set 4 – Salon diner with kitchen, generator and baggage van, additional coach.

Tillig advise that the appropriate locos are available from Roco: the four-axle variant of the V180 diesel-hydraulic, with round door openings – 118 548-7 (ref.73886) and 118 552-9 (ref.73888). The train was always double-headed, and a small pool of locos was kept for the purpose.

A full train could consist of twenty vehicles.

The model has all markings neatly printed, right down to the smallest inscriptions. Brass and nickel-silver etches are supplied for the state emblem and the large DR lettering. Door handles and handrails are neatly picked out in silver.

The corridor connections, electrical cables, and buffer heads are added parts, along with the large square vent on the roof.

Glazing fits flush, with handles represented and neat metallic frames.

The interior is detailed (though there is no sign of those typewriters!), and prepared for an optional internal lighting kit (ref.08858); pick-ups are included to be installed if required.

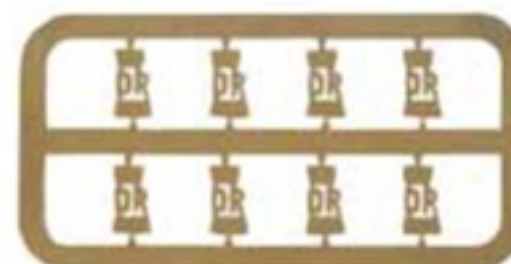
The underframe is nicely detailed, with the main components moulded in medium relief and others added.

The bogie frames are well detailed with axleboxes, springs, shock absorbers, and a generator. The brake shoes are in line with the wheel treads.

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

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

For each model sold, Tillig will make a contribution to the foundation which is dedicated to preserving the prototypes.



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.74955 £82.90.





The family of coaches developed by the Deutsche Bundesbahn for local services became known colloquially as *Silberlinge* ('silver fish') due to the stainless steel bodywork. Officially designated type n, over five thousand of various forms were built between 1961 and 1980; they were deployed all over the country and came to symbolise DB local and regional services. The 26.4m long vehicles are divided into three sections by two entry areas with double doors; the composites have five first class compartments in the middle section. They were the most common vehicles in local traffic in West Germany for almost five decades, until well into the 1980s; they were even used to reinforce express trains, in interzonal trains through the DDR, and in transit traffic to Berlin. Some remained in use with DB Regio until the beginning of 2020, though the decline began in the 2000s with the increased procurement of modern railcars and double-deck stock.

In the course of their lives, following conversions and updates the vehicles were painted in various then current liveries, which all makes them an ideal – as well as essential – subject for a model manufacturer.

Piko are now offering completely new models in N.

The specific prototypes of the first two releases both represent vehicles stationed in Cologne, with AW Krefeld-Oppum responsible for maintenance – second No.41729, last overhauled 30.5.62 (ref.40640) and composite No.31331, last overhauled 19.7.62 (ref.40641). The carry markings for Epoch III, with the correct black solebars for the period.

The finish is superb, with very fine printing of even the smallest markings and an excellent rendition of the metallic 'fish scale' pattern on the body, with contrasting thin 'brass' window frames.

The model has includes interior detail, authentically reminiscent of the early

upholstered red synthetic leather seats.

The only added parts are the corridor connections, buffers, and toilet outfalls.

LED interior lighting can be retrofitted in all types of coach with an optionally available kit (ref.46293); for digital users a function decoder (ref.46212) is also available.

The underframe has not been forgotten – crisply moulded, various pipes and attached components can be recognised, not least the battery boxes. The bogie side frames are moulded with good detail, plus added detail parts such as the generator.

Smooth running metal wheelsets give the models excellent rolling properties.

Standard couplers are fitted on close-coupling mounts on the frame, steered at the extremes by the bogies.

The models are also offered in traffic red (refs.40642 and 40643 respectively), and the matching Wittenberg style cab driving trailer will follow soon.



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 each £40.00.

TT

G02 vans

Piko have just released completely new models of the very common German type G02 four-wheeled van, both with and without brake house.

One of the earliest common user freight wagons, these wooden vans with a lightly curved roof were first ordered to standard designs by the Prussian State Railways. Production started in 1895, and some 47,533 were built over a long period. Many lasted well into the Deutsche Reichsbahn era.

At 9.3m long with a tare weight of c.10 tonnes, they could carry 15 tons, with a loading volume of 45.7m³. The maximum permitted speed was 60km/h.

The specific prototypes of the first two models are DR Epoch III examples, 03-24-44 G (last overhaul date 28.5.62) with raised brake house (ref.47760) and 02-19-26 G (17.7.57) (ref.47761).

The markings are plain but very clearly printed, right down to the smallest inscriptions, even within the recessed channel solebars.

The plastic mouldings are very well detailed – in particular, note the individ-





Recently released by Kato is an optically and technically revised model of the classic Swiss Re6/6 Bo-Bo-Bo electric in SBB Cargo livery as 620 051-3 *Dornach-Arlesheim* with Epoch VI markings. The finish is good, with main colours well defined and all markings neatly printed. The model is also offered in green, red, and Crossrail liveries.

Eighty-nine of these powerful machines were manufactured between 1975 and 1980 and used on passenger and freight trains, primarily over the challenging Gotthard route; eighty-eight are still active and have been the subject of a modernisation programme, evident among other things in the side access panel for new air conditioners and the installation of ETCS equipment, represented in this new model.

It is accurate according to published dimensions, and well detailed. Cab door handrails and handles are moulded in place and neatly picked out in silver. The cabling, switchgear, and insulators on the roof are added parts. The new pantographs with smaller more Swiss contact strips are very fine but not wired for current collection from the overhead.

The glazing fits flush, with the wind-screen wipers printed on; the cabs have interior detail.

The bogie side frames are moulded with good relief detail, with spoke inserts on the wheel faces.

The mechanism is built around a split frame cast metal chassis, carrying a central five-pole motor with twin flywheels which drives both axles of the outer bogies via worms and reduction gears; the centre bogie is not driven, but sprung and allowed generous side play. Current is collected via axle bearings on all driven wheels.

Operation is smooth and quiet, with good control across the speed range. Two traction tyres are fitted, one on the inner axle of each bogie. With a weight of c.81g, pulling power should be ample.

There are directionally-controlled LED white headlights. The printed circuit board within can be exchanged for one incorporating a digital decoder.

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

Manufactured by

Kato (Sekisui Kinzoku Co.Ltd.),
Tokyo, Japan.
www.katomodels.com

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

PRICE ref.K10175 £195.00.



new from Piko

ual planks and all the metal fittings, with to types of vent. Handrails and steps (where appropriate) are separate factory fitted parts.

The same attention to detail is reflected in the underframe, from the axlebox and spring assemblies to the brake shoes, properly in line with the wheel treads. The major brake gear components are formed as part of the underfloor. The main door steps have commendably fine supports.

Free rolling metal wheelsets ensure excellent running characteristics, and with relatively low flanges and wide treads should operate successfully on a variety of track systems.

Standard couplers are clipped into pockets on close-coupling mounts.

No doubt many other variations of period and markings will follow in time – after all, the G02 was one of the most numerous and widely distributed wagons in the world.



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 each type £33.00.



At the Nürnberg trade fair in 2020, Brawa announced the release of a special limited edition set representing a Deutsche Bundesbahn push-pull train in Epoch IV.

It consists of a BR212 B-B diesel-hydraulic and four type -n coaches, the so-called *Silberlinge* (two seconds, a composite, and a second baggage driving trailer, with the Karlsruhe style cab) in the classic ocean blue & beige livery. The coaches have blue solebars.

The running numbers are 212 026-9, 50 80 31-53 559-6, 50 80 22-11 356-9, 50 80 22-11 740-4, and 50 80 82-53 634-5.

These are new versions of existing models which are not available separately. They are delivered in the usual individual boxes within a larger stout cardboard box.

The Brawa model of the BR212 is accurate in dimensions and details, and takes into account all the specific details of the different production series. It has etched metal radiator and fan grilles, and separately applied handrails and shunters' grabs.

The cab is fully reproduced, with an unobstructed view through.

Sprung buffers are fitted.

The tubular frame bogies are correctly modelled, including the axle drive gearboxes, even though these are rarely visible in normal use, and the brake linkages are also replicated.

The main chassis and gear housings are die-cast zinc, and the model is driven by a powerful flywheel fitted motor. Two traction tyres are fitted to ensure it can cope with the train.

The lighting is achieved with maintenance-free LEDs.

In the Digital Extra version, some features can be controlled separately (sound, powered fan, cab lighting, shunting light, and tail lights) and a stay-alive unit is standard.

Conversion from analog to digital is possible as a PluX22 socket is provided; however, it is not possible to retro-fit the remote-controlled couplings, powered fan, and additional light functions.

