

CONTINENTAL MODELLER

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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Waldheim

Saxony in G in the garden



Also in this issue...



Booischoot station

Belgian Z



Redgate Mill

US On30

SBB TmIV 232

Swiss HO



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CONTINENTAL MODELLER

June 2022
Volume 44
Number 6

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RAILWAY MODELLER

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



Cover
Deutsche Reichsbahn 99 516,
a rebuilt Saxon IVK Meyer,
coasts towards Waldheim
with a passenger train.
Photo: Jim Trotman.

Globalrail – Saturday 18th June

It is good to be able to preview a significant event with overseas layouts again. As the German Railway Society's publicity for *Globalrail* states – it has been two years too long!

The Society is looking forward to welcoming friends old and new to this well established show which features a carefully chosen selection of layouts inspired by railways from around the world, several of which are new to the exhibition circuit – presumably time in lockdown has been usefully employed! There will be a strong German element, of course, but also Austrian, Czech, Romanian, and American – not forgetting the token British layout! The list includes:

Brunswick – new German N from CM contributor Stephen Davies;

an as-yet un-named German N gauge layout by Paul Smith;

Rennsteig – East German TT by Neal Mansell;

an Austrian TT layout by Bevis Wearing-King;

Nove Mesto na Nedostatku – Czech TT by Alan Monk;

Naples Street – American TT by Rod Shaw (see CM July 2018);

Köln Draußen – German HO by Andrew Knights (see CM October 2018);

St.Pankras in Steiermark – Austrian HO by Mike Upton (see CM February 2021);

Halta Nerau – new Romanian HO by CM contributor Myles Munsey;

St.Pierre (Canal) et la rue Perrin – French 1:34e narrow gauge by Christopher Payne
(see CM September and December 2002);

Underpass – new American HO by CM contributor Rob Strachan (coming soon in CM);

Blue Heron – new American HO by Andy Gautrey (in this issue);

Lunisolar Peat Tramway – 16mm scale narrow gauge micro by John Plant.

Several special interest societies will be present and there will be various specialist traders catering for modellers with international interests. CM will also be represented, and we look forward to seeing you there.

The venue once again is Didcot Civic Hall, Britwell Road, Didcot, Oxfordshire, OX11 7JN.

This is quite convenient for the railway station, with frequent services from London Paddington and Bristol, and connections through Reading. The hall is about five minutes drive from the A34 Milton interchange, and has plenty of car parking spaces.

The exhibition will be open from 10.30am to 4.30pm.

Admission is still great value – adults £6.00, children £3.00, and family £12.50.

Hot and cold snacks will be available all day. (Covid conditions permitting.)

Four layouts, representing different prototypes, may be the most TT seen at a British show for some time. Is *die Spur der Mitte* (that is, between N and HO) – *die ideale Spur*, as it is promoted in Germany, 1:120 scale on 12mm gauge, making a comeback?

Of course, in eastern Europe it never went away, and after the fall of the Iron Curtain modellers there did not abandon TT and change to the readily available and technically superior western N or HO but instead demanded TT products to a similar standard. Various major manufacturers experimented with catering for this requirement, among them Roco and Brawa, while Piko took what had been their local market more seriously and developed TT alongside HO, N, and G, but the main name now (at least in terms of the range available) is Tillig, which emerged from the once state-owned BerlinerTTBahnen brand. Other companies have contributed, including Kühn and PSK Modelbouw, as featured in our reports from the Nürnberg trade fair. In the Czech Republic there are a number of specialist suppliers relatively little known elsewhere.

East European model railway products used to be rather basic and 'economical', but now many will stand comparison with anything.

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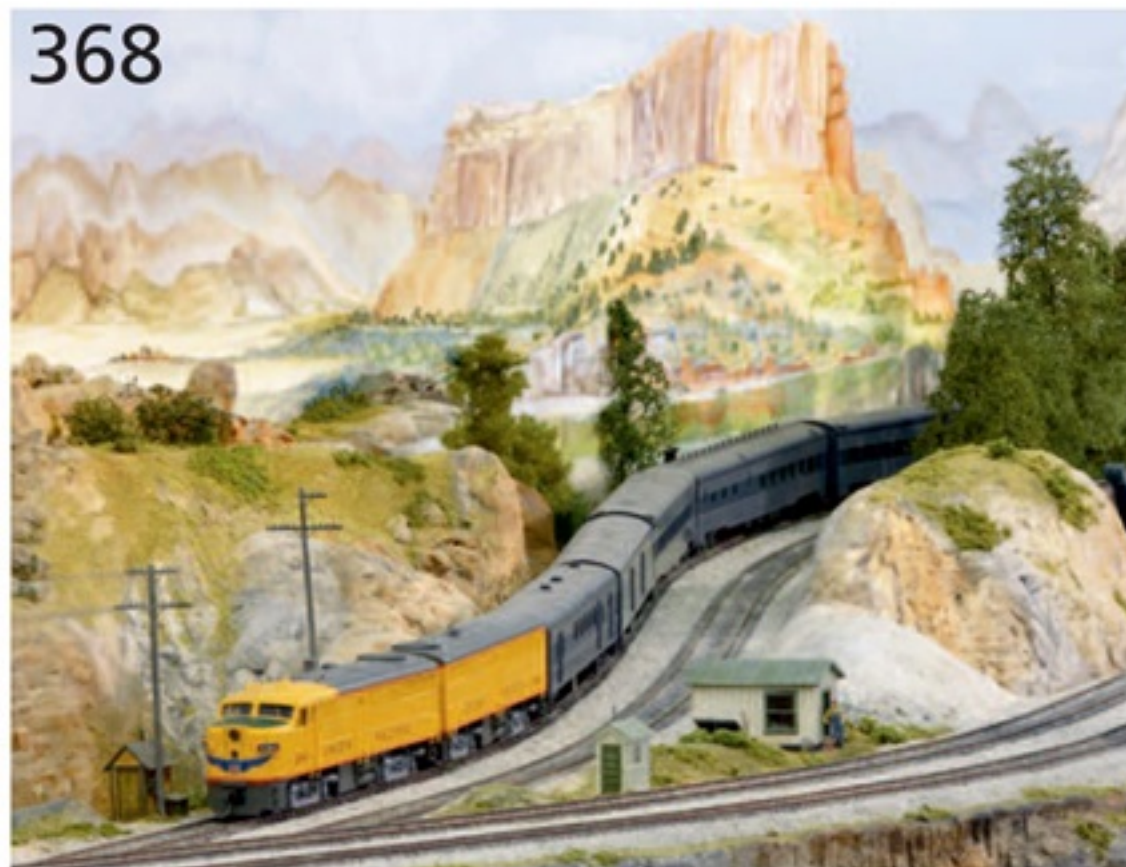
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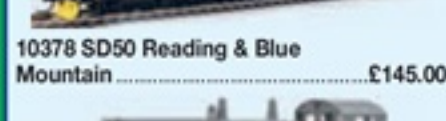
10475 GP9 SPSF£138.00



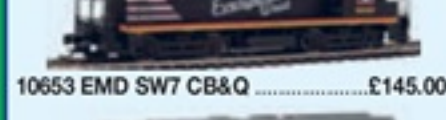
9232 Western Pacific SW1£90.00



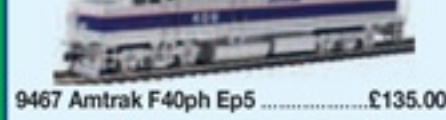
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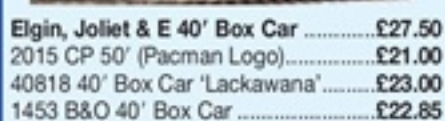
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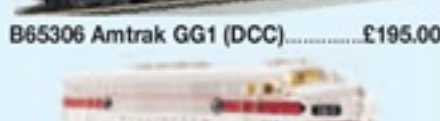
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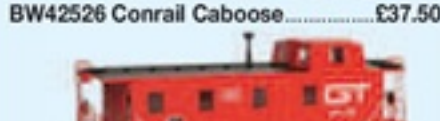
BR6262 Southern Pacific Cab Fwd£590.00



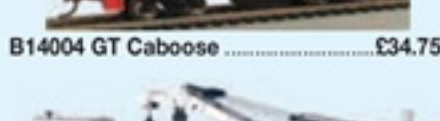
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B14004 GT Caboose£34.75



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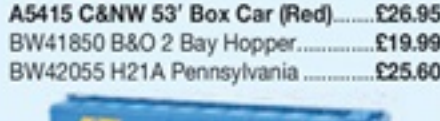
A5807 Reefer 'Nuckolls'£38.00



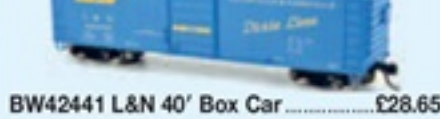
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BW41850 B&O 2 Bay Hopper£19.99



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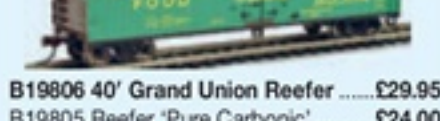
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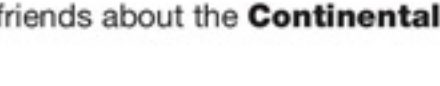
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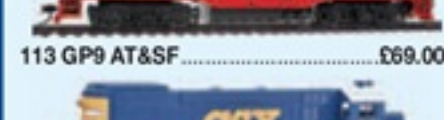
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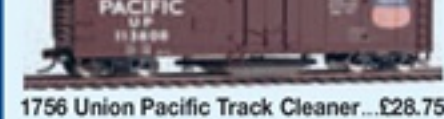
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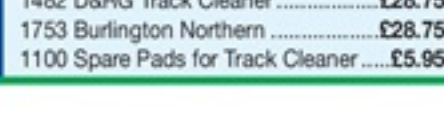
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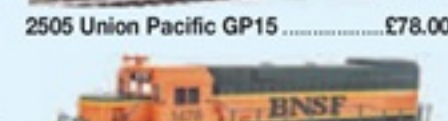
1753 Burlington Northern£28.75



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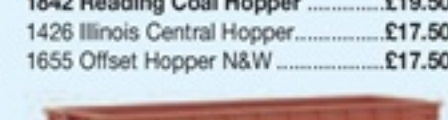
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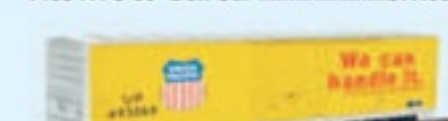
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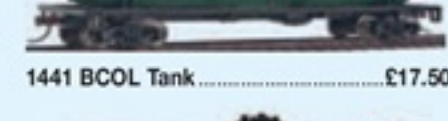
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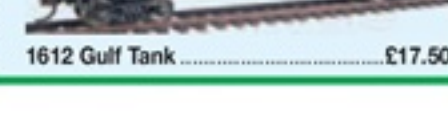
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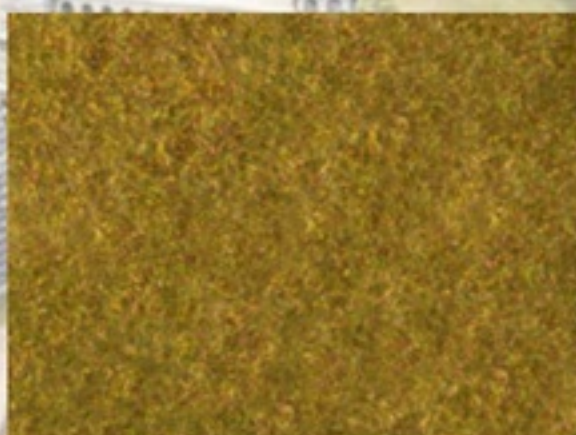
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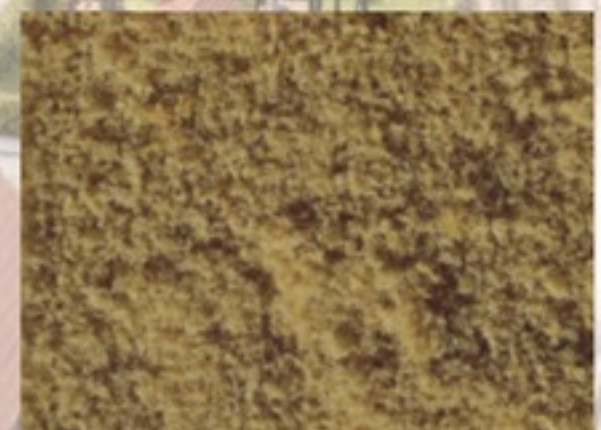
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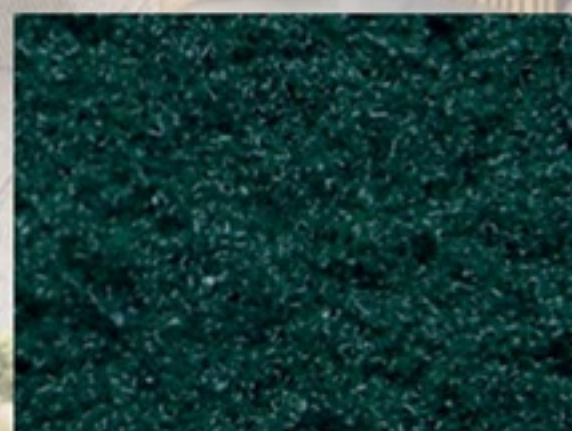
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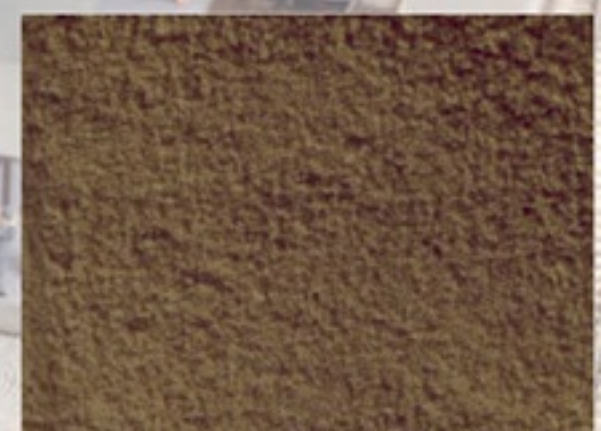
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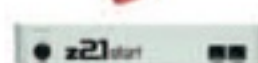


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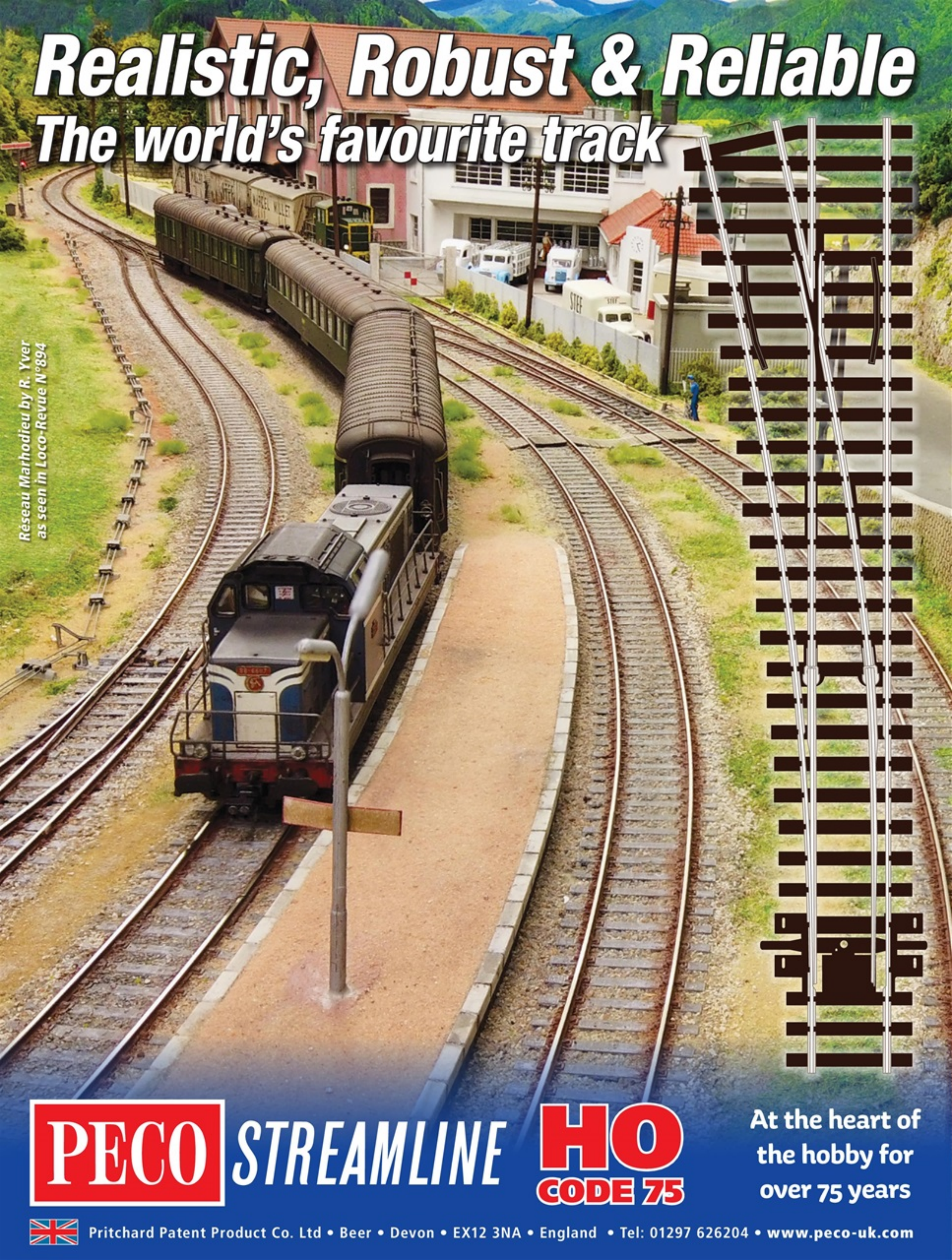
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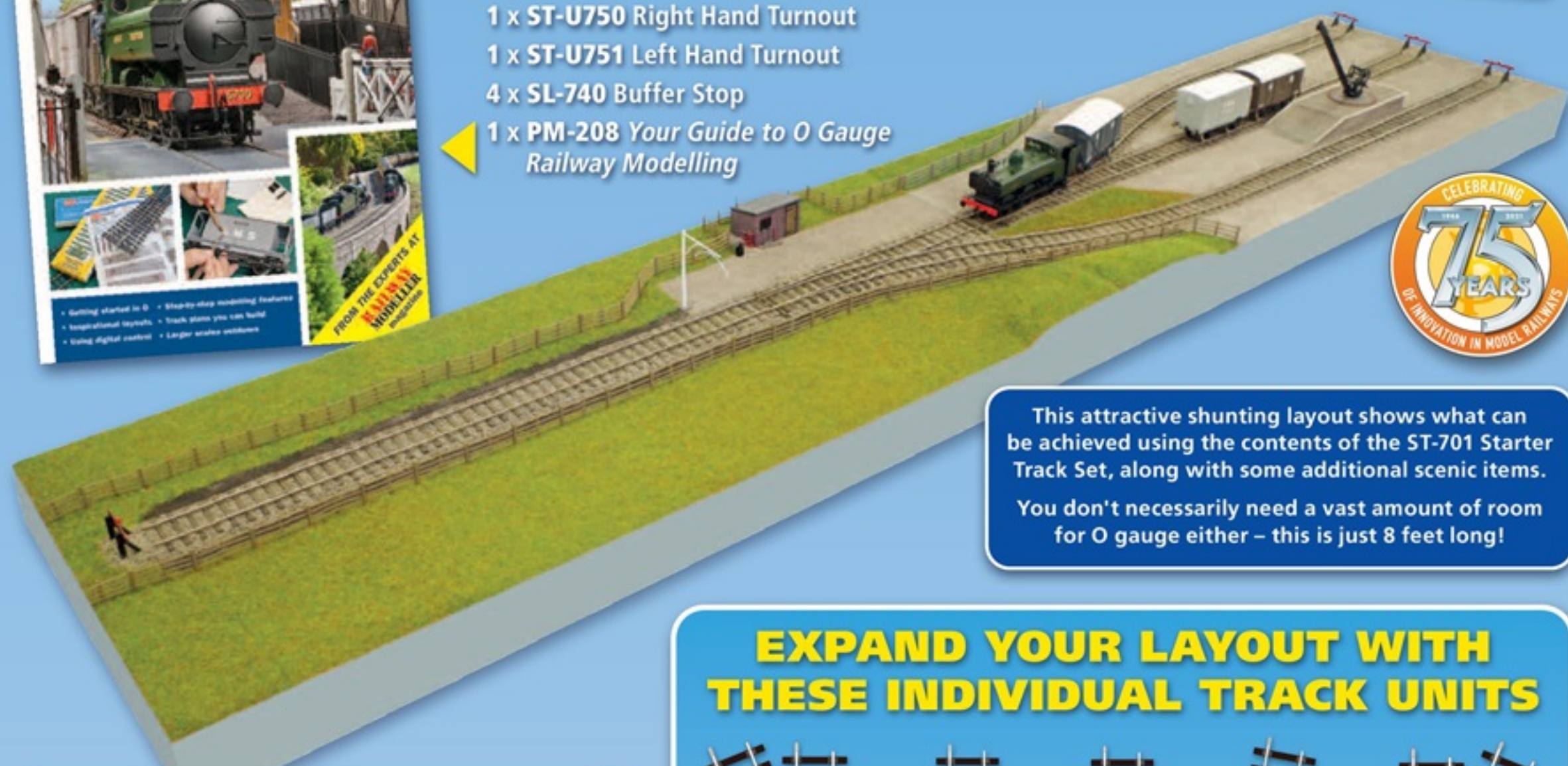
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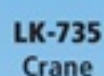
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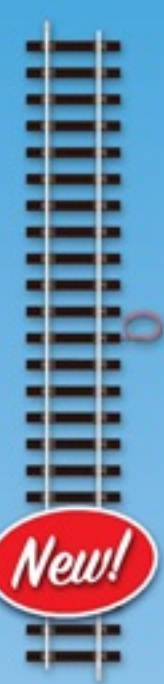
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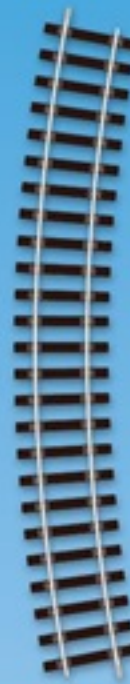
ST-U751
Left Hand Turnout



ST-700
Straight



ST-702
Powered Straight



ST-725
Curve



ST-U750
Right Hand Turnout

Jim Trotman reveals how he took his modelling to a larger scale and out into the garden.

Photographs by the author.

Waldheim

Saxon narrow gauge in the garden

Over the years I have been able to travel on many of the narrow gauge lines in Germany and most recently the remaining lines in Saxony, particularly around Dresden and Zittau. Saxony had an extensive system of narrow gauge lines, most built to 750mm gauge, and the state had the densest railway network in all of Germany. Many of the narrow gauge lines served industries located in the valleys and hills in the of south but freight traffic has now gone and the remaining lines are museum railways and tourist attractions.

Following the Russian occupation from 1945, some of the lines were dismantled and shipped off to the Soviet Union as reparations but the lack of alternative transport led to some being rebuilt soon after. The lines were nationalised and became part of the DR network but already benefited from a good deal of standardisation. It was, and still is, easy to move locomotives and carriages to other lines where they are needed. Even today, former Saxon stock can be seen as far north as the island of Rügen and in Brandenburg province on

the 'Pollo' preserved line. For special festivals, locos or even whole trains brought in from other lines are quite common and the '1900 train' is a good example.

Many modellers who like the space provided in a garden choose to run anything that will fit onto 45mm gauge track and at times it can be tempting to do so, but for me the decision was taken to stick to prototypes that used 750mm gauge. This gives a scale of about 1:17 rather than the usual 1:22.5 used to describe LGB models. I decided not to mix scales other than for the hand-built structures where 1:20 was much easier for me to calculate.

The layout

I chose the name *Waldheim* for my layout as it is a loose translation of where I live and there is also a real place of that name close to one of the lines in Saxony. The small halt is called *Winterberg* and there is such a place close to one of the preserved line plus a 'wintery hill' not far away from my house.



Above
In Deutsche Reichsbahn days a Saxon IVK departs from Waldheim, passing the farm.

Right
Two passenger trains pass in Waldheim station as freight wagons are shunted on the newly ballasted track.

Below
A DR era passenger train. The red & cream coach was one of those fitted out for use as a railcar trailer.





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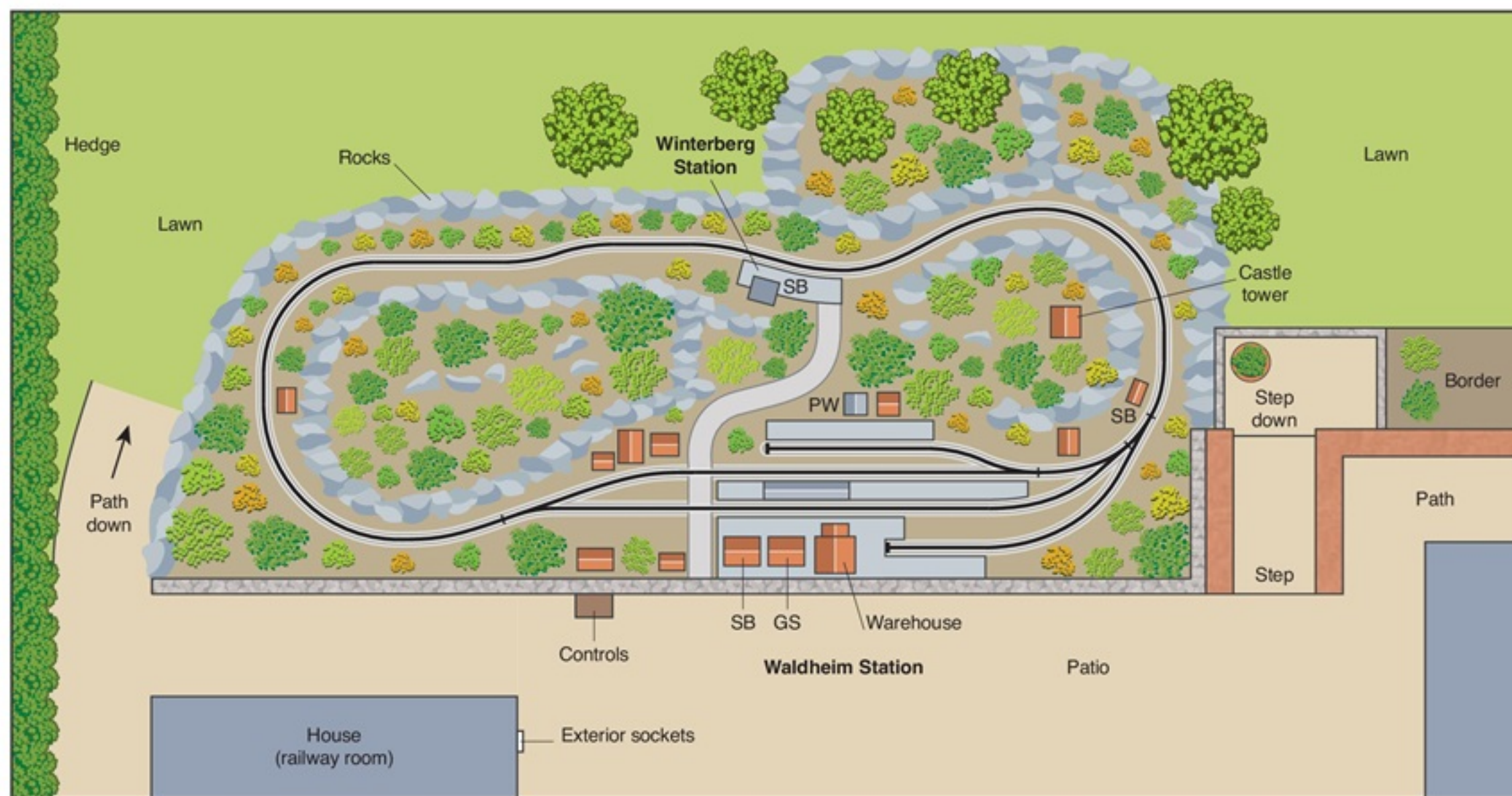
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SAXONY IN THE GARDEN

Overall area of layout and garden approx. 40' x 21'. Each grid square = 1ft x 1ft.





