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Weidenstein

German HO



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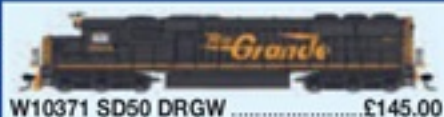
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E-mail: kittlehobby@gmail.com

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

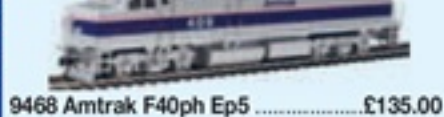


10608 NW2 Union RR£138.00



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

10656 SW7 Detroit & Toledo£145.00



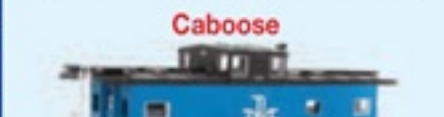
9468 Amtrak F40ph Ep5£135.00



10452 GP9 Santa Fe£138.00



WP42401 GP7 Belt Railway of Chicago
DCC & Sound£290.00



8751 Boston & Maine£38.00

8757 Norfolk & Western£38.00



104511 ACL 50' Pulpwood£21.50

104511 IC 50' Pulpwood Flat£21.50

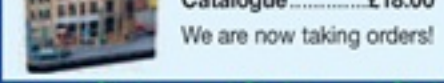


6919 34' Golden West£27.50



7829 Saskatchewan Grain Hopper ..£29.00

7456 PS2 'Cargill' Hopper£27.50



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



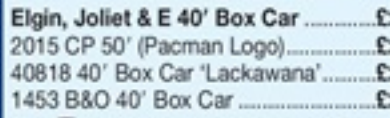
1198 Northern Pacific 40'£27.50



1185 C&NW 40'£27.50



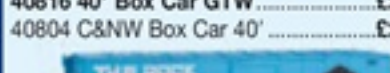
1806 Burlington 50'£26.95



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

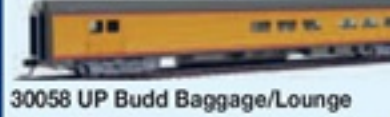


41211 40' North West Reefer£28.00

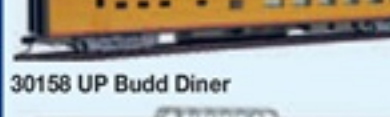
41218 Santa Fe 40' Wood Reefer£27.70

Union Pacific Coaches

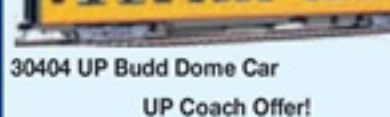
30008 UP Budd Coach



30058 UP Budd Baggage/Lounge



30158 UP Budd Diner



30404 UP Budd Dome Car

UP Coach Offer!

4 Coaches for £140.00!!

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

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

Tel 01639 731005

ALL items IN STOCK at time of going to press!

American HO Scale Locomotives/Freight all brands



BR4828 CB&Q F3a£285.00



B65306 Amtrak GG1 (DCC).....£195.00



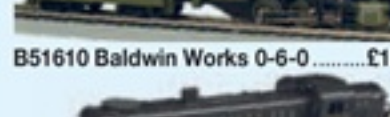
B50709 GN 0-6-0£115.00



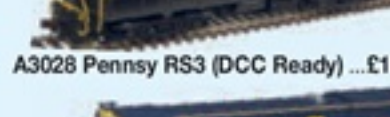
BR6264 S.P. Lines Cab Forward£590.00



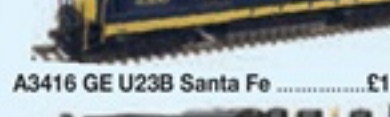
BR6262 Southern Pacific Cab Fwd ..£590.00



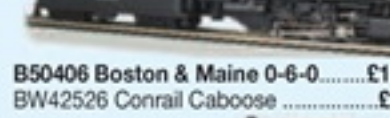
B51610 Baldwin Works 0-6-0£130.00



A3028 Pennsy RS3 (DCC Ready) ..£150.00



A3416 GE U23B Santa Fe£170.00



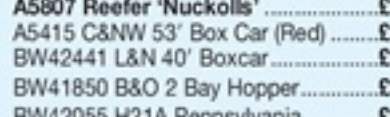
B50406 Boston & Maine 0-6-0.....£125.00



BW42526 Conrail Caboose£37.50



B14004 GT Caboose£34.75



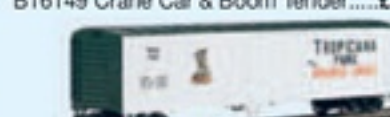
BW42554 Pennsylvania Caboose.....£37.50



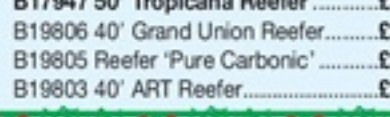
A5807 Reefer 'Nuckolls'£38.00



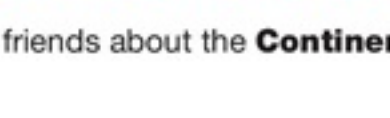
A5415 C&NW 53' Box Car (Red)£26.70



BW42441 L&N 40' Boxcar£28.95



BW41850 B&O 2 Bay Hopper.....£19.99



BW42055 H21A Pennsylvania£25.60

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

× 120mm£42.45 whilst stocks last!

A6902 Island Platform × 2£35.95

MTH9097 Gate Tower BU£29.70

L612888 Railroad Crossing Kit.....£49.95



DPM951 Heier Kite Co.....£58.40



Lattice Footbridge£27.95



B33165 12 Seated People£16.50

B45978 Water Tower£25.70

AMB494 Dry Goods Store

(laser cut wood)£46.20

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

HO Scale

Broadway 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

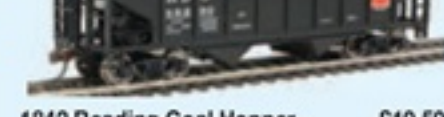
1100 Spare Pads for Track Cleaner£5.95



1603 UP Flat£17.00

1462 D&RG Flat Car£17.00

1601 Burlington Northern Flat.....£17.00



1842 Reading Coal Hopper£19.50

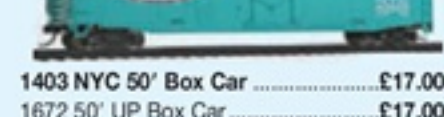
1426 Illinois Central Hopper.....£17.50

1655 Offset Hopper N&W£17.50

1844 UP Coal Hopper£19.50



1861 D&RGW Gondola£19.50



1403 NYC 50' Box Car£17.00



1672 50' UP Box Car£17.00



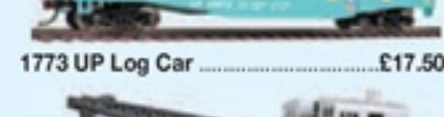
1804 50' CSX Box Car£19.50



1805 50' Union Pacific.....£19.50



1680 Union Pacific Stock Car£17.50



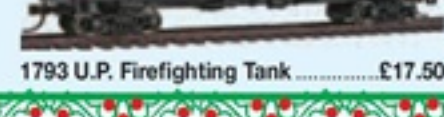
1444 Santa Fe Tank£17.50



1773 UP Log Car£17.50



1783 UP Logging Crane£21.50



1793 U.P. Firefighting Tank£17.50

Take the Log Crane and Log Car together
for extra savings £35.00!

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.

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

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

'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
ÖBB 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

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.

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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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

märklin

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

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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!

THANK YOU,
FRONT LINE
HER  ES 

We Canada love Great Britain

- Together, we can surmount -



Your Favourite Train



Basic Oval Track Set
M1

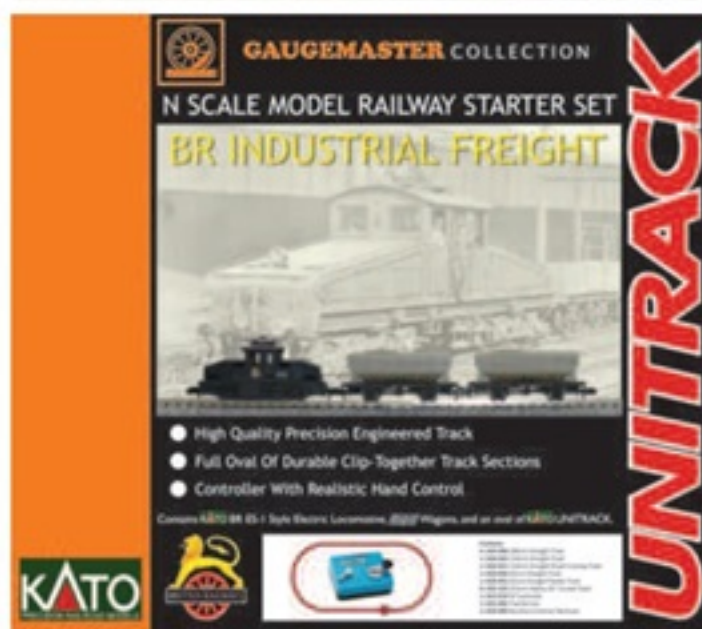
#20-852

Basic Oval Track Set



=Any Preferred Starter Set

Special Starter Sets from Gaugemaster



#GM2000105

BR INDUSTRIAL FREIGHT STARTER SET



#GM2000103

GWR CLASS 800/0 IET PREMIUM TRAIN SET

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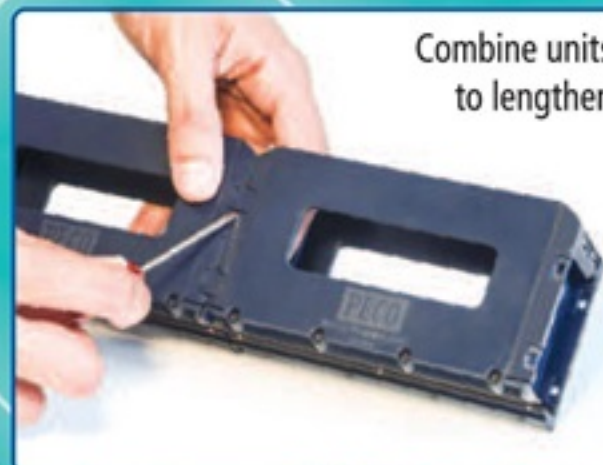
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January 2022

Volume 44

Number 1

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RAILWAY MODELLER

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



Cover

A DB BR70 2-4-0T
(former Bavarian Pt2/3)
brings a short train of
old four-wheeled coaches
into the platform
at Weidenstein.

Photo: David Cox.

Happy New Year!

As this issue will appear just before the festive season, we would like to repeat our best wishes to all for a happy Christmas and a peaceful and prosperous New Year.

Nürnberg trade fair

At the time of writing, the Nürnberg Spielwarenmesse was scheduled to take place in early February, having not happened last year. However, with the pandemic situation in much of Europe being far from secure, there must still be some doubt about it. However, whatever occurs, it is clear from the already published floor plan that the model railway section will be significantly smaller than previously, and unconfirmed reports suggest that several major names may be missing even if the event does go ahead. Among them for the first time in many years will be Peco: plans have to be made well in advance and the present level of uncertainty makes that very difficult, so to safeguard staff and clients it has been reluctantly decided to withdraw.

As a result our reporting of the new items programmes will take the same form as last year, which – we hope you will agree – worked reasonably well, based on press releases and on-line research, though once again we will miss the ability to meet people, have conversations, and inspect what is on display.

CM Cup competition 2021

We invite you to make your choice for the CM Cup competition. As before, we want to know which articles you found most inspiring from all the 2021-dated editions. Remember all articles are eligible. We realise it may be a difficult task to choose, but we hope you will have a pleasant time leafing through the back issues trying to decide!

The CM Cup for 2021 will be presented to the author of the article that gains the most votes. Full details and an entry form can be found on page 64. We do appreciate your votes – without them the Cup would not have the same significance.

Vale – Alan Pike O.B.E. November 1925 – October 2021

We were saddened to hear only recently of the death of our longstanding contributor and good friend Alan Pike, just one month before his 96th birthday. In later life his main concern was Swiss railways – indeed, he played a key role in the establishment of the Swiss Railways Society – but he had been an enthusiast from an early age, and had wide railway interests. He had been involved with military rail operations during his service in the Second World War and afterwards in Malaya. Subsequently, a distinguished career in the civil service included postings to Switzerland, where the railways captured his attention.

He was also involved with various transport advisory bodies.

Although not a modeller himself, he appreciated what information modellers might need. His visits to our office for discussion and delivery of material for articles (long before e-mail became the norm – a method he never adopted!) were always both convivial and productive. His intelligence, commonsense, and good humour were inspiring, and he gave much useful advice as CM developed. Over the years he provided a large number of photographs (transparencies and prints), always meticulously labelled, not only for specific purposes but in the hope that some might eventually come in useful. They now form a large and important part of our collection, and we will think of him every time we search that resource for a relevant image.

He will be much missed.

Our sincere condolences to his family and many friends.

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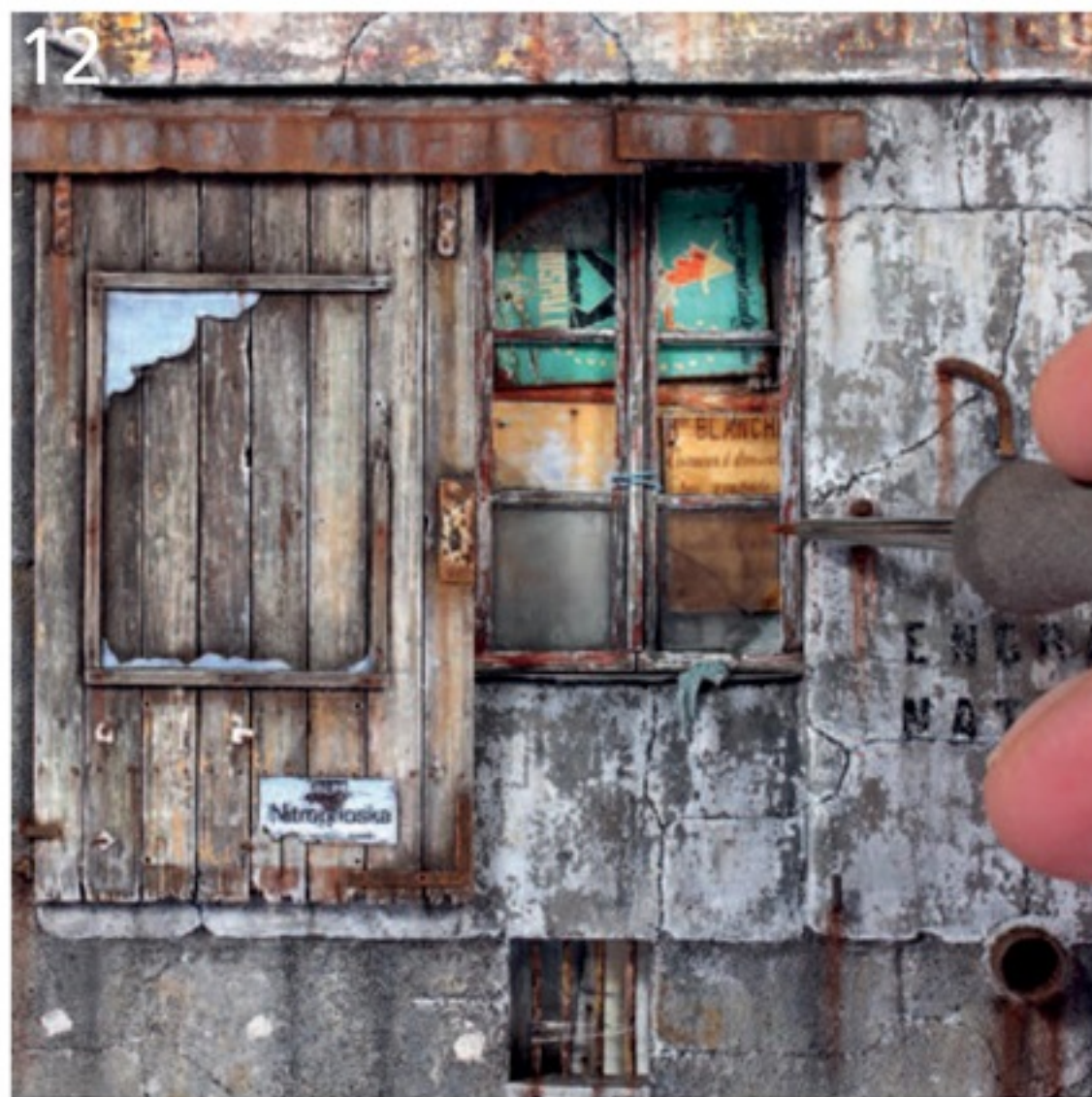
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David Cox describes his Bavarian rural branch line layout.

Photographs by the author.

Weidenstein

A Bavarian terminus in Deutsche Bundesbahn days

The name for the layout (Weidenstein) did not quite come before I started work on it, but I was certainly thinking about what to call it early on in the construction process. I am not a fan of jokey titles and wanted something that sounded believable and could be a real place. There is actually a Weidenstein in Bavaria, near Hof, not far from the Czech border. It is not the name of a town or village in fact, but of a castle on top of a hill. I was not aware of this when I chose the name for my layout, although I had

come across Weiden, once a junction for a long, straggling branch to Eslarn, well known amongst German enthusiasts for being the last haunt of the BR64s. By adding 'stein' to it (a suffix common to a lot of German places), I felt I had come up with a typical, ordinary sort of name for what I was planning – a typical, ordinary sort of branch line terminus! Replicating the commonplace, in my view, makes it easier to create a realistic layout. For the record, Weidenstein translates as 'grazing stone'.





Right
One of the odd-looking
Bavarian Pt2/3 2-4-0Ts, later BR70,
slows its train gently to a halt.



Above
This train is an HO version of one photographed
on the Bad Königshofen branch as late as 1967.

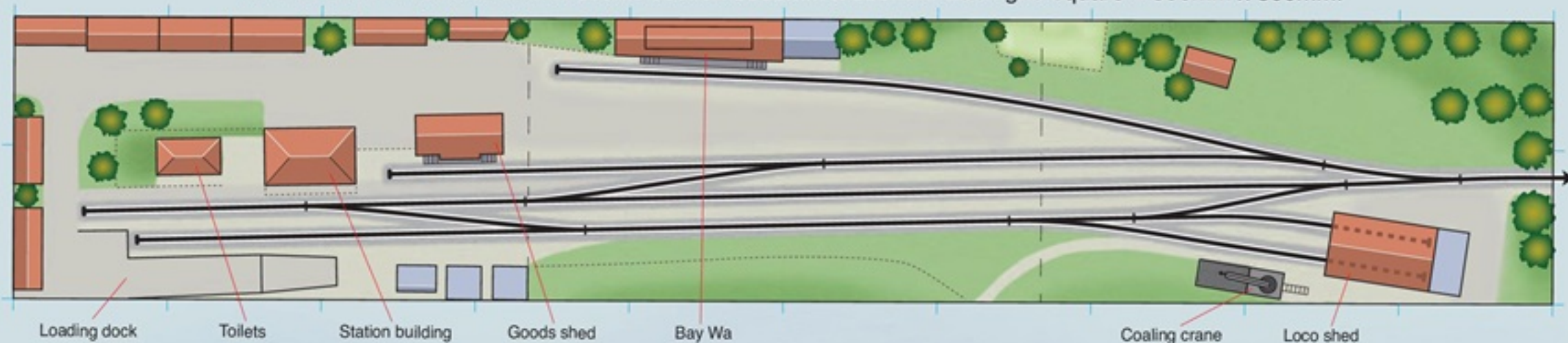
There was no doubt in my mind which era I wanted to model. In the late 1960s and early 1970s I had visited Germany in search of steam and wanted to reproduce what I saw then. That meant *Einheitsloks*, such as the BR64 and BR86, and six-wheel *Umbau* coaches and, by nudging the period a little earlier, I could also include the famous (or infamous) four-wheel *Donnerbüchsen*. I never saw any in service carrying passengers in Germany, even though the last ones were only withdrawn in 1975, but there were plenty about in departmental stock. A little research also revealed that in Bavaria the old Landerbahn locos and stock survived in use until the early to mid-1960s, so a further little nudge back in time to Epoch IIIa enabled me to run examples of these as well. An additional factor was that rather more ready-to-run stock was available for Bavaria than almost any of the other German states that made up the Federal Republic, apart, possibly, from Prussia. Unlike the latter, much of that stock was also eminently suitable for branch lines. As well as the typical and ordinary, old and slow are what I prefer to model, ideally with a bit of picturesque scenery thrown in: none of this high speed or hefty pulling power for me!

Track plan

Inevitably, space considerations meant it would have to be the usual terminus to fiddle yard. After a fair bit of research, however, and sketching various alternative schemes on the backs of used envelopes, I settled on the track plans of two almost identical stations in north-east Bavaria: Gefrees and Erbdorf. Both had the platform with the station building by the buffer stops, meaning that passenger trains had to traverse the whole length of the layout before stopping and after starting. In order to run round, the loco would have to push the coaches backwards, and then propel them back into the platform.



Weidenstein Overall size of scenic section 3000mm x 550mm. Each grid square = 300mm x 300mm.



Weidenstein does differ from Gefrees and Erbendorf in a few respects. Both were at the end of short branches, so only had accommodation for a single loco, whereas most lines were provided with two road sheds. Similarly, both of my chosen prototypes had industries situated alongside spurs off the end of the loops. In order to achieve what I hoped would be a better visual balance, I reversed a spur to an agricultural supplies warehouse so that it could be situated behind the goods loop at the rear of the baseboard.

One final feature I contemplated including was to introduce a gentle curve along the whole length of the track in the scenic section, which would make the layout more attractive. Looking at images of almost all of the branch termini in Bavaria I could find on the internet, only one prototype (Grafenau) had such a curve. Every other was straight, so remembering my desire to model the typical and ordinary, *Weidenstein* is too.

Infrastructure

Much of construction of the layout has been described in these pages already, so this section will be brief. Baseboards are 6mm ply resting on a 44mm by 18mm timber framework. To prevent them twisting and to minimise any subsequent warping, they are braced with diagonals and then given two coats of primer. The boards are 1m long and 55cm wide.

Plain trackwork is Peco code 75 laid on cork tiles whilst the points are scratchbuilt with the rail being soldered to PCB sleepers 3mm wide. There is one exception: a three way point leading to the loco shed. Despite having built my own pointwork for very many years now, I have never tackled anything more complex than a simple turnout and I am afraid I avoided the three way and bought a Peco example instead!

Point control is by wire in tube using simple slide switches situated at the baseboard edges and disguised by buildings.



Scenery

A lot of modellers start ballasting the track as soon as it is laid. I do not, because this is the wrong way round, at least to my mind. Looking at photos of Bavarian branch lines, ballast is laid on top of the ground, and looks as though it is made of ash or compressed gravel and soil. There are areas where this is not so, such as in loco sheds and in some little used sidings where the ground comes up to the tops of sleepers and sometimes even part way up the rails themselves. Consequently, I usually tackle the ground on either side of the track (known as the cess) first, as well as some raised but flat areas such as the platform and loading dock together with the ramps leading to it and the goods yard itself. Cardboard and balsa were used to create the different levels. On the prototype, these were usually edged with stone or concrete slabs; on *Weidenstein* these are represented by strips of scribed styrene sheet.

The track was ballasted with Woodland Scenics mid grey ballast intended for N but looks about right for a secondary line in HO.

Above

The Postbus is waiting outside the station for the arrival of the first train of the day and any passengers and mail bound for the outlying villages and hamlets beyond the terminus.

Above left

A loaded timber wagon by the loading dock. Details of the correct method of transporting logs were obtained from an old issue of CM.

Below

70.091 and a mid-day train at the platform. The spare coach arrived with the first train and will be attached to the last.





The landscape could then be started, foamboard formers overlaid with thinnish cardboard (mostly from cereal packets) and then topped with a layer of plaster with some PVA glue added.

The main street at the rear of the boards connecting the station to the village was formed from commercial cobbled sheets spliced together as carefully as possible. Other areas which were unmetalled, such as cart tracks or lanes, the goods yards adjacent to loading tracks and so on, were treated differently. Many modellers use ballast for such areas, but I find this is much too coarse. Any 1:87 scale figure would soon get very sore ankles if he or she tried to walk over it!