The first prototypes of the new type -n coaches appeared in 1958. To reduce dwell times at stations, instead of end entrances the doorways were positioned approximately a third of the way along the coach as double entrances with hinged folding doors.

Three basic types were created – with first class in the middle and two large second class areas either end (AB4nb), three large second class areas (B4nb), and two large second class areas and a luggage space plus driving cab (BD4nf).



Aluminium, normal steel, and corrugated panels were tried but it was finally decided to use stainless steel (V2A) for series production. This did not need to be painted to protect against corrosion, and the sides were polished below the windows with a fish-scale pattern. This distinctive pattern, along with the silver finish, quickly earned them the nickname *Silberlinge*.

Except for a few examples fitted with lightweight Minden-Deutz bogies, the -n coaches were fitted with MD42 bogies with block brakes. Later MD43 bogies with disk brakes were used.

The basic design proved so successful that between 1960 and 1980 around five thousand of these coaches were constructed by different manufacturers as well as at the DB Karlsruhe and Hannover workshops.

The extremely cramped driver's space in the original BD4nf driving trailer was less than ideal, and it was soon nicknamed the 'rabbit hutch' by staff, leading to discontent and safety concerns.

As a result, Karlsruhe works rebuilt the end, producing a vehicle with a full cab, though with no access through to the next coach.

Brawa announced their models of these numerous, widely used, and long lived coaches as part of the 2019 programme. They are modelled to scale length and the plastic moulded bodies are highly detailed. The realistic representation of the polished pattern is particularly impressive. The interiors are correctly detailed, and the roofs even show the weld seams. The underframes differ according to type, with different heating systems and full brake equipment.

Small features like the see-through etched metal shunters' steps are just one of the many separately-applied parts which are indicative of the attention to detail.

Variant-specific differences include the style of windows (with aluminium or plastic frames), the type G150 alternator, and the bogies (MD42 with block brakes and MD43 with disk brakes).

The bogie frames are very well detailed, and the axle bearings are mounted in metal brackets. The wheels even replicate the ribbed castings of the originals.

They be obtained with the option of factory-fitted interior lighting, with soldering points for connecting a decoder if required. The driving trailer comes with working directionally controlled head and tail lights; interior lighting is an option, and it is also available with a decoder ready fitted.

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

The minimum radius recommended is 360mm.

At around 1.35m long overall, four scale length coaches and the loco certainly makes an impressive set.

Although the sets (both analogue and digital extra) are noted as sold out at the factory, dealers may still have stock.

Manufactured by

Brawa
Uferstraße 26-28,
Remshalden, D-7360 Germany.
www.brawa.de

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

PRICE ref.B2009 £830.00.



In co-operation with LS Models, Hobbytrain have released two sets of four coaches to represent the Deutsche Bundesbahn interzonal train D308 Ostsee Express, as running around 1980 from Munich to Berlin via Regensburg, Hof, and Gutenfurst, with a connection on to Copenhagen via Rostock (and a ferry). Announced in 2020, these are limited editions of just 150 pieces worldwide.

The first set (ref.H43025) consists of one BDm²⁷² second baggage, two Bm²³⁴ seconds, and one ABm²²³ composite (the through coach to Copenhagen).

The second set (ref.H43027) is made up of one ARm²¹⁶ first restaurant (one of the eight – of the sixteen built – which was modernised in 1979), one ABm²²³ composite, one Bm²³⁴ second, and one Bm²³² second.

The scale length models of these 26.4m long vehicles are highly accurate, with flush glazing, multi-coloured interiors, separately applied handrails and other small details (note the restraints within the corridor connections), finely detailed underframes with all the equipment represented (as appropriate for the type), and finely etched metal steps. Bogies are either MD33 or MD36, as appropriate, with the correct additional equipment and full brake gear. The livery is authentic to the coaches used on the D308 service at the time (Epoch IV); each model is based on a particular prototype, identified in the accompanying literature which shows the correct composition of the train.

The models are equipped with standard couplers in NEM pockets on close-coupling mounts.

Finely moulded black plastic brake hoses and dummy scale couplings are supplied for the modeller to fit if required in place of working model couplers.

The models roll very freely on blackened metal disc wheels on pinpoint metal axles insulated one side and running in brass bearings, ready for the installation of optional interior lighting (ref.89901).

The sets come with excellent illustrated instruction leaflets for each vehicle type, and with information about the prototype.

This makes an impressive set – for those layouts large enough to accommodate it.

BDm²⁷²Bm²³⁴ABm²²³ARm²¹⁶ARm²¹⁶Bm²³²

Manufactured for

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

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

PRICE £335.00 per set of four.



The first General Motors – Electro-Motive Division F3 was built in July 1945; 1,107 A units and 694 B units were built before production was changed to the F7 in February 1949. The 1,500hp units proved remarkably proficient on both heavy freight and fast passenger services. The body design, with the characteristic 'bull-dog' nose, became a classic and is considered by many to be the most attractive diesel ever produced. Ten A and two B units survive.

Broadway Limited Imports issued a revised HO model of these iconic machines in mid-2020, offered in various road names and undecorated, as separate powered A and B units, and as A+B sets with powered A and dummy B.

Our sample represents Burlington #116D; the red and black trim is very sharply executed, and all markings clearly printed.

The model has an ABS plastic body, with many separately applied details including handrails, grab irons, horn, brake hoses, and electrical connectors.

Both moulded features and added parts vary according to the road name.

The diecast metal chassis carries a central five-pole motor with twin flywheels driving both trucks via cardan shafts. It will operate on Code 70, 83, and 100 rail, and is suitable for a minimum radius of 18". All wheels collect current. It runs smoothly and quietly, controllable across a realistic speed range, and with a weight of 467g it should pull very well.

Kadee-compatible metal knuckle couplers are fitted at each end, and there is an alternative full front skirt if a working coupler is not required.

The model boasts prototypical lighting, achieved with LEDs, with headlight, back-up, marker, and cab lights separately switchable under digital control, which includes the impressive Paragon3 sound with 'Rolling Thunder', which enables low frequency sounds to be reproduced by an external amplifier and speakers, thereby solving the limitations of necessarily small speakers in the model, though the 'sugar cube' fitted does work very well.

The volume of the various sounds can be set separately.

As well as the engine noise, with start up and shut down sequences, there are fans, dynamic brakes, compressor, air release, brake set and release, and couplers, and a choice of short and long horns. The bell is manually operated, with a choice of two sounds, and the interval (speed) is adjustable.

Many sounds are triggered by the function buttons, while others are randomly activated.

Brake sounds occur automatically in conjunction with movement.

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

Sounds also include crew radio communications, passenger station ambient sounds, freight yard related radio chatter, maintenance yard related radio

chatter, lumber yard ambient sounds, farm related radio chatter, and a grade crossing automatic signal.

A comprehensive 28-page instruction booklet is provided.

Manufactured by

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

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

PRICE ref.4828 US\$289.99.

new kit for railway worker's house from Auhagen

Following an existing product in HO, this house for a railway worker and family is based on the Saxon class III design but could be used in many regions of Germany.



The living rooms on the ground floor are small and the attic bedrooms must have very low ceilings. The service and utility rooms are located in the adjoining building. A bell which signals train movements complements the ensemble.

The house has three walls rendered and one end clad in slate.

Extra parts are provided for an optional wooden porch which projects 10mm (steps 14mm) from the main door.

The outbuilding is partially half timbered.

The parts are finely moulded in seven colours: cream, white, grey, dark grey, brown, dark brown, brick red, 'stone', and black. (Our sample is not painted.)



General Motors – Electro-Motive Division built almost five hundred Phase II production units of the successful SW7 switcher in 1950 and 1951, delivering 1,200hp from an updated 567A prime mover. They proved popular with major railroads as switchers, as primary power for short lines, and with industrial users. Several are still in service even today, both commercially and preserved.

Walther's offer this version of the SW7 in several different road names: each is effectively a limited edition with these specific numbers. Our sample represents Chicago, Burlington & Quincy #9249; the main colours are clearly defined, the striping sharp, and all markings clearly printed, with different slogans each side.

This model depicts the Phase 2 machines with large front radiator, wire grille radiator cover, dual tall conical exhaust stacks, single straight hood to cab transition, six louvred hood side doors with letterboard gap, and small square centre cab windows.

The unit comes with or without footboards as appropriate for the road name, and there are four types of headlights to match prototype practice: original large single, retrofit dual horizontal, retrofit dual vertical, and dual sealed beam.

The plastic moulded body shell is enhanced with separate factory-installed handrails and grab irons on the hood and the cab, plus horns and bell.

The cab is flush glazed, and has interior detail.

