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German Oe



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Walthers HO USA

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



W10371 SD50 DRGW£145.00



W19951 F7 CSX DCC/SND£195.00



9464 Amtrak F40PH£135.00



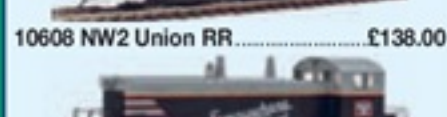
10475 GP9 SPSF£138.00



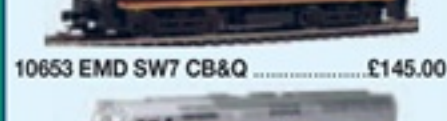
9232 Western Pacific SW1£90.00



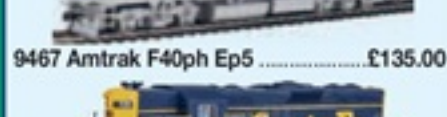
9457 F40 Caltrain (DCC ready)£125.00



10608 NW2 Union RR£138.00



10653 EMD SW7 CB&Q£145.00



9467 Amtrak F40ph Ep5£135.00



10452 GP9 Santa Fe£138.00



WP42401 GP7 Belt Railway of Chicago DCC & Sound£290.00



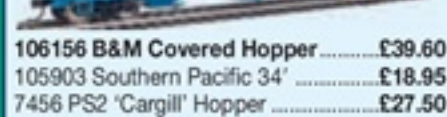
8751 Boston & Maine£38.00

8757 Norfolk & Western£38.00



104501 ACL 50' Pulpwood£21.50

104511 IC 50' Pulpwood Flat£21.50



106156 B&M Covered Hopper£39.60

105903 Southern Pacific 34'£18.95

7456 PS2 'Cargill' Hopper£27.50



6216 DRGW/Railgon£27.50

Walthers Catalogue 2022



NOW IN STOCK
Walthers HO & N
Catalogue£18.00

Box Cars



1163 40' Box Car Great Northern£27.00



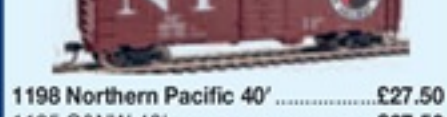
1421 Chicago & Illinois Midland£29.65



1173 40' Union Pacific£27.50



2318 50' Santa Fe 'Shock Control'£23.95

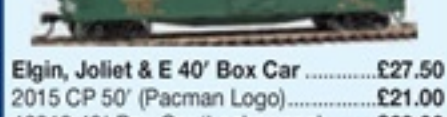


1198 Northern Pacific 40'£27.50

1185 C&NW 40'£27.50



1806 Burlington 50'£26.95

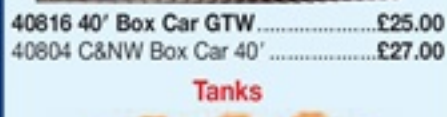


Elgin, Joliet & E 40' Box Car£27.50

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

Tanks



1124 Union '76 3 Dome£22.50

Reefers



41211 40' North West Reefer£28.00



41218 SF 40' Wood Reefer£27.70

American HO Scale Locomotives/Freight all brands



B61719 GP38-2 GATX Leasing£125.00



B54404 W.P. 2-8-2 DCC Ready£225.00



B52703 B&O 4-4-0 DCC/SND£235.00

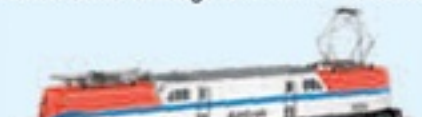
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ALL items IN STOCK at time of going to press!



A3563 U30C Chicago & N.W.£155.00



B65306 Amtrak GG1 (DCC)£195.00



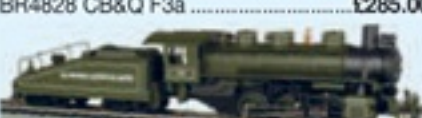
B50709 GN 0-6-0£115.00



BR6264 S.P. Lines Cab Forward£590.00

BR6262 Southern Pacific Cab Fwd£590.00

BR4828 CB&Q F3a£285.00



B51610 Baldwin Works 0-6-0£130.00



A3028 Pennsy RS3 (DCC Ready)£150.00



A3554 U30C Union Pacific£155.00

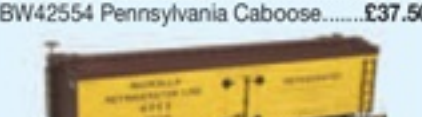


BW42526 Conrail Caboose£37.50



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



B16002 C&O 40' Box Car£26.95

B16149 Crane Car & Boom Tender£58.95

B17947 50' Tropicana Reefer£25.95



B19806 40' Grand Union Reefer£29.95

B19805 Reefer 'Pure Carbonic'£24.00

B19803 40' ART Reefer£27.00

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



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

A6902 Island Platform x 2£35.95

MTH9097 Gate Tower BU£29.70

L612888 Railroad Crossing Kit£49.95



DPM951 Heier Kite Co.£58.40



Lattice Footbridge£27.95



B33165 12 Seated People£16.50

B45978 Water Tower£25.70

AMB494 Dry Goods Store (laser cut wood)£46.20

A6916 Steel Water Tower£44.10

B45979 Coaling Tower£31.20

HO Scale

Broadway 6368 Pennsylvania GG1

Single Stripe, Keystone Logo£399.00

Walthers Trainline post & packing £3.99



101 GP9 Burlington Northern£69.00



102 GP9 Union Pacific£69.00



103 GP9 Santa Fe£69.00



113 GP9 AT&SF£69.00



456 GP9 Ontario Northland£69.00



451 GP9 Boston & Maine£69.00



1501 Burlington Northern£24.00



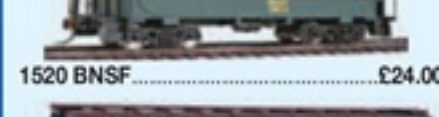
1503 Santa Fe£24.00



1505 CSX£24.00



1520 BNSF£24.00



1756 Union Pacific Track Cleaner£28.75

1753 D&RG Track Cleaner£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

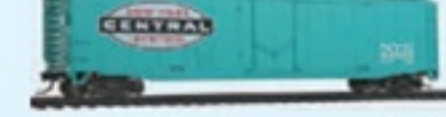


1842 Reading Coal Hopper£19.50

1426 Illinois Central Hopper£17.50

1655 Offset Hopper N&W£17.50

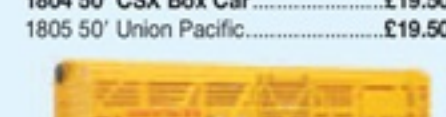
1844 UP Coal Hopper£19.50



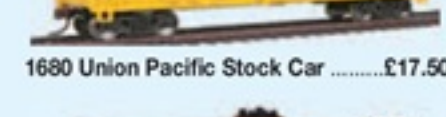
1403 NYC 50' Box Car£17.00



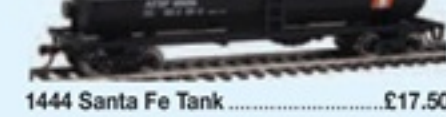
1804 50' CSX Box Car£19.50



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

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1793 U.P. Firefighting Tank£17.50

A Comprehensive Model Railway System

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

PIKO

NEW 2021



PK52096 - Epoch VI - £260.00
Classic NCTD Sprinter Desiro Diesel Railcar

NEW 2021



PK51545 - Epoch III - DCC Sound - £355.00
Expert DB E91 Electric Locomotive

NEW 2021



PK51624 - Epoch VI £225.00
Expert OBB Rh1144 Electric Locomotive

NEW 2021



PK52447 - Epoch IV - £260.00
Expert FS D141.10243 Diesel Locomotive

NEW 2021



PK97938 - £209.95
Hobby MAV BR185 Passenger Starter Set

NEW 2021



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

HO

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

N



PK40504 - Epoch IV - £115.00
DB BR221 Diesel Locomotive



PK40445 - Epoch IV - £200.00
NS 2200 Diesel Locomotive



PK40354 - Epoch II - £210.00
DRG E16 Electric Locomotive

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

G

NEW 2021



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

NEW 2021



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

NEW 2021



PK37330 - Epoch IV - £1210.00
RAILADVENTURE BR103 Electric Locomotive

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

TT

NEW 2021



PK47327 - Epoch IV - £145.00
DR BR131 Diesel Locomotive

NEW 2021



PK47347 - Epoch IV - £140.00
DR BR119 Diesel Locomotive



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

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

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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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)

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



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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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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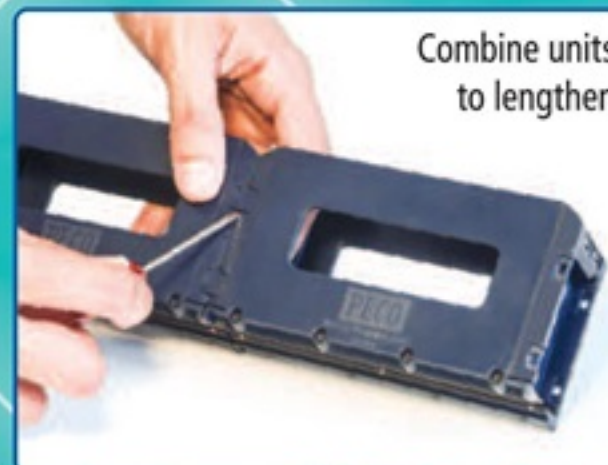
PT-60 SINGLE FLEXI LOCO LIFT



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PECO TOOLS

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Broadway N scale EMD NW2 Switcher's



Broadway N scale EMD SW7 Switcher's

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2



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Our expert staff will review your list and create your bespoke valuation.

3



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4



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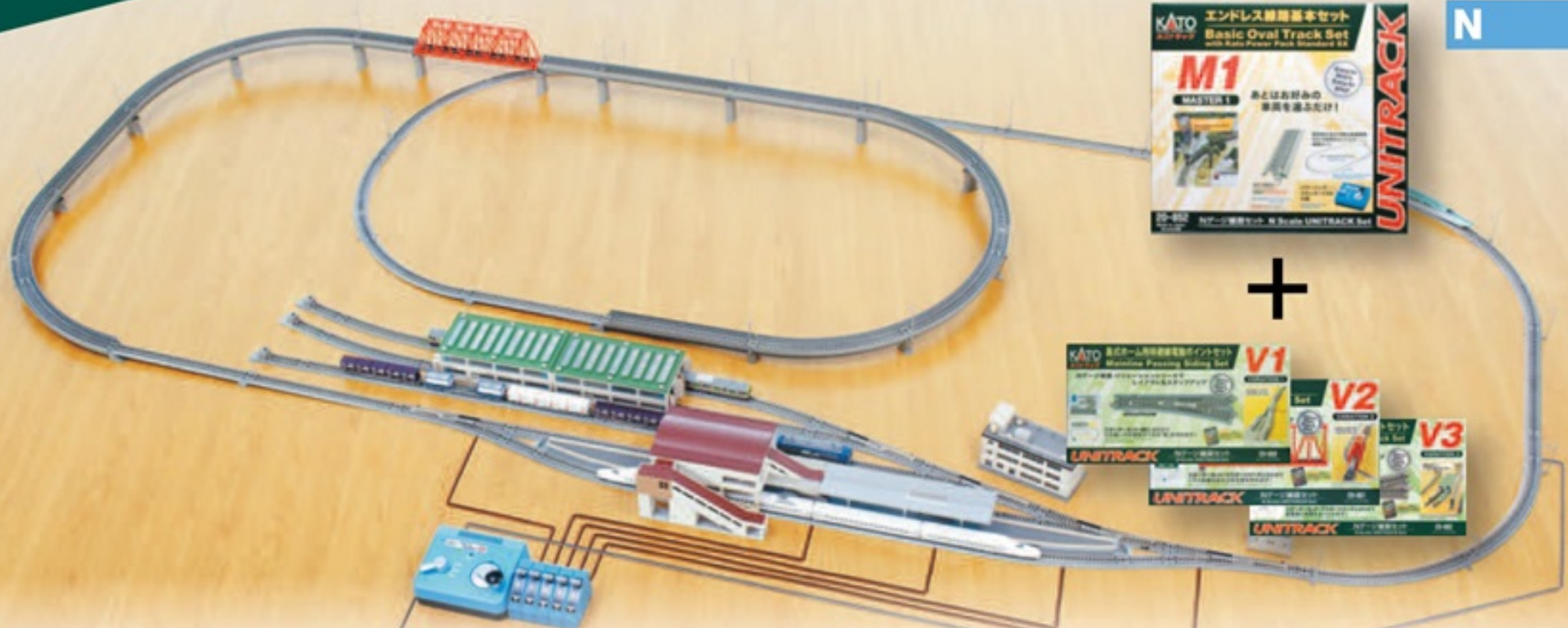
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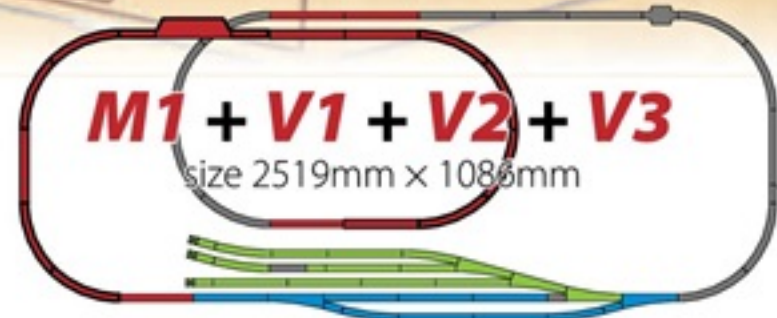
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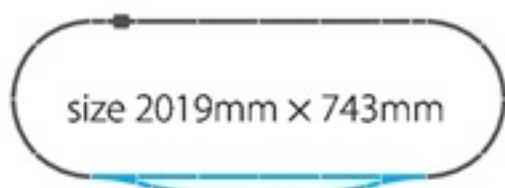
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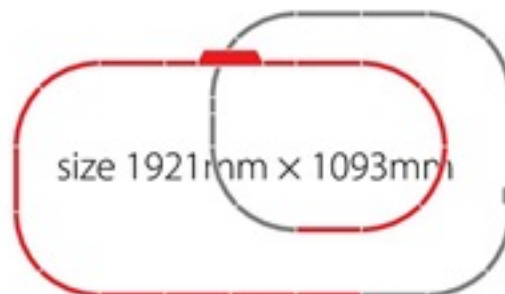


size 2019mm x 743mm



#20-861

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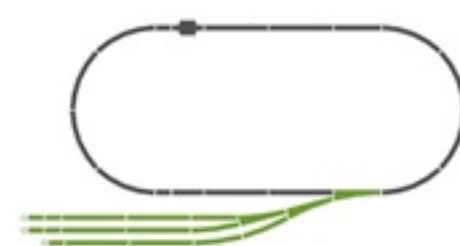


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CONTINENTAL MODELLER

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Number 3

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RAILWAY MODELLER

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



Cover
Wiek Harbour Station
on the island of Rügen
realistically modelled in Oo
as it used to be
by Helge Scholz.
Photo: Helge Scholz.

Commercial considerations

We are continually delighted by the range of subjects, scales, and gauges which modellers adopt – and share with us as articles. While there are many mainstream topics well supported with commercially available items (though enthusiasts will quickly point out crucial gaps in any range!), this does not seem to limit what gets modelled. This could be because the real core of our hobby is not so much just buying something but doing something with it – even if only to the extent of opening the boxes and assembling and running a train. Granted, there is a collector element (and we must confess to having collected material for potential projects as yet unstated ...), and we acknowledge the commercial significance of any purchase.

As usual, several of the features in this issue describe construction projects or techniques, and indeed even the Railway of the Month article goes into more detail about certain distinctive aspects than might usually be included.

Modellers have learned to adapt proprietary items to a greater or lesser extent to suit specific themes. A good example is the FC Pacasmayo, which was announced in the Coming Next Month summary in our previous issue: as we worked on the article it became clear that the author had provided so much interesting background information to set the layout and its stock in context that this grew into a separate article. The layout itself will be presented in the next edition.

As manufacturers seek to attract and hold our interest, alongside re-issues and re-workings of familiar favourites to the current state-of-the-art (which may affect the value of formerly rare or sought-after older models!), ever more obscure prototypes (due to either geography or period) are considered as models.

More and more 'mass' production is now in smaller batches, and many modellers will have discovered that if an item is not pre-ordered, they may miss out. There have been increasing incidences of models 'sold out at the factory' even before they are delivered, though if you are lucky – and quick – you may find a retailer who has not pre-sold their entire allocation (also assuming they get all they ordered – it has been known for models that prove popular to be 'rationed').

This strategy reduces the financial risk for the manufacturer, not only in the amount that has to be paid out before production and delivery but also in terms of the cost of holding stock and physical warehousing.

There can be the occasional surprise, when a previously unannounced item becomes available at short notice, such as the Märklin/Trix HO model of the Belgian class 1 Pacific last year (see CM November 2021). A big risk to do something so specialised without canvassing opinion or orders in advance – or is it? They have a strong position in that market, the loco is a cult classic never offered ready-to-run before, and production quantities are restricted nowadays anyway. To prove the point, the models have sold out.

2022 new items reports – not Nürnberg

Material is already coming in as companies do not need to wait to make announcements at the Nürnberg trade fair, which was finally cancelled completely on 13th January – with less than three weeks notice. In fact, most of the model railway companies had already decided not to participate due to the continuing pandemic restrictions. Some have released their plans sooner, others are waiting until when the fair would have happened, or even later.

We plan to retain the usual format of our reports (HO in the April issue, everything else in May). These issues are always popular and to avoid disappointment we recommend reserving a copy with your usual supplier – or better still, subscribe!

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Helge Scholz describes his new German Oe layout project, representing a small part of the narrow gauge system which formerly served much of the Baltic island of Rügen.

140 EXERCISES IN DETAILING – 2

Emmanuel Nouaillier shows more of his techniques for highly detailed structure modelling.

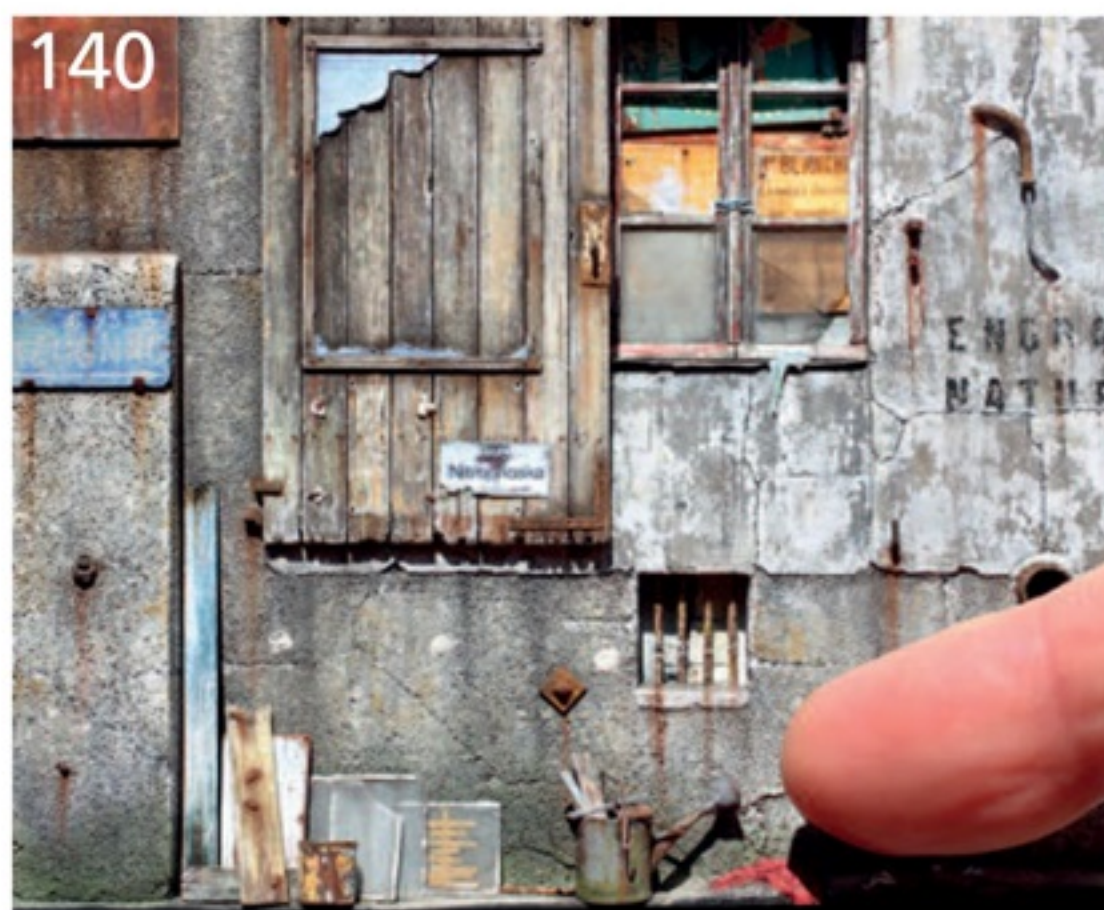
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Private operators in the modern Dutch scene: Ian Driver has modelled a quayside with a rail maintenance depot. *The layout is due to appear at the Basingstoke exhibition on 12th and 13th March.*

154 A REALISTIC FANTASY – PLAN OF THE MONTH

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

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164 FRANCE-TRAINS COACHES

An illustrated guide to improving HO coaches: Jacques Poré brings some respectable but dated models up to current standards with lights and close-couplings.



172 FERROCARRIL PACASMAYO

A Peruvian mountain railway: Bob Whetham explains how various South American influences inspired him to create an unusual HO layout, which will be the subject of a subsequent article.



180 BETTER BUSES

In Switzerland, rail and road public transport is co-ordinated. Expanding on one element of his Spiez HO diorama, Peter Marriott shows how some proprietary models can be detailed easily and quickly to good effect.

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Helge Scholz describes his latest layout project.

Photographs by the author.

Adapted from *MIBA*, with permission.



Wiek Harbour Station

On the Baltic island of Rügen

Two stations on the former narrow gauge Rügensche Kleinbahnen (Rü.K.B.) had track which allowed loading directly onto ships – at Puddemin on the southern route and at Wiek on the western branch of the northern section to Altenkirchen.

Wiek is famous for the 'chalk bridge', a long jetty begun in the early 1900s to enable chalk from the local quarries to be tipped directly into boats waiting below. However, everything turned out differently after 1910 and Wiek did not become the large port that was planned. Only one quay remained with a line to permit modest transshipment from the railway to ships and vice versa. It ran from the southern entrance of the station, and is what inspired this diorama.

I deliberately do not want to speak of a track plan. This working module represents only a fraction of the southern area of the harbour line. However, the track has a special feature due to its history and this particularly appealed to me.



Above

A passenger train from Altenkirchen to Fährhof at the harbour in Wiek around 1925.

Photo: Wiek Museum collection.

Wiek auf Rügen + Hafenpartie

This well-known postcard shows a view of the harbour c.1910 with a short passenger train on the right leaving for the ferry station.

At this period, the locos ran with the smokebox facing north; this changed a few years later. The brick building on the right is the dairy, just behind that the distinctive church façade, and on the far left is the shed that ends the diorama. The short train is the ideal prototype for modellers – a loco with just one coach and a baggage van.

Photo: author's collection.



Left

The train to the Wittow ferry steams out of Wiek. Several locals look longingly after the train as it heads away to the wider world.

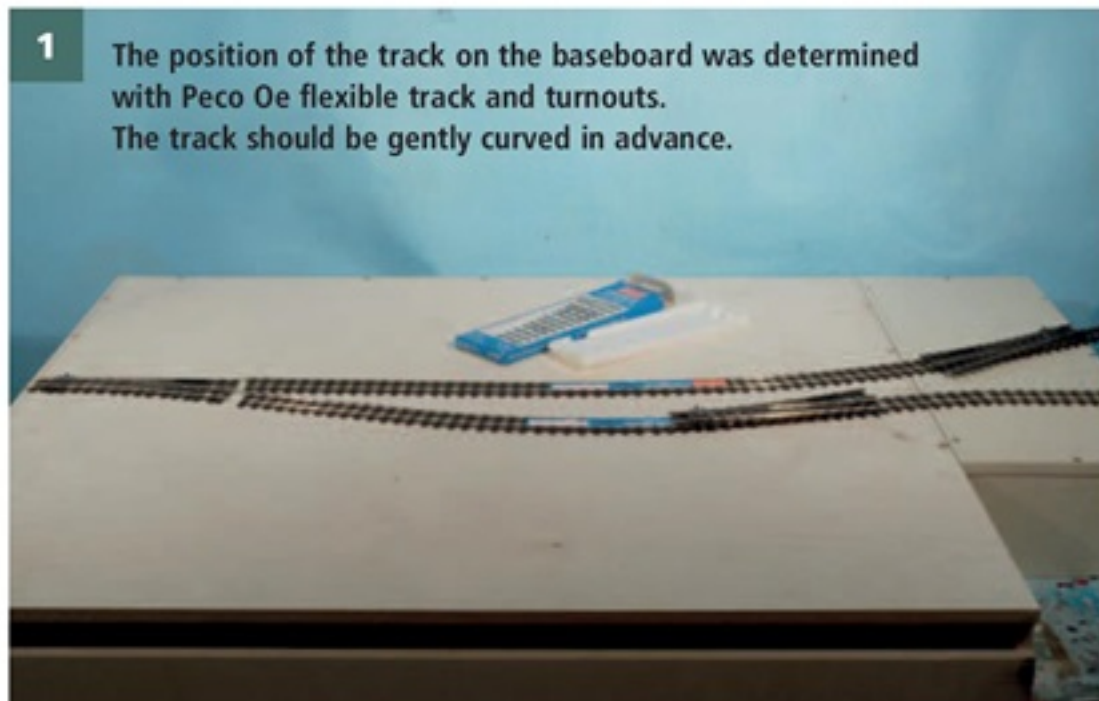
In 1915 a naval air station was built in Wiek. The Rü.K.B. main line ran along the bank of the bay right in front of the hangar for the seaplanes. This could not be allowed, so the route was relocated around the air station site. A stump of the original track remained towards the air base, and was used to deliver supplies. It was retained as a siding for coal transport to serve the children's home which was built on the site after the air station was abolished under the terms of the Treaty of Versailles. An old postcard shows the connecting track approaching the photographer, with the new line into Wiek station on the right and a connection that was used there during the renovation period.

Track construction with Peco

You can build convincing Rü.K.B. prototypical track layouts with Peco Oe (O-16.5) material. The sleeper arrangement comes very close to the light railways built according to Lenz standards. The Peco turnouts are ideally suited for this. The frog and the blades are electrically connected as made. Since the frog is conductive, it must be isolated from the two connecting tracks, otherwise there will be a short circuit. As delivered, the frog is supplied via the blades as they make contact with the stock rails. A small spring in the tiebar ensures that the blades are held in position and also ensures good pressure for electrical contact.

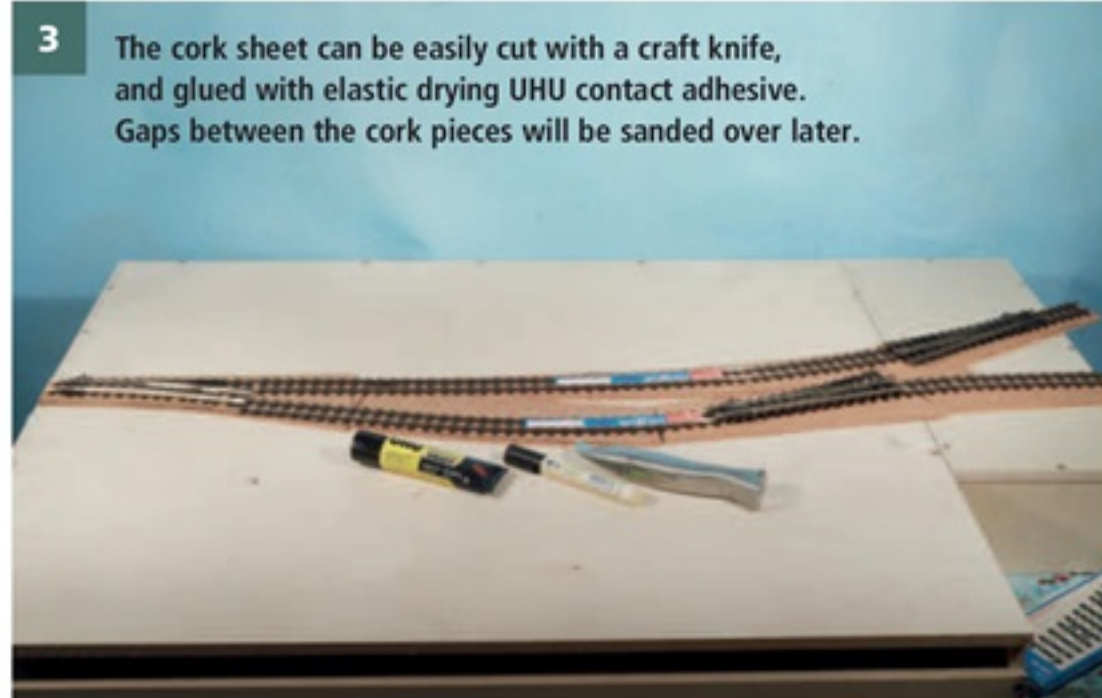
Track construction

- 1 The position of the track on the baseboard was determined with Peco Oe flexible track and turnouts. The track should be gently curved in advance.