I used two methods in an attempt to represent these surfaces more realistically. The platform area, which on the prototype consists of very small compacted stones, was formed of the very finest grade of abrasive paper I could find stuck onto a sanded balsa base. Sandpaper or similar nowadays can be purchased in strips a few inches wide and can be cut to length in some DIY stores. I bought a metre or so which was more than enough for a branch terminus. This method was not quite so successful as I had hoped as once painted hardly any texture could be made out. Next time I will try a slightly coarser grade.

The other method of treating other such areas was by spreading the finest ground scenic foam I could find onto PVA adhesive by means of a tea strainer very thinly so as to allow some of the texture of whatever was underneath (cork tiles, cardboard) to show through. Once dry, this was then painted. Most Bavarian secondary stations seem to have been covered liberally in crushed ash which is of course matt black or at best, a dark grey colour. I have to confess that layouts where this has been reproduced never look realistic, at least to my eyes, however prototypical it may be. It is also makes the models look rather unattractive. Searching the internet revealed a

few stations which were not covered in ash, so I found an earth colour (Humbrol enamel 72 khaki drill) to slap all over *Weidenstein*. What I had not banked on was the difference in colour between tins. Parts of the layout looked distinctly blotchy and had to be gone over again to make them less so. Of course, some areas had to be varied, particularly around the loco shed where ash, oil, brake dust, etc., had stained the earth.

Greening

Probably the biggest advance in scenic modelling in recent years has been the development of static grass and applicators. I initially used a home-made battery powered tea strainer and then a flyswatter, but the results were pretty unimpressive until I bought a proper applicator. The layout was immediately transformed.



Left

Although intended primarily for passenger work, the BR98¹⁰ 0-8-2Ts were also employed on goods in the latter days of steam. The first vehicle is a goods service van of type Pwg41 to carry the train crew and provide an office for the guard.

Below

BR70 and train at the platform.

That said, they do have their limitations. They are not much use for mown lawns, for instance, where I would be inclined to use fine scatter as being more realistic. A lot of static grass manufacturers supply packets consisting of two or more colours and some of the shades are a bit too bright for my taste. I would prefer to mix my own fibres, with some flecks for instance, to achieve more subtle effects.

Also, whatever the makers claim, the glue is never completely matt and it is often necessary to use a matt spray varnish to get rid of the rather unrealistic satin or even gloss finish that is left once dry. Needless to say, the track and buildings needed masking before doing this.

Quite a lot of fun was had creating vegetable patches with products from the likes of Noch, Busch, and co. I have also made use of what is available from UK suppliers, such as Tasma, MP Scenic Products, Footpath, etc. Most of those I planted were actually intended for N.

Large parts of Bavaria are covered in woodland and indeed timber is a major business in the state, so a fair number of trees were needed. Deciduous ones were made using twisted wire covered by a plaster/PVA glue mix and painted in a variety of browns and greys before being covered by teased out Woodland Scenics foliage. I baulked at trying my hand at conifers having failed in the past to make a solitary example which actually convinced me. Those on *Weidenstein* were made by a Czech firm, Model Scene, and imported into the UK by Model Scenery Supplies; they are a lot more realistic than I could make.

Locos and stock

Tempting though it is to run models of favourite but wholly inappropriate prototypes, I have stuck to locos and stock which could actually be found on branch lines in Bavaria. This is largely down to cost, prices having risen noticeably recently, whereas my budget has not! Brexit is undoubtedly a factor, but by no means the only one. One thing which particularly irritates me is the cost of shipping from Europe for items sold on a well-known internet market place.

Weidenstein is currently operated by a grand total of five locos, all of which were very common on secondary lines in Bavaria work. These are a BR98⁸ 0-8-0T (Fleischmann), two BR98¹⁰ 0-8-2Ts (Brawa, a BR70 2-4-0T (Fleischmann), and a BR64 2-6-2T (Roco). These could all have been seen in Epoch IIIa, but only the latter is really suitable for Epoch IIIb. To supplement it, a V100 (later BR212) B-B diesel in original red livery is likely to be my next acquisition and maybe one of the ubiquitous VT98 (BR798) railcar sets as well.

Passenger stock is all four- or six-wheeled, mostly of Bavarian prototypes but there is also a set of 'Thunderboxes', all appropriate for Epoch IIIa. For Epochs IIIb and IV, there are also four *Umbau* or rebuilt coaches, i.e. those which the DB fitted with standard steel bodies on old six-wheeled chassis. These date from the 1950s, but only really became more common on branch lines in Epoch IIIb as the former Bavarian and DRG stock was scrapped.





Above

Timber was and still is a major source of traffic for the railways in Bavaria. Here, 98.811, one of a large class of 0-8-0T locos built specially for branch line use, collects a loaded wagon from the goods loop.

All these vehicles are marshalled as seen in various photos of real trains of the period sourced from the internet on such sites as <https://eisenbahnstiftung.de/bildergalerie> and www.bundesbahnzeit.de. Mostly, these seem to consist of a Gepäckwagen (baggage van) and a couple of coaches.





Above

A BR64 2-6-2T slows as it approaches the platform with a typical Epoch 3b/4 train composed of a pair of close-coupled *Umbau* coaches.

Below

The first passenger arrival and the early afternoon departure convey schoolchildren from the surrounding area and an extra coach is provided to accommodate them. Here the train loco collects it from where it was left in the goods loop.





Photos of freight trains on branches show almost all wagons were fairly mundane in character: stake wagons (for timber), opens, and vans. I have not come across any of vehicles for livestock, even though there must have been some, nor have I found any vans in the colourful liveries of breweries so beloved of the model manufacturers. I have only ever seen one photo showing white refrigerated vans, taken at Eslarn in the 1970s, so there are no examples of these types of vehicle on *Weidenstein*.

Operation

I quite enjoy operating my layouts prototypically, but it has to be said that branch lines are often not the most interesting from this point of view. The ubiquitous four-wheel railcars of classes 795 and 798 may well have extended the lives of lightly-trafficked *Nebenbahnen* but they do not offer very much entertainment for the modeller.

Above

A train of old Bavarian four-wheeled coaches approaches the station.

Below

The locomotive shed and coaling facilities.



However, a lot of enthusiast websites in Germany include timetables, both extracts from the public versions and occasionally those from what are known in the UK as 'working timetables', i.e. showing the workings of freight trains as well as passengers, along with paths for specials and light engines. Some of these revealed that some lines had rather more complex timetables than might otherwise be expected.

So far, I have only adapted one prototype timetable to reproduce in 1:87, that of Stadtlauringen, a shortish, quite lightly-trafficked branch near Schweinfurt in Unterfranken. It lost its passenger service in 1959 and closed completely the following year. In my fictional world, this timetable has been amended so that additional vehicles, such as a Post van and an extra coach to convey schoolchildren, have to be shunted on and off certain services. As well as a daily goods, one of the passenger trains each way has been designated as a mixed (*Güterzug mit Personenbeförderung* or GmP). All of this adds to the operational interest and whilst not an accurate depiction of Stadtlauringen itself, such situations were not uncommon on other branches in Bavaria.

Conclusion

Although I think (hope!) my modelling has improved over my lifetime, I have never built a layout that I have been entirely satisfied with. What will I do differently when (or if) I tackle another one?

Most importantly, I would make lighter baseboards. Now I am getting on a bit (well, a lot, if I am honest!) it is becoming increasingly problematic heaving the darn things around.



The backscenes I now find unrealistic. The sky had simply been painted a light blue and the grain of the plywood is now very obvious. This should either have been filled before sticking on the photographic backgrounds or better still, covered completely, and with curves to eliminate the corners. Alas, this cannot be rectified now without demolishing most of the scenery.

In the meantime, there is still a lot to do. Most of the rolling stock is now weathered, although there are quite a few vehicles which remain in their pristine state. Much of the goods stock I obtained secondhand some time ago is not up to today's standards. Whilst the bodies are generally satisfactory, the underframes are not, usually having brakes moulded in line with the solebars rather than with the wheel treads. I have thought of a way of round this and I am also contemplating what other details are worth adding, i.e. things that are visible in every day use. The locos also need more attention, with weathering, real coal in the bunkers, and crews squeezed into the cabs somehow. One of them (the BR98⁸) still has pre-war Reichsbahn markings and I really must acquire some more suitable DB transfers.

There is still plenty to keep me occupied, but at the back of my mind is an awareness that there is space in the house which is going spare and which could accommodate more model railway. It is adjacent to the room in which *Weidenstein* is located, so the branch could just be extended to a second station ...

Above
BR70 by the coaling stage.
The loco shed serves as a view block,
concealing the exit to the fiddle yard.



Emmanuel Nouaillier

shows more of his techniques for highly detailed structure modelling.

Photographs by the author.

Finishing touches

Exercises in detailing – 1



The various urban structures which have for such a long time attracted my interest and been the subjects of my modelling have led me to develop the practice of very heavy weathering, as well as techniques intended specifically to reproduce certain states of degradation; these have almost become distinctive characteristics of my work.

This exercise continues in this style, with some examples based around 'patched' openings, typical of certain old buildings.

1 & 2 There are many possibilities to place these kind of effects where the openings have been blocked up. Old businesses obviously come to mind immediately.

This creation was loosely inspired by one particular example, but I brought more variety with extra features.





3 & 4 This adaptation is almost the opposite: I tried to copy the real thing exactly with regard to certain details, in particular the prints left by the shoes on the board. The wood was imitated using plasticard scored lightly with a wire brush.



5 & 6 Another example, taking much more latitude in terms of treatment, but in the same state of mind: an old condemned door of a cognac distillery, with a pile of boards, although I was inspired to place much more colourful patches in one of my latest creations.

7 & 8 You can find endless sources of inspiration in the real world, but sometimes certain situations stand out, such as this window, which strongly inspired me to make a model, as explained in the following 'step by step' sequence.

This access door to a workshop, blocked up with lots of different material, was most interesting to imitate, exploring how to individualise it a little more.

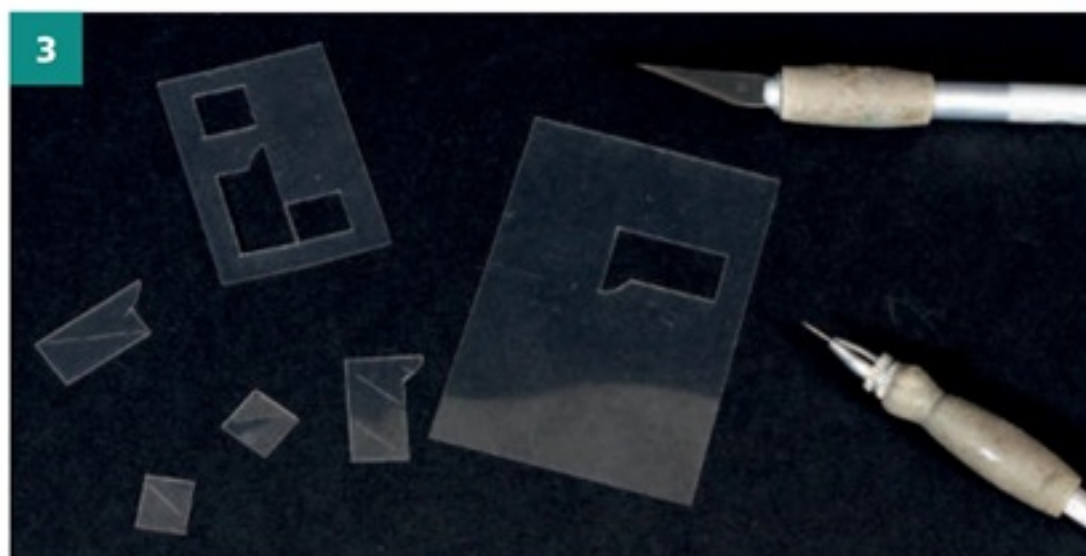


Step 1



1. The basic structure to which I added the scratchbuilt blocked-up doors and windows had already been made using polyurethane foam and plaster. This example is seen during preparation; it has a lot of openings allowing for the effects to be varied as much as possible, for optimum realism.

Step 3



3. Using a sharp needle point, I engrave the outlines of the parts of the missing glazing precisely, then I peel off the backing to make the openings marked in this way, using a scalpel fitted with a sharp new blade. The panes are then repositioned on the sheet of graph paper.

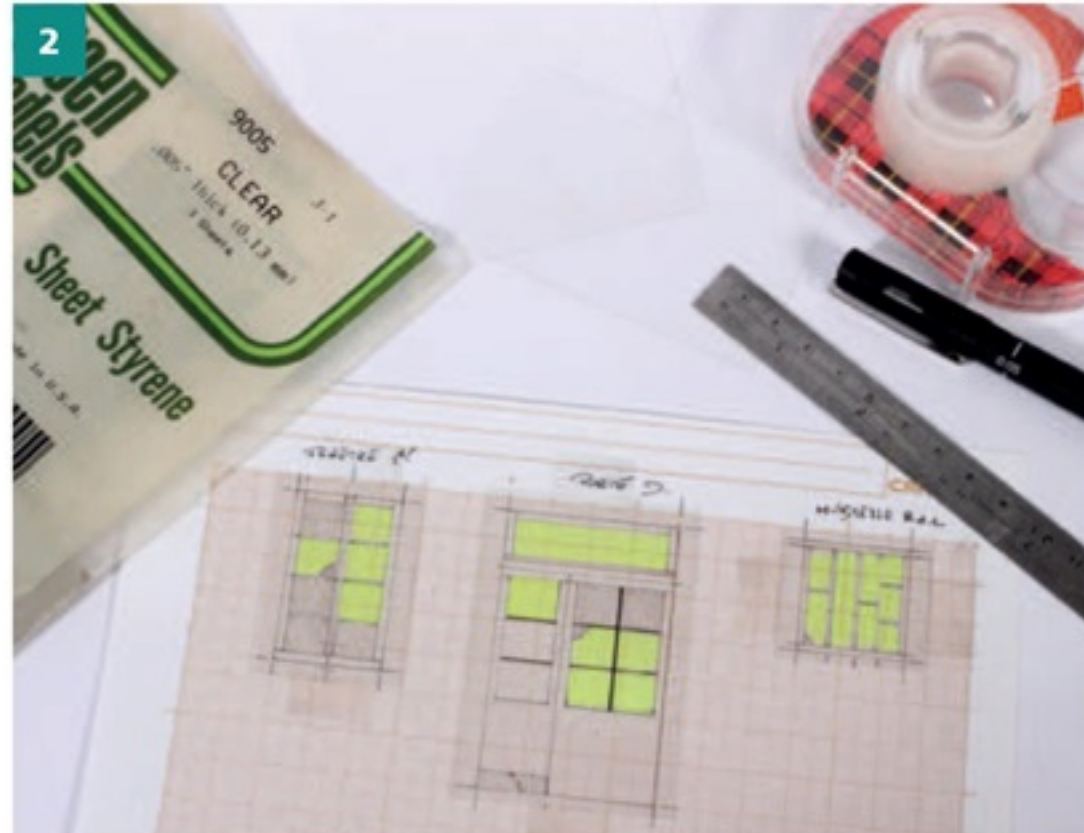
4. Using flat Evergreen strips previously engraved to create wood grain and weathered in the manner I have mentioned many times, the 'wooden' uprights are then put in place using cyanoacrylate glue. Here you must avoid getting any glue on the 'glass'.

Step 5

5. I get a very small amount of glue on the end of a scalpel blade and slide the strip over it, which leaves only a very thin film of glue on the part.



Step 2



2. To reproduce this type of window and door with glazed sections, I use clear styrene sheet (Evergreen ref.9005) and graph paper: depending on the dimensions of the openings, the outlines are precisely drawn on the paper first to determine the uprights and frame, then the small intermediate timbers. The positions where the panes will be placed are shown in yellow to be clearly visible during assembly.

A section of clear styrene sheet wider than the frame is then cut and placed on the guide drawing and held in place with adhesive tape.

Step 4



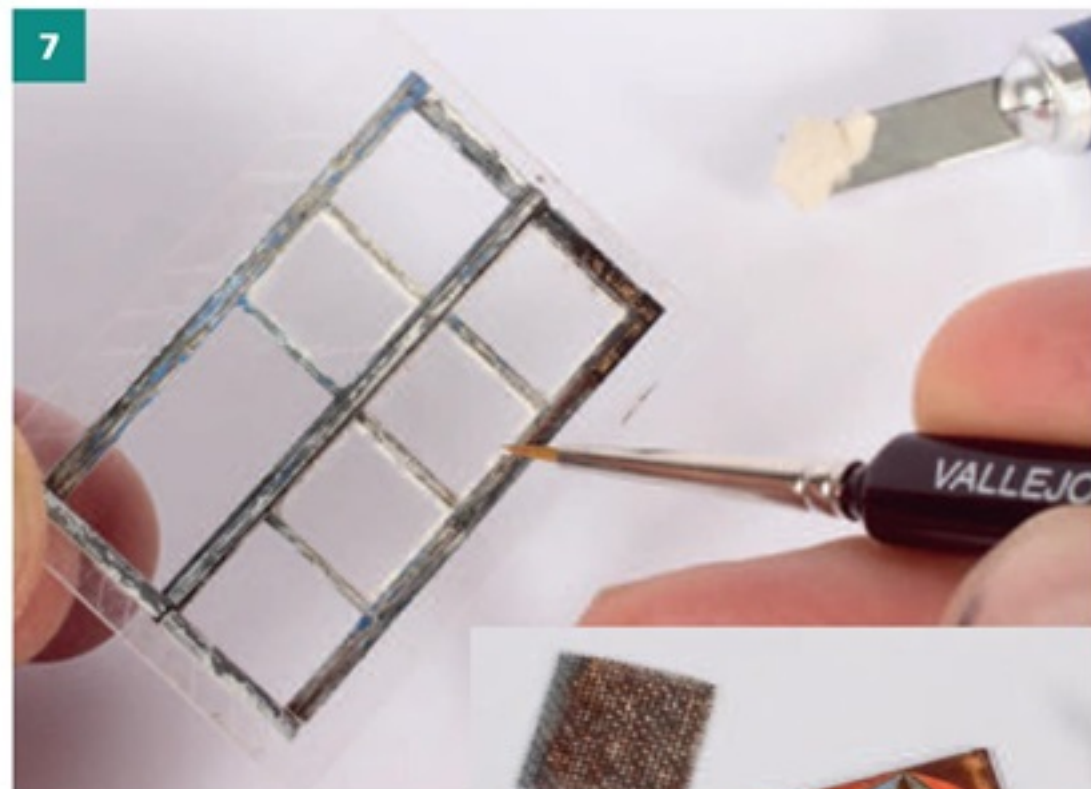
Step 6

6. Once the small wooden pieces have been added, some initial precision work is carried out on the assembly to give it a weathered appearance. I start by adding an L-shaped reinforcement square, very quickly reproduced using 0.25mm thick plasticard to which I added some photo-etched bolt heads from a sheet by Aber (ref.35A101).



Step 7

7. I continue in the same spirit by imitating the old linseed oil putty: here I simulate its presence using a filler, delicately applied with an old fine brush. As I wanted it to appear painted white in the end, I applied it without colour to the material, but I could have added a drop of Vallejo 'stone gray' paint (ref.70884) to let it appear in its natural colour.



Step 9



Step 8

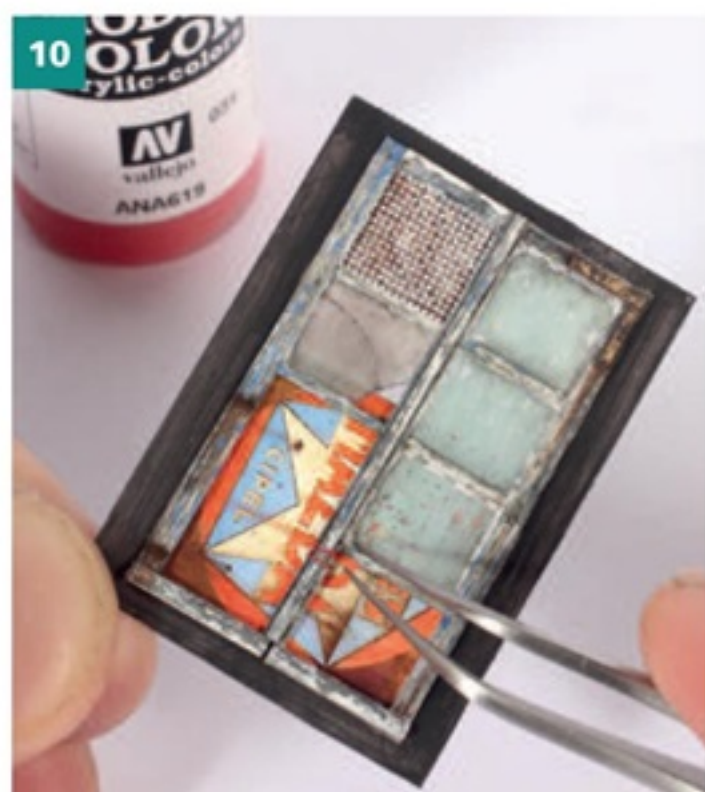
8. Now is the time to reproduce the particular effect of painted panels. To achieve this effect, I simply use the chipping method on the inner side. After the application of fluid or hair spray, the paint is chipped in the usual way to mimic all kinds of scratches, dents, and the like, using a needle point and an old brush, either following different examples or scrupulously copying a real situation.



9. At the same time, I am concentrating on developing additional details, including the reproduction of a similar advertising sign, taken from my archives and printed out. I have explained this type of process in the past, and I also apply a special weathering to the paper. In addition, a section of rusty mesh was prepared, from an etched sheet by Maquett.

Step 10

10. Once the various elements have been placed, I add a final small detail which makes the scene, in this case the wire keeping the window closed, because we can assume that the handle and lock no longer works, of course! To do this, I use very fine copper wire, previously painted matt red, to make this feature clearly visible.



Step 11

11. Once finished, the assembly is carefully set into position. To finish it, I simply added a missing piece of the wooden frame which has fallen onto the window sill.

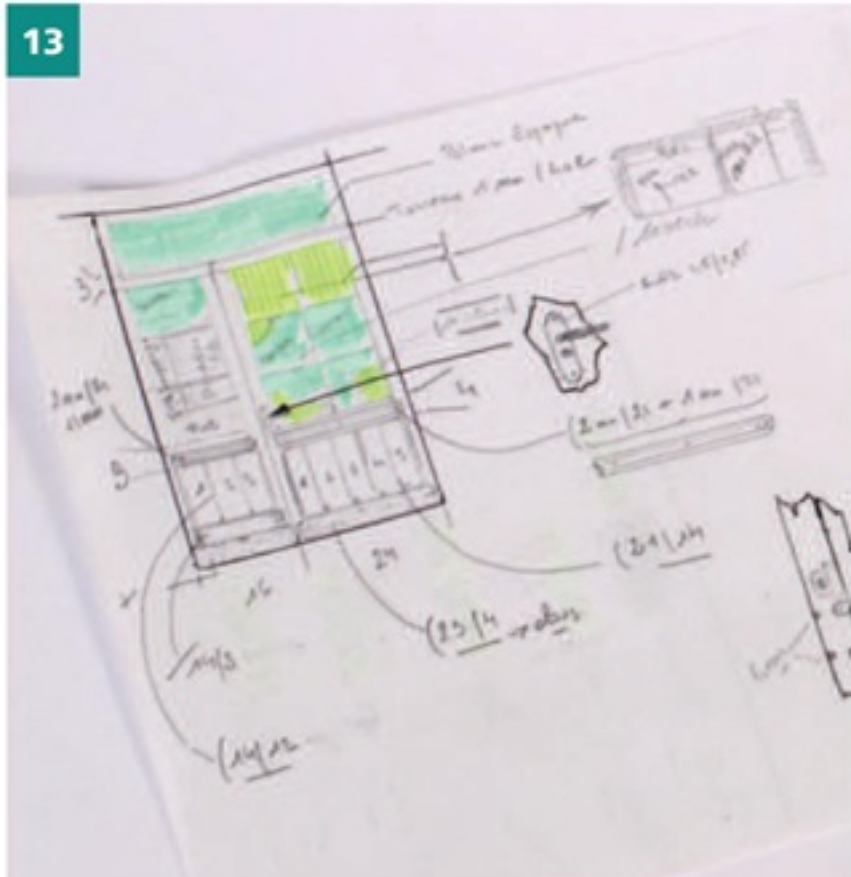


Step 12

12. The window in place perfectly completes this part of the structure. Let us take a closer look at another element of the same structure, the door at street level mentioned above.



