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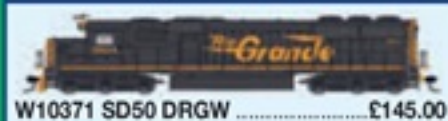
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Walthers HO USA

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



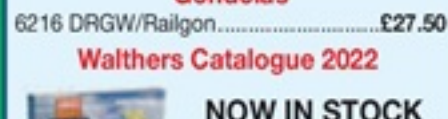
104511 ACL 50' Pulpwood£21.50

104511 IC 50' Pulpwood Flat£21.50

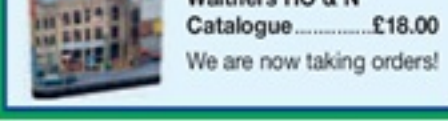


7829 Saskatchewan Grain Hopper.....£29.00

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



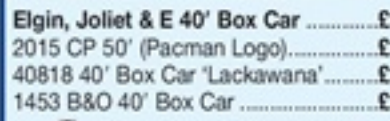
1198 Northern Pacific 40'.....£27.50



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

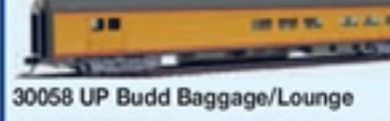


41211 40' North West Reefer£28.00

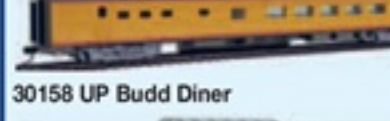
41218 Santa Fe 40' Wood Reefer.....£27.70

Union Pacific Coaches

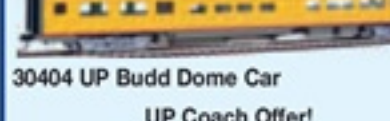
30008 UP Budd Coach



30058 UP Budd Baggage/Lounge



30158 UP Budd Diner



30404 UP Budd Dome Car

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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



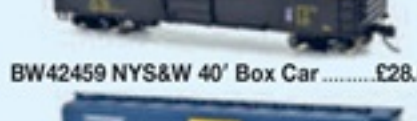
A5807 Reefer 'Nuckolls'.....£38.00

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

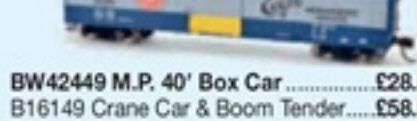
BW42441 L&N 40' Boxcar.....£28.95

BW41850 B&O 2 Bay Hopper.....£19.99

BW42055 H21A Pennsylvania.....£25.60

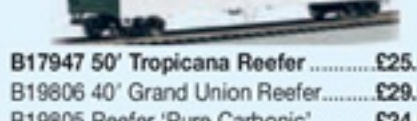


BW42459 NYS&W 40' Box Car.....£28.65



BW42449 M.P. 40' Box Car.....£28.65

B16149 Crane Car & Boom Tender.....£58.95



B17947 50' Tropicana Reefer.....£25.95

B19806 40' Grand Union Reefer.....£29.95

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

B19803 40' ART Reefer.....£27.00

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



Victorian Station Kit (pre-coloured) 380mm

× 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



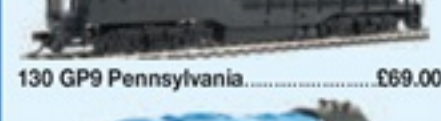
103 GP9 Santa Fe.....£69.00



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

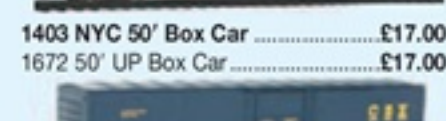
1426 Illinois Central Hopper.....£17.50

1655 Offset Hopper N&W.....£17.50

1844 UP Coal Hopper.....£19.50

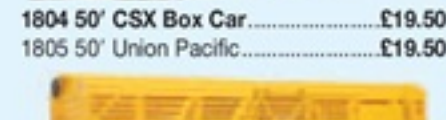


1861 D&RG Gondola.....£19.50



1403 NYC 50' Box Car.....£17.00

1672 50' UP Box Car.....£17.00

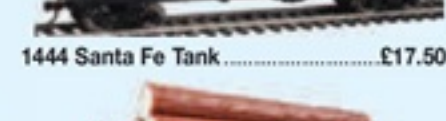


1804 50' CSX Box Car.....£19.50

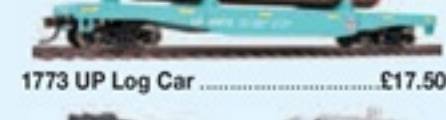
1805 50' Union Pacific.....£19.50



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



1444 Santa Fe Tank.....£17.50



1773 UP Log Car.....£17.50



1783 UP Logging Crane.....£21.50

Take the Log Crane and Log Car together

for extra savings £35.00!



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



All The Fun of The Fair

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



FA140418 Daemonium Haunted House Kit - HO Scale - £475.00

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

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



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



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



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



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



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



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



FA140335 - HO Scale - £98.00
Ferris Wheel Fair Kit



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

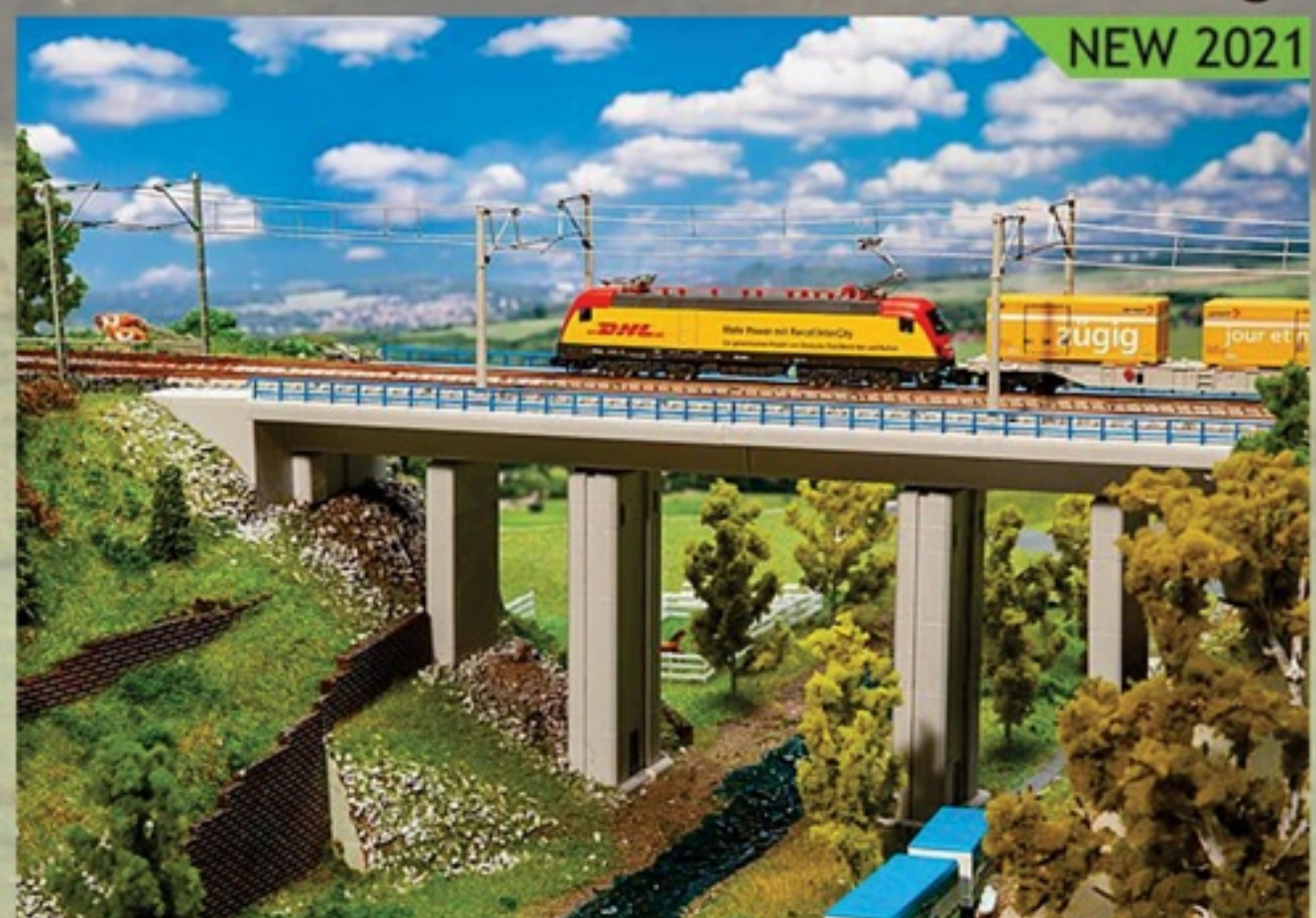
FA222571 - N Scale - £53.00
Concrete Bridge Kit VI

Modern concrete railway bridge with four pillars and abutments. Can be used with two tracks and can be used for all model tracks. Can be combined with the **FA222573** Modern Arch Bridge model.

Length 365mm x Width 87mm x Height 122mm x Clearance Height 97mm



FA190909GB
Faller Catalogue 2022/23
£9.00



NEW 2021

These products are distributed in the UK by Gaugemaster Controls Ltd. and are available from your local model shop, or, in case of difficulty, direct from ourselves.

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

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!

'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



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



FM76020 - N Scale - Epoch IV - £63.00
SBB Taehms Clay Wagon Set (2)

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



RC33317 - HOe Scale - Epoch VI - £190.00
NOVOG V15 Diesel Locomotive

NEW 2021



RC70523 - HO Scale - Epoch VI - £330.00
OBB Nightjet Rh1216 012-5 Electric Loco (DCC-Sound)

NEW 2021



RC70669 - HO Scale - Epoch VI - DCC Sound Fitted - £335.00
BLS Re465 004-0 Kamby Electric Locomotive VI (DCC-Snd)



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 a 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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N and HO Scale Continental Specialists

TRIX



The Trix range covers the majority of Europe in HO Scale, but especially Germany, spanning multiple eras and embracing DCC sound technology. A full range of locomotives, rolling stock, and track is available.



NEW 2021

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



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



NEW 2021

M16102 - Epoch III - DCC Sound Fitted - £295.00
DB E10 1240 Electric Locomotive



NEW 2021

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



M25190 - Epoch VI - DCC Sound Fitted - £360.00
DBAG BR193 Das Ist Grün Electric locomotive



NEW 2021

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

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

MINITRIX



NEW 2021

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



NEW 2021

M16585 - Epoch I - £390.00
KWStE G12 Steam Locomotive



NEW 2021

M16184 - Epoch III - DCC Sound Fitted - £435.00
DB BR18 495 Steam Locomotive



NEW 2021

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



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



M25958 - Epoch IV - DCC Sound Fitted - £330.00
DB BR724 (VT95.9) Inspection Diesel Railcar

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marklin

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



NEW 2021

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

MN39889 - HO - 1:87 Scale
Epoch III - ~AC-Sound - £490.00
DB BR44 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



MN81302 - Z - 1:220 Scale
Epoch I - £385.00
KPEV P8 Freight Train Pack



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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Broadway HO scale SD40-2's



Broadway N scale EMD NW2 Switcher's



Broadway N scale EMD SW7 Switcher's

Coming soon, pre-orders being accepted, so don't miss out: -



Broadway HO scale Union Pacific FEF's



ScaleTrains.com Museum Quality HO scale GTEL8500 Union Pacific Big Blow Turbine's

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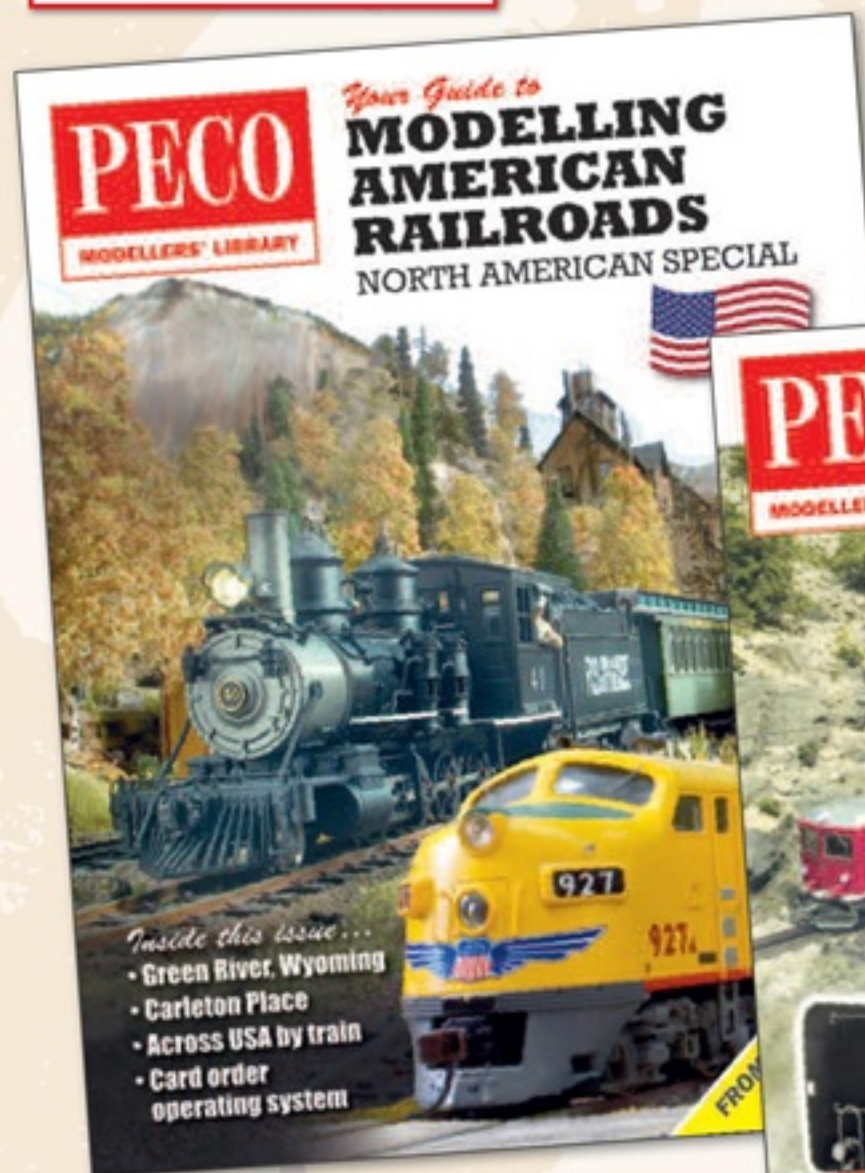
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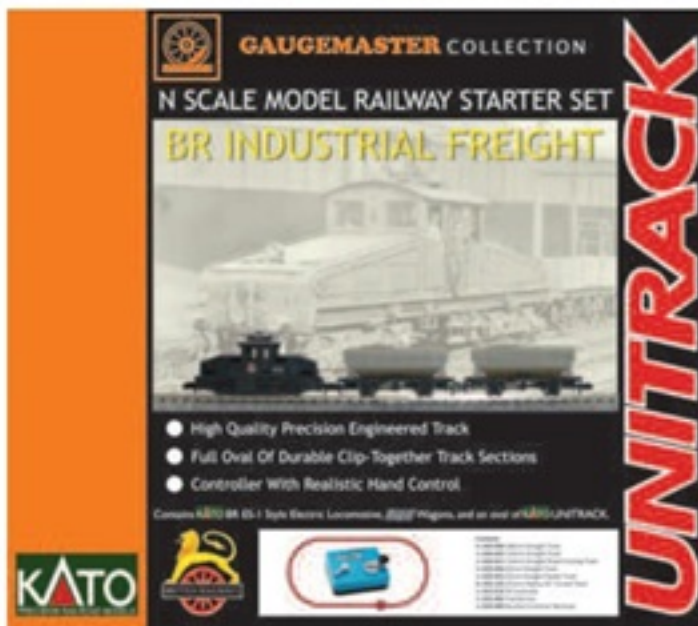
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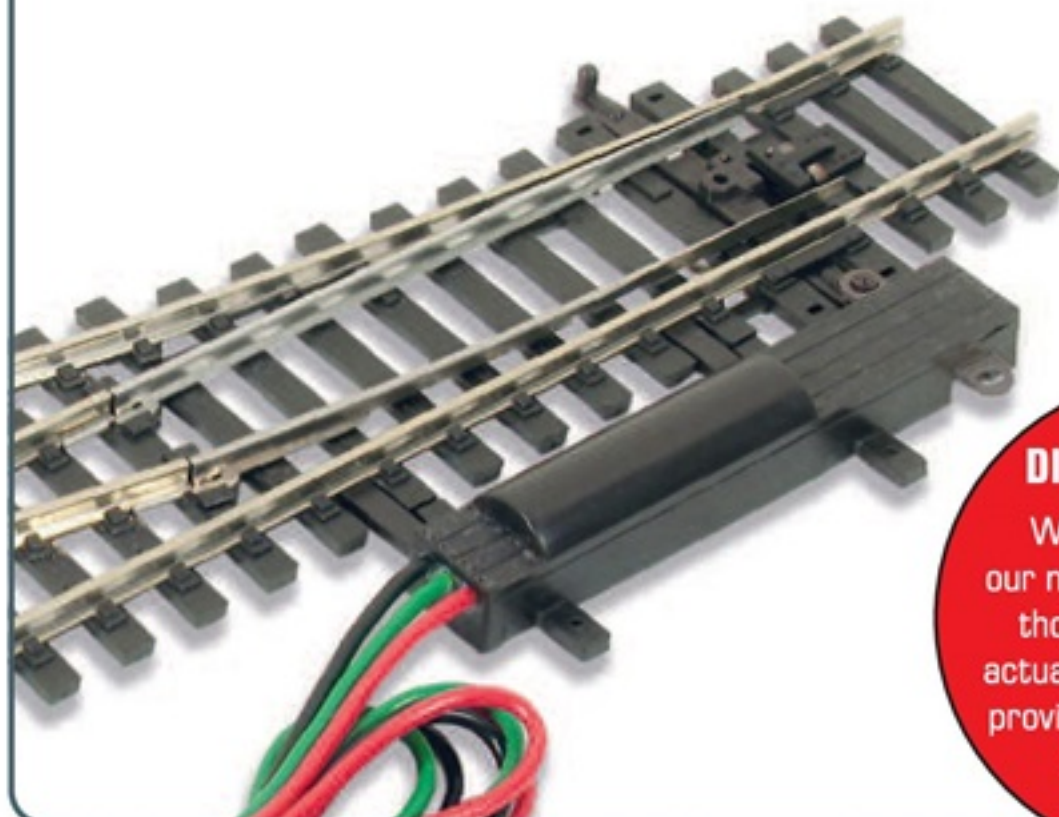
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SmartSwitch™

CONTINENTAL MODELLER

February 2022

Volume 44

Number 2

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RAILWAY MODELLER

For all modelling British railway practice.

Published on the second Thursday
of the preceding month.



Cover

Kaninchenbau by Iain Morrison is an ingenious fully automatic computer-controlled Alpine HOe layout specifically designed for exhibitions which also links to a permanent home layout.

Photo: editor.

Looking forward

Just when you thought the pandemic situation was improving ... along comes a new variant, bringing even more uncertainty. It is therefore probable that events scheduled for early in the year have to be reconsidered in the light of sensible precautions and/or official advice or even regulations. It will be even more important than usual to check the latest position before making arrangements or travelling any distance. We trust all potential visitors will understand the predicament of event organisers if cancellations are necessary.

CM (and RM) price increase

We have been obliged to increase the cover price of our magazines with immediate effect. This has been forced upon us by a sudden 15% rise in the cost of printing, driven largely by the soaring price of energy, plus the availability and price of paper, which has to be imported. This has been getting more expensive for some time and we have absorbed the extra until now. We hope that the level of the increase will mean we can avoid a further price rise for some time; we believe that is better than frequent small increments.

We trust you will still find the magazine good value for money.

And there is some good news: the subscription rate remains unchanged, making it even more of a bargain.

Peco opens Unit 2 manufacturing facility

Responding to record demand, Peco has significantly increased its production capacity with the opening of a new manufacturing facility at its headquarters in Devon.

A building that formerly housed an indoor play area as part of the Pecorama tourism site has been completely renovated with a brand new mezzanine floor installed.

The new facility – which has a total floor area of 260m² – now houses two-thirds of the production departments; the upper level is being used primarily for the assembly of pointwork, with welding stations, joining/fitting machines, and packing, whilst the lower level deals with trackwork in the larger scales, as well as housing specialist colour printers.

The transfer of these processes to the new facility represents just part of a long term project to update and increase overall production capacity.

The building was officially commissioned on 1st December 2021 following a short opening ceremony performed by Peco Chairman Michael Pritchard.



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The (rail) way to a Japanese layout: Mike Keeble explains how the search for better N gauge mechanisms eventually took him to Japan.

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Jacques Poré assembles some SMD HO kits for two typical refrigerated lorry trailers and installs them on improved Jouef 'Kangarou' wagons.



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Iain Morrison introduces his computer-controlled exhibition layout.

Kaninchenbau

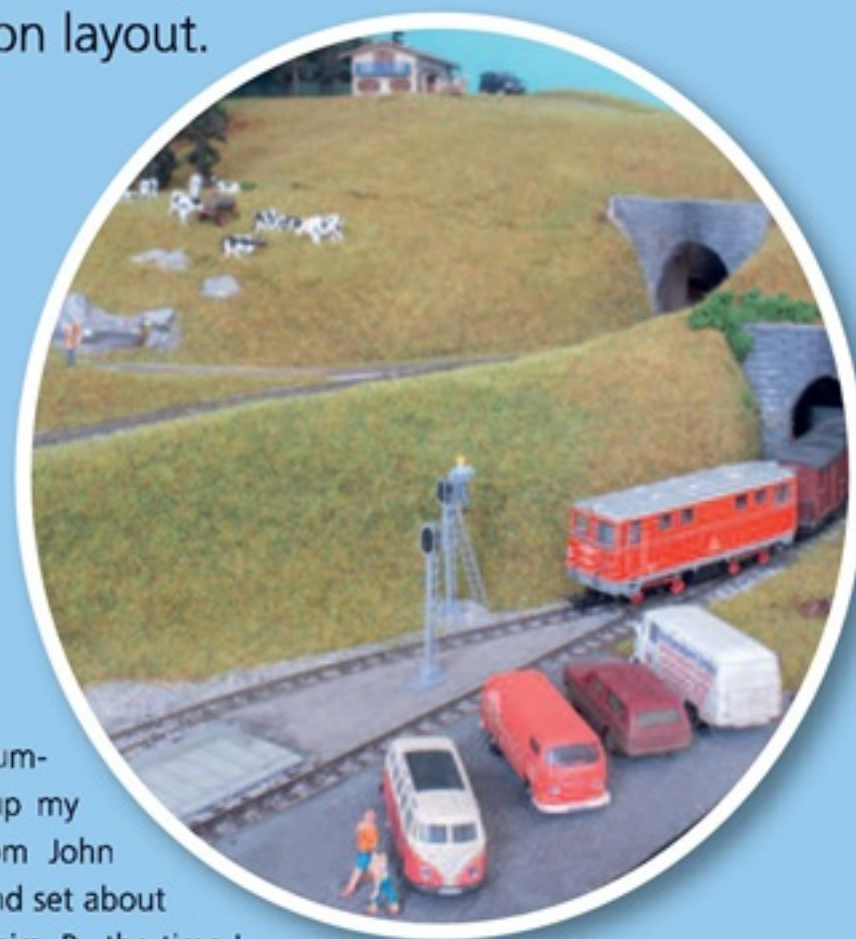
The portable part of a larger project

Damenfeld, Pferdplatz and Kaninchenbau is a computer-controlled HOe layout, modelled on the rolling grassy meadows that are typical of the European Alpine region. Full function automation runs the trains along random routes in random order while ensuring that they never run in to each other. This allows the operator to sit back and simply watch the trains go by or to interact with visitors.

It has been built using ready-to-run HOe stock from various European manufacturers and is based upon the prototype narrow gauge lines that are seen in the Alpine border areas which theoretically allows for rolling and stock and locomotive power to be lent between railway operators.

The origins

Many years ago, around mid-summer 1968 or 1969, I picked up my copy of RAILWAY MODELLER from John Menzies on Waverley station and set about reading it on the train to Carstairs. By the time I arrived I was enthused by the 'Rabbit Warren Layout' plan by C.J.Freezer and my extensive OO Hornby layout in my parents' attic was (temporarily) laid aside as I started planning my version of his idea. My dad was also enthused and he purchased the required Egger Bahn locos and rolling stock.



Above
An Austrian Rh2095 diesel arrives at Kaninchenbau.

Above

An Austrian class Mh 0-8+4 Engerth (ÖBB Rh399) coasts down the spiral as the ÖBB Rh5090 railcar approaches Kaninchenbau station on the lowest level. The iTrain automation ensures that trains can follow each other safely from block to block. Photographs by the editor, unless otherwise noted.



Sadly, the layout was never really built as frustration with the reliability of the locomotives and rolling stock compared to my Hornby Dublo meant that the attic again became the main railway occupation.

In the 1980s, I moved to Germany with the armed forces and came across a veritable heaven in the guise of a model railway shop in Hameln that sold Liliput, Roco, Bemo, and a host of other HOe models. My house had a large basement and so I started building a half-remembered version of the Freezer plan, but on a larger scale. This was very successful and got a lot of interest from the kids around. Sadly, I was posted back to UK and the layout did not survive transportation by the movers very well.

I re-entered the hobby when I gained another basement in 2005 and built another version of the Freezer plan, but with one major difference. That difference was DCC as it had become available at a viable price and I jumped in as I could see many possibilities over conventional DC. The major advantage I foresaw was that as it was digital, in effect a dedicated computer, it should be possible to connect it to my computer and operate everything automatically.

Above

The railcar is safely stabled in the short bay platform as a good train runs through hauled by a Uh (ÖBB Rh498) 0-6-2T and passenger trains pass on the top level – a level of activity that would be difficult to achieve manually.

Below

The small station building at Kaninchenbau.

Photo: author.



Below
Early stages of construction.
Photo: author.