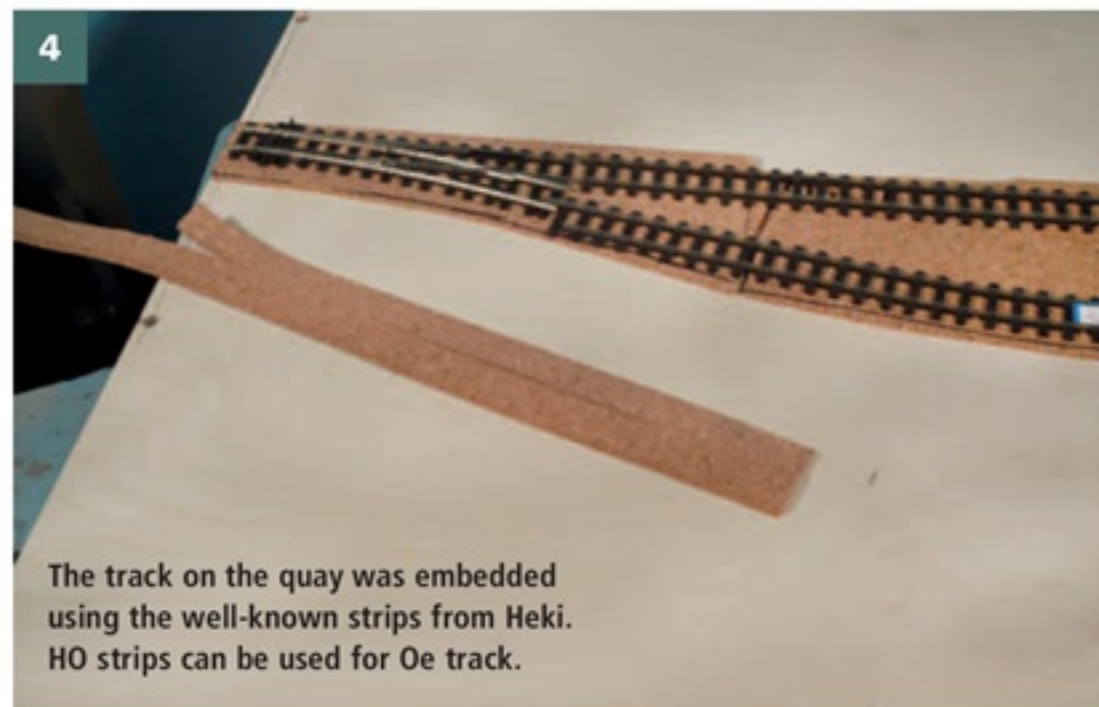


- 2 The usual cork underlay makes a solid foundation for all track and turnouts. I used material from Auhagen.

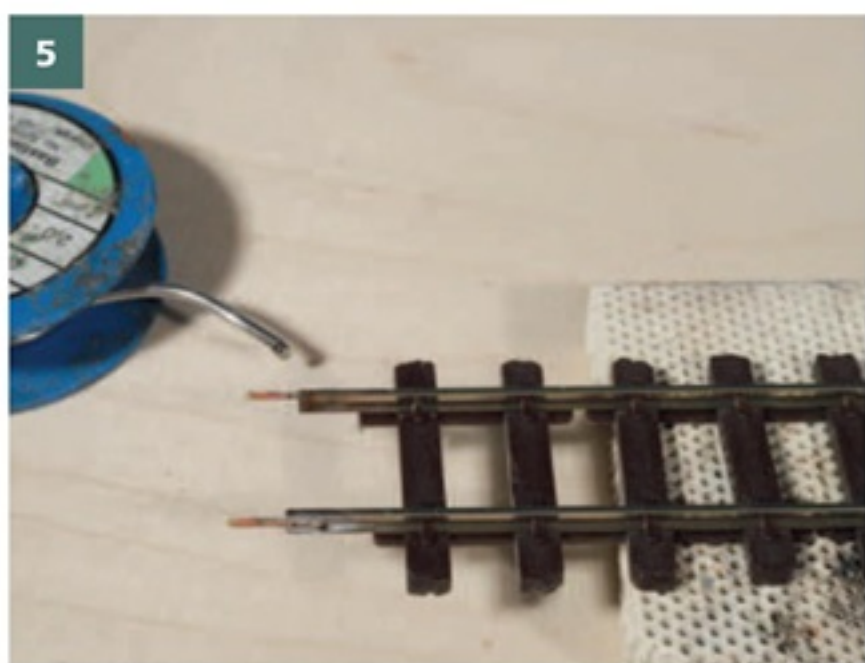




3 The cork sheet can be easily cut with a craft knife, and glued with elastic drying UHU contact adhesive. Gaps between the cork pieces will be sanded over later.



4 The track on the quay was embedded using the well-known strips from Heki. HO strips can be used for Oe track.



5 Above
I solder small metal strips to the outside of the rail web because HO joiners on the foot of the rail always look massive to me.



6 Above
When assembling turnouts and flexible track, the metal strips work like rail joiners but also represent a fishplate in a way that a normal joiner does not.



7 Left
The Swedtram grooved rail is assembled onto printed circuit board material. It must be electrically separated in the middle.

Right
Soldering the first rail. As I am the world champion in knocking over bottles of flux and solvent, I made the 'indestructible' bottle holder out of hard foam.



8



9

Left
After the first rail has been soldered to the spacers, the track is glued to the board and the second rail can then be soldered.

Right
The calipers, set to 16.5mm, make an ideal track gauge.



10



Above
On the balcony of the first coach a couple of holidaymakers enjoy the fresh air that has lured them from the city to the island for the summer. But before moving on to their accommodation in Altenkirchen, an open wagon has to be picked up and empty herring barrels are now clattering right under their noses, the bad smell borne on the summer breeze.

Since flexible track is used, the turnouts act as fixed points between which the lengths of flexible track must be precisely defined. When the position of the track has been determined and tested, the turnouts are glued to a sheet of cork underlay. Then you can fit the flexible track. It is bent to shape before cutting to length. The different lengths of the two curved rails must be taken into account.

I chose not to use rail joiners for the connections, but I made small strips of tinplate that were only soldered onto the outside of the rail web. This construction does not interfere with the running of the wheels on the inside in any way while giving the impression of a fishplate towards the front. Electrical connections are achieved by soldering separate wires to each piece of rail. Where the rail is visible, this is

done on the underside, but on the quayside where the rail will be set in wires can be attached to the side of the rail.

The function should be checked with a meter.

The quay diorama was built as a separate section, but that will change later and it will be accessible via an approach module.

The quay track was handbuilt using Swedtram grooved profile rail, and then largely paved in.

I soldered the rail onto printed circuit board sheets. This has the advantage that there are no rail fixings to interfere with the layer of plaster. The copper-clad sheet must of course be electrically separated in the middle, with a file or cutting disc. The rail profiles can then be soldered individually. Note that the groove is on the inside. To measure the track gauge, I set a caliper to 16.5mm and used the measuring points as guides. The track can be completed quite easily in this way.

Four adaptor plates were made to link the quayside rails to the Peco track and glued to the cork sheet.

Finally, the rails were spray painted red-brown. Use a small spread to keep to the trackbed. I then dry brushed it lightly with a bit of black emulsion paint using a flat brush.

After the paint had dried, the rail was cleaned with a track rubber.

Rail – water interface

The quay wall is the point of contact between rail and water traffic as the transshipment point for freight. These walls allow boats to moor directly and offer a safe area for goods, road vehicles, and of course the tracks of the port railway, be it a single stub siding or a network above which portal or port cranes run.



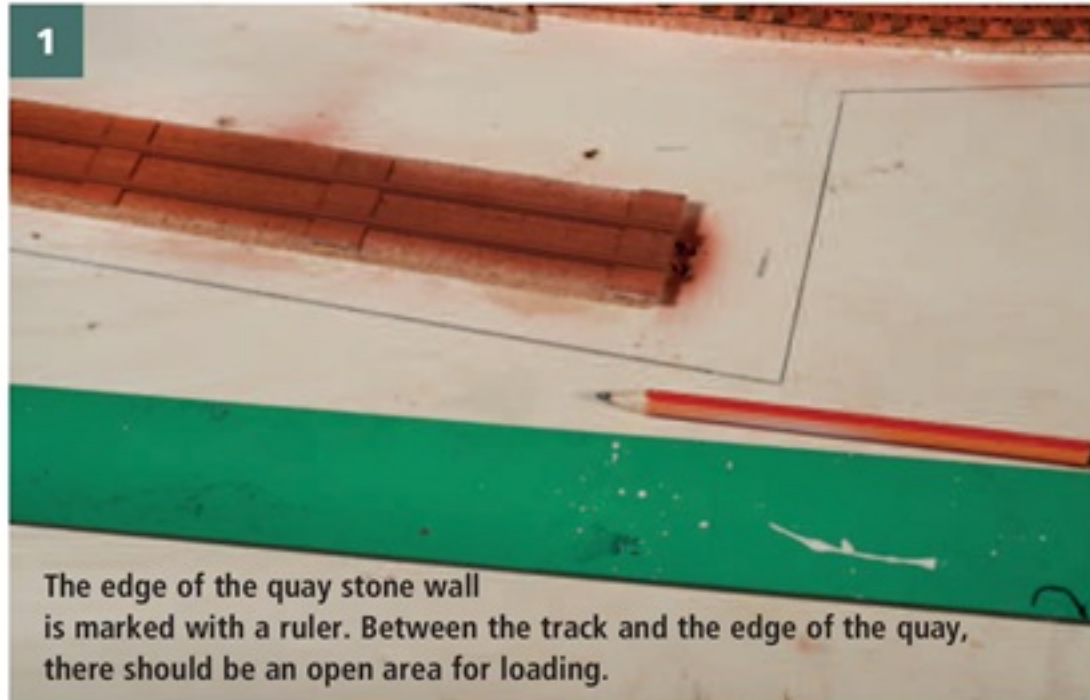
After the completion of the track, everything was spray painted rusty brown.

The quay in Wiek is only used by barges or, in earlier times, small cargo-carrying sailing vessels. A simple siding ran to the transshipment point.

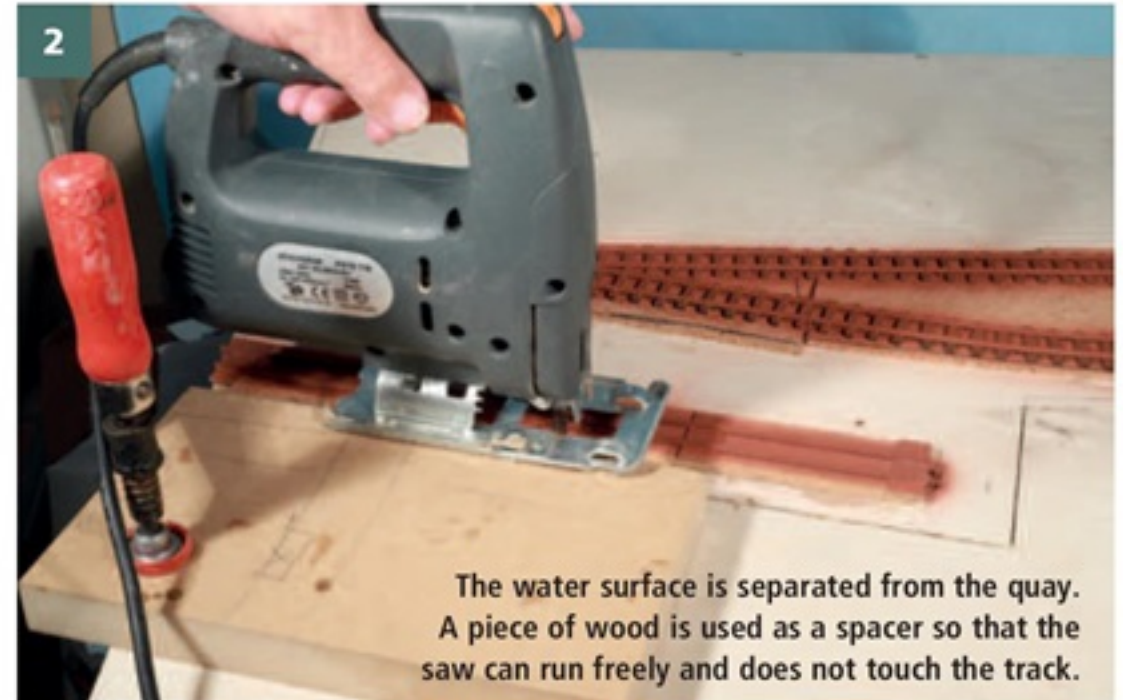
An old photo provided valuable information on the design and structure of the quay wall. It was also important for me to show different types of construction. In the area where the local fishing boats berth the stone wall

is protected by wooden beams. Beyond that, the bank is just defined with a wooden wall secured with supports. This is followed by a reedy, rather romantic, edge with wooden walkways to access rowing boats. The modeller has the opportunity to display different quay wall construction methods in close proximity. The various techniques used are not big secrets.

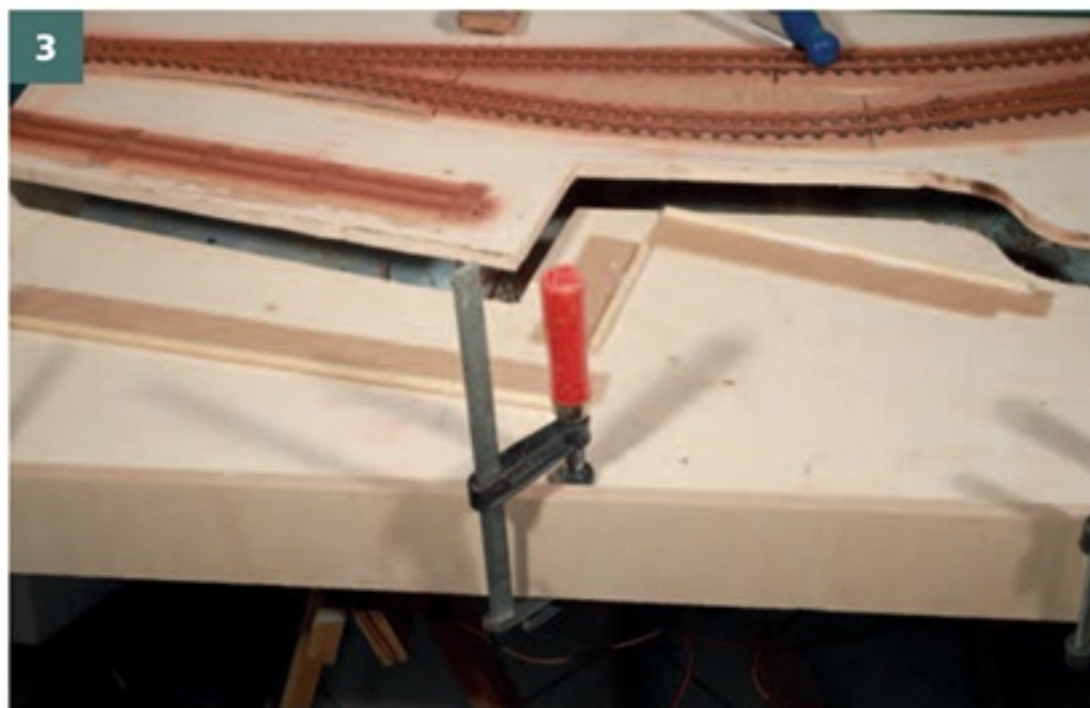
Quay construction



The edge of the quay stone wall is marked with a ruler. Between the track and the edge of the quay, there should be an open area for loading.



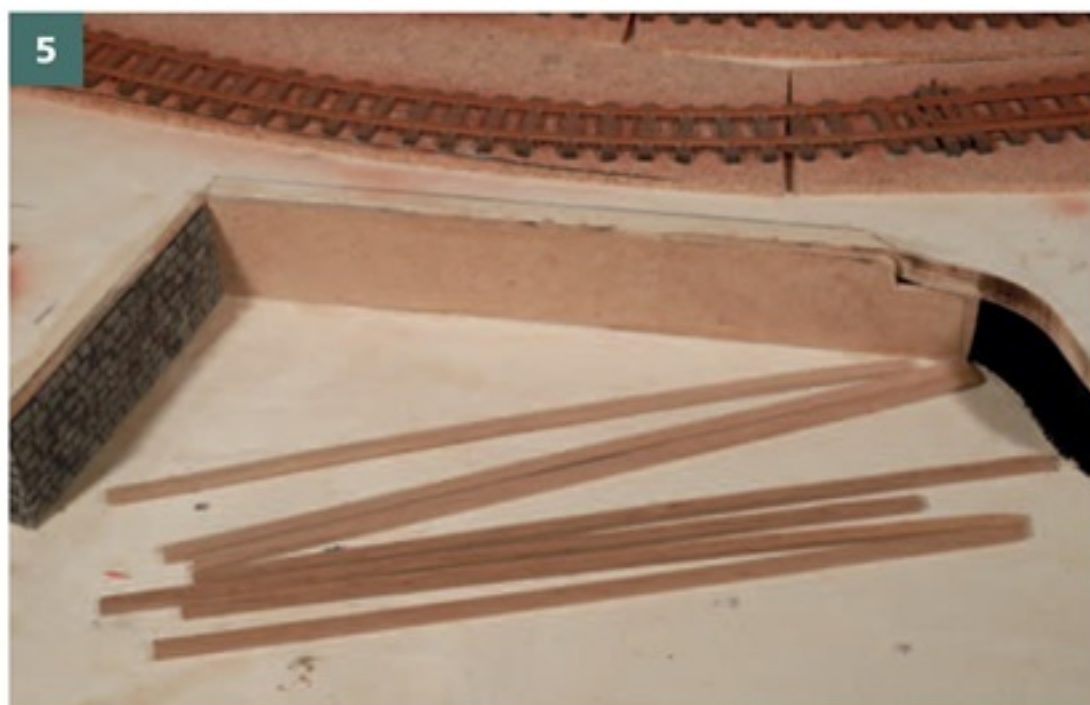
The water surface is separated from the quay. A piece of wood is used as a spacer so that the saw can run freely and does not touch the track.



Above To the right of the stone quay, the continuation will be a wooden board construction.
Below The wooden support of the bank beyond the stone quay wall was built up with strips of pine, pre-treated with walnut stain.

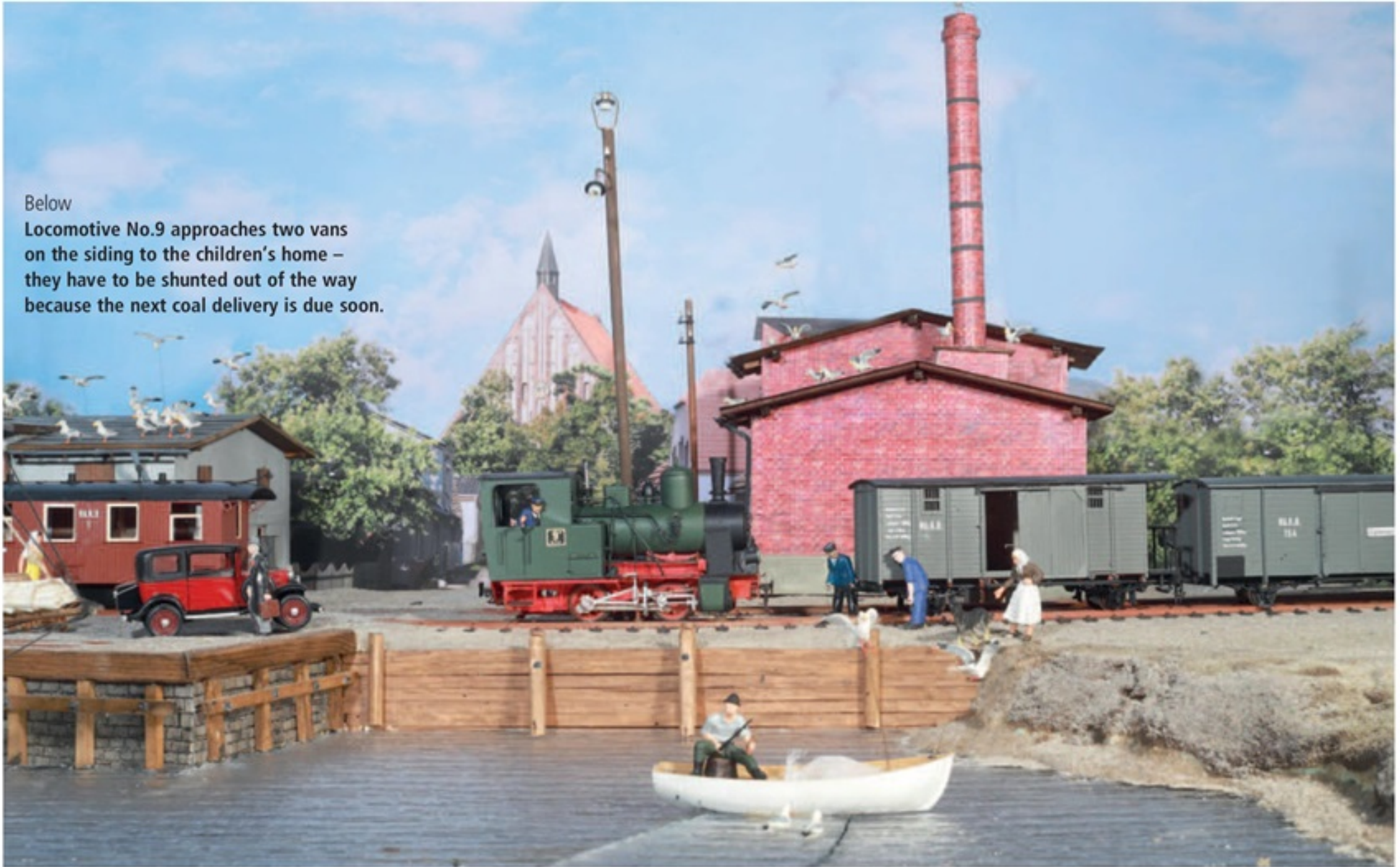


Above The stone walls were cut to size from CH-Kreativ sheets, and applied with flexible adhesive.
Below The wooden strips were held in place with PVA and simply stacked on top of each other.



Below

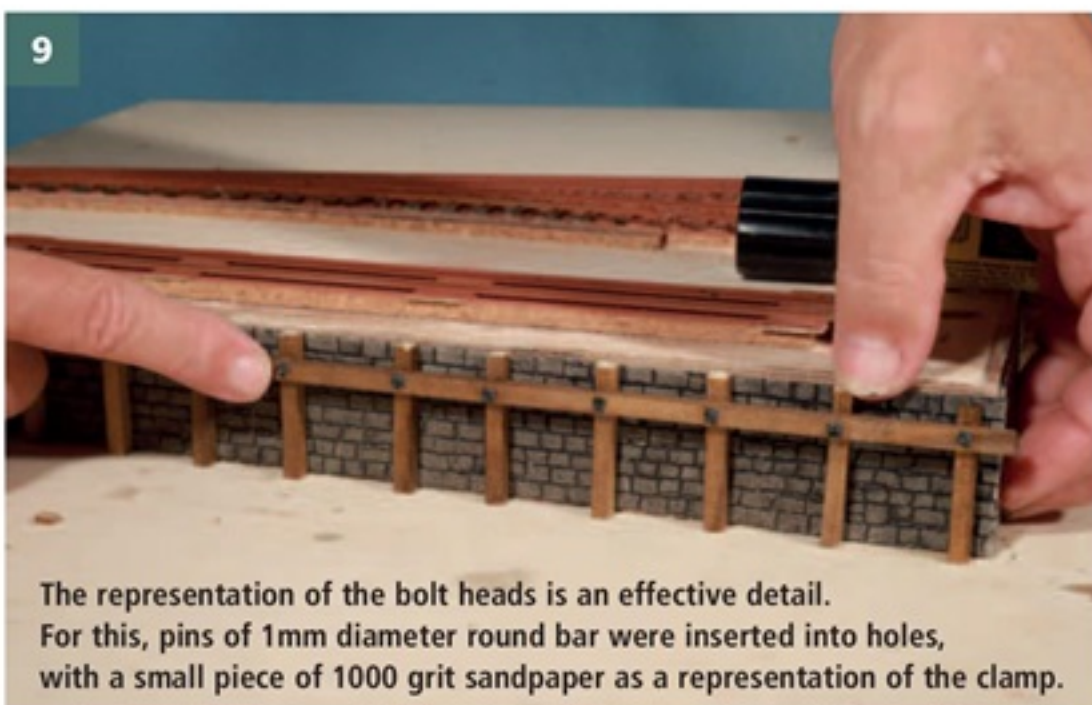
Locomotive No.9 approaches two vans on the siding to the children's home – they have to be shunted out of the way because the next coal delivery is due soon.



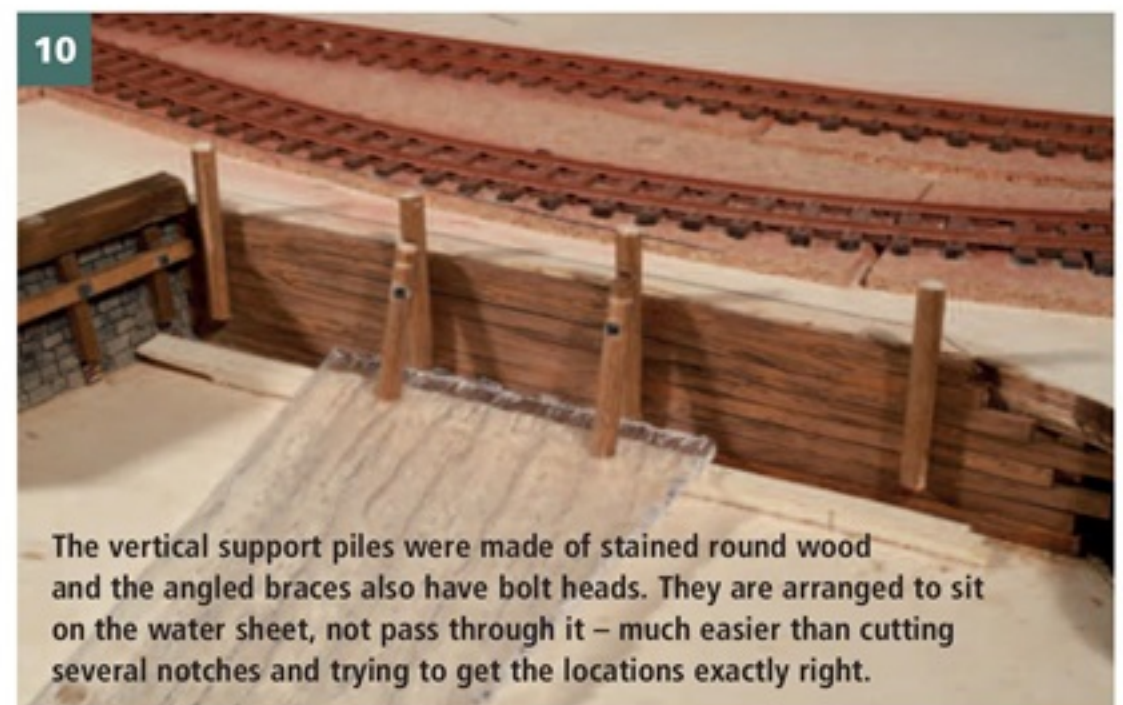
Above
The wood for the quay wall was impregnated with walnut stain.



Above right The assembly of the cross and support beams with the wall edge as a reference. The transverse stop bar has notches at the height of the vertical supports. A support beam fits exactly halfway through the cross-section. This creates a stable connection. The bar for the edge of the wall is laid out at the top. I then pushed the supports from below through the opening up to the slight stop and stuck them with a drop of superglue, which was further strengthened with PVA after all the supports were completed.



The representation of the bolt heads is an effective detail. For this, pins of 1mm diameter round bar were inserted into holes, with a small piece of 1000 grit sandpaper as a representation of the clamp.