Above
A busy day at Waldheim in about 1910.
The warehouse sits over a drain cover
between the loading bay and the goods shed.

Having been interested in railways from childhood, I have built many layouts in gauges from Z to HO, but after moving to a new home just over five years ago I decided it was a good time to build a garden railway. A couple of friends had built very attractive garden railways and this helped to persuade my wife that we should do so too. She was happy to take charge of the planting, but I needed to keep the plants to a size not too far out of scale for the trains and buildings.

A small rockery was expanded and about five tons of soil and sand, plus rocks from foundation excavations, were added to increase the area to approximately 12m by 6m (40' x 20'). Higher rocks and plants were positioned in the middle of the new rockery so that trains would disappear behind them and not be in view from the patio at all times. A few plants proved to be a bit vigorous and had to be moved and I regularly need to trim back thyme and other plants that stray too close to the track. There is always something to do on a garden railway, especially after the winter months, and again during the growing season when plants eagerly spread onto the track.

The railway is just a long loop with Waldheim station near to the patio and a small halt, Winterberg, on the other side. There is only a shallow gradient of about 30mm between the station and the halt.

The main station has two through lines plus two sidings. There is a central platform (made of cement) and a couple

of loading docks plus a 'crossing' that allows access across the tracks for us to maintain the centre of the rockery. Even during the Covid-19 lockdown it has been possible to enjoy the sunny days and run trains in the garden.

The track is mostly LGB with just four manual points from Piko. Only large radius curves were used rather than flexible track or the 60cm radius curves.

Track was laid a couple of metres at a time on a thick base of cement. This was a firm mix using mostly sharp sand and the track was pressed into it once levelled. In only a few places was the track screwed onto treated timber set into the cement but after the first couple of track laying sessions the track was just pressed into the wet cement. This has worked well and has not cracked even after being stood on and knelt on many times. Fine potting grit was used either side of the trackbed but sometimes this needs to be removed from between the rails and points after birds or rabbits have used the track as a route across the garden.

During 2021, I re-ballasted the track using O scale large grit and fixed it with the usual method of mixing exterior PVA glue and water plus a dash of detergent. This has been applied using 20mg syringes kindly supplied by the local veterinary surgery. I decided to fix this smaller ballast in place as heavy rain also moved the potting grit around a bit too much. To my eyes, the O gauge grey ballast looks about right when compared with pictures of the real lines.

Below
Waldheim station with
Friedländer Bezirksbahn
0-6-2T No.12 *Friedland*
ready to depart.





Rolling stock

I decided to base the railway on the narrow gauge lines of the former East Germany so that I could represent Saxon railways from about 1900, the Deutsche Reichsbahn lines of the 1950s and 1960s, and the current lines. On some days I choose to run Saxon State Railways trains but on others I run trains that can be seen on the Rügen and Prignitz lines. Mostly, I run trains as seen now on the lines in Saxony, both preserved and those integrated with their local transport networks, combining tourist and public services.

The eight trains – and the buildings – are kept in my railway room, just across the patio, and the chosen couple of trains run around the rockery while we enjoy a relaxing drink or two.

Most of the rolling stock is from LGB but I also have a couple of DR carriages from Train (made in China). Some was bought new from Arcadia Models and Carnforth Models and some came via eBay. The less expensive secondhand locos and wagons have been repainted and re-lettered as Saxon period stock, some based on photographs taken of surviving examples in Germany.

I have always liked the Austrian U class locomotives, as also modelled by LGB, and I discovered that a line in the former Austro-Hungarian province of Bohemia connected with the Saxon lines at Hermsdorf (now Hermanice in the Czech Republic). This line ran from Friedland to Hermsdorf and then crossed into Saxony and the town of Reichenau (now Bogatynia in Poland) before crossing the Oder river near Zittau. Very little remains now of this line east of the Oder apart from some old buildings and odd bits of track still embedded in former level crossings.

Austrian narrow gauge lines were normally 760mm gauge but the line from Friedland to Hermsdorf was built to the Saxon 750mm gauge and used the same Heberlein cable

braking system. So this gave me the excuse to buy and repaint a secondhand U class that now strays across the old border and pulls some of my Saxon rolling stock. A new Saxon IVK by LGB was out of my price range and so the U does the job of hauling Saxon bogie coaches. I had renumbered it as the one surviving loco but then discovered that its pre-1920 identity was No.12 *Friedland*. I have not found any pictures of the prototype so the livery is 'likely rather than authentic' – modeller's license, I guess. Most Austro-Hungarian locomotives were painted black and the three 0-6-2Ts on the Friedländer Bezirksbahnen carried names, so my version is probably not too far off the original. The one surviving example now in the Czech Republic does not have the bunker behind the cab but I could not bring myself to cut it off the LGB model.

Above
FBB No.12 *Friedland* waits with Saxon bogie coaches.

Below
Repainted fright stock in the yard at Waldheim. The permanent way hut and the barn are not always in these locations and are small enough to be placed elsewhere on the layout.





Above
The replica IK 0-6-0T double-heads the '1900 Train' passing Winterberg halt with its slate slab platform.

Below
The historic train passing the scratchbuilt houses at the south end of Waldheim.

An old LGB wagon, in bright orange plastic, was bought from eBay and became a winter project. It was turned into a *Rungenwagen* (stake wagon) and painted in Austrian grey livery and lettered for the Friedland line even though I could find no pictures of the real thing. The load it carries is the top of last year's Christmas tree. The completed wagon looks right behind one of the other two secondhand 'Stainz' locos now also repainted into FBB black.

All the other stock is standard LGB DR although one large lidded wagon lettered for the metre gauge Harz system will be swapped for one lettered for the Saxon lines (97- series rather than 99- series).

I followed the restoration of the historic 1900 train in *Dampfbahn* magazine and managed to recreate it using LGB models. Some of the original coaches were found being used as sheds and chicken huts and were carefully restored to their original condition.

Since no Saxon class IK 0-6-0T had been preserved, a completely new replica was built at Meiningen and this completes the train of four-wheeled vehicles.

Some other lines, notably Radebeul – Radeburg, also has some beautifully restored Saxon stock, both passenger coaches and freight wagons.

The buildings

At a local auction I bought a few LGB items only worthy of repainting, and also some rather battered and incomplete Pola buildings, to the usual scale of 1:22.5. I repaired and modified these structures but wanted to add more buildings that better represented those found around Saxony. Using my own photos, *Dampfbahn* magazine, and Google, I quite easily found pictures of timber-framed buildings and these helped me scratchbuild structures for the railway. Often I only had a view of one or two sides of the real building so on the models I simply made up the other sides to match – modeller's licence again.





I extended the parts of the old Pola station to form a bigger station; the original idea was to make it like one on the Zittau lines between Bertsdorf and Jonsdorf but I decided to make it more generic so that it would not look out of place when I run trains seen on the Prignitz or Rügen lines.

The small shelter on the opposite side of the rockery from the main station is called Winterberg and is loosely based on a shelter at Teufelsmühle between Bertsdorf and Oybin. The model is much simplified but is painted in the green and

cream Saxon colours, although the real shelter now appears to have reverted to all over brown. Similar small shelters with a single pitched roof can be found on many narrow gauge lines in Germany.

The plastic kits for garden railway buildings can be rather expensive and I prefer to spend money on trains rather than buildings and so after experimenting with the station building extension, I turned to scratchbuilding houses. These are built to a compromise scale of 1:20 which is much

Above
FBF 0-4-0T No.1 now leads the Saxon IK 0-6-0T No.54.

Below
The IVK coasts downhill with a freight. 99 516 survives and is now resident on the Schönheide museum line.



easier as 5cm on the ruler equals 1m on the building being constructed. The first was the small cottage for the station master. This was built from MDF board with roof panels and gutters from Pola (obtained as spares from a company in Fleetwood). The walls were painted with masonry or acrylic paint and overlaid with plastic strip to give the timber-framed (*Fachwerk*) effect. The windows were cut from thin black plastic sheet and varnished to give a gloss effect. In photos they look quite realistic and are much easier to make than cutting through the MDF board and fitting real windows. Flower boxes are just square section plastic with N gauge hedges added and covered with scatter material and painted geranium red.

The MDF board, and occasionally spare ply, construction of the buildings makes them a bit heavy but at least they do



Above
The '1900 Train'
at the southern entrance
to Waldheim station.
The building on the patio
only has three sides and
covers the LGB controller.

Above right
Before the track
was re-ballasted,
the track cleaning train
passes Waldheim Tower,
based on a couple of
examples at Rothenburg.
Here there is a slight
gradient as well as a curve
to challenge the trains
heading into Waldheim.

Right
The IVK departing Waldheim,
passing the lineside farm
and the tower on the hill.





not move about in the Cumbrian weather. I glue (PVA) and pin the wall and base panels together which makes them very robust. The Raiffeisen warehouse (which fits over a drain cover by the station) used up a full square metre of MDF sheet. This sheet has to be cut outdoors as MDF dust can be harmful if breathed in and even though MDF can be easily sanded, that too should be done in a well-ventilated space.

I then started building larger structures and used a variety of roof panels rather than just Pola ones. I have used Shirecraft pantile panels on the warehouse and also use 1:12 scale adhesive stone sheets on some of the buildings. This is supplied for dolls houses but looks fine at 1:20 scale,

sometimes with additional lines of 'mortar' painted between the larger stones. My structures not only cost much less than similar plastic kits but also are not seen on other garden railways. Each building took between two and three weeks to build and once completed they were sprayed with an acrylic satin varnish even though they are not left outside after running sessions.

Although I do like to stick to one gauge, and certain geographical areas and time periods, I am still flexible enough to run and build things that I like. My garden railway brings back many happy memories and provides many hours of enjoyment.

Above
We conclude with a move from Saxony to Rügen – a mixed train hauled by Mh class 0-8-0T DR 99 4633.

Below
0-6-0T+T 99 4652 is a former Heeresfeldbahn HF110C which can also now be found on the island of Rügen.



Andy Gautrey built a 5' x 18" micro layout to test new scenic techniques. It is due to be at the *Globalrail* show in Didcot on Saturday 18th June. Photographs by the author.

Blue Heron

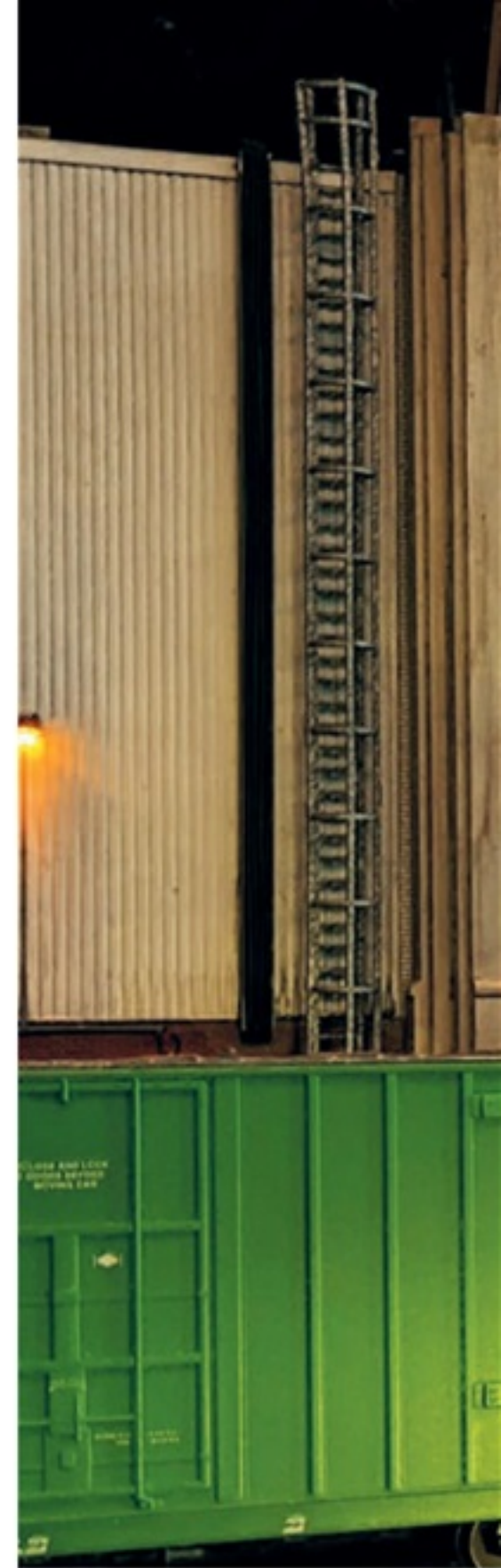
A dark wet night in Oregon

Origins and inspirations

One of the first American layouts I remember taking any notice of was in the mid-1990s, built by Peter North. It was just a simple oval but was more captivating than much bigger layouts that promised a lot more action. One thing that gave it atmosphere and brought the viewer into the scene was the flickering neon sign and music coming from the café, supplied by the miniature jukebox on the side of the layout. I started to wonder how I could build my own interpretation of this, using my own music interest which was the then contemporary 'grunge' scene from Seattle.

This first spark of modelling anything North American eventually manifested itself into my HO Yakima Valley inspired layouts (CM March 2006, March 2012, and March 2018), but their eras were never really compatible with the music connection and although I enjoyed exhibiting them, they were not operated very often at home.

About five years ago, after discovering the Blue Heron paper mill in Oregon City from the OC switcher video on YouTube, I decided to go ahead with this project in order to try a few new ideas, among them building a scene set at night and with the rain effects so beloved of Hollywood movies, and of course including the music influence.





Above
Burlington Northern SW1500
#307 switching freight cars
at Blue Heron paper mill.

Left
Union Pacific SW1500 #1152
with all its lights on, inspired
by scenes in the OC switcher
YouTube video.

Right
The single Rapido Railcrew
uncoupler at the head of
the inglenook works well;
it emits a blue light when
switched on to aid location.

Design

I soon realised that the best and simplest solution to provide instant operational interest for the space available would be to adopt the classic 3-2-2 inglenook plan and use shuffled car cards to generate a random order for switching the cars. The longest length on a rectangular baseboard is the diagonal, but in order to future proof the design the switching lead and the middle spur both end perpendicular to the edge, making connections a lot simpler should I build an extension or want to connect it to modules at a Freemo meet. I also tried to limit any curvature in the spurs to make coupling the Kadees as easy as possible. After trying varying configurations, I stumbled across the angle of 11.5° or 1 in 4 as being suitable for modifying both Walther's structures and close to the divergence angle of Peco code 83 turnouts. Another reason for choosing an inglenook was I had a spare Rapido Railcrew uncoupler left over from building another long-term layout and the quickest way to make use of it was to build another layout!

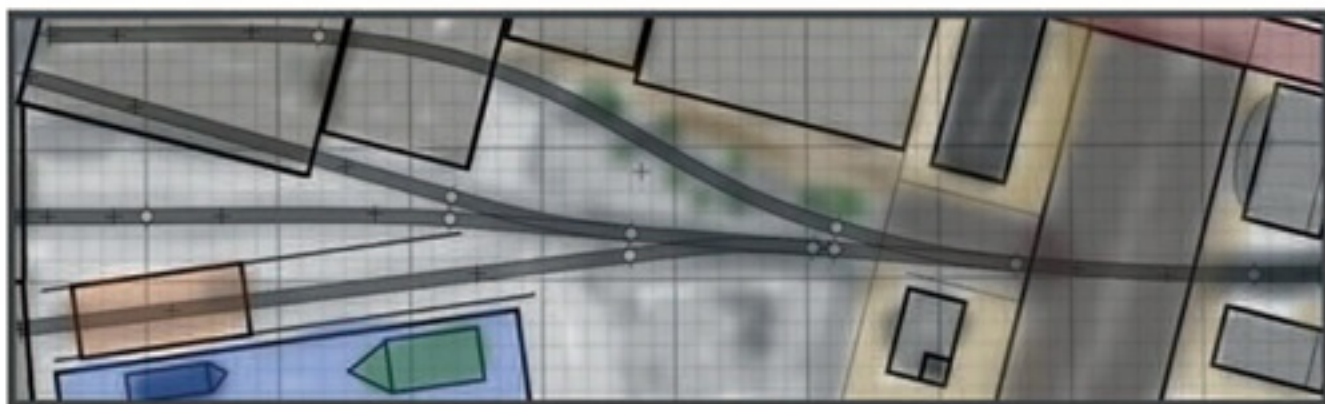




Above

Blue Heron in its entirety.

The illuminated nameboard was custom made from a genuine Washington State license plate.



The list of other expected features then appeared and although it seemed to include every cliché apart from a muscle car wrapped around a telegraph pole, it felt like a good opportunity to try new techniques that did not fit in with other projects. Previous layouts and Freemo modules had featured what was becoming my trademark railroad grade crossing with street running and I had a LogicRail grade crossing module and Walthers cantilever warning signals that could be used for the scenery around the switching lead.

Finally, being satisfied with the plan, I then realised that one negative aspect is all of the track is required to be used

Above

Overall size 5' x 18".

Large squares are 6".

Below

The diner receives a delivery.

The Ford Model C truck (Athearn) has surface mount LEDs for the lights on the cab roof and fibre optics for the lights all around the box.



for switching, and I still had an issue with how to swap cars on the layout as it did not have a separate fiddle yard. So, it was back to the design software, and I added a fourth spur that disappears into a building to enable cars to be swapped and additional locos and cars to be stored without affecting the inglenook operations. There is also some abandoned brick paved trackage to an old loading dock in front of the original factory building which I did think of connecting, but perhaps that would have over-complicated the simplicity of the design.

Construction

For ease of construction, I used a Tim Horn 5' by 18" base-board kit, and within an hour of starting I had a sturdy but light box complete with proscenium arch. I dropped a few inches at the front to form the dock and added beading around the top to support a 5mm black foamcore roof to prevent light entering from above. I also added a caulk bead into the corners to hide them and painted the insides with matt black emulsion to depict the night sky.



Above
The east end of the layout.
Washington Central SW1200
#202 at the grade crossing.



Right
Soundgarden are playing
at the Paramount Theater
tonight, and their Chevy van
can be seen parked outside.
It is modelled on photos
of the bright red vehicle
that is now preserved
at a museum in Seattle.



Above
The west end of the layout, showing the dock and the three Inglenook spurs. The boats are both from Kibri kits and named after my children.

Left
BN SW1500 #307 with a tank car on the dockside. The tug name acknowledges Foss, a famous marine towing company in the Pacific Northwest.

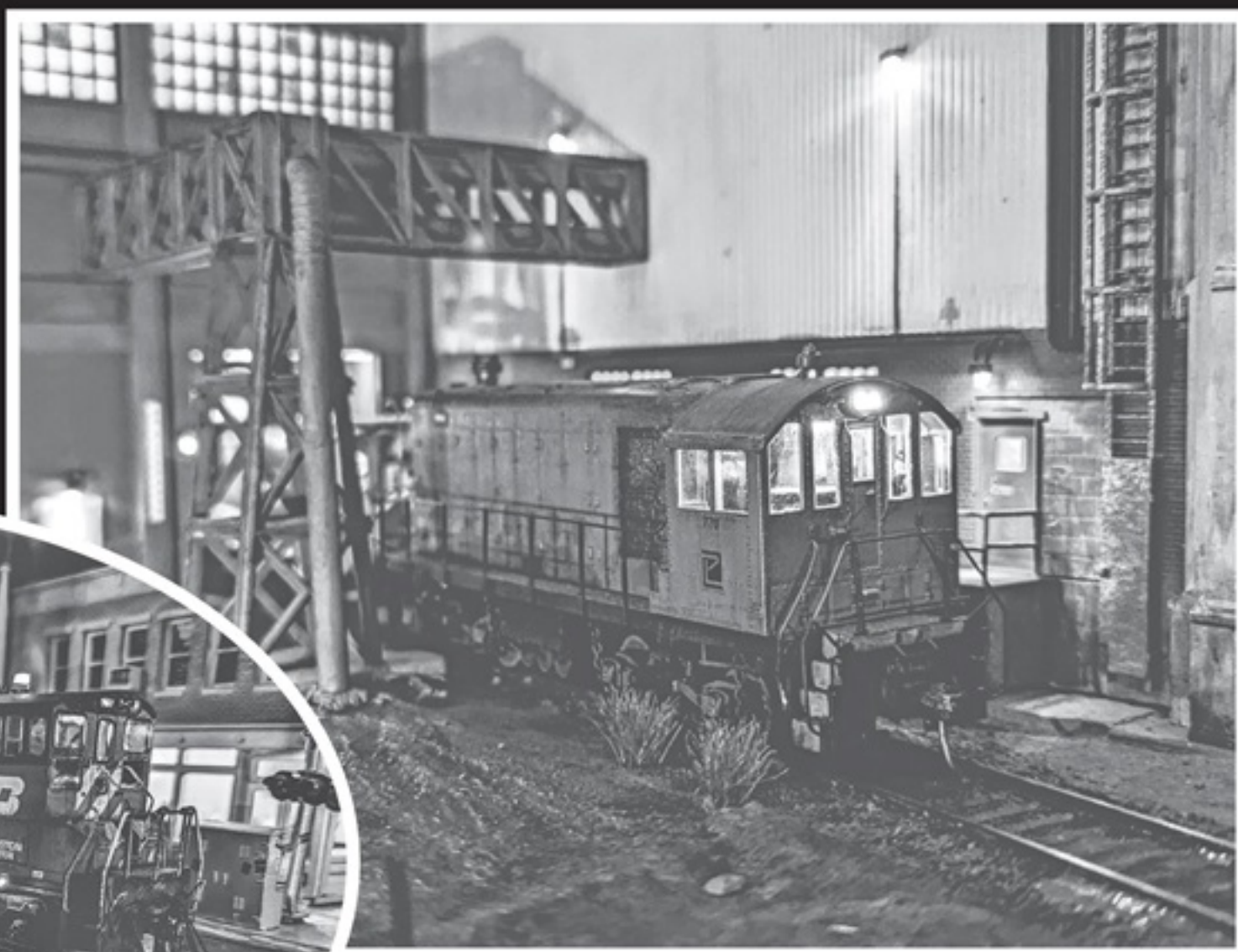
Right
Washington Central #202 spots a single boxcar at the unloading dock. Although this loco would have been more at home in the Yakima Valley in the period of the layout, it deserves a place as it was originally overhauled at CEECo in Tacoma and later moved to the BNSF locomotive shops at Interbay in Seattle.

Right

Another favourite loco with a Washington State interurban history is this old Alco HH660. Having worked on the Walla Walla Valley as #770, it later moved to the Port of Longview.

Below

Burlington Northern SW1500 #307 sits in the street while the crew wait for service at the diner.





Buildings and scenery

As with the crossing module, some of the town buildings were re-used from previous layouts and there was a lot of trial and error to see what would fit into certain spaces or work as view blocks.

I did intend to model a chain from the Pacific Northwest called the 'Old Spaghetti Factory' as their restaurants usually have a genuine imported Portuguese streetcar inside, but the two story DPM structure looked too high for the location and was replaced with a single storey Walther's 'White Castle Diner', complete with detailed interior and neon strip made from pink electro-luminescent wire.

Another café towards the front of the layout also has a detailed interior, whereas further back the interiors are less visible and use layers of two-dimensional photos.

There are a number of Miller Engineering animated signs on the layout, and these have proved to be most worthwhile in adding to the night time effects.

The industrial buildings have either been kitbashed from Walther's kits or scratchbuilt from foamcore board clad with corrugated sheeting, with extra details added to their basic shells. All have some degree of illumination, whether it is LED strips or individual security lights. It has been a challenge to fit as many LEDs as possible to the layout without making the layout look too gaudy.

The road vehicles are also fitted with appropriate lights, initially with 2mm LEDs but as I became more confident I started to use fibre optics for marker lights on trucks and surface mount LEDs as appropriate including the bus that has a flashing turn indicator.

The paved areas use 2mm thick foam that was distressed to represent cracks, and after painting had Deluxe Materials 'Aqua Magic' poured on to form puddles or gloss varnish for wet areas. I did try to model the rear spur going through a puddle as seen in a photo of the Union Pacific switch job at Harbor Island in Seattle.

Locomotives and stock

It was the intention to set the layout in the 'grunge' era and the exact period is dictated by the band Soundgarden's headline appearance at the local theatre which gave me two eras to work with, late 1980s to mid-1990s and again from 2010 to 2017.

Now a small switching layout using leftovers should not need much of a locomotive fleet, but like most projects I have ended up with more than really necessary and a few of them are a tribute to famous locos with connections to Washington State. These are divided into core locos, which usually have a TCS WOWsound decoder, sugar cube speaker, lights, and a stay-alive, and less consuming backup locos that currently have a more basic decoder.

I had some stock from previous projects but also found a few bargains to add to the fleet in order to increase the variety from just reefers and local boxcars. Although inspired by a paper mill, I tend to pick a variety of cars and lengths for basic switching, but more advanced moves can include

Top
UP #1152 was one of the locos allocated to the real Blue Heron switch job. It is seen here alongside a veteran Alco HH660.

Above
This Athearn model has no fewer than thirteen LEDs fitted, including illuminated multiple working sockets and a red Motorola radio display in the cab.



Above
The dockside area with a high capacity boxcar waiting to be transferred to the loading bays.

almost identical boxcars where the operator has to read the number. Each car has a corresponding laminated card bearing its number and photo held in a frame on the front of the layout, and with five cars on the layout their cards are shuffled, and the train formed on the front spur in the order that the top three are drawn.