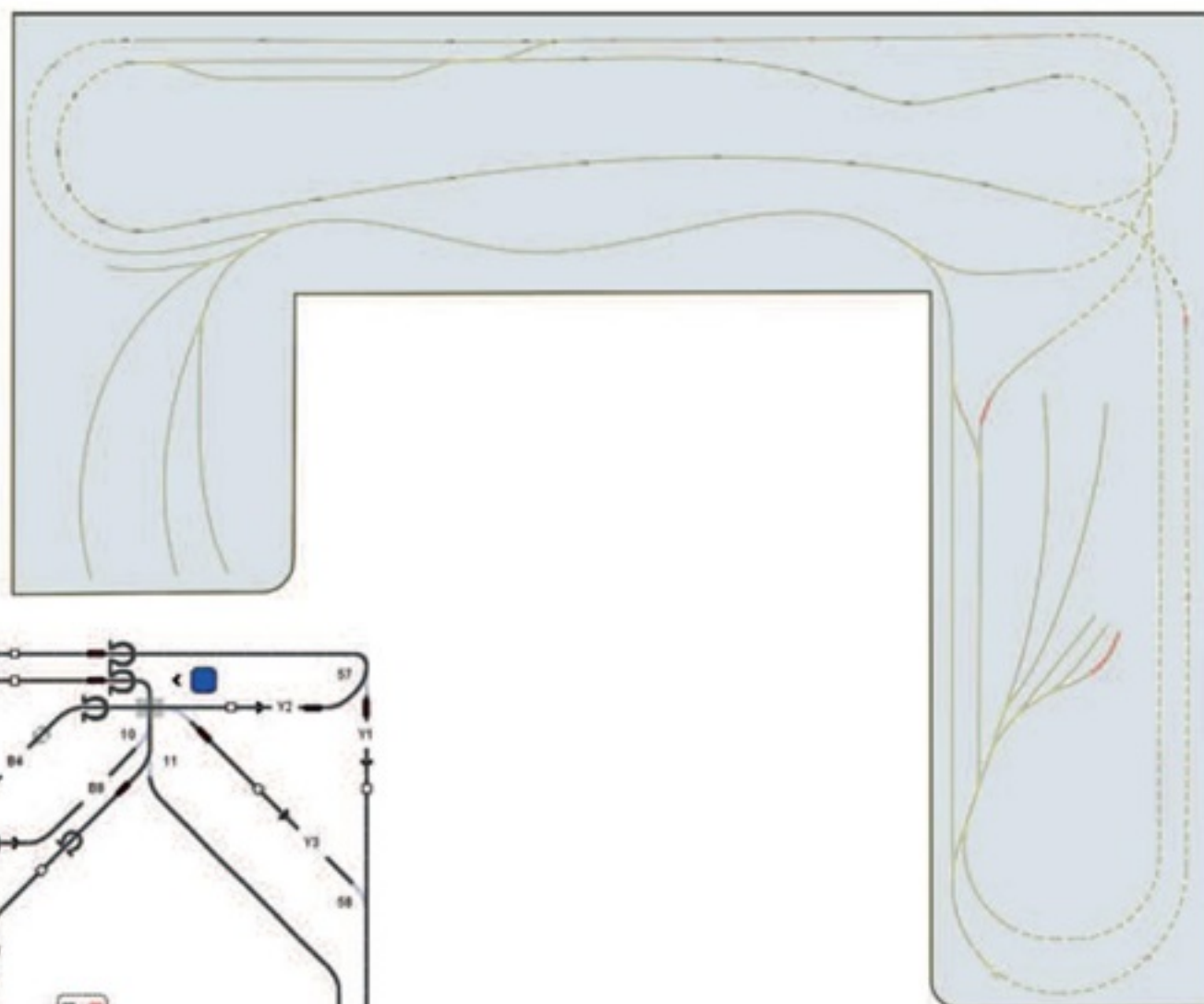
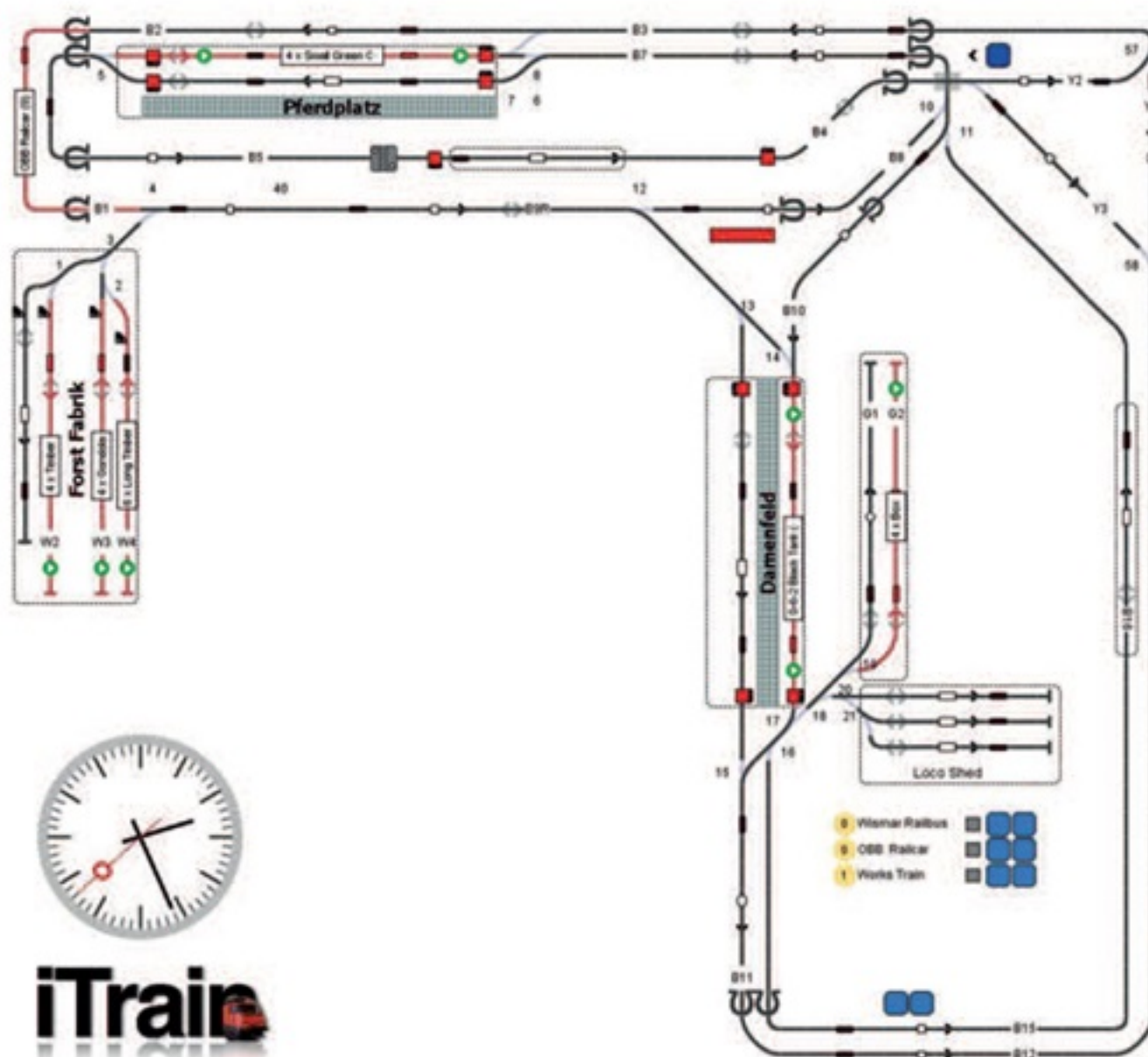


Investigations showed that this was being done in Germany, but it was very complex – and very expensive – with very few commercial components available to achieve the result.

The automation idea therefore went into abeyance and the layout operated for several years until I moved again and the buyers of the house purchased the layout *in situ*.

Another new start

A few years ago, I cleared an outbuilding in what is hopefully my final house to create an office for home working and realised that I could not only work from this new office but I could also make a model railway around three of the walls – the challenge was on and the photo (above) shows the very early stages of the build, after insulation, boarding, flooring, and power were installed.



- The decision to automate was made for several reasons:
- I wanted to have multiple trains running at all times.
 - The complexity of the trackwork makes it difficult to operate manually.
 - I wanted to be able to talk to people when they visit at home or at exhibitions yet keep the trains running.
 - I wanted to be able to watch trains moving as if I was at an exhibition and someone else was operating the layout.
 - I enjoy technology, having worked with it all my life, and I wanted to use it to the maximum benefit.
 - The challenge meant I had to keep learning, and learning something every day is important.

I created several plans, I measured, re-measured, changed the plans, started building, and changed the plans again – but all with one key objective. This layout would still be HOe but it would be fully automated because affordable software was now available, and the required electronics were available from several manufacturers. But there remained one challenge – no one had tried to automate HOe before, so I had to do it.

The frames are good old 4"x 2" mounted to the walls with 2"x 2" infill over which the track board was laid after cutting the trackbed from 9mm ply. Because the plans had been drawn up in the computer using Anyrail it was a simple(ish) task to print them at 1:1, lay them on the sheet material, and then cut them out using a jigsaw. This meant that the gentle slopes, reminiscent of the lower Alps, could be created by including blocks fixed to the cross members under the track bed. It also had the significant advantage that I could get in easily to undertake the wiring.

The challenge started in earnest in December 2017 when I insulated and boarded the shed. The plan that had been finalised at that time did not last long when construction actually started and it morphed into the current plan for *Damenfeld*.



A few years later a storage yard that holds ten trains was built which 'hangs' from the base of this plan. This allows trains to disappear from the main layout and be replaced by another or re-emerge later.

This layout was going to retain the rolling hills of the Alpine regions across Germany, Austria, and Switzerland as I find that area of Europe to be truly beautiful, but also because rolling stock that covered these areas was (and remains) readily available.

The layout that was realised is fairly close to the plan, the main change being the addition of a wye junction at the top right to provide more flexible operation.

The design of the layout is essentially multiple independent circuits that connect in several places which allows several trains to operate simultaneously as one of the key requirements.

A basic design concept with any model railway is that it has to have a purpose and this was achieved by creating a wood processing yard, now called Forst Fabrik, and two stations. The main station, Damenfeld, also has some goods sidings and a small locomotive depot. Another station, Pferdeplatz, is there in model land to serve walkers and hikers, but is actually a passing loop.

Above
Above Pferdeplatz, the modern ZillertalBahn Gmeinder B-B diesel D13 looks at home hauling RhB heavy steel coaches.

Above right
Tracks on three levels at the corner between Pferdplatz and Damenfeld.

Below
The Forst Fabrik sidings.

Below right
ÖBB X626 track maintenance draisine and trailers at Damenfeld goods shed and loco shed approach.

Photos (4): author.

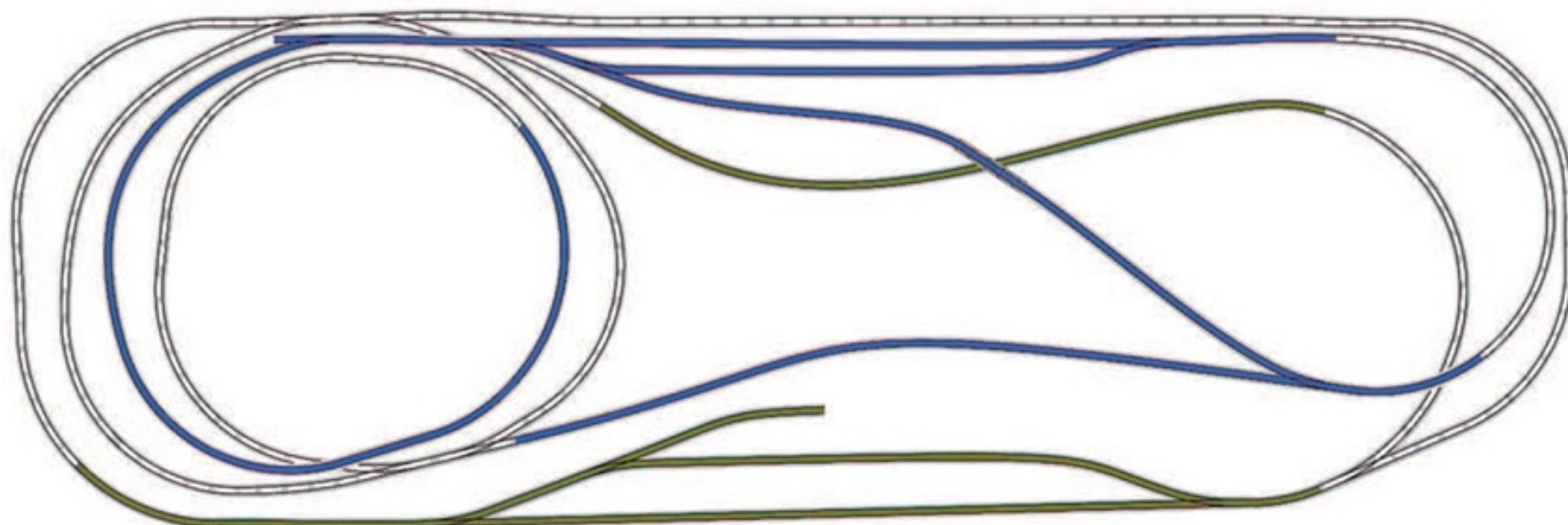


The scenery was created using large lumps of Celotex™ type material that was gleaned from various skips and builders' yards. This has the structural integrity that allowed it to be placed on the layout without any sub-structure and removed to facilitate cleaning the track. I will admit to not having always considered the importance of track cleaning in previous layouts, so on this layout all hidden track can be accessed from above for maintenance and cleaning by simply lifting off the scenery. During the building all the required isolation and electronic gizmos were added that allowed me to control the layout using the chosen automation product, iTrain. This ensured that the trackwork, feedback, and automation was working in each section as I progressed thus reducing fault-finding headaches later on.

The present

The layout was built and gradually had the scenery applied to a reasonable standard and then a new challenge was laid down by my good friend Julian Evison: simply, why don't you build an exhibition layout? After a bit of consideration, the challenge was accepted, and in late summer 2020 the build commenced using modular baseboards to enable it to be split up, packed into the car, and transported to shows.





Having never built a layout for exhibition, the challenge was significant for me because what is acceptable to run at home and what the public want to see do not always coincide, with significantly higher standards required for both running and the scenic setting. The new layout had to have the same operating parameters applied, namely, it had to run multiple trains simultaneously, but most of all it had to engage the public.

Once more the keyboard and mouse came out and after a lot of drafting and re-drafting the rebirth of the original C.J.Freezer concept from the late 1960s re-emerged and developed into *Kaninchenbau*.

The layout has two loops that are interconnected by a

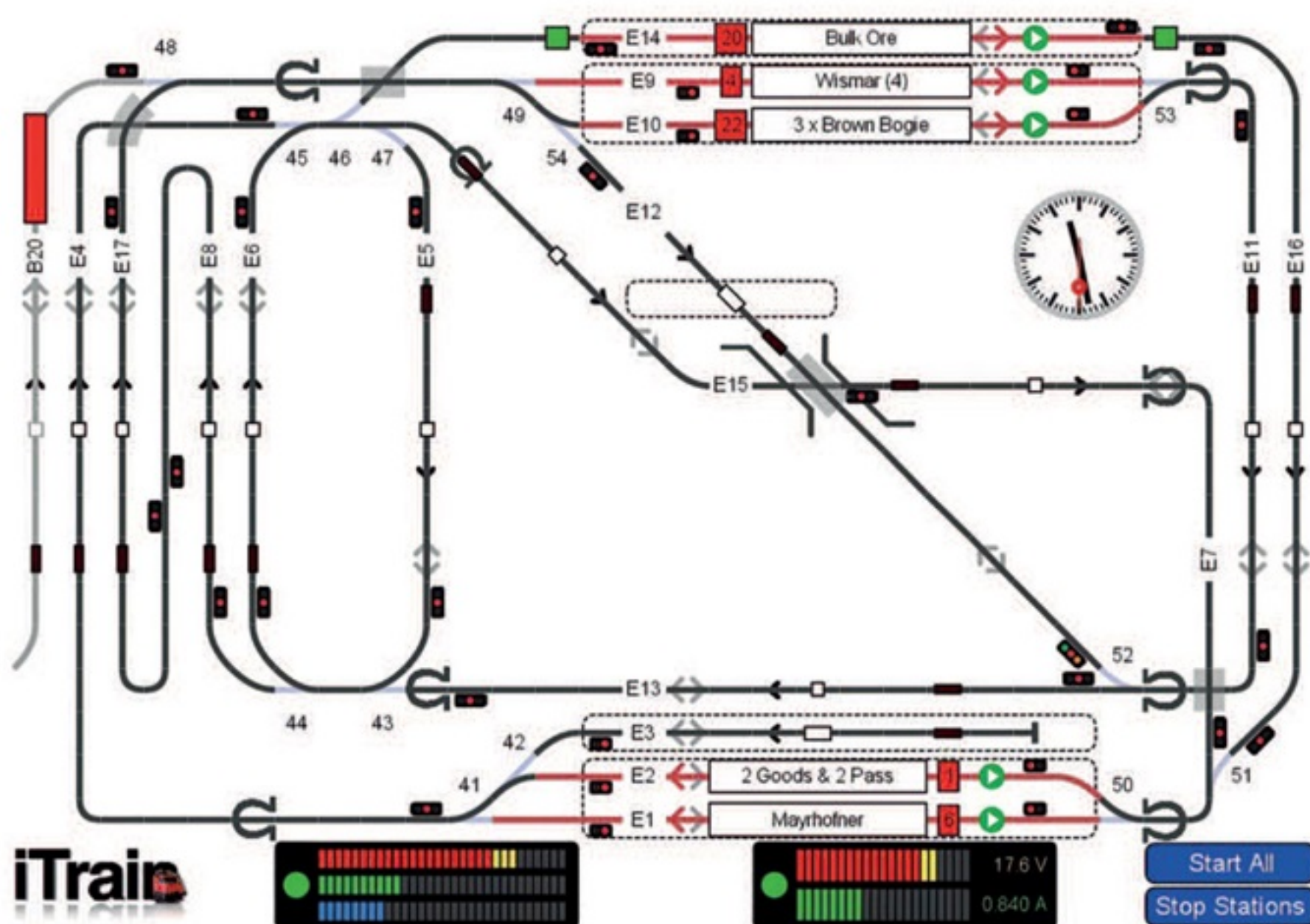
spiral at the left-hand end. It also incorporates a cassette at the rear which is part of the running track which can be used to swap trains on and off the layout.

When transferred into iTrain, the physical layout becomes this logical layout.

I hope that you can see how closely the two drawings match each other despite being used for very different purposes.

Kaninchenbau can run as a standalone exhibition layout but also links into *Damenfeld* when at home thus enabling trains to swap automatically between the layouts since it appears to the control program as one logically extended layout. This link is noted as B20 on the left of the iTrain diagram.

Above
The physical track layout of Kaninchenbau.



Left
The schematic diagram for the control software.



Operation

Just like the real railway, automation requires that the program controlling the trains knows where the trains are. This is accomplished on my layouts by using current sensing feedback devices (DR5088RC) which tell the program when a train is on the layout. These physical feedback sections that inform the logical blocks are generally at least the length of a train, but they can be much longer. This makes no difference to the controlling program as it is constantly calculating the exact position of the train from entry into the block using a simple time and speed calculation to determine where the train is within the block. The calculation is reset each time a train sends feedback, which provides excellent accuracy of position, generally down to less than 1mm.

The routing is done completely automatically by the program. It simply looks at where a train is now and what potential routes are available for it to take; it then reserves that route and after switching the turnouts to create the route then issues a DCC command to the train to start moving. As the train proceeds along the route the positive feedback of the train identification from Railcom (the red numbers on the diagram) confirms to iTrain where the train is and it will then reserve more blocks ahead as required to complete the route. When iTrain identifies that there is another train ahead, or it cannot set a route due to another train having already locked a route, it will automatically pause the train until it can create a route forward.

During train running all the signals are switched automatically to reflect what permissions have been given to the train. The small size of my layouts, and operating practices in the prototypes, mean that I can get away with only using two-aspect signals at the stations, though you will see that in the software I have logically implemented three-aspect signals throughout *Kaninchenbau*.

Above

The laptop which provides control is on the right; a Roco MultiMaus handset is also connected in case manual over-ride is required. On the left is a mimic screen for the benefit of viewers.



Right

Seen from the end, the different levels are even more apparent.

The principal electronics used to run the layout are shown in the diagram and are listed below:

- iTrain Professional

Automation program which undertakes all the layout operation.

- Roco Z21 + Roco Z21 Booster

The power, DCC control, and bus separation.

- Digikeijs DR5088RC Railcom feedback units

These provide the feedback of track occupation to iTrain and the positive identification of the locomotive heading the train through the use of Railcom.

- Digikeijs DR4088LN-CS feedback units

Used to provide iTrain with notification that turnouts which cannot be seen are occupied thus denying use by other trains until they are released.

- Digikeijs DR4018 digital switches

Switching MTB MP1 turnout motors and signals.

- Digikeijs DR5013

Automatic polarity switching of DCC supply in storage yard reverse loop and Railcom occupancy feedback

- LS Digital 5410 auto-reverse

Automatic polarity switching of DCC supply where reverse loops occur.

- MTB MP1 turnout motors

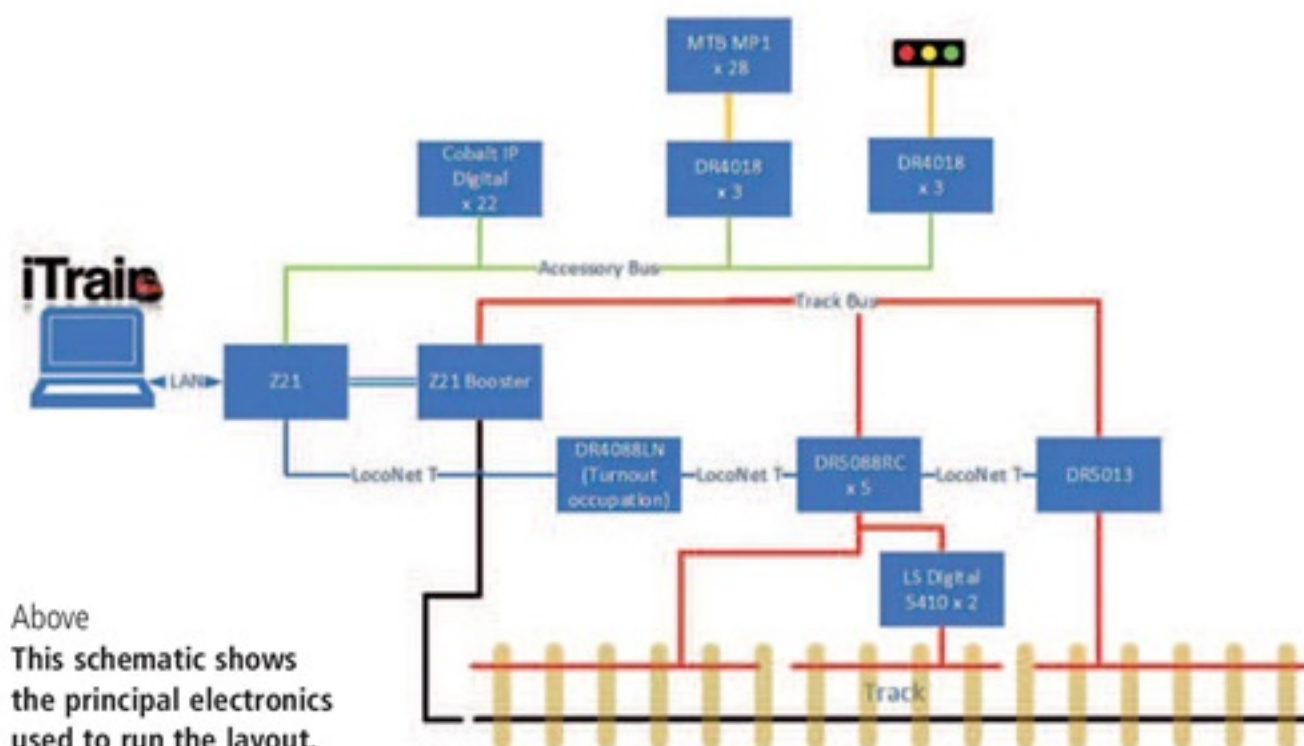
Used with DR4018 digital switches.

- DCC Concepts IP Digital motors

Turnout motors with integral DCC decoder.

The future

Kaninchenbau has now been shown at several local exhibitions and seen as challenging the norm by showing what can be done with the latest commercially available products, especially in smaller scales. Many people were unaware that DCC could be applied so successfully to layouts of this



Above
This schematic shows the principal electronics used to run the layout.

style, considering that it was limited to home or larger static layouts. The implementation of full automation on this style and size of layout has made many people realise that their pre-conceived ideas on what automation can provide was incorrect, and several are now in the process of undertaking similar transformations of their home layouts. I hope to be able to assist them.

All the technical effort was rewarded recently when some children were watching the layout for a considerable period (over an hour) and I realised that they were trying to work out two things. Firstly, what the sequence of trains was, and secondly, which tunnel mouth trains were going to re-appear from. I had to disappoint them when their parents returned as I told them that they layout was running randomly and was deciding for itself what trains would go where, with repetition. I must confess I had made their task slightly harder as I had swapped a couple of trains using the cassette! Luckily they forgave me for that. I am not sure the parents forgave me, though, as the children went home fully enthused about automation, with the plans to do the same to their layouts.

Left

An ÖBB Rh2095 B-B diesel pulls in with a mixed train as the Uh (Rh498) 0-6-2T waits to leave with the passenger.



Above
The Mh and its train are held
at the upper station while
the goods climbs the spiral.

Right
That Land Rover
looks oddly familiar ...

If you are interested in automation, please get in touch.
Kaninchenbau2020@gmail.com

I would be very happy to show you what I have done, and
discuss (perhaps by Zoom) how you can achieve similar. You
can also scan the QR code which links to a presentation that
provides more details about automation, and includes some
video showing the layout running.

Kaninchenbau is also available for exhibitions.



Right
The Uh is still waiting patiently for the road –
it may take a while for the Mh and its train to descend the spiral.



Simon W. Herbert shows how he adapted a Peco turntable for his layout.

Adapted from the *On30 Annual 2021* published by White River Productions, by arrangement.

Photographs by the author.



Narrow gauge turntable

Dressing up and installing the Peco kit

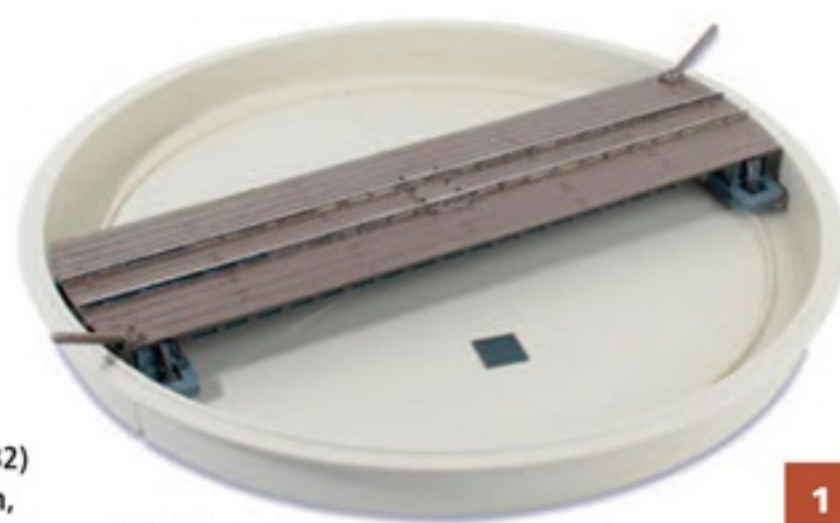
The Peco On30 narrow gauge turntable (ref.LK 555) is a mostly injection-moulded kit depicting a wooden board-covered metal girder turntable (Figure 1). The deck measures a scale 48' long (12" at 1:48), and turns in a circular pit. It can be hand operated, connected to mechanical turning devices, or motorised (not supplied). (Peco now offers the a turntable motor, ref.PL-55, which is compatible with this kit.

The choice to keep my turntable manual came from the need to be cost-conscious, and because the turntable would be easily accessible on my layout.

The overall quality of moulding is excellent, and the kit can be left 'as is' or modified to suit.

Inspiration for conversion

I was inspired to alter the turntable after seeing a photograph in the book *Narrow Gauge to Jerome: The United Verde & Pacific Railway* published in 1983 by the Jerome Historical Society (Figure 2). Jerome was a large mining community in north-central Arizona served by a steeply graded 26 mile long narrow gauge railroad. The 1895 photo from shows a Baldwin 2-6-0 on a hand-powered or 'Armstrong' gallows turntable. Visually, the size of the turntable was a particularly good match for the Peco kit, and with some modification it would certainly fit the flavour of my early 1900s layout.