The vertical support piles were made of stained round wood and the angled braces also have bolt heads. They are arranged to sit on the water sheet, not pass through it – much easier than cutting several notches and trying to get the locations exactly right.

Water surface and boat support construction



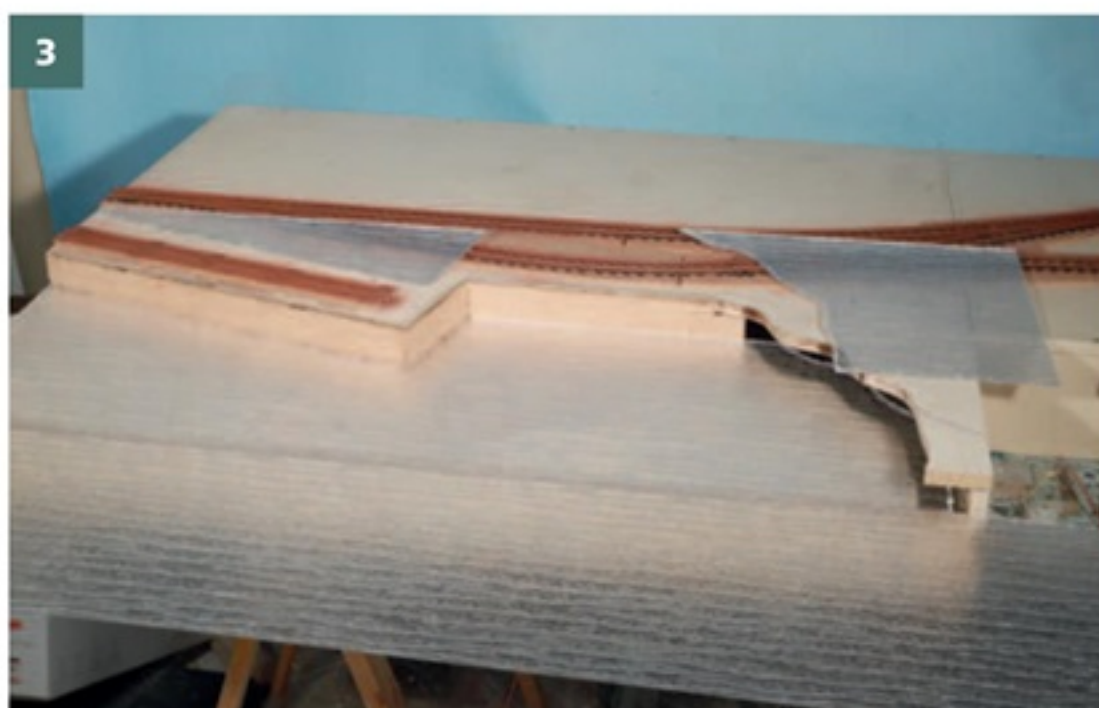
Above A plastic sheet with a wave pattern intended as a door panel becomes the surface of the water.

Below The cut sheet was pushed in from the front.

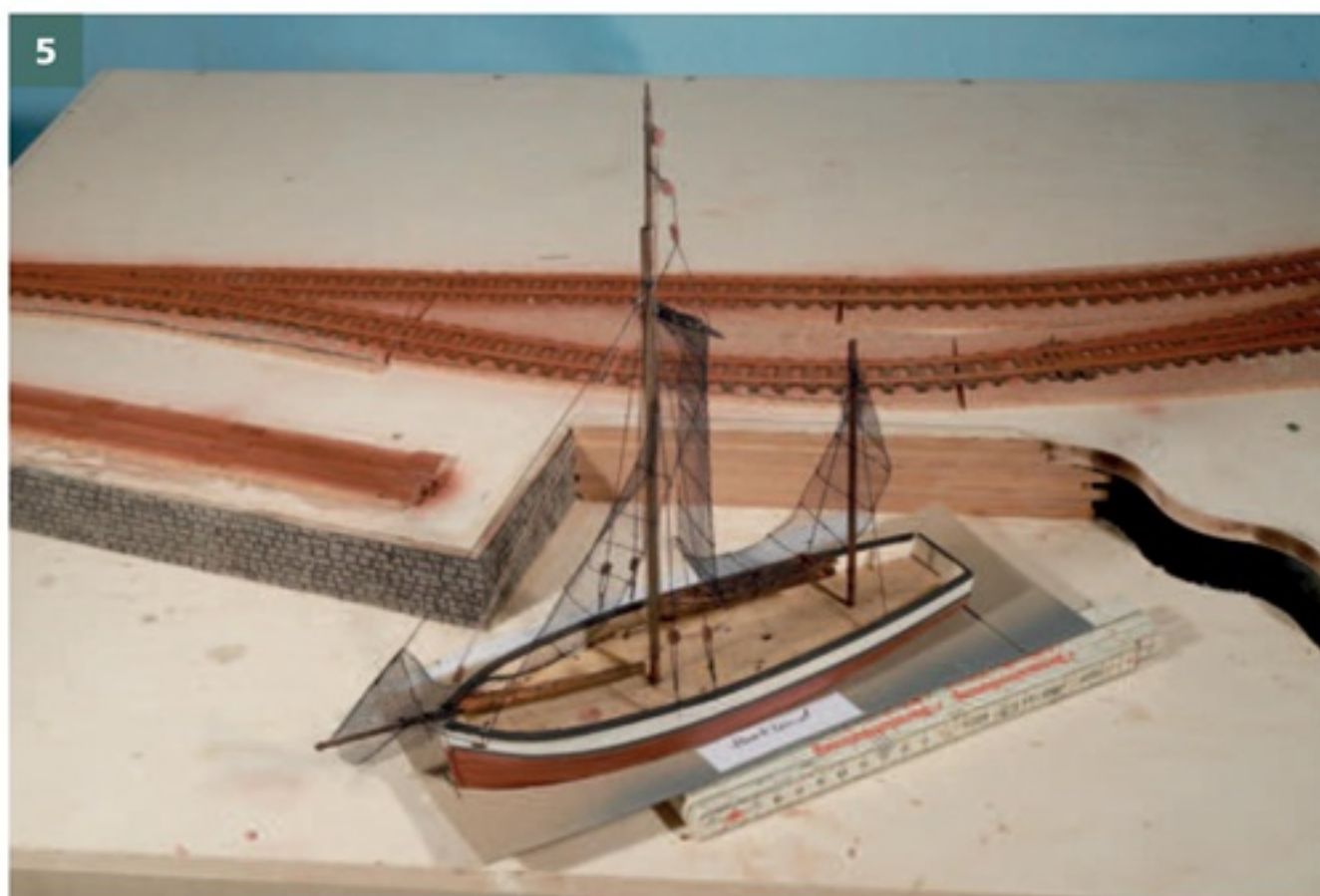


Above The plastic sheet was cut with a cutting disc – a fretsaw will clog.

Below Trimming the template for the planned cut-out of the boat's hull in the water sheet is a bit time-consuming.



Below The position of the hull is finalised. For laser cutting, two co-ordinates define a fixed point – that is how the diagonal position of the ship is determined.



Port with movement

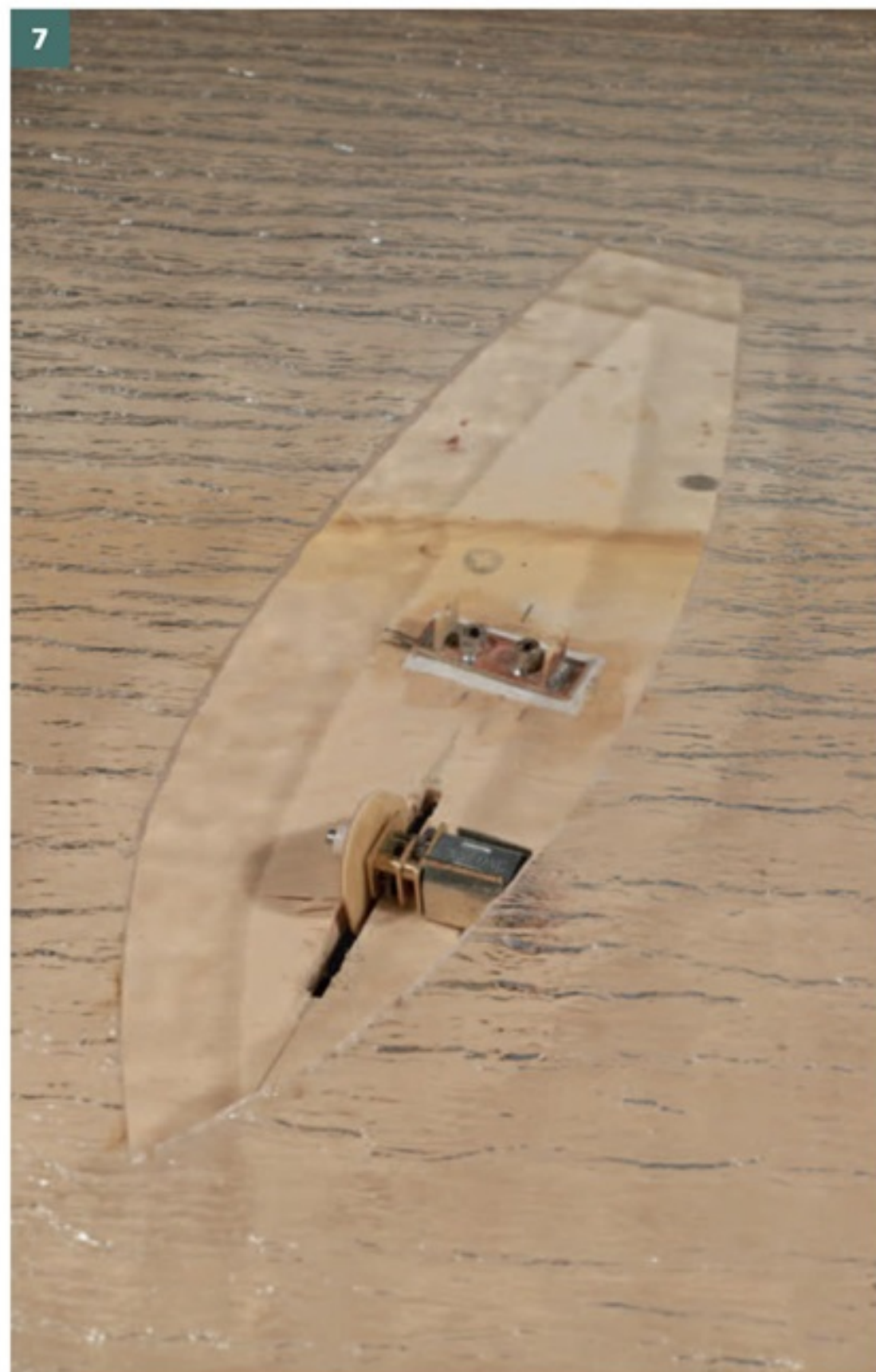
In a harbour, as big or as small as it may be, there is always movement, on the tracks and in the water.

How you show movement on the tracks is easy, but it is very different with the water. I had seen some ideas from other modellers. In fact, I saw one on the diorama *Smuggler's City* at an exhibition in 's-Hertogenbosch in The Netherlands way back in 1996 and its rocking ship has intrigued me ever since.

A solid plastic 'water' sheet is the ideal material for the basis. I planned to use a plastic sheet with a wave pattern that is available as door panels in hardware stores. Usually you can actually only get large panels, the size of a door, but by chance when I saw a sheet measuring just 1,000mm x 500mm I bought it immediately and stored it away. It was some years before I actually got round to using it!

The plastic is rather brittle and is best worked with a cutting disc. Fretsaw blades are completely unsuitable – they clog very quickly with the material in the teeth.

Since I wanted to insert the sheet from the front, the shape of the vertical quay wall supports had to be cut out of the rear area.



There was a further consideration. I did not want to obstruct the sight lines from the water to the quayside by having the rocking ships permanently in place – I wanted them to be removable.

For the swaying function, the surface of the water must be opened to accommodate the moving hull. So these openings would have to be covered after the ships were removed.

Making these openings for the hulls required careful pre-planning. I cut a cardboard template for each hull. After a lot of trying and correcting, everything came right and the hull was able to rock with a minimal gap. I then scanned it and made a file for laser cutting. The openings were then laser cut from the sheet, and the pieces cut out could be used to close the openings again when the boat is removed as precisely fitting covers with completely harmonious transition of the wave structure – that is what it is all about! You have to accept the width of the laser cut, but this is minimal. The cutting was done for me by Lasercut Hofmann in Chemnitz.

Of course, you could make the opening with a drill, saw, and files, but with this approach it would be much more difficult – even impossible – to reproduce the almost seamless join and match the pattern from spare material.

Above left
A bearing block is used for the rocking mechanism. The shaft attached to the hull rests on it. Two brass tubes fix the position on the base plate.

Above right
In front of the bearing block is the geared motor with the elliptical cam which lifts the hull to create the illusion of rocking on the waves.

Seagulls and floating debris were glued on to serve as a handle and to stop the cover from falling through the hole.

To accommodate the mechanism for the rocking it is important to allow some depth under the surface. I made the water sheet and the bottom of the harbour 20mm apart, to suit the two-part swing mechanism. There is one geared motor and one bearing block for each boat. I deliberately did not install servos but used slow running motors – COMVEC miniaturised geared motors. At 12V they have a speed of 40 revolutions per minute, so even less at lower voltages – they only start at 4V but that is enough. A non-circular disc was mounted on the shaft to form a cam which presses from below against a friction plate attached to the hull, lifting it up and slowly lowering it again.

The hull sits on a bearing block, and its peak should be positioned off-centre, more towards the rear, as the bow lifts more out of the water than the heavier stern. An axle was mounted in the hull which simply rests on the “underwater” bearing brackets. I made these as well as the motors removable. In this way, if the boat is not there, the opening in the water can be closed and the rocking mechanism is not seen. Adjusting the height of the boat can only be done by trial and error.



Above

The two boats in the laser-cut openings. The water sheet also has laser-cut openings for the support beams on the quay wall, so they can be seamlessly inserted.

Left

The bottom of the harbour was painted black and blue. An old wooden plank representing floating debris and a rowing boat were glued to the edges of the insert to act as handles and stop it falling through the hole.



A simple transformer is required to power the geared motors. But I plan that this will not be the only use of this transformer in future. As they say, a layout is never finished, and I would like to construct further animated effects in this scene. The flags of the discarded buoys should blow in the wind, the seagulls should teeter on the roofs, the gate protecting the siding should open and close, etc. – anything that I imagine and mechanics can achieve!

Before the final assembly of the water sheet, the bottom of the harbour has to be coloured. Due to the wave structure of the plate, the view of the seabed is impaired – to put it simply, it is not clearly visible, so I simply spread blue-black emulsion paint and after it dried inserted the sheet and fixed it in place. On the right it extends under the shore area (carved from expanded foam) and had to be gently forced underneath. On the outside, the sheet rests on the frame of the diorama.

Seagulls

The final element of the scene is the flock of seagulls. The feathered pack has the best view of tasty bites left over from the daily catch from the roof of the storage shed and the dairy.

So there you have it – Baltic Sea harbour atmosphere in its purest form: a seaside holiday without leaving home!



Below

Lütt Matthen can moor his rowing boat close to the shore, as the Zeese is no longer at its usual berth. Although this makes mooring easy, there is another difficulty: the intrusive seagulls have his catch in their sights. From this viewpoint, the edge of the water insert is only disturbing to a limited extent. The big picture is crucial.

Above

Diesel railcar T1 with trailer 3 arriving. This machine only ran on the Rü.K.B. between 1937 and 1939.





Finishing touches

An exercise in detailing – 2

Emmanuel Nouaillier

shows more of his techniques for highly detailed structure modelling.
Photographs by the author.



Working on mini-scenes, dioramas, or modules of modest dimensions can be an excuse to push the detail a long way with the addition of complementary elements, especially in the larger scales. Sometimes an accumulation of details can become a fully-fledged scenic composition in itself.

I had already begun to experiment with this style of detailing in smaller scales, with the techniques that motivated me at that time. With work now focused in larger scales, I am now trying to take more advantage of the available commercial products, sometimes adapting them or adding even more detail. Commercial producers now offer details that are not just related to the railway environment, making it possible to reproduce quite easily the motley piles often found around buildings or in public spaces. One of the suppliers of such stuff that has emerged recently is Matho Models.

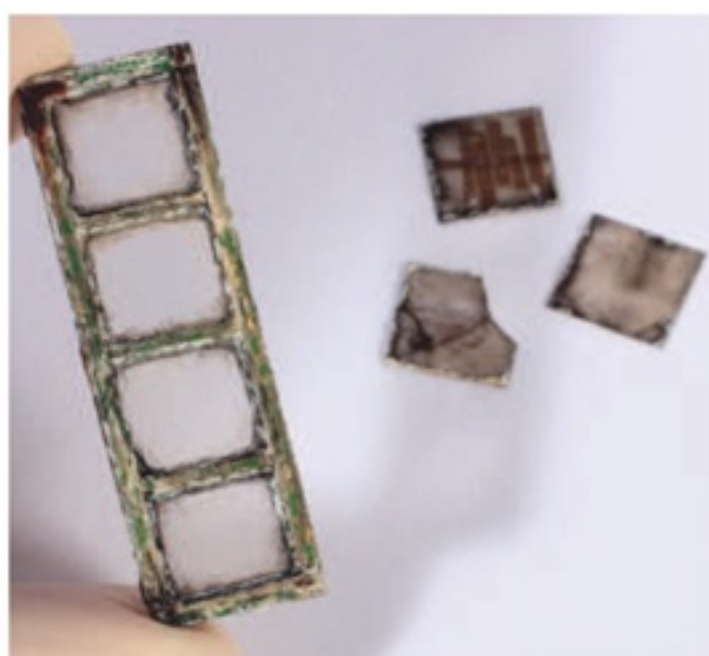


Crate – Steps 1 and 2

1. Handicraft catalogues are full of all kind of items, and the advent of 3D printers has allowed the possibilities of ultra-thin production to expand exponentially. This is particularly the case with Matho Models from Belgium who offer some really interesting items, such as different sets of plastic crates. I chose ref.35041 for a weathering exercise.

Windows

Inspired by part of the situation seen in the photo (left), I wanted to reproduce the old discarded window frames complete with their glass panes.



1



2. After cleaning with soapy water, the part is first given a base coat, an enamel foundation of the colour which you want it to be, here a very bright Humbrol red, applied diluted with a thinner to avoid filling in the many small gaps.

2



Step 3

To give more variation, once the piece is completely dry I engage in a chipping exercise to bring more contrast to the red, using Vallejo paints. The chipping is done with an old brush and a wooden pick.

3



Step 4

I continue the preparation by then applying a dark grey acrylic wash (Vallejo ref.76517) with a flat brush. Without waiting for the wash to be completely dry, it is pushed back into the corners with clear water.



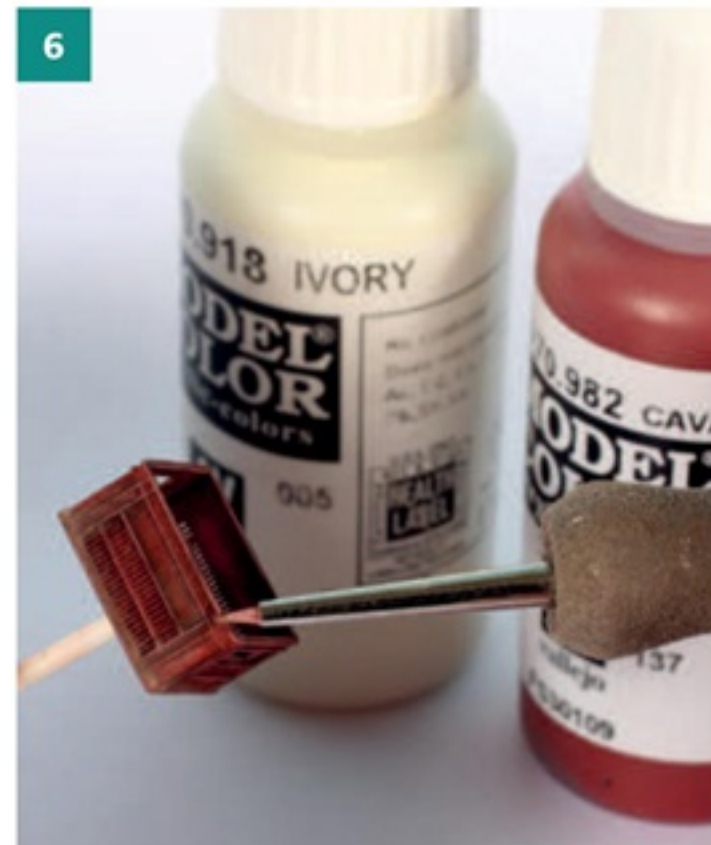
Step 5

Some might be satisfied with the appearance already obtained, but let us continue a little further, by imitating more marked dirt using an AK enamel wash 'dust & dirt' in the same way, but using the appropriate thinner.



Step 6

I finish by bringing more relief to the edges, lightening them to show more clearly. This is done with one of the acrylic red tints applied previously to which I add hint of ivory or white. The paint is applied in the same way as dry brushing.



Steps 7 and 8

To go even further, and having other products of this brand, I took the opportunity to adapt a packaging box (refs.35076 and 35058) to create a cardboard background and place it in the crate. To prepare this as carefully as the rest, I used strips cut from real packing tape and a little dry pigment to dirty it.



Steps 9 and 10

After careful cutting, the cardboard is first folded using a ruler as a guide and a chisel blade, the sides being permanently fixed using a drop of superglue. Once completed, the whole thing is dry brushed with pigments, just to give it a finish matching the crate.

10



9



11



Step 11

The crate is finally placed in position to complement other elements.

Steps 12 and 13

The second item in the Matho Models set was also the object of my attentions, loaded with various objects – pieces of 'wooden' sheet, an old can, a metal rod – all carefully weathered. It was used in another scene.

12



13



Watering cans – Step 1

Unlikely items can sometimes be used, far from the stereotypes of pallets and cans. I noticed that Matho Models offered some excellent watering cans which represent a modern plastic design (ref.33033) but I thought they could easily be turned into old metal ones.



Step 2

After removing the sprinkler, the can was quickly painted using a Vallejo light grey acrylic, then once quite dry a first wash of the same brand's 'dark gray' was applied, worked in same way as the crate. I let it dry well for 48 hours, then completed the process with a 'rust' wash (ref.76506) and a few chips of rust created using pigments mixed with thinner and dabbed with a very thin piece of synthetic sponge.



Step 3

To finish, I added a piece of very thin copper wire hanging from the handle and then set the watering can in place.



Step 4

To go one step further, using the experience acquired in making cans from aluminium foil in smaller scales, I decide to scratchbuild a 1940s/1950s style of watering can, using the spout of the second model in the set, following photos found on line. This style of equipment can still be found in use today on allotments or old farms. With a little patience and a few simple parts, you can make something pretty convincing. The entire assembly was done with superglue.



Steps 5 and 6



5. After applying a coat of HB28 as a primer to get a better grip, I used a light grey acrylic as a base, having checked that there were no traces of glue anywhere.

6. Once completely dry, and unlike what was done before, I first applied a wash of AK 'neutral gray' enamel to the piece, much diluted using odourless thinner from the same brand. It is important to wear a face mask and work in a well-ventilated room.



Step 7

Following this first grey coat, I then added traces of rust by dabbing with a sponge over the entire surface, then these chips were reworked using a fine brush soaked in thinner. I also took the opportunity to make some drips.



Step 8

After leaving it a good day to dry, I came back to complete the neglected and dated look by adding traces of green which I noticed on the real thing which I wanted to reproduce on the model. Nothing could be simpler: again with AK products, using the 'slimy grime light' wash, again dabbed on with a fairly small sponge and then removed as necessary with a flat brush soaked in thinner.

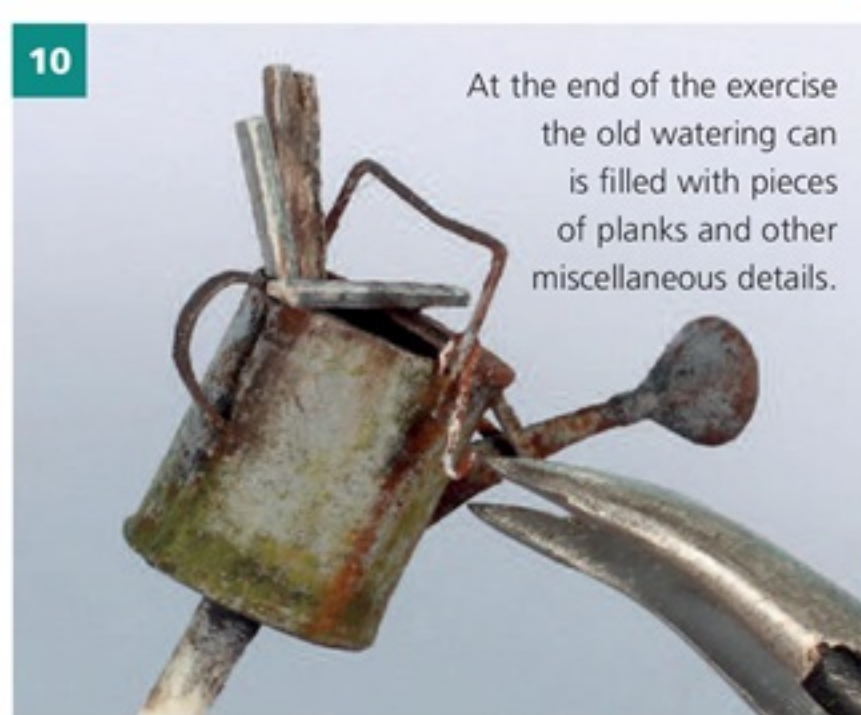


Step 9

This style of metal items worn over time requires, at the very end of the process, certain shiny areas to be emphasised in places where the metal would be bare, and also at the edges. The stump of an old pencil soaked in graphite powder passed over the parts in question will simulate this effect very well.



Step 10



Step 11

The can was then placed, along with other details, at the foot of a structure. Note also the old rusty chemical jar with its label, made using an item from Yen Models to which I fixed a dry transfer that I made myself.



Step 12

Another scene, with another detail, also using a Yen Models product, an old paint pot to which I applied a very French label I made myself. The item was further worked on like a full scale model to blend in with the rest.



Ian Driver, a member of the Liphook and District model railway club, has modelled a Dutch quayside which includes a rail maintenance depot.

Photographs by the author.

Waalhaven

Private operators in the modern Dutch scene

I first started modelling Dutch railways some thirty years ago when I was travelling to The Netherlands frequently on business and had the opportunity to experience the Nederlandse Spoorwegen at first hand. In those days the NS was run as a national railway, but soon after there was sectorisation, followed by privatisation, and now we have a multitude of operators and liveries that open up so much potential for modellers.

In those early days I found a lot of my knowledge of Dutch railways from *Nieuwsbrief*, the quarterly journal of the then Netherlands Railway Society, which has now become the Benelux Railways Society.

I have previously built two Dutch layouts, *Rijkerdam* and *Maasdijk*. *Rijkerdam* was based near Rotterdam to serve the ferry terminal and was featured in CM March 1996. A few years later, after many exhibitions, it was retired and *Maasdijk* was built depicting a depot for Strukton, the division of Nederlandse Spoorwegen responsible for all of the rail infrastructure.

Right

Former NS 6400 diesel now Railion (DB Logistics) 6503 pulls in to the yard.

Note the additional piece of the structure kit on the other side of the scenic break to create the illusion of a larger building.





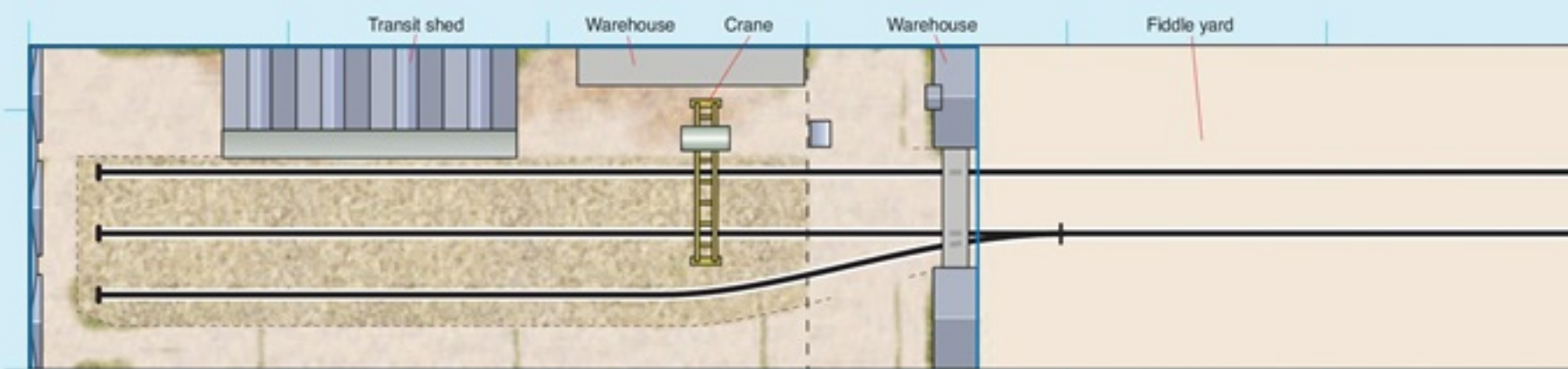
My new layout *Waalhaven* is a combination of these two themes and shows a Strukton Rail depot based in the

Rotterdam Europort, where much of the material required is brought in by barge to nearby wharves.