Steps 13 and 14



As for the window, I mounted the different pre-painted and weathered wooden parts making up the door onto the Altuglass. Before producing a precise drawing on graph paper, I make a pencil sketch allowing me to precisely define all the elements to be reproduced. Note here the different contrasts I have achieved, using no fewer than eight different paint colours during the weathering process. This makes it possible to evoke the layers and layers of paint that have followed one another over time and that we often see on this type of aging structure.

Step 15

On a related note, old shrivelled and faded signs are a great addition to this type of old door, especially in larger scales. These were reproduced from my own collection, printed in the same way as the advertising signs but on very smooth glossy paper, thinned on a piece of abrasive. This makes it possible to trim them easily and put them in place with a varnish as glue.



Step 16

Once prepared in this way, the very precise detailing begins with the addition of strips of self-adhesive tape intended to imitate tape stuck on to "mend" parts of broken panels. These are cut with a sharp scalpel, and placed using very fine tweezers, without the addition of glue.



Step 17

To reproduce the 'patch' effect, I made an assembly using several types of plate, in particular those with an old company name.



Step 18

Once the assembly is finished, I proceed as for the window by adding the small detail(s) that will make all the difference – in this case, the crude inscription on the dusty window pane, done using a wooden stick previously moistened.

18



Step 19

The addition of an old piece of rag, made with a small section of tissue paper, shaped with glue varnish, and finally painted red before being put in place on the door.

19



Step 20

A few components stand in front of the entrance to complete the picture, such as those old greasy plastic cans, realistically weathered.

20



I will end with two other examples of work carried out in the same way. I particularly like going to these lengths when making mini scenes to give them that natural aspect. Although the larger scales are certainly more conducive to this type of exercise, similar effects can be achieved in HO.

21



22



Nigel Matthews created a winter mini-scene as a 'photo plank'.
Photographs by the author.

RhB in the snow

A lockdown project



In early January 2021 I was researching a post-Covid road trip to Europe. This soon found me investigating Swiss alpine railways which might be en route. Naturally thoughts soon turned to modelling a small scene and I wondered what models might be available. I discovered via a popular modelling forum a thread by Paul Steedman titled *Bonsai RhB in Nm9* and I was hooked.



The ready-to-run stock produced by Kato depicted Rhätische Bahn metre gauge stock to a scale of 1:150 running on 9mm gauge (N) track. As a fan of micro layouts and narrow gauge this seemed a perfect fit for me.

A spontaneous purchase of a Ge4/4^{III} loco from an auction site and lockdown provided the impetus to build something! The idea of a 'photo plank' would allow me to get something built quickly, try out a few new things, and get my eye in for Nm9 before possibly moving onto something more ambitious, or giving up and going back to the armchair, or the 4mm scale narrow gauge project I was supposed to be working on!

I decided that the front end of an engine shed would make a ideal subject to pose my new purchase on. Inspired by the snow scene in the *Bonsai RhB* thread, I chose to make a snow scene too. I researched suitable prototypes for inspiration. The glazed doors found on most RhB sheds seemed a bit off-putting at first but I ploughed on, deciding these doors could be cut as an overlay. I found a suitable example of a shed – albeit a five road shed. A sketch drawing for



the building was developed scaling off photos. The model is not intended as a exact model of the shed in the reference photo, though the origin can probably be guessed.

In January 2021 the UK was in lockdown once more, model shops were shut, and no model railway shows were taking place. I decided progress had to be made with what I had readily at hand including cardboard sheet that needed laminating to get the thickness I needed. This card for the shed walls came from the back of A4 refill pads; I hoped the texture would reasonably represent concrete. A last minute change of plan with the card laminating meant I ended up with twice the component parts I needed for the shed, so instead of modelling a single road of the shed I decided to make it two of the roads instead.

Happy drawing and cutting out parts from cardboard continued with maybe not enough thought about buildability! I had not allowed for the portion of the building between baseboard level and the top of the track in my measurements!

The board itself came from a 200mm x 150mm off-cut of plywood 12mm thick as I did not have any 6mm ply kicking around in my garden shed! I screwed/glued a plywood book end to the board so that the shed walls could be suspended at the right level and ground level could be built up to match the bottom of the shed.

So far the 'photo plank' had cost nothing and I had even traded a couple of unused Peco N gauge wagon chassis I had in stock for a length of code 55 N gauge track from a local fellow modeller.

The shed components were glued together with PVA. The doors were formed from thin card overlays cut from a used greetings card. Using a sharp knife, care had to be taken cutting out the windows as the window bars were only 1mm wide.

After both doors were cut out I fixed double-sided tape to the rear and re-cut the window apertures out of these. This was a bit tedious as it felt like I had cut the doors out four times, however the extra thickness with the tape could have caused a tear in the glazing bar.

The doors were painted and the doors and hinges drawn on in pencil after having been lightly scored earlier. To finish these off clear plastic was fixed to the rear which was slightly undersized, allowing the adhesive tape around the edge to fix to the aperture cut in the face of the shed. Door hooks made from fuse wire were added to the shed walls – nobody would probably notice but I know they are there.





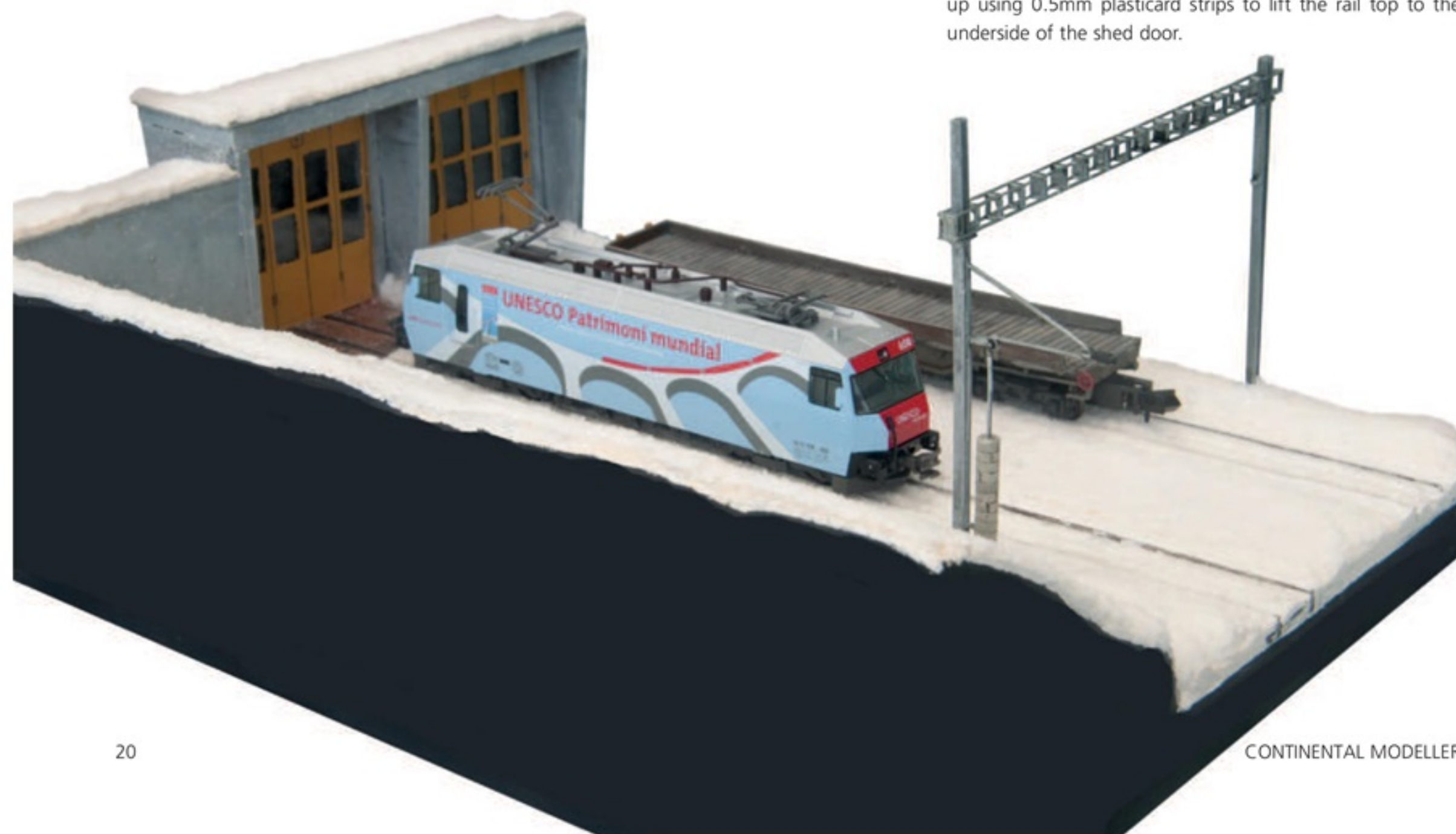
The face of the cutting to the rear of the plank was formed from a polystyrene off-cut and cut to shape. I resorted to my tried and tested method of using a razor saw to create the shape. Importantly, this needed to be done outside and under cover of darkness (the last point is optional but seems the norm for me) as the mess is considerable. The evidence of this activity lingers for a few weeks and so I find it is helpful to choose somewhere discrete and not heavily trafficked to avoid unwelcome comments.

The first attempt at the slope looked a bit sedate by Swiss standards and so I pulled the retaining wall back and steepened the slope to something more pleasing.

I wanted to create some features in the cutting side by including some rock outcrops. This meant I needed to make 1:150 scale rock! DAS modelling clay was used and this was a bit easier than expected as the DAS had dried out a bit and was fairly crumbly forming a nice rocky texture. I made far more than I needed!

The retaining wall to the front of the cutting was formed from a strip of foamboard, remembering to create a slight vertical batter. Modelling clay was placed by hand on wet PVA trying David Wright's method rather than my previous method of rolling out a sheet and icing like a cake. The subtle undulations from the hand placing are very pleasing and more realistic, so I will use this method again in future. Carving the stonework into the dried clay was done a bit at a time over three evenings on a flat surface. I did have a reference photo of a Swiss retaining wall as inspiration but quickly defaulted to random rubble coursed stone as my "one trick"! Despite a layer of PVA on the rear side of the foamboard the wall still became a distorted banana shape from the shrinkage of the clay and the wall needed propping while the glue set to stick it down to the board and the polystyrene block behind.

The code 55 N gauge track was laid in position and packed up using 0.5mm plasticard strips to lift the rail top to the underside of the shed door.





The concrete shed apron was formed from a base of card to bring the surface up to top of sleeper level with modelling clay used to fill the gaps between sleepers. This was topped up to rail level with modelling clay placed onto wet PVA. The clay was quite wet as I had reconstituted it from some that had almost gone off earlier in the week. This meant more of a plastering technique was used with a wet palette knife rather than the preferred icing method. It dried out and looked quite good with some subtle undulations reminiscent of trafficked concrete.

For the gap between the rails I decided a dead flat plasticard or card infill might have detracted from the appearance, so I built two open topped 25mm x 6.5mm plasticard boxes from some 1mm microstrip and a base of 0.5mm plasticard, all found in the materials box. These little boxes were filled with a shallow layer of modelling clay, the microstrip representing the steel angle forming an edge shutter. The slot inside the rails for the flanges was a lot larger than in real life, governed in the model by clearing the chairs.

The yard and cutting was covered in a layer of modelling clay as a base. This was followed by covering with a mix of plaster, white emulsion, and PVA with a consistency of soft icing applied with a wetted brush and palette knife. A representation of ploughed snow in the yard was created with via a tool I drew up as a 3D-print and a forum friend printed for me. This created the grooves for the flanges and flat snow for the nominal width of a locomotive at rail top level. I heaped the snow in places to show some drifted and ploughed snow. I had so much plaster left over I added another layer to the cutting and created a overhanging effect on the retaining wall.

My only major purchase was Deluxe Materials scenic snowflakes. These were applied over a mix of white emulsion and PVA. This obliterated an attempt to create footprints in the snow using a 3D-printed tool I had designed. A representation of blown snow on the cutting sides was created by piling some scattered snow built up in layers to create some small mounds.

A forum friend sent me a small sample bag of some Deluxe Material shovelled snow which I used to create snow drifts in between the tracks and representing snow cleared off the concrete apron. The shovelled snow was mixed roughly 50:50 with PVA and cut into small portions, pushed into glue, and moulded to shape. The shovelled snow mix had the consistency of mastic sealant but without as much stickiness, and it hardened to a satisfying white colour.

A Farish figure was added along with some 3D-printed catenary to complete the scene.

The stock used in the photos is a variety of Kato ready-to-run items plus some 3D-printed wagons.

I am very pleased with how the 'plank' has turned out. It was completed in a few months and cost very little to build.

I would like to acknowledge the inspiration, support, and advice provided by fellow modellers in the forums of which I am a member; without their help the final result would not have been as satisfying.



Des Browne describes his American HO loft layout.

Photographs by the author.

Victorville, CA.

Set in c.1953.

I became enamoured with North American railroads when I was given an *American Flyer* S gauge train set. It might be surprising that I am not a New York Central fan, as that was my first train, but the flow of stainless steel coaches, dome car, and round-tailed observation, all fronted by a Santa Fe 'war bonnet' vision of red and silver, is really what has stayed with me from my teenage years, then maturing to HO.

My main interest is in passenger trains, so what I wanted was somewhere to showcase those. Of course, freight is vital in any American scene, but I primarily hoped to be able to run the Santa Fe 'Chiefs' with others as appropriate. I found

Chard Walker's excellent book on the Cajon Pass describing the railway which used this historic trail from the Mojave Desert through the gap between the San Gabriel and San Bernardino Mountains to the Pacific coast of southern California. So I have joined the many others who wanted to depict this area in model form. First in my experience was John Armstrong, the main emphasis being on the western slope. Although Victorville is often mentioned it is usually on the 'other side of the mountain'. The first time I saw it modelled was on Gary Hoover's superb layout, in the October 2005 *Model Railroader*. He had some very useful features, and searching Google revealed many prototype details.

Above
AT&SF Budd RDC
calls at Victorville depot.

Below
AT&SF FTA #168 in classic
Warbonnet livery passes
UP FA-1 #1300A.





When we moved to our current retirement home, I found I had use of a long but narrow area in the main roof space. (see the *CM Guide to Modelling American Railroads*, published in 2014). Board widths are restricted by the need to bring all timber through a small ceiling hatch.

My Victorville plan uses the station diagram in Chard Walker's book. I saw that there were several potential freight operating possibilities based on the cement industry, as well as the use of helpers westbound to Summit. Most diesel trains would not need a helper on the easier grade to the summit. Train lengths on the layout can be quite long, though freights are still shorter than the prototype; but as noted by Andy Sperandio, in *Model Railroad Planning 2012*, setting a 'design freight train' at locos and 22 cars would look long enough to satisfy one's perception of 'long'.

I have added the Lucerne Valley District to Cement Industries near Cushenbury, though this is stretching the prototype as this branch was only built in 1956 and from Hesperia, but the advantages in operation overcame my few scruples!

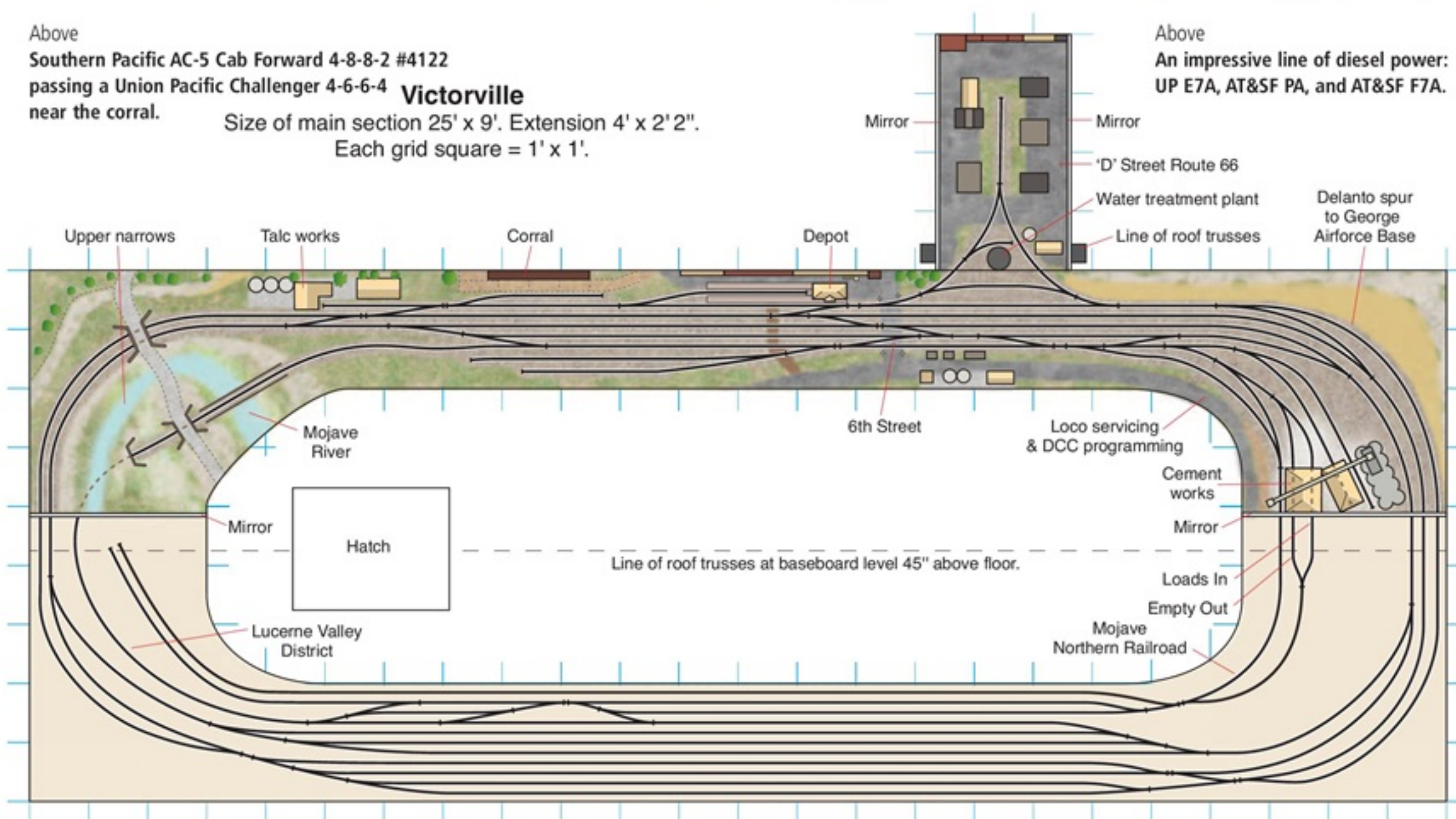


Above
Southern Pacific AC-5 Cab Forward 4-8-8-2 #4122
passing a Union Pacific Challenger 4-6-6-4
near the corral.

Victorville

Size of main section 25' x 9'. Extension 4' x 2' 2".
Each grid square = 1' x 1'.

Above
An impressive line of diesel power:
UP E7A, AT&SF PA, and AT&SF F7A.





Above
AT&SF 2-10-4 #5018 heads a train of reefers on the main through The Narrows as 2-8-0 #1962 rumbles over the Mojave River bridge.

Inset
Detail above The Narrows. Who is watching who?

Below and below right
The talc works.

I really like through truss bridges and the Vollmer one I have used is not dissimilar to those used on the main line east of Victorville so I feel it is in character.

Scenery is very basic, using the old 'zip texturing' methods suggested in *Model Railroader* perhaps forty or so years ago. The hills at The Narrows are based on slabs of foam panels. Back boards are industrial polystyrene sheet that I had left over from my day job. They are very light and merge very well from the vertical at the back of the baseboards to the slope of the ceilings and curve neatly at the corners of the end walls. First they were painted a sky blue, then photos were glued to the back boards, printed from one of the Mojave Desert, so close enough to the prototype.

So what trains do I want to depict? The date I picked is the early 1950s because I just had to have dome cars on all reasonably appropriate passenger trains, but with some steam, some of which lasted until 1953. Andy Sperandio hit the problem in the sidebar "Why it is 1947?" in an article in *MRP* in 2012.

As far as operations within the Victorville area are concerned, the cement plant receives cars of loaded 'limerock' (limestone) and sends empties out to the quarries at the Sidewinder Mine on the Mojave Northern (see page 93 in Chard's book). Motive power is a Rivarossi 'Docksider' 0-4-0 that I like and have re-lettered as Mojave Northern #2, to look like the Davenport 0-6-0 actually used. There is also a





Spectrum GE 44-tonner, ostensibly bought from the Santa Fe as they disposed of all theirs by 1948.

Boxcars and covered hoppers will also have loading tracks there. Fuel oil will also be needed. It only took a look on Google Earth to see what a huge operation exists at the prototype. There would also be traffic from Cushenbury of covered hoppers and boxcars of bagged cement pulled by road switchers.

There are spurs within Victorville yard for boxcars at the talc works, a team track, the stock yard, chemicals needed for the water treatment plant, and loco fuel.

I have a 2-10-2 by Broadway Limited Imports which can be added to Santa Fe trains as a helper and a GM-EMD

SW1000 for UP trains. Long crossovers at each end of the staging tracks allow helpers to correctly return on the east-bound track.

I am not sure how I will detail the spur to the George Air Force Base but obviously tankers of aviation fuel will be required, and many box cars of spares and ammunition. The occasional troop train will be needed; perhaps the Grand Canyon stock could be used?

A very simple form of Car Orders was suggested in the March 2012 issue of the NMRA magazine, which I liked and will use. Main line trains will operate in hopefully a morning prototype timetable (trains cannot be turned!), with freight trains going round several times for each passenger move!

Above
Santa Fe F7A+B #202
in the standard blue livery
overhaul 'Doodlebug' M.160.

Below left and below
Stock pens at the corral
with loading ramps.





For the main line, the trains I have available are:

Super Chief – nine cars, including a dome, powered by a four unit set of Walthers/Athearn F7s.

El Capitan – nine cars, powered by a three unit Proto 2000 Alco PA and old dummy matching Athearns; the consist includes a 'Big Dome' and two hi-level cars bought by Santa Fe in 1954 for trials before the full conversion to hi-levels in 1956. (Yes, I know that is after my date!)

Chief – this will be the *El Capitan* doing a second loop! Both trains used 'Big Domes' and look similar, so I hope the lack of Pullman cars is not noticed.

Grand Canyon Ltd – six Walthers and Rivarossi heavyweights plus head end express cars, powered either by a Broadway 4-8-4 or a United brass 4-8-4 with a giant tender. This train would have been scheduled to stop at Victorville where the various Streamliners would not. It could also rotate as other heavyweight trains.

Above left
The platform extension.

Above right
The depot.

Right
A selection of stainless steel passenger cars at the depot.



Below
Full house at Victorville:
gas electric M.160,
AT&SF FTA #168,
a Union Pacific train with
a dome observation car,
and AT&SF F7 #202.





AT&SF Inspection Special – an FT A+B set with three Budd cars, including a Business Car (Kato).

AT&SF through freight – up to twenty-two mixed cars pulled by a four unit A-B-B-A FT set, mostly Stewart Hobbies.

AT&SF refrigerated freight – up to twenty-two cars pulled by a Bachmann 2-10-4. These locos were not used much further west than Barstow but what a great sight it is, highballing on its way to LA.

AT&SF Oro Grande turn – ten mixed cars suitable for Victorville industries drawn by a Sunset 2-8-2.



Top

Beyond the water tank an added board allows a representation of the town.

Above

The town board also provides space for a wye.

Left

The depot approach.

Below left

AT&SF 2-10-2 #3881 by the water tank.

Below

UP S2 diesel switcher #1151 waits as AT&SF 4-4-2 #1492 is turned on the wye.





City of Los Angeles – nine cars including Walther's ACF domes, pulled by a Proto 2000 E8 A+B+B set.

UP Through Freight – up to twenty-two cars pulled by a Rivarossi 'Challenger' or a two unit Walther's Trainline Alco FA/B set.

SP Through Freight – up to twenty-two cars pulled by a Broadway 'Cab Forward'. I just could not resist this amazing locomotive.

SP 'Special' – five Budd 'Sunset' cars pulled by a Bachmann 4-8-4 – something else I could not resist! SP only used Cajon Pass when they suffered 'track outs' on the southern main line. Space is tight on the staging tracks so this will have to share space with other short trains.

I also have some other pieces of unlikely stock for which I will have to dream up a purpose. A Spectrum 'Doodlebug', a brass M.160, and a pair of Proto 1000 Budd RDCs will have to suppose a passenger potential larger than actually exists.