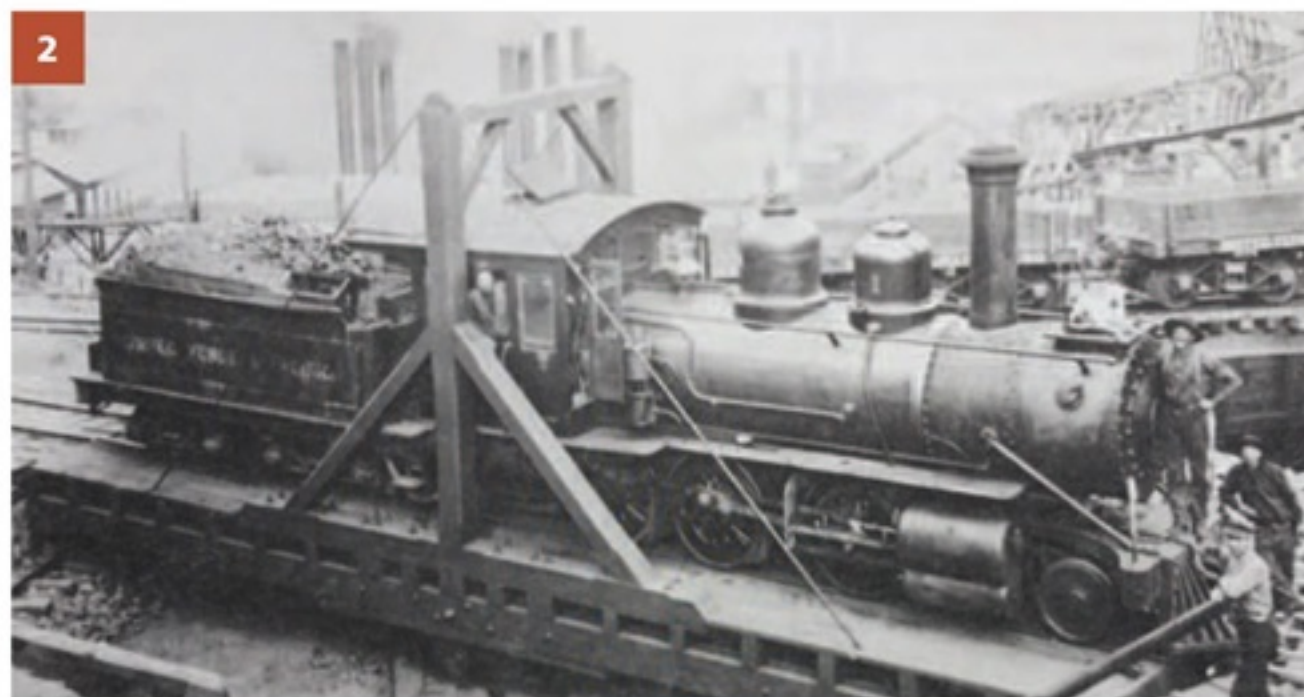


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Prototype photo (image #900/2682) from the Gerald M. Best Collection, California State Railroad Museum Library & Archives. www.californiarailroadmuseum.org

Thanks to Jay Kinsella (President, JHS) and Chris Rockwell (CSRM) for their permissions and assistance.

2



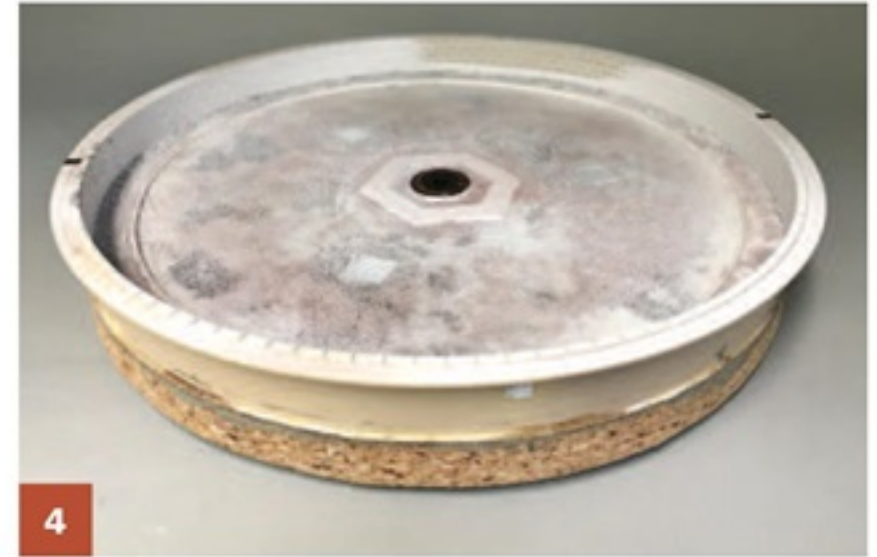


Fixing a flaw in the kit base

The base of the turntable, the circular pit, comes in three interlocking pieces (Figure 3). After gluing them together and test-fitting the assembled platform, I discovered there was still too much flexibility in the base. Furthermore, the centre bearing point in the pit was bowed upward in the middle. This resulted in the rotating deck touching in the centre but not on the outer circumference where the wheels needed to run on the circular supporting rail. The wheels simply floated, with the rotating deck wobbly.

The solution was to lower the bearing surface in the centre of the base so the deck bearing wheels could rest on around the circular rail as they should, and rotate. To do so required making a solid sub-base, solving both the base flexibility issue and the high centring of the turntable. The new sub-base was made from 1" thick particle board from an old desk top, cut to the circumference of the Peco base (Figure 4). A 2 3/4" hole was cut in the middle for the deck's turning gear, giving access to the two wiring tabs and allowing for possible future installation of a motor should I decide to use one.

I devised a simple way to draw the centre of the base downwards by drilling holes in the middle of each of the three glued-together base sections, close to the edge of the 2 3/4" cut-away. Using countersunk machine screws, the heads of the screws were glued at the top and run through slightly over-sized countersunk holes to the underside, where they received a washer and nut. It was then a case of tightening each nut finger-tight until the base was drawn

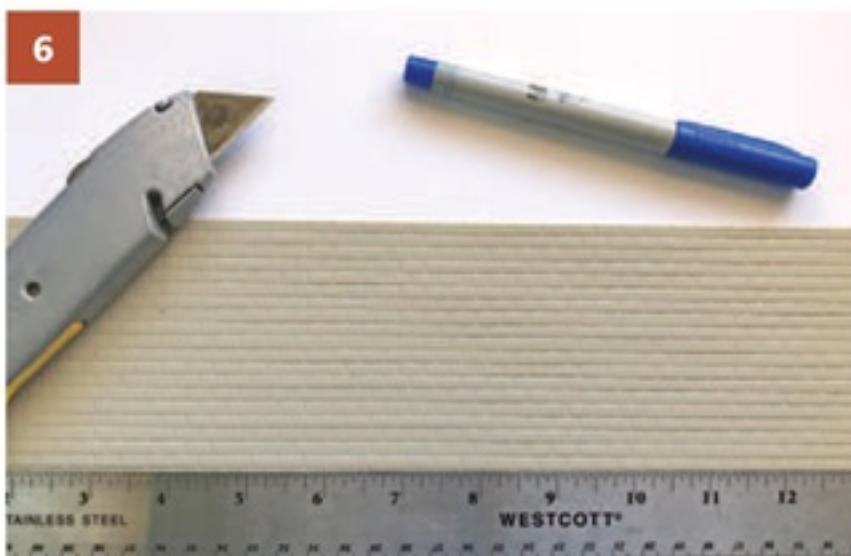


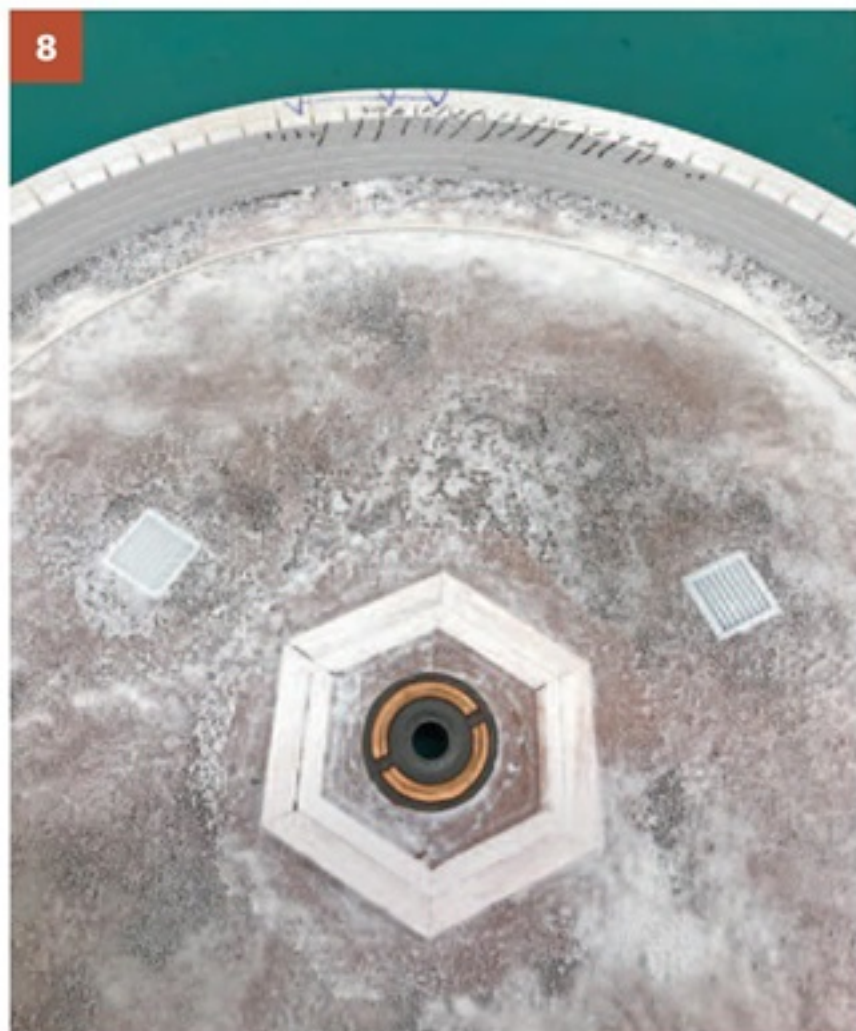
down evenly with the platform wheels touching the rail. The kit's three interlocking tabs near the centre of the underside proved to be just the right thickness and prevented the base from being pulled down too far.

The outer edge of the Peco base was first epoxied to the new sub-base and held with clamps. Once set, nuts and washers were brought snug over the three machine screws, drawing the centre area downward into place (Figure 5).

Dressing up the pit

To improve the smooth vertical walls of the pit, I applied Plastruct ref.9162 sheet material: a good representation of dressed stone (Figure 6). Due to the length of the pit wall circumference, several joins in the material were necessary. Where these occurred, blocks were cut into an interlocking series of finger joints for a seamless appearance, using lots of mini-clamps to hold each section in place until the glue had set (Figure 7). I then filled minor blemishes and re-scored the joint lines.





The top lip of the pit wall received a horizontal continuation of the vertical joint lines using a razor saw, which gave the top stones a fuller appearance.

The centre portion of the pit received a hexagonal wooden platform on which the centre bearing wheel mechanism would have been located. However, I did not take this detailing further as it would be mostly hidden from view (Figure 8).

To cover the joints in the Peco base, irregular ground cover was glued down as dirt over the entire bottom, which also helped disguise the horizontal seams of the three segments



(Figure 9). If I were doing this again, I would also add thin plasticard 'ties' on either side of the rail at the spike locations to simulate how the circular rail was held down.

Now with a good solid base, I moved on to converting the deck.

The deck

With the addition of the stone wall inside the pit, the deck was now too long to fit within the wall, so both ends required shortening. Careful measuring and sanding combined with a slight sanding of the stone wall in the pit ensured a snug fit free of binding.

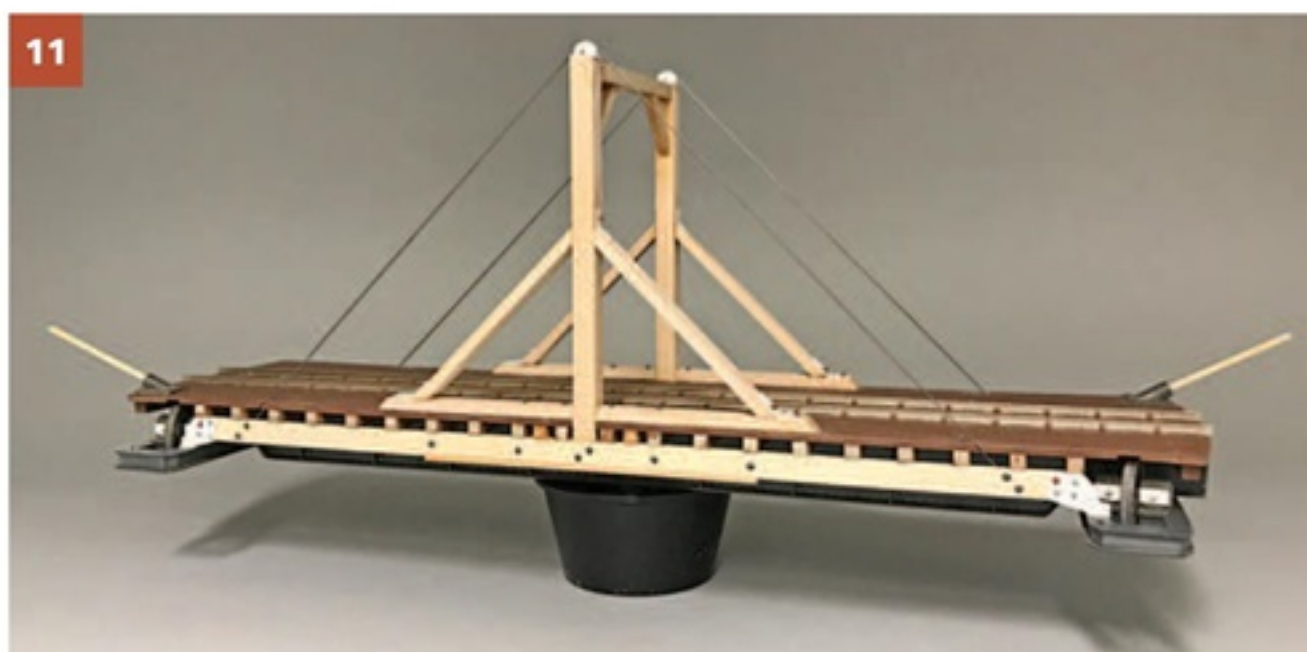
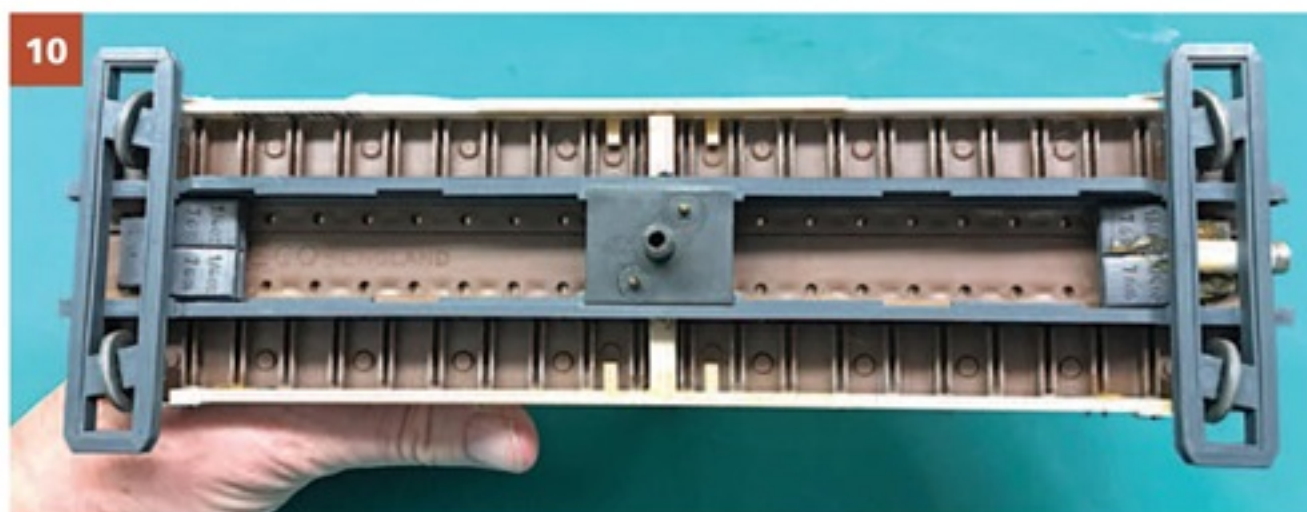
The kit's hefty steel girder design does not need the addition of a gallows superstructure and bracing cable, so this modification is merely cosmetic to conform with the historical reference photograph (Figure 10).

The Peco deck is supported on simulated wood beams atop the girder, however, the beam ends do not extend to the edge of the decking as required for the conversion. Short basswood blocks the same size as the beams were glued to each beam-end, and additional ones added near the centre. All these were then sanded flush with the bottom and edge of the platform (Figure 11).

Next, the heavy timber superstructure was built using basswood. Vertical posts were a scale 12" x 12"; base plate and lower angle supports were 12" x 6"; and the central top support made of 10" x 10" with short 6" x 6" diagonal bracing. The full length under deck beam is a 12" x 6" piece of basswood laid on edge. The main 12" x 12" vertical posts run through the deck and rest on the basswood main beam, so a cutout is required in the plastic deck.

Setting the height of the frame along with the upper diagonal braces depends on your need for clearance. I had to adjust the 6" x 6" angle braces after I found my Bachmann passenger cars and caboose were clipping them. After they were shortened and raised, everything was fine.

Where the lower beam is attached to the wheelsets, metal end-plates were fashioned from plasticard and Grandt Line bolt ends added to locations based roughly on the reference photo. Various other metal plates were also made from plasticard and Grandt Line bolts added as needed (Figures 12 and 13).



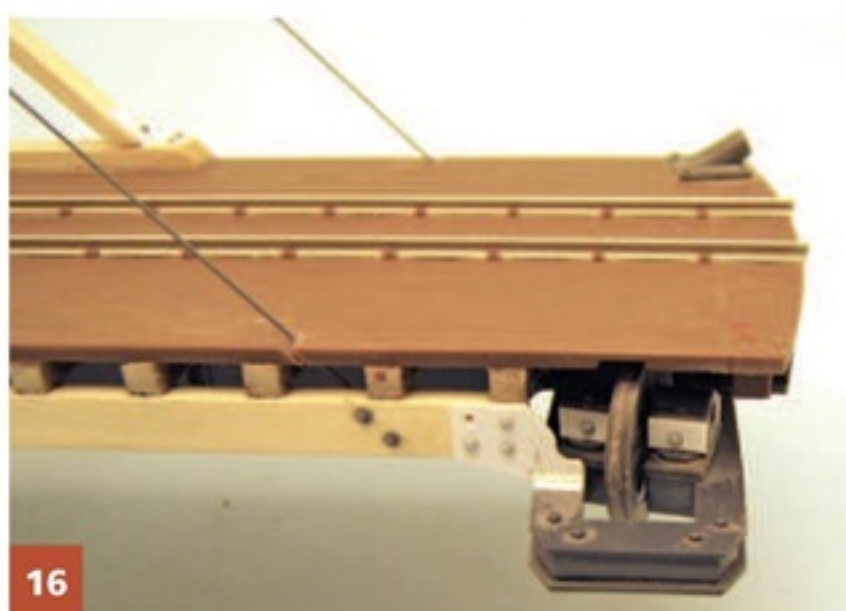
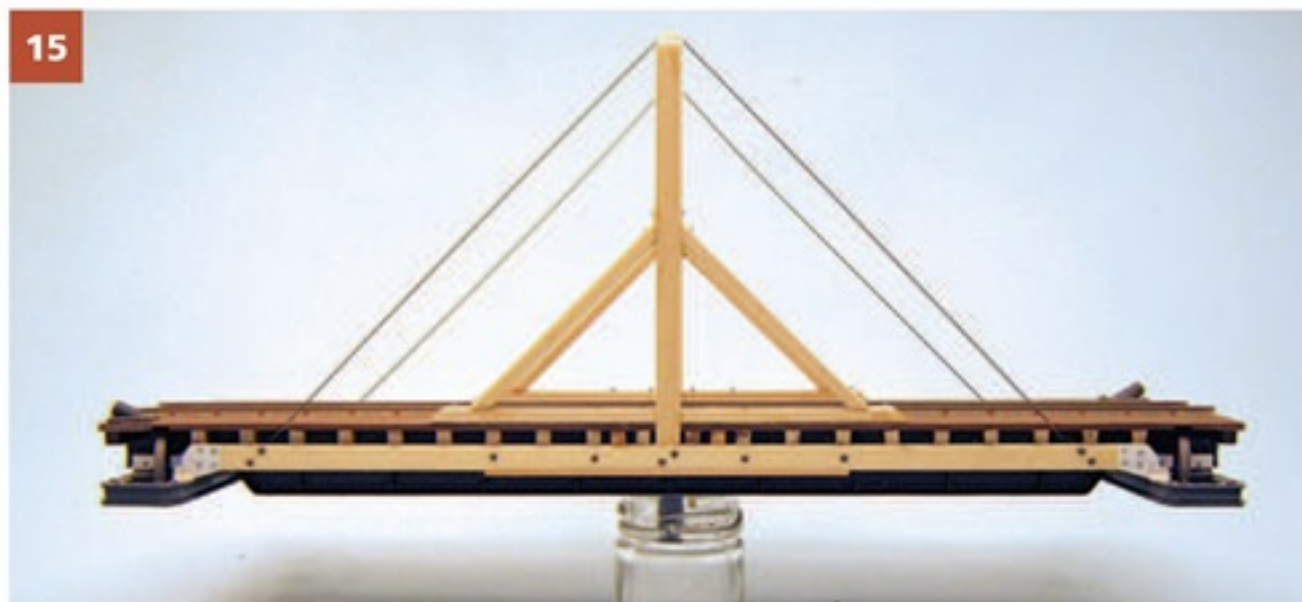


Rail size

The kit comes with Code 100 rail but I planned to use a lighter rail, so the Code 100 rail was removed and replaced with Code 83, carefully superglued in place (Figure 14).

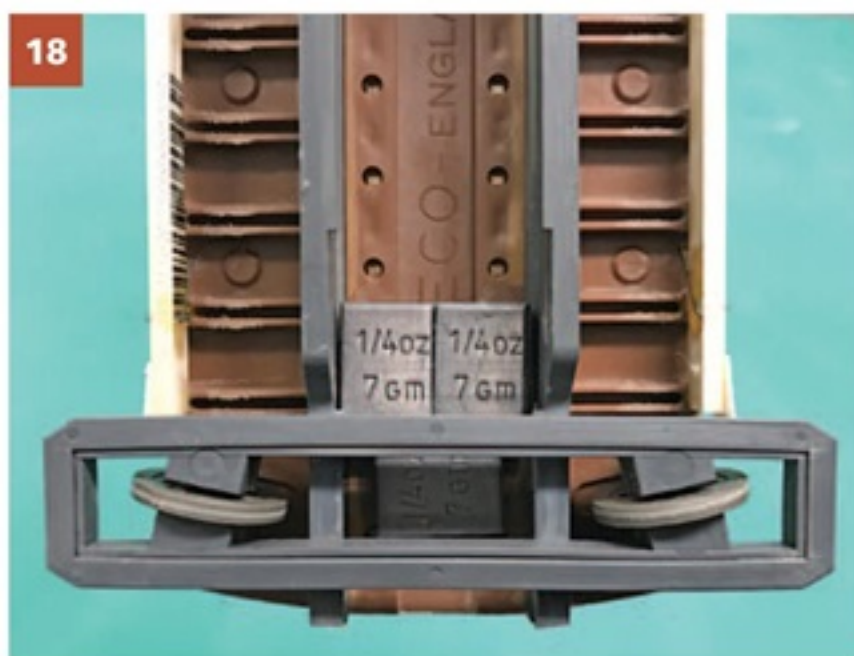
Head pieces and bracing stays

The two bracing stays are made from very thin piano wire bent in the middle over a circular form (Figure 15). The head-piece blocks over which the stays run were scratchbuilt from plastic rod and card. The lower end of the stays run through



the decking roughly halfway between the vertical post and the end of the deck. An angled saw cut was made in the edge of the platform to allow the wire to be epoxied to the inside of the bottom beam (Figure 16). After the epoxy holding the wire had cured, I discovered the wire was not taut and had a noticeable degree of sag. To increase the tension, thin shims of plasticard were placed under both head pieces, raising them up and providing sufficient tension, even to the point that the piano wires became slightly musical! (Figure 17) These shims were glued to the underside of the blocks and trimmed once dry before being installed. The head pieces remain unattached to the headframe in case adjustment is needed later, and the tension in the wire holds everything snugly in place.





Adding weights

Although the instructions did not call for it, I added an ounce of lead fishing weights to the underside of the deck at each end, epoxied in between the support girders (Figure 18). This helped to give a little more weight to the platform operation, but this is optional.

Poling bars

The poling bars used to rotate the turntable by hand supplied in the kit seemed over scale, so I made new ones from plastic tubing. At the base end, a short piece of wooden cocktail stick was glued in, followed by an aluminium rod inside to provide stiffness. The upper end was sanded to give a flat surface on both sides, and the end itself rounded over. It was given a 'wood' finish, with red oxide near the attachment point with the base, before being epoxied into the kit's receiving holes (Figure 19).

Painting and weathering

It is notoriously difficult to determine colours based on historic black and white photographs, so I relied on colour images of original or repaired gallows turntables. Several sources indicated frequent use of red oxide, so I decided this colour was appropriate. Although a natural wood grain finish is very appealing, unprotected wood does not endure in harsh weather conditions, and most railroads had good maintenance practices – at least initially.

After masking the essential moving parts and electrical contacts, everything was airbrushed with thinned Model Master enamel primer, then gently sanded smooth (Figure 20 before primer, Figure 21 primed). Finish colours were also airbrushed: the pit walls given a base colour representing



sandstone followed by hand-painting random blocks in slightly different shades to provide variety. Mortar joints were hand-painted with a fine brush – a very tedious business. The three drain covers were painted a rusty metal, and ground cover hand-painted using gouache water colours. In a final step, the pit base received a wash of thinned artists oil (burnt umber), giving depth and a more three-dimensional appearance (Figure 22).





The red oxide is a custom mix of Tamiya paints, and the deck was painted to simulate worn and weathered wood with traces of red oxide. Metal components such as the end wheel assemblies were also painted red oxide, but with worn areas showing some exposed steel.

The entire model was airbrushed with Vallejo Matt Varnish (ref.70.520) to give it a flat finish.

The wheels and circular rail in the pit are made of plastic, and with operational use I knew paint on these surfaces would eventually wear off and become noticeable. To counter this, paint was very carefully removed from the plastic running surfaces with lacquer thinner on a cotton swab, and black permanent marker applied. This acts like a penetrating dye on the plastic yet is extremely thin with negligible build-up. This was followed with a thin rub of 'Gun Metal' and 'Silver' from Tamiya Weathering Master; a pastel-like product applied with a tiny make-up pad. The result was satisfyingly realistic (Figure 23).

Finishing touches included the application of coloured chalks to accentuate weathering and create more depth, especially on the bolt heads (Figure 24).

Aligning the deck with the tracks

No method is provided in the kit for aligning the turntable with each track and holding it in place. After some experimentation, I came up with the idea of using neodymium disc magnets, available from my local hardware store (Figure 25). While small, they are extremely powerful, and it was even necessary to add plasticard spacers to increase the gap between the two magnets to decrease the pull, as too much magnetism made the turntable difficult to operate.

By adding about 1/16" of plasticard stock to the magnets on the outer wall, I found the 'sweet spot' for manual operation.



Another consideration is the weight of the object on the turntable also influencing operation.

The magnets will all be covered once the turntable unit is installed in the layout, but accuracy is critical in aligning each magnet on the track centre. If not, tracks will not line up as needed when spun through 180°.