The model benefits from the same powerful drive as used in Walther's Proto® products, featuring a heavy diecast metal chassis (the model weighs in at 229g), a five-pole skew-wound motor, dual machined brass flywheels, 14:1 gear ratio, helical cut gears for quiet operation and easy multiple unit operation, and all-wheel drive and electrical pickup. Wheels are blackened metal, to RP25 profile.

The directionally-controlled LED headlights are of constant intensity.

The model is equipped with a Next18 socket for a digital decoder.

Proto MAX™ metal knuckle couplers are fitted each end.

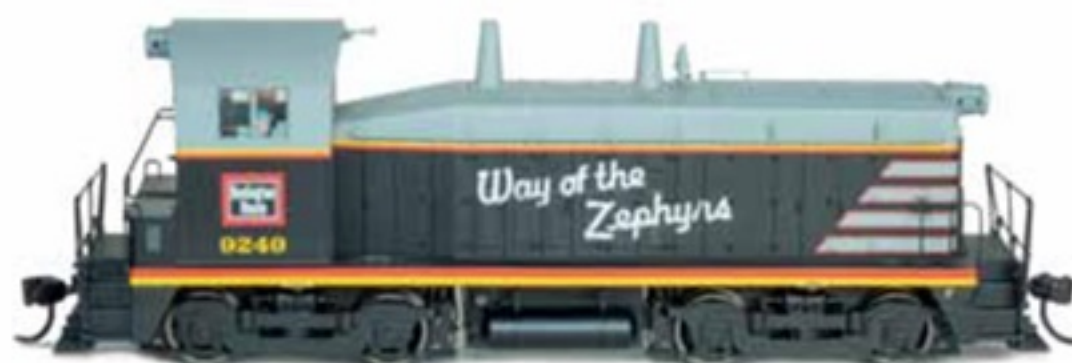


Manufactured by

Wm.K.Walther's, Inc.,
5601, West Florist Avenue,
Milwaukee, Wisconsin 53218,
U.S.A.

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

PRICE ref.910-10653 US\$149.98



They have a good level of detail, and the feeds are not very thick, so can be easily cleaned up. There is virtually no flash, and the parts go together very well. The fit of the half-timbering into the slots in the rendering is particularly notable. The corners are all mitred, and some of the pieces have locating pins or lugs to ensure precise alignment.

Gutters and downpipes are included along with accessories such as exterior wall lights and a ladder.

Clear foil is provided for glazing the windows, and there is a printed sheet to mask the interiors.

Also supplied is small packet of multi-coloured foliage to 'populate' the window boxes.

There are a few spare parts, which the creative modeller will no doubt be able to put to good use!

The main structure occupies an area of 63mm x 60mm; its height is 54mm.

The outbuilding measures 58mm x 32mm and stands 40mm high.

The bell cabinet is 8mm x 6mm x 21mm tall.

As usual, the instructions are in the form of a sequence of clear 'exploded' diagrams on both sides of a folded A3 sheet, with the parts numbered on separate A4 sheet (which illustrates the sprues actual size), so there should be no

language difficulties. Numbers moulded on the sprues allow easy identification of the parts.

Construction is presented in twelve main steps, after each set of four walls has been prepared.

Liquid solvent is recommended as adhesive.



Manufactured by

Auhagen GmbH,
OT Hüttengrund,
D-09496 Marienberg/Erzgebirge,
Germany.
www.auhagen.de

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

PRICE ref.13347 £29.90.

Modellbahn Schule 45 Stimmige Landschaft

Edited by Markus Tiedtke

Verlagsgruppe Bahn GmbH,
Infanteriestraße 11a,
D-80797 München, Germany.

www.modelleisenbahner.de

300mm x 226mm 100pp

Softback €12.00

ISBN 978-3-96453-371-5 German text

The new special edition from *Modelleisenbahner* magazine takes as its main subject 'coherent scenery', according to the subtitle 'thanks to realistic vegetation', for which the possibilities have been dramatically improved in recent years by the introduction of new high quality products, especially electrostatic grass, both as fibres and in ready-to-use mats and clumps. The availability of much better quality tree material and ready-made trees is also a factor. The features show how to make best use of some of these new materials, and make extensive comparisons of available products. It is not so much a question of best or worst but which is most appropriate for particular purposes.

Illustrations include several scenes and examples from Rolf Weinert's superb HO layout (some presented as impressive double-page spreads), plus some from

Modellbundesbahn and other scenes by noted scenic modeller Michael Butkay, some created for this publication. Most of the features – and indeed most of the photos – are by the editor, so image quality is assured, with some by other contributors.

Other topics covered in this edition include a DDR farm co-operative silo, a classic factory building, ideas for interior lighting, detailing road vehicles (delivery lorries and three-wheelers, and adding figures to proprietary models), and look at German electric railcars. The collection ends with a short section on selected new products, noting a number of collaborations (Märklin/Piko, Märklin/Viessmann, and Roco/HMB).

The work is illustrated with a wealth of excellent colour photos, plus a few historic black & white images, all well reproduced on high quality glossy paper.

The presentation makes some use of coloured headings and background tint panels, in summary tables and side bars, which generally assist clarity.

Some knowledge of German will be required to get the full benefit from the text but the strong visual element should assist.

There is the equivalent of eight pages of advertisements, some for other VGB publications and several from relevant suppliers.

This publication is not only for experienced modelers – it could also help newcomers to achieve good



results.

Hamburg – Berlin 1846 – 2021, 175 Jahre von Metropole zu Metropole

Eisenbahn-Kurier Themen 62

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 98pp

Softback €14.80

German text ref.1889

ISBN 978-3-8446-1889-1

This new publication pays tribute to the railway that connects Berlin and Hamburg on the occasion of its 175th anniversary.

It begins with a 'Galerie' of six pages featuring six colour and two black & white photos of steam, diesel, and electric locos working passenger and freight trains between 1920 and 2021.

The first chapter '1841-1900 Von früher Globalisierung und dem Siegeszug der Eisenbahn zwischen Alster und Spree' (twelve pages) relates the early beginnings of the railway from its start under the British engineer William Lindley and the delivery of the locomotive *Die Hansa*. Ten black & white photos are featured, along with colour images of railway stations, tickets, and maps. The development of the line's steam motive power between 1846 and 1883 is also described, including the first tank engines supplied to the Berlin-Hamburger Eisenbahn, the type B1 from Beyer,Peacock in Manchester and the B1n2 from Schwartzkopff.

The second chapter, '1900-1945 Fortschritt Reichsbahn und zwei verlorene Weltkriege: Eine einzige Achterbahnfahrt' (six pages), covers the history and development of the railway between 1900 and 1945 and in the aftermath of two world wars, with 25 black & white photos, showing steam locos as well as *Fliegender Hamburger* diesel units. Also included are maps, timetables, extracts of publicity material, details of a timed run on 1st June 1933, and a table showing the fastest services between the two cities from 1914 to 1937.

'1945-1990 Entscheidung durch Teilung. Berlin – Hamburg im Zeichen des Ost-West-Konflikts' (28 pages) carries the story forward and gives details of the development of rail services in the post-war years up until German re-unification, with black & white and colour photos along with extracts of publicity material and tickets.

The penultimate chapter is '1990-2021 Im Neu vereint und zunehmend schneller denn je. Aber auch entseelter?' (fifteen pages) brings the story right up to date following the fall of the Berlin Wall in 1989.

The final two page section is a chart showing the journey times of the fastest passenger trains between Hamburg and Berlin between 1846 and 2021, along with examples of tickets.

The work is completed with a list of sources.

This is a highly recommended work which should appeal to all those with an interest in German railways. A good knowledge of the German language will be required to get the best from it but the pictures alone adequately show the history of rail services between these two major cities during the past 175 years.



There are five pages of advertisements for other publications and DVDs from Eisenbahn Kurier, while the rear cover is given over to an advertisement for the *Miniatur Wunderland* exhibition in Hamburg.

EK-Bibliothek: Eisenbahn-Geschichte Herkules, Goliath & Co. – Die Schienenkrane der deutschen Eisenbahnen

by Udo Kandler

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

210mm x 300mm 152pp

Hardback €35.00

German text ref.6424

ISBN 978-3-8446-6424-9

Rail cranes are indispensable when bulky and heavy goods have to be loaded, when installing or lifting track, carrying out bridge construction, and for the

recovery and clean-up work after accidents. In depots, cranes were used for coaling steam locos. The most well-known manufacturers of rail cranes in Germany were Demag, Gottwald, Ardelt, and Krupp, later merged into Krupp-Ardelt, and this new landscape format book takes a look at all these different types from the early days of the railways right up to the present day.

The first chapter, 'Bescheidene Anfänge' (six pages) looks at the humble beginnings with the earliest types of railway cranes from manufacturers such as Mohr & Federhaff in Mannheim, Georg Linder & Co., and Maschinenbau-Aktiengesellschaft Tigler. As well as black & white photos there are four drawings and an advertisement from Linder in Chemnitz.