Hardest of all to justify was a ConCor Burlington *Pioneer Zephyr*, so it was sold to a friend – but I can still see it occasionally! This was such an important train historically, and I prefer it to the M10000 – which never came to Victorville either.

All the track in Victorville is Peco Code 83. The staging yard uses code 100 and 75 that I had in quantity from earlier efforts. It consists of eight main line tracks, four in each direction, all able to be isolated, some with two sections

Above
UP FEF 4-8-4 #809 hurries by with cement hoppers.

Below left
AT&SF 4-8-4 #3762 passes GP7s #707+2937 bringing a train of empty fuel tanks from the air base.

Below
Too many 4-8-4s? Never!
SP 'Daylight', AT&SF #3762, AT&SF #2921, and UP #809.





Above
The *Super Chief* head by a four unit F7 A-B-B-A set passing the cement works where Mojave Northern 0-4-0ST switcher #2 awaits its next task.

to share short trains, and three for branch line trains with crossovers in the middle to allow four trains to be staged. The Mojave Northern can use one end for operating the 'in/out' arrangement, and Lucerne Valley the other end, while continuous running is favoured by grandchildren and other visitors.

For control, I use a Lenz system with tethered throttles, with three DCC districts for the concentric routes.

The refuelling track on the Mojave Northern doubles as a programming track.

Most DCC locos are sound equipped.

Before the pandemic I hosted a regular group including local NMRA members and other American outline enthusi-

asts. All have different interests but all have been very helpful to me in various ways. They especially have encouraged me to press on with the layout, expecting to see progress every month!

I also have had a lot of help from the members of the NMRA British Region generally.

I try to get to the region Conventions and have made many friends that way.

I have only been to one national convention (in Philadelphia in 2006), where I was overwhelmed with the welcome from otherwise complete strangers.

Thank you to all those people.

Yes – Model Railroading is FUN.



Right
The Mojave Northern also employs a GE 44-tonner.

Peter Marriott adds details to his diorama of this busy location on the Bern Lötschberg Simplon which was described in CM in November and December 2021. *Photographs by the author.*

Spiez

3: adding life to the scene

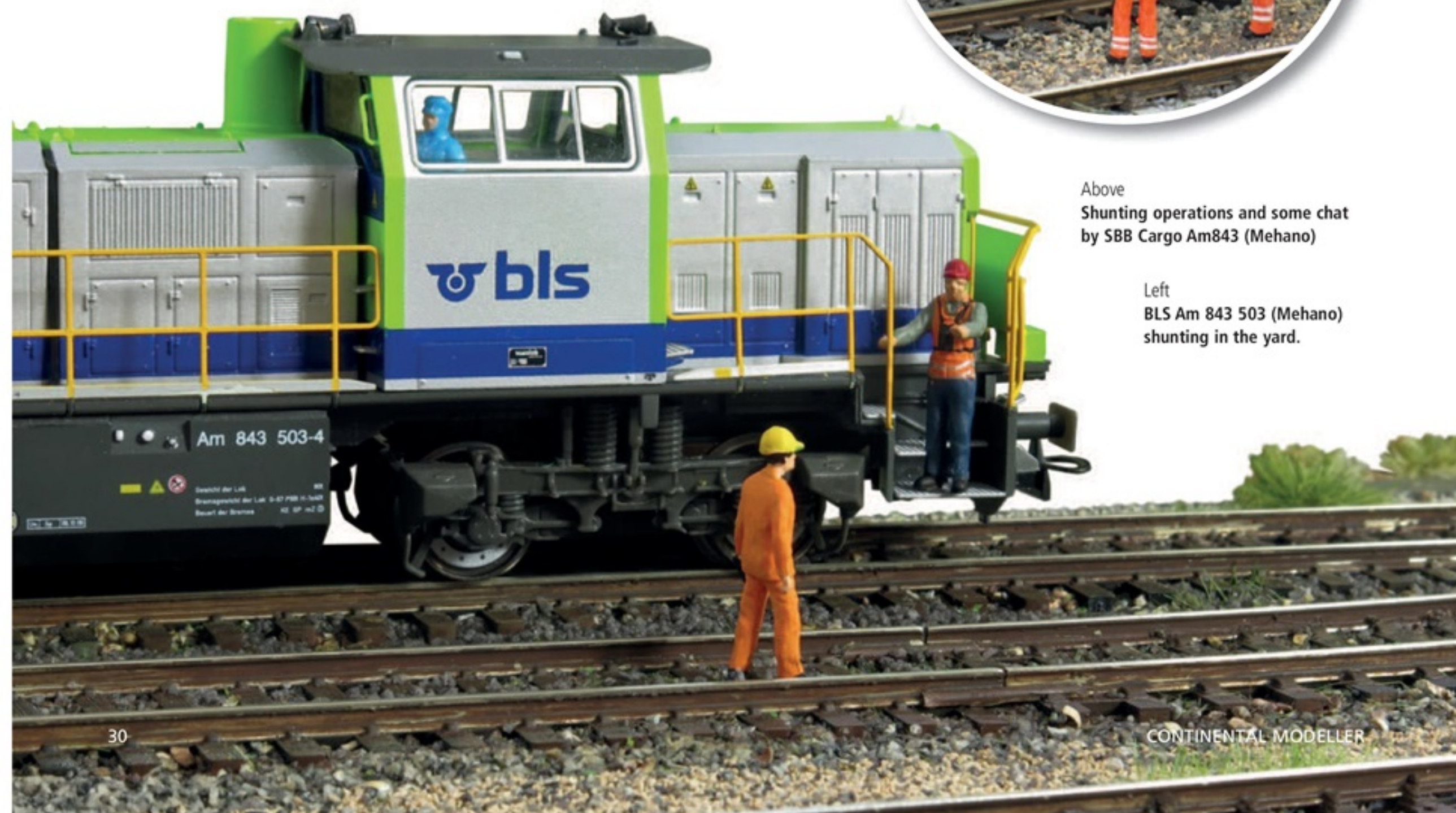
For the last decade I have been collecting HO figures for a layout that I might build some day. Whenever I went into a model shop, in Europe or the UK, I would look at the racks of figures and chose ones that I knew I would be able to use one day on a layout. I almost feel I became a collector of figures rather than locomotives – well they certainly are cheaper! Lockdown brought me the opportunity to build that project and with it the chance to use the figures, arranged in various cameo scenes.

The variety of figures now available for model railways in the popular scales is enormous, in plastic, in whitmetal, increasingly 3D-printed in other materials. Some come ready painted, to various levels of detail, while others arrive unpainted or as a kit. New figures are introduced every year. Animals are also available to add realism to farm and countryside scenes.



Above
Shunting operations and some chat
by SBB Cargo Am 843 (Mehano)

Left
BLS Am 843 503 (Mehano)
shunting in the yard.





Above left
BLS 420 504 stands below the retaining wall at Spiez station receiving attention.

Above
BLS Tm235 (Kibri) with its track gang at work. Scenes such as this take just a few minutes to pose. The figures are by Preiser.

When considering what figures to add to a layout, I always stand back and look at a scene in its entirety rather than focusing on specific aspects. In that way I try to capture the overall look of a location, aiming to make it as realistic as possible. My aim is to position the figures where they would be in real life so that someone looking at the layout gets the feeling of 'almost reality'.

The number of figures to be added may depend on:

- the location and period – for example, if you are model-

ling a branch line halt in rural Switzerland in the late 1960s it will definitely require far fewer figures (and also less luggage, less signage, less lighting, and fewer taxis and road vehicles) compared with a model of a busy Bern in 2019.

- the time that you wish to spend detailing: many people find that detailing a layout is one of the most enjoyable parts of the process and so they are prepared to spend a lot of time doing it.
- the cost of figures and details.

Right
SBB Cargo Am843 (Mehano) couples to the log-carrying Sgns flat wagon (Piko.)

Below
A permanent way worker awaits the rest of his gang. The pallets are by Preiser, the cable trunking was made from mounting card, and vegetation is a mixture of Woodland Scenics foliage mat and leaves by Noch.





Above

A busy day at Nr.5 Oberstraße with a Swiss Post delivery driver, a postman, and a policeman.



Above

With a leg in plaster following a ski-ing accident, this man (a Preiser figure) begins the long walk home.

Below

Weathering powders are a good way to reduce the shine on a plastic figure and add a little colour variation by making the creases on the clothing more apparent. Just rub the applicator over the figure and shake off any excess powder.



Below

Because the feet on many figures are not very flat as supplied, it is worth using a sanding stick to clean any excess paint and plastic burr from the base of the feet to ensure a good fix and that the figure will stand upright.



I used a variety of figures from Preiser, Noch, Bachmann USA, and Woodland Scenics to assemble the cameo scenes.

I endeavoured to position the figures so that they look like they are doing something, such as station staff talking to passengers, groups of teenagers chatting, or workers in a goods yard in action poses, perhaps unloading a wagon.

Improving figures

I found that by using a paintbrush half full of a thin black or grey wash of dilute acrylic paint to put a drop on the head so it seeps down the figure, this highlights details that might otherwise not be noticed. It also ensures that any sheen on the painted figure is removed.

Weathering chalks are another quick and easy way to make the figures look matt, and highlight the details. The chalk just needs to be rubbed over the figure with an applicator and any excess shaken off.

I used fine sandpaper or a sanding stick on the base of the figure to remove any imperfections and any excess paint to ensure that the figure will stand level on the layout before applying a dab of glue to the base or the feet.

Below

Woodland Scenics 'Scenic Accents Glue' is good for fixing figures temporarily because it allows for easy repositioning. Deluxe Materials 'Tacky Wax' is similar.



Below

Adding a very small amount of 'Tacky Wax' to the foot of a Noch figure so that it stands up for a photograph.





Above

The BLS Mercedes Citaro bus (Reitze) arrives.

Figures can be fixed down to the layout permanently with a small blob of white glue, a small amount of contact adhesive, or a drop of Woodland Scenics 'Scenic Glue'.

Woodland Scenics 'Scenic Accents Glue' is good for fixing figures temporarily because it is formulated for the instant placement of figures (with no holding required) and it allows for easy repositioning of the figure. This non-drip adhesive dries clear leaving no residue. Apply the glue and then wait until it is clear and tacky and then place the figure in the desired location. 'Tacky Wax' by Deluxe Materials is another useful product for this.

Conclusion

I really enjoyed positioning the figures on my slice of Spiez station. It was a lot of fun and after all those years the prized pack of decorated cows and their cowherds had a reason to be removed from their plastic box!

Below

More people waiting at the bus stop. The bushes are by JTT.



Above right

The chalet was built from a laser-cut kit by Noch, the potted plants are by Busch, the driveway of blocks from a sheet of thin printed card by Noch, and the fence by Gaugemaster.

Below

The cows are being paraded through the streets today escorted by a team of policemen (Noch). Cows coming down from the alpine meadows occurs in many places at the end of summer.



Below

A family await the Oberland Tours bus.



Joseph Garcia describes the next module of his layout.

Photographs by the author.

Times Square subway

Serving 'the crossroads of the world'



The first module of my O scale New York City subway layout, a tunnel section, was presented in CM October 2020. This article describes the second module, a rendition of the Times Square subway station.

In fact, there are three Times Square stations, all interconnected. I have tried to portray the station built by the Brooklyn – Manhattan Transit Corporation (BMT) in 1918 as I remember it in the 1960s.

Baseboard construction details of the modules were explained in the original article and have not changed.

The station platform is constructed of Plastruct plastic sheet supported by I-beams. The wall is built up from multi-layered plastic sheet, with a tile mosaic band printed on photographic paper glued on top. The wall sections are removable to provide access in case maintenance on the track or the dummy third rail is required. In the first module, the plastic strip used to model the third rail cover board proved to be unsuitable due to its extreme distortion when the temperature in my attic exceeded about 20°C. This time I used basswood strip, which has shown almost no distortion, and which looks very nice when wood stain is applied.

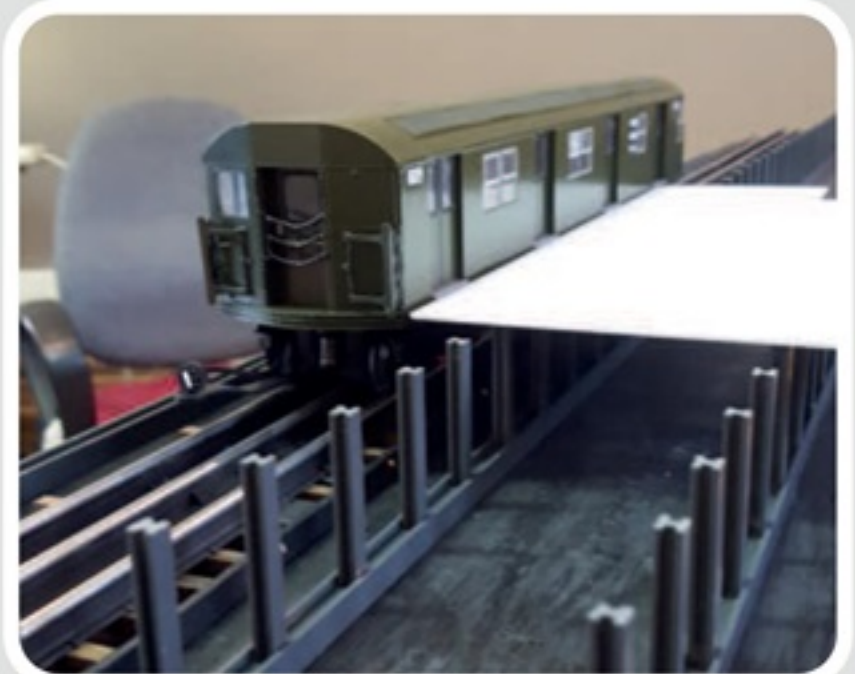
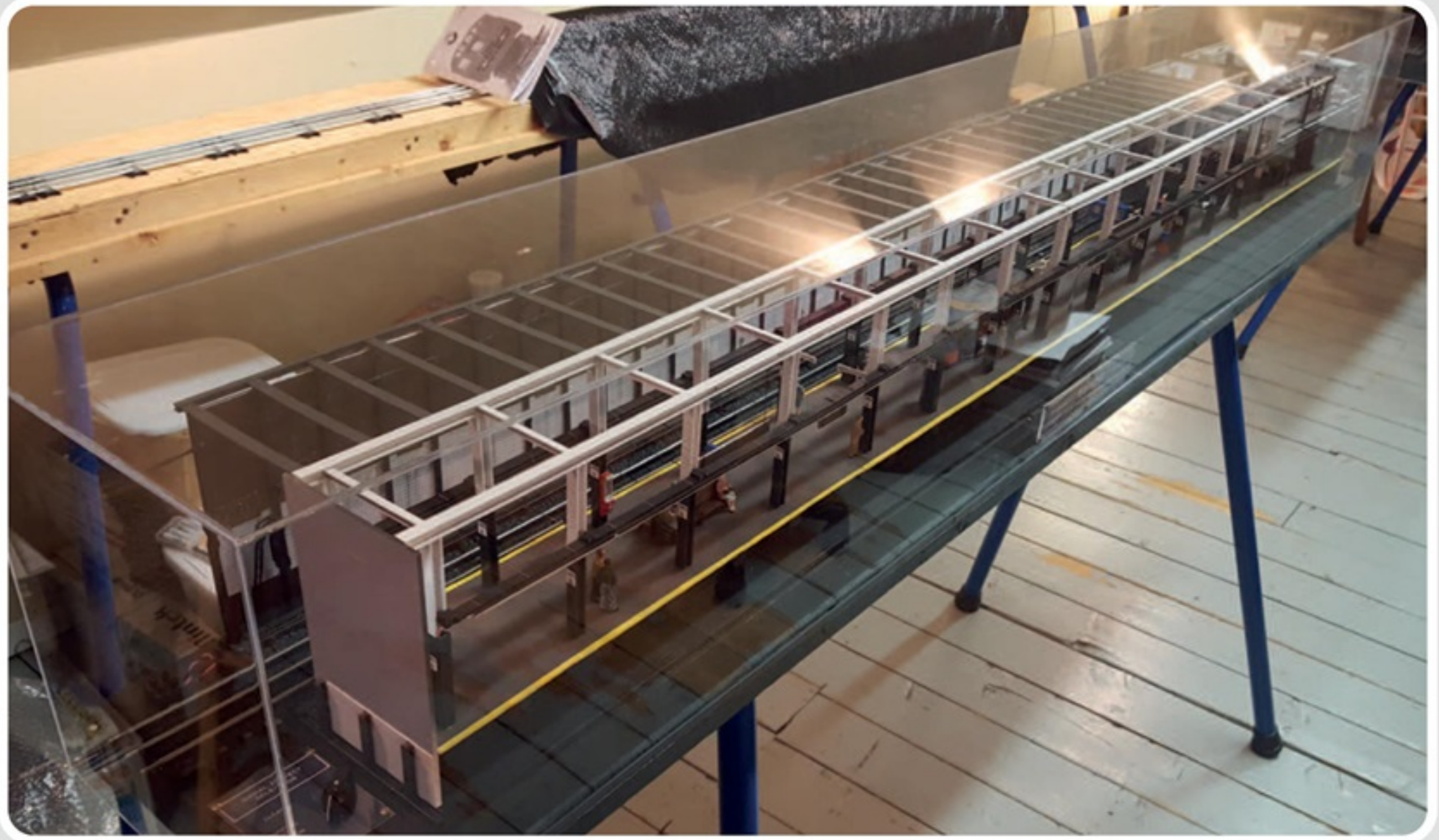
Above left
The platform is reached by a set of stairs.

Above
Figures are placed singly and in small groups.

Below left
The driver's view approaching the platform.

Below
The outside third rail and wooden cover board.

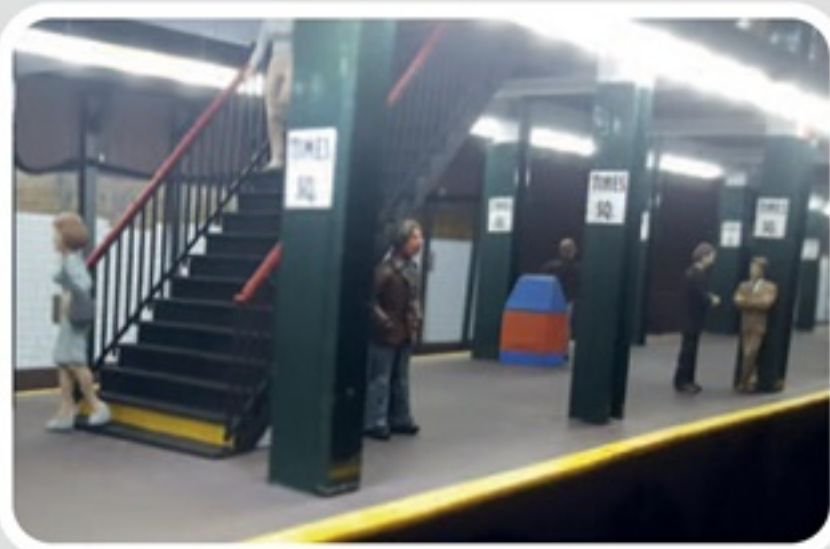
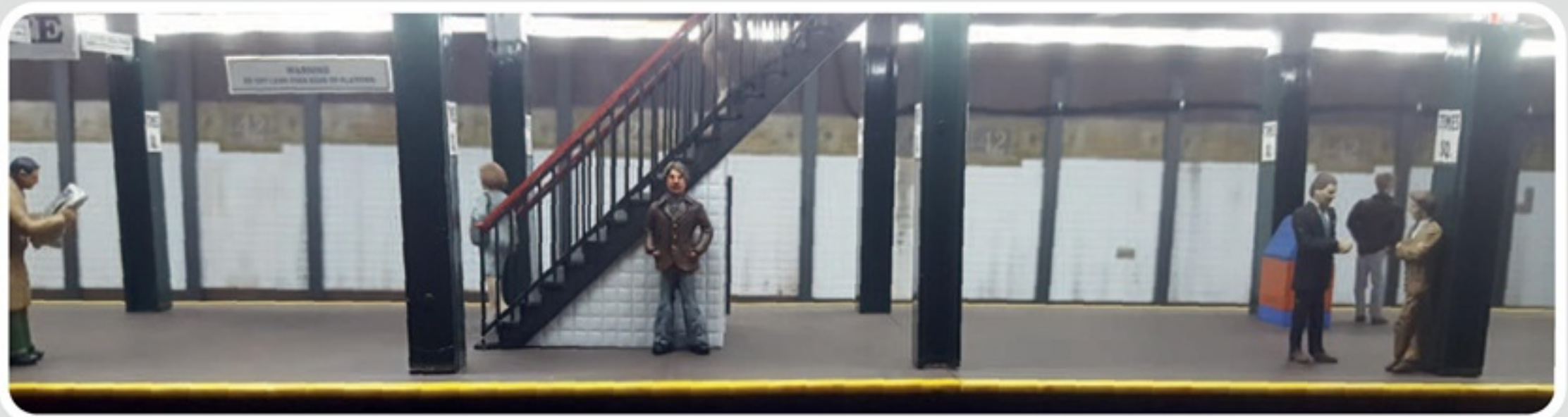




Top
The complete module, under its protective cover.

Above left and right
The platform under construction.

Left
Assembling the support girders for the mezzanine floor.



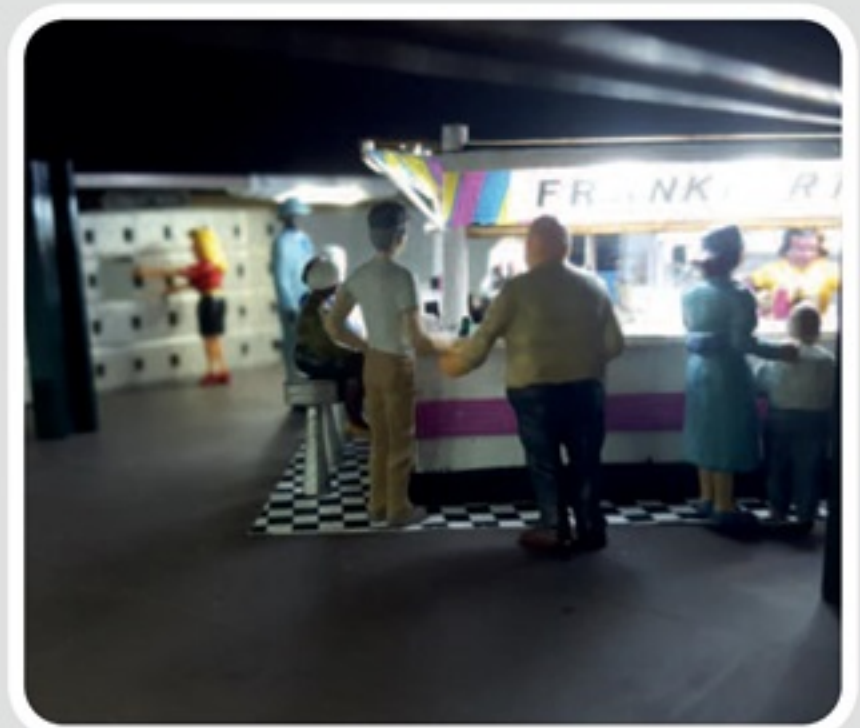
Above, left, and below
The mezzanine level
is linked by a stairway
to the platform.

Below right
On the mezzanine level
there is a luncheonette.

At each end of the platform I have placed a mirrored acrylic panel. This gives the illusion of a longer platform.

The major structures that define the station are the stairway, the newsstand, and the luncheonette.

The stairway was created from two wooden laser-cut stair kits, plus a laser-cut railing set. I visited the New York Transit Museum in downtown Brooklyn, N.Y., to photograph a stairway to use as an example model, as well as signs and benches. In fact, the actual Times Square station had a ramp instead of a stairway, but a ramp would have taken up close to half of the platform length, and so I exercised modelling license.





The newsstand was created from memory, as I could not find a good picture of the ones I remember. It is made of flexible plastic sheet wrapped around vertical I-beams. The marquee was created on Powerpoint, printed on paper, and glued to thin plastic sheet. The candy bars, magazines, and newspapers are all printed on photo paper and glued to bits of plastic. Images of actual items, magazines, and newspapers from the early 1960s were found on the internet. My favourite front page headline is from the New York Post: "Headless Body In Topless Bar".