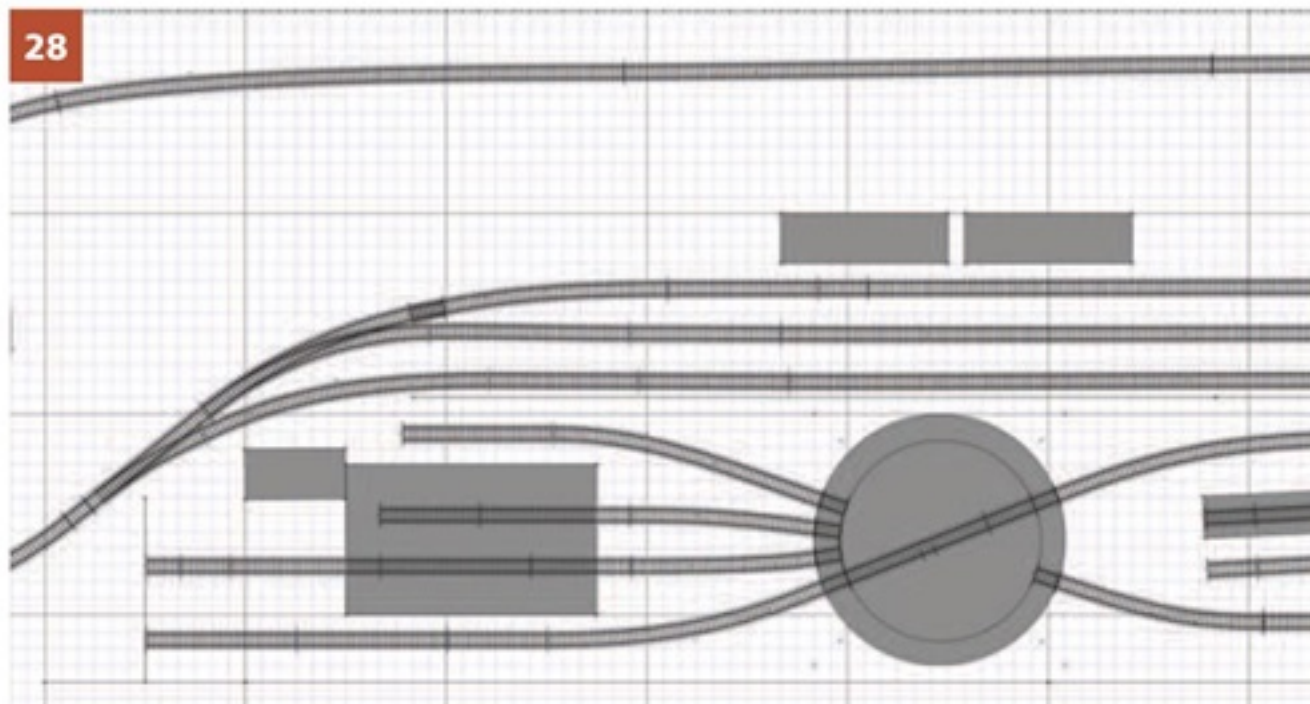
Attaching the magnets required one 'male' magnet to be placed in the exact centre at one end of the turntable (Figure 26) and the 'female' magnet centred on each track alignment, mounted on the outward side of the pit's plastic wall. This is easier than you might think. Once the platform's magnet is secured with five-minute epoxy, each of the outer wall magnets is aligned and glued one at a time to align with rail positions. Five-minute epoxy provides enough time to slide the magnet into its required position simply by moving the platform. The magnet holds itself in location as the adhesive sets (Figure 27). Check the alignment before the epoxy has fully cured. In one instance, I was able to pop out a mis-aligned magnet and reset it as needed.

Once dry, the turntable is simply rotated into position with the chosen track, and magnets draw the deck to the required alignment gently but firmly. For each track, a second magnet is required on the opposite end of the pit wall to allow for 180° of rotation when a locomotive is being turned. Peco provides a less-than-full-size plan in the instructions for wiring, and the builder needs to be aware of two electrical 'dead zones' which are clearly marked on the plan. I cut this out from the instruction sheet to aid my track planning.

The number and spacing of tracks going to your turntable depends on your track plan, but this installation has two in tracks and four exit tracks, each requiring magnets at both ends of the pit, so eight magnets plus the one on the end of the platform, a total of nine.



28



Layout design and turntable installation

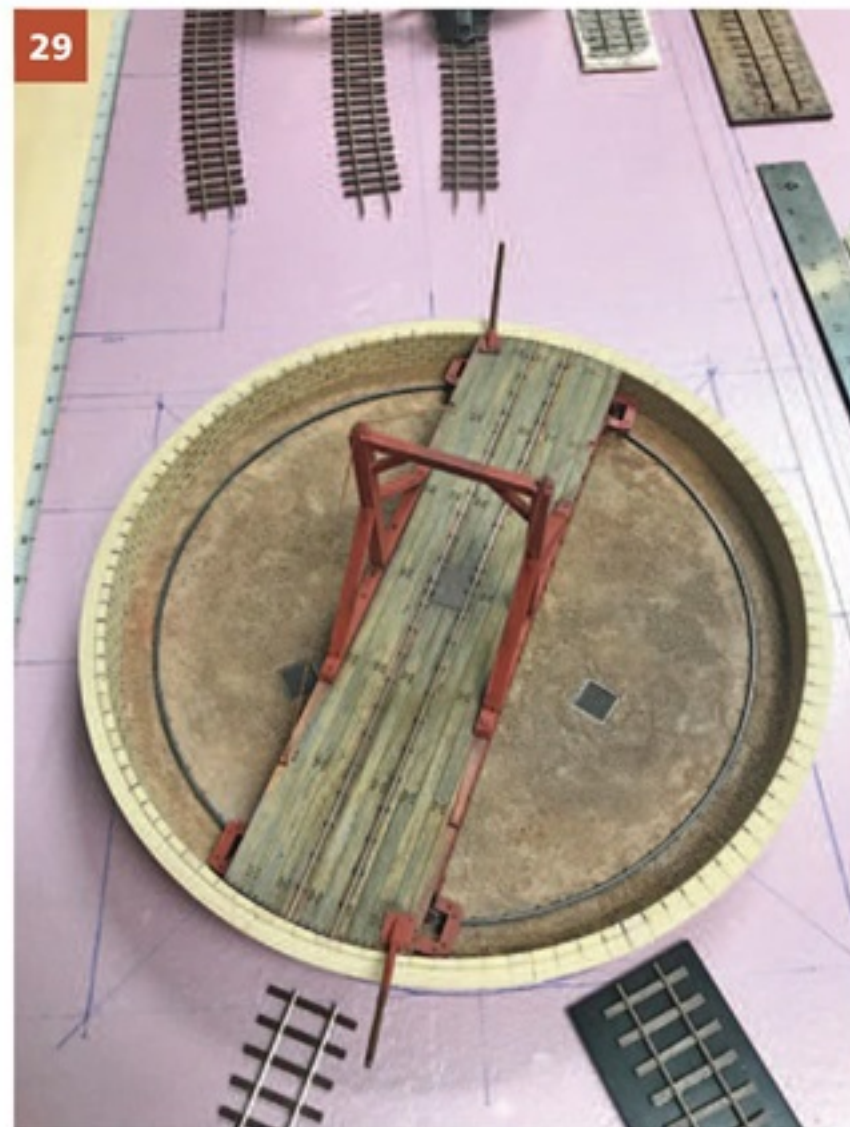
While my layout is fictitious, it is based on several mining railroads that operated in Arizona from the late 1800s into the early 1900s. I have always been drawn to the busy activity of a rail yard, so it was important that the turntable, associated engine shed, and yard trackage were close to the centre of layout operations. Deciding where to locate the tracks for the turntable led me to design the complete layout, even though I was only starting with a small section measuring 6' long but which included the turntable and an engine shed.

Initial sketches at a small scale were transferred into a software program called AnyRail® which enabled me to accurately locate the turntable along with how each related track would fit within the larger layout design. The AnyRail program was relatively easy to use, and the benefits of com-

29

Checking the location of the turntable in the yard area.

29



puter aided design became apparent as I worked through various design possibilities. This further translates into reducing the amount of time spent fiddling with track layout and installation, as the program is fully accurate (Figure 28). Still, checking and double checking is recommended (Figures 29 – 32), before actually making the cut (Figure 33).

30



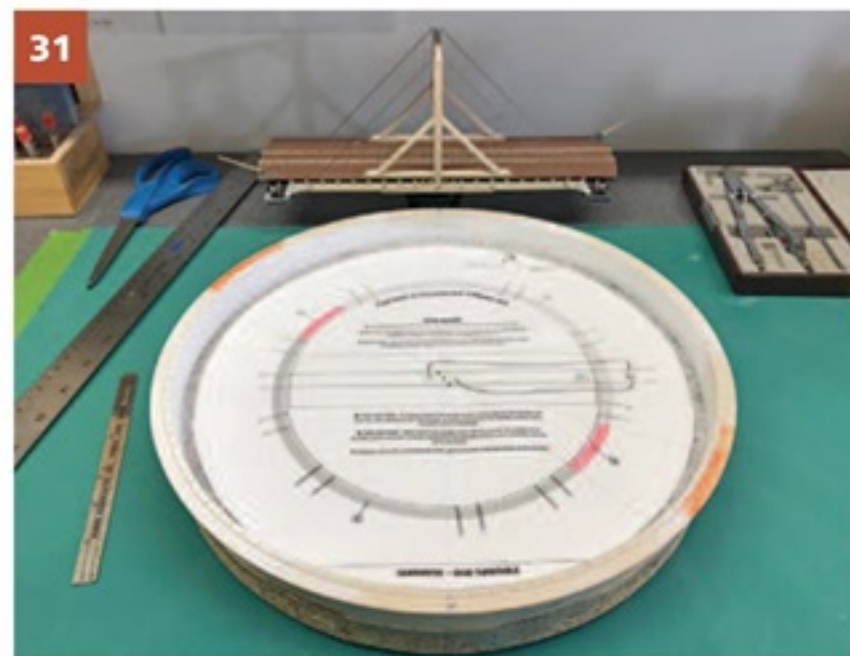
30

Checking the location with the Peco pattern.

31

Pattern placed in the well.

31



32



32

Measuring and marking the location for the hole.

33

Cutting the hole.

33





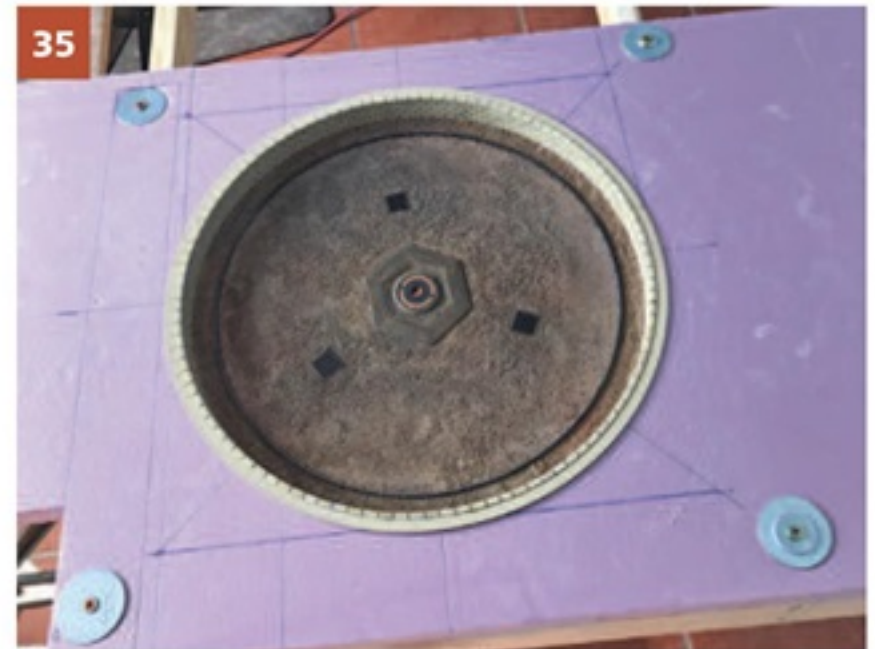
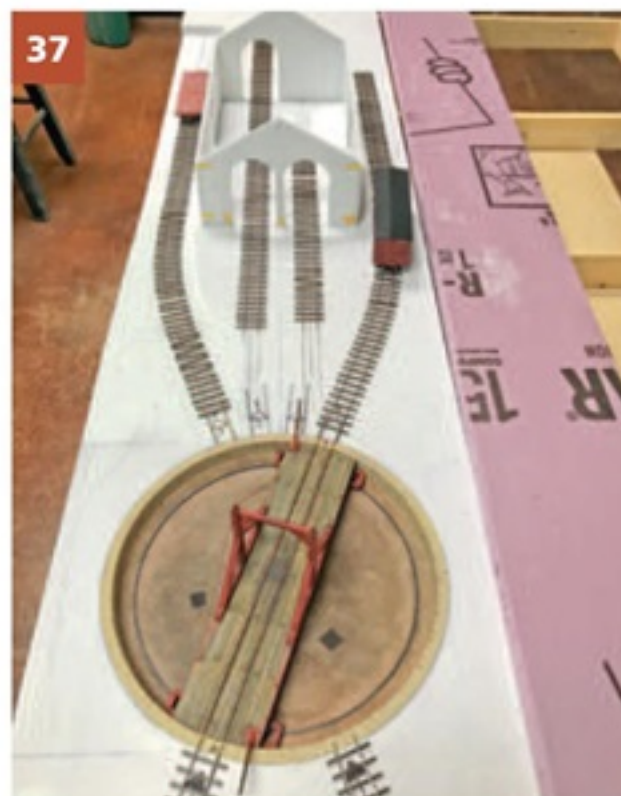
Starting benchwork

The sub-frame benchwork is 3" x 1" pine, with Owens Corning Formular® 1" extruded insulation board glued down with the appropriate adhesive, in this case Loctite PL300. The assembly is amazingly light and strong, and the insulation board easy to cut by scoring with a utility knife. This leaves minimal debris to clean up. I employed temporary screws and automotive 'fender washers' to hold panels in place while the glue dried (Figures 34 and 35) After a light sanding to roughen the surface, the Formular board was brush painted with a latex primer, providing a good base for adhering a host of other materials including scenery, track, and ground cover (Figure 36).

The completed turntable was set into a circular hole cut through the board using a jigsaw, and glued around the edge with PL300. Track locations were then initially marked out on the board surface (Figure 37).

Laying track

It was critical to smooth operation to start installation of the flexible rail where it meets the turntable then work out from there. Concentrating on one track at a time, each section was carefully dry fitted according to the plan. A little massaging of the fit can be expected, but the main idea is to maintain natural curves and avoid kinks. Constant checking and alignment by eye is necessary throughout the process for good track operation later. The first 2" or so of track by the turntable should be kept straight.



With each piece of track needing a slight curve, some cutting of rails was necessary at either end. I used flush-cut rail nippers to get close, then filed the rails to fit. The inside of the rails were filed at an angle, matching the Peco instructions for the treatment of the rails on the deck. This helps wheels navigate any small discrepancies in track alignment. The Peco turntable has a slightly depressed ring on the outer edge, and thin plasticard was cut to match a tie and glued to the ring before the rail was laid. This rim will later get covered with a circular wooden plank walk for my gang of miniature 'Armstrong' men.

There was no way I was going to attempt gluing a whole length of flexible track at once so I decided to first glue the track section next to the turntable using five-minute epoxy for the first two or three inches. The use of epoxy provided time to check the track alignment, during which I would swing the turntable 180° several times to ensure the exits were perfectly aligned with the deck.

As insurance against the metal rails sliding in the plastic ties as the rest of the track section was glued down, a small amount of superglue was used to secure the rail and ties near the rim of the turntable, locking them together. Having this critical end secured first was key to a successful installation. When everything was tested, I was delighted to find there was completely smooth operation from turntable to track – no bumps, snags or derailments!

Installing the tracks leading to the Peco turntable required incredibly careful preparation and installation work, but the results were certainly worth it.

Conclusion

The Peco turntable is well made, reasonably priced, and fun to build. Where it may lack detail, there are plenty of opportunities to enhance it, and I treated the kit as a 'blank slate' on which to personalise what I wanted. Improvement can be accomplished without too much difficulty. The instruction sheet is a little unclear in places, so careful study of the steps involved and a thorough checking of the parts before and during assembly is recommended.

For those interested in knowing which locomotives will fit on the Peco turntable, I felt the Bachmann 2-6-0 Mogul and Broadway Limited 2-8-0 were at the upper comfortable maximum length. The Bachmann 2-8-0 Consolidation does just fit on the turntable but there is plenty of overhang front and back, and in my opinion it is too large for this turntable. However, if you really need to turn one, you can!

Daniel Cabane created a suburban industrial scene.
Photographs by the author.

Damyville

A fictional port town in Normandy





Damyville is a town in Normandy which I invented at the end of the 1990s. Since then, all my layouts have revolved around this theme, which keeps me to a coherent collection of rolling stock, without too much digression.

Damyville is imagined to be a small port served by a single track line. Trains transport goods arriving by boat (wood, charcoal, etc.), seafood (fish for Parisian restaurants, etc.), and of course passengers.

The layout shown here is made up of two (scenic) modules, plus the off-stage areas. It measures 2.10m by 0.45m. The main line appears between two tunnels, and serves as a display track for passing trains. But since I love to operate as much as I love watching trains go by, I added tracks to the upper level so that I could shunt to deliver wagons to factories and warehouses. So in effect there are two distinct layouts. At home, I cannot set up the whole of the main line, so at the moment it is only used at exhibitions, or to take photos. But I can still do some shunting, dropping off one or two wagons and picking up a few others.

I used Peco code 75 track, and detailed the points with parts from the specialist supplier Apogée Vapeur.

Above

A Moyse *locotracteur* (REE) shunting wagons (REE) to the cannery, which receives cardboard boxes for packing, metal to make the cans, and fresh products to process: fruit and vegetables, fish, meat, etc. The traffic is therefore mainly in vans, but also some tank wagons (wine and oil).

Above left

A Picasso *autorail* (Mistral) leaving the small profile tunnel.

Left

A 030TU (REE) shunts two STEF refrigerated vans (LS Models).



Above
A Renault ABJ1 *autorail* (Electrotren) heading towards Damyville. The brickwork is Slater's plastic sheet.

Above right
An État 231G Pacific (built from a Model Loco kit) hauls a long train from Paris.

Left
The Y7100 diesel (EPM) crosses the road with a lot of horn blasts. The *couperie* on the left is a nod to a very old activity, a furrier collecting rabbit and hare pelts to make hats. It would receive and send goods in vans.

Right
The Renault VH *autorail* (REE) honks its horn to warn the gang working on the track.





Many of the buildings are kits from French specialists (e.g. ABE, Zebdec) in plaster or plastic. Others – notably the warehouses – are scratchbuilt from cardboard and plastic sheet. To keep everything together despite the different materials, I use the same products to finish the buildings. I apply a base colour using acrylic paints then I weather with oil paints. The brick walls that can be seen everywhere (tunnels and retaining walls) are made with Slater's plastic sheets, again weathered with acrylics and oil paints.

In France, the size of the tunnels is a bit surprising. I think British modellers will be less surprised: the Ouest railways employed British engineers to build their lines, and the loading gauge is related.

To add life to the scenery, I used authentic French detail items from specialist suppliers (especially Decapod), while the 3D-printed figures from ModelU have real character and bring life to the whole, thanks to their poses, which I find superb.

I usually try to evoke the beginning of the 1960s, corresponding to the end of steam and the beginning of diesels in France. Suitable French locos and stock are now offered by 'local' manufacturers such as REE, Mistral, and LS Models as well as some of the major companies like Jouef (Hornby), Roco, Trix, and Piko. I also have some older kit-built items.

All my locos are digital, and a lot of them have sound.



Below
A long freight train heading towards the station.

Right
Two trains pass on the shunting tracks.



Below
The train has crossed the road and is heading for the station.

Right
There is not a lot of signalling on the layout, but there are a few trackside signs. These were made by ARA.





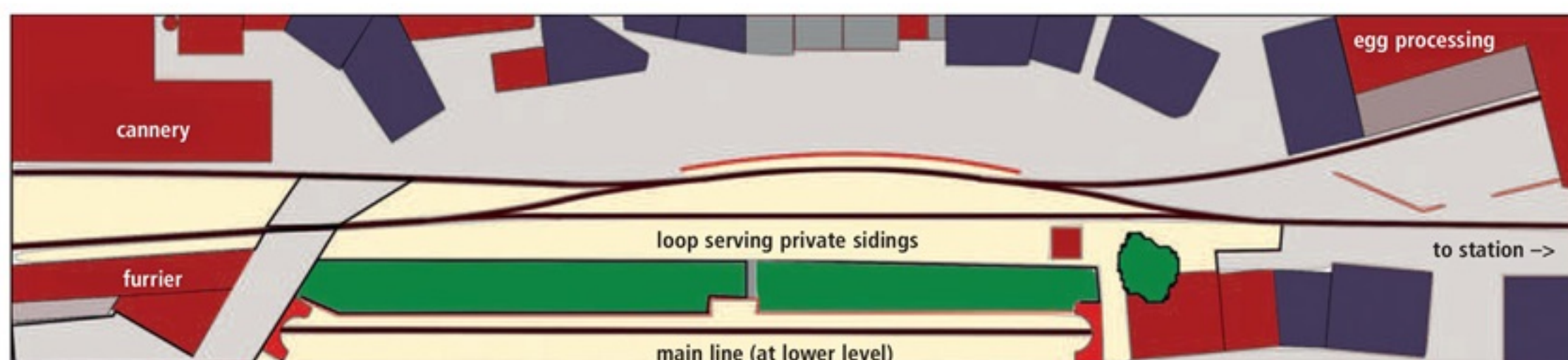
I use a Roco Z21 central unit and drive the trains and control the points (worked with Cobalt motors) from a tablet. This is very convenient for operating with several people driving on the layout at once.

In the shunting sections, I use the classic hook & loop couplers, which I finally found most practical, but for the more or less fixed rakes on the main line, I use Roco close-couplings which allow running "with buffers touching".

I try to weather all of my stock to provide an image that is consistent with the scenery. So I apply the same techniques as for buildings, mainly using oil paints.

I enjoy taking photos of my layout, always looking for 'realistic' viewpoints. To get the best depth of field, I take several shots of each view with the focus changed slightly and then use *combineZm* software to create a composite image.

You can find *Damyville* on Facebook, youtube, and Instagram.





Above, left to right (3)

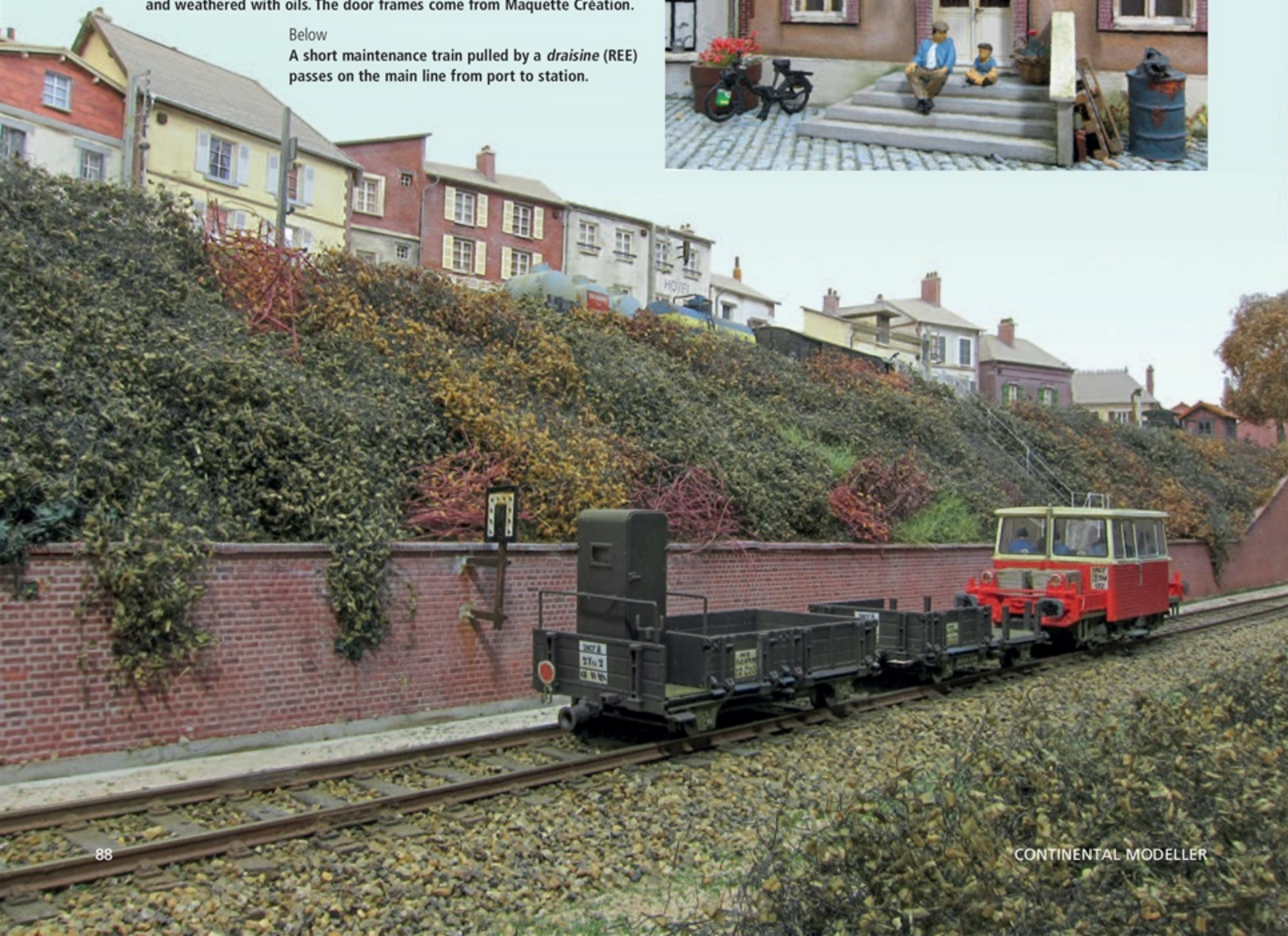
A Moyse *locotracteur* (REE) enters the egg processing plant warehouse yard. This facility transforms fresh eggs into products for industrial catering, pastry in particular. The eggs arrive by lorry, and the products are shipped out in cans, in refrigerated vans. Empty packaging and boxes are delivered in ordinary vans.

Right

This building was scratchbuilt from cardboard, painted with acrylics, and weathered with oils. The door frames come from Maquette Création.

Below

A short maintenance train pulled by a *draisine* (REE) passes on the main line from port to station.





Right
Two vans have been deposited alongside the cold store.
The egg processing plant was also completely scratchbuilt.
In reality, such establishments were not usually served by rail
... but on our layouts, we can re-invent the world!



Right
The vans are taken back to the warehouse
while the yard crew takes a break.

Below
A glimpse of the Moyse *locotracteur* shunting.



Right
In the right foreground of the scene there is a garage.

Below
In the yard of the garage an old Ford Model T (Artitec)
is waiting for better days. The railway tracks are just beyond.



Mike Keeble explains how the search for better mechanisms took him to Japan.

Photographs by the author.

Seiketsu

My (rail) way to a Japanese layout

I had an early introduction to steam locomotives. At 3.30pm, when the bell rang in school, we would rush round to stand on the road bridge and watch a loco shunting a wagon into Lines Brothers Ltd., the factory making Tri-ang in the 1960s.

I had small layouts in the various gauges – clockwork O, with a loco hand-made from Meccano, and later Tri-ang OO. Getting more serious, I wanted a realistic scene, but not the most popular small Western Region branch line terminus. I chose Newport in the Isle of Wight, a very small junction, but even that was too large in OO.

Wrenn had just started making N gauge, so I purchased track and rolling stock and built a condensed Newport in the loft. I then joined the N Gauge Society and some members of the South London group came round to see my layout. With eight men in the loft, my wife thought the ceiling would come down!

At that time the motors in British models were not very reliable, so I went to JR Models (then in Taunton) for a suitable Japanese chassis. In the shop was a large Japanese N layout displaying a vast variety of colourful electric and diesel multiple units and railcars, diesel and steam locos, and, of course, 'Bullet' trains. I came away with a couple of box sets. I later joined the Japanese Railway Society.

Below

To the left is a busy high level expressway: from a coach between the city and the airport you could look down on six storey buildings! Below the expressway is a Meitetsu 8800 Panorama sightseeing train, going under the monorail. In the front is a bus depot and a couple of trams.