Below

Another 6400 with a new lease of life – Railpro liveried 6504 collects loaded lowside wagons from the stores shed.





Waalhaven Overall layout size 6' x 1' 3". Each grid square = 1' x 1'.

Below left
Ex-NS 6400 No.6494 in the
Railion NS Cargo red livery
positions wagons under the
gantry crane for unloading.

Below
Strukton G1206 class diesel
Demi with ballast hoppers.

Track plan

The track plan was inspired by a layout called *Compton Quay* that I had discovered on youtube. This was a simple micro layout of two sidings and a single track fiddle yard that could accommodate three short wagons, the overall size being just 48" x 14". Studying the videos I had a thought: what if there were another track at the back of the layout?





Much scribbling and sketching later, the layout I have today was conceived, weighing in at 72" x 15". This gives 45" scenic area and 27" fiddle yard.

There are three sidings: the rear one serves a storage shed where dry materials are brought in by wagons and then distributed on works trains to wherever they are needed on the network.

Adjacent to the shed is a small container handling crane to load and unload containers and portacabins.

The front two roads are used to handle spoil wagons and ballast hoppers.

There is only one point on the layout.

The fiddle yard is primarily worked using extended Peco Loco-Lifts as cassettes.





Baseboards and trackwork

There are two baseboards each 36" long constructed using 3" x 1" redwood framing with a 6mm plywood top. The tops were covered with 1/16" cork sheet.

I used Peco code 75 track. Once all the track was loosely laid and tested for clearances, the positioning of the Kadee

under-track magnets was worked out. When the holes had been cut out and the magnets installed and everything tested again, the track was pinned down on top of the cork. More cork was then laid between the tracks to raise the ground level up to the top of the sleepers as the layout is based in an industrial setting.

Above

Strukton G1206 Demi has positioned a wagon under the gantry crane to unload some containers used on project work sites as lockable stores.



Left

Former NS 6400 6494 in the Railion NS Cargo red livery shunting lowside wagons.

Right

NS 2275 The Brown Bear shunts a pair of sliding wall vans to be unloaded at the stores shed.

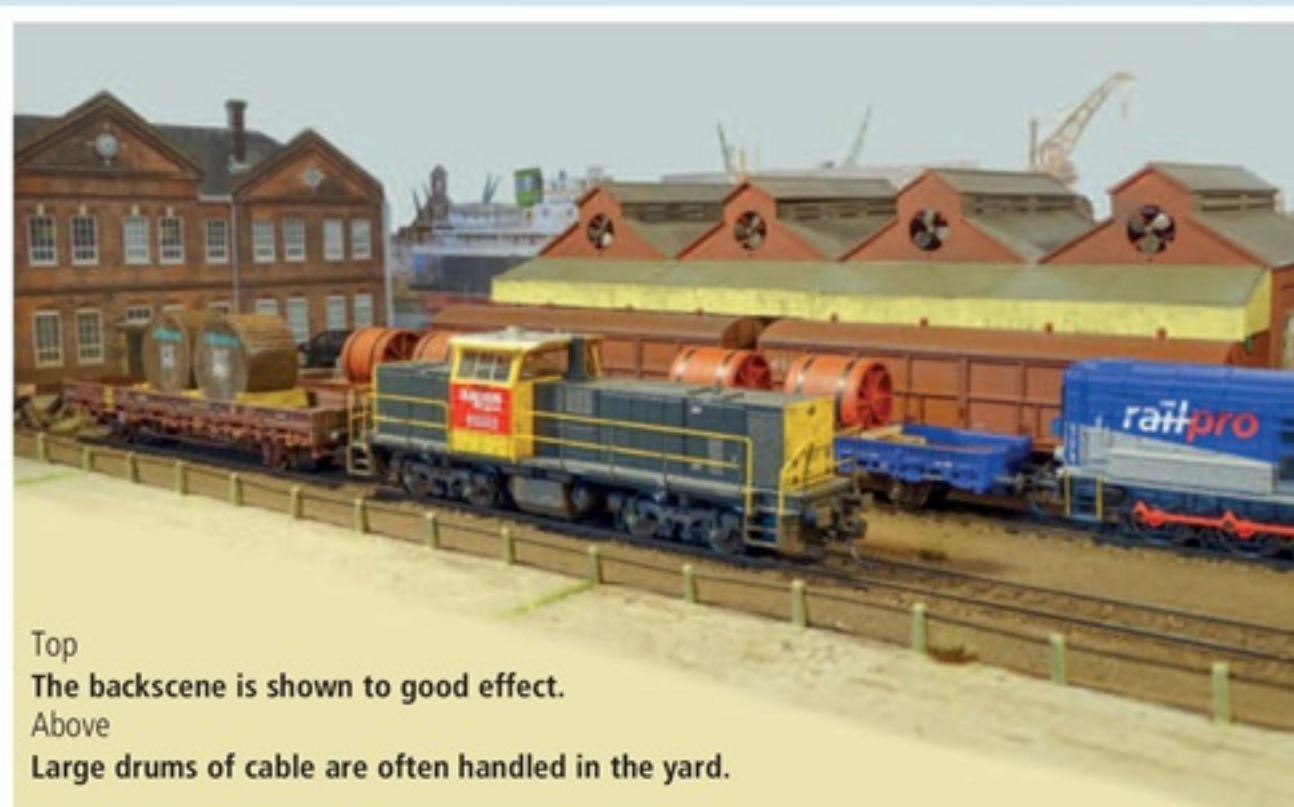


Buildings

There are three buildings on the layout. The stores shed is built from four Dapol engine shed kits, slightly shortened to fit the space between the backscene and the track. The three storey warehouse is built from a Scale Model Scenery low relief kit, and the scenic break disappears through a Metcalfe Models warehouse kit that has been weathered using AK Interactive 'Engine Grime' streaked with enamel thinners, which did not distort the building. (Note this must be done in a well-ventilated area.)

The buildings were planted into the layout and cork was used to bring the ground level to the same height as the rest of the layout.

The backboard was painted with a 'cloudless sky' matchpot and a Townscene dockside background was cut out and fixed to the board. The offices on the end board are from ID Backscenes.



Top
The backscene is shown to good effect.
Above
Large drums of cable are often handled in the yard.





The track was ballasted using Woodland Scenics buff ballast mixed with fine sand. The mixture was lightly sprayed with a solution of water and washing-up liquid to aid the flow of the diluted PVA glue. When thoroughly dry, any

ballast in the wrong place was removed, and the track area was sprayed with sleeper grime and tufts of grass added.

The concreted areas are simply concrete colours painted directly onto the cork, which I feel gives a nice textured look.

Below

Railpro liveried 6504 collects loaded wagons from the stores shed.





Above
Ex-NS 6400 class now Railion owned and in Railpro livery collects recently loaded type Fccpps ballast hoppers.

Locos and rolling stock

I was pleasantly surprised at the amount of Dutch models that I was able to source from UK suppliers and on line.

Currently there are six locos available for use on the layout. There are three ex-Nederlandse Spoorwegen class 6400 MaK diesel locos by Trix, in the liveries of Railion and RailPro, and an ex-NS 600 class in RailPro livery. There is also an NS 2200 class by Piko in the heritage brown livery (this loco was affectionately known as 'the brown bear'), and finally a Vossloh G1206 loco by Piko in the yellow livery of Strukton Rail.

The locos are all fitted with Zimo DCC chips but I have decided not to fit any with sound; instead I have installed a bluetooth speaker which plays ambient sounds that can be heard around a harbour setting.

Wagons are a mixture of offerings from Märklin, Roco, Rivarossi, and Piko; the wheelsets of the Märklin wagons needed to be changed as they were non-insulated.

All of the stock is fitted with Kadee couplings, which I find a very reliable method of hands-free operation.

Conclusion

They say that a model railway is never finished, and I am already thinking of the possibilities by increasing the length of the scenic area by adding another three or four feet.

Waalhaven is scheduled to appear in its current form at the Basingstoke exhibition on 12th and 13th March 2022.

Below

Railpro 603 takes lowsides loaded with containers to the Waalhaven marshalling yard.

The road crossing was constructed from plasticard edged with offcuts of code 75 rail. The concrete post and rail barrier to prevent vehicles straying on to the tracks is from Scale Model Scenery.



Peter Cousins explains how he came to create a large Z gauge layout.

Photographs by Paul Bason.

A realistic fantasy

On display at Walpole Water Gardens in Walpole St.Peter, near Wisbech

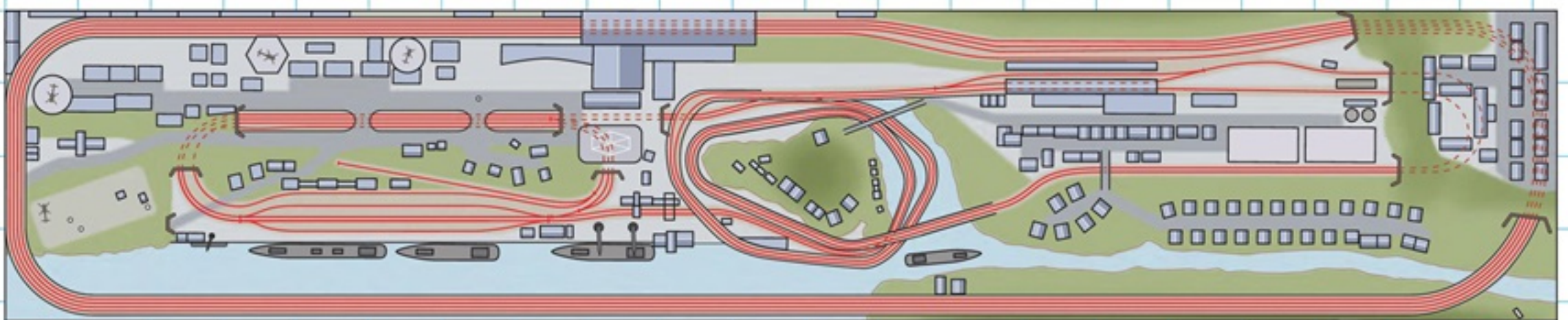
The Z gauge layout at Walpole Water Gardens is intended to be enjoyed by the public of all ages. It is meant to be realistic but obviously is not based on a real place. It is rather a representation of modern urban, rural, industrial, and waterside life.

As a professional artist, part of the reason I built Walpole Water Gardens was to display my art. My paintings are realistic and have sometimes been described as too photographic to be art. Where does that leave the old masters? Art is subjective and so are model railways. I have the greatest respect for modellers who produce precise replicas of real scenes. My garden has been described as looking like a tropical oasis, but it is in Norfolk. It is my DNA to mix fantasy with reality in my creations – hence my layout is a realistic looking fantasy.

Right
The suspension bridge was scratchbuilt based on the design of the Qatar – Bahrain causeway.

Below
Between the quayside and the railway are hand-painted Preiser road workers with Micro Machine heavy plant equipment.

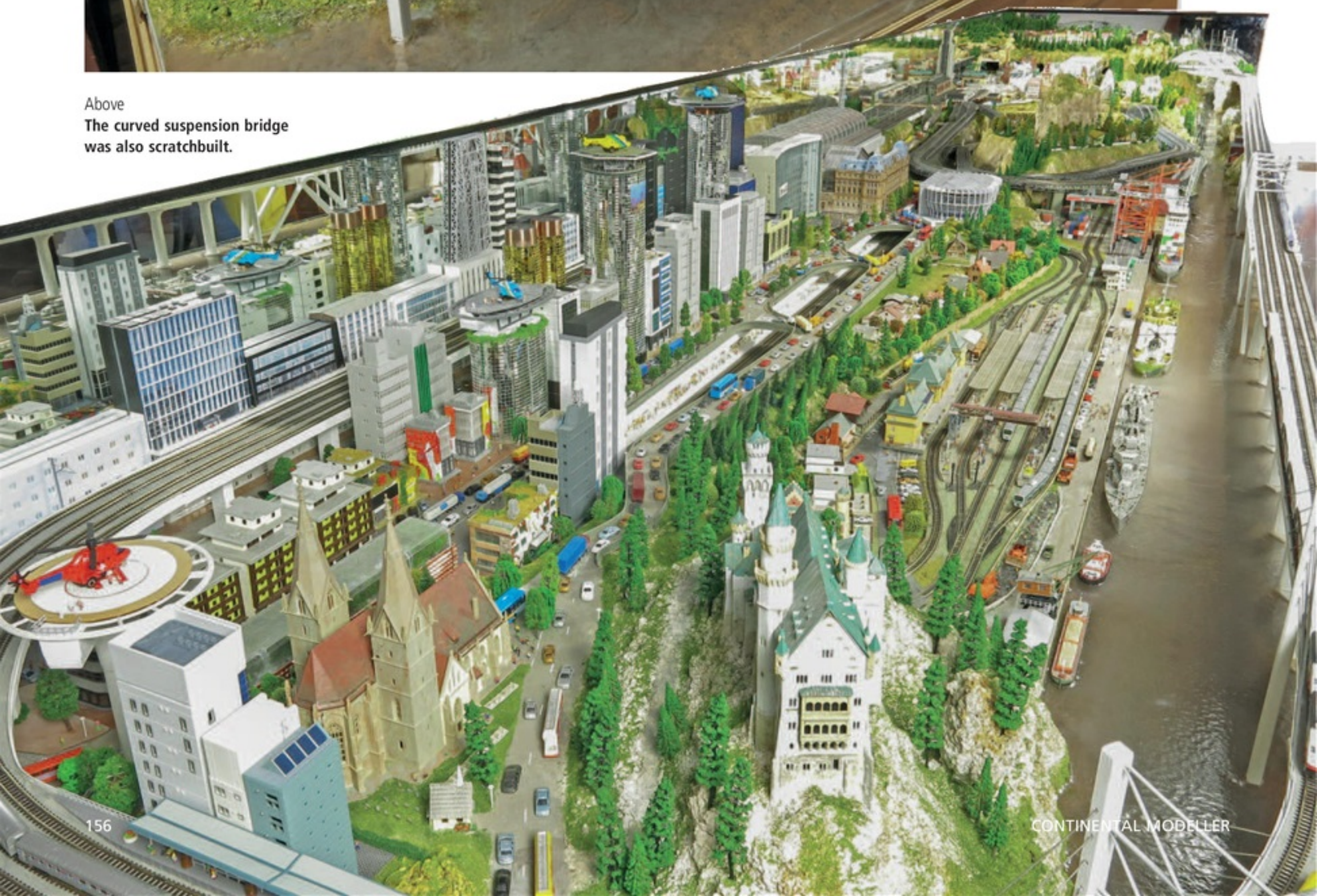




Overall size of scenic section 6400mm x 1280mm. Each grid square = 300mm x 300mm.



Above
The curved suspension bridge
was also scratchbuilt.





Above
An Evangelion bullet train (by Rokuhan)
on the central causeway suspension bridge.

Left
Looking along the layout
from the left. On the ridge
in the foreground
is Neuschwanstein castle,
made from a Doyusha kit.

Below
The small container ship
is based on the hull from a
toy destroyer; its bridge
is a converted signal box.

I had considered building a Z gauge layout for some time, and when in August 2019 a door-sized layout was advertised for a very reasonable sum on eBay, I snapped it up. And so began a two year project.

The original layout is the area between the castle and the container port, and 50mm from the riverside to the platform of the metro station. I converted the fiddle yard into the metro station, and over time upgraded most of the layout.

It then kept growing until it reached the maximum size space would allow. First the castle and cathedral, the metro

station, the start of the city, and the container port, the dockside and river, then the mountain and part of the plateau with the river winding between.

Then the first problem arose. The gradient to the plateau was too steep so the two circuits I wanted to extend had to loop around the mountain to reach the higher level and loop round the mountain again on the return. This involved lots of careful planning and measurements. To ensure that the gradient was not too steep, I used a spirit level with a small block taped to one end.





Above
DAPR-N container dockside gantry cranes.



Left
Families and friends greeting returning sailors on the warships with the port area station and platforms behind, overlooked by the city.

Right
The platform canopies had to be raised to accommodate the height of the Bombardier double-deck coaches.

I then decided to extend the plateau and add a higher plateau at the right-hand end of the layout so the two circuits could return through tunnels. This determined the position of the historical village and the industrial area. At this point I installed the stables, riverside holiday village, and mountain dwellings, and landscaped those areas.

Then the pandemic struck. Walpole Water Gardens had to close due to lockdown and then followed further restrictions and lockdown and more restrictions until the summer of 2021. Long periods of self-isolation and once a month trips to the supermarket ensued.

Fortunately I could walk across the field from my house to my business, so I could still work to improve the site. My time was divided between planting more than three hundred trees on my land to create a micro carbon sink to ensure that my business is carbon negative, and building the model railway.

As the site is open to the public, I needed a layout busy with lots of movement. So I decided to add four more circuits. This entailed adding an extra 15cm at the back and to the left-hand end and 25cm to the right. The layout had reached its full size – 6.4m x 1.28m.

The extra size meant the river and port area could be wider, the city and the industrial area bigger. Glasshouses were added to the back of the stables and a street of houses to the right.

Construction

First a timber and chipboard base was constructed on castors as the layout needs to be movable within the room. The main construction is from 100mm x 75mm timber so it is strong but heavy. Twelve 50cm uprights support the base, which means eye level of the layout is 60cm – ideal for small children and seated adults. It is also ideal for standing adults to get an aerial view which Z gauge is suited to – so you get the best of both.



The base provides storage under the layout, and the controllers are on a sliding shelf.

After positioning the door sized layout, I added 50mm to the front edge to create a dockside road. For normal roads I use mount board which is easily painted with acrylics. The harbour wall is OO/HO plastic brick sheet – a brick in OO/HO becomes a masonry block in Z, and when painted to look like stone it is very effective.

Above
20', 30', and 40' containers –
made from plaster of Paris.



The first upgrade to the purchased layout involved the removal of a cardboard retaining wall. This was replaced using OO/HO Wills ref.SSMP231 flexible viaduct bridge lining. The retaining wall is curved at one end so the flexible bridge lining makes excellent stone walls in Z.

The next step was to build the mountain for the Doyusha kit of Neuschwanstein castle and the Kibri Göppingen cathedral.

I use offcuts of insulation foam for building mountains and cliffs. Polystyrene is melted by resins! I cut the foam to the shape I need and using a technique I developed over ten years ago (I had an article published to demonstrate the steps involved) using plaster of Paris to create a realistic rock surface. When you open a bag of plaster of Paris it looks like miniature rocks. Put a spoonful on a flat surface and tease water in and it will form miniature rocks. For larger rocks, compress the plaster of Paris in the bag first. I apply the plaster of Paris to the foam insulation as required, tease in the water, and leave it to set and dry. Then I paint it using a watery mixture of Ronseal acrylic dark oak varnish and PVA white glue with a fan brush and immediately apply Jarvis fine turf scatter to the upper surfaces. The PVA strengthens the plaster of Paris and fixes the scatter at the same time.

Next step was the metro station. The platform is the top of a 24mm electrical box conduit – by chance it is the same height and width as a Faller Z gauge platform. I used the bottom of the conduit for the back wall and full conduit for the top. Then I built the road system above on either side using MDF with mount board road surface and cable ties painted

grey for crash barriers. I then connected the castle mountain to the slope in front of the road with foam and plaster of Paris, then added scatter and trees, hedges, more houses, and a bus station. I also replaced a small Faller station with a larger Kibri one, and upgraded the platforms. I rebuilt the tunnels to the right of this and installed the central mountain and built the container port. The cranes are DAPR-N and the containers are made from plaster of Paris – Andy from Z Panzer kindly made me a mould for 30' containers and then I made moulds for 40' and 20' containers. Z Panzer make outstanding Second World War German armoured trains, rail guns, and rolling stock in Z. Andy also makes the originals for many of AZL's vehicles.

The complicated bridgework to loop around the mountain to the plateau is a combination of Märklin, Kibri, Faller, and scratchbuilt, some from MDF and some from plastic twin wall which is easier to cut into curves.

I often use emery cloth to simulate track ballast and paint it the required colour. I superglue all track in place because it is so flimsy and because the layout is movable.

The main plateau area was created first, with a layer of 25mm insulation foam for the riverside. Gravel roads are fine sand scattered on PVA. Then 140mm insulation foam was used to form the main plateau.

Track laying

The two inner circuits were laid and tested. A 30cm x 6mm auger bit was used to drill the holes for the electric points for the siding.

Above

Looking down the causeway with the Revell Cutty Sark moored in the river. The bridge to the right is Z on the top and Faller HO below.

Below

Tokyo Marui E231 series Joban line set in the foreground and Yamanote line set in the centre.

Contrary to some opinions, they do cope with gradients and the lights will work with Märklin controllers.





The next four circuits were then started. Because I wanted to run long trains, I did not want any gradients so the plateau determined the level of the tracks. Laying the track on the plateau was straightforward. The time consuming part was the causeway with three modern suspension bridges. The causeway is 11.8 metres long including the bridges – scaled up this is 2.6 km. I bought silicone moulds for a Z gauge viaduct. To create a modern causeway, I turned the top curved sections at right angles to their normal position. All the sections were made from plaster of Paris then glued together to form the pillars. All the brickwork was filed off to create a concrete effect. To increase their strength, they were then reinforced with plasticard. Where the pillars sit in the river I made a mould to create a base. I then drilled a hole through the base into the pillars, filled it with superglue, and fixed a screw in the hole to make the pillars even stronger.

The straights for the causeway are MDF, the curves two layers of twin wall plastic. The top surface is mount board and the sides plasticard.

The central suspension bridge is hand cut MDF finished with plasticard. The lower round pillars are spray painted paper straws; the upper ones are spray painted bamboo barbecue sticks. The cross girders are from the Revell 1:144 space shuttle tower kit.

The left-hand suspension bridge is made with aluminium box section uprights and the cables are stainless steel. The cross beams from the Revell shuttle tower kit.

The right hand suspension bridge is made from twin wall plastic covered with plasticard and stainless steel cables.

The tracks on the causeway are laid closer than normal. This was achieved using a spacer to ensure there was enough

separation. We have all been on a train when another train passes and are surprised at how close they pass. Obviously curves are placed further apart and care should be taken with bullet trains as the front and rear ends swing out further than normal.

Where the four tracks reach the industrial area I wanted the whole area to be accessible to vehicles so I put mount board up to the tracks. This caused running issues because the running gear on Z gauge stock projects slightly lower than the track on the outside. Careful trimming resolved the issue.

The four outer circuits are built from 92 lengths of Peco Streamline flexible track. In total 104 lengths of this flexible track were used. In all the layout has the equivalent to over 20km of track.

Structures

The layout has nearly two hundred buildings. Urban, rural, dockside, and industrial buildings are from Märklin, Kibri, Faller, Vollmer, and Luetke. Many have been adapted. For instance, rural stations make good pubs and smaller ones bus stations.

Low roadside stone walls are made from cable ties with sand superglued and painted. Hedges are from cable ties with scatter – the advantage is that they are flexible for curves, as well as being cheap and easy to make.

The area of the old village has roads made from Wills flexible viaduct bridge lining. This was also used for pavements in the city. When painted in suitable colours, it looks like paved roads and is great for when the road slopes and gentle curved inclines.



The city consists of Märklin apartment blocks along with some scratchbuilt buildings plus Outland Models Z and N and Tomytec N structures. Outland are 3D-printed and need a bit of refinement. The N gauge are better but come without 'glass' windows. I used plastic mirror film. Tomytec buildings are well detailed. Their N gauge office buildings can be used because many modern office blocks have 6m ceilings. The low relief buildings are Outland N and card kits. The Outland buildings are conversions. The card buildings were good but lacked the textured effect of the others so I upgraded them with clear polycarbonate sheet and plasticard.

I scratchbuilt air vents, water tanks, and other equipment for many of the flat roofs, as well as heli pads for four of the taller towers and the police station.

Backdrops

I have always thought that printed backdrops lack depth effect, so I decided to use recycled wardrobe mirrors. The are very effective with low relief buildings, although you do get a thin line caused by the thickness of the glass. The most beneficial effect was doubling the size of the city and creating a second old village which looked similar but different because you see the other side of the buildings. Joins between the mirrors are disguised with tall buildings, for example a radio tower and an industrial building. Girders are very effective with the mirrors, as are trees. At the right-hand end, because of the mirror across the end of the layout, a street of twelve buildings becomes a housing estate of forty-eight!

The only drawback with the mirrors is that they make photography a challenge as anything in front of the layout is reflected.



Left
3D-printed narrow boats and Micro Machine speedboats moored at the floating landing stage in front of the riverside holiday village.

Below left
Märklin DRG BR53 2-6-8-0 articulated steam locomotive proposed by Borsig with Märklin wagons approaching the scratchbuilt bridge at the end of the causeway.

Below
Looking down the layout from the right as the Dallas Bombardier double-deck stock rounds the curve.

Water

I had fun doing the resin river, mixing in soil to create typical muddy water and putting scatter to simulate plants under the surface of clear water. Pouring clear resin into muddy resin before it sets creates the look of currents. In all I used 21 litres of resin, building up the layers, because I had to raise the water level high enough for the ships. One advantage of being closed during lockdown was that the fumes did not affect business!

Finishing

To finish the layout, I placed over two thousand figures. These bring a layout to life, especially on platforms and in a city. There is a rock concert, a pool party, a beer festival, and air ambulance crew. The most detailed unpainted figures are the Preiser 88500 set. I painted nearly fourteen hundred figures myself.

Z gauge trains move but vehicles do not, so as there is a city I created gridlock with over five hundred vehicles!

I really enjoyed building the layout, although at one point I nearly gave up because I could not get the trains to run properly on the old section. Fortunately Trackmagic solved the problem.

I hope you like the layout, and all are welcome to come and see it at

Walpole Water Gardens:
 Chalk Road, Walpole St.Peter, Wisbech,
 Cambridgeshire, PE14 7PH.

Open – Friday, Saturday, and Sunday
 winter: 12.00 → dark
 summer: 12.00 → 6.00pm
Facebook – Walpole Water Gardens



Jacques Poré brings some respectable but dated models up to current standards.

Photographs by the author.

France-Trains coaches

An illustrated guide to improvements



In the 1970s, the best models of French passenger coaches in HO were undoubtedly those by France-Trains and RMA. For years, few models of typically French stock came on the market that were as good looking and realistic as those. And even today, even though in the last few years new high quality models have appeared, these coaches do not seem completely obsolete. Far from it: they even have a certain charm.

I therefore wanted to bring some of my France-Trains coaches up to date, particularly with regard to the bearings and the couplings. I also wanted to fit interior lighting and

add some passengers, but I did not want to see the exterior appearance changed, not necessary in my opinion.

I think the modifications I made should be within the capabilities of most modellers.

France-Trains models are relatively easy to find on the secondhand market, so this exercise could be of interest to those who do not own such models at the moment.

While this article describes work on models of Blue Train stock, the approach is applicable to other France-Trains products, such as the OCEM stock with visible rivets (OCEM-RA) or those with smooth sides (PL).

Above
Restaurant car No.4217
in original condition.



Left
Type Lx sleeping car No.3472
with German inscriptions,
compartment side.



Left
Type Lx sleeping car No.3472
with French inscriptions,
corridor side.

Right
Type Lx sleeping car No.3511
with Italian inscriptions,
compartment side.



Right
Type Y sleeping car No.3329,
produced from the 1970s
to the 1980s.



Right
Salon (lounge car) No.4160.



Right
The 'three-door' (per side)
baggage van.



Preparation

The first thing to do is dismantle each coach, unless it came in 'kit' form. (France-Trains marketed all its models in both assembled and kit versions.)

The sub-assemblies are:

- the underframe and body (sides and ends);
- the roof and glazing (combined in the Blue Train stock; other models have the roof separate from the glazing);
- the interior, generally made up of several parts: the wall separating the compartments and the corridor; the seats, etc. In compartment coaches, the luggage racks are separate parts.
- the two bogies.