The luncheonette was created from two laser-cut counter kits made by Petite Properties Ltd., Metheringham, plus various scratchbuilt items and commercially available detail kits. The frankfurter roller cooker, coffee urn, 'Jet Spray' drink coolers, and frozen custard dispenser were scratchbuilt. The marquee was constructed using photographs of similar lunch counters of the 1960s as well as my own personal memories. The rather bizarre colour scheme is a fairly accurate representation. The marquee lettering and colour striping were rendered on Powerpoint and printed on transparent printer paper. A thin sheet of translucent tissue paper was glued to the back, and LED illumination was installed behind that. Similarly to the stairway, I am not certain that there



was actually such a luncheonette in the BMT Times Square station, but I recall there was one such lunch counter somewhere in the Times Square station complex in the 1960s, and so again I exercised modelling license.

Above
The newsstand.

Below left and below
The luncheonette counter.





Left
Wooden benches.



Right
Gum vending machine
and wooden benches.

Platform details include the wooden benches, made from two different bench kits; the distinctive gum machines mounted on the columns, made from plastic strip, reflective sheets, and images printed from the internet; the overhead illuminated advertising clock touting an airfare of \$169.10 to Hawaii (I suspect the ten cents is an allusion to the subway fare which had been ten cents for many years); the 'zebra' board which marks the centre of the platform for the train conductor to be certain the train is fully in the station before opening the doors; wayfinding signs indicating local and express platforms and connections to other lines; and the many figures placed in typical groupings and positions.

Perhaps the most crucial feature of the model station is the lighting. Fluorescent lighting was an exciting new subway development in the early 1960s, after decades of inadequate and heat-generating incandescent lights. There was no natural lighting of any consequence in the Times Square station, and so a good rendition of artificial lighting is essential to a realistic appearance. The light fixtures are plastic drinking straws from IKEA, attached to plastic strip with individual strands of flexible electrical wire. The lights themselves are cool-white LED strips made by Murton Scale Miniatures, Preston, Ashton-on-Ribble, inserted into the straws. They accept 9 volts DC and are adhesive-backed. These LEDs are also used in the luncheonette, the newsstand, the clock advertising sign, and the mezzanine. Unlike with the first module which used 9 volt batteries to power the tunnel lights, power to the station module is variable DC supplied by an old model train transformer – there are too many LEDs for battery power. The transformer has a voltage meter and I set the power to 9 volts which lights everything up nicely.

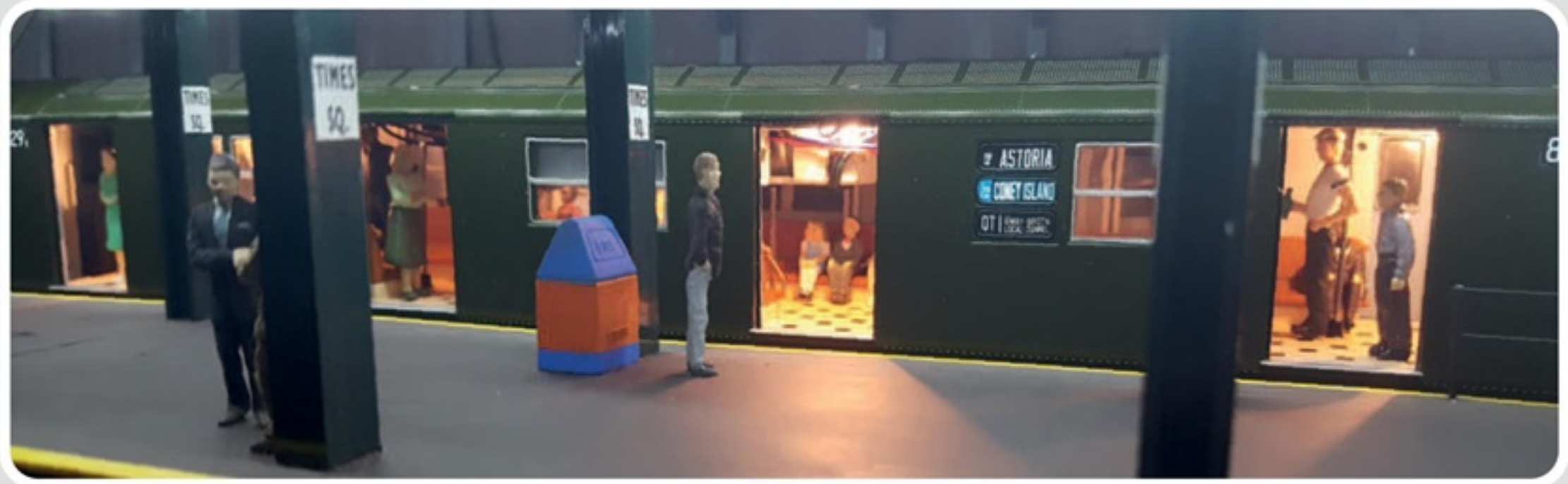
Right
Overhead illuminated clock
with airline advertisement.



Below right
'Zebra' board indicating
the centre of the platform.

Below
One of the lighting strips





The train itself is a Lionel R27 subway set. Figures have been added to three of the four cars, taking care to avoid the multiplicity of wires, light bulbs, and door gear boxes in the cars. Although incandescent bulbs were installed by Lionel, the real cars used fluorescent lighting. Some modellers have replaced the stock bulbs with cool white LEDs for a more realistic effect. The first car of the set is occupied by motors and electronics, so instead of figures, I printed appropriately-sized photos of actual subway car passengers and glued them to the plastic insert that covers the operating internals of the car. I did find room, however, to include a driver figure and a young man peeking out the front door window, just as I did every chance I could when I rode the subway. Sadly, most of today's New York subway cars do not provide that same harmless thrill to a young railfan, as they now feature full-width cabs with blocked windows.

As I began work on this module, I made use of some excellent books, such as *SUBWAY STYLE: 100 YEARS OF ARCHITECTURE & DESIGN IN THE NEW YORK CITY SUBWAY* by the New York Transit Museum, as well as visits to the museum and internet searches for photos of the station, newsstands, luncheonettes, and way finding signs.

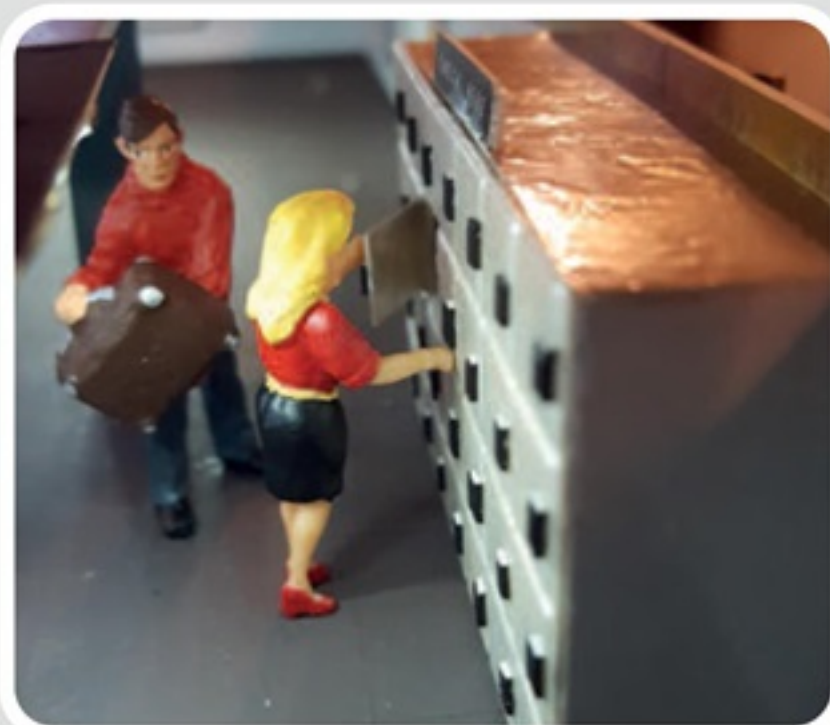
Building this module was a deep dive not only into subway architecture but also into my childhood memories, and I often found myself 'winging it' from memory when I could not find accurate information regarding what I wanted to represent. It was a lot of fun for me.

Above
The Lionel model of the R27 train has opening doors and working lights.



Right
I fitted the train with a driver figure.

Below right
The old trains had a window in the end door – as a boy always my preferred place!



The transition from steam to diesel for passenger services on the Società Veneta is evoked by **Davide Raseni** with this compact HO diorama by **Fulvio Forti**.
Photographs by the author.

Steam to diesel



Diesel railcars arrive on the Società Veneta

In the January 2021 issue I described a diorama representing the little-known Società Veneta Carnia – Tolmezzo – Villa Santina line. Now I would like to return to this independent Italian company, during the transition era from steam to diesel.

The Società Veneta started to introduce diesel railcars on some main lines from 1936 with the delivery of nine MAN units (ADn 501 – 509) built under license by Stanga of Padua. After the Second World War it was not until the second half of the 1950s and the economical recovery that there was a new delivery of modern railcars (ADn 801 – 809), built by Stanga between 1957 and 1961. Also joining the SV roster was a single secondhand Breda (ADn 550), bought in 1956 from Tranvie Provinciali Modenesi. In 1963 FIAT delivered two revolutionary railcars of the ALn 668 family (ADn 601 – 602), followed in the next decades by other modern batch of the ALn 668 type, in 1972 (ADn 603 – 604) and 1980-81 (ADn 605 – 613). One of the recent ALn 663 class, built between 1984 to 1998, AD 900, never carried the SV logo as the company was wound up in 1987, and by that year all their lines were fully dieselised both for freight and passenger services.

The diorama

This little diorama was built by Fulvio Forti some years ago, economically and with the techniques of the time. Despite this, it looks still quite realistic, proving that a simple but sound project can stand the test of time.

The structure is a simple 6mm flat foam board of about 115 x 30cm with a length of Roco flexible code 100 track positioned diagonally across the base. The railway line is slightly elevated while the rest of the scene is completely flat. It represents a short section of a single track secondary line running across the fields on the great plain situated in the north of Italy.

The only building is a small crossing keeper's house, which I scratchbuilt. With such a simple structure, the landscape (fields and vegetation) plays an important role. You can see a small part of a corn field while the rest of the land is fallow.

An unsurfaced road runs across the fields and the railway line with a level crossing protected only with Saint Andrew's crosses.

Very characteristic is a little line of mulberry trees, made by combining different pieces of real small branches. Without foliage they give the scene the perfect aspect of late autumn

Above

A short SV train headed by a well maintained T3 travelling across the fields of the Veneto region. These are the last months in passenger service for these typical tank engines.





Above
Società Veneta ADn 602
running through the fields
in the early morning light.
A FIAT lorry is waiting
to be loaded with
the products of the fields.

Right
A polished FIAT 626 bus shines
in the first rays of the sun
while stopping near the
crossing keeper's house
as ADn 602 passes.
Beyond, the eastern Alps
are covered by the first snow
of the coming winter.



Below
The brand new ADn 602,
just a few months
after delivery from FIAT,
is a great improvement
in speed and comfort
for passengers on the great plain.





Left

Country road level crossings were often dangerous even on such low traffic secondary lines. The driver of the FIAT bus has just stopped his vehicle beyond the level crossing warning signal on hearing the horn of the fast – and almost silent – ADn 602. What a difference from the old slow German T3s!

or winter – a very simple trick that enhances the diorama with an original seasonal setting, not very commonly done by railway modellers.

The rolling stock

For these photos I carefully selected a limited number of models. Once again there is a Fleischmann T3 0-6-0T and the beautiful coach by Model 71.

As for the railcars, Pi.R.A.T.A. marketed two limited editions of the ADn 601 and 602 based on a ViTrains model of the ALn 668.1400, in two different Società Veneta liveries. They are perfect to represent the diesel innovation on SV tracks.

A single Ferrovie dello Stato ALn 772 (by Os.Kar) was chosen as a reminder of the many examples of hired railcars used on private lines during traffic peaks or that FS services between big cities might be diverted not only on the state network.

The photographs

For a long time I have liked to take photos of model scenes with real snowy mountains in the background. The problem was that the dioramas I made – or those of my friends – were mostly set in late spring or summer. With this small scene for the first time I have the excuse for using the 'right' background! This diorama was perfect for a particular location situated a few kilometres from my home town that I spotted many years ago during my trips. The main problem was to find the right day in late autumn/winter with sun, the Alps with the peaks covered with snow, and a day free of work. This combination of factors occurred during a beautiful day in November. So I leapt at the opportunity and with my good friend Luca Klobas went immediately to the location. With the usual techniques, we managed to make some pictures that show the originality of this diorama, helping to remember the good old Società Veneta and its trains ...



Left

The presence of FS diesel railcars on SV metals (and those of other independent companies) was not uncommon, due to shortages of passenger rolling stock or at the request of FS for services with more direct connections from the national network. A single FS ALn 772 has just passed the unprotected crossing. The FIAT lorry is ready to restart its journey on the unsurfaced road.

Right

After introducing railcars, while awaiting the delivery of new diesel locomotives, the SV transferred the old T3s to freight service for several years. No.302 is slowly hauling a few wagons.



Above
ADn 601 in the last years
of the company.
At the end of the 1970s
the SV railcar livery
was slightly modified
with red stripes.
Despite the narrow width
of the diorama,
the real background
extends the scene
with the perfect setting.

Right
ADn 601 is observed
soon after a recent overhaul
in the first light
of a sunny autumn morning.



Giles Barnabe reports on the motive power presently working on the island.

Photographs by the author.

Locos of Isla Blanca

See *Puerto Paseo* May 2015, and *Isla Blanca* November 2020

The past eighteen months has seen much work done to my On30 layout, *Isla Blanca* – track now extends from Puerto Paseo to a staging yard on the opposite side of the room, though at present this extension is still a work in progress.

The original motive power list from the layout's exhibition days has been extended as both the FC Este and the FC Centro y Oriental have new locomotives. However, steam is no longer king as a growing number of diesels and other internal combustion units have appeared.

Este No.1

Traditionally the FC Este operated a small engine policy, and from the line's opening in 1887 until 1910 only small four-coupled types were used. Of these, only three – numbers 1, 4, and 5 – are still to be seen as 2 and 3 were scrapped in the 1920s.

No.1 was re-converted from one of my 4mm scale Victorian locos (see *RAILWAY MODELLER* November 2018); the body was originally a Hornby Dublo class R-1 which suffered a drastic make-over and gained a Hornby four-coupled mechanism with the addition of low gearing. It was thus a prime candidate for conversion as a shunting locomotive in On30. It now has wider tanks and a taller cab, although this is little more than a wind-breaker front and a roof held up by poles at the rear, a common contemporary look for British locomotives built for tropical service. Once heavier engines arrived, No.1 became the station pilot at San Juan where it is something of the shed foreman's pet and has been turned out in the line's original dark green paint scheme with the company's crest on the tank side.



Este Nos.4 and 5

This pair of locos from the layout's early days are supposedly Pecketts, originally supplied as tank engines, and although No.5 is still in this state, No.4 has been rebuilt with a tender (a widened B12 type) and is often seen on goods trains. No.5 is held in reserve but can occasionally be seen out on the main line.

Both were originally Hornby *BILL / BEN* models.



Above No.4.



Above No.5

Este No.7

This represents the survivor of a pair of slightly larger four-coupled locomotives that arrived on the island in 1910; it is an 0-4-2T and was the result of the gift of a GWR Collett 14xx mechanism. Original plans had it down for conversion to a 2-4-2T, but after some unsuccessful experiments with the front truck it was felt that a better result would be achieved using the original chassis alone; however, some Hornby spare parts intended for a Princess have been used to provide outside cylinders, with overlays of styrene tube added to make them a more suitable size for On30.

I must admit uncertainty as to the locomotive's pedigree: it was going to be a Manning Wardle but wandered off to become a generic British design, although a little Belgian influence (La Meuse) also crept in with the square cab windows and large opening in the back-sheet above the coal bunker.

Construction is in styrene, apart from the boiler fittings, so the first task was to make the footplate and fit it to the chassis. In the early stages it had been thought that a Jinty body might be used as the skeleton of the new engine, but this did not work with the chosen boiler fittings, giving the engine an under-powered appearance, so a Hornby B12 boiler was used instead. Side tanks were built up and filled with lead sheet, which was also stuffed into the boiler where possible, resulting in a powerful locomotive. As the rear of the bunker was curved, cereal packet card was used to form the desired shape, hardened with superglue. The chimney is a Manning Wardle one from S&D, which turned out to be too tall; so the lower flange was removed – and used for the base on which to mount the safety valves – and the chimney was screw-fitted to the boiler with a new flange made from Milliput. The dome is a Lord of the Isles one which was in my spare parts collection, while the lettering and running number are from 4mm scale SR transfers.

Other small details were provided from scraps of styrene, while large staples provided the flat wire from which the cab steps were formed; again, a European influence, more flimsy-looking than might be expected from a builder in Leeds or Glasgow. The headlamp is the top of a spotlight



from a Preiser HO film crew set, but I have also made a set of Spanish-style oil lamps from small bits of tube, tiny bits of styrene, and thin wire. The footplate crew are remodelled be-suited figures from a cheap Chinese set – arms and heads re-posed where necessary to give them the appearance of working, rather than just staring into the distance.

No.7 makes a useful mixed-traffic loco on the FC Este and is usually rostered on the Bahia Grande to Paseo evening mail train, returning in the early hours with the newspapers and postal traffic. It can also deputise on passenger trains once a week when the regular engine gets its boiler washed out.

A gap in the numbering now exists, where there were formerly some locomotives that the Este had acquired on its amalgamation with the Bonito Railway. Unfortunately, these proved under-powered and were laid aside.

Este No.12

We now come to a pair of engines, Nos.11 and 12, dating from 1913; for these the company turned to a Belgian firm, St.Leonard, who supplied a pair of 2-6-0Ts, one of which, (No.12) is still at work. This has a scratchbuilt styrene body based on published details of an engine on the Olot – Gerona line in Spain. The model uses a Hornby Ivatt chassis which is about right as far as overall length is concerned, although slight liberties have been taken with the coupled wheelbase. Once again, a B12 body supplied the boiler with a straight chimney made from a drinking straw and a steam dome from a Hornby Pannier.



Este No. 13

The 1920s saw one additional locomotive import, a Sentinel shunter for use as station pilot at Puerto Paseo.

This was constructed some time ago round a Rivarossi diesel motor, which has had a great deal of weight added – even the top of the vertical boiler was made with some pre-decimal coinage; in consequence it is slow and reliable.



Este No. 16



Twenty years after the Sentinel's arrival, when some of the original steam engines were getting a bit creaky, a new locomotive was needed. To save money, a diesel was built on the six-coupled chassis of an old Bonito Railway engine.

The model features parts from a printed T&S kit for a double-ended diesel; however, as the new body was too long for the 0-6-0 chassis, one of the bonnets was replaced with a new housing at the rear of the cab, made of styrene.

Left Este No.16 and No.5.

FC Norte

This railway is represented by a single diesel locomotive, No.24, a centre-cab machine very loosely based on a standard gauge prototype seen on a French preserved line. It features the bonnets of two Tri-ang Dock Authority shunters with a new central cab. Originally mounted on a Piko Bo-Bo chassis, it was altered to fit a Piko railbus chassis when the original mechanism proved unreliable. It occasionally turns up at Puerto Paseo hauling special trains – pilgrimages or bull-fights providing a suitable excuse for its inclusion in the timetable.



Right FC Norte No.24 and Este No.16.

More internal combustion



Above **Railcar A-1.**

The railway continued with these locomotives through the 1930s and 1940s, although during the late 1930s the company initiated a policy of cost cutting with the introduction of a railcar, number A-1. This model features a Bachmann On30 streetcar body, modified and mounted on a Piko railbus chassis.

This proved a success, and the railway later bought a second-hand Skania bus and mounted it on a rail chassis to become railcar A-2. In truth, this model features a diecast body with its wheel arches panelled over with thin styrene sheet, mounted on a four-wheeled coach underframe. It can be used with one of the powered railcars as a back-to-back trailer.

Later, the Este bought another elderly railcar from the Central y Oriental, which had just obtained a new double-ended 'Doodlebug' (of which more anon). The older one features the tram-style body which was once part of a plastic toy of a San Francisco cable car, giving it a family likeness to A-1; the body has been mounted on the chassis of a Bachmann Brill street-car and has become Este railcar A-3.

Meanwhile a fleet of small railmotors was developed for service use. A-4 is a motor-van for parcels traffic, although for much of the time the permanent way staff use it as a mobile workshop. It was made from a Yesteryear Ford van on a Jouef diesel shunter chassis.

Another service vehicle is AB-5, a fire-fighting rail truck – the B signifies *Bomberos*, or fire-fighter. This features a Yesteryear Ford cab with a tank from an HO tank wagon and a Lima motorised chassis. It carries hooks on one side for a ladder and some fire-beaters, while on the opposite side are lockers containing hoses and nozzles. In addition to its emergency duties,



Above **Railcar AB-5.**



Above **Railcars A-2 and A-4.**

it is also used to supply water to some of the outlying stations and level crossing keepers' houses during times of drought.

AC-6 was built by the railway for the island's Post Office, the C standing for *Correos*; this is a kit-bash featuring a Gnomy van body and another Lima diesel chassis.

A third Lima diesel is waiting for inspiration to strike the company's workshop design team, but it is thought that a freight box-motor will be the result.



Above **Railcar A-3.**



Above **Railcar AC-6.**

FC Central y Oriental

The original motive power line-up consisted of 0-4-0 #7, a conversion from an HO 'Fat Boy'; 2-6-0 #19, which is a real "bitsa" made from parts of at least four other models; and #25, a Bachmann Mogul repainted in FCCyO passenger livery with a maroon cab and tender.

Held in reserve is another 2-6-0, this one coming from the Baleria Railway and still carrying its original number, 136. Originally another Bachmann Mogul, this model has been given a slightly British-style makeover by its previous owners.

New to the company is #12.

This had its origins in a conversation on an online forum about the possibilities of converting a cheap Christmas toy train set into something useful. A set was bought and the locomotive body removed from its battery-powered chassis; the rest of the set proved unsuitable for conversion and was set aside. The loco, however, looked promising when compared to various mechanisms, and the original plan was to make it a 2-6-2T. Sadly, this turned out to be a bad idea, owing to the proportions of the body, so the Lima Prairie chassis that had been obtained became an 0-6-0. The engine's boiler received an extension to the smokebox and the boiler fittings were altered slightly to improve their appearance, notably the bell. An electric headlamp was fitted and a Pyle generator (originally from #25) was added, along with a Westinghouse pump made from styrene tubing and wire. The tender comes from an unlikely source, as it is a vintage Tri-ang Princess example which had come my way in a job lot of OO wagons a while ago. In poor condition and badly painted in gloss pale blue, it had been placed in the 'no hope' category, but now hope was restored. The body was removed from the underframe, soaked in Dettol to



Above FCCO #7.

Below FCCO #19.



remove the paint and BR transfers, widened to suit On30 dimensions, and mounted on a new footplate, to which an old HO boxcar with a warped underframe contributed its bogies. A different style of tank filler cap was made, and

greedy boards were added to the top of the body, all helping to disguise its origin.

As a model with Christmas origins, it should be #25, but as this number had already been allocated it became #12 (as in "... days of ...").



Above FCCO #25.



Above FCCO #12.

FCCyO diesels

Lockdown has a lot to answer for, including several eBay purchases, one of which was an AHM HO SW1. This has been turned into a reasonably convincing narrow gauge diesel by fitting a new cab and slightly extended end platforms with new railings; it has yet to receive its running number, although #30 is allocated. At present it is still in undercoat, using the last of a tin of LBSC Claret paint.

A re-motoring of the dockyard's shunting engine resulted in a Hornby 'Smoky Joe' mechanism going spare. A bit too flighty for shunting, it has been made into a small diesel, #31, and is normally rostered on the night minerals run. The body of this machine was cannibalised from a couple of HO diesels in the spares box with a scratch-built central cab.

The final piece of FCCyO internal combustion is a 'Doodlebug'. Some years ago, I bought several Teamsterz toy sets consisting of an odd diecast "0-4-0ST" and a coach of slightly European appearance. The locomotives were disposed of and the coaches turned into an excursion rake for the FC Norte – all but one. This has now become a railcar, using the sides of the coach cut up, with the end doors refitted in the centre of the sides. Some plain styrene panels were added to lengthen the body and provide the motor compartment, and new ends were made. The roof was carved from a sheet of 5mm thick balsa, which was hardened with a wash of superglue, while a radiator block was produced from mesh side panels from a spare HO SW1500 body. Small bits of plastic, scraps of mouldings, and wire provided exhaust stacks, ventilators, and other details to dress up the roof. All this rides on an old Lima HO British class 33 chassis.