Above
A Bullet Train departing;
behind it the metro line
can just be seen. Beyond,
an old part of the city
on a market day, with stalls.
One of the ancient buildings
is a bath house.

I wanted to see the real thing, so off we went to Japan including a visit to a shop in Tokyo called Tenshodo. Next to a large high-end jewellery shop was a little recessed side door, where we climbed up a narrow staircase to the first floor. There were models on three floors, with one for secondhand items. (They do sales tax refunds for tourists,

so make sure you have your passport to hand!) I could not believe the detail of the models – some even had the prototype Shibata couplings.

Initially my wife was not keen on going – all those crowds – but she became addicted and we have been back many times, returning with my case and pockets full of rolling stock.

Right
Beneath the cityscape is a
typical Shinkansen station.
Only 18" of platform shows:
the rest is under the city.
The model cars are c.6"
long and most prototype
Bullet Trains are made up of
sixteen cars, so the station
alone would fill the room!
As it is, I have to limit
my trains to twelve cars
so the return loops
can hold a complete train.

People are
pouring out of the station
from a recently arrived train,
getting into waiting taxis,
or jumping on their bikes
from the bike shed in the
foreground, while workmen
resurface the road.
The multi-storey car park
is accessed directly from
the metro line platform.





By now I had joined the NGS North Surrey group who used a module system for their exhibition layouts, with 4' long straight boards and 30" radius curves. My 'Bullet' trains looked most unrealistic going round these curves, with large

overhangs, so a special curved board was built, with a more realistic effective radius of 6'. This was displayed at the Brighton ModelWorld exhibition and attracted quite a bit of attention. This was alright for exhibitions, but too big for the rooms of our bungalow!

I therefore designed this layout inspired by the layouts of an Australian, Doug Coster, *Setagaya* and *Enoshima*, which I had seen in CM, but with all the sharp corners concealed.

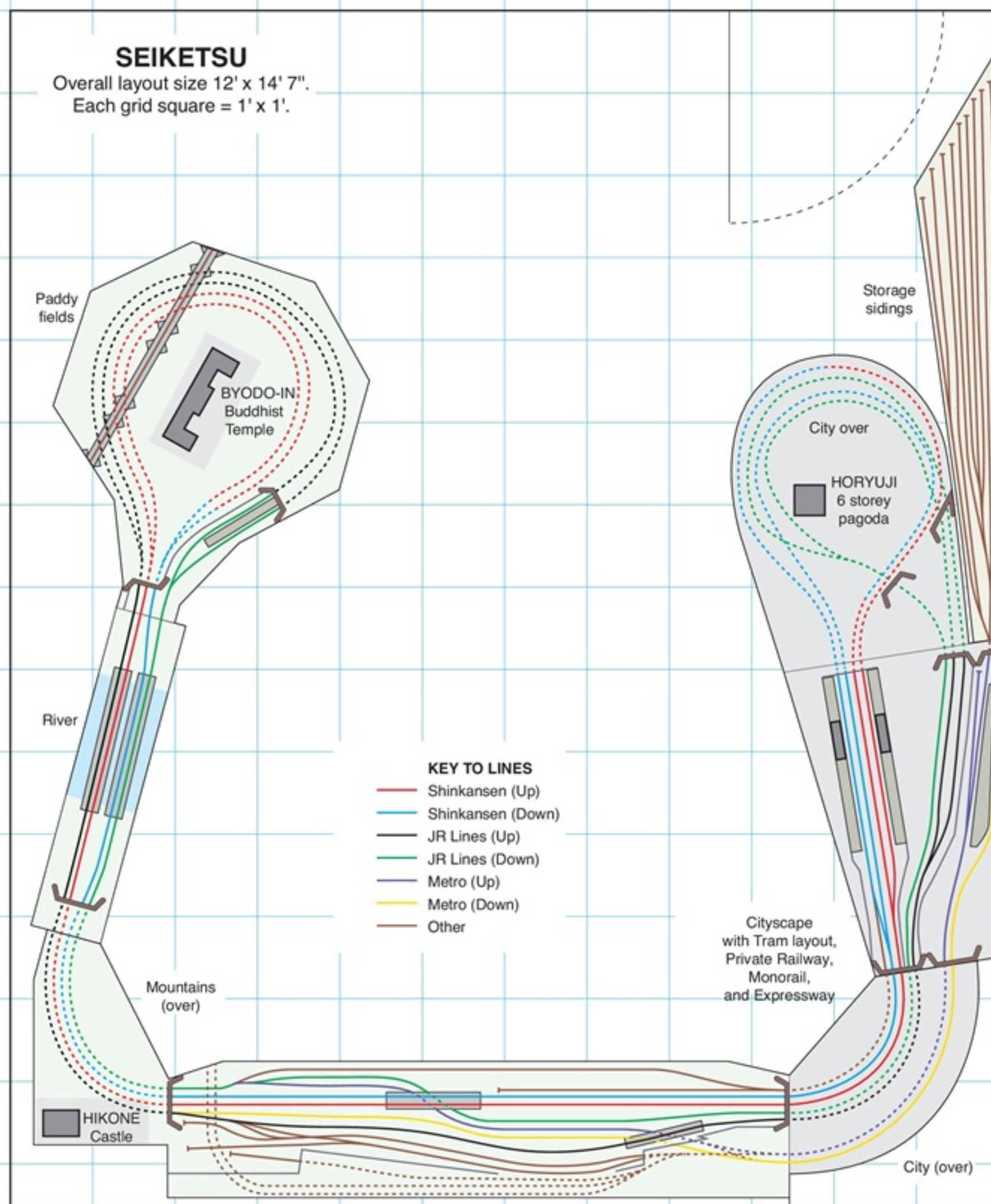
The layout is basically a double track dog bone, but with 90° corners added to fit it into the room. This gives the impression of a four track line throughout.

Below

The mixture of old and new buildings is common in Japan. Daimaru department store dominates the ready-made buildings which were only five or six storeys high, with Horyuji Pagoda centre stage. The 5500 AM radio station advertisement gives a clue to the source – an Apple Macintosh computer shell.



Left
Below the airport terminal
are the carriage sidings
and goods yard.
Originally this was to be
the fiddle yard,
but why not scenic it?
In the centre,
fuel storage tanks
and a train of tank wagons.
In the foreground,
the container facility.
The name on the baseboard
roughly translates as
'railway yard'.



Below
Advertisements everywhere!
The main station building
on the right, with coaches
lining up to drop off
and collect passengers,
is another computer shell,
from an Apple 475 Performa.





I noted on our visits to Japan that because of the high frequency of suburban trains, often every two to five minutes, they could not have flat junctions, hence the many bridges.

I also increased the distance from the floor to 4' as I do not have to cater for small children at exhibitions, and it gives a better viewing angle.

Above

The green coaches entering the carriage sheds are part of an express train called *Yufuin no Mori*, which runs on the southern main island of Kyushu. Described as 'The Most Elegant Sightseeing Train', the passengers climb stairs to have a good view, with the driver below. One of my favourites.

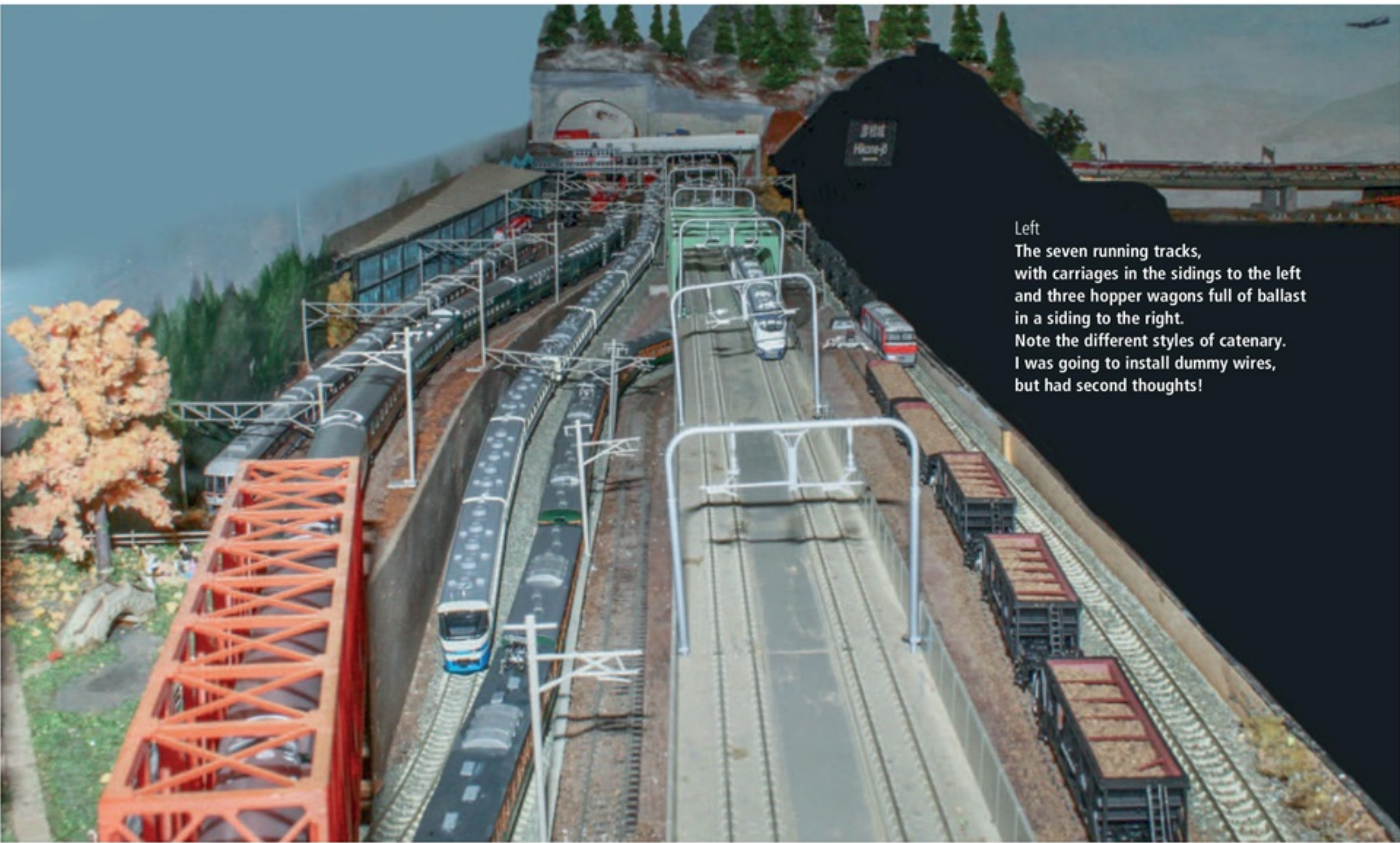
Left

The busy goods yard.

Right

This area is Shi hashi, or 'four bridges'. A 'Red Bear' tri-bo diesel hauls tank wagons. The white Narita Express links the international airport with Tokyo city. Underneath the green bridge is an orange and green suburban electric train. The dark green train is the 'Twilight Express Sleeper' which operated to and from Osaka and Sapporo on the northern island of Hokkaido between 1989 and 2016.

CONTINENTAL MODELLER



Left
The seven running tracks,
with carriages in the sidings to the left
and three hopper wagons full of ballast
in a siding to the right.
Note the different styles of catenary.
I was going to install dummy wires,
but had second thoughts!





Above

Ujigawa-bashi, the bridge over the Uji River.

Crossing the bridge is the 'Sunrise Express', a double-deck sleeper, passing the 'Euro Liner', another sleeper, heading for the mountains, hauled by an electric being assisted by a diesel. The workmen under the bridge are using a crane to place concrete blocks into the river bed to stop any tsunami storm sending surges upstream. Is that a volcano in the background?

Right

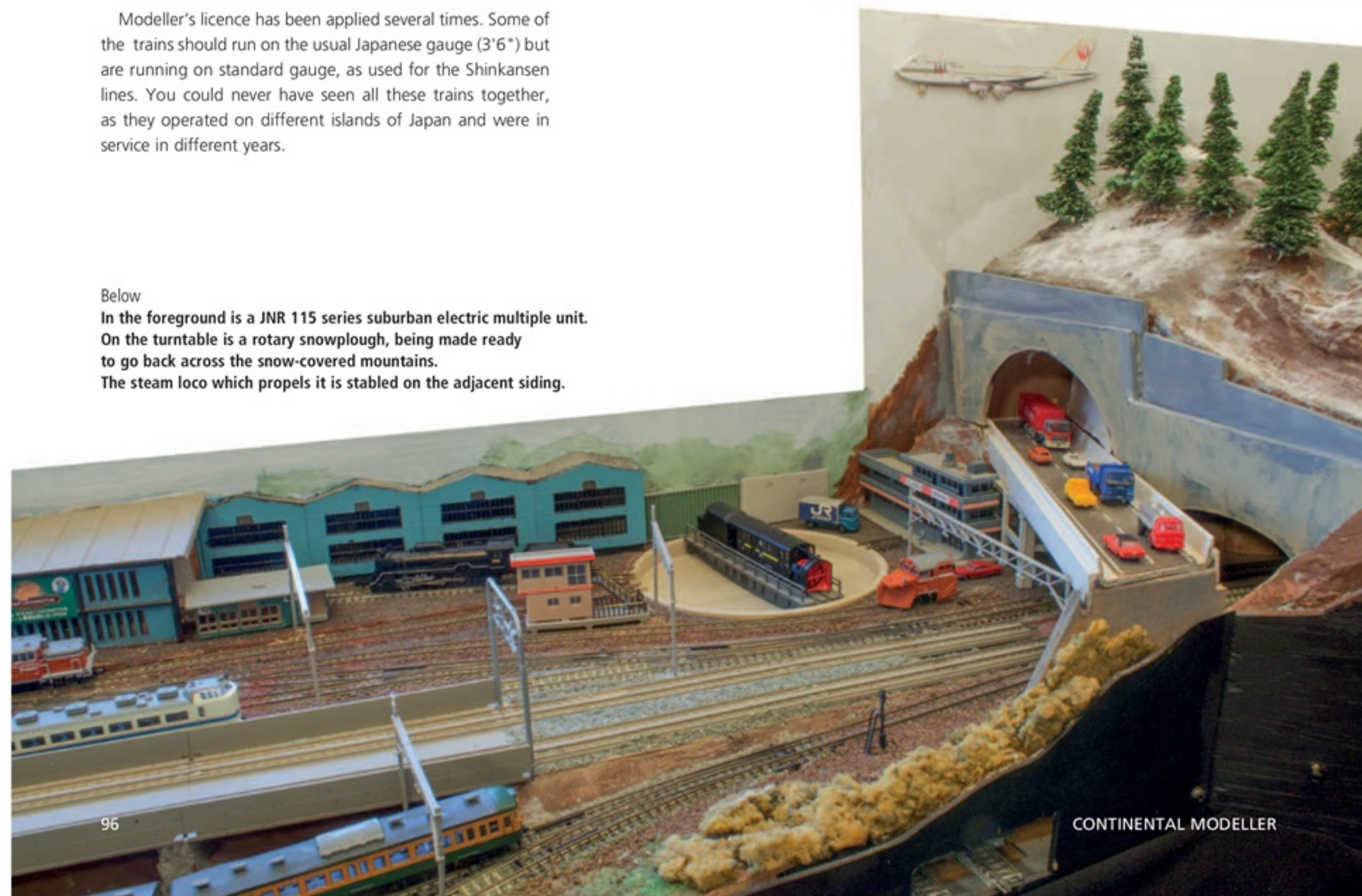
Above the tunnels, Hikone Castle is just visible through the trees.



Modeller's licence has been applied several times. Some of the trains should run on the usual Japanese gauge (3'6") but are running on standard gauge, as used for the Shinkansen lines. You could never have seen all these trains together, as they operated on different islands of Japan and were in service in different years.

Below

In the foreground is a JNR 115 series suburban electric multiple unit. On the turntable is a rotary snowplough, being made ready to go back across the snow-covered mountains. The steam loco which propels it is stabled on the adjacent siding.





Above
The other end of the layout.
This area is dominated by
the Byodo-in Buddhist temple
with a small station nearby.
In the background
are the girder bridges
of a heritage railway.

Right
It must be spring
as the cherry blossom trees
are in flower.
A tank locomotive is hauling
some vintage carriages.

Below
The realistic trees
were handmade by staff
at a shop in East London,
where I also obtained
many of the 250 figures.



Jacques Poré assembles kits for some characteristic refrigerated trailers and installs them on improved Jouef wagons.

Photographs by the author.

Refrigerated trailers

For use on French 'Kangarou' wagons



SMD Productions offer models of road trailers, specifically for transport on SNCF 'Kangarou' wagons. They already have a kit (ref.175) for detailing and decoration of the old Jouef model of the wagon, a flat designed to carry road trailers.

In addition, SMD ref.186 makes it possible to replace the wheels of the Jouef road trailers, partly for better appearance but also because the original 'rubber' tyres tend to deteriorate to a greater or lesser extent over the years.

SMD produce three trailers that can usefully replace the Jouef models to vary the composition of the trains:

- ref.65100 STEF refrigerated road trailer
- ref.65200 GERVAIS refrigerated road trailer
- ref.66000 tank trailer.

Each of these kits includes 3D-printed resin parts and a sheet of beautiful water-slide decals, as well as brief (but in my opinion sufficient) instructions. Each kit is designed to be as easy as possible for the modeller to assemble and paint.

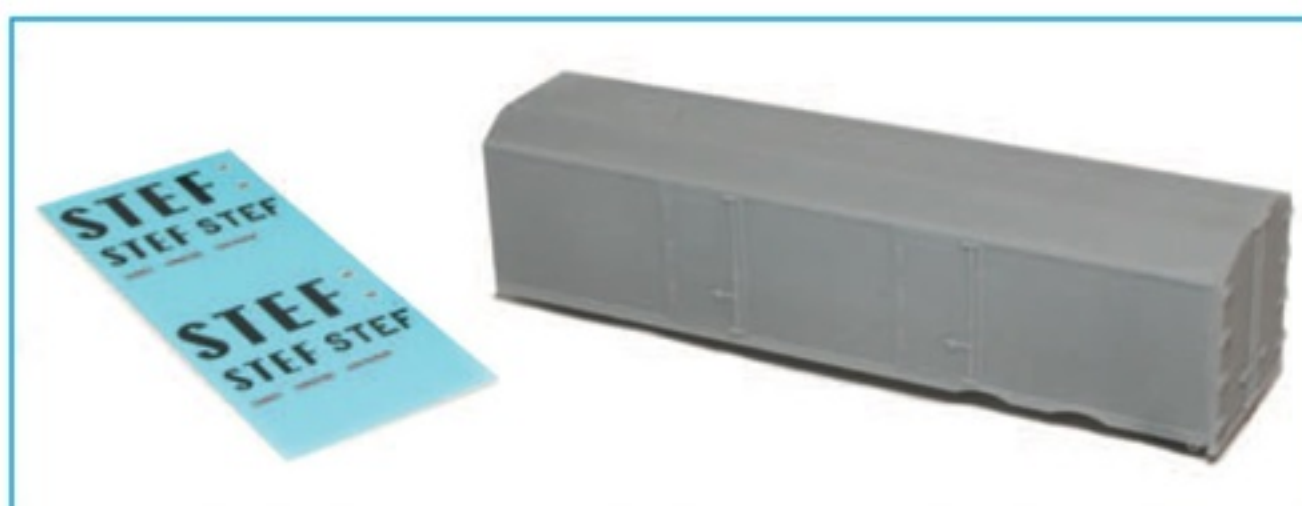
The body is made of two main parts: the front and side panels + roof assembly, and the back. The chassis is inserted into the resulting 'box'. The 'bogie', which will be truly articulated, is a separate part carrying double wheelsets. The tyres are separate parts, and a piece of brass wire (supplied)

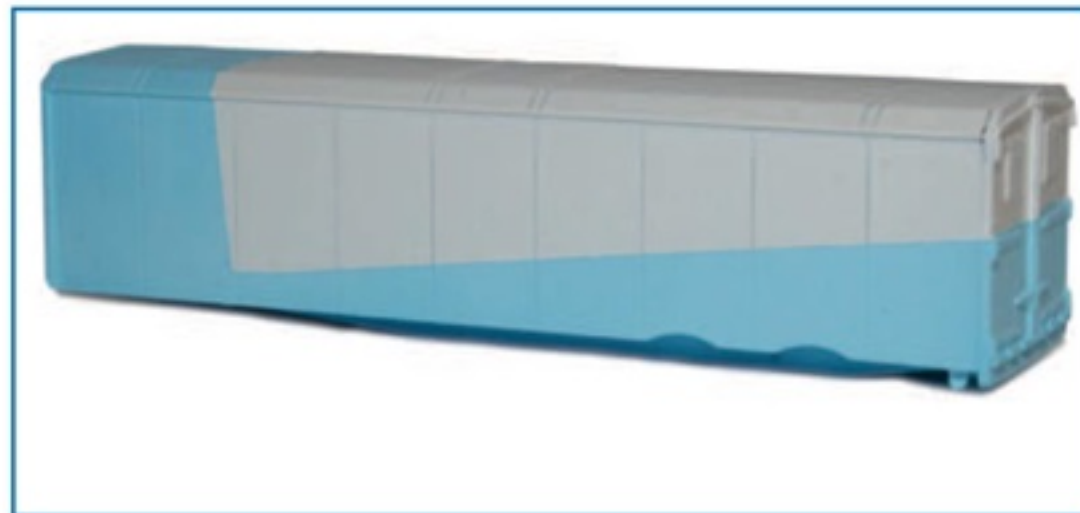
Above right

Out of the box, the 3D-printed resin parts produced by SMD. This version with decals for the Gervais livery has a roof with rounded edges. Note that the tyres are separate from the wheels, which greatly facilitates painting. They will be painted satin or matt black at the same time as the frame.

Right

The version of the refrigerated trailer with STEF decals has angled sides to the roof.





Above

To decorate the Gervais trailer in two colours, white and sky blue, it is necessary to make a mask carefully using masking tape, following the angled edges. The SMD instructions are clear on this subject.

Above

The basic 'box' of the Gervais trailer after painting, first white then sky blue. Applying the lightest colour first makes any retouching easier.

Left

These views of the finished trailers reveals the various details added to the ends. The separate parts are easy to paint before installation: cooling unit (blue), fire extinguishers (red, with black handle and pipe), and trailer hitch support (black).



Right

The Gervais trailer on a 'Kangaroo' wagon with ALGECO markings.

Below

The clean STEF trailer (quite normal for a refrigerated vehicle!) on a 'Kangaroo' wagon with SEGI markings. This is a Jouef model, almost fifty years old, completely transformed and improved by using the SMD kit ref.175.



is used to make the axles. Various detail parts are provided separately: refrigeration unit; fire extinguishers; articulated support; and front support with small wheels, allowing the trailer to be separated from the tractor unit.

Preparation and assembly of these kits is very simple; most of the work is in the painting and decoration.

I used AMF87 spray paints, first a surface primer and then the white and satin black. To obtain the attractive Gervais sky blue colour, I mixed the appropriate amount of white and blue, then airbrushed the trailer after having masked the faded white.

The small parts (refrigeration unit, fire extinguishers, etc.) were painted with a brush.

The decals have good quality graphics and finish, and I found them very easy to apply.

Right

The back of a trailer. The parts and decals supplied by SMD allow the model to be nicely decorated on all four sides.



Peter Dale delves into his extensive photo archive once again to set his latest modelling project in context.

Photographs by the author.

North-west Frontier

Narrow gauge in the wilds of Pakistan

I was fortunate enough to visit Pakistan for steam in February 1989 as a member of an organised group. Besides the obvious attractions of the last classic British-built 4-4-0s and 0-6-0s in service in the world, the SPS and SGS classes, many built before the First World War, there was the delightful metre gauge at Mirpur Khas and the fascinating narrow gauge (2'6") lines.

The first public railway in India opened from Bombay to Thana in April 1853 and lines soon spread throughout the sub-continent. In the north-west there were strategic considerations besides normal transport needs. In the second half of the 19th century the 'Great Game' was the term used to describe the mutual fear or distrust of two European

empires, the British and Russian, facing each other over Afghanistan and fearing possible invasion through that country but it is generally considered to have been brought to an end by the Pamir Boundary Commission which defined the border between Russia and Afghanistan in 1895, so before the lines we are interested in were opened. In addition the tribes on the British side of the border were very warlike, fighting amongst themselves and with the British. So strategic needs determined part of the construction of these lines. Probably the best known of them is the broad (5'6") gauge line to Peshawar and on to the Khyber Pass, although this was not completed until 1926, by which time the Great Game was over.

Right
ZB 207 on a special on the Kohat – Thal line on 8th February 1989. The wagon in front of the loco is to detonate any explosives before the loco reaches them.

Below
ZB 208 on a run-past with the special. Ice can be seen floating on the ponds.





The North West Frontier of India was one of the most difficult areas for the British Empire to assert its rule.

In 1898 the War Office put forward the 2'6" gauge for military requirements in the British Empire; many other non-strategic lines were built to the same gauge, at least in part to provide a rolling stock reserve.

The phrase 'North West Frontier' will be associated by some readers with a film of that name, though it was largely filmed in Spain and the starring loco, *Empress of India*, was a Kerr, Stuart 0-6-0T to Spanish broad gauge.

The North West Frontier Province is largely an area of desert and semi-desert, mountainous in part. The narrow gauge lines have considerable difference in altitude: Bostan Junction is at 4,564' and the line climbs to 7,221' at Kan Mehtarzai (the highest station in Pakistan) in a distance of 40 miles, with a continuous climb of 1 in 80. There are extremes of temperature too, with blizzards on the higher reaches of the Zhob Valley line while in lower parts of the province the loco crew were happy to swing their seats round to ride outside the cab!

There is a description of a journey on the Zhob line in 1945 by Lt.Col.Mains in *Soldier with Railways*. Sleepers were provided and he describes them as very comfortable: each car contained two single first class compartments and two double second class compartments, each with its own bathroom – but no heating. He tells of a journey in a blizzard (temperatures fell as low as 0°F, -18°C) with three G class 2-8-2s, one leading (with snow plough) and two banking.

After independence those areas of Pakistan were still far from quiet and this was brought home to me very well on my visit in 1989: we had an armed escort, and I asked one of them if his rifle had live ammunition. He assured me it did and that a train on the narrow gauge had been attacked in the preceding two weeks.



Above
Constable Aziz No.847.



The broad gauge main line is on the eastern side of the Indus River while the North West Frontier Province lies on the western side. There were three narrow gauge railways in the province and the first two of these needed a connection to the main line on the other side of the Indus.

The first of these was the Khushalgarh – Kohat – Thal Railway which opened to Kohat in 1902 and on to Thal the following year. An aerial ropeway provided a connection from Khushalgarh across the Indus to the broad gauge North Western Railway but this was closed in 1903 following an accident. The Khushalgarh bridge opened in 1907, carrying a road on the lower level and a broad gauge line on the upper level which extended as far as Kohat and became the junction for the 63¾ mile 2'6" line to Thal.

The line was initially worked by Bagnall class MT 2-4-2STs, later NWR E class. The class totalled 36 and in the basic form weighed only 12 tons but some had extended tanks and ran with 400 gallon tenders. Those used on this line almost certainly had the extended tanks and tenders.

We had a special train for our visit but the regular service (including accommodation for first class) consisted of a mixed train each Thursday, departing Kohat at 07:00, arriving at Thal at 12:15 and returning an hour later, arriving at Kohat at 18:30.

Above
ZB 206 at Togh on the weekly (Thursdays only) service train to Thal.

Below
ZB 207 en route to Thal.

Above right
ZB 207 arriving at Thal.





The second line was the Kalabagh – Bannu Railway (described as ‘The Last Line to the Frontier’ in *Couplings to the Khyber* by Berridge), also known as the Trans Indus Railway. This line opened in 1913 from Bannu, where there was a wagon ferry across the Indus. A branch from Laki Marwat to Tank opened in 1916 and further extensions from Tank to Kaur and Khorgi were begun during the Waziristan uprising and opened for military use in 1921. The Kalabagh bridge across the Indus, consisting of nine 250' spans, was intended to carry a broad gauge line. But it was opened in 1931 with a narrow gauge line linking Bannu to Mari Indus, length just over 88 miles. Wooden decking allowed road traffic to use it between trains.