The section chapter, 'Die Entwicklung bei der Deutschen Reichsbahn' (24 pages) follows developments in the 20th century. All types of crane are listed

and illustrated undertaking a number of different tasks such as bridge building, track laying, and recovering derailed locos and coaches. Many of the photos are from the immediate post war years and show American soldiers using cranes in the occupied zone of Germany relaying track and repairing damaged bridges. There is a list of all the different rail cranes used by each operating division (Bahndirektion) of the DRG as in 1938.

The third section (46 pages) is entitled 'Die große Zeit der Eisenbahnkrane bei der Deutschen Bundesbahn' and features no fewer than 67 black & white photos, showing the deployment of steam and diesel powered rail cranes by the Deutsche Bundesbahn from the likes of Krupp, Demag, Ardelt, Mohr Kran, Beck & Henkel, and Wyhlen, with a list of all the different types in used with each Bahndirektion as in 1952.

Chapter 4 'Typenauswahl – die wichtigsten Kranwagen im Überblick' (28 pages) illustrates a selec-

Eisenbahn-Kurier Special 142 Unter Strom: Die Elektrifizierung bei der Bundesbahn 1949-1969

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 98pp
Softback €12.90
German text ref:7035
ISBN 978-3-8446-7035-6

Germany began the electrification of its railways before the First World War, continuing from the 1920s up to the Second World War, albeit with many gaps. This new special from *Eisenbahn Kurier* describes and illustrates the difficult situation the western part of Germany was faced with following the end of hostilities in 1945 and the measures the young Deutsche Bundesbahn took to continue with the electrification of the network. The main subject is the so-called *Neubauprogramm* (New Build Programme) from 1949; one of DB's most important milestones being the electrification of the Rhein and Ruhr regions, as well as connections from the North Sea ports to the south of Germany, and the ordering of efficient electric motive power in the shape of standard locomotives. Statistical information such as important dates regarding electric operation on DB during the period is also included.

After a couple of pages of facsimiles of period publicity material from German electrical manufacturers such as AEG, Siemens, and Preussen-Elektra, the first chapter, 'Zwischen Neuland und Netzausbau – Die Elektrifizierung der Ferneisenbahnen bis 1945' (eight pages) by Joachim Hund looks at the early days of rail electrification, naturally with black & white photos, and

there is a map of electrified lines as at 1945.

Two pages also by Joachim Hund then show 'Badische Experimente im Wiesen, im Wehra- und im Höllental' by means of two black & white photo of the Badische Staatseisenbahn's electrification of the 28km Wiesentalbahn and the 19.7km WehraltalBahn, as well as the Höllental and Dreiseenbahn.

At forty-eight pages the third chapter, 'Vom Rumpf zum Grundnetz – Die Elektrifizierung der DB 1949 - 1969' by Norman Kampmann is the largest part of the book, with a dozen colour and 80 black & white photos, together with examples of publicity material, maps showing the extent of DB electrified lines as at 1st September 1959 and 31st December 1969, dates when certain lines began electric operation, lists of passenger services which were electric loco-hauled in 1950, to which depots these locos were allocated, services operated by electric multiple units as at 1956, and also the amount of kilometres covered daily by electric locos in that year.

'Abschied vom Wechselstrom – Neue Stromversorgung für die S-Bahn Hamburg' by Heinz Kurz occupies six pages. For fifteen years, until 1955, the S-Bahn network in Hamburg operated using two different electric systems, but then the AC was changed to DC. As well as nine black & white and five colour photos there is a map of the network in 1965.

In 'Abenteuer Zweisystem – Elektrischer Betrieb im Saarland' by Norman Kampmann (eight pages), the electrification of railway lines in the Saarland area is examined, with the need for multi-voltage locos to operate cross-border services between Germany and France. A map of electrified lines coming under the Bundesbahndirektion Saarbrücken in 1967 is included, as well as a plan of the section at Stiring-Wendel, between Saarbrücken and Forbach, where the line switches from 25kV to 15kV. There is a scale drawing of



a DB E320 electric loco, plus five colour and ten black & white photos.

The final feature (sixteen pages) is entitled 'Inbetriebnahmen bis 1969 – Staatliche Angaben zum elektr. Streckennetz der DB' and looks at the rapid expansion of DB electrification between 1949 and 1969. A table shows the dates lines began operating electric services, whether they were single or double track, the length, and which Bundesbahndirektion they came under.

This publication is full of information and can be highly recommended.

Gläserne Züge Die Aussichtstriebwagen der Deutschen Reichsbahn

by Heinz Kurz and Horst Troche

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 128pp
Hardback €35.00
German text ref:6053
ISBN 978-3-8446-6053-1

In January 1937, the first electric *Aussichtstriebwagen* (observation railcar) ran on the Mittenwaldbahn. This new book describes and illustrates the technical equipment, the rebuilding, and the service of these two vehicles (classified ET91). Following the destruction of ET91 02 by fire in München in 1943, ET91 01 returned to service from the summer of 1949 and acquired a large following over almost fifty years.

After the introduction, the first chapter, 'Die elektrischen Aussichtstriebwagen eT 1998 und 1999 der DR', tells the story of the development and introduction of the two vehicles, with 66 black & white and 65 colour

photographs, along with scale drawings and facsimiles of publicity material from both Deutsche Reichsbahn and Deutsche Bundesbahn periods. For the first time, detailed reports are given on the investigations carried out by DB Fernverkehr into the restoration of ET91 01 in 1996 and the plans for replacements.

Chapter 2, 'Die Diesel-Aussichtstriebwagen 137 240, 137 462 und 137 463 der DR' gives an account of the three diesel variants introduced between 1936 and 1939, intended for day trips on non-electrified lines, particularly in the Rhine, Moselle, and Ahr valleys, as well as in the Saarland and Sächsische-Schweiz, with 55 black & white and five colour photos, along with scale drawings.

The work is completed with a list of sources of information, extracts from logbooks, and tickets issued by Deutsche Bundesbahn for journeys with these so-called *Gläserne Züge* (glass trains) between 1967 and 1981.

We have come to expect extremely well detailed and well researched work from this well-known publishing house and this book certainly does not disappoint. A good knowledge of the German language will be required to get the best from it but the photographs alone adequately show the history of these vehicles and are particularly useful for the modeller.



tion of the most important cranes used on German railways with 32 black & white photos, along with scale drawings and a listing by type, the number built, the builder, and the date of construction.

'Eisenbahndrehkrane in der DDR' (twelve pages) looks at the cranes used in East Germany from 1949/50. They are listed by type, where allocated, and running number as at 10th June 1987.

'Helfer im Gleis- und Weichenbau' (ten pages) looks specifically at cranes used to assist with track laying, and is followed by 'Bekohlungskrane' (five pages) which includes eight black & white photos and covers cranes used for coaling steam locos.

The penultimate chapter (four pages) deals with 'Die Kranwagen der DB Netz Notfalltechnik' and features colour photos of cranes in use now, on various tasks, with a list showing type, purpose, UIC number, location, and year built.

The final section of ten pages features twenty colour photos of different types of rail cranes from 1955 to the present day with Deutsche Reichsbahn, Deutsche Bundesbahn, and DB Netz Notfalltechnik.

Those who would like know more are recommended to a website for railway service vehicles:

www.eisenbahndienstfahrzeuge.de

As one would expect from this well-known railway publishing house, this is an extremely detailed and well researched work on an important aspect of railway history. A good knowledge of German will be required to get the best from this publication, but the wealth of detailed illustrations alone adequately show the variety of different vehicles used.





Märklin/Trix surprise with another brand new unannounced loco



Pacific 18 314, later nicknamed *Schorsch*, has an unusual history. It was placed into service in 1919 as a Baden class IVh. After the end of the Second World War, it went to the Deutsche Reichsbahn in exchange for a Bavarian class S3/6 as the VES-M Halle (Railway Research and Locomotive Development Department) urgently needed a fast four-cylinder compound loco for experimental work. In 1960 it was equipped with a reko (rebuilt) boiler, partial streamlining, and a new cab and tender, and turned out in green livery. It was converted to oil firing in 1967.

It was put into store at the end of 1971 and sold to West Germany in 1984. Since 1986 it has been one of the main exhibits at the Automotive and Technology Museum in Sinsheim, on permanent loan from the Frankfurt Historic Railway (HEF).

The new model represents it after rebuilding and conversion to oil firing with small smoke deflectors and an inductive signalling magnet on one side, numbered 02 0314-1, in use as an experimental locomotive for the VES-M Halle (Saale). The loco looks as it did around 1970/71.