The 'Doodlebug' was ahead of #30 with the end of the LBSCR Claret but is still rather skimpily covered, which has resulted in a weathered look which I quite like, so it may remain in this state. At present the model is still unfinished, lacking decals and a means for the engineer to reach the doors in the ends, which also need pilot beams.



Above FCCyO diesel #30.

Below FCCyO diesel #31.



Above FCCyO 'Doodlebug' still needing some finishing touches.



Above FCCyO 'Doodlebug'.

On other lines

Mention of Dock Authority shunters brings us to the final engines on the layout, those belonging to the Junta del Obras de Puerto, at Puerto Paseo. The original shunting engine was a tramway 0-4-0T made, mostly, from a Hornby King George V, with the tanks remodelled and a new cab. Later, I picked up a Terrier chassis with better running characteristics and this is now what is hidden by the skirts.

When it was decided that the dockyard would work 24 hours a day a second engine was needed, and this has been converted very simply from

an HO Plymouth. The only alterations were to remove the railings at the front and saw through the cab horizontally, just below the side windows, where a 5mm wide slice of styrene was added. The top of the cab was then re-fitted.

With the completion of the tracks from the terminus, via two other towns, to a staging yard representing the rest of the island, the extended collection of locomotives will find plenty to do on Isla Blanca.

The opportunity to adapt this excellent new model could not be resisted.

A Baldwin Americanised

Returning the Heljan model of *Lyn* to its roots

The aim was to create something that would not look out of place on the Maine two-footers, though in fact most of the tank locos used on those lines there were Forney rear tank types.

The project used detail parts that happened to be in stock – brass castings by Precision Scale Models and Cal-Scale; plastic parts would be just as good.

The major task was the headlight.

(As an aside, it is odd that the undecorated model has a working British style lamp while the original Lynton and Barnstaple version has no front lamp.) The plastic housing was cut away from around the LED with great care, as the lamp bracket and wiring are very delicate.

A matching aperture was drilled and filed in the base of the headlight casting.

The headlight with angled side number boards may be rather 'main line' but similar were used on the Maine locos.

The headlight lens supplied was slightly too large, and the one-piece 'glass' insert for the number boards was a very tight fit. Moral – check and trim first!

The generator could be right behind the headlight, ahead of the chimney, or in front of the cab – as on the Victorian Railways NA class. The casting would benefit from a longer exhaust pipe, taking it clear of the cab roof.

The bell was sited between the chimney and the front sand box, with the cord to the left-hand side.

The Westinghouse air brake pump was attached to the front of the left-hand tank front after carefully carving off the moulded step.

If there is a brake pump, there must be a brake reservoir. Again following the VR example, this was located transversely inside the rear pilot beam. It was simulated with pieces of plastic rod with a slight flat filed on one side to aid fixing. One side is shorter to clear existing pipework. Note that when in place, these parts prevent the outer mounts of the rear cowcatcher going right through the pilot beam.



Cooling coils were considered, but these are not apparent on the VR locos.

The next level of detail would be to add all associated pipework, conduits, etc.

The couplers were changed for knuckles. The HOn30 standard would be Micro-Trains #1025 with the draft gear box fixed to the underside of the deck behind the pilot beam. This would have required cutting the pocket off the pony trucks, so instead the heads of Kadee #714 (intended for HOn3) were attached to a shaft from a OO9 coupler. They have no magnetic function but the knuckles will couple. They need careful adjustment when the cowcatchers are fitted, as they can restrict side movement of the trucks.

In fact when the cowcatchers are fitted, any couplers also limit the vertical play of the trucks, which can cause problems: on uneven track the relatively long loco can hang between the pony wheels and the drivers lose traction.

This conversion could just as well be done to the green Baldwin catalogue version of the model (albeit without working headlight as supplied), removing or obscuring the name painted on the cab sides.



Photographs by the editor.



James Hilton shows how he took a basic product and made a unique model.
Photographs by the author.

Florida sunshine

Creating a superdetailed Pinsly Florida Central CF7



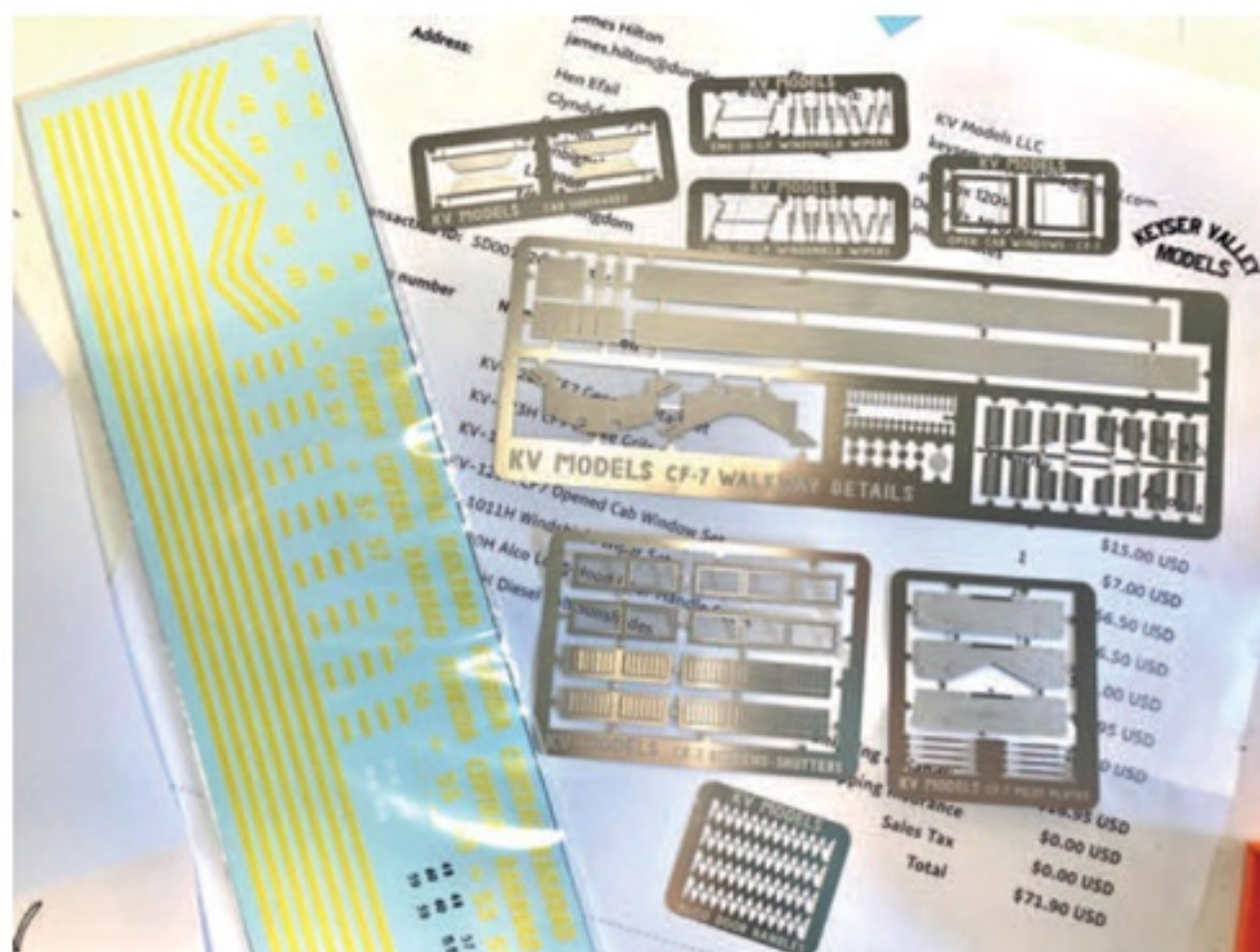
Recently I was lucky enough to pick up a copy of the *Pinsly Railroad Company* book by Poole and Bickerman, published by Garbely, drawn by my love of the red General Electric 44 tonners used on the Claremont and Concord in the 1970s and early 1980s. From the pages a story emerges of a shortline empire over three generations of the Pinsly family, wins and losses, growth and consolidation, though today only one line remains in the business, the Pioneer Valley in Massachusetts.

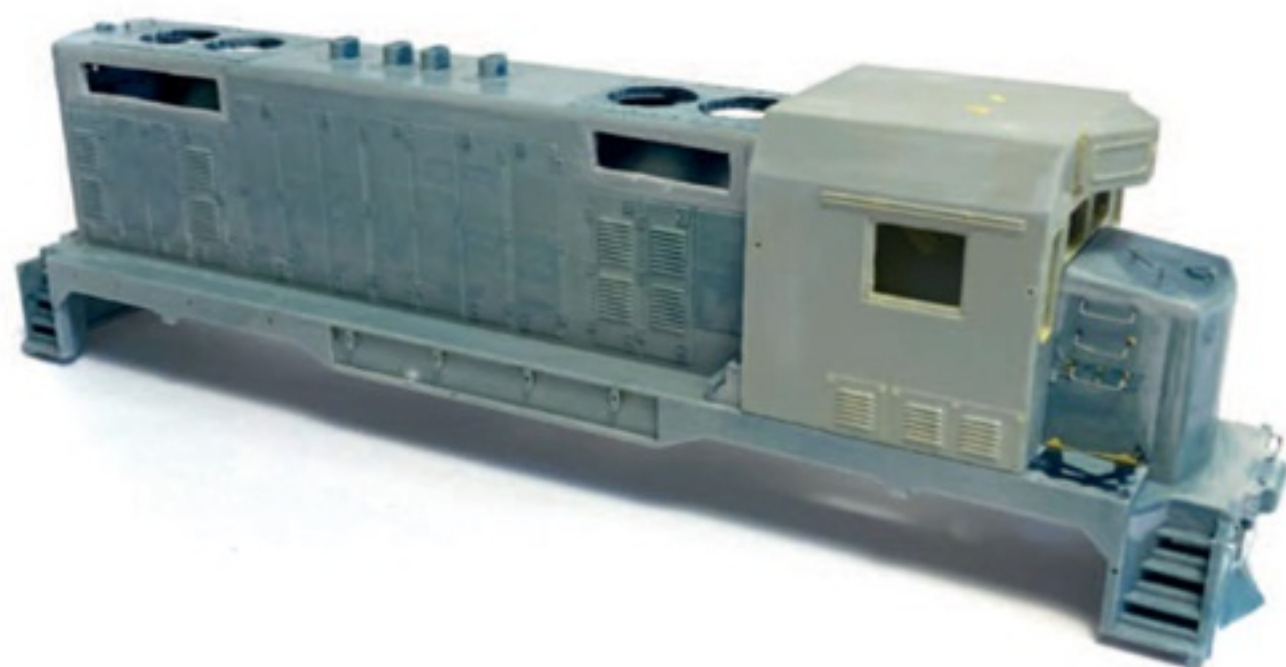
A few common themes are evident in the motive power used on the lines: from early days with GE 44 tonners and then 70 tonners, it was the rebuilt former Santa Fe CF7s that later found widespread use on a number of lines in the empire, often moving between them as traffic demanded. These boxy looking creations are full of character, and I have always had a soft spot for them. Utilising the trucks, frames, and prime mover of retired F7s, the bodywork was fabricated in house. Early examples featured a curved roof and cab formed from the original body of the F7, later ones sported a very chunky angular creation, with plenty of space for the crew and good visibility for the engineer with a long low front window, which gave them a peculiar look, where the 'head' looks too big for the body! They arrived on the Pinsly lines in the 1980s and were used on the Pioneer Valley and all the Florida lines. I believe some may still be in use with the new operators of the Florida Central, Midland, and Northern.

Athearn offer a CF7 in their 'Ready to Roll' range which owes its lineage to the old Rail Power Products body shell. The current offering has some super plastic handrails and fine grab irons, but the paintwork is rather thick. Many

liveries have been offered over the years, including a Pinsly example, but it was a Santa Fe sound fitted example I found secondhand for an attractive price that pushed the project from 'one day' to 'right now'. I had wanted an excuse to try out some Keyser Valley (KV) Models etched parts for some time, and re-creating a Florida Central CF7 seemed to tick all the boxes, combining the basic Athearn shell with some very fine details to create a unique model.

Below
 A selection of etched parts from Keyser Valley Models along with decals from Highball Graphics.





Detailing

Work began by stripping down and overhauling the Athearn model. The bodywork was soaked in 91% Isopropyl Alcohol (IPA) to remove the factory paintwork.

At this stage I also studied the body for mould lines, using a sharp blade and fine wet and dry paper to remove them, especially along the end of the long hood and around the cab roof.

The chassis needed cleaning up, and I tuned performance by removing some of the old thick grease in the trucks, cleaned the motor brushes, and then tweaked a few CVs of the Soundtraxx Tsunami decoder. With performance closer to my more expensive models, attention could turn to the detailing.

KV Models offer a CF7 detailing set that includes etched walkways and corner steps with lovely chequer plate detail as well as a set of very finely etched radiator grilles. To remove the moulded radiator grilles I followed the example provided on their website, drilling a chain of small holes, joining them up with a sharp knife to remove the centre, and then filing the opening to size, checking for fit against the etched parts. As well as the detail set I also opted for their cab side window and windscreen wipers, so holes were drilled for these at this stage.

As the prototype was modified from an F7, the coupler cut bar is similar in style to the original. I scratchbuilt these from 0.45mm brass rod and some brackets left over from an older Kaslo Shops kit, superglued together. The pilots also received a KV etched overlay, and then holes were drilled for the Cal-scale air hoses. The train brake hose is from Kadee with a hole drilled for this alongside the coupling box. A set of Details Associates non-operating ditch lights were added to the front and rear pilots, and a MU stand scratchbuilt using a styrene off-cut.

Along the frames, the Athearn shell seemed a little flat, so I added a strip of plastic along the bottom edge, which seemed to match photos of the prototype more closely. I cut off the moulded fuel filler and replaced it with a section of styrene cross drilled to allow a toothbrush bristle to be added as an overflow tube, and superglued it under the frame.

The fuel tanks and trucks needed a little work to reach the standard of other models in my collection. I removed the mould lines on the air brake cylinders and bent up some 0.45mm brass rod for the connecting air line. The fuel tanks

Above

The body shell with paint removed and the radiator grilles cut out.

Right

The etched walkway and steps are super and fit perfectly.



are quite basic, so I added 30thou styrene overlays cut to shape to match the distinctive profile of the originals, without interfering with the fit of the body shell.

The Athearn grab irons were generally very good, and I chose to leave them in situ (this caused me a headache later with the decals, it has to be said). The short hood long hand-rails looked a little under nourished so these were replaced with a thicker 0.4mm brass wire. On the roof the holes from the original Athearn parts were filled and smoothed. I opted to re-use the antenna and stand so drilled new holes for its relocation. I added a cover over the rotary beacon location (included on the detail etch) and marked out position for the Details West air conditioning unit. The Athearn headlight mouldings are a little flat, so these were carved off and replaced with Details Associates parts, drilled to accept the original headlight bulbs. Two Details West horns were fitted, to the cab roof and the end of the long hood. Lift rings are provided on the KV detail etch. Finally, I marked and drilled holes for the finer KV etched sunshades, replacing the slightly clunkier Athearn originals.

Below

The many added plastic and metal details are very obvious before priming.





Painting

Painting began with priming, a coat of grey that ties the whole model together and allows you to spot if anywhere needs extra attention. I checked the fit of the etched parts and smoothed over a few more of the mould lines. I dusted the model lightly with white primer, to blend in these repairs and act as a base for the red paint. This was applied with airbrush, I used Humbrol 19 as a reasonable match to a slightly sun-bleached Pinsky red. I painted the foot boards and sills gloss black by hand, later picking out the step edges in yellow, as per the prototype.

I left all this to harden for a few days before starting on the decals, applied carefully in the usual manner with Micro-set and Micro-sol to get them to settle around the door mouldings – as I mentioned earlier, leaving the grab irons in place caused me a headache on the hood ends, but patience paid off and they look neat enough. I replaced the number board decals with ones from an ancient sheet of British LMS wagon numbers, as those provided did not match the style of the original locomotive. I added a few safety notices from a sheet from Smokebox Graphics. The model was then sealed with two light coats of Testors Dull-cote (sadly no longer readily available in the UK and I have nearly exhausted my supplies!).

Weathering

Weathering brings a model to life, and in this case the red CF7 with its yellow markings looked far too bright and clean. I began by adding a panel line wash to the hood, mixed from brown and red to give a darker shade of red which would not look too bad over the yellow as well. I used the same wash to suggest rain streaks on the side sills. A wash of dark brown on the footboards, walkways, steps, and pilots was followed by some road dirt airbrushed over the chassis and some exhaust around the centre of the roof. Dry brushing gunmetal on the step edges and corner handrails suggested polished metal and lifted the finish.

Finishing touches

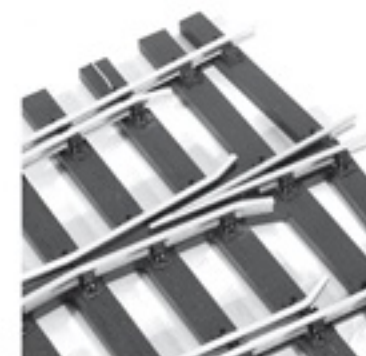
The finishing touches were replacing the original Athearn glazing front and rear, with KV models open windows on each side. KV Models wipers were fitted to the front and rear windows, and a crew from the Modelu range (3D-printed in HO) were painted and fitted with arms resting on the window sill each side, disguising the lack of a cab interior.



The result is a believable machine with real presence that looks at home on my layout, and in the moments it is operating I am transported to the industrial spurs of the Florida Central rather than the usual setting, Atlantic Canada.

The quality of the aftermarket parts have really lifted this model, and I have enjoyed working over an 'out of the box' product to create something unique. In fact it has reminded me that this is the modelling approach I prefer, and one that I must try to remember when new product announcements come thick and fast! There is a lot more enjoyment in taking an older model and adding detail and repainting than taking a museum quality model straight out of the box.

Above
The completed model,
realistically weathered
and with a crew added.



HO

Deutsche Bundesbahn variant of BR78 new from Piko



In 1911, the Prussian State Railways began developing a versatile tank locomotive for passenger trains, based on experience gained with the tried and tested P8 4-6-0. The resulting design, classified T18, had a symmetrical 4-6-4 wheel arrangement and a top speed of 100km/h. A total of 534 were built from 1912 to 1927, for Württemberg, Alsace-Lorraine, and the Saar as well as Prussia. Under DRG auspices the type was classified BR78, and became one of the most successful and longest lasting German classes.

After the Second World War, 53 passed to the Deutsche Reichsbahn in East Germany; some were latterly equipped with small smoke deflectors and Giesl ejectors. 424 remained in West Germany, and the last were not taken out of service until the mid-1970s. Several were adapted for push-pull working.

Piko have recently released a further variant of their successful model, launched in 2020 as the first steam loco in the Expert range, representing a BR78 in late DB condition, with extended bunker and Epoch IV markings, all very clearly printed.

The excellent overall appearance of the moulded body shell is enhanced with many added details, including handrails, pipework and conduits, feed and air pumps, whistles, bell, and grease lubrication pump, to name just a few features.

Carefully observed and reproduced differences across the various versions include the smoke deflectors, the arrangement of the domes, specific headlights, the coal bunker, the driver's window, cab roof vents, and push-pull equipment.

Optional plug-in brake hoses and dummy scale coupling hooks are provided to fit if working couplers are not required.

The motion is extremely fine, with accurate replicas of the crossheads, swing links, and counterweights.

A heavy die-cast zinc frame, a powerful flywheel-fitted motor, and two traction tyres (on the rear drivers) with a weight of 395g ensure smooth running and good pulling power in both directions, just like the prototype.

The minimum recommended radius is 358mm.

The lighting (directional headlights plus cab and firebox lights) is by LEDs and can be switched separately in digital control; a NEM 658 PluX22 socket is provided for a decoder.

The model is prepared for easy retro-fitting with sound and the largest possible loudspeaker or is available with a factory-installed sound decoder. The sound models also have a smoke generator built in, which can easily be retro-fitted to the analogue model.

Standard couplers are fitted in NEM pockets each end, on the bogies.

Overall length is 170mm.

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.50608 £310.00.





In the late 1950s, the Deutsche Reichsbahn needed to replace the BR80 steam shunters at short notice but as the locomotive construction industry in the DDR was fully occupied with the V60 diesel at that time, twenty of the proven T435.0 Bo-Bo diesel electrics were ordered from Czechoslovakia.

They were manufactured by CKD in Prague from 1958 to 1962. A total of 287 machines were manufactured, 150 for the CSD and 83 for industrial companies. In addition, 54 were delivered to Albania, Iraq, and the DDR, among others, and Soviet railways SŽD received 522, classified CME2.

The end cab and tall narrow long hood made them look like an American switcher. The first examples ran on equalised swan-neck bogies, but most were fitted with plate frames.

They were designed for heavy shunting and local goods working, but in summer (when train heating was not required) they could be found occasionally on passenger trains. They proved successful, noted for reliability, even under extreme climatic conditions. As



shunters, the long hood was a challenge for drivers but this was the main direction, with only one full control stand.

The class owes its nickname (Hector) to the barking exhaust of the slow-running 750hp (547kW) four-stroke diesel engine (750rpm nominal speed).

In 1988, the CSD reclassified them 720 with the introduction of computer-compatible numbering.

From 1995, the CD decommissioned these locos, though some are still used by private companies in construction train service.

The DR initially classified them V75, later BR107, and they were mainly used for shunting in and around Leipzig, but they were also used on weed control and construction trains.

The majority were scrapped after being retired around 1980, except four that went to the Karsdorf cement works in the 1990s. The Karsdorfer Eisenbahngesellschaft had also bought largely identical locos. They were used on construction trains until the KEG went bankrupt in spring 2004. Arco Transportation GmbH acquired numerous KEG vehicles in 2004/2005.

The former V75 018 has been refurbished by Railsystems RP GmbH and is operational again, in Deutsche Reichsbahn livery as 107 018.

At least sixteen were also delivered directly to various works railways in the DDR, including the Karsdorf cement works, the Leuna works, and the Schwedt petrol-chemical combine.

With such a small class of restricted geographical deployment in Germany, it was quite bold of Piko to produce a model, though no doubt it was done with a view to the Czech market and other possible liveries.

So following the DR BR107, Piko now offer a model of its Czech 'original, in blue Epoch IV livery, accurate in dimensions and details.

The markings are all neatly printed; the maker's plates are especially notable.

The plastic moulded body shell is well detailed with panel and door detail, augmented with many separately applied details, including the illuminated number boards, the exhaust and silencer, radiator grille, horns, cabling, a fine replica of the speedometer drive, fuel tank, and brake equipment. The separately applied handrails on the body and the side and end railings are fine yet robust.

Brake hoses are included for the modeller to fit if required.

The directionally controlled white head and red tail lights are achieved with LEDs. Cab lighting is installed as standard and can be separately controlled in digital mode, as can the working number boards.

A NEM 658 PluX22 socket is provided for a digital decoder.

The model should be easy to retro-fit with sound and a loudspeaker, but is also available with sound installed.

The mechanism is familiar: a powerful five-pole motor with two flywheels in a heavy die-cast zinc frame driving through reduction gears in the bogies provides smooth running, with two traction tyres (on one inner wheel of each bogie) to ensure good tractive effort, combined with a weight of 308g. Current is collected from all wheels for a secure supply.

A minimum radius of 358mm is recommended.

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

The overall length is 144mm.

Once again, Piko apply high standards to something a bit different.

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

DISTRIBUTED IN THE UK BY
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www.gaugemaster.com

PRICE ref.52427 £195.00.





The electrification of the Valenciennes – Thionville line with the then relatively new 25kV 50Hz AC system prompted the design of suitable new locomotives. The result was two similar but distinct types: the CC14000 for heavy freight (already well modelled by Jouef) and the BB12000/13000 for mixed traffic. Using the same bogie as the 9000 and 16000 classes, with equalised suspension, the 12000/13000 were physically identical but differed in electrical equipment, with the result that the 12000 was better suited to freight while the 13000 was more at home with lighter passenger trains.

148 of the 12000s were built in three batches between 1954 and 1961; they were withdrawn between 1993 and 1999.

20 were supplied to Luxembourg as CFL class 3600; they lasted until 2005.

53 of the 13000s were built in six batches between 1954 and 1957; they were withdrawn between 1982 and 1994.