Early loco types used were the P class 4-6-2s for passenger traffic and the G and GS 2-8-2s for goods. The timetable shows two trains per week to Bannu, Saturday and Monday, returning on Sunday and Tuesday. The branch to Tank had a train on Wednesday, returning on Thursday.

We were due to travel on the line by special train from Mari Indus to Pezu changing locos at Laki Marwat, but did not get quite to Pezu.

The third line, the Zhob Valley Railway, was the longest 2'6" gauge line in Pakistan (and indeed the world) at 184 miles. The first 46 mile section from Khanai (on the Sind – Peshin line) to chrome mines was built to help satisfy demand for chrome during the First World War and the line was worked as an assisted siding for goods only. It was subsequently extended to Hindubagh in 1921 and to Fort Sandeman (Zhob) in 1927. At the same time it was extended to Bostan at the other end. I do not suppose services were ever frequent. Berridge mentions a mixed train (presumably daily) travelling through the night in both directions.



Above
Composite Travelling Post Office and passenger coach
at Mari Indus. Note the letter posting box.

Below
Crossing the Indus
on the narrow gauge.





Left
ZE 230 at Isa Khel
on the Kalabagh – Bannu line
on 10th February 1989.

Below
ZE 230 near Laki Marwat.
Note the loco crew
riding outside the cab.





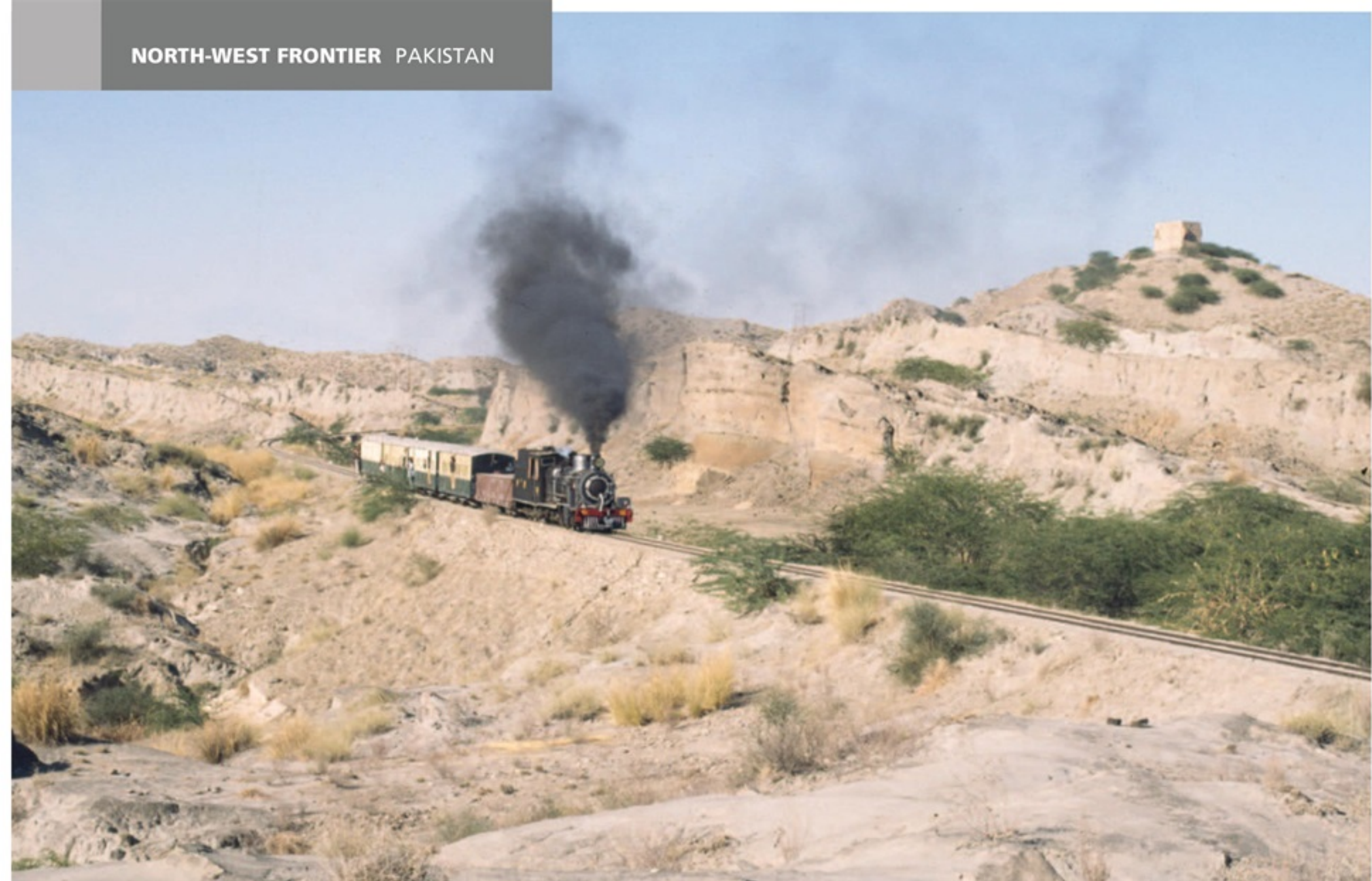
Above
GS 68 at Laki Marwat
fortified station.

By 1989 the timetable shows only one train a week in each direction, departing Bostan Junction at 10:00 on Monday and arriving at Zhob at 05:15 the next day. The return service departed at 11:00 the same day, getting to Bostan at 06:35 on Wednesday. The timetable cleverly disguised the fact that services were suspended by putting that note after the table for the Khost – Sibi line.

These lines needed some bigger motive power than the Bagnall MT 2-4-2Ts. On the long lines operated by the Bengal-Nagpur system, larger fuel and water capacity was needed, so a powerful 2-8-2 tender type was introduced. A variant of this was introduced on the narrow gauge lines of the North Western Railway in 1911, known as the G class. The superheated version, the GS class, followed in 1915.



Below
GS 68 at Laki Marwat.



Above
GS 68 en route to Pezu.

Below
GS 68 in the harsh landscape bound for Pezu.

Also in service in 1989 were members of the ZB 2-6-2 and ZE 2-8-2 classes. After the First World War, a new range of locos was planned for all three gauges. Known as the Indian Railway Standard designs, of the narrow gauge types only the ZB and ZE classes appeared as planned. After partition a number of these remained in Pakistan.

The ZB was based on a type introduced by the North Western Railway in 1921, and examples were built by Bagnall and Hanomag.

The ZE class was based on the existing superheated 2-8-2s on the Bengal-Nagpur system. Four of them remained in Pakistan.





In view of the sparse services, it was not a surprise when all three lines closed in 1991, but several hundred employees were made redundant and the variety of narrow gauge lines was sadly reduced.

There are some plinthed items remaining, at the museum at Golra Sharif station, on the outskirts of Islamabad.

Above
Camel cart and narrow gauge train en route to Pezu.

Inset
Hangu fortified station on the Kohat – Thal line.

Below
GS 68 in the barren country near Pezu.





Peter Dale shows how he made a micro layout set around an oasis in the desert.

Photographs by the author.

Desert Song

Inspired by the North-west frontier in Pakistan, Libya, and Morocco

This very small layout (just 24" by 10") started as a way to use a Märklin Z gauge start set which came with an 0-6-0T and a wagon which I had bought cheaply, perhaps twenty years ago. In 1:87 the 6.5mm track gauge equates to 566mm or 1'10¼".

Above
Almost all of the layout.

Below
The Hunslet approaching the station.



All well and good but what type of layout was to be built? It was intended to be a micro layout, a nod to the thought that with advancing years a small layout may be needed in the future.

I was heavily influenced by two photographs I had taken in Pakistan, the fortified station at Hangu on the Kohat to Thal narrow gauge line, and a picture of a camel hauling a cart with a narrow gauge train in the background.

A book on railways in French North Africa showed some other pictures of fortified stations, and after the protectorate was established in Morocco in 1912 quite a lot of 60cm gauge lines were built. These also played a part. The almost three years I spent working in the North African desert (although by then the Libyan narrow gauge had long gone) also influenced the decision. So it is a narrow gauge line in the desert, somewhere between Morocco and Pakistan – plenty of scope there! The name came from a stage show of long ago but seemed better than just *The Oasis*.

The line, which is just a continuous loop of Peco Z gauge track, emerges from a tunnel, passes by the station, and disappears into another tunnel.

Not all deserts are sandy and flat – they can be stony and have mountains, escarpments, and wadis. In Libya the Lone Mountain was a very useful reference feature when driving from one remote location to another.



In front of the station the desert is undulating with some loose rocks and the odd palm tree. There is a sandy track over the railway and up to the station.

The station was modelled on Hangu using photographs I took over thirty years ago; all the Pakistan narrow gauge closed in 1991 and I think the station was later used as a dwelling. The main material used for it is mounting board and the off-white acrylic paint has been mixed to a very light paste so that it has some texture when applied.

The water tank is plasticard suitably painted and weathered to show light rusting.

The rock face of the escarpment is cast in sections using a Woodland Scenics 'Rock Faces Learning Kit'. The hydrocal castings are amazingly light. Each section was painted before being put in place with final painting after filling in gaps where necessary.

The sky and more distant hills were printed off from the so-useful Textures website.

Some pieces of lichen were used to represent scrubby bushes.

Rolling stock

The idea was to put the loco chassis into a Tramfabriek Backer & Rueb tram loco. This was no longer available from Tramfabriek but could still be bought from Shapeways. However, this body is so small, just 44mm over buffers, that the chassis would not fit and I felt trying to cut the chassis down would damage it. Fortunately I found a four-wheel Z gauge chassis from Plaza Japan that would do the job.

A second loco seemed desirable and I still had the Märklin 0-6-0 chassis. What should I put it under? I had just been reading a copy of *The Lagos Steam Tramway* by Miller and thinking I would never have a need for one of those tiny Hunslet tram locos, nice though they are. Then the penny dropped – could I make a suitable body to fit on the Märklin chassis? The book has a side elevation with some dimensions and, with a bit of fiddling, the answer was yes.

These little locos were articulated, the pivot being beneath the boiler barrel. One of my fiddles was to put the pivot at the back of the footplate. The Märklin chassis disappears behind the motion covers, it being a tram loco. The dome, chimney, safety valve, and whistle came from my spares box. The boiler barrel is from a suitable piece of plastic tube with the firebox and smokebox built up around it. There is even light under the boiler. The rear section runs on a Z gauge bogie and has coal bunkers made from plasticard. The small van section is scribed basswood while the roof is card. The number and makers plate are, again, from the spares box.



There are only three items of rolling stock. A first class carriage made from a Joe Works coach, bought from the OO9 Society sales stand, given a double skin roof to try to protect the occupants from the heat and painted off-white. The third class coach is a Shapeways print of a horse tram, and the only item of goods stock is a flat wagon made using scribed basswood. These are, of course, mounted on Z gauge underframes.

There is one other wheeled vehicle to mention – the camel cart. It was not unusual to see camels in Pakistan. The camel came from an Airfix set of animals, the cart is scribed basswood, and the wheels are Slaters.

This leaves plenty of scope for future items of stock: a suitably embellished train and loco for the local Khan or other eminent personage (Egypt had some very ornate Royal trains), and an armoured train might be needed if the Riffs get too troublesome.

The layout is actually too small even with downsizing and a bit longer would have been better, to have included more of a village scene.

Above left
The Lagos steam tram towing the first class coach.

Above
The Backer & Rueb tram loco with the third class coach.

Below
The tram loco with the line's only item of goods stock.



Another visit to **Alkali Flats**

John Grey illustrates his layout with alternative AT&SF stock.

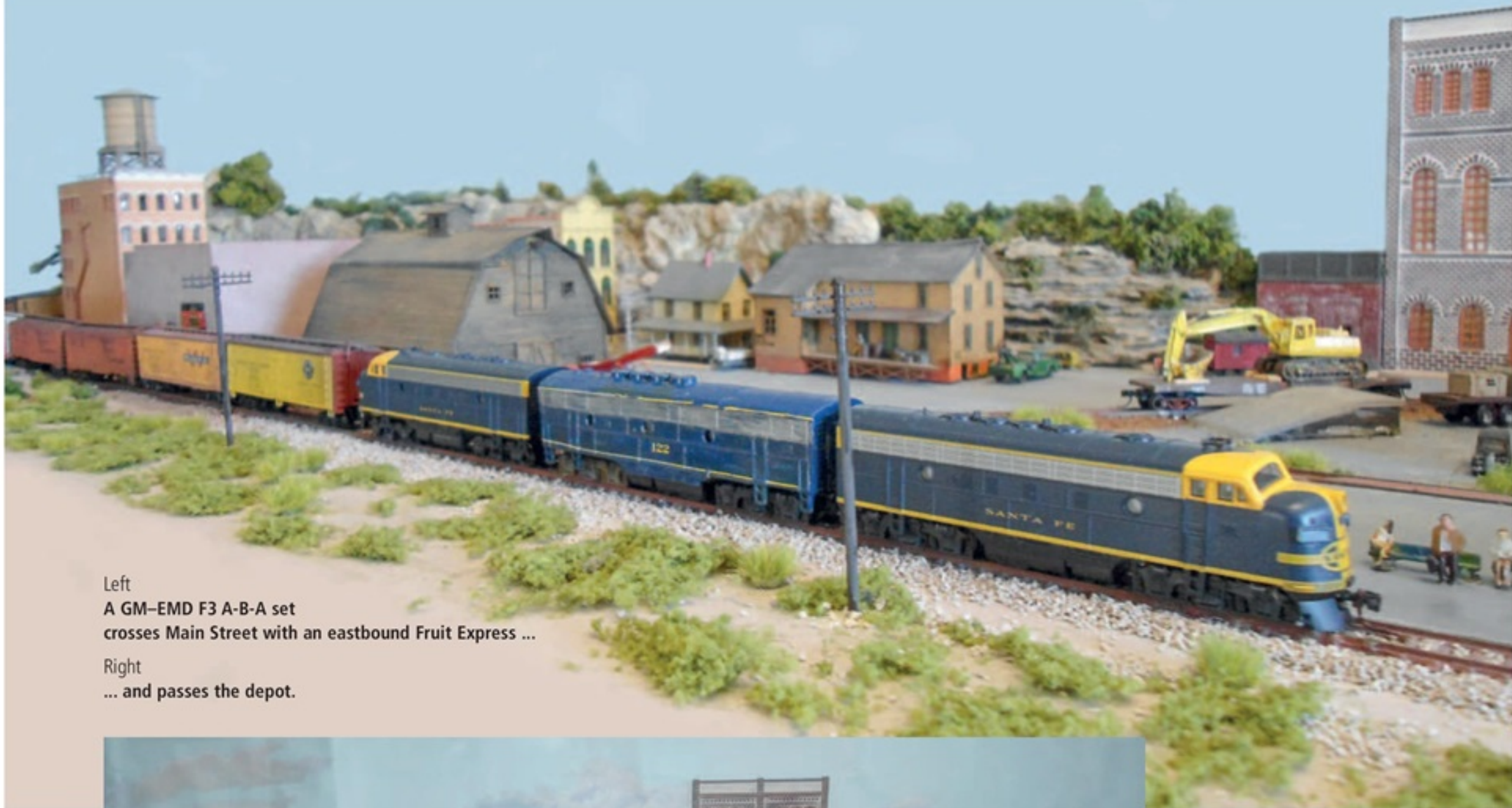
See CM September 2021 for the Union Pacific version.

Photographs by the author.

The Santa Fe did not go in for giant articulated steam locomotives in the same way as the other railroads in the west. There was an early experiment in the 1910s with a home-made 2-10-10-2 which did not work out well. So, with a few exceptions during the Second World War, 2-10-2 was as large as steam got on the AT&SF.

Instead, the road was early into diesels: its premier train, the *Super Chief*, was diesel-powered from its inauguration in 1935 and General Motors – Electro-Motive Division FT diesels for freight arrived in 1941. Nonetheless, the AT&SF did have some photogenic steam power including 4-6-4s and 4-8-4s. Unfortunately a basic 2-10-2 is not presently available in N, so a 4-8-2 is as near as I can get for now.





Left
A GM-EMD F3 A-B-A set
crosses Main Street with an eastbound Fruit Express ...
Right
... and passes the depot.



Left
A local passenger
with head end cars
makes its way east
hauled by a veteran 4-4-2.

Left
F3A+B set in charge of an
eastbound passenger train
made up of streamlined stock.



Right
A passenger train
behind 4-6-4 #3462.
The leading coach
is a heavyweight which has
been shadow-lined to match
the lightweight stainless
steel stock which forms
the rest of the train.



Above
An old 2-8-0 leads a short local mixed freight past the depot.





Above
The eastbound train No.8
(The Fast Mail) at the depot
behind a set of Alco PAs.

Left
Some rather less glamorous
Alco power – RS11 and RS3
combine to haul a freight.

Right
The F3 A-B-A set returns
with a westbound freight.

Below
This rather unusual way of
loading logs in a gondola
was copied from photos.

Below right
Passing the abandoned mine.





Above
A westbound mixed manifest
hauled by an Alco RS11
pauses at the depot.

Right
A westbound local freight
passes the abandoned mine
hauled by a 4-8-2.



Below
The westbound Fast Mail
passing the depot.
As it is hauled by F units
this is probably
a second section.





Above
**The Fruit Express rolling
 through Cavity Foam Canyon.**



Below
**The westbound Fast Mail
 caught in the canyon.**

Luc de Martelaer shows how he experimented with layout lighting.
Photographs by the author, unless otherwise noted.

LED there be light!

Useful information

Whether it is a permanent installation at home or portable for exhibitions, nowadays you have to light your layout. There many methods for this. I cannot be completely objective but only record my own experience.

My first attempt at an exhibition layout was lit by fluorescent tubes; this is what was done at the time! You had to choose the appropriate length, and also the colour temperature, 2700K warm light (827) or 4000K (840) which was deemed 'neutral', which to me was more satisfying.

This notion of colour temperature is very important to us; I would say that it should be part of our 'art', as it conditions how our model making is seen.



At exhibitions, with widespread presence of digital cameras and smart 'phones (almost everyone now has one!), it is important for exhibitors to take this into account.

At a recent show with *Bolormaa Mashbalgir* (see CM October 2019), which is bathed in bright daylight at 4000K, I noticed a major difference between that and the neighbouring layout which was lit by small warm-toned spotlights, giving the whole landscape shades of the setting sun – this was a deliberate choice by the modeller.

After the fluorescent tubes, compact fluorescent bulbs appeared, and of course I tried them.

At first they were only available in 'warm white', which, in my view, had the disadvantage of giving the whole landscape in a pronounced yellow cast, which was especially noticeable in photos.

Then came (at least, in my favourite DIY store) the 4000K compact fluorescents. This was the first time that I was completely satisfied with a lighting method; they have (almost) everything! Powerful, not too bulky, easy to replace if something goes wrong, and above all, they give a scene the atmosphere I want. However, they have some minor flaws: they need a few minutes to warm up and give off maximum light, they have less longevity than advertisements claim;

Right
A reel of LED strip.
 Andrey Gvrv, CC-BY-SA



Left
The familiar fluorescent tube.
 Leridant, CC-BY-SA

Below right
4000K LED spotlight with ES fitting, by Xanlite.
The only drawback is the shape.

Below
Compact fluorescent bulb.

and I was surprised at how expensive they were. But at the time I thought they were really good, and I used them for a long time.

Then I learned of the existence of LED strips.

I have not had good experiences with LED strips. First, you must be lucky enough to get a good quality product; then you have to cut, solder, and fettle it, then it peels off and droops, and sections can fail pretty quickly. I know many modellers swear by LED strips, but I do not like them!

Instead of cool white compact fluorescents, I used cool white LED bulbs from Xanlite for a while. They are powerful and more reliable than compact fluorescents, but unfortunately also cumbersome: they need a space of about 12cm. This must be allowed for in the design. I used it for *Bolormaa* and it was okay.





Left
3000K LED ceiling panels.
Rintojiang, CC-BY



Right
The 60 x 60 4000K LED panel
over *Puerto de Los Speculos*.

The revelation

I had seen a bit about LED panels on line but when I actually saw a layout which used them I was captivated by the light emanating from it!

These panels are designed to be fitted in false ceilings in offices. The result is magnificent: a beautiful light that is well diffused, powerful, and clear without being cold – just what we are looking for!

So I ordered a panel for *Puerto de Los Speculos* (see CM November 2021).

They are available in multiples of 30cm – I chose 60 x 60. It is less than a centimetre thick, and very light, which is an advantage.

I opted for 4000K – they also come in 6000K, but I was afraid that would be too 'hospital corridor'.

A small transformer (they call it a 'driver') was included.

As a complete lighting unit suitable for a whole layout, it was not so expensive.

I did not look through the website very carefully for mounting hardware (which I only realised was required when the panel arrived at my house, just 23 hours after being ordered!), so I had to improvise.

I expect you could easily find similar products.

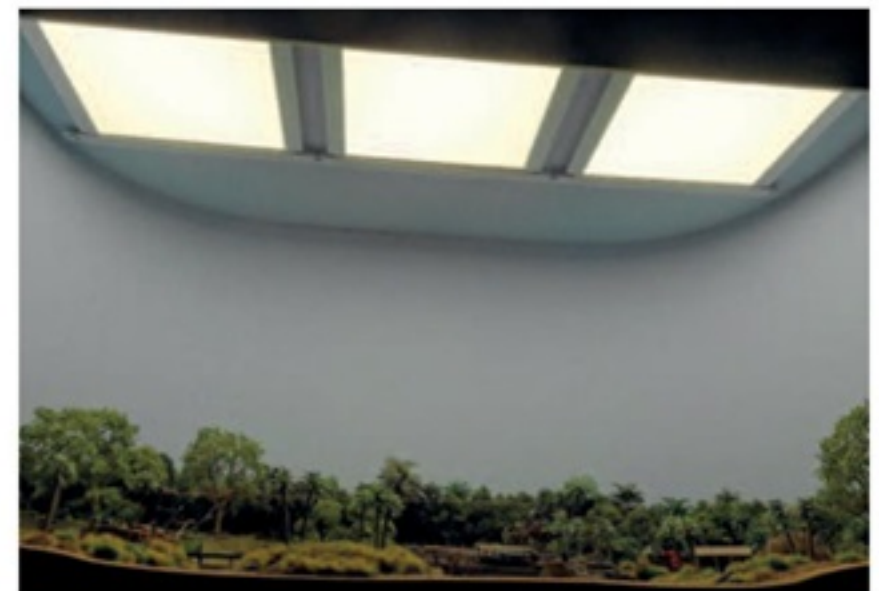
Light intensity

The fact that *Puerto* has an uneven, almost vertical, landscape made me realise another fact. The light falling on the subject decreases in inverse proportion to the square of the distance from the source. And that is what gave me a problem: there is about 50cm difference in height between the top and the bottom of the scene on *Puerto de Los Speculos*, which results in a noticeable difference in light. Fortunately, I was able to compensate for that by adding a light source, but I learned something!



Left
Bolormaa Mashbalgir
in the heart of Mongolia,
with cool white LED bulbs
behind the cover.

Right
The next layout
is wider and flatter,
and has three LED panels
to provide enough light.



Layouts with a large difference in levels are quite rare, but even on a normal layout it is useful to remember this notion of 'the square of the distance'; as part of the design, care should be taken to ensure that the light source is reasonably close to what it is to illuminate!

One final point: we are used to seeing light bulb powers quoted in watts, and now they are in lumens; this is less informative unless you remember that 10 lumens are roughly equivalent to 1 watt.

The light comes from all over the sky

At one exhibition, a movie lighting designer maintained that in nature light comes from single point – the sun – so it was absurd to illuminate a layout with diffused light; you should use a powerful spot located at one point to light the whole of the little world.

You can imagine what a disaster that would be, with hard shadows, some areas too bright, and others not lit at all ...

And when there are clouds, the light comes in a diffuse way from all over the sky.

My next layout

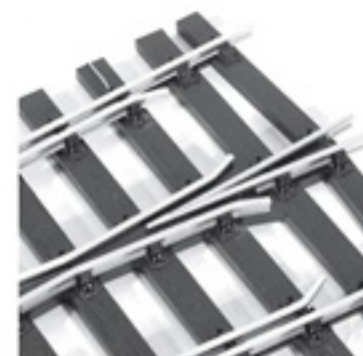
My next layout has the 'ceiling' made of 4000K LED panels as far as possible.

It has a valance which goes down low enough so that an average height visitor cannot see the light sources.

The light sources are not more than 50cm above the scene.

So LED panels are light, do not heat up, consume relatively little electricity, and are reasonably priced.

They are certainly worth a try, in my opinion, but I am not suggesting they will suit everyone – this is just the culmination of my experiments. Others have tried other things, and come to other conclusions!



N

Nederlandse Spoorwegen 1600 new from Fleischmann



Recently released by Fleischmann is a brand new model of the Nederlandse Spoorwegen class 1600 B-B electric.

Based on the French BB7200, and built by a consortium of French companies, fifty-eight of these locos were delivered between 1981 and 1983. With a top speed of 180km/h and a power rating of 4,650kW, they proved very successful. In 1999 the NS fleet was divided between passenger and freight divisions, and those allocated to passenger services were re-classified 1800. Some of the

Cargo machines were later repainted in Railion traffic red.

Fleischmann first produced a model of this type in N as early as 1980 (a simple re-livery of a French machine, with incorrect bogies for the NS), but this is a completely new item.

The main colour is dense and even, with the grey grilles and solebars well defined and the roof ventilator in silver. The markings are clearly printed. 1601 was the first of the class to get a city coat of arms (on 6th April 1982), representing Amsterdam.

The moulded plastic body shell conforms closely to published dimensions, exactly to scale over buffer beams (though the buffers themselves are slightly short, no doubt for practical considerations on model curves).

The shell is well detailed, with the cab and nose handrails moulded in place.

Glazing fits flush and the cabs have basic interiors. Windscreen wipers are formed in place and neatly picked out in silver.

Added parts include the roof equipment (cabling, insulators, switch, and horns) plus of course the fine pantographs, with authentic double contact strips. They are sprung, but not wired for current collection from the overhead.

The model does not have the casing over the horns, jokingly referred to as a 'rabbit hutch', which was intended to prevent the penetration of snow into the horns. They were fitted at Tilburg works in 1984-5. The model also does not have the later cab air-conditioning.

The underframe and bogie side frames are well detailed. The cab steps are added parts, mounted on the bogies.

Very fine black plastic brake hoses and dummy scale couplers are supplied

as accessories for the modeller to fit.

The model has directionally controlled lighting using miniature LEDs, three white head and two red tail lights. The lights at one or other end can be isolated by means of switches on the internal printed circuit board.

A Next18 (NEM 662) socket is provided for a digital decoder. A digital sound version is also offered.

The flywheel-fitted five-pole can type motor is mounted centrally in a metal chassis, with drive through worms and brass reduction gears in the bogies to all wheels; two of them carry traction tyres, one on the inner axle of each bogie. With a weight of 81g, pulling power should be sufficient.

Current collection is by wipers on the backs of all wheels. As a result the model runs smoothly and quietly, and is controllable across the speed range.

The model comes with Profi-couplings on close-coupling mounts at each end, which can be exchanged for standard couplers (supplied).

A minimum radius of 192mm is recommended.

The packaging notes that model was made in Romania.

Fleischmann also list a later variant in red livery, and authentically detailed French versions (BB22200 and BB7200).

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.732100 £190.00.
Digital sound ref.732170 £285.00.