The loco and tender are constructed mostly of metal, and the model has as standard a digital decoder with extensive sound functions, and a factory-installed smoke generator with dynamic exhaust that varies with the speed. It has a controlled high-efficiency motor with fly-wheel in the boiler, powering the three driving axles. Two wheels have traction tyres. The triple headlights change with the direction of travel, plus cab lighting and running gear lights; all lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting.

There is a close coupling link between the loco and tender, and a close coupler in a NEM pocket on the rear of the tender.

The minimum radius is 360mm (14³/₁₆""). The lower cab sides are cut away to allow the rear truck to swing on typical curves. Streamlining without cut-outs is included for use on large radius curves or for display.

Piston tail rod covers and brake hoses are also included for the modeller to fit. Märklin ref.39027

Trix ref.25027

www.maerklin.de www.trix.de

Gaugemaster acquires Train-Tech

The company behind Train-Tech, DCP Microdevelopments Limited, are pleased to announce the sale of its Train-Tech business to Gaugemaster Controls.

DCP Microdevelopments is forty years old this year, having been started by David Palmer as a young man running it as a small part time business developing interfacing and control products for the home and schools computer market, through to designing and manufacturing dataloggers and sensors for science education until 2018.

Train-Tech was launched in 2012 with a fairly modest range; it now has over 250 products.

In the past nine years Train-Tech has been honoured by three 'Innovation of

the Year' awards (for DCC fitted signals, Automatic Sensor Signals, and Smart Screen animated display).

The transfer will be completed during the first week of November when Gaugemaster will also take over the direct support and sales of the Train-Tech range as well as continuing to distribute the range to the model railway trade.

Andy Rouse has been Design Engineer at DCP for over twenty years and he is also transferring to continue developing innovative and exciting new products.

Gaugemaster are thrilled to be able to add Train-Tech to their portfolio of brands as it is such a perfect fit on so many levels.

www.gaugemaster.com

New from Noch

The tried and tested Noch weathering powders are now available in a convenient set complete with a practical mixing bench and applicator brush.

Weathering powder not only does away with the shine on plastic surfaces but can also be used on laser-cut kits. It creates shading and gives components and models more realism, with a natural look to the surfaces.

The set contains seven colours – teal, leaf green, terracotta, russet, sand, ash, and soot.

The pigments can be mixed together until the right shade is achieved. This can be done very easily in the mixing bench's washable inserts, which can be purchased individually.



To give the colour pigments a better grip on smooth surfaces, first spray a thin layer of Spray & Fix Adhesive (ref.61152) onto the object that is to be patinated. When that is dry, the pigments can be carefully dabbed onto the area to be aged with the paintbrush supplied. The pigments are finally fixed with another thin coat of Spray & Fix Adhesive.

www.noch.com

www.gaugemaster.com



Another new items brochure from Faller

Faller have recently published a second new items leaflet for the year, 36 pages, summarising the planned new releases for autumn and spring, among them some limited editions to mark the 75th anniversary of the company.

Perhaps the most significant railway structure is a large modern concrete arch bridge (ref.120505), suitable for double track high speed lines, with a length of 1,015mm. The model is based on a 203m long structure with a height of approximately 54m over the picturesque Rehtal valley in the Thuringian Forest.



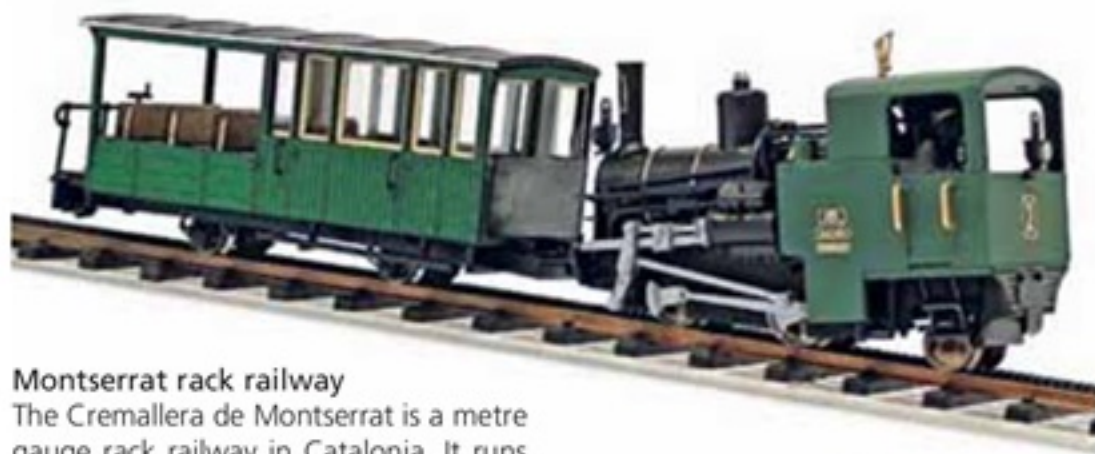
The HO kit should be available in December.

Expected in January is a detailed laser-cut HO kit for the signal box at Zweckel junction at Gladbeck, North Rhine-Westphalia, opened in 1911 and now classified as a historic monument.

www.faller.de



New editions from Ferro-Train



Montserrat rack railway

The Cremallera de Montserrat is a metre gauge rack railway in Catalonia. It runs from Monistrol station up to a monastery on the mountain, climbing 550m with a maximum gradient of 15.6%. The railway was opened in 1892 and was worked with eight steam locomotives until the 1950s.

A serious accident in 1953 eventually caused the line to close in May 1957.

But it was re-opened in 2003, completely refurbished and electrified. Five air-conditioned Stadler GTW low-floor electric multiple units were purchased from Switzerland. They offer a maximum of two hundred passengers a good view of the surrounding scenery through large panoramic windows.

A museum has been set up in the former Monistrol-Vila valley station. Several of the original steam locos have survived. Nos.1 to 4 are of the same type as those on Austrian rack railways, and even the rolling stock seems to have been built from the same plans.

Ferro-Train have thus been able to produce new models of the Catalan rack railway stock with four different locomotives and suitable coaches as versions of their existing items, adapted with great attention to detail.

The half-open coach has been adapted for Montserrat and is offered in plain wood finish for the first time.

Starter sets are offered, each with a loco, a coach, and a metre of track.

Several upgrades are featured for the first time in these and the existing rack locos. There is not only a new specially developed coreless motor drive but also a simple digital upgrade with the option of sound with authentic running noises.



Mixnitz – St.Erhard electric loco

The Mixnitz – St.Erhard narrow gauge line was built in 1913 as part of the development of the magnesite deposits in Breitenau am Hochlantsch. Two four-wheel electric locomotives were initially used for both passenger and freight trains. After passenger services were discontinued, E1 and E2 were only used for freight, especially for magnesite. Today, the Breitenauer-Bahn is again offering passenger transport in the form of nostalgic trips in co-operation with the railway's owner.

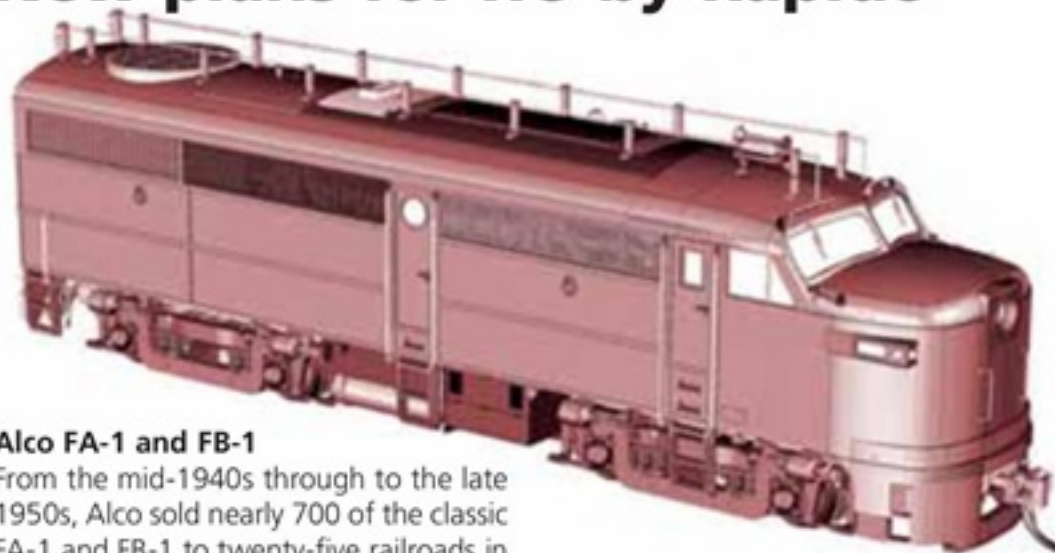
Ferro-Train have produced an updated version of their popular model of these locos, with more innovations it should be possible to fit into such a small machine! A new coreless drive gives, as well as smooth running characteristics, space for a new circuit board which not only offers directional lights for the first time but also the possibility of simply fitting a digital decoder or even equipping it with sound.