13052 is preserved in the Cité du Train at Mulhouse.

In each case several manufacturers were involved, often in collaboration.

The centre cab design with low hoods earned them the nickname 'smoothing irons'.

They were delivered in a two-tone blue livery which was meant to distinguish the 25kV machines, but later got the standard green.

The small panels on the flanks either side of the cab were painted yellow in the early 1960s, even before the colour change which began soon afterwards.

The number and SNCF plates were originally backed in red, later black.

In the late 1970s separate red tail lights were added next to the headlights.

The last batches did not have the lamp fairings on the top of the hoods.

They were used in the Nord and Est regions, into Haute Normandie, and on occasion in Savoie.

After a long gestation period (several years), Jouef have produced several versions in quick succession:

12026, green, Epoch III (ref.HJ2339)

12055, blue, Epoch III (ref.HJ2400)

12079, green, Epoch IV (ref.HJ2338)

12130, green, Epoch IV, final front with no top fairings, with miofilters (ref. HJ2401)

13017, blue, Epoch III (ref.HJ2336) *illustrated*

13020, green, Epoch III-IV, second type front (ref.2402)

13041, green, Epoch IV (ref.HJ2337)

It is a fine model, well detailed, with differences according to period both in the moulded shell and added parts: for example, either original grilles or later filters, and the original light housings



on the hood tops or later alongside the headlights.

The cab and hoods are plastic, augmented with many separate components, such as metal cab door handrails, pipework, and etched metal end walkways.

The roof equipment has been reproduced with care; note the supports.

The model has type M pantographs, as used on the 14000 model; they are not wired for current collection from the overhead. They look fine, except for the locking catches which are rather visible below the contact strip when the pantograph is raised.

The model is supplied with one buffer beam detailed, and a working model coupler at the other end, with parts to change either.

Parts to add include the brake hoses, coupler hooks, and 1,500V cable and socket, along with the grounding poles, which are to be attached under the end of the main girders: beware - the fixing pins are fragile, and once in place the minimum radius is restricted to c.600mm.

The underframe is well detailed – note the pipework alongside the transformer, and the detail on the bogie side frames (axleboxes, and speedometer drive).

The secondary suspension is actually attached to the main girders – a practical approach.

The wheels have inserts with prototypical holes.

The flanges are relatively fine (0.8mm deep).

The model is built around a cast metal frame which carries a large central motor with brass flywheel, driving all axles via cardan shafts and reduction gearing in the bogies. There are wiper pickups on the backs of all wheels. Two traction tyres, each at the outer corners, assist traction with the comparatively modest weight (for a loco 175mm long) of 253g; the small body, housing the drive and electronics, has limited scope for ballast. If haulage capacity is limited, as was the prototype, the smooth and quiet performance is more than satisfying.

NEM 363 coupler pockets (smaller than the regular 362) are flexibly mounted on the bogie frames.

Jouef first offered a model of this class way back in the mid-1960s: this new product to modern standards is in a completely different league!



Manufactured for

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

PRICE ref.HJ2336 (DC) £249.99.



The RENFE class 591 four-wheel diesel railcars, widely known by the nickname Ferrobus, were derived from an existing successful German design by the Waggonfabrik Uerdingen but differed primarily (apart from being broad gauge) in having a cab at one end only; they were run back-to-back either in pairs or with a special non-cab intermediate trailer. They were ordered in response to road competition, as a simple light-weight train made up of several small coaches with a spartan interior and equipped with a simple power unit to provide commuter or regional services with low cost and high availability.

The first three-car set, 591.301, was built in Germany in 1956, made up of a power car (M), an intermediate trailer (R), and a driving trailer with luggage space (Rc). Fifteen more of this .300 sub-series followed. The power car was equipped with two 300hp engines (originally Büssing, after 1965 Pegaso) which gave good acceleration and a top speed of 90km/h.

Between 1962 and 1972 a further 230 powered cars and 231 trailers were built by several Spanish companies (CAF, MMC, SECN, Macosa, and Euskalduna) in sub-series .300 (M-R-Rc), .400 (M-R-R-M), and .500 (M-Rc). They were operated in various combinations of two, three, and four cars as required, and proved their worth.

The prototype worked its entire career on the Valencia – Castellón and Valencia – Xàtiva lines. The rest were distributed between Valencia, Seville, Orense, and Madrid-Atocha. Most were withdrawn



between 1975 and 1977. The last survivors disappeared in 1982, after the arrival of the class 592 and 593 diesel railcars. 591.326 and its trailer were converted for service use as TTT 5001 and were used for a time to transport personnel on the Canfranc line. 591.301 is preserved in the Madrid railway museum. 591.521 has been acquired by the Association for the Reconstruction of Railway Material (ARMF) and was to be restored for use on the Tren dels Llacs, the tourist service on the Lleida – Puebla de Segur line.

Electrotren have released a completely new model, with correctly detailed moulded plastic body shells for all versions, with interiors, according to the actual sub-series – both two and three car sets have been produced. The two-car set is 316mm long, the three-car 471mm.

The two car set weighs 260g, the three car 340g.



The powered vehicle has a cast metal chassis for stability and good traction; a very small five-pole motor with flywheels is concealed under the seating driving both axles through cardan shafts and reduction gearing.

The flanges are quite deep and touch the rail fixings on code 75 track.

The vehicles are linked by a close coupling, with electrical connection between the cars.

At the outer ends there is a NEM coupler pocket, and a linking bar is provided to allow double sets to be formed.

The minimum recommended radius is 356.5mm (R1).

The models have independent head and tail lights, directionally controlled, plus interior lighting; all can be controlled separately in digital mode.

A 21-pin MTC (NEM 660) socket is provided for a decoder; it is located in the vestibule so the device should not be too visible.

Analogue, digital, and sound models are available, the latter with a specifically developed sound project.

Manufactured for

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

PRICE ref.3617 (DC) £232.99.



Wittenberge cab driving trailer new from Piko



In the early 1990s, Wittenberge works developed the prototype of a new modular driver's cab for the Silberlinge -n stock. A front section made of fibreglass was used, into which a DB standard driver's cab (introduced with the BR111) was installed. The cab is spacious and clearly laid out; it has side doors and a glazed rear wall with a door, through which a view forward from the passenger compartment. On the technical side, a computer-aided control system was installed, which enables operation with both conventional push-pull train control and the new time-division multiplex system, with both diesel and electric locomotives. It can also be used with side-selective door control, which is why these coaches were often seen at the head of double-deck push-pull trains.

The new cab was manufactured in large numbers due to the good performance; it was used to update many older driving trailers (types 738, 739 and 742) and (only a few) without transition option (types 735 and 740) as well as being added to vehicle previously without a cab (types 719 and 725). Many former DR Halberstadt centre entrance coaches were also converted with the Wittenberge cab.

Some of these driving trailers were given additional high-beam headlights.

To match the new scale length models of DB Silberlinge coaches (see CM December 2021), Piko have wasted no time in releasing the matching Wittenberge style cab driving trailer. The first version is in DBAG traffic red livery, with Epoch VI markings.

The finish is superb, with very fine printing of even the smallest lettering.

The model has interior detail.

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

The driving trailer features directionally controlled LED head and tail lights, supplied through wiper pick-ups on the backs of all wheels.

LED interior lighting can be retrofitted with an optionally available kit (ref.46294); for digital users a function decoder (ref.46212) is also available.

The underframe is crisply moulded, with various pipes and attached components represented, 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 model excellent rolling properties.

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

The minimum recommended radius is 192mm.

Manufactured by

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

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

PRICE ref.40610 £115.00.



type Uahs bogie tank wagons new from Fleischmann

Recently arrived from Fleischmann is one of the highlights of last year's new items programme, and one of the few examples of new tooling, in the shape of the common type Uahs bogie tank wagon (after 1980 designated Zas). These 15.6m long vehicles with a capacity of 880hl or 88m³ and a tare weight of 26.0t were built in quantity by various manufacturers from 1972 and



leased by wagon rental companies to many railway administrations and private operators. They are used to transport heavy oil and mineral oil products. In addition to the preferred use in block trains from sea ports to the interior, they are also operated as single wagons, for example to the unloading depots of oil distribution companies.

The model is being released initially singly and in packs of two or three in several different liveries, with details correct for various users at different periods from Epoch IV to VI. The wagons in the multi-packs are identical except for the running numbers. Our samples are decorated for 'VTG', with Epoch IV markings.



The modern ÖBB double-deck push-pull trains are mainly used in the eastern region, around Vienna, as well as in Vorarlberg and Carinthia.

A train set usually includes one driving trailer and four intermediate coaches with low floor entrances. Each set is all second class and seats 200 (86 in the driving trailer and 114 in the coaches), and includes a multi-purpose compartment for the transport of push chairs/prams, wheelchairs, and bicycles, with space for up to six cycles and three wheelchairs. There is a wheelchair accessible toilet, and provision for the handicapped, including tactile elements, plus room for an assistance dog. Visual displays and a public address system relay information to travellers. There is no on-board catering.

Maximum permitted speed is 140km/h.



The double-deck coaches may also be used in loco-hauled trains.

Jägerndorfer have produced these coaches in N in sets of three – two seconds and a second driving trailer – in cityjet livery with VOR (Verkehrsverbund Ost-Region) graphics, as used around Wien, Niederösterreich, and Burgenland.

The markings are neatly printed, and small features such as the brake controls carefully picked out.

The models are accurate, according to published dimensions, and well detailed.

Separately applied parts include the corridor connections, door handrails, steps, brake gear, and some underframe equipment.

There is flush glazing, and a full interior.

The coaches are ready to have interior lighting installed.

The driving trailer has working head and tail lights, supplied by wipers on the backs of the wheels, and can be fitted with a decoder – there is a NEM 651 socket behind a panel under the floor, easily accessed from below.



The overall length of the set is 508mm.

Manufactured for

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

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

PRICE ref.60030 £220.00.



All markings are very neatly printed. The end platform, steps, and railing at one end and the access ladder and top platform are all added parts.

The frame is detailed underneath with brake equipment and discharge pipes.

The lashing hooks are also separate parts, finely moulded in yellow plastic.

The bogies have well detailed side frames, with prominent axleboxes and springs, and brake shoes in line with the wheel treads. They run on blackened metal wheels with relatively wide treads on metal pinpoint axles, insulated one side by centre bushes.

Standard couplers are fitted, in NEM pockets on close-coupling mounts on the frame 'steered' by the bogies.

The models are delivered in individual clear plastic boxes, within a card wrapper.

These items were made in Vietnam.

Manufactured by

Modelleisenbahn GmbH
Fleischmann
Plainbachstraße 4,
A-5101 Bergheim, Austria.
www.fleischmann.de

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

PRICE ref.825810 £68.00.

#6 turnouts (43"/1,092mm radius, 9.5° angle) are now available (refs.SL-U7061 right and SL-U7062 left) in the Peco Streamline American code 70 range for 'light' lines such as spurs, sidings, and branches.

These turnouts feature metal Unifrogs, formed from rail, not cast, which can either be left insulated for simple operation or wired (through a suitable double-throw switch) to be live. Connecting wires are ready attached to the frogs and the wing rails.

The blades are one piece (not jointed) and rely on the flexibility of the metal.

The stock rails are recessed to match the blades, allowing them to fit precisely.

Designed according to NMRA RP25 S4 wheel and track specifications, the rail used is the same as in the HO_N3 3' gauge track – the nickel-silver flat bottom rail is 70thou (1.78mm) high, and is suitable for a maximum flange depth of 42thou (1mm). The rail head is 31thou (0.79mm) wide, while the foot is the same as the code 83 'heavy iron' (1.72mm/31thou) so can be mounted in the same tie base.

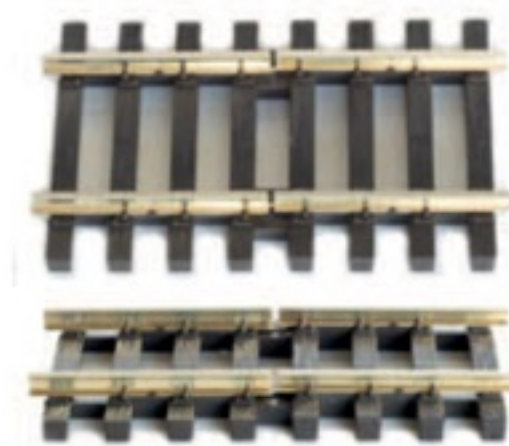
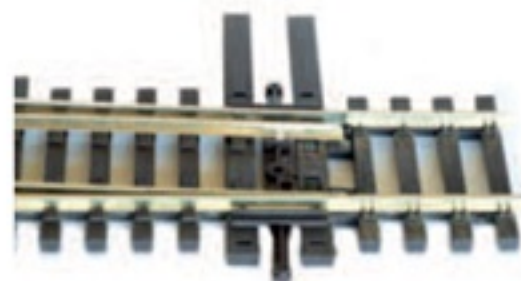
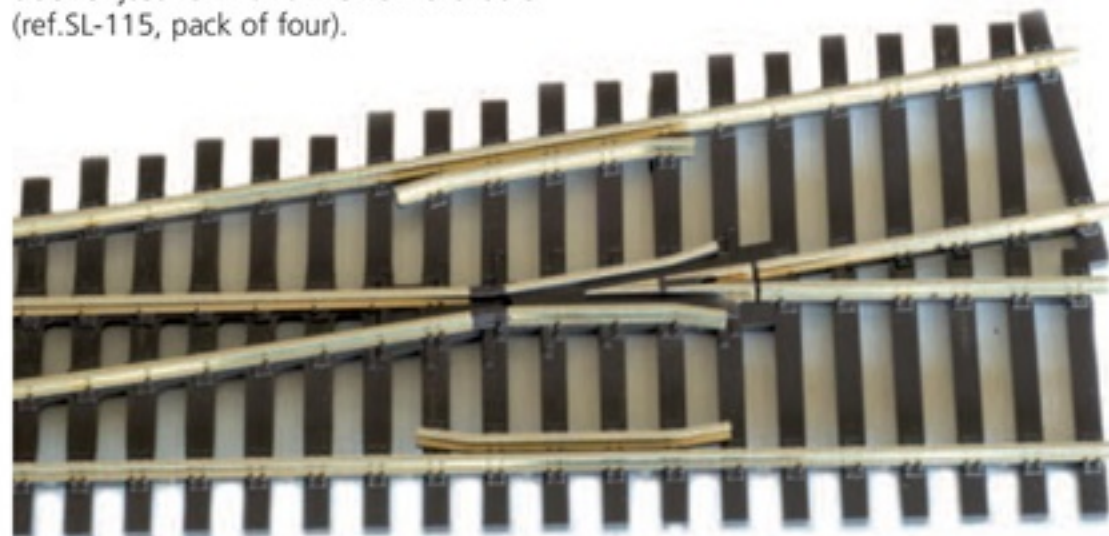
The detailing is therefore identical to the existing wood tie track components, which have been scaled from prototype drawings using the latest CAD technology and feature authentic North American tie sizes and spacing plus a very fine scale representation of the spikes used to secure the flat bottom rail to the ties. The spike heads look so delicate you can hardly believe that they hold the rail in place.

Either side of the tie bar - which of course incorporates the famous Peco over-centre spring positive locking - timber baulks extend to facilitate fitting a switch stand (functional or cosmetic, as desired).

The rear of the packet backing card has full illustrated instructions.

This new track should enable modelers to represent the contrast between main and lighter lines.

To enable easy connection between these different rail sizes, a neat transition track of just 45mm/1¾" is now available (ref.SL-115, pack of four).



Manufactured by

Peco
(Pritchard Patent Product Co.),
Beer, Seaton, Devon, EX12 3NA.
www.peco-uk.com

PRICES
ref.SL-U7061/SL-U7062 £22.95.
ref.SL-115 (pack of 4) £8.50.

New from DCCconcepts is an innovative wire-free connection system: ESP®, which turns almost any switch, detector, or similar device into a simple to address wireless source which can trigger actions, send feedback, or transmit DCC commands without the need for any wires. This avoids the need for long cables on large layouts.

As a bonus, all connections are made via screw terminals, so no soldering is required.

The system can be used in any scale. The fully universal interface is easy to use and allows anything to communicate with or command anything else.

It should be simple to install on DCC, DC, or AC powered layouts and works with any DCC brand.

It is equally applicable on shunting 'planks' and large layouts, fixed or portable.

It is not dependent on local Wi-Fi networks, and there is absolutely no interference between layouts at exhibitions.

There is no need for complications with routers and passwords or other arcane digital technicalities, yet it is completely secure.

There are two principal components to the system.

The three output transmitter (ref.DCC-ESPS.3) is the heart of ESP® and should be very easy to use.

It can be powered by the DCC track bus or any regulated DC power source or a battery able to deliver from 12 to 20 volts.

It has three inputs that can be connected to any form of switch (latching

or momentary) or detector, and three corresponding independent wireless outputs, each with its own DCC address.

The address range is from 1 to 2044.

The board measures 63mm x 115mm.

To complete the wire-free installation, the DCC-ESPS.3 is paired with the DCC-ESPR.1 receiver which receives the commands and delivers them to the DCC system or control panel, either as a direct DCC command or as a 'sniffer' device so screen-based DCC systems can also receive feedback.

It can pair with multiple receivers, and unlike Wi-Fi based systems, ESP® has no limits on the number of input channels.

The wireless DCC receiver (ref.DCC-ESPR.1) is both an ESP® receiver and a 1.5Amp DCC system power bus generator, as well as being a very clever 'sniffer' device.

It too can be powered by the DCC track bus or any regulated DC power source or a battery able to deliver from 12 to 20 volts.

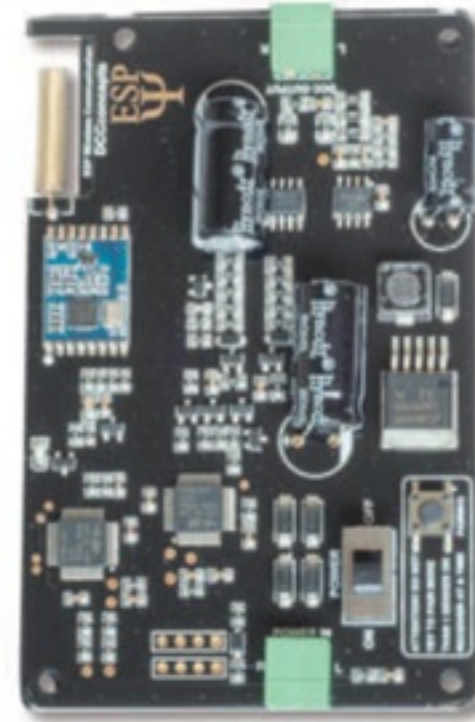
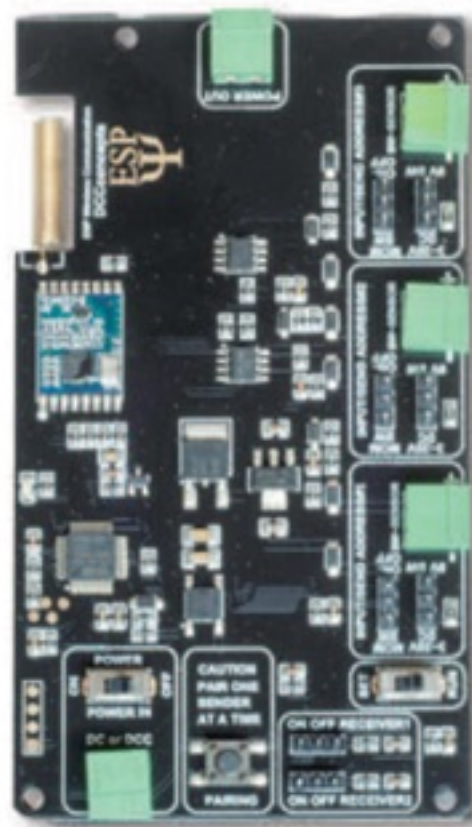
The board measures 63mm x 97mm.

It has just two pairs of terminals, a power switch, and a pairing switch.

Connect it to the track bus and it will synchronise mimic panels with all accessory operations.

Connect it to the 'sniffer' port of a screen-based system and it will update the display.

It can even be used as the basis for an independent DCC power bus. It requires no programming and is provided with a unique address at the time of manufacture: no two receivers will have the same address, so conflicts are impossible.



Manufactured for

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

PRICES

DCC-ESPR.1 £49.95.

DCC-ESPS.3 £39.95.

(Discounts for two and four packs.)

DCC-ESP start set £79.95.

(one of each of the above)

Unlike Wi-Fi based systems, ESP® has no limits on the number of linked transmitters and there is no need for routers, passwords, or computers.

Both devices have full power-off memory and are protected against wrong connections.

Full instructions and demonstration videos are available on the website, and are well worth a look.

This is one of the rare versatile products that is difficult to review adequately in isolation: it has so much potential, each user will find their own uses.

recent American freight car releases from Micro-Trains



50' steel plug door box car

Rio Grande D&RGW #60930
ref.038 00 562, US\$26.90

This standard box car with plug doors and no roofwalk runs on Barber roller bearing trucks. Built in 1965 for the D&RGW, these cars featured innovations which simplified loading and unloading, such as movable bulkheads and side wall fillers. They also featured hydraulic underframes, giving the car a smoother ride and avoiding damage from rough coupling. They continued in use until the mid-1980s.

In the 1960s, the flush fitting or 'plug' style of sliding door was introduced as an option that provided a larger opening to ease loading and unloading. The tight-fitting doors were also better insu-



lated and allowed the car interior to be maintained at a more even temperature.

Added parts: brake handwheel, access platform, brake gear on underframe. Plastic one-piece wheelsets. Magne-matic couplers on the trucks.

33' twin bay hopper

Frisco SL-SF #91062
ref.055 00 610 US\$25.80

This offset side hopper running on cast frame Bettendorf trucks with roller bearings was built in 1949 by Pullman-Standard as part of an order of 800. Throughout its life it was used for different aggregate materials, such as coal, coke, and various ores, and continued on the active roster until the early 1980s before being retired.

Added parts: brake gear under slope sheets; added brake handwheel; bottom discharge doors.

Plastic one-piece wheelsets.

Magne-matic couplers on the trucks.

Samples supplied by

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

PRICES US\$ in text.
£ on application.





New laser-cut structures in HO from Joswood



German laser-cut structure specialists Joswood have recently released three new HO kits.

Large colonial goods store (ref.23012)

A grocery from the previous century, with a fine brick façade, deeply recessed entrance doors, cellar windows, intermediate floors, and interior walls. Alongside side is a two-storey residential building. The prototype was in Niep on the Lower Rhine and belonged to the Dimmers family from 1935 to 1978.

Dimensions (mm): main building L 70 x W 150 x H 115; rear building L 115 x W 95 x H 85.



Rural house (ref.23014)

An elaborate two storey structure with engraved brick façade, suitable for use with the dairy (ref.3009) or the colonial goods store (ref.23012 and 23013). It could be used in many ways, as a residential building or as a colliery residence, small school, mayor's office, or even a station building.

Dimensions (mm) L 160 x W 92 x H 110.

Erin shaft III tower (ref.17127)

This 'hammer head' tower was built between 1918 and 1921. Advances in steel construction technology and the

introduction of electric conveyors made it possible to place the hoist equipment vertically above the shaft so that the rope hung directly down. This made the machine house superfluous, but of course the control cabin still had to be provided. This protruded beyond the tower base, which gave the building the nickname (Hammerkopfturm). This tower is in Castrop-Rauxel; it was restored in 1993 and can still be viewed today.

The absolutely true-to-scale model was made from the original plans and reproduces the steel framework and brick construction, the open railing sur-



round, and fine lattice windows, with a replica of the upper conveyor wheel.

Dimensions (mm): L 172 x W 140 x H 410.

www.joswood-gmbh.de

Nederlandse Spoorwegen Plan K coaches in HO from Exact-Train

Exact-Train has taken over the project to produce the NS Plan K composite coach (NS AB7351 – 7380) in HO from Elotrack, and aims to release the models in mid-2022.

From 1957, the NS put into service thirty first/second class composite coaches for international traffic to replace pre-war vehicles. Together with the Plan N sleeping cars, these were the iconic NS coaches in international traffic. They have the characteristic rounded roof ends which were also used on the pre-

war Plan C and Plan D stock, but the Plan K coaches have a completely different body layout. They lasted in service until 1984, and one remained as part of the royal train until 1993. Some are preserved at various railway museums.