Control and electrics

The lighting effects on the layout such as the building and vehicle lights have appropriate resistors to run on 12 volts DC, although this is reduced to 10.5v through the use of a LM2596 voltage regulator. There are another couple of regulators fed from this for the street lights (at around 7v, the only filament bulbs on the layout) and another of 5v for the Miller engineering signs and electro-luminescent wire. I did envisage having a ring main for accessories under the layout but in the end found it best to use feeds to different areas and this has proved to be reliable.

Connections are made using Wago 222 connectors glued to the underside of the baseboard, their lever action making it easier to remove a wire than a screw terminal. Total current consumption for the lighting, including the RGB LED strips, is just over one amp.

Conclusion

This layout has been a fun distraction to build and operate, not least through looking for inspiration for reflections and illumination effects on a rainy night whilst at work. However, like most projects, I am always looking for ways to improve things and am considering how a Blue Heron II might evolve.

Right
The east end of the layout, with the MP3 player for playing music through a speaker in the theater, and the rotary switch for turnout road selection. The other switches are for the crossing lights and the uncoupler. The key (on an appropriate keyring) locks out the fourth spur to avoid cheating the rules of the inglenook.



Pieter Willems and **Jan Van Casteren** took a while to create their new exhibition layout, which made its debut at the MTD Expo in late 2021.

Photographs by Gerard Tombroek.

Booischoot station





It is now thirty years since Märklin introduced a completely new scale for model trains: 1:220, with a track gauge of 6.5mm. Märklin opted for two-rail DC and named it Z. Until now, it is the only significant European manufacturer to offer rolling stock and track material in this small scale.

Z is ideal for building model railways where the landscape dominates the trains, something that requires much more space in the larger scales. This layout proves that Z is also suitable for exhibition layouts.

Plans are made

The story of *Booischot Station* could start like a classic fairy tale: "Once upon a time ... there was an idea." It was around 2011. We were then exhibiting another Z project. One of the co-builders came up with the idea to replicate the Booischot station, where he regularly catches the train. This station is located on line 16 that connects Lier to Aarschot. The idea was enthusiastically received and plans were immediately made. The first on site explorations were carried out. An inventory was made of the typical buildings around the station. On the list were the station (that had meanwhile been demolished), the café Hof ter Laeken, located diagonally across from the station, and the typical half-timbered house that is next to the level crossing. Furthermore, there would be a few buildings that are not actually present but which were on the wish list, such as a farm and a guard house.

The buildings on the wish list were started almost immediately. Since structure kits based on Belgian prototypes are virtually non-existent in Z, most of the buildings had to be scratchbuilt. To practice, Pieter first built a row of four workers' houses. The stone pattern cardboard from Archistories was ideal for this. It was purchased at one of the largest Z gauge meetings, at Altenbeken in Germany. This show will be held for the eighth time this year in mid May, if circumstances permit.

While measuring the buildings on site, we became acquainted with the owners of the Hof ter Laeken café. They were very curious about what we were doing. We explained to them that we wanted to recreate an impression of the station environment. They were very enthusiastic and we were immediately invited to exhibit the layout there when it was ready. We promised to organise the preview in their café. A promise is a debt ...

Building in slow motion

Then there was a hitch. Pieter decided to go abroad. The original planned two years away became six. Fortunately, the buildings could continue to be tinkered with, but this was at a very slow pace. During this time, Jan built the station base on a prototype of a similar station in Zichem that was measured on site. Pieter built the Hof ter Laeken café. The walls were cut by hand from Archistories card. The windows and roof mouldings were cut out with a Silhouette cutting plotter. Some techniques were also further tested by Pieter, such as making trees according to the braided wire method. In the meanwhile, Jan made another Z gauge layout, *Schienenbusbahn*, together with Toon Versnick. This layout was displayed at a number of exhibitions at home and abroad.

Back to work

In 2018 Pieter returned to Belgium. Plans were immediately made to resume the Booischot project. Jan had meanwhile found a plan in an archive showing the track layout over the years. Pieter scaled the plan to 1:220, with some necessary compromises. The plan also included a loop and some sidings, ideal for including freight. Essentially, the layout consists of a double track oval, running on the left as is usual in Belgium. At the back there is a storage yard with two loops in both directions. The whole fits on two boards each 1m by

Above

The station area. It is one of the few Flemish stations that uses the French spelling. The track layout was kept simple, as on the original plans: there are two through tracks and a goods loop serving two sidings. A class 96 (Prussian T12) 2-6-0T has just arrived with a rake of GCI six-wheel compartment coaches. Loco and stock are all by Märklin. The station and all structures were scratchbuilt. The half-timbered house in the background is now an eatery – it is definitely not typically Flemish. The concrete shelter, which is so typical of Belgian stations, was recreated using plans received from a fellow modeller. The parts were cut using a Silhouette cutter.

Left

A series 54 (formerly 204) diesel built by AFB to the famous Nohab design is hauling a train of wagons loaded with Volkswagen 'Beetles' and fuel tanks. On the siding, a class 96 2-6-0T waits to enter the main line after shunting. The large standard Märklin point motor has been removed and replaced by an underfloor drive.



0.65m. The final visible part is 140cm wide and 30cm deep. The tracks are not parallel to the edge but at an angle of 2°.

The control is analogue DC, using three controllers – one for each direction of travel and a separate circuit for the

freight sidings. Three supply buses run under the layout. To ensure the power supply for the lightweight locos, a connection was made to one of these circuits about every half metre of track. In the storage yard and the freight sidings, toggle



Below

A class 81 0-8-0 (Prussian G8) runs slowly through the station with a mixed goods. Two backgrounds are available – this is the more dramatic one with looming clouds. Because the lighting is provided by LED strips and the light intensity can be adjusted, it is possible to accentuate the threat even more by dimming the lights a bit.



switches have been used to isolate sections of track, to give greater operating potential. In the visible area, the standard point motor was cut away and replaced by one of the MP1 under-board drives by MTB. Because the AC voltage of the

Z transformers was not sufficient (10V), an extra transformer was used to supply the point motors.

The track was laid on a 3mm cork bed. This gave a good height to simulate the ballast shoulder.



Above

A heavy coal train passes Boisschot. The standard couplings on the wagons were cut away and holes were drilled in the remaining part into which a sturdy metal wire was fitted. As a result, the wagons are close coupled, which gives the train a more realistic appearance.



Above

The loading platform in the freight yard was scratchbuilt based on an example at Baasrode on the Dendermonde – Puurs museum line. The cobblestones were pressed one by one into clay using a old paintbrush with no bristles and the ferrule made into a rectangle. This was a real precision job, and very time-consuming, but the result is impressive. The Belgian vans are a limited edition from Freudenreich Feinwerktechnik, and based on the German 'Oppeln' design.





Left

On the left is a scratchbuilt farm, based on a prototype from the area near Booischoot. It has been finished down to the smallest detail – the tomatoes in the greenhouse are almost ripe, the leeks and cabbages are growing well. The animals, such as cows, horses, chickens, and a donkey, are well cared for. The trees are made from sea moss finished with scatter material or foliage from well-known suppliers. The loading gauge in the foreground was also scratchbuilt. A series 204 diesel is just passing with a mixed freight consisting mainly of German wagons. (Due to a lack of choice for available Z gauge stock, we do not look too closely at historical accuracy!)

Progress on two fronts

Because the layout consists of two sections, it was decided that Jan would complete the left side and Pieter the right. In order to achieve a harmonious whole, some agreements were made, such as the arrangement of the join between the two sections and the construction of the platforms. The crushed stone ballast was also chosen jointly. At regular intervals, it was agreed to bring the sections together to test the whole. Due to circumstances, this was not possible for a long period, but construction continued diligently.

Jan built a farm. The windows and other details were also cut with a cutting plotter. Pieter built a chapel and a guard house, from kits by Markenburg. These two buildings are actually Dutch but fit well on a Belgian layout. The building next to Hof ter Laeken, formerly a dance hall, was also copied by Pieter.

In the meantime, the detailing had also started. The cobblestones of the freight yard and the station car park were impressed one by one in clay using the classic brush-without-hair method. A goods loading platform was also made, as can be found at Baasrode on the Dendermonde – Puurs museum line. The small coal store for the local coal merchant is freelance. The conveyor at the coal store is a modified 3D-printed model from Noba-Modelle. This model was sanded until it was fine enough for Z, and here and there a part was replaced by fine brass section.

After a long period, we were finally able to combine the two sections. It worked wonderfully. In the meantime, the platform edges had also been built and were placed over the join.

The next job was the background. Two prints were made, one with heavy clouds and one with light clouds. Both can be used. The background is rounded at the corners and forms a beautiful whole. The gaps through which the trains run to the storage yard are camouflaged with strategically placed buildings and trees. However, the background did not work the first time and had to be reprinted after a cutting error.

The level crossing, including the scratchbuilt *bareelhuisje*, was copied from an example on the museum railway at Baasrode. The crossing barriers were a nerve-wracking job. Several prototypes were made but always failed. Finally it worked after a lot of tinkering. The barriers can be opened and closed manually (with the help of a giant hand) but remain closed during normal operation. The warning crosses were made using the cutter. Painting them was another nerve-wracking job. The parts that had to remain white were covered with masking tape; some pieces were only 1mm square! The crosses were then painted red and the masking tape was removed. The result was astonishing.

The station fence, from C-Traccs, was laser cut from Synaps synthetic paper.

The working platform lighting was built by Eddy Podevijn.



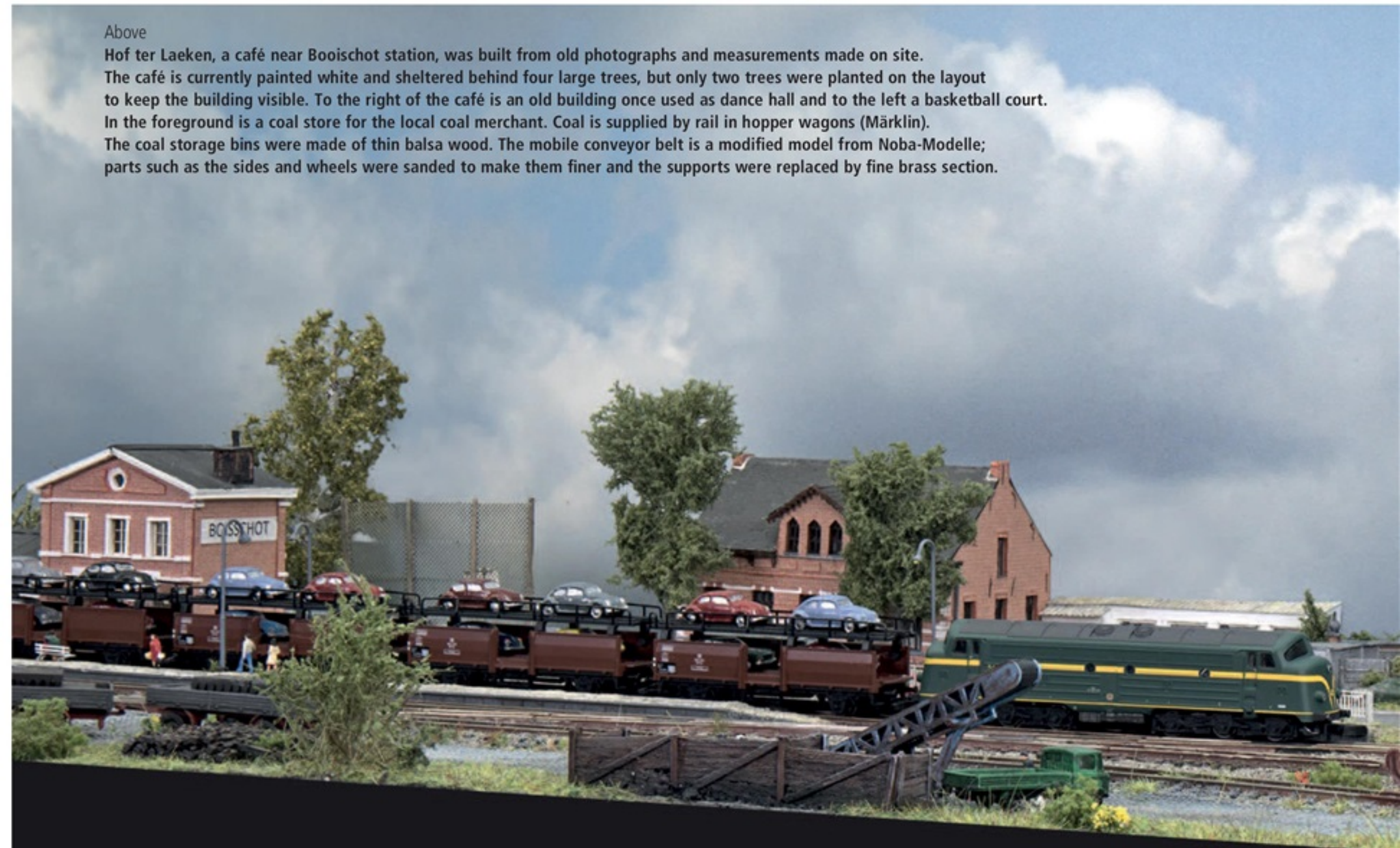
The typical Belgian concrete waiting shelters were made according to plans obtained through a fellow member of the Modelspoor magazine forum. These were also cut with a cutting plotter and are made up of three layers.

A viewing cabinet

The entire layout is set up as a viewing cabinet. Jan made a complete framework for this, including LED lighting. Here we have a learning point. Because the valance is flush with

Above

Hof ter Laeken, a café near Booischot station, was built from old photographs and measurements made on site. The café is currently painted white and sheltered behind four large trees, but only two trees were planted on the layout to keep the building visible. To the right of the café is an old building once used as dance hall and to the left a basketball court. In the foreground is a coal store for the local coal merchant. Coal is supplied by rail in hopper wagons (Märklin). The coal storage bins were made of thin balsa wood. The mobile conveyor belt is a modified model from Noba-Modelle; parts such as the sides and wheels were sanded to make them finer and the supports were replaced by fine brass section.



BOOISCHOT STATIE



Above

The visible part of the layout, just 1.4m long. It shows that quite a lot can be displayed in a small area and long trains can be run. This is where the advantages of the small scale become apparent. The layout was constructed as a viewing cabinet. Because the background was made in one piece and has rounded corners, there are no seams to spoil the effect.

the edge of the layout, the buildings at the front are not sufficiently illuminated. This is not so obvious to the naked eye, as the brain makes adjustments, but it is clearly apparent in photos. We will take this into account for the next project by letting the valance protrude a few centimetres in front of the base.

The layout is of course detailed with cars, lorries, figures, bushes, and much more. All the vegetation comes from the well-known manufacturers. Here and there a small shrub from Martin Welberg Scenic Studios has also been added. The trees in front of the Hof ter Laeken café were made by Grove Den. In reality there are four trees here, but to keep the building visible to the spectators, only two were placed. The tractor, bicycles, and barrels come from Artitec. Some details, such as the pumpkins, leeks, and cabbages in the vegetable gardens were handmade from all kinds of materials such as clay, thread, and paper. Many details came from the collector's box that had grown over the years.

The period depicted runs from the 1960s until the station building was demolished in the 1970s. This is interpreted broadly. There is not that much Belgian rolling stock available

in this scale. We run class 81 and 96 steam locomotives and series 54 (formerly 204) diesels. These are all from Märklin. The freight wagons are a representation of several eras. Sometimes mixed freights pass by with a mixture of domestic and foreign cars.

Conclusion

As we said, a promise is a debt. After ten years, the preview was held in the Hof ter Laeken café on 15th August 2021. It made the owners very happy.

You can follow the construction of the layout on the Modelspoormagazine forum.

The layout is now finished except for a few details. (Is a layout ever really finished?) Now we are ready for the exhibition circuit – when circumstances allow. *Booischot Station* had its European premiere at the MTD 2021 exhibition. The reactions were overwhelming. It was a real pleasure!

If you want to read the thread about the construction of this layout:

<https://forum.modelspoormagazine.be/index.php/topic,25690.0.html>

Below

On the right, the Kleine Steenweg, which leads to the centre of Booischot, crosses the railway line. The crossing keeper's house is a laser-cut card kit from Markenburg. It is based on an example on the Dendermonde – Puurs museum line. The warning crosses and the level crossing barriers were made with the Silhouette cutter; this did not work first time.

Links

www.z-freunde-international.de/index.php/altenbeken-2022.html
www.archistories.com
www.mtb-model.com
www.markenburg.nl
www.c-traccs.be
www.martinwelberg.nl
<https://mbbgroveden.com>
www.noba-modelle.de
www.artitecshop.com
www.fr-model.homepage.t-online.de
www.stoomtrein.be

Bill Longley-Cook has modelled a classic mining installation on his garden layout.

Photographs by the author.

Redgate Mill



A new development on the Cumbres & Cat Shed Railroad

Deep down in Condo Canyon between the Cat Shed and the garden fence, there now resides an ore processing mill. This is the story of how Redgate Mill got to be there.

The Cumbres and Cat Shed Railroad (C&CSRR) is a narrow gauge short line located in a North Yorkshire garden. The system is dead rail with battery powered radio-controlled locomotives. (See CM August 2020 for a description of the railroad as it was then.)

The line, like many other narrow gauge and short lines, owes its existence to the carriage of minerals. Originally this flow was from an ore tippie at Rockery Ridge, served by an even narrower gauge (On2) tramway out of a 'mine' adit in the garden rockery, north via Donkey Corners yard to that mythical place, Buck Hollow. Quite what the minerals carried actually were was never determined as the full cars ran at

night, long after the owner and operator of the C&CSRR was in bed!

One of the first buildings made for the C&CSRR was a Wild West Models (WWM) (www.wildwestmodels.com) trackside warehouse from Black Hawk, Colorado. This building is located beside the curve at the eastward end of Donkey Corners yard and has featured on many photos of the C&CSRR. Roof material is corrugated foil from Kitwood Hill Models (www.kitwoodhillmodels.com).

Whilst searching the WWM website I came upon the section on mining plant. As a former mining engineer, I was immediately attracted to the beautiful items on display. However, back in 2016 I had other priorities for the model railroad budget and the price for a ten head battery of California stamps was out of range. The discovery was filed away for another day!

Above
The new Redgate Mill,
deep in Condo Canyon.

Below left
Ore tippie at Rockery Ridge,
with narrow gauge tramway
on the trestle.

Below
Trackside warehouse
at Donkey Corners.





Left and right
Redgate Mill
attached to the benchwork.



All lineside structures on the C&CSRR are stored indoors and taken out to the garden for operating sessions. So far, the structures have been placed on the ground directly beside the tracks. In the canyon, due to the land form, the tracks run on benching. Old style ore mills were often built on hill sides to allow gravity help the process flow, so the 16" (406mm) between the top of the benching and the slabs would allow scope to develop the mill below the line of rail. However, this meant that the mill structure would have to be strong and capable of being attached to the benching.

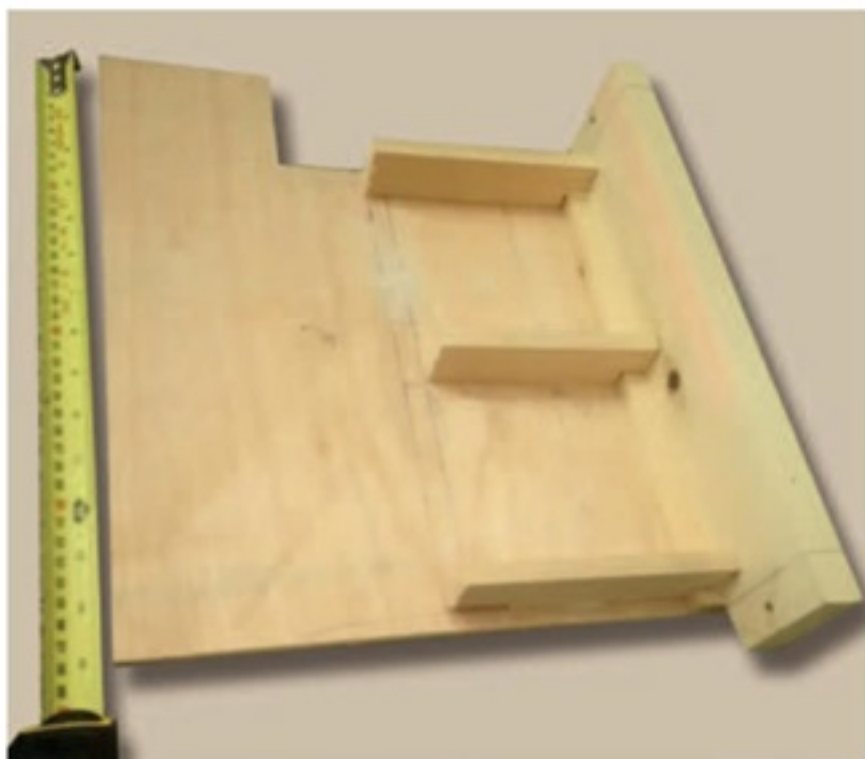
The base of the mill, which has a footprint 12" (305mm) long and 13" (330mm) wide (plus the machinery shack 3" by 4" wide) and the rear wall were made from 5/8" (16mm) ply, braced with timber and angle brackets. Coach screws and wing nuts are used to make the attachment to the benchwork.

In the summer of 2020, we had some trees cut down by the garden fence and the rail tracks were extended beyond Walkabout Gap depot, around a curve and into the space between the fence and the Cat Shed, now known as the Condo Canyon. In the canyon the tracks fan out with two leading to a turntable and the third acting as a siding. The primary purpose of this extension was to provide enhanced operating potential and a final destination and turning facility for the *El Gato* varnish train (see CM October 2021). However, memories of those mill parts began to resurface.

So, I re-visited the WWM website and on the structures page, along with Atlantic Cable Mine which graces our indoor switching layout (see CM September 2018) was Little Red Mill (kit #823). This kit, perhaps fortunately, is currently out of stock but the associated photos gave an idea of what might be. The plan, therefore, was to scratchbuild the structure and detail the interior with parts from Wild West Models and Keith Wiseman. And the name? Well, Redgate Mill is actually a corn mill located in the Weald of Sussex, close to a railway junction where the long defunct Cuckoo Line to Mark Cross, Mayfield, and Horam breaks away from the railway from Eridge Green to Uckfield. The junction takes its name from the mill, which was near where my parents lived and I have happy memories of cycling to that place.

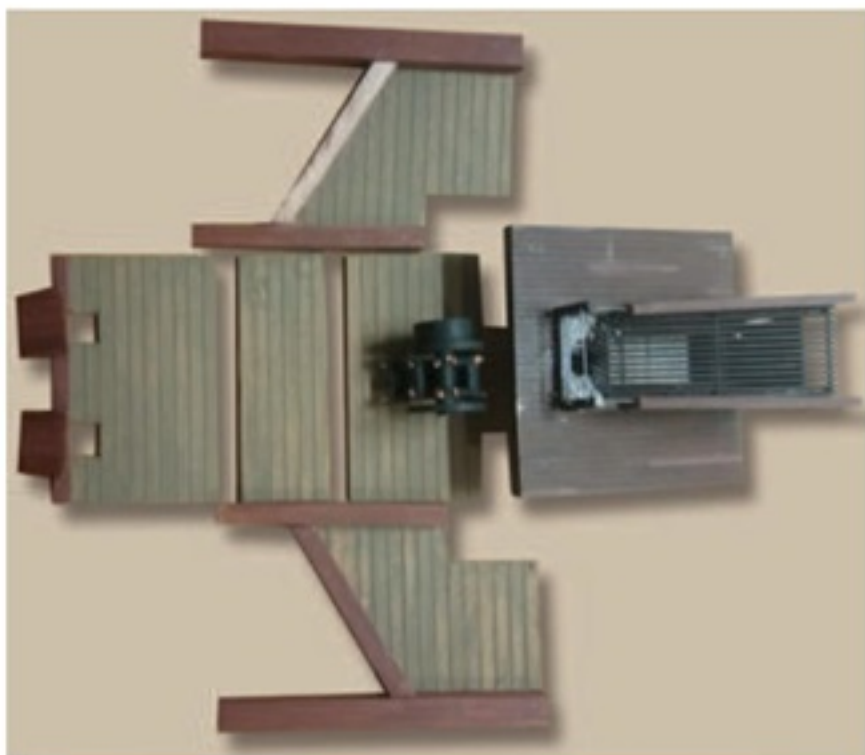
Below
Walkabout Gap depot,
the Red Bridge, the Cat Shed,
and a distant view of #490
working a train of UTLX tanks
into the canyon.





Left
Mill base under construction.
Modifications occurred
as construction progressed!

The initial plan for the mill was that it was to be a single stream affair. The process flow was designed to be as realistic as possible and to utilise all the parts available from Wild West Models. Following discussions with the owner, Mike Pyne, non-available parts #M1 – Grizzly, the primary ore sizing device, and #M8 – clean up barrel, were also included, as gifts, in the first order.



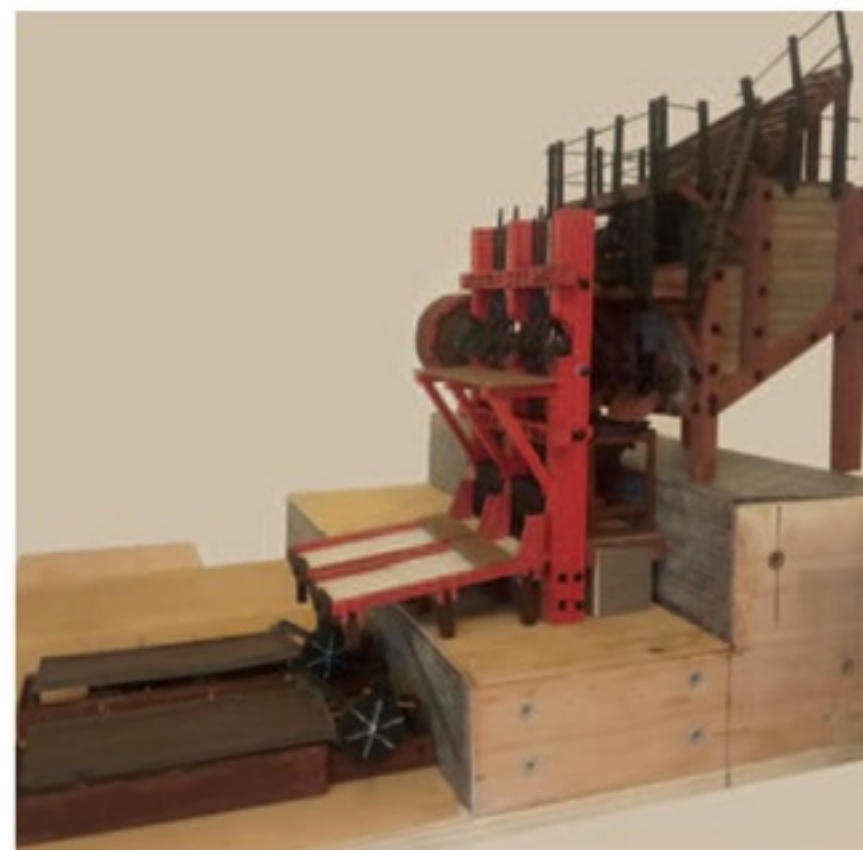
Left
Parts for the ore bin.
NBWs still to be fitted.