The finely detailed resin body has been given a comprehensive overhaul and is adorned with new details, such as a new horn, asymmetrical brake hoses, and a simple coloured interior which provides a place for a driver figure.

Ferro-Train / Leopold Halling
www.halling.at



New plans for HO by Rapido



Alco FA-1 and FB-1

From the mid-1940s through to the late 1950s, Alco sold nearly 700 of the classic FA-1 and FB-1 to twenty-five railroads in the USA, Canada, and Mexico. Although they were a distant second to EMD, many lasted into the early 1970s.

The new models will feature correct nose and windscreen contours; flat or angled number boards as appropriate; dynamic and non-dynamic brake versions; etched side and fan screens; heavy die-cast chassis; five-pole motor with dual flywheels; operating headlights, class lights, and back-up lights; full under body piping and conduits; separate grab irons and handrails; and many road-specific details.

Several road names are planned, including Canadian National, Canadian Pacific, Erie, Great Northern, Lehigh and New England, New Haven, Pennsylvania, Reading, and Union Pacific, each with a choice of numbers. There will be DC and DCC Sound options.

Union Tank Car 10,000 gallon X-3

The Union Tank Car 10,000 Gallon X-3 is possibly one of the most important in the history of tank cars. Not only did it span some fifty years in service, from the 1920s through the 1970s, but the versatility made them popular with shippers.

The X-3 tank cars were built in various capacities and configurations, with single, double, and triple domes. The basic 10,000 gallon single dome version was the most common.

From the 1920s, Union Tank Car (UTLX) fielded the largest fleet of tank cars in North America, and the 10,000-gallon X-3 accounted for nearly 13,000 of them!

The X-3 was used to carry fuel oil, gasoline, vegetable oils, and pretty much any liquid that did not require special handling. These cars could be seen everywhere in North America.

The model has been developed with the help of noted UTLX tank car expert Steve Hile.

Two distinct versions are offered: the K-brake equipped cars, for before 1953, and AB-braked cars, from the 1940s. The models will feature the correct hand-brake and coupler cut bar arrangements, which differed depending on the brake equipment. Andrews or Bettendorf cast steel trucks will be fitted, depending on the era.

The models have been designed from original blueprints and will also feature correct tank bolster pads; correct 54" diameter dome; correct UTLX-style warning placard holders; full under body detailing; correct end platforms; semi-scale couplers and coupler boxes; free-rolling turned metal wheels; and accurate paint and lettering. There will be multiple numbers for each scheme.

Budd Slumbercoach

Although only eighteen Slumbercoach cars were built by the Budd Company between 1956 and 1959 for five different roads, they went just about everywhere.

The Slumbercoach has a capacity of 40. The floor plan features 24 single rooms and 8 double rooms, with a single aisle in the centre of the car. This method was a mid-priced alternative for overnight trips, instead of uncomfortable coach seating or expensive first class. Probably the most distinctive feature of these cars is the staggered side windows.

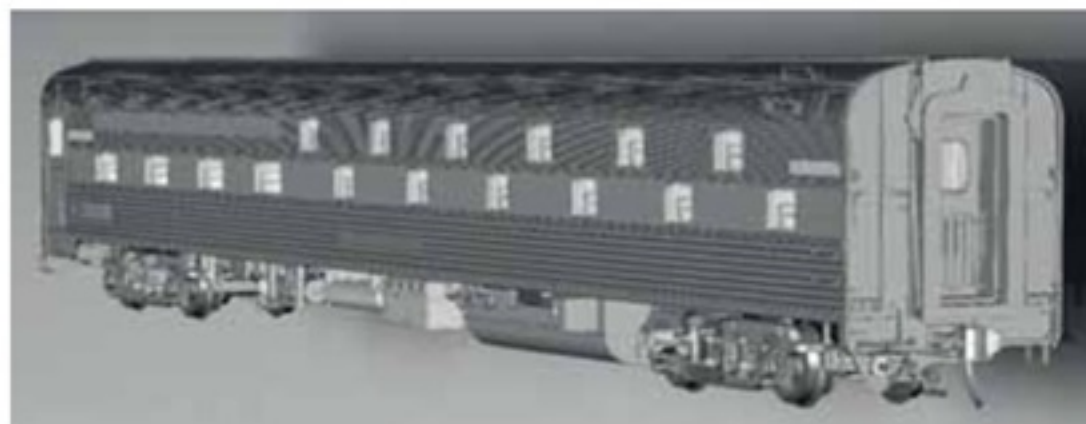
The Slumbercoaches found their way onto many famed passenger trains, such as the *North Coast Limited*, the *Denver Zephyr*, the *National Limited*, the *Texas Eagle*, and many more. With the creation of Amtrak, many survived into the 1990s, earning their keep on trains such as the *Lake Shore Limited* and the *Crescent*.

Many Slumbercoaches survive in museums and private collections. The *Loch Ness* is probably the most famous, currently owned by Webb Rail; it can be seen on private charters.

The model was designed from original blueprints and features include full under body detail including separate pipes and conduits; full multi-colour interior including roomette doors; constant track-powered interior lighting (DC and DCC); accurate GSC 41-NDO-11 trucks with disc brake detail; etched metal end gates and sprung diaphragms; separately applied name boards.

There will be several paint schemes as well as a generic painted model ready for custom liveries.

www.rapidotrains.com



SW1500 new for Z



American Z Line is excited to announce the release of the SW1500, the first model of a small switcher in Z.

Built by EMD between 1966 and 1974, a total of 808 were produced. Over sixty railroads ordered them, among them most of the class 1 roads. While chiefly a freight machine, the 1,500hp units did see limited passenger service as well on the commuter railroads. Through the years, they were passed on to secondary roads and shortlines. The design and reliability of these locomotives comes through when you consider large numbers are still in use today.

AZL has chosen Southern Pacific as the first release. SP were by far the largest owner of SW1500s, operating 204 of them. AZL offers three road numbers:

The second batch will be for the Reading, with two road numbers.

The models feature many prototype specific details, directionally-controlled LED lights, innovative drive train and truck design, blackened metal wheels, traction tyres, and AZL's AutoLatch™ couplers.

As a bonus, AZL is also including two adaptors that allow the SW1500 to be retro-fitted with Micro-Trains® #905 couplers.

Modellers are advised not to attempt to remove the body shells as doing so may result in damage.

Union Pacific City of San Francisco

The Union Pacific began operating the City of San Francisco passenger train in 1936 between Chicago, Illinois, and Oakland, California, on the Overland Route. A ferry connection completed the service to San Francisco. The C&NW, Milwaukee Road, and Southern Pacific were co-owners of the train and contributed rolling stock to the roster.

Typical trains were seventeen cars in length and could accommodate 222 passengers.

The trains were powered by EMD locos and were capable of 110mph, allowing the train to make the trip in 39½ hours.

The train continued until 1972 when Amtrak took over all long distance passenger routes.

AZL is offering two sets, each with a mix of sleepers, diners, coaches, observation, and mail cars.



To haul these trains, AZL is offering UP EMD E7 A&B sets with both units powered. Three numbers are available.

The E7s come DCC ready and feature a 7mm motor, dual flywheels, directionally controlled LED lighting, metal steps, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers.



There will be new numbers for the EMD F7 A & B sets and single A units for the Louisville & Nashville.

The DCC-ready F7s feature prototype specific details, directionally controlled LED lighting, a 7mm motor, dual flywheels, blackened metal wheels, optional front truck with mounted coupler, and AutoLatch™ couplers.



The R-70-20 reefers are now available lettered for the BNSF, as usual in four-packs, two-packs, and singles, with different numbers.



The 1917 8,000 gallon tank cars are available lettered for The Texas Company in singles, two packs, and four packs.

<http://ztrackdistribution.com>



New from Cités Miniatures



Goods shed BV-009-1-HO

This HO structure is a reproduction (mainly adapted in length) of a former military store on a private siding located in a small town in Haute-Saône. The design was created from a series of photos and some measurements.

The wooden beams and brick walls give it an interesting character, without a particularly marked regional identity, making it suitable for general use.

It is available with either engraved brick walls or plain plaster, and with either a fibre cement roof or tiles. A slate roof version is also possible on request.

Store shed ED-028-5a/5b-HO

This small HO building could easily be used as an agricultural shed or a store for a small factory. The small lean-to was made for a client some time ago but had not been included in the range. A recent request from someone who noticed them in an article in the French magazine *RMF* means that they are now available as kits, in two lengths (15cm or 24cm) to suit different situations. The kit is modestly priced and can be assembled in one evening.



Bridge piers OA-010-HO / N

As a result of producing bridge masonry (piers and abutments) for a client, a stone bridge support is now offered as part of the HO range.