Roco have recently released their brand new model of the BR95 2-10-2T, the most powerful tank locomotive in Germany. Designed as the Prussian T20, the first ten were actually delivered to the Deutsche Reichsbahn Gesellschaft in 1922, classified BR77. They became BR95 in 1923, and in total 45 were built. They earned the nickname 'Bergkönigin' (queen of the mountains) as the result of predominant use on lines such as Sonneberg – Probstzella, the Spessart Ramp, the Frankenwald, the Geislinger Steige, the Schiefe Ebene, and the Rübeld. After the Second World War, thirty-one passed to the Deutsche Reichsbahn. In the course of mainten-

ance in the 1950s the boiler equipment, fittings, pumps, cab, etc., were largely standardised. Between 1966 and 1972, twenty-four were converted to oil firing, and ten were fitted with a new domeless boiler. The Eisfeld – Sonneberg railway line was their last area of use, until 1981.

Roco have chosen to represent this final form, which has not previously been offered as a mass produced model.

95 014 was built by Borsig in 1923 as works number 11651 and first based in Leipzig. In 1927 it was relocated to Probstzella. In 1967 it was one of those converted to oil firing, and with a new boiler. With the introduction of computer numbering, the machine became 95 0014-1. It ended its career on the Eisfeld – Sonneberg line, and was withdrawn in 1980.

The model is delivered in a plastic display case, securely clipped to a simulated track base, inside a stout card box, with a 'Roco Edition' wrapper, and the ensemble is shipped in foam supports within a large plain card box.

The model is very accurate, according to published dimensions, and certainly captures the look of these massive and powerful machines.

The body is a combination of plastic and metal parts: the tanks and bunker are metal, the cab and boiler plastic. The main components are detailed with many separately applied parts, including whistle, generator, and brake pump, along with most handrails, conduits, and pipework (all bar the smallest lubrication lines). The grille over the cab roof vent is etched metal.

Rivets are subtle, almost scale size.

The bunker access ladders are resilient plastic.

There is an unobstructed view through the top of the cab, though the lower part is full of the mechanism so the crew figures (supplied for the modeller to install) are legless.

Other supplied accessories include piston tail rod covers plus full and attenuated brake hoses and dummy scale couplers so either end can be fitted out for operation or display.

Also as optional extras there are etched metal plates to stick carefully over the neatly printed Epoch IV markings; some have to be burnished to reveal the raised metal characters.

The overhead warning signs and electrical junction boxes picked out in yellow are nice touches.

The fine spoked wheels are metal, and the motion is made up of metal and plastic parts, with jointed coupling rods, and return cranks correctly at different angles each side. The keeper plate includes the brake shoes, in line with the wheel treads, with the rodding added.

The metal chassis carries a five-pole can-type motor with flywheel horizontally in the boiler, with double reduction worm and gear drive to the fourth axle; the other drivers are coupled by the rods. The second, third, and fourth wheelsets are allowed lateral movement.

The minimum recommended radius is 358mm.

With a weight of 376g and traction tyres on the fourth pair of driving wheels, haulage capacity should be more than adequate.

The model runs smoothly and quietly, controllable from a crawl to a realistic

maximum. The digital version is exactly matched to the prototype's top speed.

All wheels collect current – there are wipers on the drivers, and the pony trucks are equipped with split axle wheelsets.

A PluX-22 decoder socket in the cab floor allows for a digital decoder. The model is also available with a sound decoder and smoke generator factory fitted; the smoke output is motor-driven and synchronised with the sound and motion.

The lighting is by LEDs, which change according to the direction of travel.

Standard couplings are fitted in NEM 362 pockets, flexibly mounted on the frame. Roco close-couplers are also provided.

The model is 174mm long over buffers.

The comprehensive illustrated instruction manual (in German, French, and English) runs to 84 pages.

Expensive? Arguably. Exquisite? Undoubtedly!

Manufactured by

Modelleisenbahn GmbH
Roco
Plainbachstraße 4,
A-5101 Bergheim, Austria.
www.roco.cc

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

PRICE ref.71095 £395.00.
Digital sound ref.71096 £535.00.





By the mid-1960s, it became apparent that the Deutsche Reichsbahn BR211 and 242 Bo-Bo electrics, in production since 1961, were not powerful enough, so a new Co-Co locomotive suitable for all types of traffic was developed. In 1974 three prototypes were built by LEW Hennigsdorf, and 270 were delivered between 1977 and 1984 as class 250. They were mainly used for heavy freight as well as the fast *Städteexpress* services. Nicknamed the 'Electric Container' or 'Power Container' due to the distinctive body shape, it was the most powerful locomotive in the former GDR.

After the re-unification of Germany, rail traffic in East Germany slumped but these powerful and useful locos were renumbered as class 155 and many of them operated into West Germany. After Deutsche Bahn was restructured,



they were assigned to DB Cargo (later Railion, now DB Schenker Rail) for freight services. Since 1998, some have been withdrawn and used for spares but around two hundred still exist and can be seen throughout Germany pulling all sorts of freight trains.

Tillig have recently released a brand new model of this class, initially as 155 188-6 in orient red livery with DR Epoch V markings, representing a machine allocated to Bw Erfurt.

The model is well finished, with good dense main colours, clear separation, and neatly printed markings.

The moulded plastic body is accurate in dimensions and details, with features such as vents and grilles correctly represented.

The roof is equipped with wiring, switchgear, and fine metal pantographs, which are sprung and can be used to collect current from the overhead. There is certainly a link inside the roof to the printed circuit board, but the instruc-

tions give no information on how to select overhead collection, and in fact the contact strips are painted red and would need to be scraped back to bare metal.

The glazing fits flush, with neat metallic or black frames as appropriate.

Various details are separate parts – windscreen wipers, horns, nose and door handrails, footsteps, and multiple unit connection sockets. These are moulded in black or to match the body.

As options there are also dummy scale coupling hooks and brake hoses.

The bogie side frames are moulded in deep relief and nicely detailed.

A metal chassis supports the central can motor and twin flywheels with drive via reduction gearing to the outer axles of each bogie. Two traction tyres are fitted, on one inner wheel of each bogie, and a weight of 180g should provide good hauling capability.

All wheels collect current, through phosphor-bronze wipers.



The directionally-dependent working lights (three white head and two red tail) are LEDs.

A Next18 (NEM 662) socket is provided for fitting a digital decoder, though the standard introduction and the website refer to a Plux12 (NEM 658).

The base of the transformer is ready perforated for a loudspeaker.

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

The snowploughs are attached to the close-coupling mounts.

The model is 163mm long.

Manufactured by

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

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

PRICE ref.04331 £195.50.

type Hbbilns sliding side vans new from Fleischmann



Recently arrived from Fleischmann is one of the highlights of last year's new items programme, the type Hbbilns long wheelbase four-wheel sliding wall van.

These are standard vehicles used by practically all European railway administrations and operators since the early 1980s. They are ideally suited for the transport of weather-sensitive, large volume, and palletised loads but have no ventilation or temperature control.

Various types were produced under the common classification Hbbilns or Hbbins (without internal partitions).

The design allows for quick and economical handling of freight as well as providing adequate protection. The sliding wall system provides optimum access to the load area from either side with fork lifts, etc. It is also possible to load and unload from above using a crane. There is space in the loading area for up to forty-four Euro pallets.

The type Hbbilns wagons are equipped with up to six movable internal dividers which serve to secure the load against shifting in transit.

The specific prototype of this model was first built by the Niesky wagon construction company in Saxony for the Ahaus Alstätter Eisenbahn AG (AAE); this type also been supplied to (amongst others) the SBB, ÖBB, CD, BDZ, and GySEV.

Compared to previous sliding wall wagon models from Fleischmann, the lack of a narrow roof at the top is the most characteristic differentiating feature. The U-shaped release levers on the ends are also typical.

The model carries Epoch VI AAE markings, clearly printed.

The sides and ends have moulded ribs, with separately applied handrails and operating rods.

The frame has lashing hooks (picked out in yellow) and shunters' steps, and is detailed underneath with brake equipment.

The brake handwheels are separate parts, finely moulded in yellow plastic.

The axleboxes and springs are nicely represented, and the brake shoes are in line with the wheel treads.

The model runs freely 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.

The product was 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.826250 £34.50.

DR type Ks³³⁰⁰ lowside wagon new by Busch



Recently delivered by Busch is a new model of the Deutsche Reichsbahn standard type Ks³³⁰⁰ long wheelbase four-wheel lowside wagon with side stakes. The DR obtained around 1,200 of these vehicles to UIC standard dimensions from Romania in 1969 as replacements for older flat wagons. They are characterised by the fish-belly girder reinforcing the frame and the use of rotating rather than plug-in stanchions. In 1994, 1,146 passed to the DBAG and were re-classified Ks446. Many are still in use today by DBAG and private rail companies.

Our sample carries DR Epoch IV markings as 21 50 330 0057-5.

The markings are clearly printed, with the brake controls neatly picked out in appropriate colours.

The moulded body detail is good, with free standing grab handles and shunters' steps. The interior has a real wooden deck, with simulated planks.

The side stakes are added parts, moulded in resilient plastic, and can be rotated between horizontal and upright.

The lashing hooks, made in yellow plastic, are also added parts.

A complete set of spares (stakes and hooks) is included.

On the underframe, the main brake gear components are formed in medium relief with the rigging added and brake shoes in line with the wheel treads.

The model rolls freely on blackened metal disc wheels, and is fitted with close couplers on close-coupling mounts.

Overall length is 114mm.

A word about the novel packaging: the model is held securely in an ingenious framework of laser-cut foamboard pieces which slot together and are locked by two plastic spindles.



Manufactured by

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

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

PRICE ref.31500 £38.40.

type Uacs-x silo wagons new from Fleischmann



Recently arrived from Fleischmann is one of the highlights of the 2021 new items programme, a modified model of the common type Uacs-x bogie silo wagon.

These vehicles are used for the transport of bulk goods. They are sub-divided according to the load: while Uacs-x carry industrial products, such as coal dust, the Uacs-y are used for food products, such as soda or flour. The huge silos are painted inside with a unique epoxy resin and have a pneumatic compressed air discharge system. They are loaded via fillers on the top, which can be reached via the ladders and walkways. Both types have the same basic structure with a welded lower frame and run on UIC type Y25C bogies. In addition to the preferred use in block trains, they are also operated as single wagons.

The model is marketed in packs of two, with different running numbers.

Our samples are decorated for the Deutsche Reichsbahn, with Epoch IV markings.

All markings are very neatly printed.

The end platform, steps, railings, access ladders, and top platform are 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.

A sprue of eight information placards is supplied as an accessory for the modeller to fit.

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.

The label indicates the products 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.849006 £73.00.

FS type 1949 baggage/post van new from Rivarossi

Rivarossi have released a new version of their new model of the Italian State Railways DUz 93.100 baggage/post van, running on 2.7m wheelbase type 27 bogies in slate grey with the so-called 'television' logo and Epoch IV UIC compatible markings, running number 50 83 91-48 131-6, which is correct for the 1970s/early 80s but not later than 1982 due to the presence of the 'z' in the markings. (If you ignore this, it can be extended through the 1990s.)

The colour is accurate and the markings are well printed.

The moulded plastic body and roof exhibit nice seam and beading detail.



The handrails and corridor connections are added parts, and the glazing fits flush, with very neat metallic frames and safety bars simulated within.

Electric cables and sockets are provided for the modeller to fit to the ends, though there are no instructions for their location.



Some aspects differ slightly from the prototype: for example, the solebar appears a little too deep and the lower edge is not rounded as in reality.

Not all the large windows should have safety bars and a metal frame on the lower edge because some windows can be lowered to open.

The curvature of the roof at the ends should be flatter in the centre.

The secondary suspension has two groups of leaf springs instead of three.

Otherwise, the bogie side frames are well detailed, and the underframe is

enhanced with added components (e.g. brake equipment, rodding, and battery boxes). One set of door steps is attached to the frame, the other to the adjacent bogie so as not to impede rotation.

The model runs freely on blackened metal disc wheels, insulated one side by plastic centre bushes.

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

Manufactured for

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

PRICE ref.HR4279 £57.99.

Tillig have released a new model of the Harz metre gauge modernised seven window coach as KBtr 900 472. This originated as one of five built by Wismar in 1922 for the Nordhausen Wernigerode Eisenbahn as their second No.12, 14.7m long and 9m between bogie pivots, classified BC4i, accommodating sixteen second class and thirty-six third class passengers. Four of these vehicles still existed when the railways in East Germany were absorbed into the Deutsche Reichsbahn after the Second World War. Like so many Harz coaches, they were substantially rebuilt in 1988/9 with new roofs and 'bus' type windows. In 1995 the bogies were fitted with roller bearings, and the interiors were modernised again in 2005. The vehicle is still in use.

The 'tr' indicates it has space for luggage.

This release carries Harzer Schmalspurbahnen Epoch V/VI markings. The red-beige livery is well done,



with good definition between the main colours, and clearly printed markings.

The model has a full interior and flush glazing. The roof is a simple clip fit, so adding passengers should be easy.

The body sports separate handrails, moulded in coloured resilient plastic, and end balconies with very fine features, including added brake hoses and electrical connections; the gates and fall plates are fixed. The handbrake is

correctly only at one end.

Detail parts supplied include (more) brake hoses, centre buffers, dummy scale couplings, and coupling hooks. These fit easily but firmly into holes in the buffer beam without the need for adhesive.

Note that when fitted these parts may impede the working of the model coupler.

Regular narrow gauge couplers are



fitted on the bogies; standard NEM 358 pockets are supplied as alternatives.

The underframe is also nicely detailed, with main components and brake gear moulded in medium relief.

The bogies have subtle rivets, plus good axlebox and spring detail. The brake shoes are added, in line with the wheel treads.

The models roll freely on blackened metal disc wheels, insulated one side with a plastic centre bush. Interior lighting is an option, so these wheelsets can be used to pick up from opposite rails. An interior lighting kit is available as an accessory.

The model comes in very secure clear plastic 'bubble' packaging, within a card tray box.

The coach is also offered for HOe (9mm gauge).

Manufactured by

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

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

PRICE ref.13921 £50.90.

new run of Karwendel Express stock by Liliput

Since the Mittenwald line opened in 1912, trains reached the tourist resorts such as Mittenwald and Seefeld in Tirol in the Karwendel range on the German-Austrian border. The first D-Zug express trains ran from 1925 on the electrified route between Munich and Garmisch-Partenkirchen. In 1930 the Deutsche Reichsbahn introduced the *Karwendel Express*, linking Munich with Innsbruck via the scenic route through the mountains, crossing the border at Mittenwald; special coaches were built for this service, but operation ceased during the Second World War.

Liliput has recently released a new batch of the dedicated express coaches in the attractive two-tone blue livery of the *Karwendel Express*.

The stock carries DRG Epoch II markings, and all vehicles have new running numbers, but are otherwise identical to previous production.

Available are:

B4ü Bay29 second 15 018 Mü

C4ü Bay29 third 16 364 Mü

C4ü Bay29 third 16 365 Mü

C4ü Bay29 third 16 367 Mü

Pw4ük-29 baggage van with kitchen compartment 105 272 Mü



The coaches (but not the baggage) are also available in DR Epoch III green.

The coaches are 130mm long, the baggage van 123mm.

The models all have interior fittings and are prepared for the installation of optional interior lighting.



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

The minimum radius recommended is 192mm.

Manufactured for

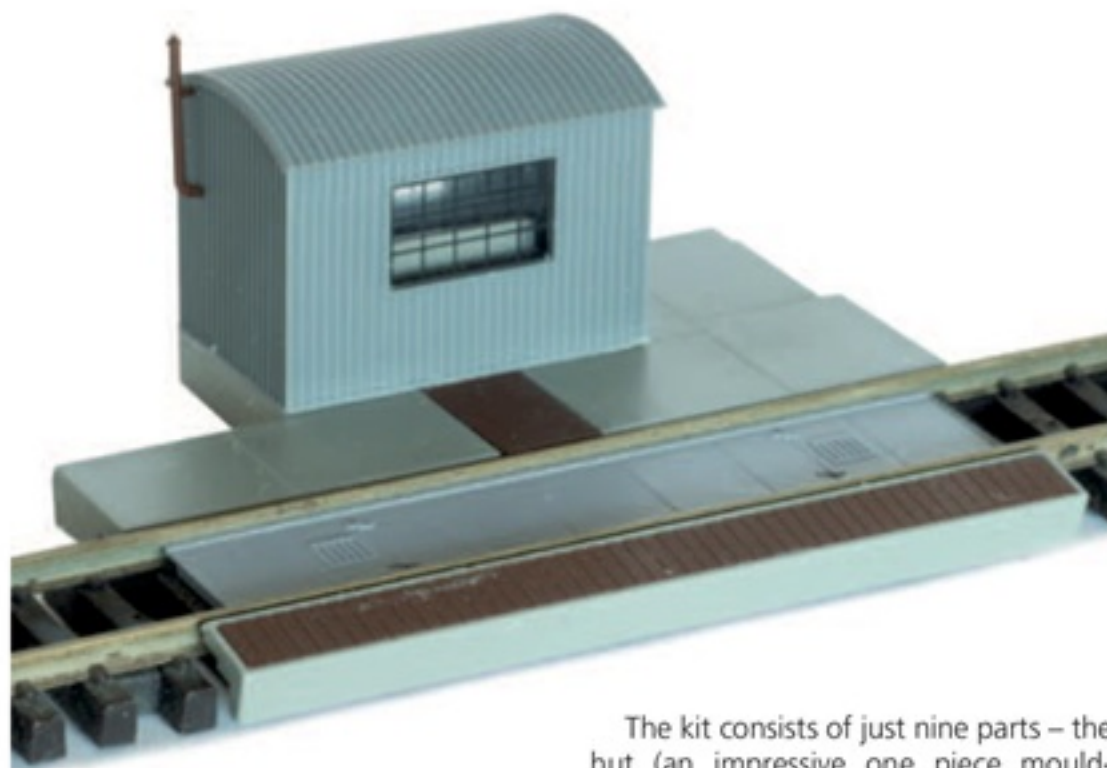
Liliput, Bachmann Europe plc,
Niederlassung Deutschland,
D-90518 Altdorf bei Nürnberg,
Germany.
www.liliput.de

DISTRIBUTED IN THE UK BY
Bachmann Europe plc, Moat Way,
Barwell, Leicestershire, LE9 8EY.
www.bachmann.co.uk

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

RRP coaches £43.00 each
(DR £45.40), baggage £50.25.

new kit for wagon weighbridge from Auhagen



New from Auhagen in N is a neat little wagon weighbridge.

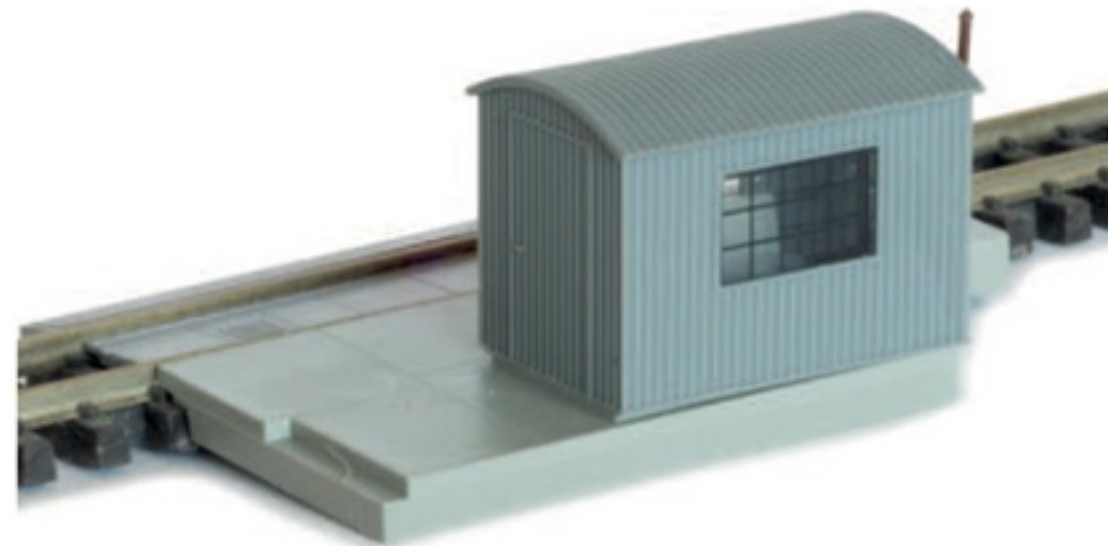
These installations are permanently installed near goods yards so individual wagons can be weighed before and after loading and unloading; the difference between the measurements is then used as the basis for the charge by weight.

The scales themselves are housed in a corrugated iron hut, which clearly has a stove for heating on cold days.

The kit consists of just nine parts – the hut (an impressive one piece moulding), with chimney, two windows, base, mechanism cover, weighbridge deck, far kerb, and walkway insert.

The base and kerb butt up against the rails either side (and are stepped to accommodate the sleepers of non-ballasted track) while the deck slots in between the rails. Slight trimming may be necessary to clear the wheel flanges.

The parts are finely moulded in three colours: dark grey, light grey, and brown, plus clear glazing, with the frames neatly printed in black. (Our



sample is not painted.) They have a good level of detail, and the feeds are not very thick, so can be easily cleaned up. There is virtually no flash, and the parts go together very well.

The whole structure occupies an area of 50mm x c.45mm, and the hut is 11mm tall from the base.

As usual, the instructions are in the form of a sequence of clear 'exploded' diagrams on one side of a folded A4 sheet, with the parts numbered against actual size diagrams of the sprues to allow easy identification, so there should be no language difficulties. Construction is presented in four main steps.

Liquid solvent is recommended as adhesive.

Manufactured by

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

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

PRICE ref.14487 £19.60.

DB VT98 railcar and VS98 driving trailer new from Minitrix



The Minitrix programme for 2020 included a new model of the famous Deutsche Bundesbahn VT98 twin-engined diesel railcar built in quantity from 1955 for branch line service, along with the VS98 driving trailer.

Experience with the single-engined VT95 (later BR795) rail buses developed by Waggonfabrik Uerdingen proved the fundamental suitability of these vehicles. However, the engine turned out to be too weak on steep gradients, especially when operated with a trailer. The VT98.9 series (later 798.9), equipped with two 150hp (110kW) engines, soon followed. These largely fulfilled expectations but still had Scharfenberg centre couplings and only light springs for protection from conventional buffer vehicles. The delivery of twin-engined units

of the 98.95 series (later BR798.5) began in 1955, eventually totalling 329. They had new chassis with improved running characteristics as well as buffers, screw couplings, and a standard brake system, which allowed them to haul a goods wagon or two. They also had a multiple unit control system that not only allowed push-pull operation but also the control of another motorised vehicle. Matching driving (VS98) and intermediate (VB98) trailers were also put into service with these railcars.

These sets quickly replaced steam-hauled trains. For decades, they were synonymous with mobility in rural regions and were popularly known as 'branch line saviours'.

The model represents VB 98 9719 and VS 98 004 as they were in c.1965; the pair measures 175mm over buffers. They can be separated, and the power unit used on its own. Imitation couplings are provided for the modeller to install if required.

Both vehicles have a neatly decorated plastic body on a cast metal frame. In the powered unit, a flywheel-fitted motor drives both axles; the mechanism is kept below the window line.

All lighting (head and tail lights, and interior) is with maintenance-free LEDs, which can be separately switched under digital control.

The model comes fitted with a DCC/SX decoder (set to also work on plain DC) which incorporates a sound generator with many functions, including engine noise, horn, bell, air release, and brake squeal, plus refuelling. There is also a station announcement, guard's whistle, and doors closing - plus even the toilet being flushed!

Access to the functions will depend on the controller used.

Manufactured by

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

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

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

PRICE ref.16981 RRP €330.00.



all

new versatile Flexi Loco Lift new from Peco

Peco has released an all new design of loco lift which incorporates adjustable guide rails, making it applicable for N, HOe, HOn3, HOm, TT, and HO. It supersedes the previous Loco Lift (ref.SL-43) which was only suitable for HO.

The principle remains the same, with the ability to run locomotives or trains on and off the track without the need to handle the model. Connection with the track is via brass strips which are bent to the contours of the rail top – simultaneously aligning with the rails and making electrical contact. It is worth noting that the units can only be placed over straight track, but only a short length needs to overlap for alignment and electrical contact. Sufficient clearance either side is also necessary.

The unit comes as an easy-to-assemble kit; just a small crosshead screwdriver is required. Each Lift consists of six moulded plastic parts, two brass/phosphor-bronze contact strips, and four self-tapping screws. In addition, four joining clips are provided for attaching further units.

To prevent rolling stock falling out of the Lift when handled, two plastic end slides are also included; these require trimming to suit your chosen gauge – guide lines are moulded on the surface.

Once assembled, the units are sturdy and durable, satisfyingly rigid despite the name, with provision for stacking also



incorporated into the design – ideal for storage and using as cassettes in compact fiddle yards.

Two packages are offered: PT-60 is a single unit which can accommodate a small HO locomotive or in N a longer locomotive or bogie diesel; and the PT-61 twin set, two single units which are designed to be joined together to accommodate longer HO locos or even a short train in N. Both are fully compat-



ible allowing for further units to be joined together to accommodate even longer models / trains.

Adjusting the width of the units for different gauges is by a slide bar system incorporated into the end sections, with each gauge determined by a notch and marker point, allowing for easy adjustment; this is then secured by tightening the four screws.

Joining lifts end to end is also simple, achieved by removing one screw from each adjacent end (allowing the ends to sit flush together) before inserting the four joining clips (two on each side) – these are a simple push fit and can be



removed with a flat-bladed screwdriver (using the cutouts provided) if you wish to separate the units at a later stage. In theory there is no limit as to how many can be joined together.

See also the Peco TV channel – <https://youtu.be/2jbAkQGmgvw>



Manufactured by

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

PRICES

PT-60 (single) £10.50.
PT-61 (double) £18.50.

HO

French lozenge tiles textured sheet new from Wills



The Wills scenic series of useful textured building materials has been expanded with French lozenge tiles, neatly moulded with surface detail in a suitably terra-cotta coloured styrene plastic.

The packet contains four sheets, each 103mm x 75mm.

The material is approximately 2mm thick (maximum), rigid enough to bridge quite a gap without sagging.

The inside of the header card has useful tips and techniques for cutting and shaping the sheets.

Manufactured by

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

PRICE ref.SSMP234 £4.45.

Graubünden

Compiled by Bill Salter and Martin Fisher

Swiss Railways Society

Sales, Glyn Jones,

Alpiglen, 13, Welland Close, Dalebrook,

Burton-upon-Trent, Staffordshire, DE15 0AG.

www.swissrailsoc.org.uk

210mm x 148mm 68pp

Softback £7.00

ISBN 978-1-9162968-7-9

Now available is a revised version of Swiss Travel Guide No.6. This edition maintains the A5 format but has been thoroughly updated with many new photographs, reflecting the recent radical changes in rolling stock on the Rhätische Bahn. There are more references to places to visit and more websites quoted so the reader can easily research additional information as required.

The area covered is in the mountainous south-east corner of the country, the largest canton by area but the least densely populated, where the principal railway is the extensive metre gauge network of the RhB.

The book follows the successful format of the Society's other guides. After defining the scope, with the aid of an excellent professionally drawn map (a new feature for these guides), the introduction

includes advice on getting to the area by air, rail, or road, and provides useful information about rail fares and ticketing.

The information is then presented in convenient sections: the route of the Glacier Express, from the Oberalp Pass to Chur; Chur; Chur to Arosa; the Albula line (Chur to St.Moritz); St.Moritz and the surrounding area; Chur to Davos via the Prättigau; Filisur to Davos; the Engadin route (St.Moritz to Scuol-Tarasp); and the Bernina line (St.Moritz and Samedan to Tirano, in Italy).

As usual the booklet is copiously illustrated with colour photographs, simply presented, and well reproduced. Some are by the authors and other Society members, plus official sources (tourist offices, etc.), and a few from the internet, but most were supplied by two Swiss photographers. All are informatively captioned, with credits where necessary. The handy pocket size inevitably limits the impact of these superb images. Nothing for it but to go as see for yourself ...

As usual, the work is rounded off with some general information, including a selection of hotels in the area which have been used by Society members.

Two appendices provide a selected bibliography and notes on the classification of Swiss locomotives and multiple units.