Right
Ore bin complete with
grizzly, crusher, and chutes.



Left
Ore bin with stairs,
hand rails, ore gates (#M3)
and crusher operator.
All figures are from
Omen Miniatures.

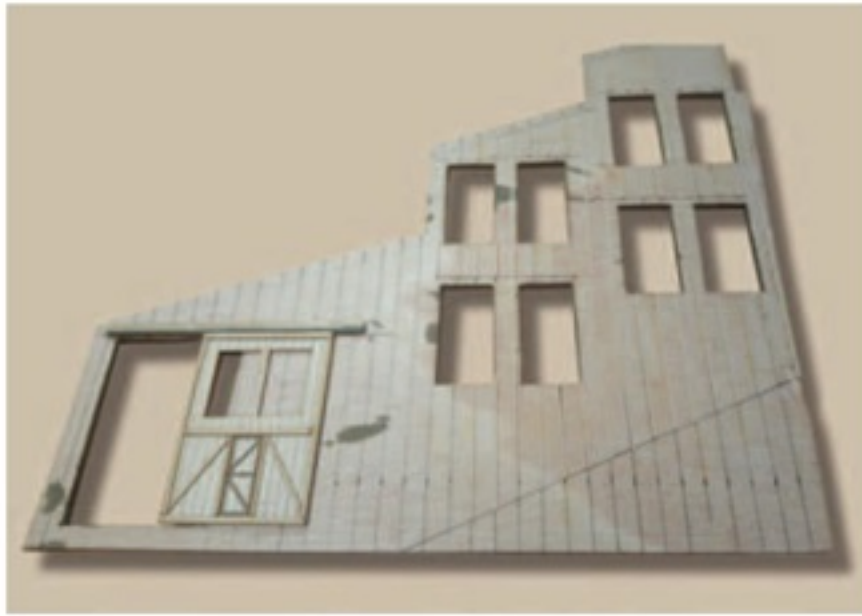


Right
Process Stream One
complete.

Construction commenced with scratchbuilding an ore bin to store mineral brought to the mill, by rail, for processing. A kit of parts for the bin, including the grizzly (#M1) and the rock crusher (#M2) used to treat ore too large to pass through the grizzly, were laid out before assembly. Scribed timber is from Mount Albert.

The design for the ore bin was developed from previous bins built for Atlantic Cable Mine, Rockery Ridge ore tipple, and the coaling tower at Cat Shed engine terminal. This bin, if scaled up by 1:48, has capacity for about 770cu.ft (22m³) of copper ore (forty tons or two gondola loads) which would be sufficient for two days of stamping. This is rather different to the 5,000 tons per day milled at the Carolusberg Mine on which I worked in South Africa in the 1980s!

Having completed the ore bin there followed the construction of the Challenge ore feeders (#M4), ten headed California stamps (#M6), and two Wilfey shaking tables (#M7).



Left
Right hand wall, outside.
Window reveals cut,
sliding door in position,
batten positions marked.



Right
Left wall ready for assembly.
Doors and windows
are from Kitwood Hill.

With the process plant complete, a start was to be made on the building but then an unexpected bonus meant that a second process stream could be included in the mill.

Sides for the mill building structure were cut from $\frac{3}{16}$ " (5mm) ply, covered, on the inside, with scribed timber and fitted, on the outside, with battens, as seen on the trackside warehouse and Atlantic Cable Mine. Window reveals and door spaces were cut out using a hobby knife and steel rule with corners pre-drilled. Glazing was glued into place with Canopy Glue to avoid the fog effect caused by superglue. Timber parts were joined using an aliphatic resin.

Below
Grizzlys, crushers, ore bins,
control gates, and ore feeders
for Process Streams Two
(left) and One (right)
are now complete.



Handrails guarding platforms and stairways were made from spent match sticks and wire left over from building rolling stock. (Nothing goes to waste on the C&CSRR!) Stairs and ladders are from Kitwood Hill.

To fit the mill into the canyon, and allow the train operator to pass safely to the turntable, the width of the mill was restricted to 13". The discharge from the amalgamation tables therefore had to be superimposed over the Wilfey table drives. To allow the detailed drive mechanism to be visible, the walkway around the amalgamation tables was made from mesh, sprayed black. This was found in the 'will come in useful one day' box. Then – more NBWs and handrails!



Right
Stream Two complete,
Stream One stamp battery
under construction.

Left and right
The amalgamation tables
and walkways.





Above
The machinery shack.

Above left
The water tank on the machinery shack roof.



Right
The mill in the canyon with the roof removed to show the interior detail.

Below
Redgate Mill at night.

The project still is not quite over as it is planned to purchase and build a standard gauge box car which will be placed on a short section of track in front of the mill. The car is there to be loaded with concentrates, off those Wilfey tables, and will be an interesting comparison with the narrow gauge up above. Mission creep strikes again!

Forthcoming exhibition

The indoor module featuring the *Atlantic Cable Mine* is due to be at the 7mm Narrow Gauge Association exhibition in Burton-on-Trent on Saturday 11th June.

Redgate Mill may also be present, as an individual entry in the structures category of the modelling competition.

Power for the mill is generated in the adjacent machinery shack with a stationary boiler to raise steam and a generator to provide electricity for lighting. The stamps, Wilfey tables, and the generator are driven by small vertical steam engines (from www.wisemanmodelservices.com). The shack also contains the clean-up barrel, used to reclaim the amalgam, and the boiler feedwater pump.

Following discussions with the indigenous people who inhabit the base of the canyon, it was agreed that water for the milling process would not be extracted from the Cat Creek. Instead, it would be sourced from wells drilled beyond the rim of the canyon. Water storage would be principally at the well sites, but a 1,200 gallon water tank would be installed on the roof of the machinery shack.

Lighting within the mill building is provided by battery powered LED strips which are attached to the insides of the roof units. LED strips and 3V coin battery holders, with integral switches, came from www.smallscalelights.co.uk

With all those expensive detail parts, total spend was close to same as a MMI K-37 2-8-2, so it was decided that the three main roofs should be removable to allow the interior to be inspected and appreciated! Roofs, with the exception of that for the machinery shack, are simple sheets of $\frac{3}{16}$ " ply covered with corrugated iron from Kitwood Hill, sprayed with acrylic red paint and then toned down with black spray.

The roof for the machinery shack has trusses, as the underside can be seen, but the main roofs are plain.

Positioning the hole for the boiler stack, 8" high and cut from $\frac{1}{4}$ " (6mm) aluminium tubing, was tricky, as was the cutting of the hole through the corrugated iron. The method finally used employed a series of templates, first paper, later card, and a wood drill, tested on an off-cut.





Modellbundesbahn

Karl Fischer introduces a new development of this popular display layout.

Teutoburg Forest

An impressive new scenic section was opened on 14th April 2022

Revive the steam locomotive era in model form. Modellbundesbahn was born from this idea in 2001. After the research and construction period, it was formally opened in October 2005 – at that time under the name of MO187 – in the goods shed at Bad Driburg.

Over the years, Modellbundesbahn gained the reputation of being the quality leader in terms of authentic model railways, presenting contemporary history in miniature. However, the original location had to be given up in 2017 due to a lack of expansion potential. In 2018, it was moved to a modern building that was almost three times larger, in nearby Brakel. There the professional team under the well-known master model builder Michael Butkay immediately started construction of a new section, the Teutoburg Forest.

Three books form the foundation for the Teutoburg Forest and such an authentic model landscape.

For four years Bernard Huguenin and Karl Fischer researched the station of Altenbeken and its surroundings, publishing their findings in a trilogy of books. Such a complex procedure is unprecedented for public exhibition layouts.

The Teutoburg Forest is the first of three new phases around Altenbeken. Coming from Paderborn, the main line runs for 25 metres via the Dune and Beke valleys to Altenbeken. Visitors experience three outstanding highlights on this route:

1. The longest sandstone bridge in Europe spans the Beke valley with twenty-four arches, each almost 16m wide, with a total length of 482m. In the model, this viaduct is more than 5.5m long.

2. The Dunetal Viaduct near Neuenbeken stretches over 222m. The stone arch bridge is 34.5m high and has eleven arches. The model is 2.55m long, reproduced without compromise.



3. The surrounding wooded landscape is enhanced with some animations. The largest of these is a forest fire, a great challenge. Firefighters from Altenbeken and Brakel explained to the modellers how a forest fire is and was tackled and, above all, which technology the fire brigade used in 1975. Fire is difficult to reproduce realistically in a model. In reality it seems alive: the wind blows in fresh oxygen, letting the flames blaze brightly. A twitching, red-black glowing shadow dance unfolds underneath. If water rains into the embers, huge plumes of steam hiss up. A large fire seems to be moved by a magic hand, flaring, crackling, twitching, glowing, spewing sparks, radiating heat, and scorching its immediate surroundings.

Above
In front of the real viaduct, Karl Fischer (left) receives the HO model of Dunetal from Uwe Oeynhaus. Photo: Modellbundesbahn.



Previous articles

- July 2007 Ottbergen 1976 (MO187)
- 1 December 2011 Ottbergen (with full plan)
- 2 January 2012 link section
- 3 February 2012 Bad Driburg
- 4 July 2012 Nethe Valley & Weserbergland
- 5 September 2012 Weserstein
- 6 September 2013 pilot locos on heavy freights
- 7 June 2014 local trip freight automatic operation

The baseboards are an open frame construction of 9mm and 15mm ply, CNC milled according to CAD plans.

The basic landscape was formed with Styrodur hard foam.

The track is Weinert *mein Gleis*, with some handmade points by Weichen Walter, using both wooden and concrete sleepers. The ballast is carefully sifted and coloured stone.

The signals were supplied by Signalmanufaktur Ralf Sczepan, Mafen, Erbert, and Weinert.

The catenary was made up using Sommerfeldt flat masts, Viessmann angle masts, and 3D-printed metal bridge masts, with 0.25mm contact wire and 0.15mm suspension cable, genuinely tensioned.

Above

The larger Beketal viaduct.

Photo: Modellbundesbahn.

All buildings are replicas just as they were in 1975, and uncompromisingly accurate in all main dimensions. Components were made by laser cutting and 3D-printing.

Underpasses and culverts were also made by 3D-printing.

Numerous details such as house electrical supplies, a portable pump, a garden railway, sandpit, conveyor belts for manure, and much more were designed in house

All trees, bushes, and shrubs were individually made, many recreated following photos from 1975.

All rolling stock has been realistically weathered.

Road vehicles (correct for the period) run using the Faller Car System.



Left

The forest fire.

Photo: Norbert Sickmann, Modellbundesbahn.

Right

The Hermann memorial.

Photo: Modellbundesbahn.



Modellbundesbahn
Rieselerfeld 1b,
D-33034 Brakel,
Germany.

www.modellbundesbahn.de

Alan Aitken introduces his new compact portable layout.
Photographs by Bill Aitken.

Lewis Lake

An exhibition layout with character



I have been mad about trains since I was a child. My father bought me my first Hornby train set a few days after I was born, and I have pictures of me laying in the middle as it was running around me. My grandad also had a big impact on me, buying me a Mallard for my tenth birthday, and letting me borrow his many railway books.

I have always wanted to build an exhibition layout and had a good bit of Bachmann Spectrum On30 stock that I used to run on a club layout (*Walker Falls*). So I started designing *Lewis Lake*. There is a real lake in Wyoming of this name, which I only found out after I had named the layout. The layout was going to be named after my son and I wanted it to be based on a lake, so when I found the place in the USA everything just seemed to slot into place.

Planning

The real Lewis Lake is about ten miles south of the Yellowstone National Park. The layout is based on the north shore of the lake where I have imagined there would be a halt for hunters and trappers coming off the paddle steamer from the main town in the south. They can stock up on supplies or find a bed for the night before taking the train further north into the hunting grounds. So, with this in mind I needed some businesses that would have sprung up to supply the people coming and going.

My good friend John Bowman and I sat for a good fifteen minutes working out the track plan. I did not want too much track, but enough to be able to play trains for a few hours and have plenty of things to do. The resulting plan is end-to-end with a hidden yard at the back.

Above

Forney 2-4-4RT waits while the engineer and fireman are having some refreshment in the saloon. Hobo Dave is heading for the steamer.

Above right

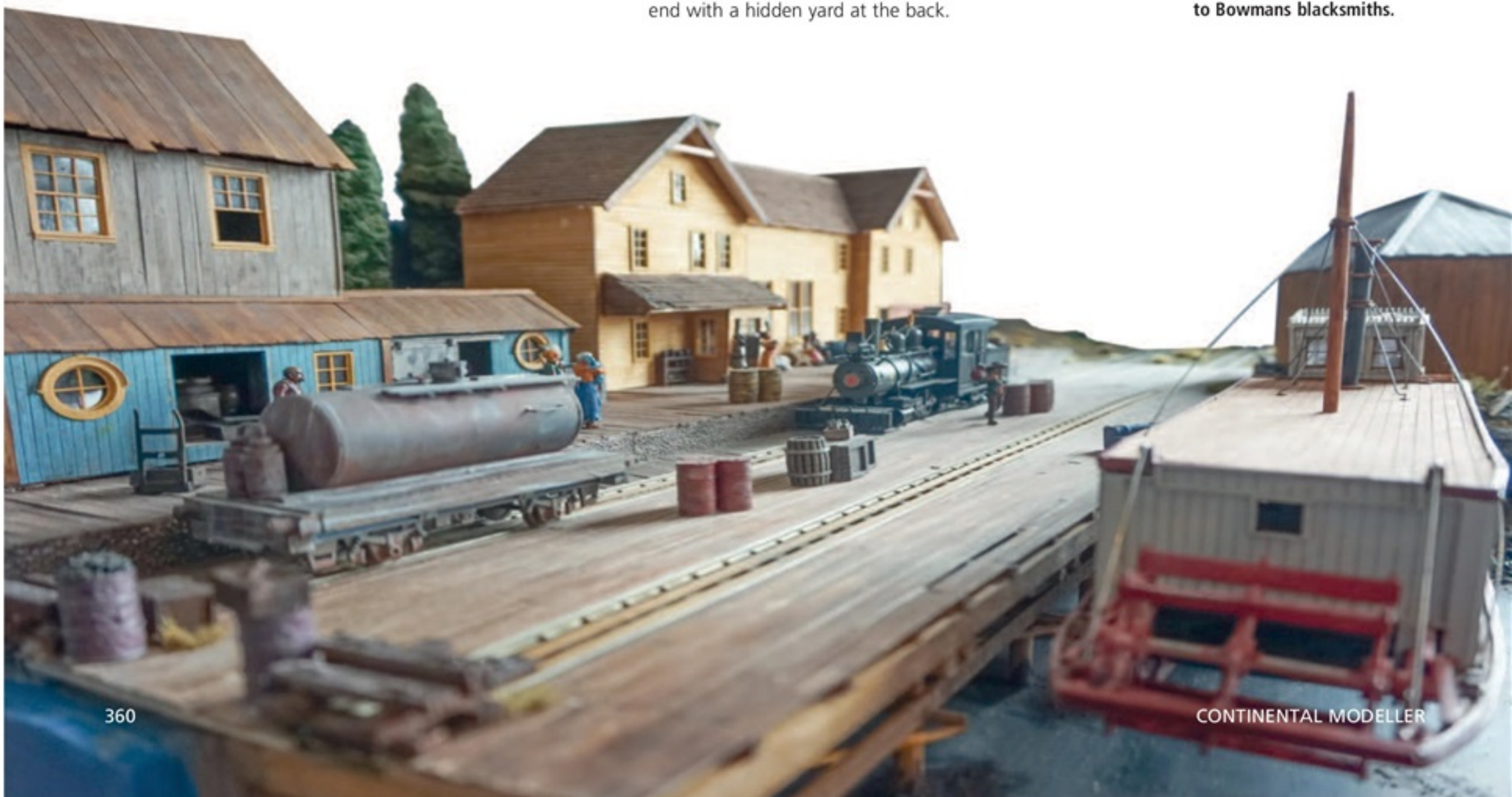
Lewis Lake Halt station, dating from 1872.

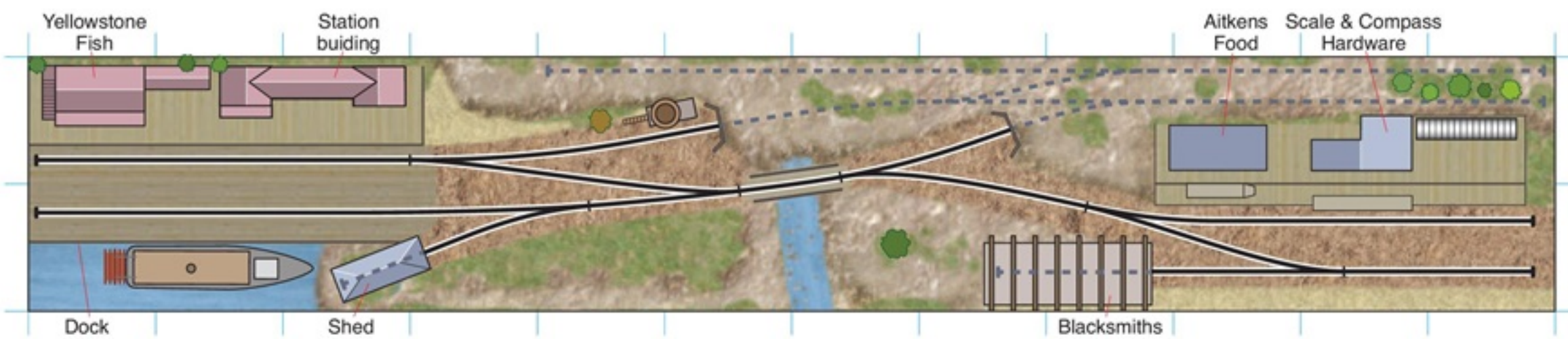
Below right

The paddle steamer arrives at Lewis Lake quay.

Below

The Forney on the quay prior to taking the oil tank to Bowmans blacksmiths.





Lewis Lake Overall layout size 12' x 2'. Each grid square = 1' x 1'.





Top

Heather is about to start her first day working at Yellowstone Fish while Betty looks after baby Lewis.

Right

As a 'merry' Gemma falls out of the saloon with her dog under one arm and a bottle in the other, Charlie is about to lose a lot of money to Miss Elin.



The track is all Peco On30 flexible track and points.

The layout is controlled by an ESU Ecos DCC system. The points are all servo operated and worked from a mimic switch board. This also controls the lighting in the buildings. All the wiring was done by John Bowman.

Below

Track plan and mimic board for switching the points and working the lights in the buildings.



Baseboards

There are three boards each 1,220mm by 610mm (4' by 2') for the full layout. The boards were made up using dressed 25mm by 75mm timber for the sides and 12mm MDF board on the top. This was all painted white to seal the wood and help stop warping. Being white, it is easy to draw on and still see the wiring runs.

The boards are lined up using metal pattern makers' dowels and joined together with bolts. Track joins are done using brass screws adjusted to the correct height with the rails soldered across the board joins. The rails are then cut at the board joins.



Scenics

I used a product called Jesmonite AC300 for casting the rocks and river bed. It is a two-part powder/milky liquid compound that dries rock hard and can be sanded to 1mm without crumbling. It is lightweight and sets within ten to fifteen minutes of mixing, so I did small areas at a time.

Many different Woodland Scenics products were used for the ground cover and ballast.

Another friend, Robin Renton, helped with the sculpted trees.

Figures

The layout is set between the 1880s and the very early 1900s, and I wanted a kind of Western theme to the buildings and the people. Most of the figures are from Knuckleduster Models in the USA and every figure is unique on the layout, from gunslingers to dancing girls. All over the layout there are little scenes of daily life (some good, some bad, and some ugly), and all the characters have names.

Structures

The best thing for me about building a layout is adding the details that bring it to life. Every structure on the layout is scratchbuilt or a modified kit; they all have lighting and are fully detailed inside and out. Even once a building is finished and you cannot see the detail, I know it is there.

Lewis Lake Halt has a fully stocked saloon, a stage with entertainment, and a poker game upstairs. The roof has so many shingles I lost count.

Bowman Blacksmiths is right at the front of the layout and the front wall can be removed to allow the details inside to be viewed.

Scale and Compass Hardware sells everything from rifles to hats, and any self-respecting cowboy would not be seen without either.

Above
2-6-6-2 No.42
about to take water
for the return trip north.

Below
No.42 crossing Lewis River
heading towards the dock.





Above
No.42 in the forge for some minor repairs.

Operation

The locos are from Bachmann and Broadway Limited.

The layout is run to a sequence using a card system with switching locations and car spots. The plan is to have a two-hour running session with everything finishing back where it started to allow the next operators to run the same sequence. This is based on the system used by the late Richard Chown for operating his home layout. Well, that is the idea anyway.





Above
Wild Bill keeps a sharp lookout for any vermin out for a free lunch while Mae has finished her shift at Scale and Compass Hardware.

Left
Mr. Bowman hard at work in the forge while Jed assists.

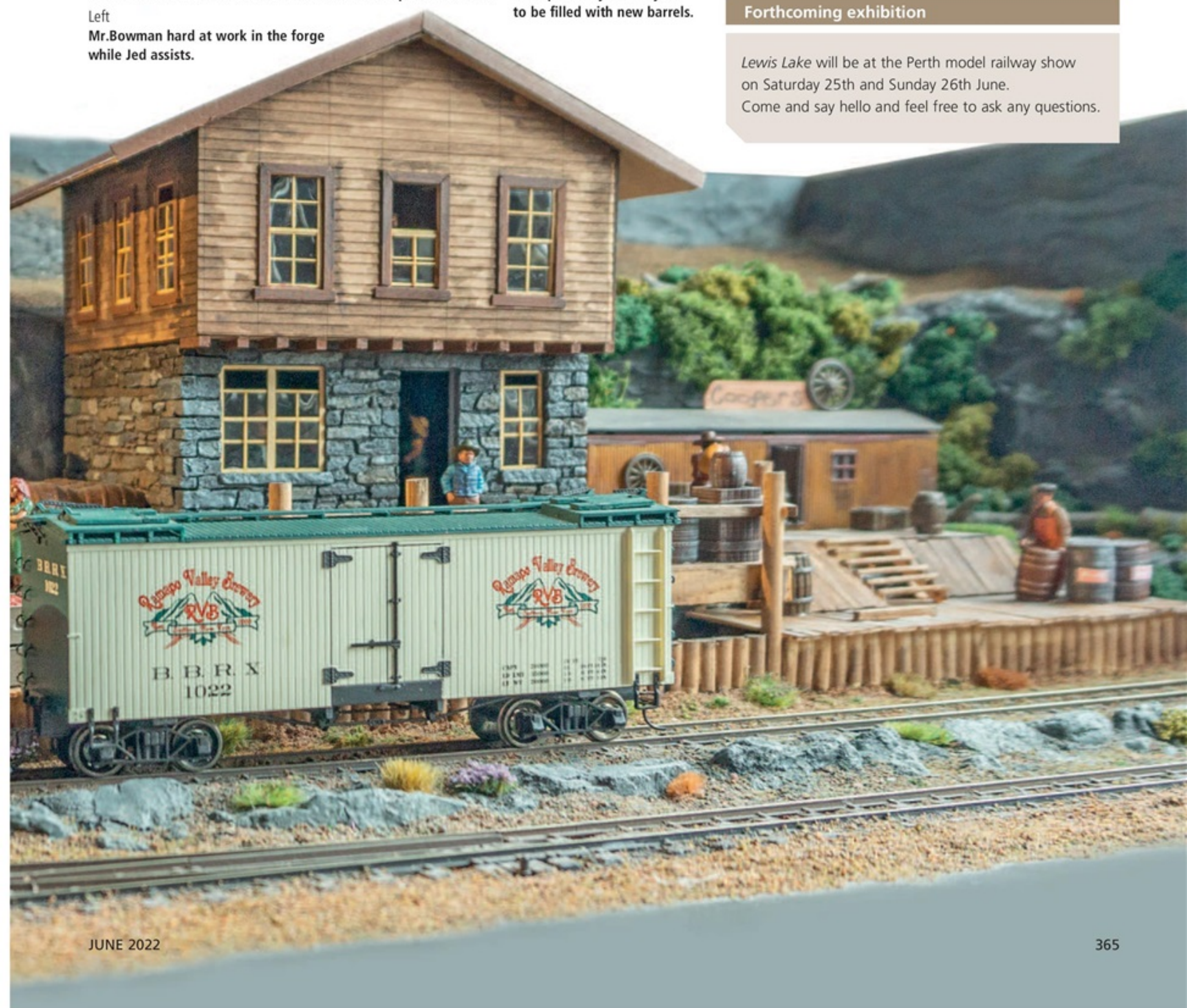


Below
The Forney spots an empty Ramapo Valley Brewery car to be filled with new barrels.

Above
Max from the coopers prepares the barrels for loading.

Forthcoming exhibition

Lewis Lake will be at the Perth model railway show on Saturday 25th and Sunday 26th June. Come and say hello and feel free to ask any questions.



Stuart de Boer analyses a problem and finds a solution.

Photographs by the author.

Trix TGV slow running

A record breaking high speed train seemed rather slow

The Trix limited edition model of the record-breaking TGV 150 (ref.22790) is a very attractive item. A friend of mine has one, for which he waited for over a year. However, on delivery it only ran slowly – perhaps a scale 30mph. It was returned to Trix but came back with “no fault found” so I was asked to help. Simple checks like ensuring CV5 (top speed) was properly set all drew a blank. So some hard thinking followed with several theories being tried.

Theory 1: sound decoder faulty

This was suspected because changing CVs often did not work properly – for example, changes to CV29 were applied to CV1 – but this varied depending on which type of command station was used. Fortunately, the ‘reset decoder’ function worked. The reason for this oddity was never found – I can only presume it was because the decoder was a multi-protocol one.

It was reluctantly decided to ditch the Trix decoder and splash out on a Loksound. However, as a first step the decoder was changed for a Bachmann non-sound device. I was surprised that there was that there was no improvement to the slow running. Furthermore, this was still the case when run on DC using a blanking plug in the decoder socket. So Trix decoder lived to face another day.

Theory 2: one motor faulty

If one of the motors (each power car is motorised) was under-performing, the good motor would be working hard to push the faulty one along, resulting in a low top speed.

To test, each motor was, in turn wired directly to a DC supply, bypassing the decoder. Although difficult to measure precisely, this did show that both motors were very lively. However, differences in resistance did mean this theory was kept as a possibility.



Theory 3: motors wired in series

During the above tests it was noticed that when the set was uncoupled (no through wiring between front and rear power cars), both motors stopped working. This helped the penny to eventually drop. The motors must be wired in series, causing each to have only half voltage. Measuring these voltages showed that each motor was only receiving 3 to 4 volts at full throttle settings.

Careful checking of the wiring confirmed that the motors were wired in series – a big surprise. It also showed that there are only pick-ups on the A power car (three wheels each side) with the B power car being supplied via the inter-coach wiring. This does have the advantage that only one decoder is needed but means that the pick-ups are hard-worked – more of this later.