Compared to synthetic plaster models, laser-cut components can be made to specific dimensions, perfectly adapted to individual needs. For this reason, the kit will essentially be produced to order.

A 1:160 version is also possible for N.

Corner house BV-011-O

The corner townhouse BV-010 and its low relief 'cousin' BV-011 have been very popular, so it was time to add this to the O gauge selection. It is in development now and should be available around the end of the year.

<https://cites-miniatures.com>



Coach lighting new from Zimo



Lighting boards, both analogue and digital, are offered by numerous manufacturers. However, the current products do not exploit the technical possibilities that are actually available. In many cases this is due to cost minimisation, in other cases to the lack of a technical development background. Zimo, as the producer of the largest range of decoders of all kinds, has the best background for developing top-class lighting boards.

Zimo has already made lighting boards for manufacturers of O gauge models. Recently, they started series production of lighting boards of different sizes and characteristic. The first (ref.LIPL1N18) is intended for N and TT coaches but is also suitable for smaller HO vehicles. The 'N18' in the designation comes from the presence of a socket into which Next18 function decoders can be inserted.

The overall length is 208mm, with perforations for shortening at intervals of 22mm.

The unit has an integral 'stay-alive' controller with two miniature capacitors for several seconds running time.

There are ten light points for interior lighting, each consisting of a cool white and a yellow LED, electrically combined into four separately switchable groups, with an adjustment controller for the colour tone.

There are connections for the head and tail lights of driving trailers or railcars.

The design was kept as flat as possible by mounting the components on one side. The LEDs shine through openings in the board.

The underside is coated white to increase the brightness of the interior.

A new low-cost Next18 function decoder (MX689N18) is in development, both for stand-alone use and with the lighting board. Like all Zimo function decoders, it has special features to facilitate train formation; in particular, a programmable secondary address that is usually set to the address of the loco currently under power (similar to 'Consist', but designed for loco and coaches).

www.zimo.at

Forthcoming events

Saturday 20 November

BARRY, Vale of Glamorgan

Organiser: Barry and Penarth MRC
Venue: Highlight Park Community Centre, Stirling Road, Highlight Park, Barry, CF62 8NX.

Open: 10.30 – 4.30

Admission: adults £3.50, children £2.00, under 5 free.

Features: layouts include *Gunpoint* (US HO).

Contact: 07900 857719
www.bpmrc.club

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: £6.00 (no concessions); accompanied children free.

Features: layouts include *Laramie Engine Terminal* (US O, CM November 2017, right).

Contact: www.shmrc.org.uk

Saturday 27 November

SKEGBY, Nottinghamshire

Continental Sales Day

Organiser:

The European Railways Association

Venue: The Anchor Centre, 153, Mansfield Road, Skegby, Sutton-in-Ashfield, NG17 3DX.

10 minutes from M1 junc. 28 or 29.

Open: 10.30 – 4.00

Admission: adults £1.00, children under 16 free.

Amenities: free car parking; disabled facilities; light refreshments.

Features: new and secondhand model railways; Mount Tabor Models; members' sales; large selection of Continental books and loco plates on the ERA stand.

Christmas display by the Methodist Church and The Anchor Centre.

Layouts include *Hammanich* (new Austrian HOe) and others T.B.A.

Contact: Axel Klotenbuecher, 07743 660461.

Saturday 27 and

Sunday 28 November

OLDBURY, West Midlands

The 'Warley Local' show

Organiser: Warley MRC

Venue: Warley Model Railway Club, Pearsall Drive, Oldbury, West Midlands, B69 2RA.

Open: 10.00 – 4.00

Admission: £5.00

+ £1.00 handling fee per transaction. Limited to 250 entrants per day;

tickets available via the website: www.thewarleyshow.co.uk

Saturday 4 December

CUPAR, Fife

Organiser: Cupar & District MRC

Venue: The Corn Exchange (First Floor), St. Catherine's Street, Cupar, Fife, KY15 4BT.

Open: 10.00 – 4.00

Admission: adults £3.00, children (5-15) £1.00, under 4 free.

Features: layouts include *Williamson River* (Canada HO, CM October 2020).

Contact: www.cuparmrc.co.uk
cuparmrc@yahoo.co.uk

Saturday 4 December

WIMBORNE, Dorset

Organiser:

Wessex Narrow Gauge Modellers

Venue: Colehill Memorial Hall, Colehill, Wimborne, Dorset, BH21 6LR.

Open: 10.00 – 3.00

Admission: £4.00; under 12 free.

Features: ten narrow gauge layouts, including some exhibition debuts;

OO9 Society sales stand;

OO9 spares and repairs.

Contact: <https://009society.com>



Saturday 4 December

NEWTON ABBOT, Devon

Venue: Newton Abbot Library,

Railway Studies Collection,

Passmore Edwards Centre,

Market Street, Newton Abbot,

Devon, TQ12 2RJ.

Open: 10.00 – 4.00

Admission: by donation on entry.

Features: Newton Abbot Library is home to a large collection of railway studies books and reference material second only to the National Railway Museum in York. It includes more than 60,000 photographs, together with timetables, drawings, and plans.

This special event will give visitors an opportunity to view rare artefacts from the collection. In addition there will be a number of layouts on display (including *Bw.Dügelkirchen*, German HO by Doug Tompkins – see CM October 2019, below), together with family-friendly activities and local traders selling railway merchandise. Refreshments will be available from the on-site café.

The Railway Studies Collection opened in 1991 and is housed on the first floor of the Passmore Edwards Centre, a Grade 1 Listed building. All aspects of Britain's railways are covered by the collection with material of interest to railway and social historians, writers, researchers, and modellers.

An article about the Collection appeared in the *RAILWAY MODELLER* August 2016 edition.

Contact: 01626 886 223

railwaystudies.library

@librariesunlimited.org.uk

www.devonlibraries.org.uk



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German HO



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Detailing Spiez



Times Square subway



RhB in the snow



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PECO

• Weidenstein

David Cox introduces his Bavarian branch line terminus, thoughtfully modelled in HO to represent the location as it would have been in Deutsche Bundesbahn days.

• Detailing Spiez

Peter Marriott completes his Swiss HO diorama by using proprietary items creatively to bring life to the scene.

• Times Square subway station

Joseph Garcia presents the next module in his series representing elements of the New York subway in O, drawing on old photographs and personal memories.

• Rhätische Bahn in the snow

Nigel Matthews made good use of time in lockdown and created a winter mini-scene as a photographic set to display his growing collection of Nn Swiss stock.

• Victorville

Des Browne describes the current state of progress on his expansive American HO loft layout, set in California in the 1950s.

... and much more!

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on which issues are available, please contact: Technical Advice Bureau,
PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England,
telephone: 01297 20580.