Finally there is a page of information about the Society, advertising their other publications.



A very useful guide for any traveller planning to visit the area, especially if making use of rail transport. If you have never been before, perhaps this will encourage you to visit (when circumstances permit) and even previous travellers may find something new to explore next time within these pages. Thoroughly recommended, and a bargain at the price.

The price quoted above does not include postage and packing; for rates, and details of credit card payment, contact – sales@SwissRailSoc.org.uk

Le Réseau Breton

Tome 2

De 1945 jusqu'à nos jours

by Dominique Paris

and Pierre-Henri Emangard

Éditions LR Presse,

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

www.lrpresse.fr

292mm x 215mm 336pp

Hardback €49.50

ISBN 978-2-37536-048-4 French text

This substantial new book is the second volume devoted to the Réseau Breton, and continues the account up to the present day.

The contents are presented in four main chapters – the network after 1945; the rolling stock in this period; elements of the infrastructure; and the routes of the principal lines, described with excellent maps and gradient diagrams.

The period between 1954 and 1966, with the progressively greater use of diesel railcars (*autorails*) is described as the golden age of the network. Between 1961 and 1967 the metre gauge was shut down, but this was far from the end of the RB as a local transport provider, even if it had less romantic appeal to enthusiasts. The lines from Guincamp to Paimpol and to Carhaix, both now standard gauged, continued with A2E *autorails* and even some freight traffic.

The rolling stock in this context covers *autorails* on both metre and standard gauges, plus standard gauge steam and diesel locos, and hauled stock. We also see some metre gauge machines on test before export.

The infrastructure is mainly concerned here with the development of the extensive depot and workshop facilities at Carhaix, the hub of the system, with track plans, and many photos showing stock behind overhauled – great detail for modellers. There is also coverage of private sidings and industrial connections, as they were in 1951 and 1963.

Appendices deal with preserved equipment, and various small but worthwhile additions to the first volume – something always turns up after publication!

The work has been supported by the Fédération des Amis de Chemins de Fers Secondaires (FACS) and is lavishly illustrated with photographs, drawings, and diagrams. These illustrations have come from respected archive sources and many noted enthusiasts, and include a good number of colour images, well reproduced.

Modellers will also be pleased to find scale drawings of locos and stock, not just side elevations but also ends, plans, and even sections. The collection includes some by Gordon Gravett. The drawings are not reproduced to a consistent scale, though all are clearly marked with major dimensions.

There are station track layouts, some from archive originals, and old documents reproduced in facsimile.

A lot of numerical information is in handy tabular



form, with coloured rules and tinted backgrounds for clarity. Other design elements (page borders, coloured backgrounds, simulated perforated edges, and stone-effect corner tabs) have less discernible purpose but happily do not impinge on the content.

The photo reproduction is generally very good, and many images are presented large, allowing detail to be appreciated, though the choice of which are large and which are rather crammed in does sometimes seem odd. There are some impressive aerial photos of main stations which would have been candidates for full page treatment. Only a handful – less than in the first volume – are either slightly too large for the image quality or placed unfortunately so that an interesting part of the picture vanishes into the gutter between pages. One double page spread, however, is immaculately arranged with a signpost right down the centre!

The work is rounded off with a bibliography.

Comments on the presentation style apart, this is splendid stuff, and publications of this high quality should surely inspire and inform modelling.

Left

Réseau Breton De Dion-Bouton OC2 *autorails* X205, X204, and X206 were subsequently used on the Blanc – Argent. Romorantin depot, 21st October 1982.

On the right is Verney X224.

Photo: CM collection.



Le Train – spécial 106 3/2021 Les EuroCity Tome 3

by Jean-Pierre Malaspina

Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.

www.letrain.com

297mm x 210mm 100pp

Softback €16.50

ISBN 1267-5008 French text

This new special from *Le Train* is the third to cover the EuroCity express services, and (following the history and motive power volumes) looks in some detail at the rolling stock employed – coaches, sleepers, bars, restaurants, baggage vans, post vans, generator vans, and car carriers. In recent years some trains have also used driving trailers. Services started in 1987, based on the standard 26.4m long vehicles ordered by six European administrations (German, Swiss, Austrian, Italian, French, and Belgian) which were designed to facilitate through working.

As usual for these specials from *Le Train*, the work is built around an excellent collection of 258 (!) photographs, all in colour and very well reproduced. There are attractive scenic views of complete trains, plus many roster shots of specific vehicles. These are augmented by small 'data panels' for most of the principal types, with representative graphic outlines – enough to identify a relevant model if not a scale drawing that would allow you to build or detail one.

Schwerer Gustav or Dora The German 80cm railway gun

by Wolf-Dieter Upphoff

German Railway Society

GRS Sales,

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

www.grs-uk.org

300mm x 215mm 24pp

Softback £6.00 incl.p&p.

No ISBN

New from the German Railway Society is an interesting booklet which examines the history and use of the enormous 80cm calibre railway gun that was developed by the heavy engineering firm Friedrich Krupp AG at Hitler's request. After summarising the development of rail guns in Germany, initially derived from pre-First World War naval guns, leading to this heaviest example, it gives details of the ammunition that could be fired and the complications of moving the massive gun between firing sites and setting it up. Powerful locomotives were needed to haul several

There are no interior layout diagrams or detailed technical specifications – that would require a much larger tome. Similarly, no train formations are listed, as these change over time and to meet traffic requirements, but modeller should find sufficient examples illustrated. Note that in general these are not short trains!

The pictures date from c.1990 to 2019 and come from many photographers, showing trains all over Europe, from France to Russia, from Sweden to Spain – or at least with stock from those countries. Many operators and liveries are represented, often in mixed rakes, reflecting both the international through services and changes over time.

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

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

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

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

Some knowledge of French will be useful to get the most from the text, but the captions should be clear enough and as usual the strength of the publication is in the illustrations. It should appeal to many CM readers.

trains of equipment, supplies, and personnel, and the preparation of the site for the gun could take over a month. D311 double unit diesel-electrics were used to position the gun on the specially constructed double track firing arc.

The work is illustrated with eleven black & white and fourteen colour photos, plus three diagrams and a map (of the Crimea). It is a remarkable compilation from archives and online sources for which the author is to be congratulated. In general, the image quality is reasonable, given their rarity and age. Some museum exhibits and models are shown.

The presentation is straightforward, with simple captions and photo credits. A few typographical slips, and the use of italics for almost every non-English word, place names included, do not distract from the interest.

An ideal accompaniment to the existing GRS publication about K5, the 28cm railway gun.

At the price, it can be considered good value.

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

Narrow gauge railways of Ceylon

by Rasika Wickramanayaka

260mm x 210mm 450pp

Hardback US\$50.00 + p&p

ISBN 978-624-97577-1-4

This must be the most comprehensive history ever written of the narrow gauge railways in Ceylon (now Sri Lanka). Apart from the two public narrow gauge lines, the quite well known Kelani Valley and its extensions, and the long-closed Uda Pussellawa railway, he also describes some industrial narrow gauge railways.

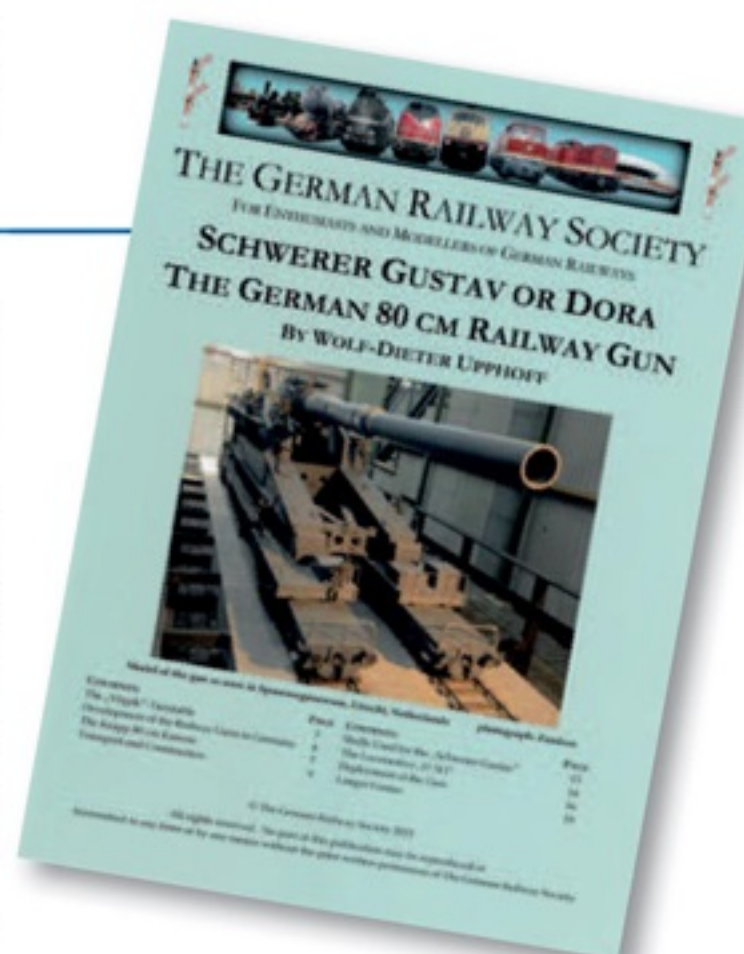
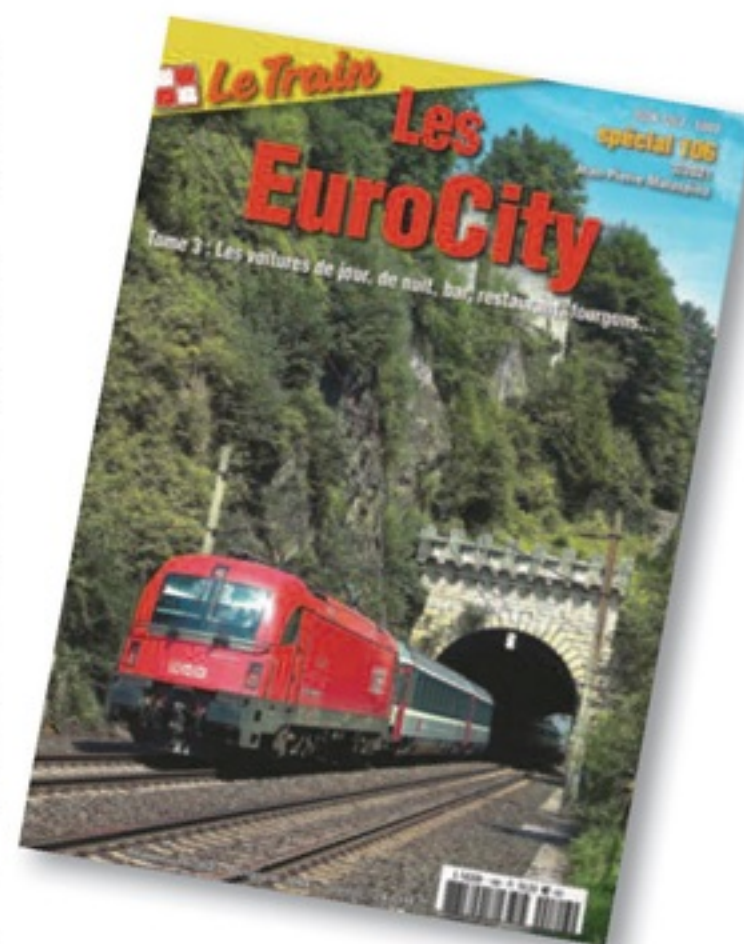
The book is not just a sterile description of the history, operations, and rolling stock of these 2'6" gauge railways but also offers a great number of interesting anecdotes and, most important, an atmospheric account of the often remote and mountainous country traversed by these lines, the people that used them, and the goods they carried. The Uda Pussellawa railway, which incidentally operated the only narrow gauge Garratt on the island, was one of the most scenic railways in the world with a mean gradient comparable to that of the Darjeeling, with stretches as steep as 1 in 16, as it climbed to almost 2,000m above sea level.

Apart from the working life of the Sri Lankan narrow gauge, the author describes the gauge conversion during 1991-1997, the remaining landmarks, and rolling stock relics. Preservation in Sri Lanka is not yet high on the agenda, although there is a railway museum at Kadugannawa near Kandy, and a new railway museum is being developed at Olcott Mawatha in the Colombo (Maradana) area.

The book is well written and professionally presented, with clear photographs and diagrams. In all there are 205 photos, 31 diagrams and maps, 45 locomotive and rolling stock drawings (all specially produced by the author), and several specially commissioned attractive artist's impressions (including the cover), plus many tables of statistics.

Many of the rolling stock drawings are presented at approximately 4mm scale but not quite (most seem to be 3.87mm) so it is advisable to check the measurements indicated and adjust the diagram to suit your modelling.

The illustrations are all grouped together in appendices, which makes it a little awkward to refer to them during reading, as it is necessary to turn over a great number of pages to find the corresponding map or diagram. But that is the only criticism of an otherwise excellent book.



The book is available from the author:

rasikabookz@gmail.com

Postage to the UK is US\$22.50.

Payment must be made by bank transfer to the USA.

Thanks to Ted Polet for bringing this to our attention.



New for HOe from Ferro-Train



Snow ploughs

The brand new snow ploughs from Halling Modelle are intended for particular models and, similar to the prototypes, are simply attached to the coupling. No tools are required and the added parts can be removed just as easily and without trace for summer operation.

Three snow ploughs are currently available.

The blue ZRS-SP1 is modelled after an unrealised project for the Mixnitz – St. Erhard electric locomotive.

ZRS-SP2 is for the ÖBB Rh2095 B-B diesel, from Ferro-Train, Stängl, or Roco or a Ferro-Train ÖBB Rh1099 electric, while ZRS-SP3 is for the Roco 1099 and Mh/399 0-8+4.

Steyrtalbahnhof bogie coaches

The ÖBB second class coaches modelled by Stängl Modellbahnen are for the first time offered with a small set of decals to represent Steyrtalbahnhof vehicles.

The models have been adapted to depict the prototypes as closely as possible. The typical lettering is based on the sparse photo documentation of the coaches in Epoch 3. As usual, attention was paid to show even the smallest differences between them, so that an authentically non-uniform train can be put together.

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



Latest RhB Ge4/4III in Nm/Nn



from AB-Modell

The Ge4/4III is the most modern high-performance locomotive on the Rätische Bahn and at 3,260hp is the railway's most powerful loco. The large sides have been particularly suitable for advertising.

Despite the continuing delivery of the largest rolling stock order of the RhB, the railcars of the Capricorn type, it will remain indispensable for many years to come.

Ge4/4III 647 Grisch was ordered in 1991 and put into service on 20th September 1994. From 2013 to 2016, it carried a green livery advertising the recycling company A&M AG in Trimmis.

AB-Modell has a new limited edition model representing this livery based on the well-known Kato product. The body has been completely redecorated.

The 1:150 scale model can be supplied as either 9mm gauge (Nn) or converted to run on 6.5mm gauge (Nm), upgraded with Kato close couplings and free-standing handrails on the fronts, which are an option for the 9mm model.

The next batch will be produced in spring.

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

New brochure from Busch

German scenic specialists Busch have issued a new brochure detailing their autumn/winter 2021-22 programme.

Printed copies should be available at dealers, and the information can also be accessed on line.

Busch products are distributed in the UK by Golden Valley Hobbies.

www.busch-model.com

www.goldenvalleyhobbies.com



Speedometer for model trains



New from Tramfabriek: a small device to accurately measure the real speed of your model trains. The DRM Speedometer SPC100R is very easy to use, with a large LCD display. You can choose between O, OO, HO, and N, and can switch between miles or kilometres per hour.

Thanks to input from Tramfabriek, the manufacturer has responded quickly and adjusted the software so the device now supports the following scales:

UK: O 1:43.5, OO 1:76, N 1:148

Europe: O 1:45, HO 1:87, TT 1:120,
N 1:160, Z 1:220

USA: O 1:48, HO 1:87, N 1:160, Z 1:220
Japan: HO 1:80, N 1:150

Once the scale has been selected, the screen will flash 'Detect speed' and at this point you can run your locomotive or train past the sensors at the front edge of the unit. When the train passes the second sensor, the speed is displayed.

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

Retail nostalgia – W&H



Warren Miller writes:

In the October 2021 edition, Maurice Hopper, describing his innovative circular layout *Holtzapffel*, mentioned the long-gone London model railway store, Walkers & Holtzapffel, or W&H.

I attach a photo of the shop in 1989 – a nice reminder of when over-the-counter retail sales were the backbone of the hobby.



Meanwhile, Maurice Hopper offers this image of his layout as a new definition of armchair modelling!

Forthcoming events

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, 009 Society sales stand.

Contact: Geoff Bowyer

01823 216305

treasurer@009Society.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;
leisure centre café.

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

Contact: 01539 733844

www.kendalmrc.org

Saturday 19 February

TONBRIDGE, Kent

Organiser:

Tonbridge MRC

Venue: The Angel Centre,
Tonbridge, TN9 1SF.

Open: 1000 – 1700

Admission: adult £6.00, child (10-16)
£1.00, under 10s free.

Amenities: wheelchair access;
light refreshments.

Features: 20 layouts, including *Bear*
Creek (US N), *Norge* (Norwegian
HO, CM May and June 2020), and
Habbaniya, Iraq, 1941 (CM March
2019). Trade.

Website: www.tonbridgemrc.com

Saturday 26 & Sunday 27 February

NOTTINGHAM

Organiser:

Nottingham MRS.
Venue: Community Centre,
Farnborough Road,
Clifton, Nottingham, NG11 9DG.

Open: Saturday 1000 – 1700

Sunday 1000 – 1600

Admission: adult £5.00,
accompanied under 16s free.

Features: at least six layouts,
including in N, TTe, and HO.

Website:

www.nottingham-modelrailway.org.uk

Sunday 27 February

ILKESTON, Derbyshire

Organiser:

Ilkeston (Woodside) MRC.
Venue: Heanor Miners Welfare,
Ilkeston Road, Heanor,
Derbyshire, DE75 7DT.

Open: 1000 – 1630

Admission: adults £4.00,
accompanied under 16s free.

Amenities: free car parking;
disabled access to all areas.

Features: layouts include *Zell*
(HO tramway). Trade.

Website:

www.ilkestonwoodsidemrc.co.uk

Friday 25, Saturday 26

& Sunday 27 January

GLASGOW

Organiser: Association of
Model Railway Societies of Scotland.

Venue: Scottish Event Campus,
Exhibition Way, Glasgow, G3 8YW.

Open: Friday 1030 – 1800

Saturday 1000 – 1800

Sunday 1000 – 1700

Admission: adult £15, child £6,
family £32. Advanced booking at
reduced prices available via website.
Proof of vaccination status or exemp-
tion required – see website for details.

Amenities: accessible by public trans-
port, including trains to exhibition
centre station. Full disabled access.
Refreshments available in main SEC
building.

Features: over 40 layouts, includ-
ing *Tuerland* (German N), *Småtorp*
(Swedish HO, CM October 2008),
52nd Avenue (US HO), *Coeur D'Alene*
(US On30, CM April 2012), and *Beijiao*
(Chinese HO, coming soon in CM).
Trade, including Peco Publications.

Website:

www.modelrail-scotland.co.uk

Cancellations

*Information correct at press date,
to the best of our knowledge.
With the current level of uncertainty,
other cancellations are possible.
Please check before travelling.*

Saturday 22 & Sunday 23 January

CANTERBURY, Kent

Organiser:

Canterbury MRS.

Contact: Jeremy Kennett

07443 658102 (evenings only)

ccmrs.shows@gmail.com

Saturday 29 & Sunday 30 January

EASTLEIGH, Hampshire

Organiser:

Southampton MRS

Contact: David Barker

01489 799809 most evenings.

www.southamptonmodelrailwaysociety.

wordpress.com

Saturday 29 & Sunday 30 January

LONGFIELD, Kent

Organiser:

Erith MRS

Contact: Paul Plummer

07736 560956 / erithmrs@gmail.com

Saturday 5 & Sunday 6 February

ALTON, Hampshire

Organiser:

Alton MRG

Contact: www.altonmrg.co.uk

Saturday 5 & Sunday 6 February

STAFFORD

Organiser:

Stafford Railway Circle

Contact:

www.staffordrailwaycircle.org.uk

Saturday 12 & Sunday 13 February

WIMBORNE, Dorset

Organiser:

Bournemouth MRE

Contact: 07970 641493

Saturday 19 & Sunday 20 February

SILEBY, Leicestershire

Organiser:

Syston MRS.

Contact: 0116 2605760

Website: www.systonmrs.org.uk

Coming next month

out 20th February

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www.pecopublications.co.uk

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• Wiek harbour

Helge Scholz describes his latest German Oe project, an animated diorama set on the Baltic island of Rügen where narrow gauge trains serve the quayside.

• Waalhaven

Private operators in the modern Dutch scene – Ian Driver has modelled in HO a busy quayside which includes a rail maintenance depot.

• FC Pacasmayo

Bob Whetham introduces his South American HO layout, a Peruvian mountain railway inspired by personal experience of an unusual prototype.

• Walpole Water Gardens

Artist Peter Cousins explains how he came to create a large Z gauge layout which is now on permanent display at Walpole Water Gardens in Wisbech, Cambridgeshire.

• An exercise in detailing

Emmanuel Nouaillier shares more of his techniques for intricate structure modelling, applicable to all scales.

... and much more!

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

Replies to box numbers should be sent to:

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Retailers Announcements

LOWESTOFT, Parris, 252 London Road South, Kirkley for MODELLING TOOLS and PECO PRODUCTS and many other lines. Tel: 01502 565695.

HULL - EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. 53A MODELS, 430 Hessle Road, Hull. 01482-227777 (closed Mondays). www.53amodels.co.uk

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *Plus Daughters*, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk

TRANSPORT TREASURES - ASTON CLINTON. Large selection continental various. Saturdays only 11-3, no mail order. HP22 5HQ. Tel: 01296 631002.

Trade Sales

NEW WEBSITE: www.zetlandmodelrailways.co.uk
Good quality second-hand North American, Continental and British, "O", "HO", "OO", "N" and "Z" scales. Email Bob@zetlandmodelrailways.co.uk

Trade Sales Books

CONTINENTAL MODELLER - BACK ISSUES - for more information on which issues are available, please contact: Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580.

Wanted (Trade)

This section is reserved for the use of traders only.

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

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If so contact me for an immediate evaluation, distance no object. Collections large or small. PAUL CULL, telephone: 01302 481 274 or mobile: 07767 356 890 or send your list to: The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: simonecull06@tiscali.co.uk

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED.

Small and large - any scale and any condition. British, European and American collections all required. Nationwide collection, distance no object. Contact us today for a quick and friendly service. Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlegmail.com

WANTED - COLLECTIONS OF TRAINS FROM THESE AREAS:-

North Wales, Cheshire, Merseyside, Manchester, and Lancashire. Also Diecast. If you really want the best price then send me or email me your list. Tel 07511 899314 Email gambiacat@tiscali.co.uk

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HOLIDAY LET AVAILABLE IN BEER, DEVON NEAR PECORAMA.

Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through LYME BAY HOLIDAYS, website: lymebayholidays.co.uk telephone: 01297 443363

Private

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Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

Private Sales

BREAKING COLLECTION OF HO LOCOS AND ROLLING STOCK.

Coaches and many types of wagons. Wide range of manufacturers with some lesser-known examples. Wagons representing many different administrations. Many items are brand new and unused. Email to: niesen187@gmail.com for detailed and illustrated price lists.

HOe ROCO STEAM 0-6-0 FOUR COAL/AGGREGATE WAGONS.

Two stake sided timber wagons. Controller, transformer, some track. Excellent Siku HO Models. Artic lorry with low-loading trailer. Liebherr loading shovel, Volvo dump truck. Two tractors with timber trailers. Tractors have timber cranes. Six wheeled timber felling machine. Six wheel tipper lorry. Two UF panel mounted controller and transformer. L and R medium point insulfrog. Few meters N gauge Streamline Track. Offers for the lot or parts. Telephone: 01752 343 615, Plymouth Devon.

Private Wanted

G SCALE AND OTHER GARDEN RAILWAYS WANTED.

Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: sophiecul99@gmail.com

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY,

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

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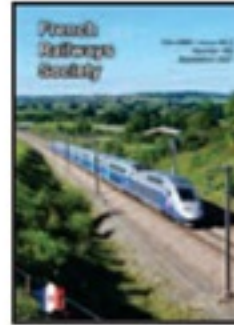
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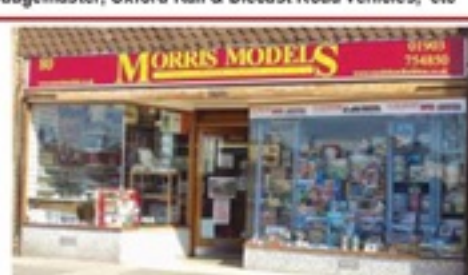
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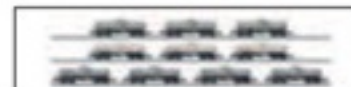
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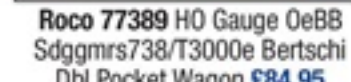
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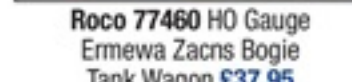
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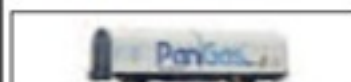
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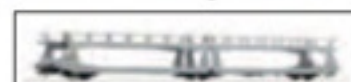
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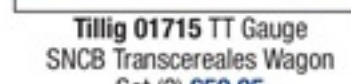
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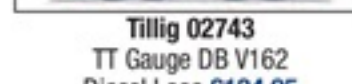
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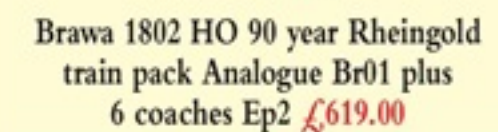
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PSG-2 Pro Applicator
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PSG-3 Precision Applicator
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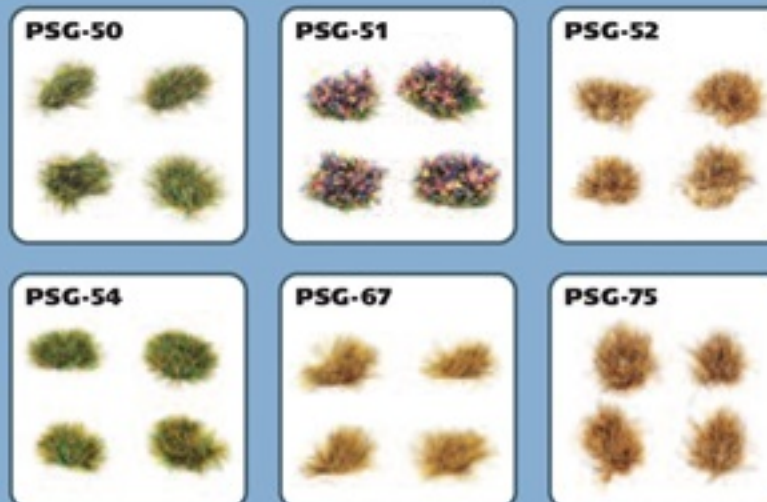
PSG-10 **PSG-11** **PSG-13**



PSG-10 Basing Glue 500ml
For applying the first layer of static grass to the scenery.

PSG-11 Layering Spray Aerosol 400ml
Apply this glue as you build up layers of static grass.

PSG-13 Layering Spray Adhesive (pump action spray bottle) 500ml
An alternative to the PSG-11, this is a non-aerosol container and the glue is applied by pump action.



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PSG-50	Summer Grass	4mm	100 pieces
PSG-51	Flower Grass	4mm	100 pieces
PSG-52	Sandy Grass	4mm	100 pieces
PSG-54	Spring Grass	4mm	100 pieces
PSG-67	Wild Meadow Grass	6mm	100 pieces
PSG-75	Summer Grass	10mm	100 pieces

This is just a small selection from our wide choice of self-adhesive grass tufts and static grass fibres.

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HO

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N



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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.

G

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TT

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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.

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