They were hauled by steam, electric, and diesel locomotives and used all over Europe in international trains, among them the *Italia Riviera Express* (Amsterdam / The Hague – Ventimiglia) via Germany and Switzerland (via the Gotthard or the Simplon); the *Italy* –

Holland Express (Amsterdam – Rome); the *Yugoslavia Express* (The Hague – Athens / Istanbul) via Germany, Austria, and Yugoslavia; the *Austria Express* (Hook of Holland – Klagenfurt); the *Rheingold / Lorelei Express* (Hoek van Holland – Basel SBB), and *Rhein Main* (Amsterdam – Frankfurt). They also ran to Berlin, Chur, Cologne, Copenhagen, France, Genoa, Graz, Grossenbrode Kai, Innsbruck, Interlaken, Klagenfurt, Luxemburg, Milan, Rijeka, Munich, Warsaw, and Vienna.

After 1970, Plan K coaches were also used in domestic trains.

The models will be adapted to the current Exact-Train standard, with the following improvements: completely new folding bellows corridor connections; metal footsteps and handrails; prepared for the installation of lighting from Modellbahn Service Lingen.

Variants across Epochs III and IV are planned, all in the classic Berlin blue livery, including the royal train example.

www.ExactTrain.eu

More Zoom talks from B.O.R.H.T.

Building on the success of recent presentations via Zoom, the British Overseas Railways Historical Trust has arranged two more for early 2022.

Tuesday 11th January at 19:00:
Rabbi Walter Rothschild on Palestine Railways.

Tuesday 8th March at 19:00:
Paul Whittle on the Darjeeling Himalayan Railway – history, current operations, and future challenges.

All are welcome to participate. For an invitation to join the meeting, contact borht.org@gmail.com

British 1:87 Scale Society

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

www.british-ho.com/society/satel-lite_71_1_med.pdf

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

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

Peco designer honoured by NMRA-BR

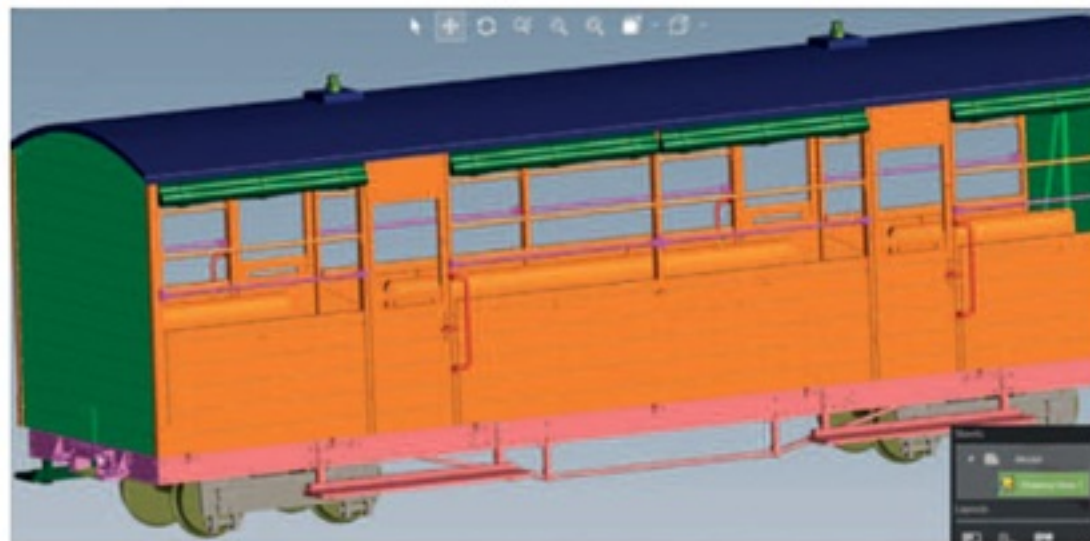
At their annual convention in Derby in October, the British Region of the National Model Railroad Association made an award to their longstanding member Bob Phelps to recognise his significant contribution to the hobby during his 52 year career as product designer for Peco, responsible for – among many other things – the development of the Streamline track system and in particular the American HO Code 83 range and the HO_{n3} narrow gauge track.

Bob had regularly attended the convention and represented the company. Now retired and living in rural France, he could not be present to accept the award in person on this occasion, so the plaque was sent on to him. No doubt



it will take pride of place in his layout room, an even larger space than he had previously: no downsizing in retirement for him!

VR NBH coach planned in On30



To accompany their successful ready-to-run models of the Victorian Railways 2'6" gauge NA class 2-6-2T and NQR bogie open wagons in On30, Haskell are working on the NBH excursion coaches.

The locomotives were first released in early 2014, the wagons in 2016. They are still available.

Like the wagons, the coaches will have brake rigging detail, painted brake hoses, Kadee® couplers, and metal wheels.

These models are 1:48 scale and are fully compatible with most American On30 items, and only produced for 16.5mm gauge track. The minimum curve radius is 18". The coupler height matches most On30 models.

The illustration is a screen shot of the CAD work in progress.

Delivery dates have not yet been advised.

<http://haskellco.net>

Neat pick-ups for N gauge

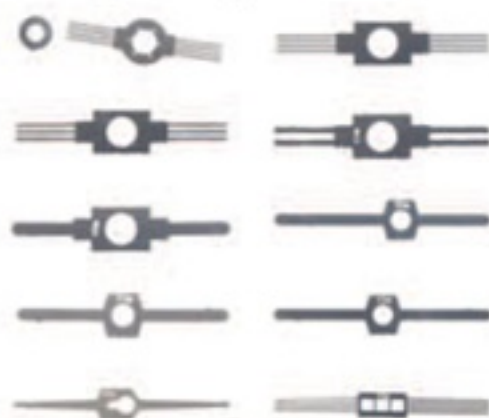
Tramfabriek now has in stock pick-ups by Train-O-Matic intended for N gauge modellers who want to add lighting to rolling stock which does not have contacts to collect power from the track.

Ten different stainless steel axle contact pick-ups are available, in packs of ten, to fit a variety of brands.

For those who would like to try the different designs, a mixed pack of twenty, containing a pair of each type, is also available.

The pick-ups assume one side of the wheelset is live to the axle and the other wheel isolated. They are suitable for both DC and DCC systems.

With the pick-ups in place, LED lighting strips can be easily installed.



Tramfabriek
2, Locken Cottages,
The Walk,
Eton Wick, SL4 6LN.
www.tramfabriek.nl

ÖBB Rh2093 diesel in HOe



The ÖBB diesel locomotive 2093.01 diesel locomotive was built in 1927 by the Grazer Waggonfabrik. It was planned as a narrow gauge counterpart to the standard gauge 2020.01, the first Austrian diesel locomotive, but unfortunately showed the same engine problems in use. In 1947/48, however, the engine and generator were replaced, which at least alleviated the problems. One reason for the long service life of the 2093 was that 2020.01 was set aside and served as a source of spare parts.

The loco was mainly used on the Ybbstalbahn between Waidhofen and Kienberg-Gaming or Ybbsitz. Later it was used for a long time for shunting at St.Pölten-Alpenbahnhof before finally taken out of service. It has been lovingly restored to its original state for the museum operation on the Ybbstalbahn mountain line.

Ferro-Train are producing a new edition of the 2093 in HOe, initially only in the popular red&cream ÖBB livery.

The model has been thoroughly revised. The new drive is equipped with a modern circuit board with innovative three-point LED lights, and offers smoother running. The weight block has been completely re-designed a dummy engine to shift the centre of gravity downwards and contribute to improved running experience. A NEM651 socket and a built-in sound capsule make the model ideal for sound decoder installation.

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



Conoco narrow gauge tank cars in HOn3 and On3/On30 by San Juan

The San Juan Model Company, based in Arvada, Colorado, designs and produces accurate parts, kits, decals, and accessories. Under the leadership of lifelong modellers Bob Stears and Doug Junda, they have consolidated several well-known brands, including San Juan Details (formerly Grandt Line), Leadville Shops, San Juan Car Co., San Juan Decals, Railgraphics, and American Limited Models.

They are now delivering CONOCO narrow gauge high dome tank cars in both HOn3 and On3 (with replacement wheels for On30).

The highly detailed moulded plastic models are factory assembled with free-rolling durable metal wheelsets and prototypically accurate era specific paint schemes. Four distinct schemes are available in this first run, specific to 1926, 1930, 1935, and 1940.



1926 – black car, white sans-serif "Continental Oil Co." lettering; choice of nine numbers.

1930 – black car, white Roman "Continental Oil Co." lettering, nine numbers.

1935 – black frame and trucks, silver tank, large green sans-serif "CONOCO" lettering, nine numbers.

1940 – black car, large white sans-serif "CONOCO" lettering, nine numbers.

These are the first ready-to-run models to feature the 1926 and 1930 lettering styles in both HO and O.

HOn3 – US\$89.95.

On3/On30 – US\$109.95.

Available exclusively from:
sanjuancarco.com



CM CUP COMPETITION

SIMPLY CHOOSE YOUR FAVOURITE ARTICLES

**PUBLISHED IN CONTINENTAL MODELLER
DURING 2021**

HOW TO ENTER

All articles are eligible. Simply select your six favourite features, then either fill out the coupon below and post it to the address shown (photocopies or plain paper entries are acceptable if you do not want to cut your magazine), or e-mail your selection with the subject 'CM CUP 2021' to cm-editor@btconnect.com

CLOSING DATE is 31st January 2022.

Winners will be announced in the April issue of CONTINENTAL MODELLER.

The author of the article with the most votes will win the CM Cup for 2021.

CM CUP COMPETITION 2021 ENTRY FORM

Articles in order of preference

Month

1	_____
2	_____
3	_____
4	_____
5	_____
6	_____

Name _____

Address _____

Tel.: _____

e-mail: _____

☐ Tick this box if you are happy to receive further promotional details from us.

When you have completed your entry, send it to:

Peco Publications & Publicity Ltd., Underleys, Beer, Seaton, Devon, EX12 3NA.
e-mail: cm-editor@btconnect.com

Please indicate your age range: ☐ under 30 ☐ 31-50 ☐ 51-70 ☐ over 70

Rules

1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2021 by selecting in order of preference their six favourite articles published in the 2021-dated issues of CM.
2. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
3. Employees of Peco and their families are not eligible to enter.
4. Illegible or muddled entries may be disqualified.
5. The author of the article with the most votes will be presented with the CM Cup for 2021.
6. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
7. Entry into the competition implies acceptance of these rules.

Latest from American Z Line



American Z Line has released further liveries for the SW1500 switcher.

Burlington Northern – three numbers.
Conrail – two numbers.

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.

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.

The EMD F7 is offered in A & B sets and as a single A unit for Canadian National.

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.



E7 A units only are now available for Great Northern (two numbers).

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.



The R-70-20 reefers are being produced for the AT&SF, as usual as single cars and in two and four packs, with different numbers.



The same applies to the 1917 8,000 gallon tank cars, now with GATX reporting marks and lettered for Gibson Wine.

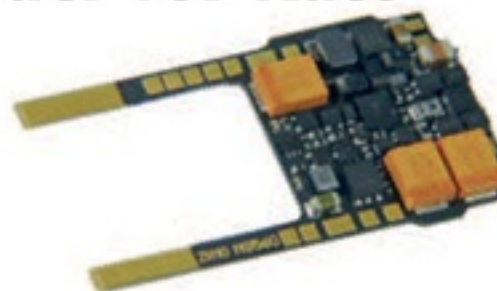
<http://ztrackdistribution.com>

Zimo sound decoder for Kato

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

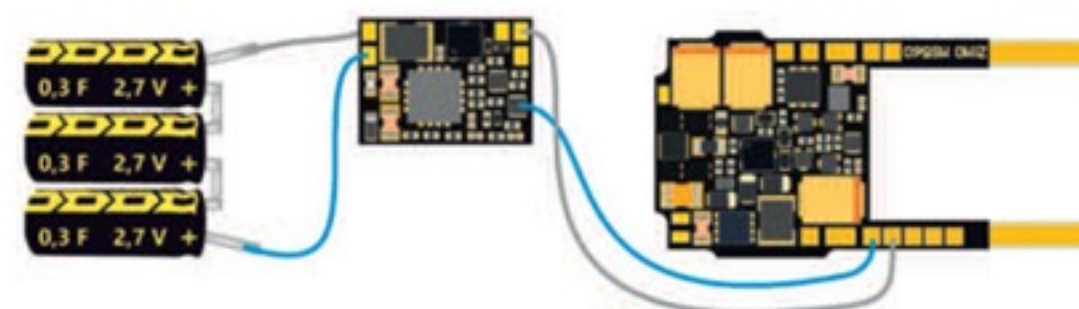
The dimensions of the MS560 are just 27 x 14 x 2.6mm.

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



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

www.zimo.at



Forthcoming events

Saturday 8 January MAIDENHEAD, Berkshire

Organiser:

Marlow, Maidenhead & District MRC.
Venue: Cox Green Community Centre, 51, Highfield Lane, Maidenhead, SL6 3AX.

Open: 0930 – 1600

Admission: adult £5.00, child £3.00, family £10.00; children 5 and under free.

Amenities: light refreshments.

Features: layouts include *Glacier* (US N).

Contact: Mark Pollard 07919 533550
www.mmdmrc.org.uk

Saturday 8 & Sunday 9 January FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.

Venue: The Cheese & Grain, Market Yard, Frome, BA11 1BE.

Open: 1000 – 1600 both days.

Admission: adult £5, children under 12 free.

Amenities: car parking; full disabled access; refreshments.

Features: layouts include *RheinHof* (HO).

Contact: Tom Snook 01747 861977
www.wamrc.co.uk

Saturday 22 January ILTON, Somerset

Organiser:

009 Society, SWOONS Group

Venue: Merryfield Hall, Copse Lane, Ilton, TA19 9HG.

(Follow signs from A358).

Open: 1000 – 1600

Admission: £3.00.

Amenities: free parking; disabled access; refreshments.

Features: 8 narrow gauge layouts, two traders, and the 009 Society sales stand.

Contact: Geoff Bowyer
01823 216305

treasurer@009Society.com

Saturday 22 & Sunday 23 January CANTERBURY, Kent

Organiser: Canterbury MRS

Venue: St. Anselms School, Old Dover Road, Canterbury, Kent, CT1 3EN.

Open: Saturday 1000 – 1700

Sunday 1000 – 1600

Admission: adult £5.00, child £3.00, family (2+2) £13.00. Two children enter free with a paying adult on Sunday. Card payment at the door.

Amenities: Stagecoach buses 12, 15, 16, 17, and 89. Free parking on site and on roads nearby, Dover Road Park and Ride next door. Disabled access available to both halls. Hot and cold refreshments.

Features: layouts include *Ulvaryd Strand* (Swedish HOe, CM November 2019). Trade.

Contact: Jeremy Kennett
07443 658102 (evenings only)
ccmrs.shows@gmail.com

Saturday 29 & Sunday 30 January KENDAL, Cumbria

Organiser: Kendal MRC.

Venue: Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX.

Open: Saturday 1000 – 1700

Sunday 1000 – 1600

Admission: adult £6.00, concessions £5.00, child (6-16) £3.00, family (2+2) £16.00.

Amenities: disabled access to all parts of the exhibition; the leisure centre café will be open.

Features: layouts include *Furka Oberalp* (Swiss HOm). Modelling demonstrations, club secondhand stall, trade.

Contact: 01539 733844
www.kendalmrc.org

Saturday 29 & Sunday 30 January LONGFIELD, Kent

Organiser: Erith MRS.

Venue: The Longfield Academy, Main Road (B260), Longfield, Kent, DA3 7PH.

Open: Saturday 1000 – 1700

Sunday 1000 – 1600

Admission: adult (17+) £9.00, child (5-16) £1.00.

Free exhibition guide.

Amenities: large free car park. Some off-site parking available at a day nursery in Brickfield Farm just up the road from the venue (5 minute walk) if on-site parking full. Pay-and-Display car park at Longfield Station (10 minute walk).

Free shuttle bus service from Longfield station.

The venue is fully accessible and has a disabled toilet.

Extensive range of hot and cold food and drinks. 200+ seater refreshment area.

There are currently no major Covid restrictions imposed by the venue, but we would strongly advise that (unless exempt) visitors wear a face covering in the exhibition.

Features: layouts include *Somewhere In France* (WD 009, CM June 2019), *Quevy* (France/Belgium N), *Marx Engels Platz* (East German N, CM September 2019), *Santa Maria* (Swiss HOm RhB), *Deyton Yard/Deyton Heights* (US N), *Murphy's Mount* (US HO logging), *Padden Flatts* (US HO Union Pacific), and *Project Iraq 2013* (1:35, CM February 2012). Modelling demonstrations, and over 70 society and trade stands.

Contact: erithmrs@gmail.com
Paul Plummer 07736 560956
www.erithmrs.ukmodelshops.co.uk

Meetings

Monday 10 January – 19.30 Lincoln Railway Society

A journey from Washington to Memphis by Bob Gellatly.

Venue: St. Hugh's Church, Harewood Crescent, North Hykeham, Lincoln, LN6 8JG.

Admission: non members welcome, entrance fee £3.

Contact:
Publicity Member 01522 698085
grahamlightfoot1948@gmail.com

Wednesday 19 January – 19.30 The Grimsby & Cleethorpes Railway Group

From Sea to Sky – a Canadian Journey by Bob Gellatly.

Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.

Contact: Stuart Blackburn
01472 505853 or 0774 596 1538
sc.blackbourn@ntlworld.com.
www.gcrsociety.co.uk

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• Kaninchenbau

Iain Morrison introduces his computer-controlled HOe exhibition layout, the portable part of a larger project, an Alpine line operated with Austrian and German stock.

• Danyville

Daniel Cabane describes his French HO layout, which depicts a single track line threading its way through town to serve a fictional port in Normandy.

• Desert Song

Peter Dale shows how he made a micro layout in HO set around an oasis in the desert, inspired by scenes from the north-west frontier in Pakistan, Libya, and Morocco.

• Alkali Flats revisited

Following the Union Pacific version (CM September 2021), John Grey illustrates his US N layout with AT&SF stock.

• French refrigerated trailers

Jacques Poré assembles some HO kits by SMD for distinctive French refrigerated trailers and mounts them on typical Jouef 'Kangaroo' flat wagons.

... and much more!

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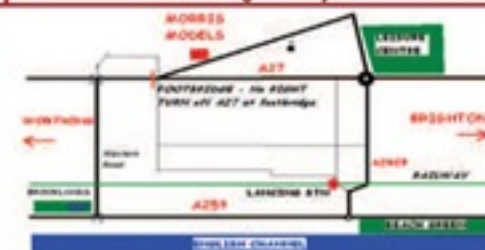
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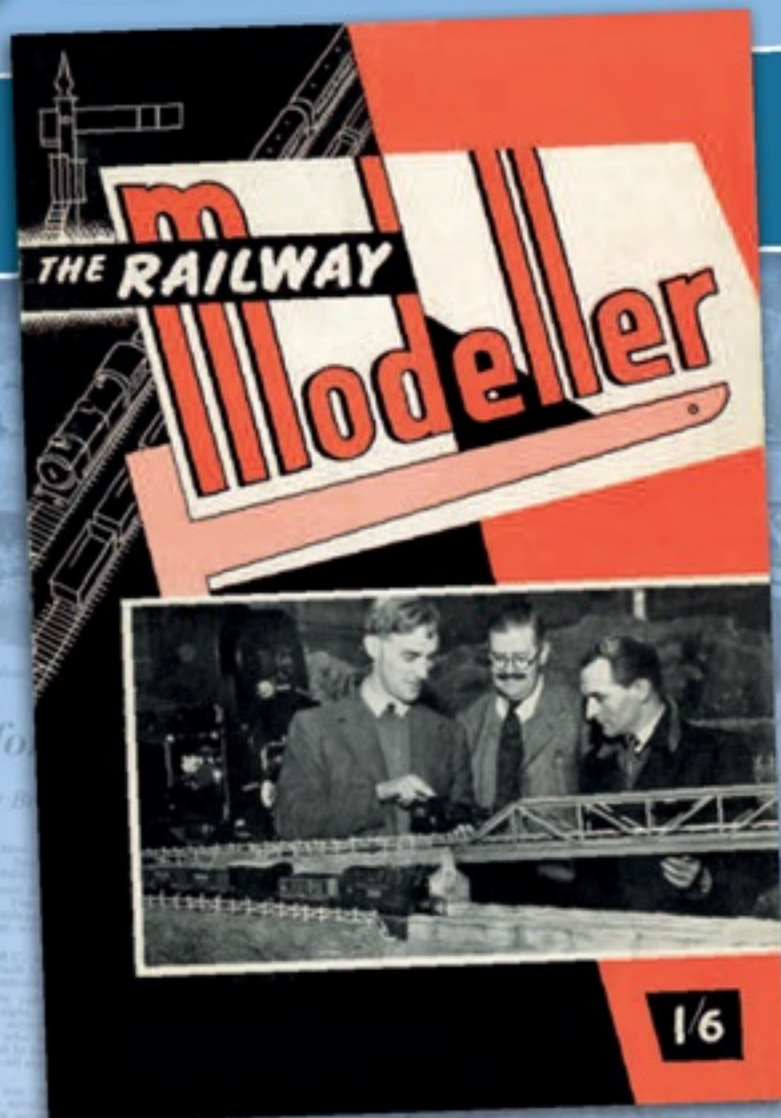
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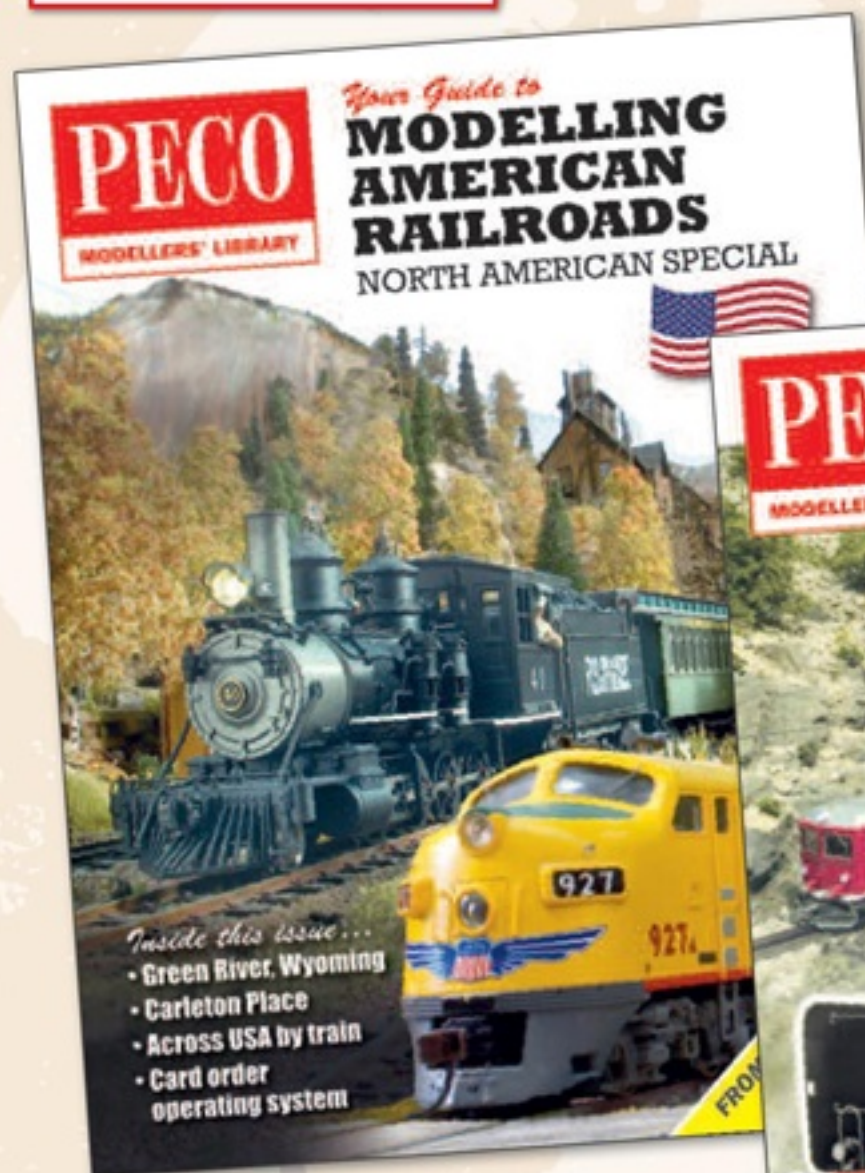
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