Right
Dismantling begins by extracting
the combined roof and glazing from the body:
you only need to lift gently at the ends of the roof.
To avoid damaging the plastic, I used a small metal ruler
which was thin enough to distribute the lifting forces well.

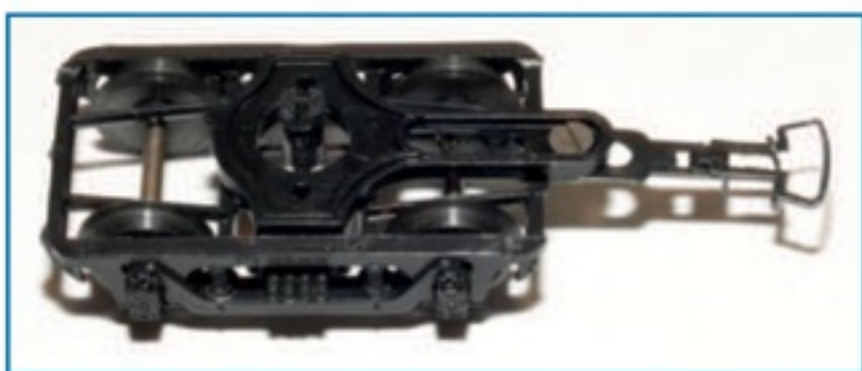




Left
Underside of a coach in original configuration.. The buffers are rectangular and have a tendency to lock with those on the adjacent vehicle.



Above
At each end under the frame two lugs must be removed.



Left
An original bogie. You can see the 'finger' protruding from the centre of the bogie to carry the tail of the metal coupling.

Close couplings

The couplings on France-Trains coaches have always been a source of concern, tending (on sharp curves and reverse curves) to overlap each other, which is likely to cause a derailment. I therefore replaced the couplings, fitting Roco close couplers into NEM pockets by SMD (ref.218) which are very compact. The assembly of these etched kits is simple..

To be able to glue the coupling head supports as close as possible to the buffer cross member, I cut off the two small protuberances under each end of the frame.

Once all the coupler pockets needed had been assembled (including soldering the pockets in the right place), the parts



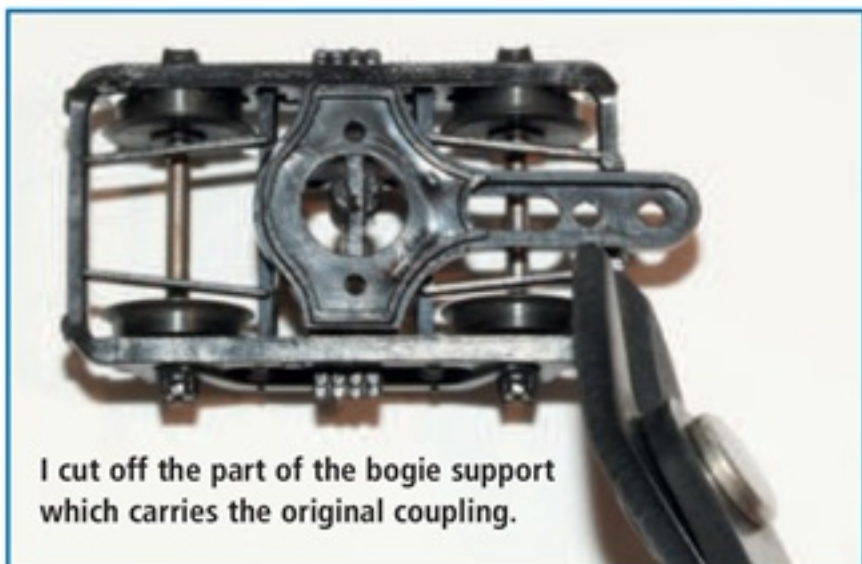
Right
Etched metal NEM coupler pockets by SMD (ref.218). These allow the coaches to be run with the corridor connections as close together as possible.

Bogie modifications

The original France-Trains bogies suffer from some problems. As the models looked so good, this did not bother me much at the time, but it disrupted the proper functioning of a train: in particular, the couplings have rectangular heads which tend to over-ride each other, with a risk of derailment. Moreover, the wheels become dirty easily, and the very sharp axle bearing tips can affect the ride.

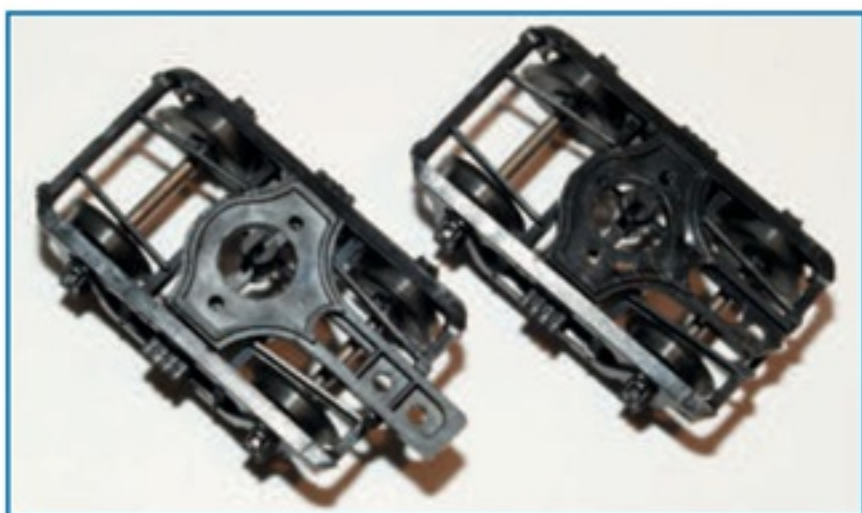
So I decided to replace couplings and axles.

I cut the part of the 'ear' of the original bogie support, which also holds the France-Trains coupling – this will not be re-used.



I cut off the part of the bogie support which carries the original coupling.

Below
Unmodified bogie on the left, bogie with shortened coupling support on the right.



Right
An assembled SMD coupler pocket primed with AMF 87 spray paint.



Right
The SMD pockets painted satin black, again using AMF 87 spray paint.





Above
To install the SMD coupler pockets, I had to level two small projections under the frame, near the buffer beam, with a piece of plasticard.

received a coat of primer, followed twelve hours later by satin black paint. These few small parts were painted using spray cans from AMF 87, very practical for such use.

The assembled pockets were held in place temporarily with a small square of double-sided tape to check the height and distance from the buffer beam. Plasticard was used to make a base.

The new wheelsets are from Limousin Modélisme; they have quite a range of high quality burnished wheelsets to re-equip old coaches and wagons. For these France-Trains coaches, ref.LMT3 must be used – 23.8mm long axle, 11mm diameter disc wheels.



Above and below
In some coaches, it may be necessary to place a floor covering cut from blue sugar paper, carefully adjusted at the ends to fit inside the car body.



Right
The sugar paper was trimmed at the ends to fit inside the car body, with a hole for the pivot.

Left
I replaced the wheelsets, using 11mm dia. disc wheels on 23.8mm pinpoint axles from Limousin Models (ref.LMT3). These give flawless running and impeccable rail-wheel contact for the lighting.

Left
Installation of CDF pick-ups under the bogies. The wire has already been soldered to the pick-up; the other end can be seen at the top of the photo: it will be connected to the lighting strip.

Below
Interior with carpet on the floor and figures on board.



As I wanted to equip the 'modernised' models with interior lighting, I installed wiper pick-ups by CDF under the bogies. A black wire (for discretion) was soldered to each outlet then guided inside the car through the hole in the centre of the lug holding the bogie in place.

Body and interior modifications

On some coaches it may be necessary to install a floor mat. Where applicable, as for several of the sleepers I had, I cut a rectangle of dark blue sugar paper, trimmed at each end to match the shape of the inside of the body as closely as possible at the vestibules.

To allow the wire from each bogie pick-up to pass to the lighting strip which will be placed above the interior fittings, it may be necessary to drill a hole in a seat. The precise position can be found by test fitting the interior in the shell.





Figures (by Preiser, Faller, Noch, or others) should be installed at this stage since the interior will be clearly visible with the lighting.

Roof and glazing modifications

The roof and glazing of these coaches is in one piece, moulded in clear plastic, and although painted the roof is rather translucent if interior lighting is installed. It is therefore imperative either to paint the underside of the roof with two coats of black or to place black sugar paper under the roof. The paper is an inverted U, with the sides being about 3mm deep to prevent any light leakage between the top of the body walls and the bottom of the roof.

Right

A rectangle of black sugar paper was cut to be placed under the roof to prevent light leakage. Matt white paper was placed behind the toilet window, where the smoothing capacitor will be.

Below

A small rectangle of black paper can be placed next to certain windows, either to prevent all the windows of a sleeping car from being lit (which would not be very realistic) or to discreetly camouflage the compartment where the smoothing capacitor is fitted.



Interior lighting

For the interior lighting I used strips from Lapierre Modélisme. Installation is simple, with four wires to be soldered, two connected to the pick-ups on the bogies and two to a capacitor which prevents any flickering of the lights in the event of poor rail-wheel contact, even very brief. If the capacitor is placed in the toilet, a rectangle of white paper or card behind the window will hide it. If it is placed in a normal compartment, black paper should be used.

Above

A sleeping car with figures on board, including a few in nightwear.

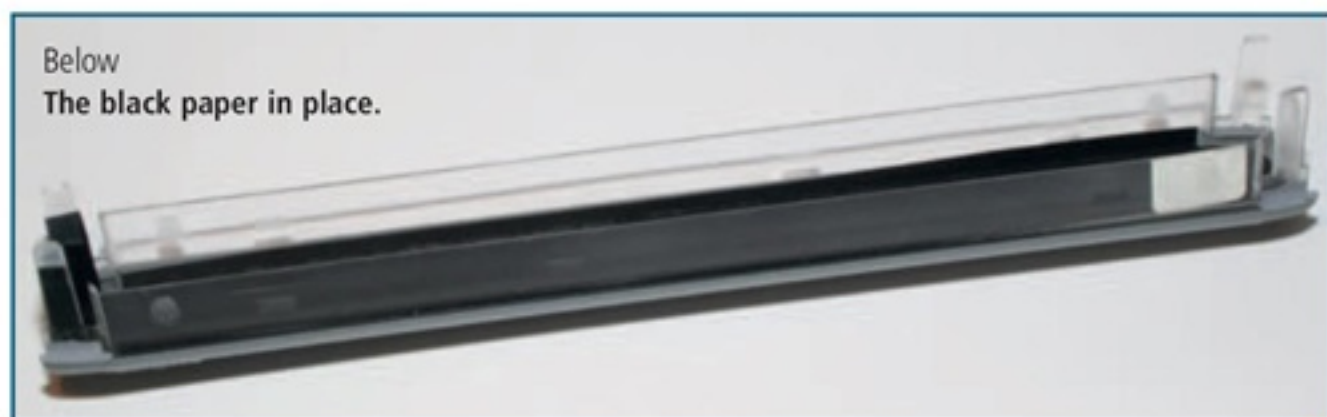
Below

Figures in place in the lounge car. Some had to have their legs shortened somewhat.



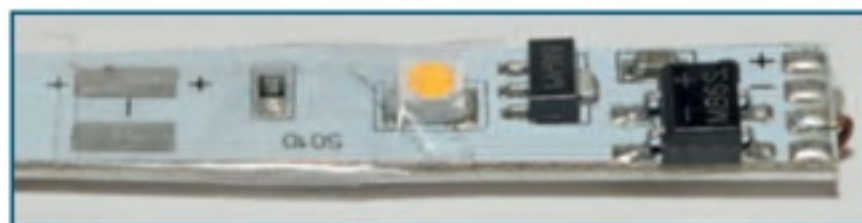
Below

The black paper in place.



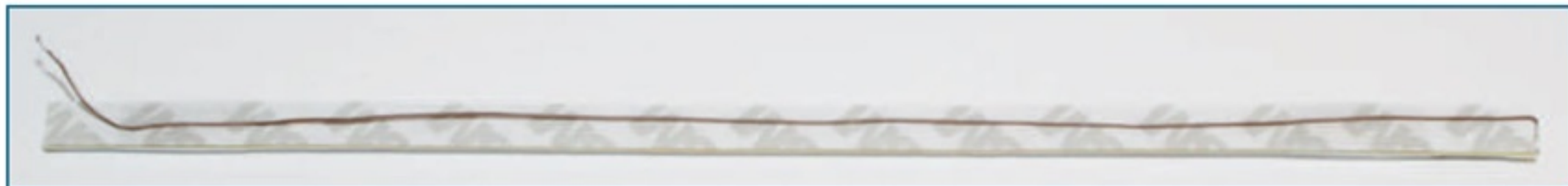
Right

The end of a lighting strip, component side, with the solder points on the right. The + and - points are for the capacitor, the other two are from the track. The second solder point from the bottom already has its wire (black) in place.



Below

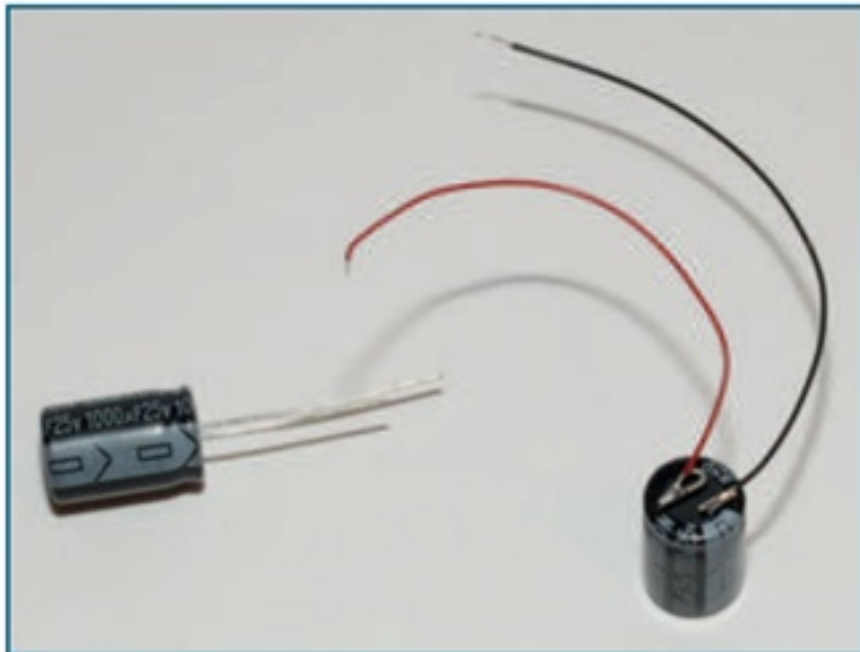
The back of the lighting strip. The wire soldered to one of the two track terminals was taped along the entire length of the strip to be connected to the bogie at the other end.





Below

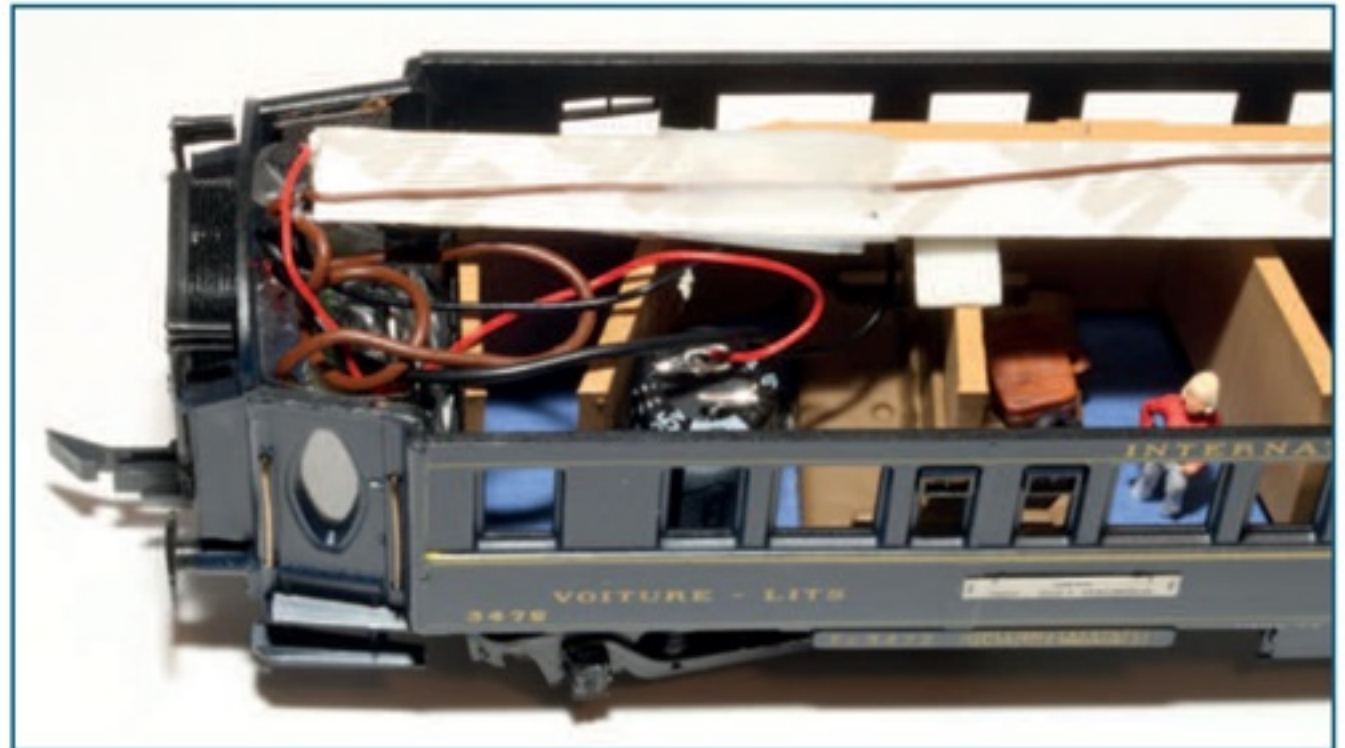
To alleviate even very brief interruptions of the current from rails to wheels, which would not be very realistic, I installed a capacitor connected to the lighting strip or the regulator circuit, if you prefer that method. I used capacitors of 470 or 1000 μ F, with the leads shortened. I like to keep one lead (the +) longer than the other to avoid any wiring errors.



Above

Installation of the lighting strip in the lounge car. The tables, with either round or oval tops, have tablecloths made from self-adhesive labels to ensure an elegant fall on the rounded tops. Below

The end of a sleeper with the capacitor and the end of the lighting strip with four connections. The wires must be carefully located to allow proper replacement of the roof.



Above

Sleeper No.3511 with lights on.

Below

Lounge car No.4160 with lights on.





Above

The baggage van was fitted with red LED tail lanterns and a regulator circuit (from CDF) to overcome any bad rail-wheel contact. The circuit is held in place on a small double-sided adhesive pad. The connections to the bogie pick-ups and the LEDs are in place; the latter, one black and one red, are visible on the left, not yet connected. The polarity of the LEDs must be observed.

At this stage, it is advisable to test the operation of the lighting and the quality of the ride. In particular check that the coupler pockets do not foul the axles.

Tail lights

The baggage van and one of the sleeping cars were fitted with working directionally-controlled red LED tail lights so that the train could be run in both directions.

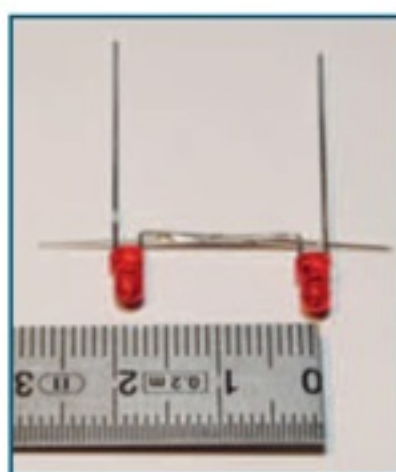
The regulator circuit to overcome any bad rail-to-wheel contact is from CDF. It is held in place with a small double-sided adhesive pad.

To finish

If care has been taken during the various stages, checking that nothing is sticking out where it should not be, re-installing the roof + glazing into the body should not be a problem.

This makes a satisfying technical update of the attractive France-Trains coaches. The exterior appearance is virtually unchanged, and the nostalgia is preserved!

Apart from adding a few passengers visible inside and lighting, exterior appearance has hardly changed but the running has been transformed with new Limousin wheelsets, SMD coupler pockets, and Roco close couplings.



Left

LEDs at 18mm centres, connected in series.

Right

The two red LEDs in place, secured with Kristal-Klear or an equivalent.



Right

The original France-Trains lanterns were considered very good at the time and hold up well today. Red end-of-train lights are a distinct improvement to the models.



Left

The compartment side of sleeper No.3472, with many travellers.



Left

The corridor side of sleeper No.3472. Here too a few travellers are visible, stretching their legs and undoubtedly admiring the landscape.



Above
The corridor side of restaurant car No.4217.

Below
The kitchen side of the restaurant car.



Above
Lounge car (salon) No.4160.

Below
Sleeper No.2735.



Left and below
The baggage van.



Bob Whetham explains the various South American influences which inspired him to create a layout.

Photographs by the author, or from his collection.

FC de Pacasmayo

A Peruvian mountain railway

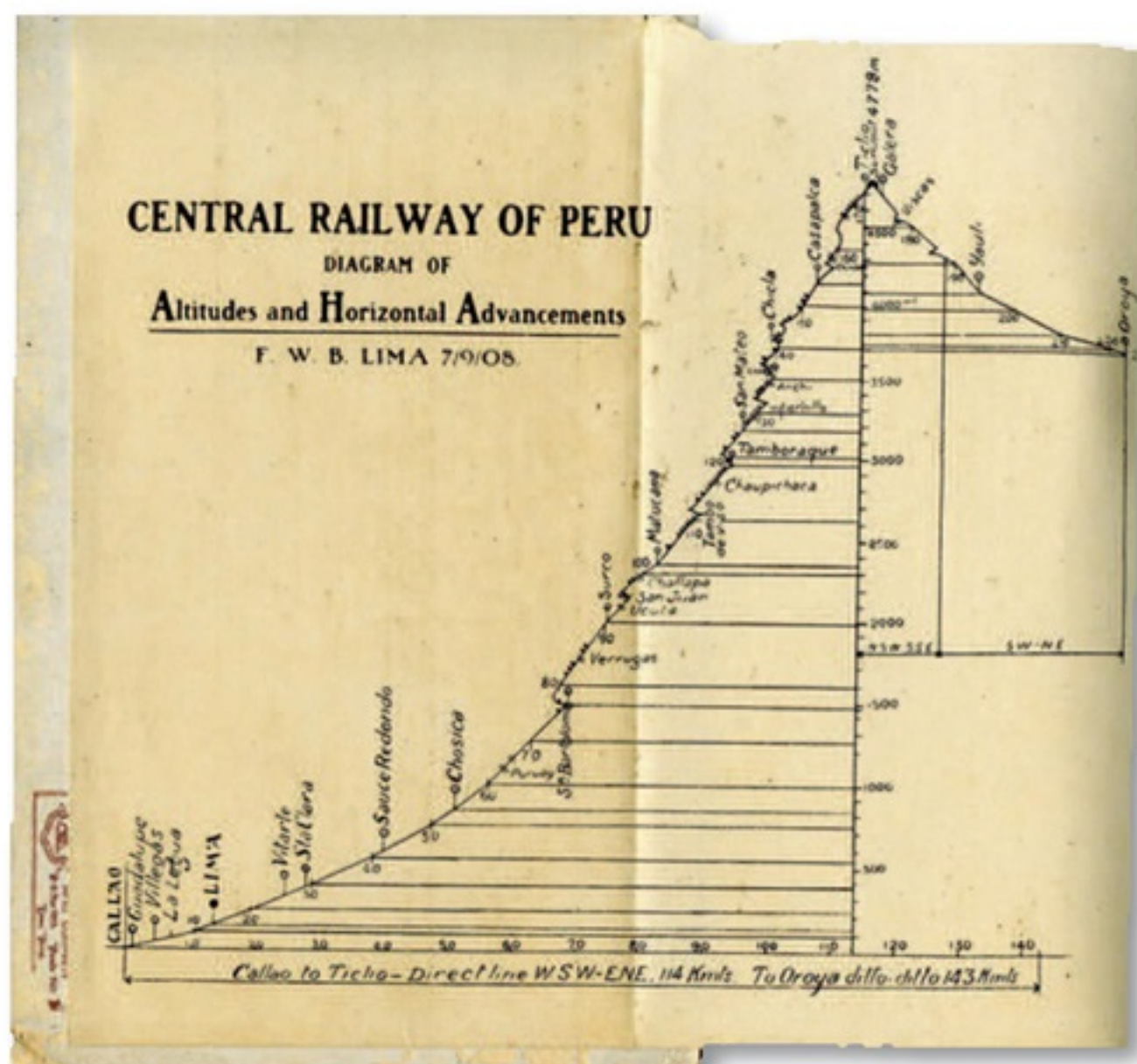
Growing up in Peru gave me a love for the country and its people, along with a life-long fascination with its railways. Needless to say, this experience has influenced my choice for modelling.

Best known for its mountain railways, Peru could once lay claim to having the highest standard gauge railway in the world. Described in Brian Fawcett's *Railways of the Andes* as the 'Highest and the Hardest', the FCC (Central Railway) was one of several lines contracted by the government to the colourful American entrepreneur Henry Meiggs. Payment was made in bonds but the high cost of these lines and Peru's involvement in a disastrous war with Chile caused the government to default on its obligations.

In exchange for cancellation of its debts, the state-owned railways were turned over to the London-based Peruvian Corporation Ltd. for operation. Ultimately, the corporation itself became insolvent and the government acquired the remaining lines in 1972 only to privatise them again twenty-five years later.

Historically, few of Peru's railways actually achieved their ambitious goals and most served only to provide a local link to the sea. The FC de Pacasmayo was fairly typical in this respect, having never reached its projected destination. Instead, it terminated at the small community of Chileté, 105km by rail from the coast. The projected route to Cajamarca would have required a series of switchbacks to scale the towering mountains east of Chileté.

Operations came to an end in 1968 after much of the line was destroyed by flooding. Having already been abandoned, it was not taken over when the remaining Peruvian Corporation railways were nationalised several years later.



Above

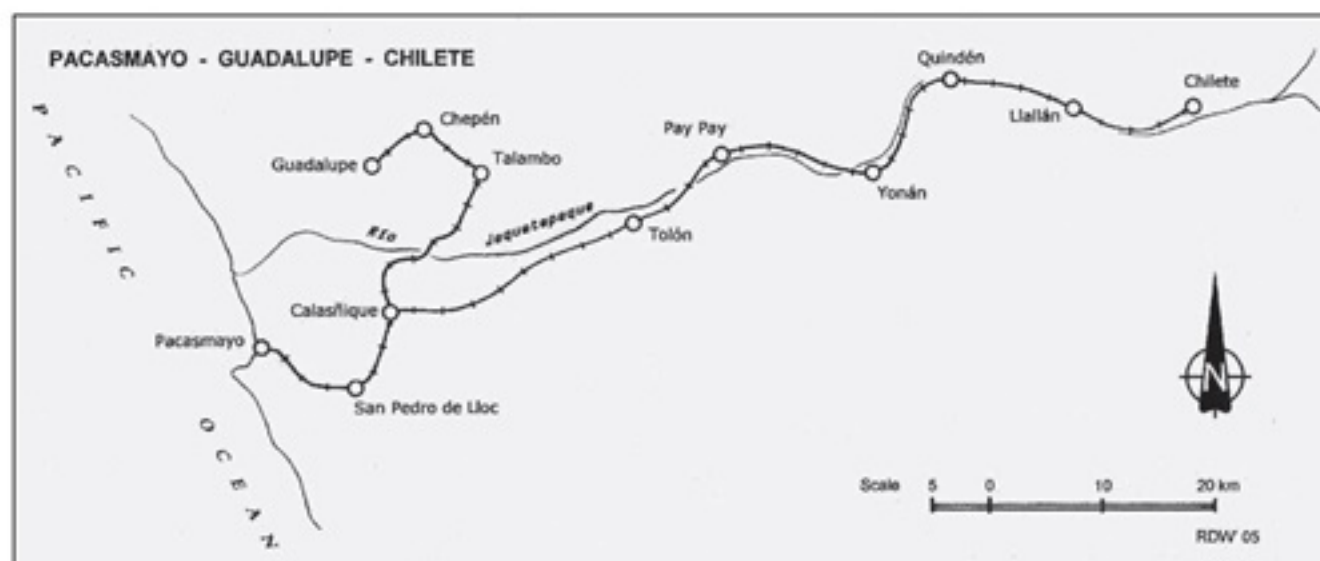
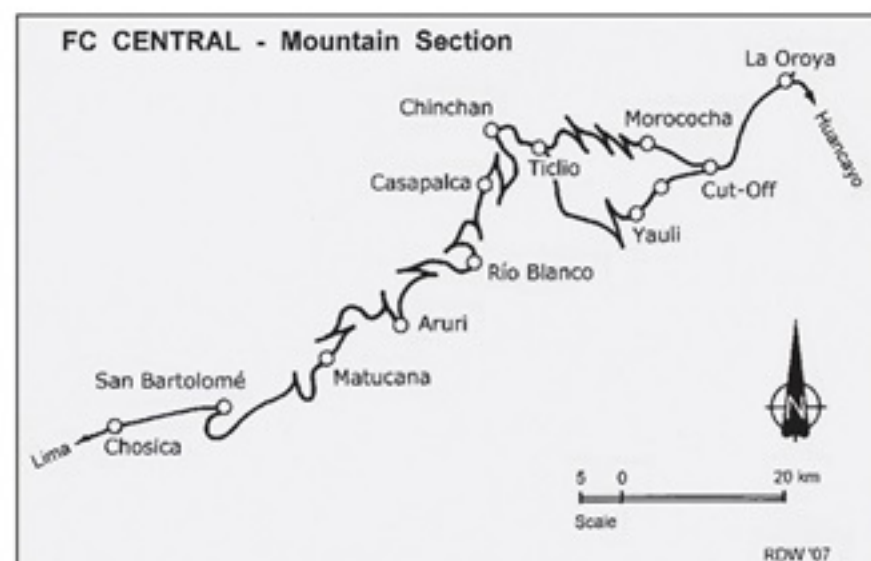
The FCC gradient profile only hints at the incredible challenges that had to be overcome to construct a railway from sea level to an elevation of nearly 4,800m in only 114km.