A temporary wiring loom was set up to re-wire the motors in parallel, so each was getting the full voltage. The sound decoder was temporarily removed and power to the motors was supplied by a TCS M2 decoder. The TGV then moved like a rocket, but then dropped to a crawl after about half a circuit. It was found the decoder, although still working, was very hot. It seemed to have gone into a 'shut-down' mode as overload protection. (I have yet to test if it has fully recovered.)

With the motors now in parallel the current was measured to be well over an amp at full speed – well beyond the M2's one amp capacity.

There were two obvious options.

First, as the set is only five vehicles, one motor could be disconnected electrically and mechanically as one power car could easily cope with the full set. However this would mean removing gears so the B power car would free-wheel. But minimum intervention was the aim – and this was both major, and not easy to reverse.

Eventually a practical solution came to me.

The motors were re-wired in parallel (using mainly the original but reconfigured internal wiring) which gave a very healthy full speed but at the cost of a much higher current consumption – well over an amp, compared to less than half an amp when in series.

As the current capacity of the Trix sound decoder was not known, its motor supply was disconnected and the power to the two motors supplied instead by a TCS T1 decoder which has a capacity of 1.3 amps continuous. This was hard-wired in. To further safeguard the T1 decoder, three CVs have been set:

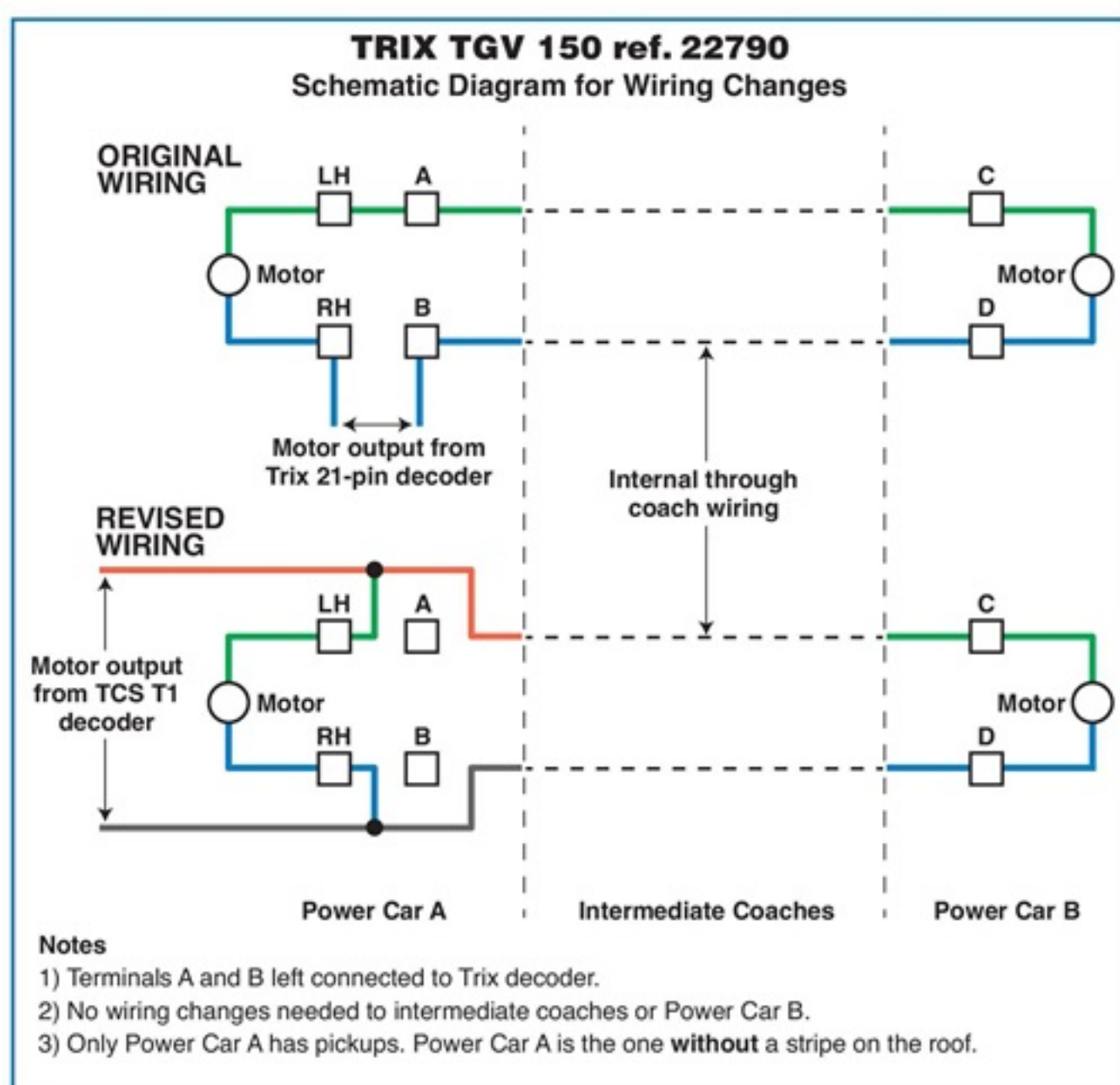
CV3 (acceleration) was increased to 7 to reduce any surge of current when accelerating.

CV4 (deceleration) was similarly to 7 to match the above.

CV5 was decreased to 140 to reduce the top speed. This is acceptable (perhaps a scale 100mph, which looks very fast on the layout) but limits the current to a little over one amp at full speed to keep it comfortably within the T1's capacity. A higher capacity decoder could be used if a higher top speed was required, or even a separate decoder for each motor.

The original Trix sound decoder was retained in its original 21-pin socket for the sound and lighting functions but has no connection to the motors.

So we now have a well-behaved TGV with all functionality retained. All modifications were made to the A power car wiring leaving all other wiring undisturbed, which means it would be straightforward to restore everything to its original configuration should that be desired. Result!



Postscript

Why did Trix wire the motors in series? No answer on this. Are the other 998 sets from the limited edition the same? Searching other examples on the internet suggests that the Märklin equivalent easily achieves a scale 220-250km/h – well short of the world record but looking very quick on most layouts!

The main sound is switched on by F2 rather than the more usual F1. On the Gaugemaster controller normally used to run the TGV, F2 is a momentary function, so that button has to be held down for the main sound; not very practical. This cannot be altered on the Gaugemaster system. Trix say the decoder could be re-mapped using their Central Station 2 or 3 but we do not have access to one. They sent a link to a document detailing function re-mapping but it is in German and in my limited understanding of the table it looks like swapping sound between 1 and 2 is not straightforward. It seems that the more functions are included, the more specific models become to particular control systems, at least as far as ease of use is concerned.

We also noticed that if CV63 (sound volume) is set below 170, the sound becomes inaudible.

With only three wheels per side for pick-up (the fourth has a traction tyre) and all at one end, clean wheels are important, especially with the sound switched on. It is not easy to clean the wheels as the bogie side frames are in the way and they can only be revolved by powering the motors. I found one of the Trix ref.66602 wheel cleaners helped, taking care not to damage the traction tyres.

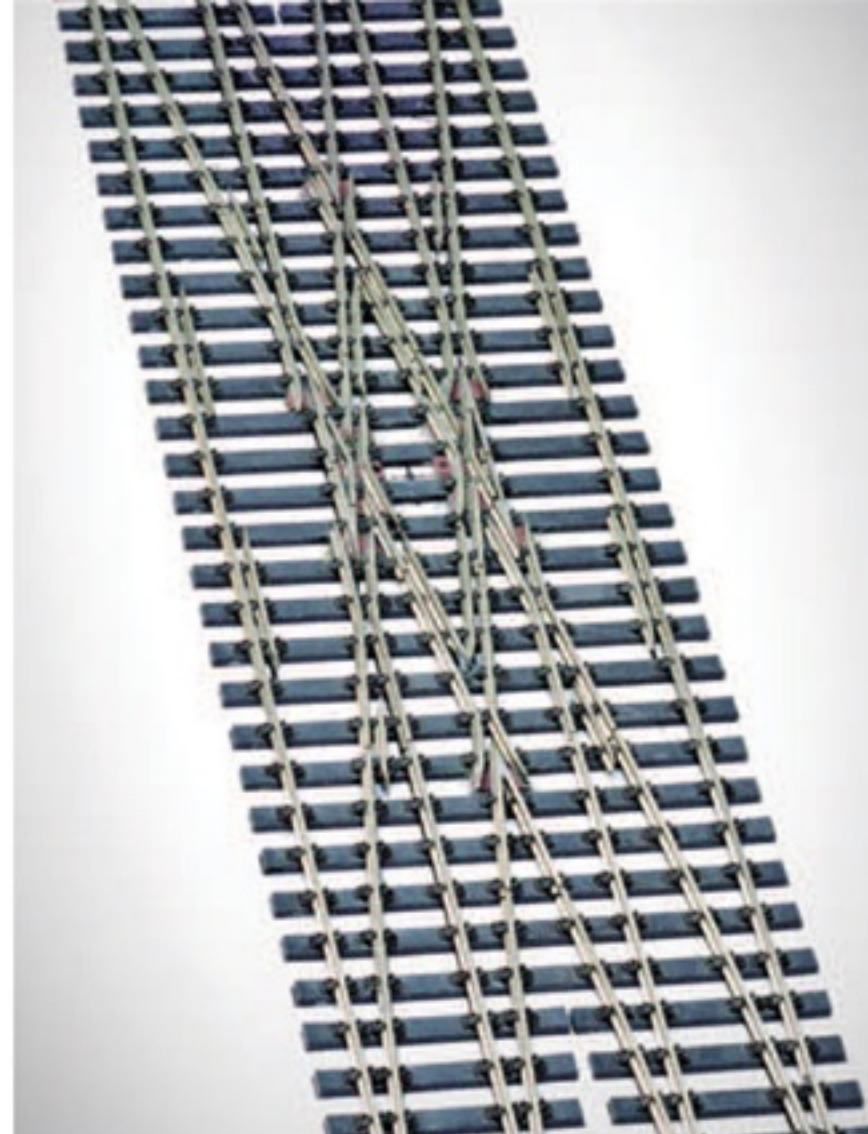
Conclusion

It took quite some head scratching to find the cause of the problem and a sensible solution. While there are still some unanswered questions, my friend now has a TGV 150 he is pleased with rather than being disappointed with its as delivered performance.

Bob Phelps

14th October 1937 – 23rd March 2022

A brief appreciation of the life and work of an exceptional modeller and product designer.



We were shocked and saddened to learn of the sudden and unexpected passing of our friend and former colleague Bob Phelps, the long serving Peco senior product designer.

Born in Kenton, Middlesex, Bob grew up near the West Coast Main Line out of London. He recalled spending many happy hours trainspotting at Kenton Recreation ground. Aided in no small part by the Ian Allan ABCs that were bought for him by his railway enthusiast father, other London termini were frequented on occasions, these exploits planting the seed of what was to become a lifelong interest in railways.

After leaving Hendon Technical College at 15, Bob commenced a five-year engineering apprenticeship with De Havilland, working in the engine division. He subsequently went on to work in the contract design office. However, after a couple of years he was yearning to do something else. He always dreamed of doing something related to model railways and so started taking on commissions for building locomotives and track formations. He supplemented income from these commissions by working for H.A.Blunt & Son, a model shop in Mill Hill. The shop's owner knew Sydney Pritchard and had heard that he was looking for a product designer. The interview, in 1963, was initially unsuccessful but Bob obviously made an impression because the following year he was offered the post, and so began a relationship with the company that was destined to last for more than half a century.

Bob was on his own in the design department until Peco moved to Beer in 1975, when he was joined by an assistant.

In April 1979, Bob married Liz. She turned out to have a tremendous talent for painting and over the years was persuaded to do the backscenes on his layouts.

During the course of his career Bob designed hundreds of different Peco products: in fact, until a few years ago, almost every item in the Peco catalogue was his work. Bob particularly enjoyed designing pointwork, but the item of which he was most proud was – perhaps surprisingly – the humble PL-26 two-way passing contact switch. The design for a completely new switch to operate the solenoid point motors was tendered to a number of specialist companies but none were able to deliver what was wanted. Peco spent two years developing it in house and eventually cracked it, which Bob found hugely satisfying.

Bob had a number of layouts over the years, which started with a small P4 layout of Aller Junction.

A huge EM gauge project based on Exeter St.Davids followed during the 1970s. Much of the handbuilt trackwork was operational but it was never scenically complete. The finished layout would have been 40' long!

But his enduring passion was American HO, following his father and his elder brother. It developed in the 1980s following a skiing holiday in the Colorado Rockies. On the way back Bob called in to the legendary Caboose Hobbies in Denver and was struck by the quality of the brass models that were available.

Above
The central section of a scissors crossing in HO hand built by Bob using Peco Individualay components.



Above
The humble Peco PL-26 passing contact switch.



From left to right
At the plans chest.

At the drawing board, working on a drawing for RAILWAY MODELLER.

At the controls of the original Green River layout.

Receiving the NMRA award from the then President.

With the NMRA-BR award.



He dabbled with different HO railroad schemes during the years that followed, but it was seeing a magazine article describing Green River, Wyoming, during the steam to diesel transition era that really fired his imagination. The following year he went there on holiday and took scores of photos to assist with the building of his master plan. (It is no surprise to learn that it was Bob who encouraged the development of the Peco Code 83 range of American HO track!)

In 1990 the then editor of *Model Railroader* magazine, Russ Larson, visited Bob's layout and in collaboration with Sydney Pritchard drove in the 'golden spike'. Not that Bob regarded any layout as finished: the closer to completion it came, the crew of regular operators learned to dread the words: "Guys, I've been thinking ..." which would foreshadow a major modification!

Bob adopted digital command control during the mid-1990s, using what he believed was the first installation of a North Coast Engineering DCC system in the UK.

In July 2019 Bob's significant contribution to the hobby worldwide was recognised with the surprise presentation of a prestigious Distinguished Service Award by the National Model Railroad Association at the National Train Show in Salt Lake City, Utah, and in October 2021 the British Region followed suit with their own award: Bob had regularly attended their annual conventions and other meets both as an enthusiast and a representative of Peco. He was touched by such recognition.

Upon turning 65, Bob changed to working just three days a week but he was not ready to retire completely. However, in 2016 he and Liz decided to move to France, and so in July that year fifty-two years of service came to a close.

The move certainly did not diminish his appetite for model railroading. He salvaged as much of the Green River layout as possible (it was built into his home as a permanent fixture with no thought of moving) and he created a revised and expanded version in the spacious basement of the house in France. It was going to keep him busy for years to come! In



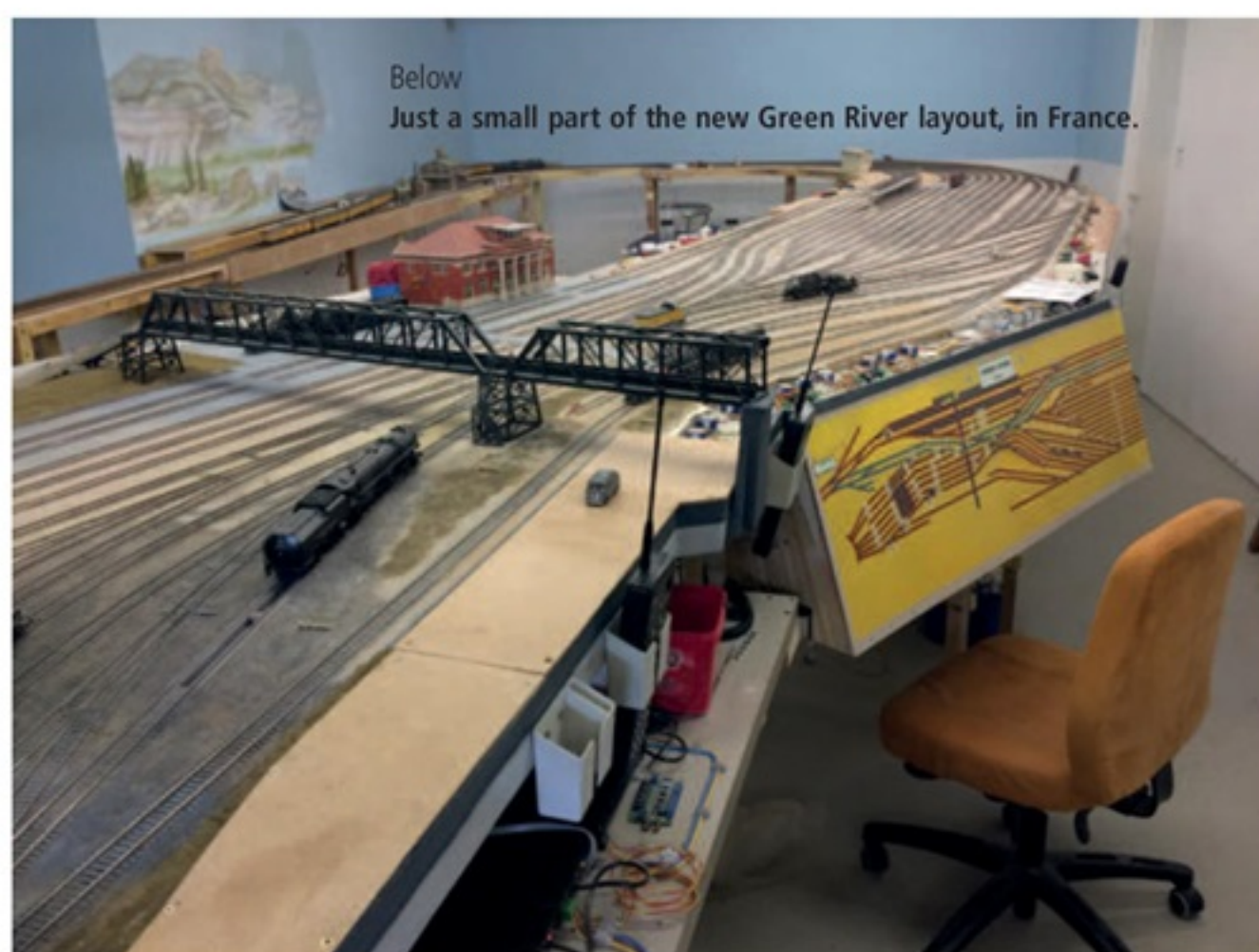
the past few years he achieved a remarkable amount with the new layout and was actively modelling to the last.

Beyond railway modelling, Bob was an accomplished jazz guitarist and played with various bands to popular acclaim.

We count ourselves privileged to have known him and seen his modelling first hand.

Our sincere sympathies to his family and his many friends in the hobby.

Above left
Russ Larson, then Editor of *Model Railroader*, and Sydney Pritchard, founder of Peco, drive in the golden spike on Green River.
Above
On the original Green River: who is that driving the car?



Below
Just a small part of the new Green River layout, in France.



Peter Marriott looks at a diminutive diesel shunting tractor widely used in Switzerland, the subject of a new HO model from Mabar.

Photographs by the author, unless credited otherwise.

SBB TmIV / 232

A numerous and long-lived design, ideal for compact layouts

SBB Cargo currently moves one seventh of the goods transported in Switzerland, some 185,000 tonnes a day. This task naturally requires a fleet of shunting locomotives.

The TmIV (later 232) standard gauge shunting tractor used by the SBB weighs just 30 tons. With a rated power of 280kW/380hp it was the first large class using hydraulic transmission to be used by the SBB. Between 1968 and 1978, eighty-nine were manufactured by SLM.

The SBB numbers changed during delivery, in 1974. Nos.8751–8781 were delivered as nos.551–581 and nos.9651–9658 as nos.861–868. Initially, 8751–8797 were intended for shunting at stations, while 9651–9685 were used for construction work and in workshops.

The eighty SBB machines vehicles were ultimately numbered 8751–8796 and 9651–9684.

Seven identical vehicles were delivered to other railways and industrial companies. SLM built another Tm IV for itself (in 1976) and one for Sulzer of Winterthur (1970). These came to the SBB in 1988 and 1994 as 9685 and 8797, which means that 82 of the 89 Tm IVs built were with SBB.

The designation indicates that it is a tractor (T) and diesel powered (m). The Roman numeral IV denotes it is in the fourth power class (over 350hp).

In the seven-digit classification used since 1990, the 2 indicates it is a shunter with an output of less than 500 kW, the 3 indicates it is a diesel tractor, and the 2 refers to the power output of between 200 and 299kW.

These four-wheeled machines have a top line speed of 60km/h so are usually limited to track maintenance work and short trip freight trip with shunting and 'last mile' activities being their main functions. In shunting mode top speed is 30km/h. They can be towed at 90km/h.

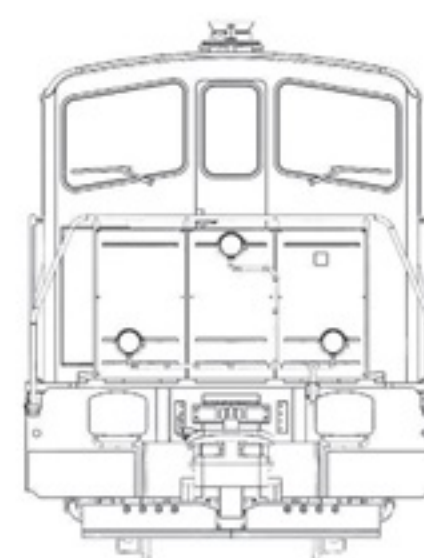
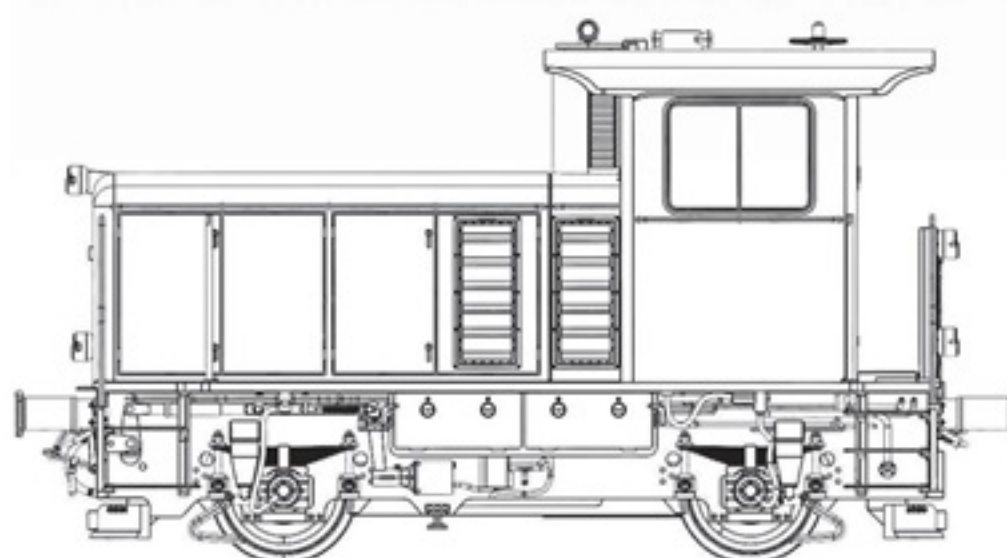


Above
TmIV 8776 at Göschenen,
21st April 1999.

Left
TmIV 8774 at Hinwil,
5th May 2002.

Right
TmIV 8796 at Regensdorf,
5th May 2002.
Photos (3): Alan Pike.

Below
Drawings courtesy Mabar.
Reproduced at 1:87 (HO).





Above
SBB TmIV 8762 at Pfäffikon,
8th June 2007.
Photo: David Aldis.



Above right
Südostbahn Tm 7 236 007-1
is very similar to the TmIV.
Wattwil, 11th June 2009.

Right
SBB TmIV 8756
in the plain red livery.
8th October 2009.

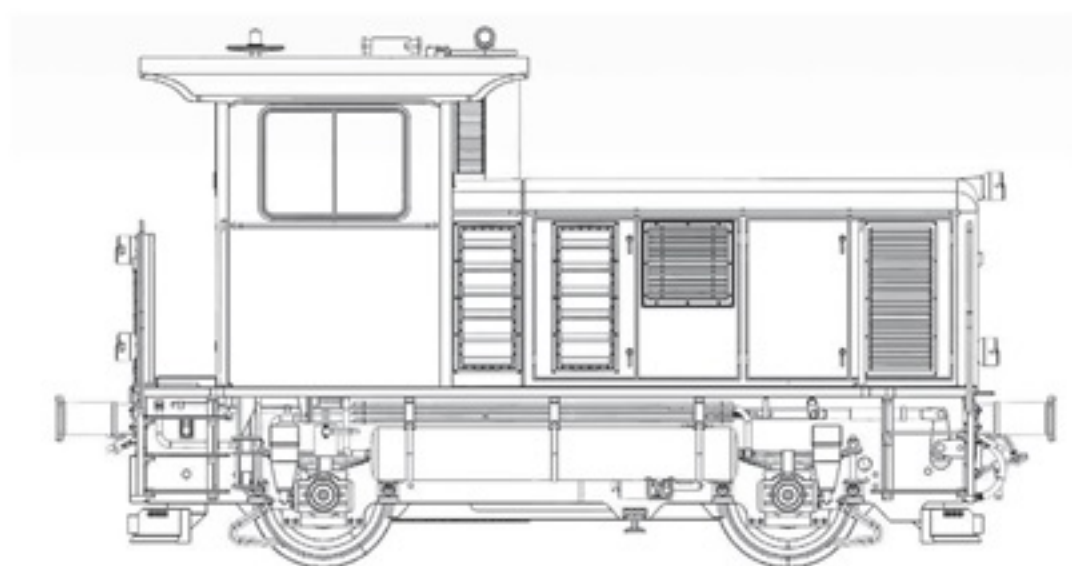
The first vehicles were equipped with a MAN R8V 16/18 high-speed non-supercharged eight-cylinder inline diesel engine, the production of which was later taken over by MTU. The last two vehicles received engines built under licence by the Spanish manufacturer Bazan.

A number were rebuilt between 2007 and 2012 with a Caterpillar six-cylinder engine including revised particulate filters to meet current regulations, a compressed air system, and a remote radio control installation; the work was undertaken at the SBB workshops in Biel. The converted TmIV units from the 8751–8796 batch received new numbers in the range 232 101–146, with the last two digits corresponding to the old number plus 50. The same applies to the 9651–9684 batch, with the modernised machines numbered in the 232 201–234 range.



Four more have been modernised for SBB Passenger Transport, and SBB Infrastructure is having fifteen refurbished (new numbers Tm 232 301-315).

Three (8783, 8792, and 9656) have been sold.