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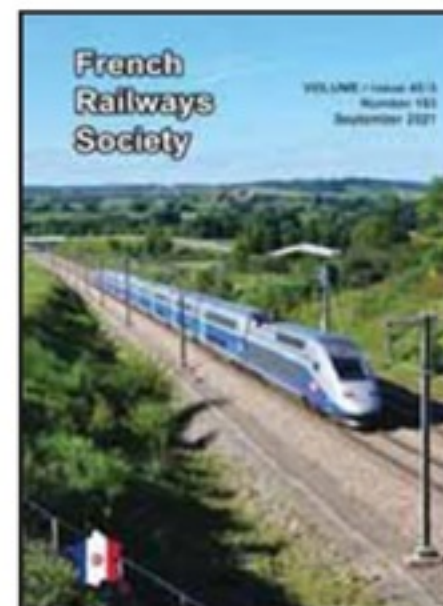
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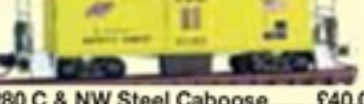
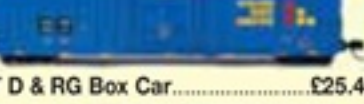
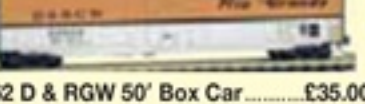
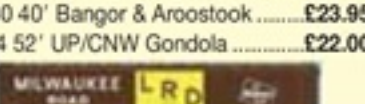
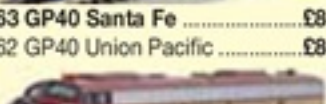
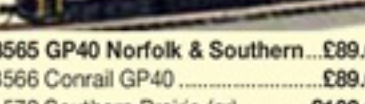
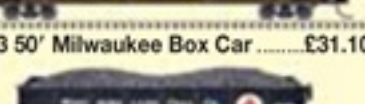
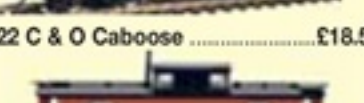
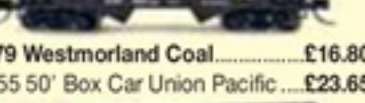
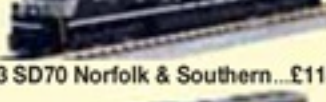
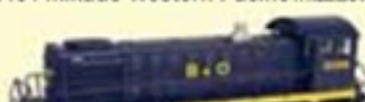
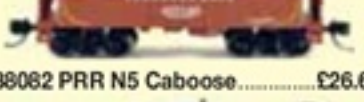
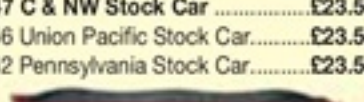
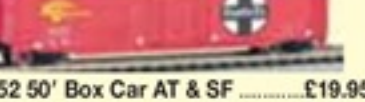
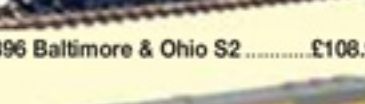
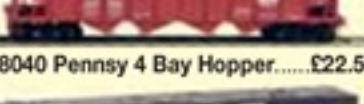
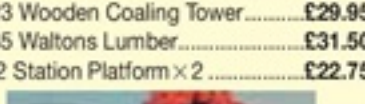
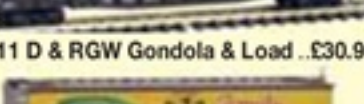
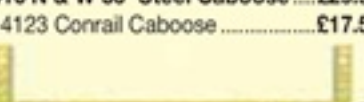
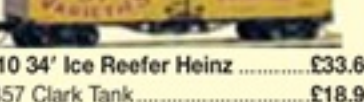
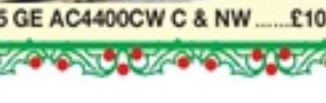
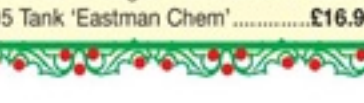
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PRICE? Not yet firm, as it will depend on the exchange rate and on the book's weight for postage purposes; at over 600 pages this won't be light. Probably around £86.00 plus delivery but the confirmed price will be on our website. Please do not delay placing your order if you hope to have a copy in your Christmas stocking!

Decauville Steam Locomotives - A Works List • £39.25

Whilst 61 pages of this book's 156 pages are a Works list of Decauville steam locomotives, there is a huge amount more here, including the history of the Company, the background to its designs, their military use and the development of the Decauville Type 17 locomotive, and its British built variants - the "Joffre" and "Haig" classes. Then there are 17 pages of pages from Decauville Catalogues and 30 pages of photographs, B&W and colour, of Decauville locomotives old, preserved and new. English and French text. Well produced landscape format book. Hardbound and a worthy addition to literature on Decauville.

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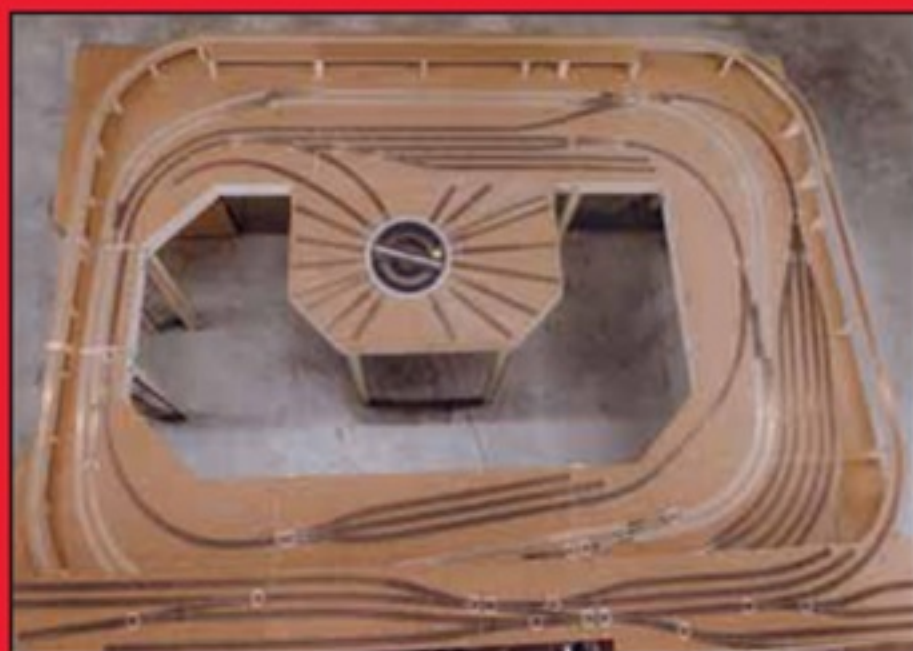
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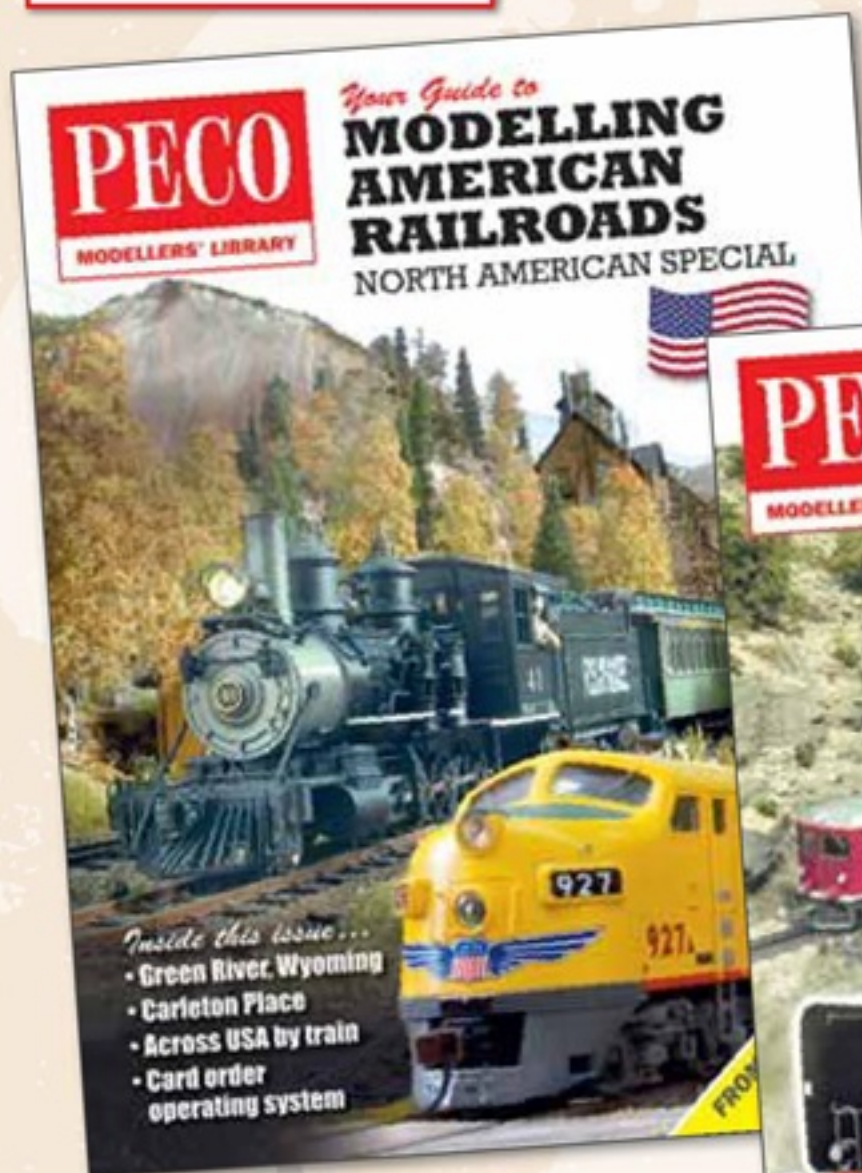
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If you're doing some Christmas shopping or just want to treat yourself to some hobby supplies, why not make a trip to our large retail store in West Sussex?

We are open every day except Christmas Day and Boxing Day (to give the Gaugemaster Elves time off), so we're on hand to keep you railway running or your workbench busy.

How to Get Here:

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We are directly adjacent to Ford station, served by regular Southern services from London Victoria, Brighton, and Portsmouth.

By Road

A couple of miles from the main South Coast trunk road, the A27, and the historic town of Arundel.



Christmas Opening Times

Christmas Eve	0900 - 1600
Christmas Day	Closed
Boxing Day	Closed
Mon 27th Dec	1030 - 1530
Tue 26th Dec	1030 - 1530
Wed 27th Dec - Sat 1st Jan	0900 - 1730
Sun 2nd Jan	1030 - 1530
Mon 3rd Jan	1030 - 1530
Before and after these dates our usual opening times are:	
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