Below left

The toughest section of the FCC was the 95km climb from San Bartolomé to the summit.

Below

The FC Pacasmayo in its final form before much of the line was destroyed by flooding and closed for good.





Above

At 4,758m (15,686') Ticlio was the highest station on the west side of the continental divide. Climbing even higher towards the right was the Morococha branch, already abandoned by 1999 when this Trains Unlimited Tours charter paused for photos. The barren landscape inspired the backdrops painted for the layout.

Heading

This menu cover shows one of the railway's iconic 'Andes' 2-8-0 locomotives. The attractive llama symbol was likely inspired by Henry Meiggs' famous boast: "Anywhere the llama goes, I can take a train".

Left

FCC timetable and list of stations with elevations and distances.

Below

All that remained within the walls of the abandoned yard at Pacasmayo in 2006 were two badly rusted Beyer, Peacock 0-4-0T locomotives. Both of these former FCC switchers, along with the elegant station, have since been spruced up and are now a source of pride for the community.



SERVICIO DE AUTOVAGONES ENTRE HUANCAYO Y SAN JERONIMO					
Domingos solamente		Domingos solamente			
Sale de: Huancayo 5.45 a.m.		Sale de: San Jerónimo 6.10 a.m.			
2.15 p.m.		2.40 p.m.			
SERVICIO ENTRE OROYA - YAULI - OROYA (Diario excepto Domingos)					
SALE DE OROYA		LLEGA A YAULI			
A. V.	6.30 a.m.	7.19 a.m.	A. V.	7.30 a.m.	8.13 a.m.
TREN	9.35 a.m.	10.13 a.m.	TREN	1.48 p.m.	2.26 p.m.
TREN	10.50 a.m.	11.30 a.m.	A. V.	5.00 p.m.	5.43 p.m.
A. V.	1.40 p.m.	2.32 p.m.			
CALLAO — HUANCAYO					
		ALTURAS			
Kms.	Estaciones	Metros		Pies	
0.0	Callao	3.60		11'	
14.0	Desamparados	150.00		492'	
14.4	Viterbo	150.00		492'	
26.0	Vitarte	333.00		1158'	
29.6	Santa Clara	403.00		1322'	
38.3	Naña	548.88		1800'	
54.0	Chosica	859.81		2821'	
76.0	San Bartolomé	1,513.30		4965'	
91.0	Surco	2,034.80		6676'	
108.0	Matucana	2,389.70		7840'	
120.4	Tamboraque	3,008.70		9871'	
128.0	San Mateo	3,215.90		10551'	
134.5	Río Blanco	3,505.70		11502'	
141.0	Chicla	3,733.90		12251'	
153.3	Casapalca	4,154.00		13629'	
171.0	Ticlio	4,758.00		15611'	
172.7	Galera	4,781.00		15686'	
193.5	Yauli	4,141.62		13588'	
199.0	Mahr Túnel	4,042.70		13264'	
206.0	Cut Off	3,933.94		12972'	
222.0	Oroya	3,726.13		12225'	
242.5	Huari	3,907.05		11834'	
262.5	Pachacayo	3,528.51		11577'	
274.7	Lloclapampa	3,464.80		11368'	
290.2	Tambo	3,359.00		11020'	
301.0	Jauja	3,552.00		10997'	
308.0	Huamali	3,329.42		10923'	
320.1	Matahuasi	3,265.41		10713'	
324.5	Concepción	3,251.09		10668'	
330.6	San Jerónimo	3,245.00		10640'	
346.0	Huancayo	3,261.20		10699'	
RAMAL TICLIO MOROCOCHA					
2.5	La Cima	4,817.80		15807'	
14.3	Morococha	4,537.76		14888'	



Above
An FCCA train eases its way down the steeply graded line through the gritty mining town of Casapalca.

Above left
An 'Andes' class 2-8-0 posed with its train on the Anchi bridge. The lack of a suitable model of these locomotives contributed to the decision to adopt fictitious origins for my layout.

Above
The Anchi bridge after privatisation under the FCCA, with modified secondhand General Electric C30 locomotives.



Above
In addition to the name, stations on mountain railways in Peru also give the elevation above sea level.



Left and below
Numerous mines dot the valley sides. Most of the adits are accessed by narrow gauge lines.





Above

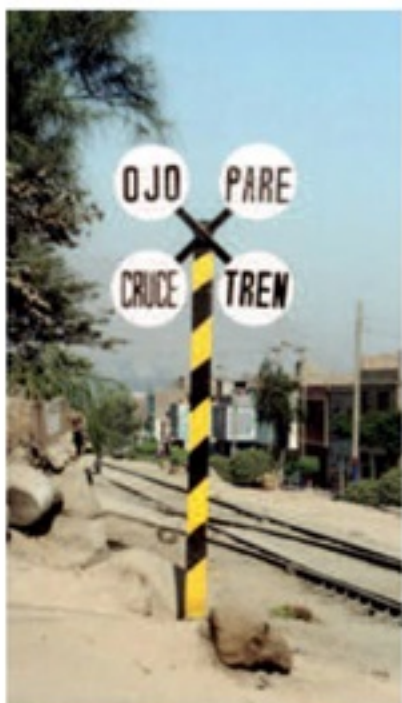
On one memorable occasion I had the good fortune to ride the special business car 'Paquita' attached to the rear of a freight train. After cresting the summit, the descent towards the coast provided welcome relief from the rarified atmosphere and the smoke-filled Galera tunnel. Historically, all passenger trains are required to carry a doctor with oxygen for passengers who might suffer from *soroche* (altitude sickness).

Right

An FCCA freight train hauled by #1011 has just crossed the busy central highway near Chin Chan on the last leg of its climb to the summit.

Below

These distinctive railway grade crossing signs appear to be unique to Peru.





Above

The unmodified locos on the right (#1010 + #1002) are unable to pass through the Galera tunnel so the low profile 'Caripa' must continue alone with a westbound train. The single loco had remained shut down until this point, the cloud of smoke indicating that it was now being restarted.



Left

I based a model of FCP #201 on the FCCA 'Caripa' #1001, a re-manufactured second-hand American GE C30.



Left

The modified radiators on this re-manufactured GE C30M-3 are evident as it enters the Galera tunnel.

Right
Having brought their train to the top of the world at Galera, the two unmodified GE locomotives pause by the safety switch (catch point) before returning downgrade to la Oroya.



Left
Along with thirteen switchbacks on the former FCC, the FCCA acquired an additional 'zig zag' when it took over the former Cerro de Pasco mining company railway. #1030 powers up for the next climb.

Below
Double switchbacks like this one at Viso were necessary to gain elevation in the narrow, funnel shaped Rimac valley.

Below left
Having arrived at the upper leg of the Cacray switchback, the train will back down to the next reversal. A member of the train crew stands ready to apply the handbrake if necessary.





Above
This early FCC survivor was photographed by Herb Cearley who also measured the car and provided a sketch plan which I used for building a model.

The stock illustrated on these pages prompted various models.



Below and below right
The FCCA re-purposed 40' shipping containers to build these improvised box cars on old underframes.

Above
The end platforms of these specialised FCC tank cars carried ingots from the smelter at la Oroya down to the coast after the cars brought petroleum products into the mountains.



Below and below right
ENAFER acquired a fleet of these tank cars, now used by PeruRail, to carry petroleum products from the port of Mollendo.





Above
This small coach seen between Matarani and Mollendo on ENAFER's southern railway in 1999 was the prototype for the model FCP business car. It has since been moved to Cusco and restored privately.



Above
ENAFER purchased the popular export model DL532 #411 from Montreal Locomotive Works in 1974, shortly after the railway was taken over by the state from the Peruvian Corporation. The simple orange paint scheme was used during the early period of state ownership. The body shell of a New South Wales 48 class or South Australian 830 class might be a good starting point, with the short hood cut down, mounted on a chassis using standard American four-wheel trucks. Another project on the 'to do' list!



Left
A train crew assembles a westbound freight amid the bleak surroundings at la Oroya. The steel bodied gondolas (bogie opens) are fairly generic, and might be represented by various proprietary offerings; the tarpaulins would be the modelling challenge.

Below
This crudely patched FCCA hopper has been put back into service without paint.



Below
Apart from several railcars, the FCP remained steam-powered until the end. This abandoned railcar body – with FCP lettering still intact – was discovered at a small community near Pacasmayo.



Peter Marriott demonstrates quick and easy ways to make proprietary bus models look more realistic, as featured on his *Spiez* module. (See November and December 2021 and January 2022.)
Photographs by the author.



Improving bus models

It takes just an hour

There are many manufacturers producing excellent models of road vehicles in various scales. The latest models of road vehicles have well applied liveries and details such as windscreen wipers, light fittings, rear view mirrors, finely moulded wheels and tyres, and more.

Rietze is one company that has a large range of HO buses and coaches in numerous liveries – their range includes Neoplan, Mercedes, and Setra vehicles. Road vehicles are also available from Brekina, Busch, Herpa, Praline, Roskopf, VK Modelle, Wiking, and others.

I recently bought a couple of buses to add to the fleet serving *Spiez* (and other scenes) and decided to spend an hour on one of them to see what a difference it would make. The improvements I wanted were: fitting the supplied mirrors, adding number plates, installing a driver and passengers, and making some very small paint changes.



BLS buses

The BLS has a number of operations, including trains, buses, boats, a car transport service, and freight, making it one of Switzerland's biggest transport companies.

Above
Rietze HO Mercedes Citaro BLS bus and Postbus straight out of the boxes.



Tools and materials

Sharp craft knife
Self-sealing cutting board and steel ruler
Sprue cutters
Fine nosed tweezers
Small brush
Acrylic paints
Black felt-tipped pen
Liquid plastic cement
Fast drying PVA adhesive
Seated figures (driver and passengers)

Right
On Rietze models, the chassis is generally held in place by six small lugs along the vehicle sides: gently pull the sides apart and the chassis comes out relatively easily, followed by the floor and seats, with the windows remaining in the body shell. Note the small green locating lugs inside the lower side of the bus body.



It owns 86% of Busland AG which operates in Emmental and Oberaargau with a network of eighteen routes totalling 200km from its regional centres in Burgdorf, Langnau, and Huttwil, using a fleet of thirty-seven buses. Most of the passengers are commuters but during the summer months BLS provides buses for hikers to tourist destinations in the Emmental.

Busland AG has 130 employees. It has been a subsidiary of BLS since its foundation in 2006, with its head office in Burgdorf and other depots in Langnau in Emmental, Sumiswald, and Huttwil.

Good connections between buses and trains are time-tabled throughout the network that has more than six hundred stops. In addition to its normal routes, Busland AG operates shuttles for the BLS during temporary rail closures, and also provides *Moonliner* night-time bus services.

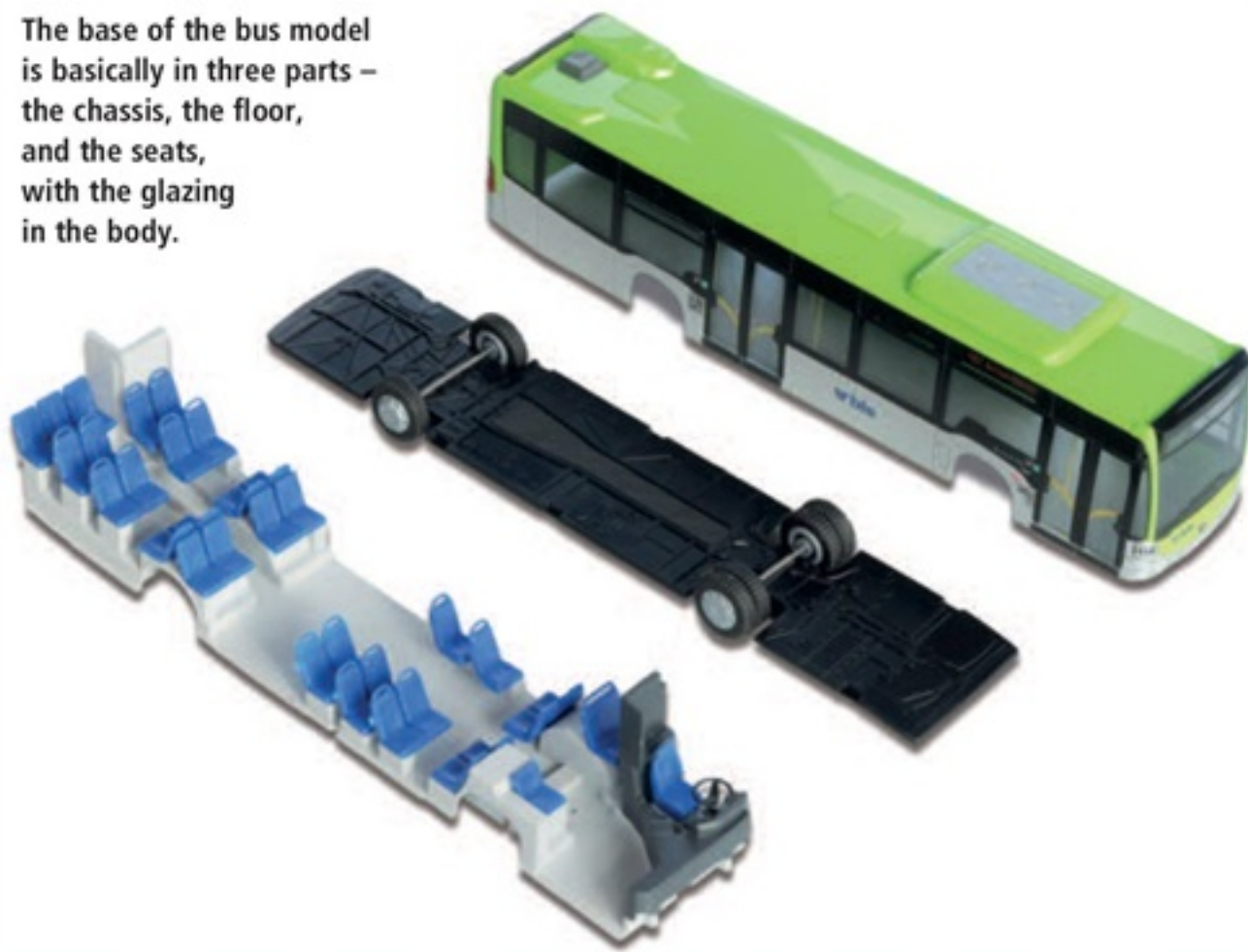
Adding the mirrors

Buses and coaches from European model manufacturers often now come with parts for the modeller to add, such as mirrors. Use a sharp craft knife to cut the parts off the sprue then push them into the holes on the vehicle. In my experience, they generally fit well. Occasionally a hole may need opening. A drop of plastic cement or superglue may be required around the connection to hold the part in place.

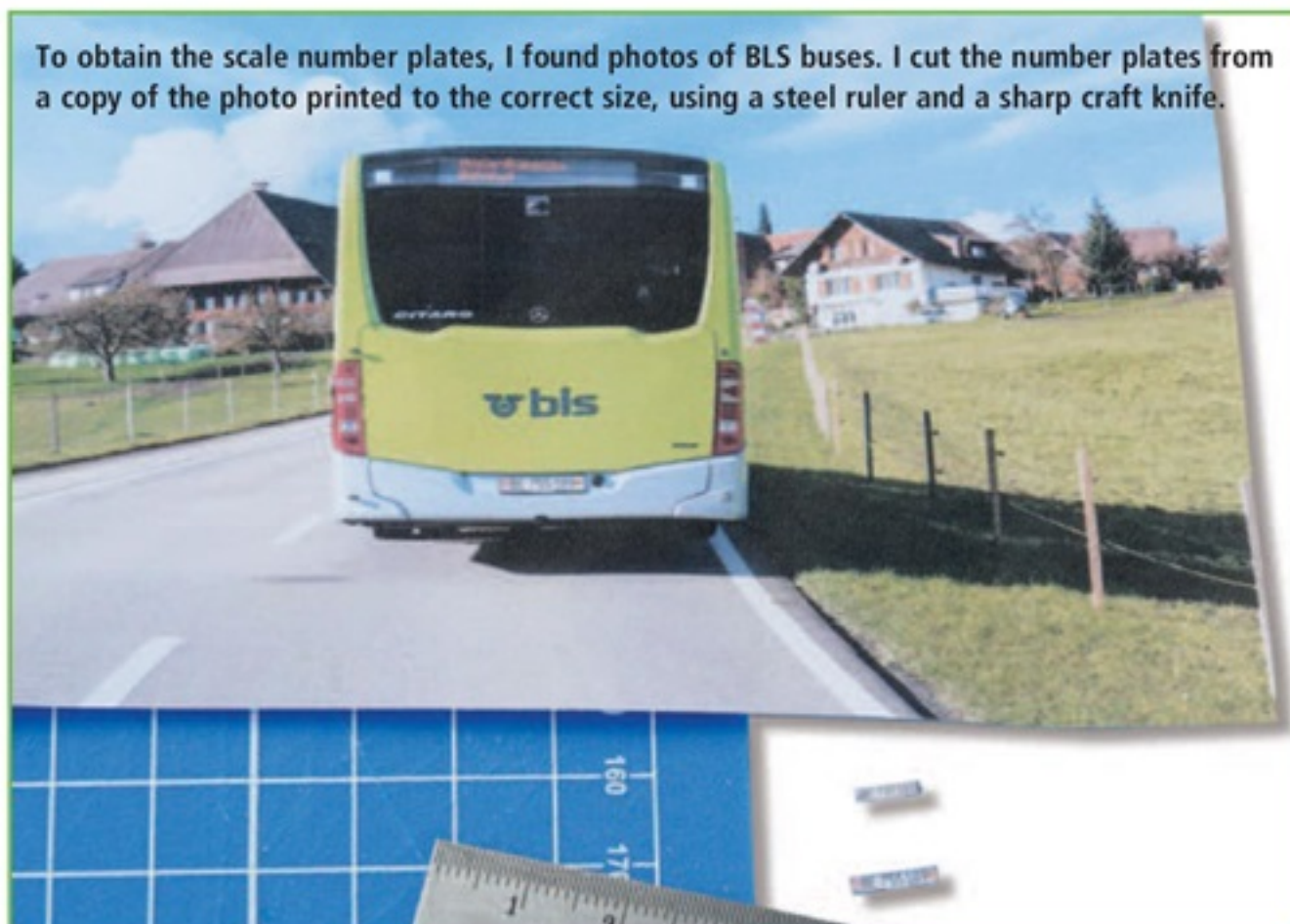
Adding the number plates

Some Kibri road vehicle kits come with sheets of number plates which can be cut out and fixed to the vehicles in just a few minutes, though most of these are German style.

The base of the bus model is basically in three parts – the chassis, the floor, and the seats, with the glazing in the body.



To obtain the scale number plates, I found photos of BLS buses. I cut the number plates from a copy of the photo printed to the correct size, using a steel ruler and a sharp craft knife.



The mirrors as they come on the sprue.



Two different mirrors trimmed ready to install.



Number plates before final trimming to size.



To obtain authentic Swiss plates I used several photographs of real buses, printing them out and cutting out the plates. This is a rather trial and error process to ensure that the plate is small enough to look realistic but large enough to read!

A black felt-tipped pen was used for colouring the edges of the cut plates.

They were positioned using tweezers and attached with a minimal smear of fast-drying PVA.



Above and below

Five seated figures plus a driver were added to the interior of the bus and fixed to the seats with PVA. Any excess will dry clear. One passenger is reading, one is sitting sideways, one is looking at her mobile 'phone, and two others are enjoying the views.



Below

Some of the Noch seated figures had legs that were too long so I used sprue cutters to reduce them.

Adding a driver and passengers

In model buses the lack of passengers is obvious, especially where windows are not tinted, and though a bus might be travelling with just a driver, it would be rare for there to be no passengers at all. Noch produces a pack of sixty painted HO figures with legs (ref.16072) which are ideally suited for adding to buses. Preiser offer a several sets of seated figures in different scales, including HO ref.16349, thirty-six unpainted train/bus seated passengers.

The first thing is to remove the body. The bodies of model road vehicles are attached to the chassis in different ways, and it is a matter of experiment to become familiar with the methods used by different manufacturers. On Rietze buses the black chassis is generally held in place by six or so small lugs along the sides of the body, so it is necessary to gently pull the sides apart so the chassis comes out easily, followed by the floor and seats, with the windows remaining in the body shell.

You may wish to change the colour of the seats using a small brush and acrylic paints. It is useful if you know roughly what colour the seats would be to make the model as accurate as possible. On my Postbus I painted the seats light grey.

For the driver, use a figure that has arms outstretched as if driving. Part of the legs may need to be removed with a sharp craft knife before the figure fits well in the driver's seat.

Once you are happy that the driver and passengers look comfortable, put a drop of PVA adhesive onto the seat to hold the figure, and leave it to set.

Paint changes

Sometimes small fixes can be made if models will be viewed close up at the front of a layout. On the Postbus model I had, yellow plastic panels were visible in the wheel arches which would not be there on the real thing. I used a fine brush and some matt black acrylic paint to remedy this.

Was it worth it?

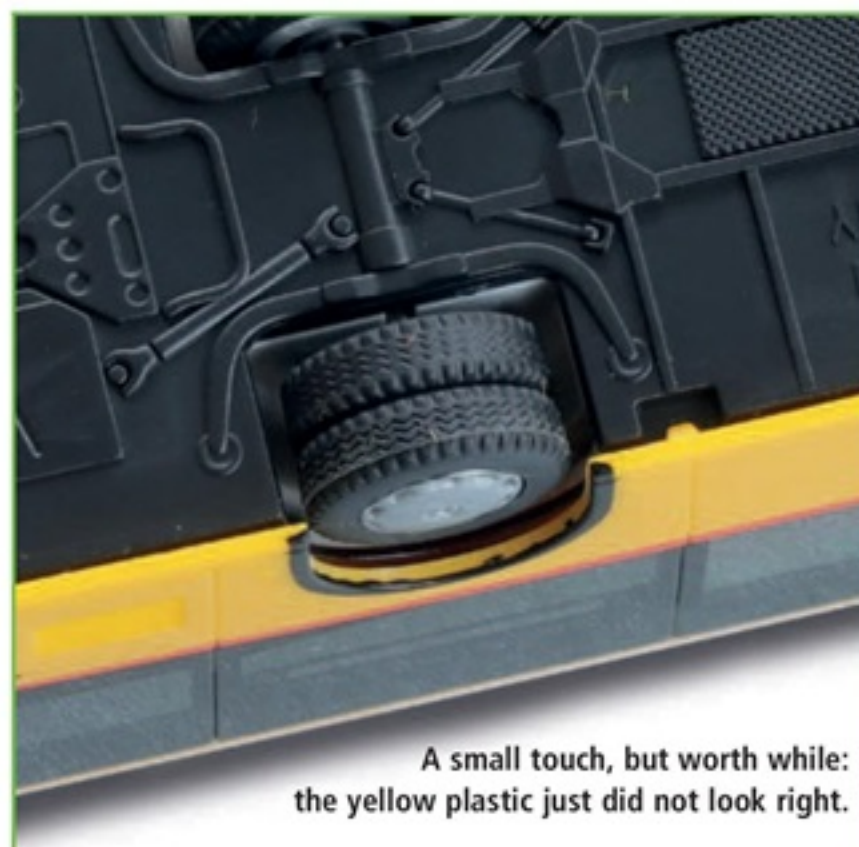
Definitely. After around an hour's work on each bus, they looked much more complete and ready to be positioned on the layout. In a small way the work personalised the models, but it has made me realise that none of my railway carriages have passengers in them!



I coloured the exposed plastic either with black acrylic paint or a black felt-tipped pen.



I used a fine brush and matt black acrylic to colour the wheel arch of the Postbus.



A small touch, but worth while: the yellow plastic just did not look right.



Beware – after adding the mirrors to a vehicle, it may be necessary to cut matching holes in the packing.

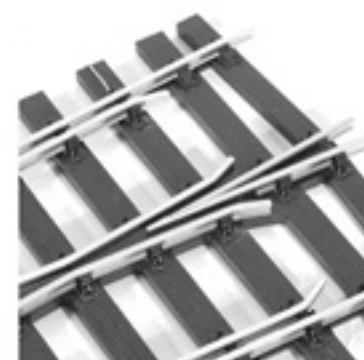
Above
The Rietze BLS bus with mirrors, plates, driver, and passengers.



Right
Mercedes-Benz Citaro low floor Swiss Postbus in HO by Rietze, similarly enhanced. Also, some of the interior has been painted light grey using acrylics.

Reviews

Evaluated by our own specialist staff



HO

production series Deutsche Bundesbahn BR216 new by Piko



The Deutsche Bundesbahn programme of standard diesel locomotive designs included the V160 B-B for light duties on main lines from 1956. Delivery of the pre-series locomotives began in 1960, and the curvaceous ends of the body quickly earned them the nickname 'Lollo', after the then popular Italian film star Gina Lollobrigida.

However, the production locomotives had the angular body that was to characterise the rest of this locomotive 'family', which eventually ran into the hundreds.

Piko have recently released a modified Expert series model representing a production locomotive, as 216 177-6 in Epoch IV blue-beige, based at Braunschweig 1 shed with an overhaul date of April 1985.

The finish is excellent, with dense, even main colours, distinct definition,

and very clearly printed markings, right down to the smallest data.

The moulded plastic body shell is accurate in main measurements and small details, according to published information. Panels, grilles, and louvres are neatly reproduced.

It is enhanced with many separately attached components, including resilient plastic handrails and grabs on the ends and etched metal windscreen wipers, shunters' steps, and running plates. Windows fit flush, with neat black or metallic frames as appropriate.

The cab interior is detailed (though no driver is present) and there is even control desk as well as cab interior light-

ing, both of which can be separately switched under digital control.

The body side windows allow a good view of the interior with very detailed machine room equipment; here too the internal lighting is digitally switchable.

The underframe is augmented with cut-down brake hoses and coupling hooks (to allow working model couplers), steps, and the correct fuel tank, complete with fuel level indicators. Sprues with finely moulded black plastic dummy scale couplings, full brake hoses, and heating connectors are provided for the modeller to install, along with full end skirts. The bogies are extremely well detailed, with spring assemblies and

suspension components represented in deep relief, complete with sandboxes, brake shoes, axlebox covers, and the Indusi signalling magnet.

The model is driven by a powerful motor with two flywheels carried in a cast metal frame, through reduction gears in the bogies to all axles. There are two traction tyres, one on the inner wheel of each bogie, and with a weight of 468g pulling power should not be a problem.

All wheels collect current.

The directional white head and red tail lights are achieved using LEDs.

The model has a PluX22 socket for easily fitting a digital decoder, and there is also space for a loudspeaker.

A DCC sound fitted model is also offered.

The model comes with standard couplers in NEM pockets on close-coupling mounts.

Minimum recommended radius is 358mm.



Manufactured by

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

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

PRICE ref.52408 £175.00.





The Italian State Railways class D.245 are standard gauge six-wheel diesel shunters, built since 1963 in large numbers and in various different sub-series.