Years of construction:	1968 – 1978
Builder:	SLM
Modified:	from 2007 onwards
Updating by:	Biel SBB
Diesel engine:	MAN (MTU)
Power:	280kW / 380hp
Nominal speed:	1,700rpm
Transmission:	hydraulic (Voith)
Maximum speed:	30km/h or 60km/h
Service weight:	30t
Length over buffers:	7,670mm
Wheelbase:	3,570mm
Wheel diameter:	950mm



Where to see these machines in action

Aarberg is a historic town in the canton of Bern in Switzerland, 20km from Bern on the single track Bern – Lötschberg Simplon line joining Lyss in the north with Kerzers in the south. Roughly hourly trains shuttle between these two towns operated by the BLS. Located at the Kerzers end of the station is one of the two sugar processing plants operated by Schweizer Zucker AG which each autumn and early winter attracts a lot of freight traffic to and from the station. It is possible to see most of the action from the station, so for anyone who wants to see shunting with Tm 232 tractors this is a good place to watch the action. I have seen SBB Cargo and Sersa Tm 232 tractors, SBB Cargo Eem 923 hybrids, and Am 843 diesels of both SBB Cargo and Sersa moving wagons in and out of the sugar refinery.

Wildeggen is another good place to watch rail freight action with sugar beet loading in the autumn months but also year-round constant non-stop shunting of wagons being moved in and out of the Jura Cement works directly opposite the station much of which is done by Tm 232 locomotives. In addition the station is served by at least four stopping rail services an hour plus local buses. There are also passing InterCity services, postal trains and other freight workings.

Rheinfelden in the canton of Aargau, 15km east of Basel, is home to Feldschlösschen, one of the most popular beers in Switzerland. Feldschlösschen Getränke AG has been working with the SBB since 1876. Diesels took over the Feldschlösschen rail deliveries in 1990 and today SBB Cargo moves around five thousand wagons a year from Rheinfelden, supplying regional warehouses and distribution centres across Switzerland. On my various visits to view the shunting activities opposite the station, Tm 232 and Eem 923 hybrid locomotives have shared the work.

Other locations that I have seen Tm 232 locos in action are Martigny, St.Margrethen, and Thun, to name but a few.

YouTube videos provide suitable material for those who want to pursue this research.

Top, above, right, and below
SBB Cargo 232 207-1 and 232 132-1
(the specific prototype of the Mabbar model)
moving sugar beet wagons from the stabling sidings
into and out of the Schweizer Zucker plant at Aarberg,
29th November 2016.





Above and right
SBB Cargo 232 142-2 shunts with the Feldschlösschen brewery at Rheinfelden in the background, 7th January 2015.

Other users

Sersa is well-known in Switzerland for track maintenance work but it also has its own fleet of loco for contract work. Their Tm 232s were used at the Aarberg Schweizer Zucker (Swiss Sugar) plant in 2019 when they had the sugar beet rail handling contract from various loading stations in western Switzerland to the sugar factory in Aarberg.

The Gerlafingen steel plant acquired two new units from Von Roll in 1971 and 1973 (their Nos.26 and 28). However, they proved to be unsuitable for the heavy shunting required and were sold to the Bodensee-Toggenburg Railway in 1977, as TmIV Nos.6 and 7.

Below and below right

Sersa Tm 232 *Hans* was used at the Schweizer Zucker plant in Aarberg in 2019 when the company had the sugar beet rail handling contract. 19th November 2019.





Left and right
The Jura Cement factory at Wildegg requires a lot of shunting with Tm 232 tractors. Passing freight services leave wagons for the works in the adjacent loops and a 232 (here 232 229-5) moves them in and out of the factory sidings. 8th October 2021.



The Chemins de fer du Jura bought a new one in 1971, which they numbered Tm IV No.181. In 2008 it was registered in the National Vehicle Register as 98 85 0232 181-9.

The Sursee-Triengen-Bahn bought a new one in 1976, numbered Em2/2 No.2. After 2010 it was leased to SBBC as Tm 8701. In 2012 it was bought by Widmer Rail Services and registered as 98 85 5232 286-5 CH-WRSCH. WRS (Widmer Rail Services AG) was founded in November 2007 and since 2012 has operated its own rail services in all three language

Left
232s are often seen as part of a trip freight. Next to SBB Cargo 232 224-6 are rubbish containers.

Below
232 122-2 is at the end of a train being hauled by an Re4/4 towards Thun. Spiez, 7th October 2021.





areas of Switzerland (German, French, Italian) and throughout Europe. They run various types of services including shunting, construction trains, timber, other freight, and even passenger trains.

The TmIVs bought in from industrial users by the SBB run as 98 85 5232 183-4 CH-SRTAG, 98 85 5232 192-5, and 98 85 5232 256-8 CH-JÜST.

Two TmIVs went to Ciments Vigier, Reuchenette-Péry (Nos.4 and 5, now 98 85 5232 287-3 CH-VICEM) and one to Geldner Rheinlager, Birsfelden (no number).

In addition to its own utilisation, SBB Cargo presently offers Tm 232 locomotives for long or short term hire.

Various units have been rented companies including Hamburger Rail Service GmbH & Co (HRS), Delmenhorst-Harpstedter Eisenbahn GmbH (DHE), and Verden-Walsroder Eisenbahn GmbH (VWE). Some of those have been repainted: for example, one to DHE was in bright green and orange.

The appeal of these locos is that the 232 is a proven reliable unit with a fuel-efficient Caterpillar engine which complies with current emission standards, with the opportunity for radio remote control. Another advantage is that spare parts are readily available from the SBB Biel workshops.

In summer 2021 I came across a Tm 232 in Stauffer livery at Blausee Mitholz being used on a permanent way train. The next day I caught up with it at Spiez station.

Right
SBB Cargo 232 122-2 at Neuchâtel, 21st May 2012. The cylinder on the side of the unit is cleaner than those I have seen on others.

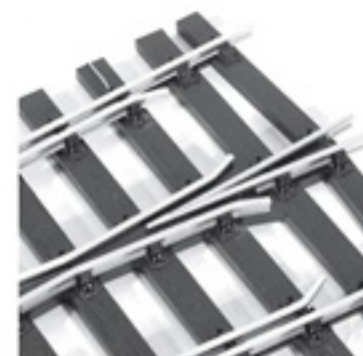


Below left and right
On 6th August 2021 I came across a Tm 232 in Stauffer livery at Blausee Mitholz on a permanent way train. The next day I found it, Tm 98 85 5232 233-7 CH-JÜST, at Spiez station. Based at Frauenfeld, Stauffer specialises in the restoration, hire, and sale of shunting locomotives. In addition they operate an extensive spares and maintenance service.

For more information

www.rangierdiesel.de - Tm 232.1-3
https://second.wiki/wiki/sbb_tm_iv
www.railfaneurope.net/pix/ch/SBB_CFF_FFS/diesel/Tm232/pix.html
LOK Report – DHE/VWE: Robust Swiss shunters with a new home in Germany (www.lok-report.de)





HO

DBAG BR101 electric new from Piko



Piko has recently released another brand new item in the 'Expert' series, the Deutsche Bahn AG BR101 Bo-Bo electric.

The first examples entered regular service in 1997, built by Adtranz at their factory in Kassel. With a top speed of 220km/h the 101 was originally designed for freight as well as express passenger service, but when DBAG was founded the business sectors were separated and the 101 was assigned exclusively to long-distance passenger traffic. The class has become virtually synonymous with express services, displacing the famous BR103. The 145 produced corresponded exactly to the fleet of 103s.



Delivered in traffic red, many of the class have since carried colourful advertising graphics. They are not usually found on regional services, with the exception of the München-Nürnberg Express, which runs at up to 200km/h, making it the fastest DB Regio connection in the country. The power of the BR101 makes it suitable for use on mountain routes, and daily turns of 2,000km are common.

Piko has opted to produce 101 081-8 with Epoch VI markings as 91 80 6 101 081-8 D-DB; the new number is on the grey solebar while the 'ghost' of the old number can be seen on the red side panel – a nice touch! The finish is excellent, with the main colours even and all markings clearly printed.

The model has an accurate body shell, according to published dimensions, with grilles and panels correctly represented. The cab door handles are moulded in place, neatly picked out in silver, but the main handrails and nose grabs are added parts.

The glazing is flush, with frames neatly painted silver or black as appropriate. The windscreen wipers are separate parts.

The cabs have interior details, but no driver figure.

All roof detail is represented – cabling, insulators, and grilles, plus aerials and horns.

Buffer beam details (brake hoses, electrical sockets, dummy scale couplings, etc.) are provided as accessories for the modeller to fit.

The central part of the underframe carries the transformer casing, and the bogie frames are nicely detailed, complete with traction bars to the underframe and simulations of the traction motor casings, etc. The wheel faces have brake disc detail inserts, and the sand-pipes are in line the wheel treads. The snowploughs, mounted on the bogies in reality, are more practically attached to the coupling mounts of the model.



The mechanism uses a central five-pole motor with dual flywheels in a heavy cast metal frame with shaft drive to a worm and plastic reduction gears on each bogie. There is pickup from all wheels, and two traction tyres are fitted (one on the inner axle of each bogie). The wheels have blackened tyres.

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

With a substantial weight (564gr), it should have no trouble hauling authentic consists.



It has working directionally controlled LED head and tail lights. Various lighting functions can be separately controlled in digital mode, including the high beam long distance headlight. On the printed circuit board within there is a Plux-22 socket for a digital decoder and space for the device, along with a mounting for a loudspeaker if required. The model is also offered with a decoder factory fitted.

The pantographs are sprung but not wired for current collection.

The minimum recommended radius is 358mm.

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

Another high quality, good value offering from Piko.

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.co.uk

PRICE
ref.51100 £205.00.





The Spanish firm Mabbar, based in Barcelona, was established in 1952 as a specialised model shop and since 2005 has been marketing their own models in HO and N. Products were initially aimed at their local Spanish scene but recently they have also catered for French and Swiss modellers.

They have just introduced brand new HO models of the SBB TmIV or 232 shunting tractors in brown, red, and SBB Cargo red & blue, covering Epochs IV, V, and VI. The models are available for DC (two-rail) and AC (three-rail), with digital sound versions for both systems.

The main differences are faithfully reproduced: radiator grille (originally vertical, later horizontal), signalling magnet (fitted later), and buffer heads (originally round, later rectangular). The exhaust also differs, though the red version should have the later style.

The model arrives in an attractive box with three leaflets: a potted history and technical summary of the prototype and model, a parts list, and list of a DCC functions, with text in English, French, German, and Spanish.

Our sample is the SBB Cargo version with DCC sound. Most of the detail parts are already fitted to the model, apart from a sheet of ten optional V blanking shields to put over the lights, and a shunting pole. All main dimensions correspond closely to the prototype. It is just 88mm long over buffers.

The paint is well applied with clear colour definition and the numbers, logos, and lettering are well replicated.

The steps are etched and the handrails are metal. The cab is see through, with control represented, though it is a bit surprising it does not have a driver figure fitted, especially as there is cab lighting on F7. (The advance information stated that a driver would be installed.) The windscreen wipers are very fine.

When taking the model out of the box for the first time it was noticed that one of the sandboxes was loose in the box; some websites suggest loose details may be a common issue. It took just a couple of minutes to re-attach this part, with some adhesive and a pair of tweezers. One of the etched footsteps on the loco was also slightly wrongly positioned but quite easily corrected.

At 143g the model feels nicely weighted with its metal chassis which carries a centrally located motor with flywheel driving both axles. The motor shaft runs in bronze bearings.

The model ran smoothly and quietly straight out of the box. The sound is very good and the hydraulic system can be distinctly heard as the loco is driven up and down the speed range, which makes shunting a lot of fun. The decoder (connected via a Next 18 / NEM662 socket) is a Lok Sound V5 (ref.83464) and when using F1 starts up the sound

applications which include diesel mode, shunting sounds, sanding, squealing at points, rail joint sounds, releasing compressed air, and a horn. If the loco is slowed down rather rapidly there is a nice squealing of the brakes.

The volume is adjusted with F30 and F31, which may be beyond the scope of some DCC systems (our test set had 28 functions).

The lighting effects are good, with tiny LEDs installed – a trio of red and white lights on each end, and the number of lights that are on/off on each end is controllable.

The back of the loco is fitted with Roco digital coupler while at the other end there is a fully fitted buffer beam which does not have provision for an NEM coupling. The instructions refer to alternative parts but none are included; we understand they will be available on request but were not included as fitting them is not as straightforward as envisaged. Two couplings would seem essential for a shunter.

The digital coupling works on F3 by pushing up to a wagon and engaging with a usual Roco style coupling. Pressing the F3 key means the loco moves a few millimetres towards the wagon and engages the coupling. The

reverse happens when F3 is activated again to uncouple. The height of the coupling on the wagon is crucial to successful coupling and uncoupling.

For a small loco, even with digital sound, this is at the top of the expected price range, but it is well detailed, well finished, and operates very well.

Thanks to Peter Marriott for significant assistance with this review.



Manufactured for

Mabar
Av. de Cabrera 36 - 5ª floor,
E-08302 Mataro, Barcelona, Spain.
www.mabar.es

SAMPLE SUPPLIED BY
C & M Models
1, Crosby Street, Carlisle, CA1 1DQ.
www.candmmodels.co.uk

PRICE
DC £203.50, DCC sound £315.00.





The CSD class ES499.2 (later CD class 372 and 371) and DR BR230 are multi-system Bo-Bo electric locomotives, manufactured by Škoda Plzeň between 1988 and 1991. The type was developed to work international trains between Czechoslovakia and East Germany. The locomotives are similar to the Czech 163, 263, and 363 classes, but differ in electrical equipment, due to the need to operate across the border.

Thirty-five were produced, fifteen for the Czechoslovak State Railways (CSD) and twenty for the Deutsche Reichsbahn (DR). They have an hourly output of 3,260kW and a top speed of 120km/h.



The class 372 fleet now belongs to CD Cargo, running freight trains from Decín to Bad Schandau, Falkenberg, and Halle (Saale).

Once the BR189 was approved for use in the Czech Republic, the German locos were phased out. In October 2002, 180 001 was the first to be withdrawn but in 2003 it was transferred to CD as compensation for accident damage to a Czech 372 and put back into service as 371 201. At the beginning of 2014, all were withdrawn. Fourteen were extensively overhauled and tested with the intention they would be made available to independent operators, but this did not happen. Only 180 014 remains in Germany, preserved the Thuringian Railway Association.

Roco have created a brand new model representing this type, and somewhat unusually released three versions more or less simultaneously.

In each case, the main colours are dense and even, edges are well-defined, and all markings are very clearly printed.

These are finely detailed models with many separately applied parts. The moulded plastic body shell model is accurate according to published dimensions and photos, with well-formed panels and grilles, and a wealth of fittings on the roof - all new pantographs with innovative method of attachment, insulators, cabling, switchgear, aerials, and etched metal vent grilles with fans visible behind.



The Deutsche Reichsbahn had electrified the Dresden-Neustadt – Decín line between Dresden and Schöna, near the Czech border, in the 1970s using the standard German 15kV 16.6Hz system. The Czechoslovak railways at that point were electrified at 3kV DC, creating a gap between Schöna and Decín which required trains to be diesel-hauled. To solve this problem, it was decided to develop locomotives that could operate on both the German AC and the Czech systems.

Due to the lack of experience with dual voltage technology and full capacity at the DDR electric locomotive manufacturer LEW in Hennigsdorf, the machines were built based on the CSD class ES499.1. However, Škoda had not built a locomotive for 15kV 16.6Hz system before, so the AC equipment was supplied from the DDR.

The locomotives were to be CSD class ES499.2 and DR BR230, but by the time of delivery the CSD had changed numbering system, so the Czech locos were delivered as class 372. The German examples were later renumbered to BR180 following the formation of the unified Deutsche Bahn AG.

The corrugated body sides earned the class the nickname *Knödelpresse*.

With the upgrading of the Berlin – Dresden route for 160 km/h, the BR180 could no longer be used for high speed passenger trains, and the similar improvement of the Dresden - Prague route was on the agenda. Both railway administrations therefore examined an increase in speed. The bogies were suitable for speeds of up to 200km/h so CD converted six for 160km/h and gave them the new class number 371, while DBAG only had 180 001 converted.





Other separately-applied detail parts include all the handrails, m.u. connectors, and horns.

The windows are flush fitting, with neat black frames where appropriate.

The cabs have interiors, with detailed control desks; a driver figure is fitted at one end. At both ends the buffer beams are equipped with attenuated brake hoses and scale couplers. The end walkways have open mesh treads.

Parts supplied for the modeller to fit include brake hoses, dummy scale couplings, electrical connectors, and mirrors.

The bogie side frames are very well detailed, moulded in deep relief, with excellent suspension components and spoked wheels.

Between the bogies the compressor, air ducts, pipework, and transformer housing are all represented.

The mechanism has a cast metal frame carrying a central open-frame skew-wound motor with flywheel driving via cardan shafts to reduction gearing on the bogies powering all wheels. All powered wheels collect current. Running is smooth, quiet, and controllable across the speed range, to a realistic maximum.

There are two traction tyres, on one inner wheelset, which with the considerable weight of 574gr ensures good pulling power.

The wheels have low profile flanges. A minimum radius of 358mm (R2) is recommended.



There is no provision for current collection from the catenary.

The working head and tail lights are illuminated by small LEDs, and change according to the direction of travel. Switches on the internal printed circuit board allow the lights at one or other end to be switched out.

Cab and control panel lighting as well as engine room lighting can be switched separately in digital mode.

There is a Plux22 decoder socket. Digital sound options are also listed, with newly-developed 16-bit 'Dynamic Sound' package with two loudspeakers for improved sound quality.

The model has NEM pockets on close-coupling mounts. It comes fitted with attenuated brake hoses and dummy scale couplers to accommodate the working couplings; full fittings including rail guards and air tanks are provided if the model is only required for display. Standard couplings are fitted,

and Roco close-couplings are supplied as alternatives.

One small oddity: the DBAG version is supplied in a longer box.

The model is also offered in CD Cargo blue, and a CD class 371 is also planned.

Once again Roco demonstrate their experience with a modern electric loco.



Manufactured by

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

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

PRICES
DC £235.00, DCC sound £330.00.





Rivarossi have recently released a modified model of the Italian E.652 3kV DC tri-bo electric announced in several versions as part of the 2020 programme.

The design was evolved to improve the hauling capacity and reliability of the E.632/633 while using the same basic structure. Six pre-production, 100 first series, and 70 second series were built between 1986 and 1996 by various manufacturers. They were equipped with electrical connections for multiple unit and push-pull working. The continuous power rating is 5,100kW and as built they had 36/64 gearing for a top speed of 160km/h; since 2014 there has been a modification programme to 29/64 gearing giving 120km/h for freight work.



The lights work, with a four-way DIP switch on the internal circuit board to select options in analogue DC; they are switchable in DCC.

There is a 21MTC socket (NEM 660) for a decoder and space for a loud-speaker if required.

A substantial cast metal chassis carries a central five-pole skew-wound can-type motor with twin flywheels driving through cardan shafts to reduction gears in the outer bogies.



They were initially allocated to Cervignano Smistamento (around two-thirds of the fleet), Milano Smistamento, Verona, and Marcanise, and were nicknamed 'Tiger'. Since 2017 all but five have been assigned to Mercitalia Rail (ex Trenitalia Cargo).

Originally fitted with type 52 flat contact pantographs, in the course of delivery some were changed to type 52/92 with flaps to improve current collection at high speed.

Our sample represents E.652 088 in original grey/blue livery with Epoch V markings.

The finish is excellent: the blue bands are sharply defined even over deep relief detail, and the markings are very clearly printed – note particularly the metallic number and makers plates, and the tiger graphic on the cab side.

The body moulding is well detailed with beading, panels, and grilles, as chunky as the real thing, and not the same each side.

There is superb roof detail – horns, whistles (turned brass), handrails, insulators, cabling, and dynamic braking resistors under (etched metal) grilles.

The type 52 pantographs are sprung and wired for optional current collection from the catenary by moving separate links on the internal circuit board – a welcome but increasingly unusual provision.

The glazing is flush, with handles represented on the cab side windows and windscreen wipers moulded in place and neatly picked out in black.

The cabs have interiors.

The battery boxes are added to the underframe, and must be detached (along with the buffers) to remove the body.

The bogie suspension components are sensibly moulded as part of the body.

The model comes fitted with full buffer beam detail at one end (along with two crew figures in the cab) and a working model coupler at the other (in a clip-fit mount but not a NEM pocket, which may suggest the age of the original model); parts are provided to equip either end to match, but there are no attenuated brake pipes and couplings to fill the holes in the buffer beam, as might now be expected.

All driven wheels collect current. The current consumption is quoted as between 0.2A and 0.4A, depending on load, with a surge on starting.

Traction tyres are fitted on one outer wheel of each powered bogie, and with a weight of 493g haulage capacity is unlikely to be an issue.

The centre bogie is not powered or wired for collection; it is allowed a lot of lateral movement and will pivot, so curves should not be a problem, but there is almost no vertical play or fore-and-aft slack, so there might be an issue on less than level track or at sharp gradient changes as this is quite a long machine.

The minimum recommended radius is quoted as 356.6mm.

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

Manufactured for

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

PRICE ref.HR2701 £217.00.



type Res bogie lowside wagon new from Rivarossi



Rivarossi has recently released new models of the widely used type Res 19.9m long bogie lowside wagon, dating from the mid-1970s.

Our sample (ref.HR6483) is lettered for the Deutsche Reichsbahn with Epoch IV markings, and is equipped with steel sides.

The markings are clearly printed, and features such as the brake controls and lashing hooks neatly picked out in appropriate colours.

The side stakes are moulded in resilient coloured plastic, a good match for the brown body colour, and can be turned through 90° from the retracted position to vertical.

The deck has simulated planking, while the main fishbelly girder frame is a metal casting for stability.

The brake cylinder, air reservoir, and handbrake wheels are added parts.

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

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

A pair of delicate imitation screw couplings are supplied as accessories for the modeller to fit if working model couplers are not required.

The minimum radius recommended is 356.5mm.

The same model is also offered in the Jouef, Lima, and Electrotren ranges in many different liveries with appropriate markings and in some cases detail changes (e.g. aluminium side panels or none) to suit a number of other European railway administrations.

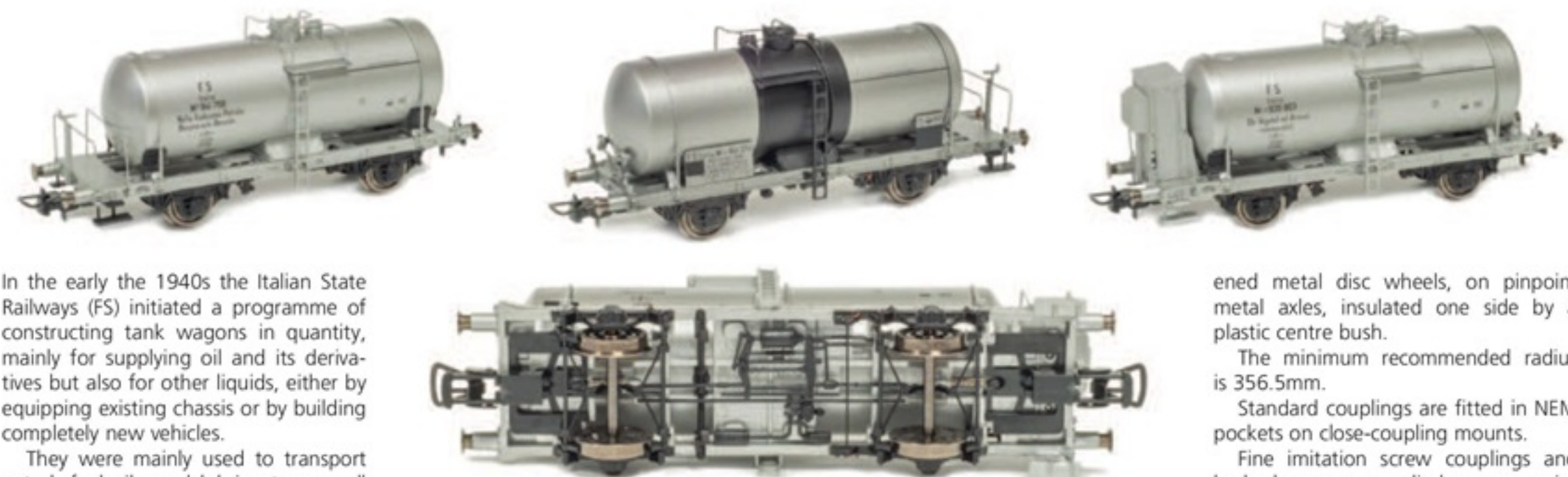
A humble vehicle, perhaps, but very nicely modelled.

Manufactured for

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

PRICE ref.HR6483 £49.00.

Italian 27m³ tank wagons new from Rivarossi



In the early the 1940s the Italian State Railways (FS) initiated a programme of constructing tank wagons in quantity, mainly for supplying oil and its derivatives but also for other liquids, either by equipping existing chassis or by building completely new vehicles.

They were mainly used to transport petrol, fuel oils, and lubricants, as well as mineral and vegetable oils, and other similar liquids. Each of these commodities required different arrangements, so the type of liquid for which the wagon was equipped was specified on the outside of the vehicle, either by explicit inscriptions or by the wagon classification. From the 1950s they were all classified with the letter M (indicating all types of tank wagons) followed by a number representing the type of liquid, with the letter 'R' added if the wagon

was equipped with heating coils to prevent freezing.

New from Rivarossi (announced as part of the 2021 programme) is a set of three Italian type M four-wheel tank wagons, of 27m³ capacity, one with a brake cabin, two with open brake platforms. Our sample (ref.6489) has Epoch III markings, and each vehicle is different.

Various other two and three packs are available, with different period markings and some with oil company branding.

The metallic finish is convincing, and all markings are very neatly printed.

The brake column, lamp brackets, discharge pipe, filler cap, vent, breather pipe, waybill holders, tank securing straps, and platform access ladders are all separate components. All handrails are added metal parts.

The underframe has moulded detail in the solebar channel, with brake components and rigging added underneath and brake shoes in line with the wheel treads. The model runs freely on black-

ened metal disc wheels, on pinpoint metal axles, insulated one side by a plastic centre bush.

The minimum recommended radius is 356.5mm.

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

Fine imitation screw couplings and brake hoses are supplied as accessories for the modeller to fit if working model couplers are not required.

The models are supplied individually boxed and labelled within a card outer wrapper.

Manufactured for

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

PRICE ref.HR6489 £101.99.





The BR83¹⁰ was a new design built for the Deutsche Reichsbahn and introduced in 1955 and 1956.

It was based on the BR65¹⁰ and was intended for branch line duties where a top speed of 60km/h and a driving wheel diameter of 1,250mm was sufficient. These locos could haul a train of up to 1,000 tonnes at 60km/h on the level. The front truck and the first coupled wheelset worked together in a Krauss-Helmholtz bogie. The first wheelset had 10mm sideplay, and the flanges of the third wheelset were reduced.



The all welded locos had plate frames, superheated steam regulators, mixing pre-heaters, and separate sandboxes.

The first locomotive, delivered from LKM Babelsberg in 1955, was fully evaluated at the VES-M Halle test depot. There were numerous shortcomings, not all of which could be resolved during the production run though several problems were rectified with subsequent modifications.

The reverser was activated with compressed air, but this did not work properly and was removed. The original superheated steam regulator was replaced by a saturated type due to problems. But the design was never really convincing and, with the impending change to diesel, only twenty-seven were built, so the class remained relatively unknown. They performed well in passenger traffic in the Erzgebirge, where the large water and coal capacity was appreciated. From August 1969 to August 1970, Aue depot housed five machines that were used on the Zwickau – Johannegeorgenstadt route. Another particular area of operations was the Arnstadt – Saalfeld line.

The last examples were withdrawn between 1972 and 1974. None have been preserved.

Piko have released a brand new TT model of the class as 83 1027-8 with Epoch IV markings, all neatly printed.

It is accurate according to published dimensions, and the plastic moulded body is enhanced with many separately

attached parts, including the smoke deflectors, whistle, bell, mixing pre-heater cover, generator, buffer beam steps, bunker access ladders, handrails, grab handles, sand pipes, and miscellaneous pipework.

The cab interior is detailed, with working firebox lighting (in digital mode).

As well as working directionally controlled head and tail lights, the model has cab and running gear lights.

The spoked wheels and the delicate motion make a very fine impression, and the underside of the chassis carries full brake rigging.

The die-cast metal frame carries a powerful can-type motor with flywheel. Two traction tyres (on the third wheelset) and a weight of 187g should ensure sufficient pulling power for prototypical train consists.

Current is collected from all wheels, to provide excellent running characteristics across a realistic speed range. The model is equipped with a Next18 socket for a digital decoder, and is also available factory-fitted with a sound decoder.

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

Fine brake hoses and dummy scale coupling hooks are provided for the modeller to install if working model couplers are not required, along with piston tail rod covers if curves allow.

The minimum radius recommended is 310mm.



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.co.uk

PRICE ref.47120 DC £265.00.
ref.47121 DCC sound £375.00.





The D311 diesel-electric locomotives were built for the German Wehrmacht in 1941/2 for use with the massive *Gustav* and *Dora* rail-mounted guns. Eight half units were constructed by a consortium of Krupp and Siemens-Schuckert. Although they were the property of the Wehrmacht, this was not noted on the locomotives, but rather the markings showed Deutsche Reichsbahn, with Essen as the Heimatbahnhof.

They were designed as double locomotives with half units designated a and b under the same number.

The diesel engine drove a generator which powered traction motors on each of the four wheelsets in each half unit. Accordingly the wheel arrangement was Do+Do. The machines originally had 940hp (691kW) engines in each vehicle and were approved for speeds of up to 75km/h. The controls of both units were electrically connected and were operated from the leading cab. The total weight of both halves was 147 tons. The two units were linked with a close coupling, and the two central axles were allowed some lateral displacement.

The head and tail lights could be switched to suit any country's system. In addition, while moving the large rail guns on the two parallel tracks of the firing curve, it was possible to switch on only one red marker light on each of the rear locomotives, treating the whole assembly as one unit.

The locos were intended to bring the railway guns into the positions specially designed for them and to place them on the so-called firing curve for aiming the weapon, and to supply them with electrical power. The actual use was very limited, as only *Dora* was ever used for one combat mission.

After the end of the Second World War, D311 03 and 04 were taken over



by the Deutsche Bundesbahn as class V188 (after 1968 BR288); 01 had been lost in the war and 02 became a spare parts donor. They were overhauled by Krauss-Maffei as freight locos, fitted with 1,100hp engines developed by Maybach for the V200.0, and painted wine red. The lighting was converted to the standard arrangement.

Many other alterations were made during their remaining service, for example to the air brakes and the heating system.

They were based at Gemünden and Bamberg depots and proved their worth with heavy goods trains, mainly on the Spessart ramp. 01 was set aside after the generator was damaged as early as 1968 but 02 was still operating in the Franconian area until 1972. In 1973 both were scrapped at Layritz in Penzberg.

Recently released by Fleischmann is a brand new model of the type, as Deutsche Bundesbahn 288 002-9.

It has a good even paint finish, with markings and lining clearly printed.

The body shells are accurate, according to published dimensions, with grilles,

vents, and panels well represented in the moulding.

Glazing fits flush, with cab and machine room interiors.

Separately applied parts include horns, exhaust vents, lamps, cab door handrails, footsteps, and metal buffer heads.

Dummy screw couplings, brake hoses, and buffer beam blanking plates are provided for the modeller to install if required.

Frame detail includes axleboxes, springs, equalising beams, four sandboxes each side of each unit, and the INDUSI shoes.

The two halves are close coupled, and the minimum recommended radius is 192mm.

The model is powered by a can-type motor with flywheel driving the two outer axles of one unit via worms and reduction gears. All four driven wheels have traction tyres, and the whole thing weighs 85g. All wheels collect current.

There is a Next18 decoder socket in each half unit.

The three white headlights and two red tail lights work depending on dir-

ection, while the cab and engine room lights are switchable in digital mode.

Profi couplings are fitted in NEM 355 pockets on close-coupling mounts on the frame.

An unusual prototype, limited in number built, length of service, and area of use, but modelled with the usual Fleischmann quality.



Manufactured by

Gebr.Fleischmann,
A-5101 Bergheim, Austria.
www.fleischmann.de

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

PRICE ref.725100 £225.00.
Digital sound ref.725170 £365.00.



Piko have recently released another new model specifically for the Polish market. The ET21 Co-Co was the first post-war Polish electric built for freight, designed in 1955 and constructed by Pafawag in Breslau from 1958. Two prototypes and the first eighteen series production machines were extensively tested, leading to some design changes for the first batch of seventy. By 1971, 658 had been delivered, most to the PKP but some to the mining industry. They were approved for a maximum speed of 100km/h and were capable of hauling a 2,400t train at 70km/h on the flat. For a long time, the ET21 could be found on practically all electrified routes in Poland but as the number of ET22 units increased, the ET21 was increasingly pushed to the south of the country. The class was originally supposed to be phased out in 2002 but lasted much

a weight of 539gr this should not be an issue. The minimum recommended radius is 358mm.

The directionally controlled head and tail lights are achieved with small LEDs. A shunting light setting is also available. The cab and machine room internal lights are separately switchable, controlled by a switch on the printed circuit board in analogue mode, which also has a NEM 658 PluX22 socket for a digital decoder; there is also a mounting for a loudspeaker.

The model is also offered with sound factory fitted (with a different running number, 157).



longer and some are still in use with private transport companies.

This initial version of the model is PKP ET21 442, in Epoch V condition.

All markings are clearly printed, and the finish is good, with sharp definition of the main colours.

The body is accurate in major dimensions and detail, with an exact representation of the distinctive Polish lamps. Added details include the nose and cab door handrails in resilient plastic. The cabs have basic interiors with control desks represented. Windscreen wipers are added etched parts, as are the chequer plate surface end walkways.

Simulated engine room detail is visible through the prototypically differently arranged windows each side.

Roof detail includes the cabling, insulators, and switch gear. The model is equipped with fine pantographs; compared to the earlier model of the ET22

the mounting bolt from inside the shell is no longer visible. The pantographs are largely metal, and sprung, but not wired for current collection from the overhead.

The bogie side frames are well detailed in very deep relief, with various added components. The separate cab steps are attached to base of the body shell. Brake shoes are in line with the treads of the blackened wheels. Even though they can only be partly seen, the wheels are authentically spoked.

The model uses the proven mechanism: a die-cast metal frame houses a five-pole can-type motor with two flywheels driving gear reduction in each bogie via cardan shafts. The centre axle in each bogie is not driven. The model runs smoothly and quietly, and is controllable from walking pace to a reasonable maximum. Two traction tyres are fitted to optimise pulling power (on one inner wheel of each bogie), though with

The locos come with standard model couplers in NEM pockets on close-coupling mounts at both ends. To detail the buffer beams if model couplings are not required, brake hoses and dummy scale screw couplings are supplied, along with end skirts without an opening, all finely moulded in black plastic.

The ET21 is an important piece of Polish railway history and an indispensable element of the motive power fleet in its time.

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.co.uk

PRICE ref.51603 DC £210.00.
Ref.51602 DCC sound £335.00.





Piko have recently released a new model of the famous ET91 (BR491) 'Glass Train' electric railcar with Deutsche Bahn AG markings.

To exploit the tourist potential of some of the scenic lines through the mountains of southern Germany, in 1933 the DRG ordered two observation railcars from Fuchs of Heidelberg, with electrical equipment from AEG. They were delivered in 1935, in time for the German railways centenary celebrations, and from spring the following year they worked excursions from München, both public trips and private charters, and immediately proved popular thanks to the wonderful all-round visibility, due to the large windows with narrow frames, the lack of a partition behind the driving positions, and even the toilet compartment, in the central entrance vestibule, was set low so that it did not extend above the base of the windows. They had seats for seventy people; the seat backs could be tipped either way to suit the direction of travel.

The carrying bogie was a Görlitz III light type, and the powered unit was a lengthened version which carried the two 195kW traction motors and the transformer. Although designed for 120km/h, experience limited them to 110km/h.

In 1940 they were renumbered ET91 01 and 02. 02 was damaged in an air raid on München in March 1943 and scrapped; 01 was stored for protection and so survived the war. In 1949 it was overhauled and returned to traffic, fitted



with two pantographs with medium length contacts which were also suitable for use in Austria. Other modifications included the ventilation slots in the end skirts, and the ventilators over the side doors. In 1958 temporary top third headlights were fitted, with proper fairings following a 1959 overhaul. DBS54 pantographs and associated switchgear were also fitted at this time, and in 1962 the switches got the characteristic covers. Indusi equipment was installed in 1963. In 1968 the unit was renumbered 491 001-4. Around 1971 the four static roof vents were replaced with radial blowers. The large headlights with integral tail lights were replaced by separate fittings in December 1973, and in 1974 train radio was installed, with the aerial over cab 1. In 1976 one of the DBS54 pantographs was replaced with an SBS65 single arm type to allow running into Switzerland with simply a change of contact. (Previously the whole DBS54 would have to be exchanged for a Swiss pantograph.) The air-operated

whistle was considered too soft and replaced in 1975 by two horns as used on the BR111 electrics. The final visible alteration was the fitting of rear view mirrors at both ends in 1982.

On 12th December 1995 the unit was involved in a head-on collision with an Austrian regional train at Garmisch-Partenkirchen. It was so badly damaged that rebuilding was not deemed practical, and the remains currently languish in the Augsburg collection.

The model certainly captures the look of the machine. At 824mm long, it scales out at approximately 1:25, between G and Gauge 1.

The finish is good, with well defined colours and clear markings, for Epoch V.

The moulded plastic body shell is enhanced with numerous separately-applied parts, notably the electrical equipment on the roof. Note the two different pantographs.

There is interior detail, with passengers in place and a rather familiar driver figure at one end.

Although mostly concealed by the skirts, the bogie sideframes are well detailed.

The head and tail lights work, by means of LEDs, and are directionally controlled. There is also interior lighting, and the control console is illuminated.

The model has connections for a specific digital decoder, which can be augmented with a sound unit with authentic sounds; a location for the loudspeaker is provided under the frame, and the volume can be adjusted manually from below using a screwdriver.

The model will also be available with a sound decoder factory fitted; this version also has remotely operated pantographs.

The model runs on 24 volts and needs supply of up to 2A. It is powered by a seven-pole Bühler motor linked by gears to both axles of one bogie, running in roller bearings.

All eight wheels collect current.

The mechanism is protected from moisture so the model is suitable for use outdoors. It will negotiate a minimum radius of 600mm.

The wheels have bright tyres for optimum contact. Two extra sprung track contact pickup shoes are fitted to each bogie.

The model weighs c.2.75kg.

It runs well straight from the box, but 30 minutes operation in each direction is recommended as running in.

Instructions in four languages (German, English, French, and Dutch), illustrated with 'exploded' drawings, are provided.



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.co.uk

PRICE ref.37330 £1,275.00.
DCC sound ref.37331 £1,425.00.



De ESA a FGV Tranvías Alicantinos y el Tren-Tram de La Marina

by Paul Webb and Lluís Prieto Tur

Monografías de Ferrocarril

C/De Les Nuadores 8-B, E-08100 Mollet del Vallès,
Catalunya, Spain.

www.monffcc.com

270mm x 210mm 276pp

Softback €32.00 + p&p

ISBN 978-84-944844-7-7

This interesting new book deals with the tramways of Alicante (now Alacant) and the metre gauge coastal line to Dénia, built under the auspices of the Compañía Estratégicos y Secundarios de Alicante (ESA) and now operated as part of the Ferrocarrils de la Generalitat Valenciana (FGV). It tells the story from the early fragmented town tramways (variously powered by animals, steam locos, and electricity) through being a local railway to a modern light rail operation combining town tramway and a cross-country route, though sadly the potential for tourist specials in this popular holiday area (with whatever motive power) is not currently being exploited.

The historical background (as complex as it is) is fully explained before detailed coverage of the motive power and rolling stock, both tramway and railway. The route is described, with coverage of civil engineering structures and railway buildings plus station track plans (by Pedro Pintado Quintana).

The work is completed with annexes on recent developments and future plans, including the prospect for tourist trains, and rounded off with a bibliography of Spanish and English publications.

The presentation is clear, with the Spanish text well integrated with the photos and diagrams.

The English version follows, on 52 pages, with no illustrations.

The author regrets it could not have been fully parallel text, but we appreciate the technical difficulties of accommodating two languages and relevant illustrations within the constraints of the page.

The work is illustrated with a good collection of black & white photographs, all fully captioned in both Spanish and English. (Using a different font might have made the distinction clearer.) There are colour photos on the covers and in a sixteen page section at the end of the book; some are quite early, dating from 1963, coming up to the present day.

Many of the earlier views are by visitors, from Britain and other European countries, long before there were any local railfans to take an interest, some perhaps by chance while on holiday in this much frequented region (Benidorm is not far away), others who made the trip deliberately as enthusiasts. All are reproduced well, and mostly quite large.

What really sets the book apart are the highly detailed scale drawings, all by Mr Webb, to a consistent style and standard, showing almost every item of motive power and rolling stock, plus civil engineering works and structures. They are reproduced at various sizes to suit the page rather than a consistent modelling scale, but all have a clear scale bar. In addition, the author offers to make electronic copies available directly to interested modellers to be printed out to the required size for their own use.

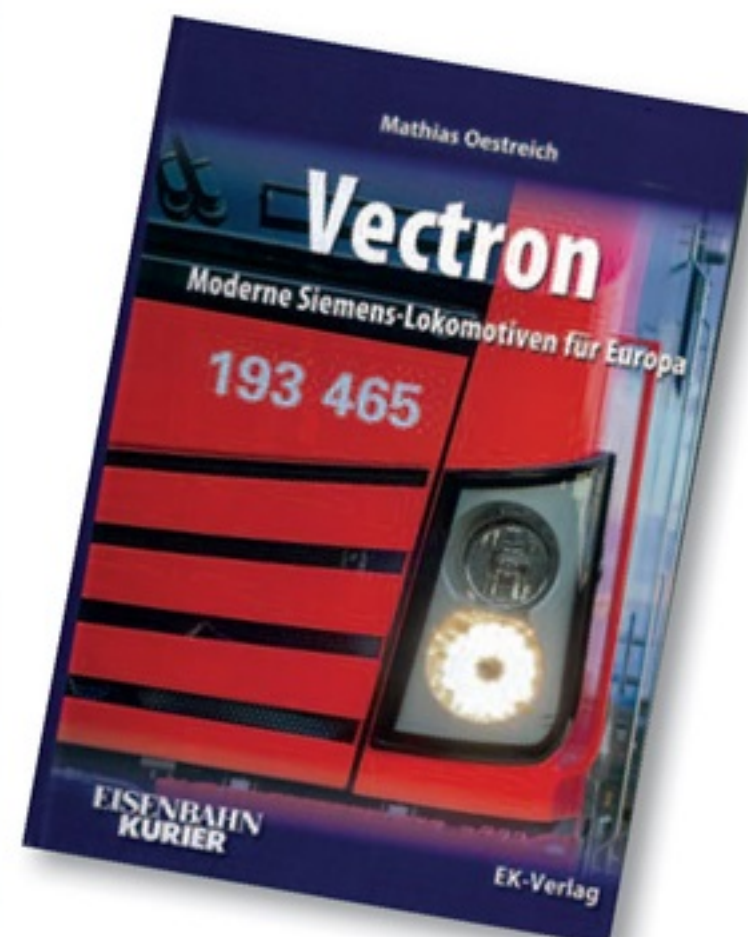
Dates on the drawings reveal that the work has taken several years, not surprisingly.

Like many other essentially self-published titles, the text would have benefited from some judicious editing by a third party and rather more rigorous proof reading to catch minor typographical slips and a few inconsistencies, but this does not detract from the value of the information presented.

Due to uncertainties with Covid, the planned initial print run was reduced, but it is hoped sales will be sufficient to justify further batches.

Many people who have holidayed in the area will have chanced across this railway; this book provides the full story, and everything the creative modeller might need to reproduce it.

Comments on the minor matters of production apart, this is the result of remarkable research and a lot of work. At the price, for the amount and quality of the information it contains, it must be considered a real bargain.



Vectron

by Mathias Oestreich

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

www.eisenbahn-kurier.de

297mm x 210mm 256pp

Hardback €49.90

ISBN 978-3-8446-6055-5

German text order no.6055

The latest Eisenbahn Kurier class portrait brings us right up to date, with the modern locomotives built by Siemens for service all over Europe, making use of a modular design and common components to create various electric, diesel, dual-mode, and 'last mile' variants to meet the requirements of different territories and operators.

The first Vectron was presented at Innotrans in 2010, as the technical successor to the proven EuroSprinter family, which culminated with the successful ÖBB 'Taurus'. The versatile design has since developed into a real best seller for Siemens within a very short time. Production of the thousandth machine was reached within just ten years.

Recollections

by Kevin Kavanagh

Modelling the Railways of South Australia

Convention Committee

P.O.Box 356, Parkholme,

South Australia 5043, Australia.

www.mrsac.com

DVD A\$30.00 + p&p

This is an updated electronic version of a previous printed book compiled in 2007 by Kevin Kavanagh about the various South Australian Railways HO layouts built and created over many years by members of the Adelaide Branch Line Operators group, which at various times included John Nicholson, Clive Huggan, Bill Coles, Phil Curnow, Hugh Williams, Peter Fehlberg, Vic Kollosche, Roger Wheeler, John Gordon, Ross Hurley, and Les Fordham, among others. (A full list of past and present members rounds off the collection.)

In addition there are copies of various papers presented at the Modelling the Railways of South Australia Convention and four articles about layouts by Kevin Kavanagh and Les Fordham as featured in CONTINENTAL MODELLER.

Layouts include *Huntingdale and Grange*, *The Mallee Lines*, *Moratto Creek*, the *Moping Branch*, the *Nevada Central*, the *North Western Railway*, the *Belair/Hawthorn Division*, and the *Wullinga Branch*. They span a long period, from the 1960s to the present day, and this is reflected in the standards of both modelling and photography – both of which visibly improve as time moves on! There are also articles on the car card operating system, and point control.

This all amounts to no fewer than 166 pages.

As a bonus there is also an early black & white film showing Kevin Kavanagh's *Huntingdale and Grange* layout and its operation (c.9 minutes).

The DVD has been compiled as tribute to Kevin, who died in September 2021.

The pages are in PDF format so should be readable on most computers.

There are no instructions, either on the disc or on the sleeve, but simply clicking on the file should open it in your computer's appropriate program.

The digital reproduction looks very clear. The resolution limits how closely you can zoom in but the possible enlargement seems adequate for most purposes. The pages could be printed out.



While of great interest to any modeller of the South Australian scene, there is much here that might have wider applications – layout design, construction techniques, scenic treatment, operating methods, and more. This is a remarkable collection of information, and can be considered very good value.

The disk should be available from hobby shops in and around Adelaide.

Thanks to Les Fordham for bringing it to our attention.

Legendäre 18 201

by Sebastian Werner

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 192pp
Hardback €45.00
ISBN 978-3-8446-6051-7
German text order no.6051

This substantial publication, the latest in the Eisenbahn Kurier series of class portraits, tells the story not of a class but just one machine – the Deutsche Reichsbahn's famous and unique high speed test locomotive.

18 201 was built in the Raw Meiningen workshops in 1960/61 and was intended to serve just one purpose: high speed, to test new passenger coaches manufactured in the DDR at 160km/h at least. When it was handed over to the VES/M in Halle (S) in May 1961, the test institute received a machine that was not only unique in terms of its elegant shape and colour scheme but also exceeded all post-war steam locos in terms of maximum speed.

The book describes in detail the origin of the loco, its construction using the frame and running gear, among other things, of 4-6-6T 61 002, one of the two locos built for the famous Henschel-Wegmann streamlined train combined with parts of the experimental 2-10-2 H45 024 – on the surface an unlikely 'kitbash'! Also

fully recorded is its service with the VES-M as well as scheduled operations with the DR and subsequently as a museum loco, with workshop visits and overhauls faithfully noted, along with modifications and livery changes – ideal for modellers.

Reports from former drivers bring the history of this legendary machine to life.

The account is augmented with many facsimiles of official documents, providing remarkable glimpses of the bureaucratic processes, and lots of technical drawings and diagrams.

The work is supported with over 300 photographs, mostly in black & white but with a significant colour selection, on the covers and concentrated in sixteen pages at the end of the book. The colour images range from 1961, when the loco was new, while the most recent are from 2018. Since then the loco has changed owners, and been overhauled ready for a return to service.

Most of the photos are presented large, two or at most three to the page. They range from scenes during construction or overhaul through close-ups of specific details to views of the loco in service. Some have been drawn from manufacturers' records and official railway sources, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.

The book concludes with a comprehensive list of sources.



The largest part of the family is made up of electric locomotives, produced as two-system AC machines, as plain DC, or as multi-system (MS), depending on the purpose and area of application. To these have been added the 'Smartron', an economical single-system AC variant, a diesel-electric (DE), and the combined diesel/electric dual mode (DM), all on a common Bo-Bo platform. Vectron locomotives are now an integral part of international railway operations, with almost fifty railway companies from all over Europe using them in freight and passenger transport from the far north of Sweden to the shores of the Mediterranean in Italy, from The Netherlands to eastern Europe. (From 2027 they will also be operating in Egypt!)

This new book reflects on the history, development, technology, and current operations of the Vectron family. Chapters cover the emergence of the Vectron with a look at the various forerunners built for several

European railways; the first test locomotives; a full technical description; the long road to success, year by year; the diesel variant (BR247); the main state railways as customers; the economy variant (Smartron); and the DualMode, including news of a large order for a special version for DB Cargo. The Siemens Rail Service Centre is briefly introduced, and there is a complete delivery list (as at September 2021). Within all this is interesting two-page sub-section on the development of computer numbering and its link to signalling and control systems, and throughout the book side panels present comments from satisfied users.

Over 400 colour photos illustrate a locomotive type that, with its unmistakable outline, has been produced in a variety of colourful liveries and promotional designs for numerous rail transport companies, perhaps more than any other modern locomotive family. Most of the photos are presented large, two or at most three to

the page. They range from scenes during construction or overhaul through close-ups of specific details to views of the loco in service. Some have been drawn from the manufacturer's records and official railway sources, others from noted enthusiasts. The standard of reproduction is excellent, and every image is fully captioned and credited.

Although reasonable German will help to get the most from the text, much of the book is pictorial.

The account is augmented with official documents and some technical drawings and diagrams, supplied by the manufacturer.

The book concludes with a page of brief information received after the official press deadline, reminding us that this story is far from finished, and a comprehensive list of sources.



The Huntingdale and Grange Railway

Caleb's Rail Films DVD x 2 c.40+23mins A\$37.95

This two part programme explores the modelling achievements of the late Kevin Kavanagh (1928 – 2021), depicting the South Australian Railways in the 1960s, an era defined by iconic motive power as steam gave way to diesel on both passenger and freight services. The large Huntingdale and Grange layout was built between 1987 and 1999 and incorporates several stations and yards, each modelled with intricate detail. The impressive backscapes were beautifully painted by Kevin's wife and give each section of the layout a characteristic identity.

As well as capturing the look of the SAR, the layout was also notable for authentic operation, to a sequence timetable with car cards for freight working. To run it properly involved a team of operators, and the regular sessions became important social events as well as a forum for the exchange of modelling ideas, information, and techniques.

The layout was featured in the *Australian Model Railway Magazine* (December 1997) and in two articles in CM (June and July 2015).

This 16:9 aspect ratio PAL format video was made on professional equipment giving very good picture quality, with realistic colours. Some views lack depth of field, as so often with video of moving models, but the movement compensates for this to a large extent.

The coverage follows a series of different trains on their journeys around this expansive layout. They move smoothly and at realistic speeds, and for the most part the cameraman sensibly lets the train run through an established view, with the result that it does not look rushed as it might do if attempting to follow the action with a hand-held camera. There is moderate use of pan and zoom to give an impression of the scope of the layout, and a good range of near stills to show the many small details and cameo scenes. Transitions between sequences are smoothly edited.

The material is divided into nineteen nominal chapters, of varying lengths: one and two are the opening and introduction screens, and nineteen the credits.

There is no commentary, but the occasional title or caption. We hear the 'live' sound of the models moving, but sensibly there is no attempt at loco sound effects. Mild background music runs throughout.

The second disc contains a detailed article about the layout, by Les Fordham, reproduced from the *Modelling the Railways of South Australia* convention 2021 notes (pages 386 to 396, A4 size originals).

The presentation automatically scrolls slowly through the magazine style pages, with backing music, at a reasonable reading pace, though it takes no account of pages with more than one column of text (there are not many – most pages consist of one or two large photos, with captions, and a section of text). You can pause the progress or use 'fast forward' to approximately double the speed.

The files seem to be of medium resolution – the text is not crisp on larger screens, though still legible.

The image fills the width of the display window (almost) but we could find no option to fit the height and thus see whole of a page at once. It might have been better just to have single pages and let the viewer advance them manually at their own pace; this would also have allowed easier direct access to selected pages. Eighteen chapters can be accessed from the 'go' menu: 1 is the opening screen while 17 is page 396, the plan, which completes the article. (18 is the final credits.)

The back of the sleeve carries a copy of the track plan which also appears on screen in both presentations.

Very pleasant viewing, a good record of an exceptional layout, and a fine tribute to a talented modeller.

This DVD is available from Caleb's Rail Films:

<https://calebsrailfilms.com>

It is also offered in BluRay format at A\$44.95.

Postage & packing extra.



DSB litra E new by Märklin/Trix



Following the Belgian Pacific last year, Märklin and Trix have again surprised enthusiasts with a significant completely new model for a 'fringe' market.

The Danish State Railways litra E originated as eleven express Pacifics built for the Swedish State Railways as class F, which were withdrawn in 1937 due to increasing electrification. The DSB was able to acquire these powerful locos as numbers E 964-974. In 1940, the DSB urgently needed additional powerful steam locos and so another twenty-five litra E were built, with small improvements, by Frichs in Aarhus as numbers 975-999. They were used into the 1960s but eventually put into storage. Several have been preserved, including E 991 as an official DSB museum loco. It was in operation almost continuously until 2010 for specials and on 14th November 2000 had the honour of hauling the special funeral train for Queen Ingrid from Copenhagen to the burial in Roskilde.