At the beginning of the 1960s, the Material and Traction Service of Florence prepared a project in collaboration with the well-known Austrian locomotive manufacturer Jenbacher Werke; after testing a prototype, in 1963 a small series of nine was delivered, built under license by the Officine Meccaniche della Stanga of Padua; these were registered as 245.6001-6009 and assigned to the depots in Milan and Venice. Their main feature was a Voith L24 hydraulic gearbox and innovative transmission via cardan shafts and reduction gears on the wheelsets. The diesel engine was a two-stroke unit built under license in Bolzano.

After evaluating the Jenbach 245s, FS ordered a batch of 155 with Voith hydrodynamic transmission and cardan shafts from various builders including Cantieri Navali Riuniti, Reggiane, and OM; deliveries started in 1966 and ended in 1970.

Between 1973 and 1980 a new order was awarded to companies such as IMER, Ferrosud, Greco, and Badoni.



These reverted to the traditional transmission with connecting rods albeit modernised with roller bearings.

The new Rivarossi model represents a machine built by Cantieri Navali Riuniti.

Our sample is in Epoch V green, running number 245 6106, with an overhaul date of April 1993. The markings are well printed, the lining sharp, and the metallic number and maker's plates are particularly impressive.

The moulded plastic body exhibits nice panel detail, with an inset top radiator grille.

Added parts include the buffers, all handrails and grabs, whistle, lamp rims, etched metal handrails with footboards (earlier versions are also available without footboards). Note that the handrails are delicate – take care not to distort them.

The glazing fits flush, with very neat metallic or black frames, as appropriate. The windscreen wipers are moulded integrally and carefully picked out in black.

The cab interior is detailed in the upper section only.

Provided for the modeller to fit are alternative buffer beams without the large aperture for model couplings, plus the full brake pipes, dummy scale couplings, side hooks, and grab handles. Buffers must be transferred.

The side frames are very well detailed with axleboxes, springs, sandboxes, and speedometer drive; some variants have

additional tanks under the footplate. Although almost hidden behind the frames, the brake shoes are in line with the wheel treads.

The model is powered by a small five-pole skew wound open frame motor with flywheel, driving via a worm and gears to all axles. All wheels collect current, and no traction tyres are fitted. The weight of 132g should give reasonable haulage capacity.

The model runs smoothly and quietly, from walking pace to a realistic maximum.

The minimum recommended radius is 356.5mm.

Standard couplers are fitted in NEM pockets on flexible mounts on the frame.

The model is equipped with a Next18 socket for a digital decoder, and there is a small switch for the shunting lights under the chassis.

The model is available factory fitted with DCC digital sound, with a 'sugar cube' loudspeaker in the cab floor.

There is an impressive selection of thirty functions: F1 sound on/off; F2 whistle; F3 radio communication #1; F4 station announcement #1; F7 station announcement #2; F8 heavy load; F9 guard's signal; F11 coupler clank; F12 compressor; F13 radiator fan; F14 brake application/release; F15 air discharge; F16 curve squeal; F18 station announcement #3; F19 apply/release hand brake; F20 apply/release train brake; F21 points changing; F23 cab door open/close; F24

rail clank; F25 sanders; F26 disable brake squeal; F27 to F30 radio communications #2 to #5; F17 sound fader. F5 engages the acceleration/braking inertia and F6 the shunting speed mode while F10 allows coasting.

In short, a very smart package which deserves to be the centrepiece of a dedicated shunting scene.



Manufactured for

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

PRICE ref.HR2793S £278.50.



Recognising the interest amongst rail operators for dual mode (electric+diesel) main line locomotives, i.e. with more than 'last mile' or shunting capability beyond the overhead, Siemens exploited the modular construction of the Vectron platform and unveiled the first Vectron DM in March 2019. Since then fifteen have been built and supplied (either sold or leased) to various independent companies, including the four original demonstrators.

The type is classified 248, in the diesel range; the competing Stadler Eurodual is class 159 – in the electric sequence!



While sales may have been modest, they have exceeded the plain diesel variant, and DB Cargo have placed an order for one hundred slightly modified machines, classified 249, with delivery starting in 2023 and an option for up to four hundred.

Tillig have recently released a brand new model of this type, initially as Siemens demonstrator 248 002.

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 fan grille is etched metal, with a separate fan beneath.



The roof is equipped with wiring, switchgear, and a fine metal pantograph, which is sprung but not available to collect current from the overhead (despite symbols in the catalogue and instructions) - this is now usual for models with the option of digital control.

The glazing fits flush, with neat black frames.

Various details are separate parts – windscreen wipers, horns, aerial, and nose and door handrails.

Dummy scale coupling hooks and brake hoses are provided for the modeller to fit.

The bogie side frames are moulded in good relief and nicely detailed, with sand pipes in line with the wheel treads; the wheel faces have representations of the brake discs.

A cast metal chassis supports the central can motor and twin flywheels with drive via reduction gearing to both axles of each bogie.

The model runs quietly and smoothly, controllable across a realistic speed range.

Two traction tyres are fitted, on one inner wheel of each bogie, and a weight

of 167g 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.

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 static, attached to the frame.

The model is 165mm 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.04865 £189.90.





Tillig has produced a new model of the type Faccns bogie hopper wagon, sold in sets of two.

The initial releases are decorated for hvle (Havellandsche Eisenbahn) (ref.01309) and GATX (ref.01040), each with different running numbers and identities/graphics, with markings for Epoch VI (after 2007).

The Czech wagon builder Legios constructed the 12.68m long type Faccns^{442.0} for hvle in 2011. With a capacity of 48m³/68.8 tonnes it is intended for the transport of bulk materials such

as sand and gravel. The axle load of 22.5t limits its use to main lines.

The new TT model mimics the existing HO product.

The main frame is a nicely detailed metal casting, to keep the centre of gravity low, with the major plastic body components and many detail parts added – end handrails and decking, access ladders, handbrake pillar, brake equipment, pneumatic door operating cylinders, lashing hooks and guard rails.

Standard sprues of short and long coupling hooks, brake pipes, and steam heat hoses (not relevant) are supplied to detail the buffer beams if desired.

The bogie frames have nicely reproduced axleboxes and coil springs.

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

Close couplers are fitted in NEM 358 pockets on close-coupling mounts.

Models of this quality clearly demonstrate the appeal of 'the ideal gauge' – more scope for detail than N, better use of space than HO.

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 each set of two £91.90.



Sggmrs articulated flat with 45' containers new from Tillig



Tillig have recently released further models of the type Sggmrs⁷⁴⁷ Kombiwaggon articulated container flat, now loaded with a new 45' container.

This design was built for the AAE in 2004 and 2005 by Lostr Louny in the Czech Republic and Tatravagonka Poprad in Slovakia. They are intended for the transport of swap bodies and large containers. On the outer side rails are 36 hinged support pins for all possible loading positions to hold the loaded units of different lengths and types in variable combinations; the maximum length of any one unit is 45'.

The frames are torsion-free welded constructions made of sheet metal and rolled, consisting of fish-bellied outer side members, main cross members, diagonal stiffeners, and headstocks. The connection between the two halves of



the car consists of a spherical plain bearing with lateral sliding pieces.

The wagon has a parking brake which can be operated from ground level.

Tillig offer several versions of this new model, with different liveries, markings, and loads: our sample has Rail Re Lease Netherlands Epoch VI markings and carries two 45' ribbed side containers, one blue 'Hanjin' and one green 'China Shipping'.

The markings throughout are neatly printed, with lettering on the ends as well as the sides of the containers.

The containers are moulded plastic; the bottom corners have small moulded pins to locate into holes on the top of the wagon frame.



The main body of each wagon half is a metal casting, for rigidity and a low centre of gravity. The model corresponds closely to published dimensions.

Added parts include the buffers, lashing hooks, articulation cover plate, and brake handwheels. Provided for the modeller to fit are fine hand grabs and shunters steps for the end beams and side steps for the intermediate bogie.

The main brake system components have been added to the open frame.

The bogie side frames are moulded in deep relief with a good representation of the suspension components, and brake shoes in line with the wheel treads.

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

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

Overall length is 246mm.

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.18066 £78.90.



Deutsche Bundesbahn 'pop' livery coaches new by Arnold



In the 1960s, the majority of Deutsche Bundesbahn passenger vehicles were still in dull single colours which were designed not to show the dirt. Electric locos and coaches were either chrome oxide green (RAL 6020) or cobalt blue (RAL 5013) while diesels, railcars, restaurant cars, and sleepers were mostly crimson (RAL 3004). The exceptions were the unpainted stainless steel stock, the so-called *Silberlinge*. Only the com-

fortable Trans-Europ-Express trains (TEE) stood out with two-tone ivory and crimson livery (since 1957), which was based on an international agreement with the neighbouring railway administrations.

In accordance with the spirit of the time, DB considered how they could give the fleet a fresh, modern, friendly, and, above all, brighter appearance, a new look which would generate public awareness.

The 'pop' livery concept was introduced in late 1969. However, the experiment did not catch on and was replaced in 1974, except for the S-Bahn. The name only became established later and was never used officially.

The brightly coloured standard 26.4m compartment coaches were mainly used around Bremen, Osnabrück, Norddeich, and Dortmund to Munich, and on the Basel – Hamburg route. A little later, the

City-D-Zugs, introduced for the 1973 summer timetable – and abolished again in 1978 – became the main application for the 'pop' coaches.

In 1982, the pop coaches were only used from Lindau, Munich-Pasing, and Saarbrücken. By May 1985 there were only five Bm²³⁴ seconds left in pop livery, three in Munich and two in Lindau. The very last was converted to InterRegio around 1988/1989.

'Deutsche Weinstraße' limited edition coach from Tillig

The German Wine Route (*Deutsche Weinstraße*) was established in the Pfalz, formerly Rheinpfalz, wine region in 1935 with the idea of connecting all the wine producing villages to boost wine sales. The route runs north for 85km, passing through Bad Bergzabern, Edenkoben, Neustadt an der Weinstraße, Deidesheim, Bad Dürkheim, and Grünstadt, ending in Bockenheim an der Weinstraße. Existing local roads along the route were renamed to incorporate 'Weinstraße' and local municipalities were told to add 'an der Weinstraße' to their names.

In 1967, the Deutsche Bundesbahn converted a total of eight six-wheel *Umbauwagen* and added the 'Deutsche Weinstraße' branding to most of them for special services and charters along the Rhine and in other wine producing areas. They were painted beige around the windows and cobalt blue on the lower part of the body, similar to the *Rheingold* of that time. The 'Saufzug', as it was popularly known, was based at Ludwigshafen station throughout its existence. Later the set was supplemented with converted pre-war bogie coaches. In 1983 the train was decommissioned and replaced by new 26.4m converted express train coaches.

Tillig have recently issued a limited edition of a type WGye⁸³⁹ with Epoch IV markings numbered 89-11 702, to augment their existing set representing this train.

The main colours are even and well defined, and the markings are clearly printed, even down to the small data on the solebar between the support brackets. The door handles are neatly picked out in silver.



The plastic body has good moulded panel details, and the beading and rivets are not too prominent. Separate parts include the baggage doors and top runners (though the doors do not open), the corridor connections, the footsteps, and the buffers.

A host of detail parts are provided for the modeller to fit, including retracted corridor connections, door handrails, steps, brake shoes, brake hoses, dummy scale couplings, and coupling hooks, moulded in either black or silvery-grey plastic.

Some of these parts need to be secured with a drop of adhesive.

The model has flush glazing, with handles represented and some windows open.

The underframe has the main brake gear components moulded in medium relief and the battery box added.

The bogies have good axlebox and spring detail, with the generator added to one bogie frame. The pivot is off centre, to reduce the swing behind the steps.

The model rolls freely on blackened metal disc wheels, insulated with plastic centre bushes; the projecting stub axles run in metal bearings to supply the optional interior lighting.



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

The model comes well protected in an expanded foam insert within a card tray box.

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.13305 £49.90.



Arnold have recently issued a new set of these colourful coaches, flagged as new tooling – one Aüm first, two Büm seconds, and one WRümh restaurant car.

The livery is nicely rendered, with clear distinction between the main colours, and markings clearly printed.

The moulded plastic body shells have added corridor connections.



The glazing fits flush, with neat metallic frames, and there is interior detail with seating.

The underframe has the major components (battery box, brake system) moulded in deep relief. Buffers are added. The bogie side frames are very well detailed.

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

Standard couplers are fitted on close-coupling mounts.

The minimum radius is 192mm.

Manufactured for

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

PRICE ref.HN4298 £148.00.

Belgium's unique railway history

by Ron Smith

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near Chippenham, SN15 5EY.
www.mainlineandmaritime.co.uk
297mm x 210mm 52pp
Softback £8.95 incl. UK p&p.
ISBN 978-1-900340-93-9

While Britain was undoubtedly the birthplace of railways, Belgium, the author contends, has contributed more than many other countries to their development. It was the first country in Europe to open a railway (between Mechelen and Brussels) in May 1835. This was but the first step in the plan for a coherent network as a key element to secure the young country, which had only existed as an independent state since 1830. Railways were seen as crucial for exploiting the natural resources of coal and iron and helping industry to develop. As a result, Belgium has a dense network, carefully planned, and despite the devastating effects of two world wars can claim a number of railway 'firsts'. The names of engineers and entrepreneurs such as Walschaerts, Belpaire, Flamme, and Nagelmackers have become internationally famous. Local companies not only supplied much of what was needed at home but also exported a large amount of motive power, rolling stock, and other railway material.

The story is told in nine chapters: an industry is born; industrial growth; the network develops; tickets and fares; innovative engineers; world firsts; world markets; the railway manufacturing industry; and oddities. (There are those who think that many early Belgian loco designs, with their large square chimneys, fall into this category!)

There are large coloured chapter heading panels and tinted footers carrying the page numbers, but

otherwise the presentation is straightforward, in the usual Locomotives International style, but with captions distinguished by the use of a consistent coloured type.

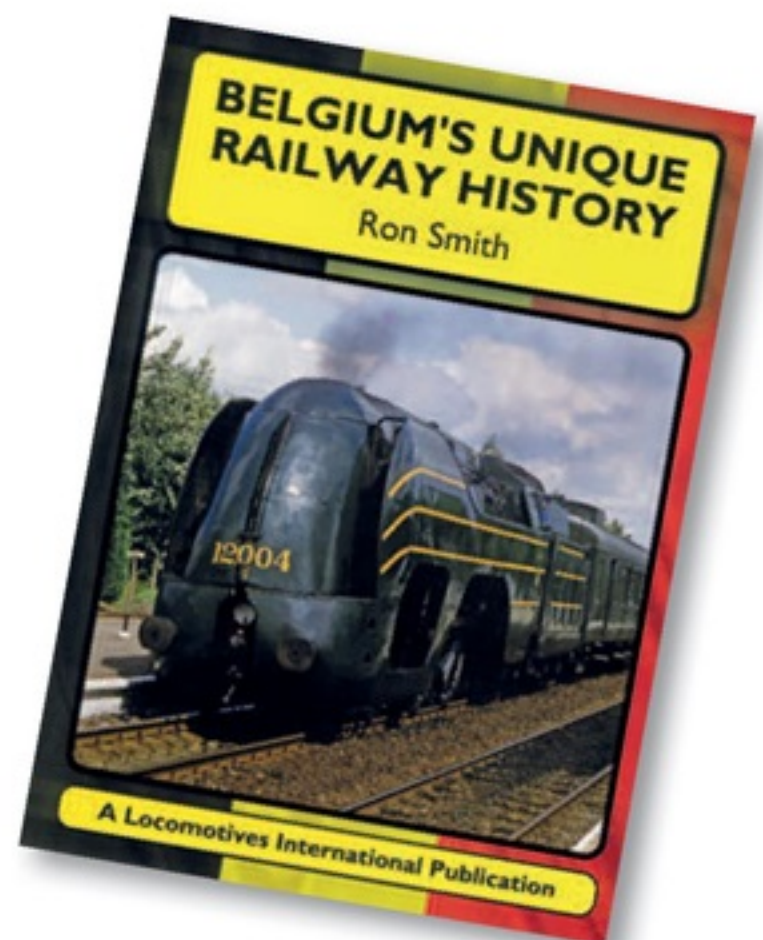
Only a few minor typographical slips are apparent, though the errors in spelling Meyer and Garratt should have been noticed! Also, the 0-6+4-0T by Cockerill of Seraing in 1853 for the Semmering Bahn is described as rack-fitted, but in fact the gears visible under the museum model link the two driven sections. And the example shown, *Kapellen*, was actually built by Kessler, albeit to the same design.

The text is supported a good number of illustrations, mostly from the Train World archive, plus some by the author and other enthusiasts, ranging from official works portraits to trains in service, special events, and museum exhibits. Some old engravings are also used.

The majority are naturally in black & white with a few in colour, and most have been reproduced very well; just the photo on page 2 is on the dark side. The covers use heavier glossy paper while the pages within have a pleasing satin finish which seems to enhance the images.

They are generally presented large, though a few might usefully have been cropped to remove the large blank areas of sky or irrelevant foreground. While we are no fans of design for its own sake, a little more flexibility in page layout (size and placing of images) might have helped to arrange illustrations adjacent to relevant text, and maybe also helped to reduce the relatively high incidence of 'widows' and 'orphans'. There are some pages of solid text, while others are just photos with captions.

Some subjects get more than one photo, while others equally interesting have none – no doubt there were limitations on what was readily available (though some of the present exhibits at Train World might have been appropriate), not to mention keeping the book to a practical and economical size, but the result is an impression that we are only seeing the tip of the iceberg.



It is surprising that there is only one map, which shows the long coastal tram line from Adinkerke to Knokke.

The work is rounded off with a full page giving numerous source references – publications in French, Flemish, and English.

There are just two pages of advertisements, inside the covers, for *Locomotives International* magazine itself and some of the publisher's other recent books.

This book does not claim to be comprehensive but provides a useful introduction to an interesting but arguably overlooked subject. At the price it can be considered good value.

Pékin → Hankou

La grande épopée 1898 – 1905

by Louis Gillieaux, Jean Jadot,

Charles Lagrange, Philip Vanhaelemeersch,
Michelangelo Van Meerten, & Stéphane Disière
Éditions Kana

Avenue Paul-Henri Spaak 7,

B-1060 Bruxelles, Belgium.

Trainworld

Princess Elisabeth Place 5,

B-1030 Schaerbeek, Belgium.

www.trainworld.be

310mm x 235mm 272pp

Hardback €29.50 + postage

ISBN 978 250511 144 3 French or Flemish text

In the late 19th century the Belgians were world leaders in many aspects of railways, so when the Chinese decided that they needed a north – south railway to connect their huge country, they chose Belgium to build it.

The Belgian national railway museum, Train World, has collaborated with Éditions Kana to produce a major book on this remarkable railway in connection with a major exhibition in the museum which ran from May to October 2021. Several of the chapters were written by Trainworld staff, who had access to all the unpublished records and photographs from the national archives, making this book a comprehensive and detailed story.

To build a 1,214 km railway across a country with virtually no indigenous industry involved manufacturing everything in Belgium and shipping it to China. This included rails, rolling stock, signals, levers, points, nuts, bolts, tools, cables, and even bridges. The bridge over the Yellow River was at the time the longest in the world. Even the cargo ships had to be built specially to transport across the world to China.

The contract included 'technology transfer' – the Belgians had to train Chinese staff to operate the rail-

way in all departments, as well as training engineers to build and operate workshops and foundries.

The railway from Peking stopped at Hankou with boat connections across the Blue River to Wuchang and onward by rail to Canton and Hong Kong. Hankou and Wuchang merged in 1927 to become Wuhan, with a current population of just over 11 million, and unfortunately known as the source of the Covid-19 pandemic.

It took the young Belgian engineer Jean Jadot just seven years to build the line, despite disease, superstition, opposition, and the Boxer rebellion, which destroyed a lot of the newly constructed railway line. After the rebellion had been crushed, the Empress Cixi made her return to Peking using the new railway, which put the seal of approval on the undertaking, which as soon as it was officially opened became the most profitable railway in the world.

The line is still a major rail artery today, and a final appendix gives a brief résumé of modern day railways in China – a vast and still developing network, with high speed passenger trains and dense freight traffic, all from such a good start with the Peking to Hankou railway.

This remarkable book is lavishly illustrated, mostly in colour, but with some photos taken at that time in black and white, as well as documents, maps, diagrams, and drawings. These stunning illustrations were created for the project by noted artists François Schuiten and Li Kunwu.

The authors are: Louis Gillieaux, a rail history researcher; Jean Jadot, grandson of the man who oversaw the construction of the line and an engineer himself; Charles Lagrange, a researcher specialising in Chinese history; Philip Vanhaelemeersch, director of the Confucius Institute in Bruges; Michelangelo Van Meerten, an economist and historian; and Stéphane Disière, a specialist in railway history.

The authors regret that, despite trying, there was no co-operation from the Chinese, but this has not



detracted from fully telling the story with material from the Belgian archives.

This book, subtitled 'the great epic', is a unique record of one of the biggest railway works ever achieved.

The book is available in two versions, in either French or Flemish. It weighs 1,891kg so the postage will be considerable.

Thanks to Ron Smith for bringing this book to our attention.

Loco-Revue Hors-Série 82 Mettez-vous au vert!

Edited by Alexis Avril

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

300mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

This new special from Loco-Revue, dated 12/2021, is a collection of practical modelling tips related to vegetation and natural features of the countryside.

They include ground cover and rocks, plants and trees, water and surroundings such as river banks and beaches. There are some prototype examples – it is always a good idea to observe the real thing – most are actual modelled examples, in either HO or N. Ranging in length from two to ten pages, they are by several authors, including the editor. Several seem to be on one layout but they do not seem to have been created for demonstration purposes for this book.

Many make use of commercial products, and not only from French sources.

The work is lavishly illustrated with photos and diagrams. The model photos are all technically competent and clear, all in colour and well reproduced on good quality glossy paper; they include many step-by-step sequences which should be easy to follow.

The presentation is clear and straightforward, with restrained use of different fonts and colours for the titles and sub-headings. There are tinted panels with lists of required materials or supplementary details, plus a few tips highlighted on circular patches.

Some knowledge of French will help to get the most from the text (and your vocabulary of geological and vegetation terms will undoubtedly be enhanced!) but much should be apparent from the photos.

The collection concludes with a useful list of selected suppliers. The book includes just two pages of advertisements for other LR Presse publications.

The techniques demonstrated here should be applicable to any scale, and are by no means restricted to those modelling the French scene.



LifeColor Painting Guide Volume 1

by Christos Katselos, Martin Hughes,
and Mr Black Publications

The Airbrush Company
79, Marlborough Road (East),
Lancing Business Park, Lancing,
West Sussex, BN15 8UF.

www.airbrushes.com

297mm x 210mm 36pp

Softback £10.99

ISSN 2732-9224

This is the first of a planned series of painting guides produced in collaboration with LifeColor Acrylic Paints by Astromodel from Italy. The series will include painting and general modelling techniques covering a wide variety of scale models.

You will find essential information for painting, weathering, and finishing your models to the highest level, getting the best from LifeColor paints and products. Each feature will have a full list of the LifeColor paints used. Information on historical background and real equipment will be added in most cases.

There are three articles in this first issue.

The first is about painting a 1:35 Second World War Soviet sniper in a scenic setting. Two pages of historical data are followed over eighteen pages by 62 step-by-step photos showing how to paint flesh, hair, eyes, uniforms, leather, metal and wooden parts, and how to paint and weather bricks and other items on the scenic base representing a part of a ruined factory.

The second article was done at Mr Black Publications studio and is about painting a 1:35 German Panzer crewman and a Panzer grenadier in winter uniforms, with full details of the painting process and mixes for black, white, field grey, flesh, and leather; the boots and a whitewashed helmet are notable details.

The third article explains in detail how to create rust, mould, and decay on a 1:24 Volkswagen Golf GTI. This is the first of a two-part feature that will be completed in the next issue, featuring a VW Beetle. The eight page article has twenty progress photos showing how to get that well-worn look on modern civilian cars, making extensive use of the airbrush and LifeColor products.

While none of these topics are directly railway related, the materials and techniques have general applications which may be useful.



Weiden, Hof, and the 'Schiefe Ebene' Ton Pruissen DVD c.48mins £18.25 + £2.10 UK p&p

In this programme the noted Dutch railway film maker Ton Pruissen reveals that his excursions in search of steam in the early 1970s were not confined to the 'forbidden' delights of the eastern bloc. Upper Franconia, that part of Bavaria closest to what had become the border with East Germany, was one of the last strongholds of steam on the Deutsche Bundesbahn, where BR01 Pacifics hauled expresses to Hof over a steeply graded stretch of line for which they would have seemed to be quite unsuited.

The presentation starts at Weiden shed, the last home of the BR64 2-6-2 tanks, which are seen shunting and hauling local trains made up of the typical *Umbau* coaches, mainly six-wheelers. The shed also hosts massive BR44 three-cylinder 2-10-0s and some BR50 2-10-0s. One of which is seen on a local train in a parallel departure with a 64.

We then join an 01-hauled train and move north to the section of the Bamberg to Hof main line between Neuenmarkt-Wirsberg and Marktschorgast, just 6.8km in which the railway rises 157.7m at an average gradient of 23‰ – the famous 'Schiefe Ebene' or inclined plane. The powerful 01 Pacifics were limited to just five coaches up this ramp; any more, and a banking engine was required. By this time this was usually a diesel, often a BR220.

As well as observing these impressive climbs from a number of well chosen lineside locations, there is some film from the train and on the footplate.

Station scenes at Hof include (in colour) the arrival of a Dresden to Stuttgart service hauled by a near immaculate DR V200 Co-Co diesel. The train is taken on by a DB 01. After witnessing several other 01 departures, and BR50 with cabin tender running through light engine, we see the Taigatrommel head another working back to the east.

Time is also taken to watch trains speeding down the hill, and 01s are by no means the only motive power – BR50s are also noted on humbler passenger workings, and

a BR44 is seen with an American troop train.

The action is cleverly punctuated by detail cut-aways, such as the old fish-tail arm semaphore signal and the glimpse of impromptu maintenance to the motion of an 01 on the platform at Neuenmarkt-Wirsberg.

Most of the second half of the programme shows winter scenes – not just snow on the ground but often snowing quite heavily, and one must admire the cameraman's dedication, even if most in the worst of it is of shed scenes rather than lineside. One must also admire the railwaymen undertaking such arduous and dirty work – note the amount of ash that routinely has to be shovelled out of the smokebox.

On shed we see not only 01s but also 52s, 44s, and even an 86 2-8-2T.

Returning to Hof station we see a BR50 on a passenger service, and two unrebuilt 01s double-heading the *Frankenland Express*. There is a glimpse of Ton himself, lineside with not one but two ciné cameras on tripods, before some final views of 01 mastering the gradient.

Most of the film is black and white, but there are some sections in colour.

Picture quality is very good throughout, and the sequences have been edited together skilfully and flow very well. It is over all too soon: but as the DVD is sub-titled 'This was steam on the Deutsche Bundesbahn – Part 1', we can expect more!

The sound was mostly recorded on location and has been meticulously dubbed matching sound to the image to create convincing effects, in stereo – always a Pruissen speciality.

The commentary is in English, the result of co-operation between Camden and Pruissen. It is sparse but informative, clearly delivered by Ton Pruissen himself – his English is excellent, with just a slight accent. In a few places a little backing music has been used but this never intrudes on the steam sound. The first screen offers the choice of with or without commentary.

Unusually, there are no trailers for other Pruissen productions.

It is no exaggeration to say that this material is a time machine taking us back to the golden age of steam, but also showing its gritty reality.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. www.camdenmin.co.uk



Chrezo French O gauge models to be available via Minerva



Minerva Model Railways, the independent company formed by Chris Basten and the late Chris Klein, announce their appointment by Chrezo of Royan, France, as exclusive retailers of their models in the UK.

The Chrezo range includes items of rolling stock, but most exciting is their forthcoming model of the 140C 2-8-0 tender locomotive used on both the East and West regions of French railways.

The models are fully assembled and painted, ready-to-run, in four different liveries with appropriate variations

of chimney, tender, safety valves, and smokebox door.

Boiler, cab, footplate, and tender body are moulded plastic while the frame of the loco and tender are cast pewter. Many other details have been added, including whistle, handrails, backhead, control wheels, sand pipes, etc., with photo-etched metal parts (catenary protection grid over the cab, plates, etc.). The valve gear is to scale, with correct thickness of the different rods. The wheels are cast metal polished steel spokes.



The model is driven by a powerful 12V DC motor with a flywheel, concealed within the boiler and firebox.

Electrical pickup is from all driving wheels and those of the tender.

The directional lighting (white only) is by LEDs.

The loco and tender can be easily disconnected mechanically and electrically.

Standard pattern sprung buffers are fitted, with sprung screw couplings front and rear. An optional Lenz model coupling is supplied for the tender.