The locomotive has been modelled as it was around 2007.

Length over buffers is 245mm.

The loco and tender are constructed mostly of metal, with much intricate detail and many separately applied parts such as piping and steps, with brake hoses and imitation prototype couplers included.

The model has a high-efficiency motor with a flywheel in the boiler. Three axles are driven and two traction tyres are fitted. It is equipped with an mfx+ digital decoder with extensive light and sound functions. Triple headlights on the loco and tender change with the direction of travel, and the built-in smoke unit will work in conventional operation and can be controlled digitally. The emergency light on the smokebox door, the cab lighting, and the firebox flickering can also be controlled separately in digital operation.

Maintenance-free warm white and red LEDs are used for the lighting.

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

The minimum radius is 360mm.

www.maerklin.de www.trix.de

NÖVOG railcar new for HOe



The long-awaited model of the unique NÖVOG VT16 breakdown train railcar is finally ready at Halling.

It was converted from VT16 (formerly ÖBB 5090.16, built in 1991) after 2012 and was initially still in the classic ÖBB livery. During the conversion, parts of the original seating were retained, but large areas were cleared and several workbenches, storage cabinets, and chests of drawers were installed.

The model has a special interior that reproduces these installations in detail. The four characteristic roller shutters have been faithfully reproduced. They are basically just large openings that facilitate the loading and unloading of materials, sleepers, and jacks.

This railcar was first seen in this livery in 2017. Since then, it has served as a mobile workshop and crew accommodation as well as a tool and material store. It is deployed wherever there are problems along the line. Occasionally it has hauled some of the typical six-wheel ballast wagons for track work, but most of the time it runs on its own.

All models are delivered with an extensive set of accessories. To prevent damage during transport, these parts are not assembled at the factory. Diagrams are provided to show the correct arrangement of the parts.

All 5090 models (since 2021) are equipped with a new circuit board with six-pin NEM651 decoder socket and are prepared for sound installation.

For sound, the Zimo MS490F is recommended. There is enough space for the decoder in the specially developed weight block and a standard 11x15 loudspeaker can be glued directly into the opening provided. A corresponding sound project with tuned CV values is available from Zimo.

Rebuilt Berlin trams in HO

Four-wheel trams were rebuilt to various designs in the Reichsbahn-ausbesserungswerk Berlin-Schöneweide from 1959 to 1975 and delivered to transport companies in the eastern part of Berlin and other parts of the DDR.

Models of these reko trams have been produced by Halling for almost as long as the real things. Another small batch of these classic vehicles will be made shortly – advance orders are highly recommended.

www.halling.at



Perth exhibition returns



Perth Model Railway Group is pleased to announce the return of the biggest club-run exhibition in Scotland, to be held on the weekend of Saturday 25th and Sunday 26th June, at the usual venue, the Dewars Centre in Glover Street, Perth, PH1 0TH.

The exhibition will feature around ninety stands, including around forty layouts in various scales and gauges, modelling demonstrations, societies, and specialist traders.

A number of foreign outline layouts are booked to appear – see diary listing opposite.

The photo above (by Patrick Grace) shows 2nd (and) Yard by Arry Dodds, representing the NMRA-BR.

We can heartily recommend this event, from personal experience.

Further details of the show, including a full list of layouts, societies, and traders, are available on the website.

www.smet.org.uk

German Locomotives 2022

ST Publications have just issued the new edition of this popular book, compiled by Guy Houston and Tom O'Donnell, and edited by Barry Jones, updated to January 2022.

It has been completely revised since the 2021 edition with data kindly supplied by colleagues in the German rail industry, and so is right up to date.

All DBAG and private owner locos are listed in class number order for ease of reference, along with the current operator code and (where known) previous running numbers.

In addition the book has been expanded to include details of all foreign registered loco fleets likely to be seen in operating in Germany as well as every loco registered in Germany but present abroad, making this a comprehensive guide. For completeness the book now shows all class 182, 185, 186, and 193 irrespective of country of registration and operation.



The 184 page book (ref.STP00159) is available for £15.00, post free in the UK. www.stpublications.co.uk

Forthcoming events

Sunday 29 May

MILLAND, West Sussex

Organiser: Liphook & District MRC.
Venue: Milland Village Memorial Hall, Iping Road, Milland, near Liphook, GU30 7NA.

Open: 1000-1600

Admission: adults £3.00, accompanied children free.

Amenities: free parking; tea, coffee and soft drinks available; venue adjacent to village pub.

Features: *Ehrwald* (German N), *Kenekimura* (Japanese N), *Friedrichstraße* (German HO), *Waalhaven* (Dutch HO, CM March 2022), *South River Terminal* (US HO); 00 and N test tracks; club sales stand.
Website: www.liphookmrc.co.uk

Saturday 11 June

BURTON-UPON-TRENT, Staffordshire

Organiser:

7mm Narrow Gauge Association. Annual General Meeting and show
Venue: Burton-upon-Trent Town Hall, King Edward Place, Burton-upon-Trent, DE14 2EB.

Open: 1030-1630

Admission: adults £5.00, members £3.00, partners and children free.

Amenities: parking (see website for details); venue close to railway station; refreshments and bar.

Features: layouts include *Tramway de Balaigne* (French Oe), *Atlantic Cable Mine* (US On30, CM September 2018), *Habbaniya, Iraq, 1941* (forced perspective, CM March 2019), and *Oh Guano* (O-16.5). Societies, trade.
Website: www.7mmnga.org.uk

Saturday 11 June

TRIMLEY ST.MARY, Suffolk

Organiser:

N Gauge Society, Felixstowe Area.

Venue: Welcome Hall, Trimley St.Mary, Suffolk, IP11 0TN.

Open: 1100-1600

Admission: free.

Features: overseas layouts.

Website: www.felixstowengauge.org.uk

Saturday 18 June

DIDCOT, Oxfordshire

Globalrail

Organiser: German Railway Society

Venue: Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN.

Open: 1030-1600

Admission: adults £6.00, children £3.00, family £12.50.

Amenities: free parking; disabled access; cafeteria.

Features: layouts include *Brunswick* (German N), as yet un-named German N from Paul Smith, *Rennsteig* (East German TT), Austrian TT from Bevis Wearing-King, *Nove Mesto na Nedostatku* (Czech TT), *Köln Draußen* (German HO, CM October 2018), *St.Pankraz in Steiermark* (Austrian HO, CM February 2021), *Halta Nerau* (Romanian HO), *St.Pierre (Canal) et la rue Perrin* (French 1:34e, CM September & December 2002), *Naples Street* (US TT, CM July 2018), *Blue Heron* (US HO, in this issue), *Underpass* (US HO, coming soon), and *Lunisolar Peat Tramway* (16mm scale ng micro). Societies, trade.
Contact: <https://grs-uk.org>

Saturday 18 & Sunday 19 June

NORTH SHIELDS, Tyne and Wear

Organiser: Blyth and Tyne MRC (charity event)

Venue: Christ Church, Preston Road, North Shields, NE29 0LW.

Open: Saturday 1000-1600
Sunday 1200-1600

Admission: adults £4.00, children under 5 free.

Amenities: 125 yards from Metro station; bus stop outside; free parking in adjacent school yard; refreshments.

Features: 5+ layouts; Contikits trade.

Contact: trevor3489@hotmail.com

Website: www.btmrs.co.uk

Saturday 25 & Sunday 26 June

EXETER, Devon

Organiser: Exe MRS.

Venue: Matford Livestock Centre, Matford Park Road, Marsh Barton, Exeter, EX2 8FD.

Adjacent to Matford Park & Ride.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £7.50, accompanied children free.

Amenities: free parking; disabled access; restaurant.

Features: layouts include *Bw.Dügelshausen* (German HO, CM March 2016), *Gleisbau Bitterfeld* (German HO), *Norge* (Norwegian HO, CM May & June 2020), and *Port Dominic Branch* (HO modular). Demonstrations, trade.

Website: www.exemrs.co.uk

Saturday 25 & Sunday 26 June

PERTH, Scotland

Organiser: Perth MRG.

Venue: The Dewars Centre, Glover Street, Perth, PH2 0TH.

Open: 1000-1700 both days

Admission: adult £10.00, child £4.00, family (2+2) £20.00.

Amenities: parking; disabled access; buffet and bar.

Features: c.40 layouts in various scales and gauges, including *Bahnbetriebswerk* (German N), *Wurzbach* (East German TT), *Dobris* (Czech HO), *Neu Orle* (US N), *Whyte Hills Pass* (US N), *Williamson River* (Canada HO, CM October 2020), *Lewis Lake, Wyoming* (US On30, in this issue), *2nd (hand) Yard* (US O), US O standard gauge display, and *Ishinaka* (Japan N, next month in CM). Demonstrations, societies, trade.

Contact: 07803 737652

Website: www.smet.org.uk

Saturday 25 & Sunday 26 June

HARDEN, BINGLEY, Yorkshire

Organiser: Keighley MRC.

Venue: Woodbank Garden Centre & Nurseries, Harden Road, Harden, Bingley, BD16 1BE.

Open: Saturday 1000-1600
Sunday 1000-1600

Admission: adults £6.00, children £3.00, families £15.00.

Amenities: vintage bus shuttle from Keighley and Bingley railway stations.

Features: 17 layouts including *Parazare* (French HO). Trade.

Website: www.keighley-mrc.org.uk

Note: events may still be subject to change – check before travelling.

Coming next month

out 16th June

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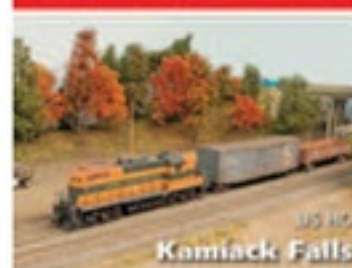
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Ishinaka

Japanese N



Also in this issue...



US HO
Kamiack Falls



Cement rendering
Latest Reviews ... and much more



Ghum
Latest Reviews ... and much more

• Ishinaka

Raven Miniatures make another foray into Japanese N, with a small spa town served by a rural branch line which hosts a wide variety of rolling stock.

• Kamiack Falls

Antony Quinlan completes the account of his US HO exhibition layout (begun in the April 2022 issue) with more details of some aspects of the construction.

• Cement rendering

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

• Ghum

Ranjeev C.Dubey changes his longstanding devotion to the Kalka-Shimla line and succumbs to the charms of the Darjeeling Himalayan Railway, modelled in HOe.

• A simple but satisfying start

Paul de Groot was inspired by an article in a magazine to create a Dutch HO starter layout on a budget which could be exhibited to demonstrate techniques.

... and much more!

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This section is reserved for the use of traders only.

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

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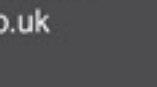
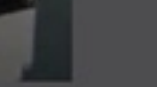
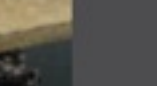
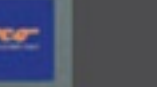
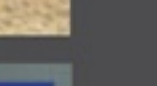
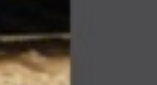
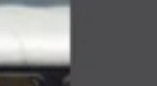
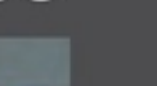
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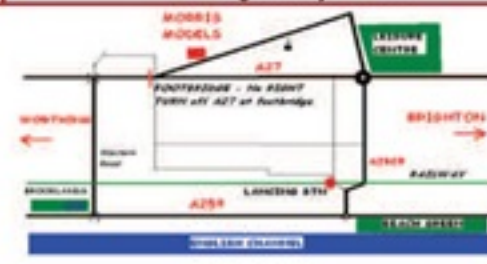


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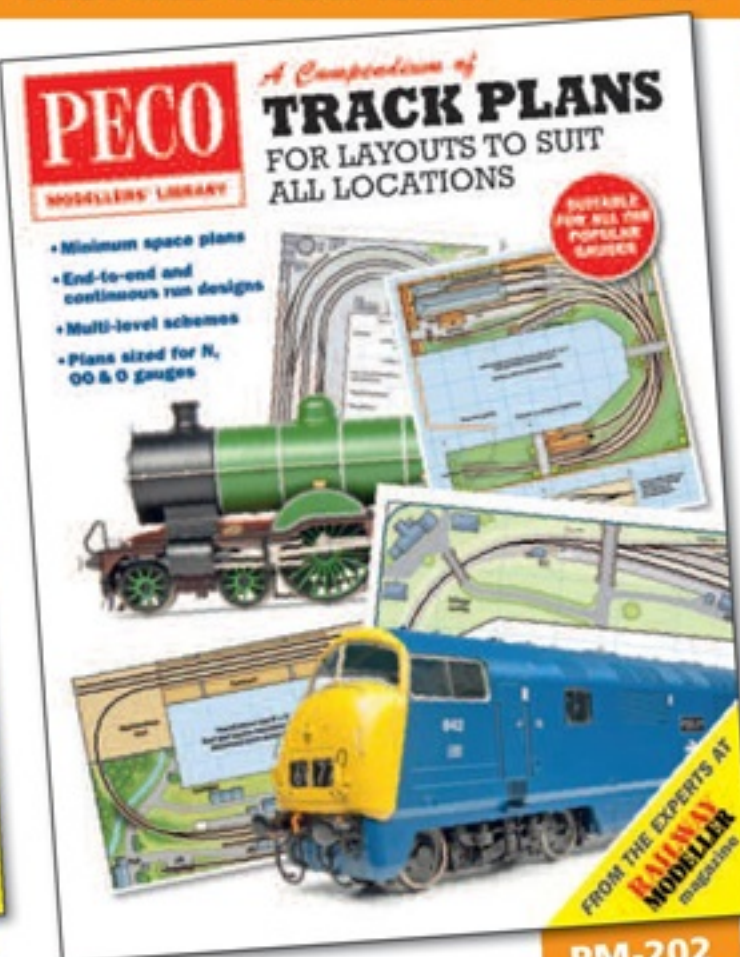
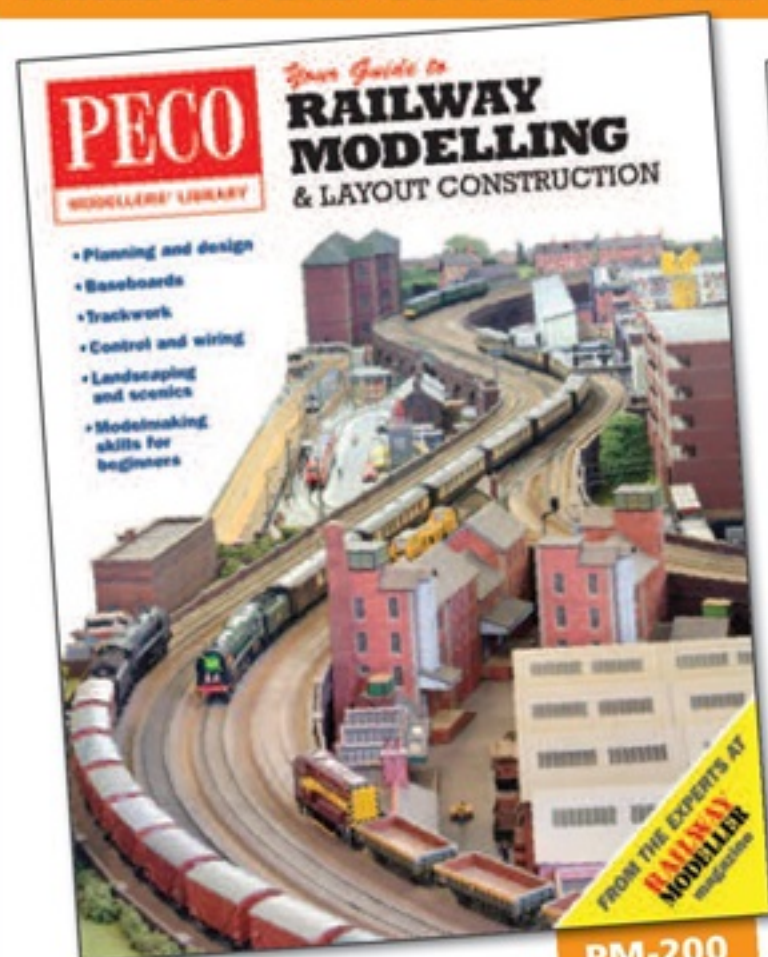
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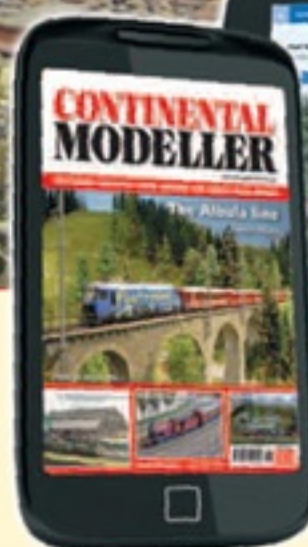
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21st & 22nd May @ Jarrold MRS,
11th June @ Doncaster O Gauge Show
and 25th & 26th June @ Perth MRS

46403 SBB Hbis van, Pwella, white/red graphic, £10.00	1262 544 MGB Hge 414" 84, Tachrom, 75yr Glacier Express, red, £175.00
46101 SBB Hbis van, silver, £10.00	3288 259 MGB AS 4029 Panorama wagon, red/white, £48.00
43402 SBB Hbis van, smooth side/silver, £10.00	3288 261 MGB AS 4021 Panorama wagon, red/white, £48.00
46108 SBB Hbis van, ELMER Cms, yellow, £12.00	2553 252 MGB Fd4052 4th gravel carrier, grey, £32.00
47381 SBB Holcim Bogie Tanker, white/black + red logo, £18.00	7480-74830 MGB Crystal Panorama Express, blue/white, £325.00
46355 SBB Hupac Dariusz Artic trailer, £25.00	1259 302 MGB Gd414" #8002, blue/white, £135.00
76343 SBB Hupac Support Coach + 3 x Hupac, grey, £96.00	1259 323 MGB Gd414" #8003, Kuh-Pakata, blue/white, £135.00
46357 SBB Hupac with 2 x Bertschi Swap Body, £25.00	1280 302 MGB Gd414" #8002, blue/white, £135.00
47016 SBB Hupac with 2 x FORT Swapbody, £27.00	1280 303 MGB Gd414" #8001, blue/white, £135.00
46585 SBB Hupac with 2 x Gieseler Swapbody (Rku Model), £30.00	1280 304 MGB Gd414" #8004, Interlink, blue/white, £135.00
46371 SBB Hupac with 2 x Jacky Maeder Swap Body, £27.00	1281 323 MGB Gd414" #8003, Kuh-Pakata, blue/white, £135.00
47371 SBB Hupac with 2 x Jacky Maeder Swapbody, £27.00	1281 324 MGB Gd414" #8004, Kuh-Pakata, blue/white, £135.00
4657948 SBB Hupac with 2 x Muebach Swapbody (Alu Model), £36.00	1383 331 MGB BCF414", Nostalgic, grey/white, ESU digital, £175.00
46389 SBB Hupac with 2 x Planzer Swap Body, £27.00	3267 329 MGB B210 2nd, blue/cream, £32.00
47027 SBB Hupac with 2 x Planzer Swapbody, £27.00	3267 328 MGB B208 2nd, blue/cream, £32.00
46561 SBB Hupac with 2 x Planzer Swapbody, £27.00	3267 329 MGB B209 2nd, blue/cream, £32.00
47031 SBB Hupac with 2 x SENN Swapbody, £27.00	3267 331 MGB B207 2nd, "Mammotte Parade", green/graphics, £30.00
47015 SBB Hupac with Neuhaus Artic Trailer, £27.00 (2)	3268 311 MGB B2051 Golden Pass Panoramic, gold/white, £48.00
44311/46353 SBB Hupac with Novatrans Artic Trailer, £27.00 (2)	3290 311 MGB B201, 2nd, blue/cream, £26.00
47022 2 SBB Juracem Bogie Hopper, brown, £16.00	3290 312 MGB B202 2nd, blue/cream, £26.00
47023 2 SBB Juracem Bogie Hopper, brown, £16.00	3290 313 MGB B203 2nd, blue/cream, £26.00
47024 2 SBB Juracem Bogie Hopper, brown, £16.00	3291 303 MGB AB 303 1st/2nd, blue/cream, £26.00
47025 2 SBB Juracem Bogie Hopper, brown, £16.00	3290 317 MGB AB 107 1st, blue/cream, £26.00
47026 2 SBB Juracem Bogie Hopper, brown, £16.00	7272 308 MGB 4 x Salon wagon CML, blue/cream, £225.00
46548 SBB Slide roof van, Rupperts, white/brown, £14.00	2276 238 MGB B208 wood open, brown, £18.00
46321 SBB stake wagon, brown/grey, £14.00	2276 239 MGB B209 wood open, brown, £18.00
46323 11 SBB stake wagon, grey (special), £14.00	2276 240 MGB B210 wood open, brown, £18.00
47533 SBB Vetro Recycling, 4th hopper, brown, £14.00	2276 241 MGB B211 wood open, brown, £18.00
67084 SU 4 x Bogie ORE hopper, brown, £70.00	2276 242 MGB B212 wood open, brown, £18.00
47020 SU Hupac with 2 x Vojus Cont, £27.00	2276 243 MGB B213 wood open, brown, £18.00
46324 SNOF Hupac with Novatrans Artic trailer, £25.00	2276 244 MGB B214 wood open, brown, £18.00
46101 SNOF Gds LWB 4th van, brown/silver door, £10.00	2276 245 MGB B215 wood open, brown, £18.00
46449 SNOF Gds van, brown/silver vart covers, white stripes, £14.00	2276 246 MGB B216 wood open, brown, £18.00
46364 SNOF Hupac (SEIG) with Novatrans Artic Trailer, £25.00	2276 247 MGB B217 wood open, brown, £18.00
46370 SNOF Hupac with Guyon Artic trailer, £25.00	2276 248 MGB B218 wood open, brown, £18.00
44311C SNOF Hupac with Malmsten Artic Trailer, £25.00	2276 249 MGB B219 wood open, brown, £18.00
46357 SNOF Hupac with Rouch Artic trailer, £25.00	2276 250 MGB B220 wood open, brown, £18.00
46377 SNOF Hupac with Funet Cont Swapbody, £25.00	2276 251 MGB B221 wood open, brown, £18.00
44311A SNOF Novatrans Hupac with Novatrans Artic Trailer, £25.00 (2)	2276 252 MGB B222 wood open, brown, £18.00
46374 SNOF Hupac with Guyon Artic Trailer, £25.00	2276 253 MGB B223 wood open, brown, £18.00
46374 SNOF Segl Hupac with Guyon Cont Swapbody, £25.00	2276 254 MGB B224 wood open, brown, £18.00
44311D SNOF Segl Hupac with Novatrans Artic trailer, £25.00 (2)	2276 255 MGB B225 wood open, brown, £18.00
46368 SNOF Segl Hupac with Rouch Cont Swapbody, £25.00	2276 256 MGB B226 wood open, brown, £18.00
44323A SNOF Stock van (Cow), yellow, £14.00	2276 257 MGB B227 wood open, brown, £18.00
46429 SNOF Stock van (Horse), yellow, £14.00	2276 258 MGB B228 wood open, brown, £18.00
46322A SNOF Stock van, light green, £14.00	2276 259 MGB B229 wood open, brown, £18.00
47830 TLG 4th gravel hopper, brown, £15.00	2276 260 MGB B230 wood open, brown, £18.00
44311E Trailer Hupac with 2 x Antoine swapbody, £25.00	2276 261 MGB B231 wood open, brown, £18.00

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1293 124 RHB Gd414" #23, 4-4-0 (Chavenna Maler (DOC fitted, no lights), £475.00

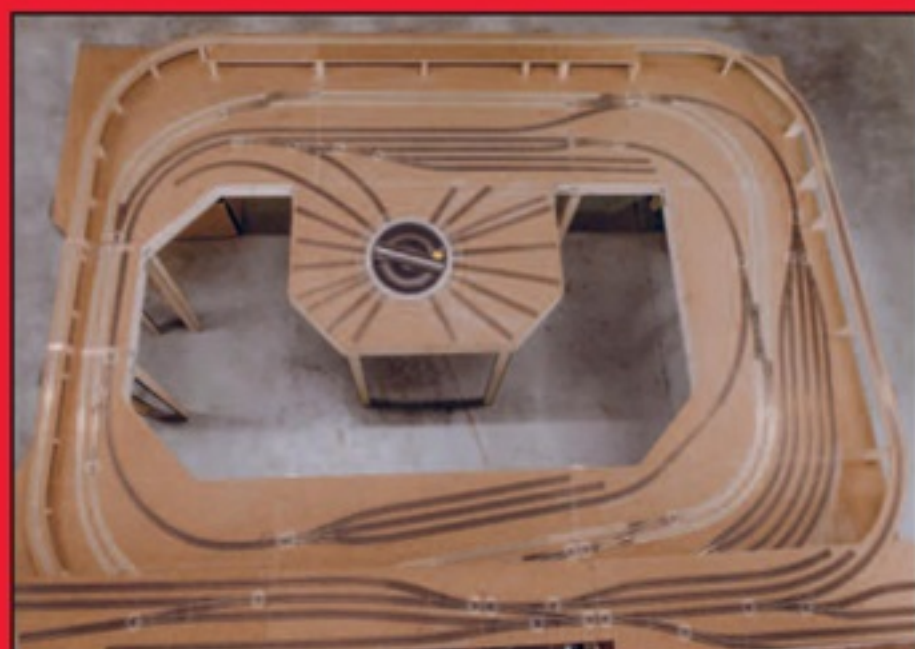
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3288 204 FO AS 4024 Panorama wagon, red/white, £48.00
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3239 211 FO B4201 4th, red, £30.00
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3255 222 FO B4272, red/white stripe (short), £18.00
3259 FO B4264, red/white stripe (short), £18.00
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3267 2 FO B4268, red/white stripe, £25.00
3266 309 FO B4269 Lightweight, red/white stripe, £25.00
3266 FO B4270, red, £22.00 (2)
3258 141 FO D4341 bogie baggage, red, £34.00
3270 FO D4342 bogie baggage, red, £28.00 (2)
3269 203 FO D4343 bogie baggage, red, £25.00
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3288 206 FO Panoramic AS4026, red/white + figures/lights, £80.00
3288 208 FO Panoramic AS 4028, red/white + figures/lights, £80.00
2260 213 FO Uce 4863 Cement wagon, Mitterkopf, silver, £24.00 (2)
2260 215 FO Uce 4865 Cement wagon, Mitterkopf, silver, £24.00
2266 140 FO Gd-v 4440 van, brown/silver doors, £20.00
1262 254 MGB Hge 414" #104, red, £145.00

7273 110 RHB Tm212 + cement wagon-fat car-ven wagon, £145.00	2288 148 RHB Halk-ty 5168 Phazuner, bogie sidekick, graphics, £36.00
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