There is a socket for a decoder and a location for a loudspeaker in the tender to allow quick and easy fitting – ESU type L is recommended.

Minerva's ability to sell online, by telephone, and at exhibitions in the UK, together with their renowned after sales service, should mean interested modelers can purchase Chrezo models easily and with confidence.

The 140Cs are expected to be available during 2022, but with well-known issues in China holding up production it is impossible to give a precise date at the moment.

The price is expected to be €750.00 excluding VAT. Advance order forms are available on the Minerva website.

Minerva Model Railways Ltd,
P.O. Box 244, Penarth, CF64 9FJ.
www.minervamodelrailways.co.uk

More Rhätische Bahn wagons in Nm



AB-Modell are now delivering four new freight wagons announced last year.

Older vehicles are continually being retired from the Rhätische Bahn fleet either because they are no longer needed or their permitted speed no longer suits the current timetable. However, some wagons are given the chance of a second life, re-designated as service stock and used for construction trains.

Xk 9309 and Xk 9370 are two former low side opens with aluminium sides. The first was put into service as early as 1903 and was last rebuilt in 1989. The second vehicle dates from 1913 and was last re-designated in 2007. Both are listed in the RhB rolling stock index as 'transport wagons'.

AB-Modell has delivered these four-wheel wagons as renumbered, and weathered. The models are made of etched brass, elaborately painted, and roll on metal wheelsets. The load is a typical skip (a 3D-printed part, distributed by DM-Toys), which is available in four different colours and with two different loads. The skips are held on magnetically and can be removed when needed.

Container flats

The RhB wagon fleet is becoming increasingly standardised. Nowadays, goods are handled in containers, no longer as general cargo, so it is not surprising that container wagons make up a large part of the fleet.

Four-wheel flats were converted from vans whose chassis were only a few years old to be able to transport larger containers through smaller tunnels without any problems. They are classified Lb-v.

The railway also invested in bogie wagons with a lowered load area, classified Sbk-v.

AB-Modell has produced one Lb-v and one Sbk-v with new road numbers, loaded with refrigerated containers from the Co-op company (Minitrix models).



This year the motif is the Gerbera flower. The containers are held on the vehicle magnetically and are removable.

These are all handmade brass and nickel-silver models at 1:160 scale for 6.5mm gauge. They are equipped with smooth running bearings. Micro-Trains Z couplings are fitted.

Existing advance orders will be delivered shortly as soon as these new items have been released. New orders will be accepted, but there is currently a very long delay due to many back orders.

The containers are only available while stocks last.

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



New from Train-O-Matic

The new micro function decoder by Train-O-Matic is a welcome addition to their Lokommander II decoder range. Its small size (13mm x 9.3mm) makes it suitable for use in to many small coaches. If the model is factory-fitted with a 6-pin connection (NEM 651), you can simply plug in the decoder but it is also available with different connectors, among them Next18 and a wired version, to allow fitting to any coach of any age.

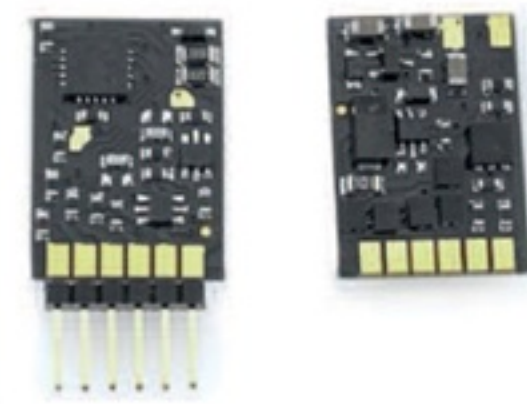
The function outputs are rated at 100mA.

For power back-up there are solder pads for connecting external capacitors (25Vdc devices are advised; it is not necessary to use higher voltage).

The four logic outputs are capable of driving LEDs directly, without the need for series resistors. There are many light effects to choose from.

The decoder has full RailCom capabilities.

Available from:
www.tramfabriek.nl



Revised Mixnitz electric in HOe



The 11km long narrow gauge line from Mixnitz to St. Erhard was built in 1913 as part of the development of the magnesite deposits in Breitenau am Hochlantsch, powered by 600V DC. The four-wheel electric locomotives were initially used for both passenger and freight trains, but passenger traffic was discontinued as non-profitable.

Today, passenger transport in the form of nostalgic trips is being organised in co-operation with the railway's owner.

Ferro-Train have re-issued their popular HOe model, just 7cm long, with a new coreless motor and working lights, in green Epoch I livery.

The model – now almost two decades old – has been given a comprehensive overhaul. The finely detailed body is enhanced with new details, such as a new horn and the asymmetrical brake hoses.

The new circuit board not only offers directionally controlled lights for the first time but also the possibility of easily digitising the small machine and even equipping it with sound. The loudspeaker is firmly mounted on the new weight block which fills the interior.

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

Frateschi represented in Europe

After a gap of some years, Frateschi models from Brazil are to have new representation in Europe through Gabriel Holzmann, who has recently moved from Brazil to Portugal.

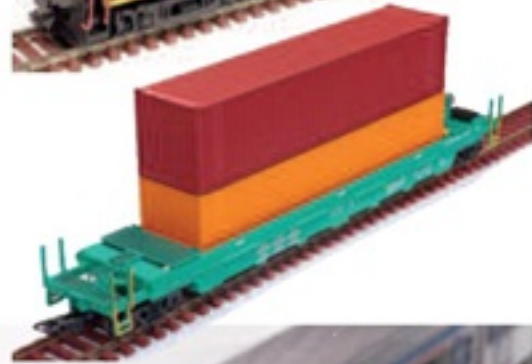
Frateschi models have excellent plastic mouldings and good paint finishes with sharp printing. They do not have so much in the way of applied details such as grab irons, not due to technical limitations but to keep the price feasible for the Brazilian market. As a result the prices are competitive, and the products offer the modeller scope for creative detailing as required.

Brazil is now the world's largest producer and exporter of iron ore, sugar,

cellulose, soy beans, and more. All those commodities are transported to the ports by rail.

The Frateschi range covers some of the most important Brazilian locos and stock, past and present. Some of the items are similar to American export designs, and may have applications for other South American countries (so useful for anyone contemplating following Bob Whetham's example, as featured in this issue) and for South Africa, New Zealand, and Australia – certainly batches have been made exclusively for outlets in those countries.

Gabriel Holzmann Modelismo
www.holzmann.net.br



More Trinity hopppers in HO



Trinity Rail introduced the 3,281cu.ft. capacity two-bay covered hopper in the 1990s and they are now ubiquitous carrying high-density products such as frack sand, roofing granules, and cement. Based on similar larger covered hopppers in the range, these 41'11" long the cars are equipped with three or five round loading hatches and a pair of gravity outlets for unloading.

They have an overhanging arched roof, heavy top reinforcement stiffener, and folded jack pads at the bolster.

This design has proven to be popular with shippers and railroads alike and can be seen in manifest trains, in large cuts, and even in unit trains hauling a single commodity.

Limited quantities will be produced with six numbers per road name; this run is all after 2005.

The models have formed wire grab irons, photo-etched roof walks, engineering plastic coupler cut bars, photo-etched coupler cross-overs, scale size lower shelf knuckle couplers without trip pin, and 100-ton roller bearing trucks with rotating bearing caps. The weight is NMRA compliant.

The MSRP will be US\$55.95.

American Limited
8141, I-70 Frontage Road, Suite 5,
Arvada, Colorado 80002, U.S.A.
americanlimitedmodels.com

ATSF El Capitan in Z from AZL



The iconic *El Capitan* trains are now available in Z. AZL has released three eleven car sets, plus a bonus two car set. One add-on set is required to model the full thirteen car train.

El Capitan was the economy coach counterpart to the all Pullman *Super Chief* and pioneered the high level cars developed by the Budd company. By raising the passenger section, all the supporting equipment was moved below the floor boards, eliminating vestibules, and extending the seating area to the entire length of the car. Not only did this provide a better view but also increased seating capacity.

The *El Capitan* ran on the same schedule and route as the *Super Chief*, and offered a quality experience, with full dining and lounge cars, at an affordable price.

The Budd Hi-Level cars became the model for modern Amtrak 'Superliner' cars, which are now the backbone of long haul trains in America.

The train is modelled as it appeared in August 1956, with typical consists of Baggage, Dorm/Hi-Level Transition, Step-Up Hi-Level Coach, Hi-Level Coach, Dining, and Lounge cars. The last car includes a rear drumhead logo.



The packaging includes spaces for four GM-EMD F3/F7 diesels, the A-B-B-A configuration that was typical motive power.

AZL is releasing four F7 A+B sets. The numbers selected in the 300 series represent the actual locomotives used.

The models feature prototypical details, a 7mm motor, directionally controlled LED lights, blackened metal wheels, optional replacement truck with truck mounted coupler, draw bar (A units only), and come DCC ready.

<http://ztrackdistribution.com>



New from Cités Miniatures



The umbrella shelter for a fuel depot (ref.ED-091-1) is available in both HO and O. It was deliberately designed with a small footprint, but custom versions can be produced quite easily at modest additional cost.

Note that the fuel pumps are not supplied in the kit, and must be ordered separately.

Fuel pumps from the 1920s to 1950s are quite easy to find for various countries, in several scales, pumps from the 1960s and 1970s were sorely lacking. This gap has now been filled with a replica of a 'Satam' brand pump produced in the 1960s, which can still be found here and there in old garages.

The new kits are the result of co-operation between FAB423 (Fabrice Fayolle) and Cités Miniatures.

The kit (ref.ED-150) includes two 3D-printed pumps, the hoses, the display (photo paper), the island with pavement, and even (in the O scale version) pre-cut glazing!

In HO, the pumps are available as either single or double outlets.



The illustration shows pre-production samples; the actual items have a much higher print quality.

Also new in HO is a laser-cut sheet of garage doors.

Cités Miniatures
145, Avenue Henri Ginoux,
F-92120 Montrouge, France.
www.cites-miniatures.com



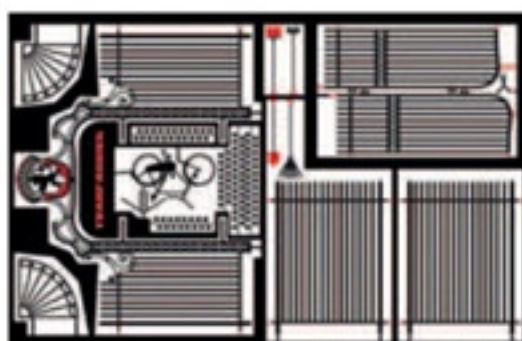
Kit for Prinsenhof gate in HO

Tramfabriek offer a precise 1:87 replica of the ornate Prinsenhof wrought iron gates which can be found in Delft, The Netherlands. It is etched in nickel-silver, which gives the finely detailed model its sturdiness. The only assembly required is fitting the gates to the hinges; the tabs are then folded to hold them in place. The can be opened and closed.

The kit comes with more than just the gate. The empty space was used efficiently so you also get some tiny garden tools, a bicycle, some extra fencing, and even a bit of ivy.

The gates are 31mm wide within an overall width of 75mm. The fence is 39mm high and the top the gate 60mm.

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



Exhibition Diary

Dates, events, and information

Note: all events are subject to change due to applicable COVID restrictions.

Saturday 5 March Swindon, Wiltshire

Organiser: Swindon MRC

Venue: STEAM Museum of the GWR, Fire Fly Avenue, Swindon, SN2 2EY. Located next to the Great Western Designer Outlet, 10 minutes walk from station.

Open: 1000 – 1630

Admission: adult £5.00, child £2.00 (U16). Admission to STEAM is not included and not required to visit the exhibition. Discounted museum entry for show visitors.

Amenities: parking at the designer outlet; disabled access; refreshments.

Features: 16+ layouts and demonstrators representing British and Continental railways, including *Jäger Straßenbahn*.

Contact: Ian Burbidge 07880 654755
imburbidge@btinternet.com
www.swindonmodelrailwayclub.com

Saturday 5 & Sunday 6 March Cromford, Derbyshire

Organiser: Mount Tabor Models

Venue: Cromford Community Centre, Cromford, near Matlock, Derbyshire, DE4 3RE. 800 yards from station.

Open: 1030 – 1630 Saturday
1000 – 1600 Sunday

Admission: free

Features: 2022 new items brochures from all the major manufacturers, even though there is no trade fair in Nürnberg. Layouts should include *Keinnahmehahn* (HOe), an Italian shunting layout, and *Zelena Luka* (Slovenian). Plus a Gaugemaster support stand, European Railways Association, Austrian Railway Group, Italian Railways Society, and Mount Tabor Models sales.

Contact: 01629 822294
mount.tabor@btopenworld.com

Huge single owner collection of HO and N to be auctioned



A large collection of model locomotives will go under the hammer in a live online auction taking place at Leicestershire-based Gildings Auctioneers over two days, Tuesday 22nd and Wednesday 23rd February.

The auction consists of 710 lots, the lifetime collection of a London owner. The first day will feature continental railway items, the second day Japanese railways and original continental railway station signs.

The models were collected on many trips across Europe and in Japan. The collection ranges from the 1970s to the late 2010s and almost everything is in unused mint condition in the original boxes.

This is an exciting opportunity to acquire 'as-new' locomotives, stock, and accessories, many of which are now out of production and hard to find.

Standout lots include an impressive A.C.M.E. Eurostar City Italia set and a nine-car Kato type E5 Shinkansen – the iconic Japanese bullet train.

Another highlight is a huge original enamel sign from the Champs-Élysées – Clemenceau station on the Paris Métro, measuring 2m x 0.7m.

The sale will be conducted as an online-only live auction, with detailed condition reports available to prospective buyers.

For more information, call 01858 410414 or see www.gildings.co.uk



Please send details for possible inclusion to:

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

Telephone: 01297 20580

e-mail: clubs@railwaymodeller.co.uk

Saturday 5 & Sunday 6 March Preston

Organiser: Preston & District MRS
Venue: Sports Hall, Preston College, Fulwood Campus, St. Vincent's Road, Fulwood, Preston, PR2 8UR.

Open: 10.00 – 17.00 Saturday
10.00 – 16.00 Sunday

Admission: adults £8.00, children free, wheelchair users £4.00, carers free.

Features: layouts should include *Swiss Pass* (Switzerland HO/HO), *Nordhafen* (Germany HO, CM July 2019), and *Coeur d'Alene* (America On30, CM April 2012).

Contact: 07776 438933

www.prestonanddistrictmrs.org.uk

Saturday 5 & Sunday 6 March Romsey, Hampshire

Organiser: Romsey & District RMS
Venue: The Crosfield Hall, Broadwater Road, Romsey, SO51 8GL.

Open: 1030 – 1700 Saturday
1000 – 1630 Sunday

Admission: adult £5.00, child £3.00, family £12.00 (2+1).

Amenities: car park adjacent – free on Sunday; disabled access; refreshments. Masks advised.

Features: 11+ layouts including *Kaninchenbau* (Alpine HOe, CM February 2022) and *Zweibrücken* (German HO).

Contact: www.rdmrs.com

Howard Coulson 023 8073 6217

Friday 11 – Sunday 13 March Faszination Modellbahn

Organiser: Messe Sinshiem GmbH.
Venue: Maimarkthalle Mannheim, Xaver-Fuhr-Str. 101, D-68163 Mannheim, Germany.

www.maimarktgelaende-mannheim.de
Open: 9.00 – 17.00 each day

Admission: adult day pass €12.00, concessions €10.00, family (2 adults with 2 own children 9 to 17) €30.00, children under 8 free. Tickets only available in advance on line; on-site ticket sales are not possible at present due to pandemic safety regulations.

Amenities: parking; disabled access; catering.

Features: layouts, demonstrations, clubs, retailers, and manufacturers.

Contact:

www.faszination-modellbahn.com

Saturday 12 March Narrow Gauge North

Venue: Pudsey Civic Hall, Dawsons Corner, Pudsey, West Yorkshire, LS28 5TA.

Open: 10.30 – 16.30

Admission: adults £8.00, accompanied children under 16 £1.00. Proceeds to Sue Ryder Care – Wheatfields, Leeds.

Amenities: free parking; disabled access to all areas except the stage; refreshments.

Features: over 18 layouts in various scales and gauges; more than a dozen special interest societies, and specialist traders.

Contact: 01423 598230

admin@narrowgaugenorth.org.uk

www.narrowgaugenorth.org.uk

Saturday 12 & Sunday 13 March Basingstoke

Organiser: Basingstoke MRC
Venue: Aldworth Science College, Western Way, Basingstoke, RG22 6HQ.

Open: 10.00 – 17.00 Saturday
10.00 – 16.00 Sunday

Admission: £8.00, accompanied children free.

Amenities: free car parking; light refreshments.

Features: layouts include *Waalhaven* (Dutch HO, in this issue) and *Kaninchenbau* (Alpine HOe, CM February 2022).

Contact: www.basingstokemrs.org

Saturday 12 & Sunday 13 March Midlands Garden Rail Show

Organiser: Meridienne Exhibitions
Venue: Warwickshire Event Centre, near Leamington Spa, CV31 1XN. (On the junction of the A425/B4455. Visitor car park entrance off Southam Road (B4455), CV31 1FE.

Open: 10.00 – 16.00 both days
Last admission one hour before closing.

Admission: adult £9.00, seniors £8.50, child (5-14) £4.50. N.B. At present tickets must be purchased in advance via the website. It is hoped to sell tickets on the day but this will depend on Covid-19 restrictions.

Amenities: parking; disabled access; refreshments.

Features: larger gauges (O, 1, G, 16mm, and more). There will be over 15 layouts and clubs and more than 30 suppliers selling locomotives, rolling stock, track, and accessories.

Contact:

www.midlandsgardenrailshow.co.uk

Friday 18 – Sunday 20 March OntraXS!

Venue: Spoorwegmuseum, Maliebaanstation 16, 3581 XW Utrecht, The Netherlands.
www.spoorwegmuseum.nl

Saturday 26 & Sunday 27 March Nailsea

Organiser: Nailsea & District MRC
Venue: Nailsea School, Mizzymeard Road, Nailsea, Bristol, BS48 2HJ.

Open: 10.00 – 17.00 Saturday
10.00 – 16.00 Sunday

Admission: T.B.A.

Amenities: parking; disabled access; refreshments.

Features: *Somewhere in France* (WWI OO9, CM June 2019), *Pontresina* (Swiss HOm, part of the Andeer line modular project), *Klappung* (Austrian HO, CM October 2018), *Norge* (Norwegian HO, CM May & June 2020), *Karolina Falls* (US On30, CM September 2014), and *Murphy's Mill* (On30).

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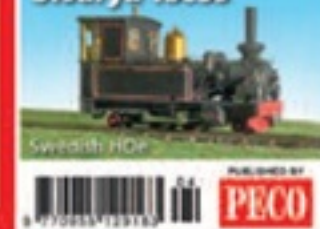
2022 new items



FC Pacasmayo



Ulvaryd locos



Latest Reviews ... and much more

• Seebruck and Zindelstein

John Hills reveals what he has been doing in the garage during lockdown – building a layout to accommodate a considerable collection of HO and HOe German stock.

• FC Pacasmayo

Bob Whetham describes his South American HO layout, a Peruvian mountain railway inspired by experience of the unusual prototype introduced in this issue.

• More locos for Ulvaryd Strand

Prolific loco and stock builder Charlie Insley presents a further selection of scratchbuilt, kit-built, and modified proprietary items for his Swedish HOe layout.

• new product announcements

The April issue would usually include the first part of our comprehensive coverage of the model railway section of the major international toy and hobby fair in Nürnberg. The event has been cancelled again due to the virus situation but most of the model railway companies have decided to announce their programmes for the year as usual.

... and much more!

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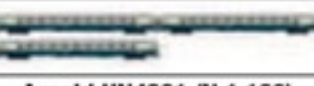
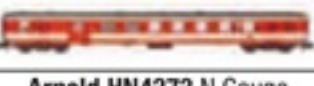
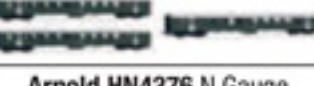
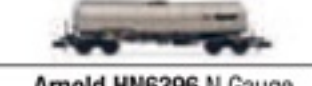
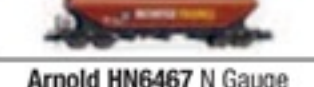
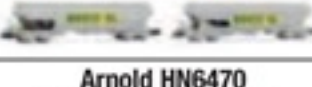
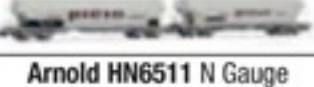
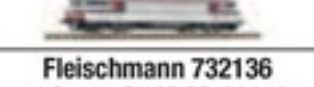
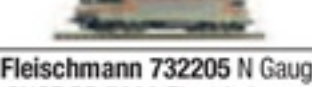
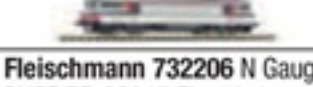
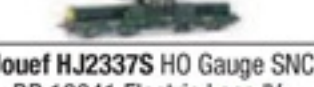
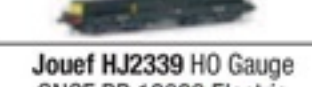
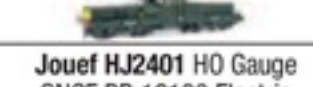
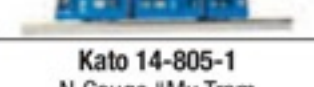
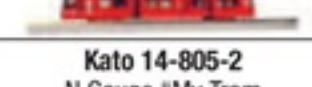
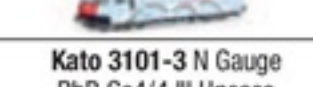
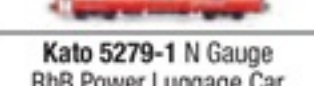
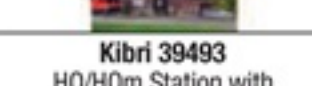
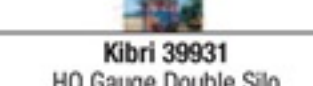
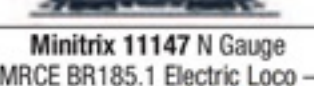
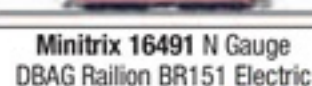
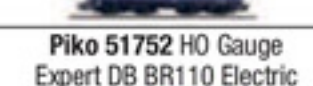
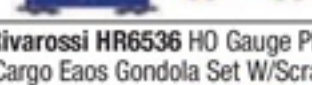
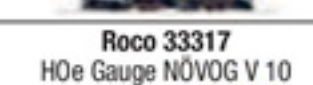
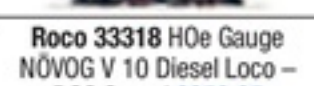
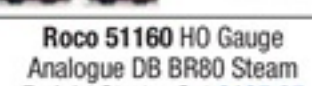
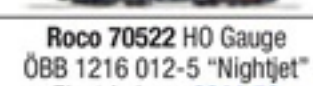
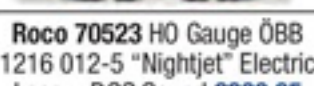
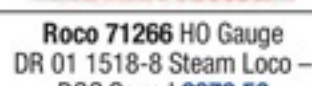
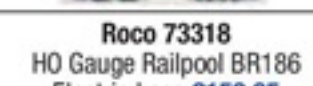
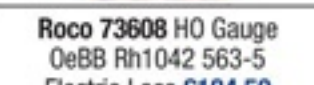
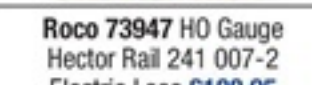
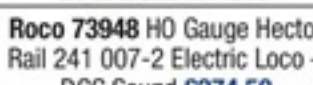
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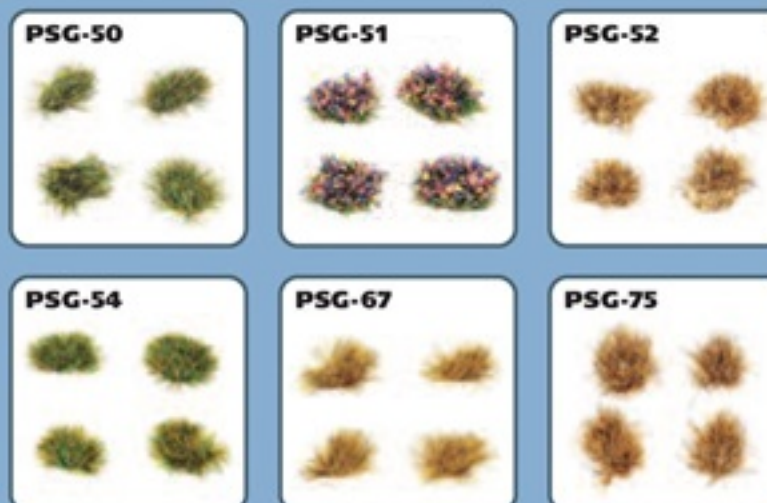
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A scene on 'Marx Engels Platz' by Bill Roberts. Photo: Derek Shore.





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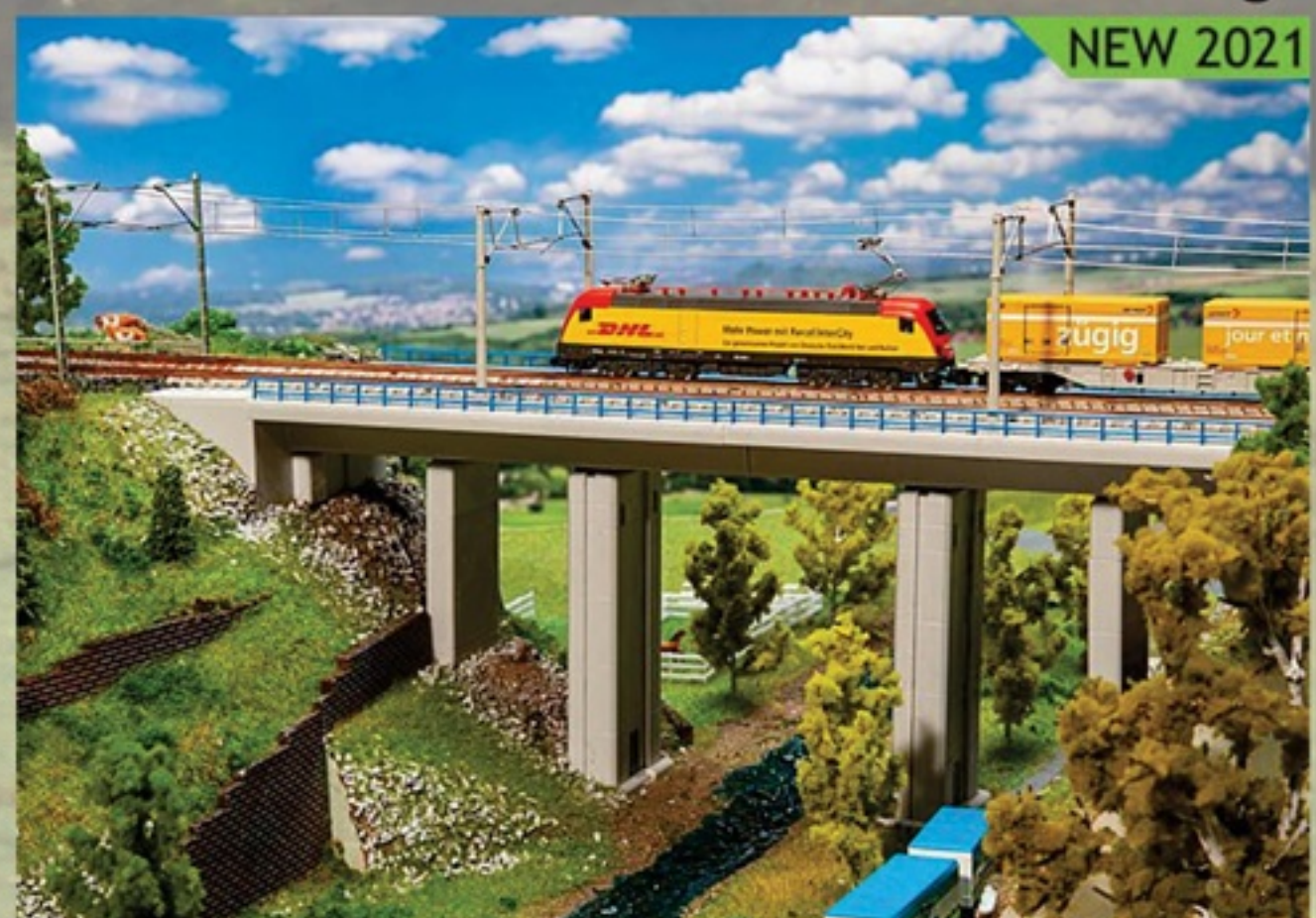


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